MEETING

Place: Board of Supervisors Chambers
Kings County Government Center
400 W. Lacey Blvd., Hanford, CA

Time: 4:30 p.m., Wednesday, January 22, 2014

Agenda: KINGS COUNTY ASSOCIATION OF GOVERNMENTS

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<td>I. CALL MEETING TO ORDER - Chairman</td>
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<td>A. Roll Call</td>
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<td>B. Unscheduled Appearances</td>
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<td>Any person may address the Commission on any subject matter within the jurisdiction or responsibility of the Commission at the beginning of the meeting; or may elect to address the Commission on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Commission. Unscheduled comments will be limited to three minutes.</td>
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<td>C. Minutes</td>
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<tr>
<td>1. Minutes of December 4, 2013</td>
<td>1-5</td>
<td>Approve</td>
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<td>II. KCAG TRANSPORTATION POLICY COMMITTEE</td>
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<td>A. General Transportation Items</td>
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<td>B. Caltrans Reports</td>
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<td>Quarterly Newsletter Update</td>
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<td>C. Correspondence</td>
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<td>D. Staff Comments</td>
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In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting please contact the KCAG Office at (559) 852-2654 by 4:00 on the Friday prior to this meeting. Agenda backup information and any public records provided to the Commission after the posting of the agenda for this meeting will be available for public review at 339 West D Street, Suite B, Lemoore, CA. In addition most documents will be posted on www.kingscog.org.
III. KCAG COMMISSION

A. General Commission Items

1. Reaffirm all Actions Taken by the TPC on January 22, 2014  
   Reaffirm

2. San Joaquin Valley Legislative Platform and Valley Voice Trip  
   16-22  Information

3. Regional Climate Action Plan Update  
   23  Information

4. 2014 Regional Housing Needs Allocation Plan  
   24-26  Information

IV. MISCELLANEOUS

A. Correspondence

B. Staff Comments

C. Commissioner Comments

V. ADJOURNMENT: Next meeting scheduled for February 26, 2014.
MINUTES

CALL MEETING TO ORDER

The special meeting of the Kings County Association of Governments was called to order by Russ Curry, Vice Chairperson, at 4:30 p.m., on December 4, 2013 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California. Vice Chairperson conducted roll call.

COMMISSIONERS PRESENT: Tony Barba, Harlin Casida, Russ Curry, John Gordon, Doug Verboon, Gail Miller

COMMISSIONERS ABSENT: Mark Cartwright

STAFF PRESENT: Bruce Abanathie, Victoria Hall, Terri King, Chris Lehn, Teresa Nickell, Kris Pedersen, Counsel

VISITORS PRESENT: Angie Dow, Jim Christian

FLAG SALUTE

UNSCHEDULED APPEARANCES

None

MINUTES – October 23, 2013

A motion was made and seconded (Verboon / Casida) to approve the Minutes of October 23, 2013 as amended. Motion carried unanimously.

KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. Final 2014 Regional Transportation Improvement Program

Mr. Abanathie reported the California Transportation Commission (CTC) has adopted guidelines and a Fund Estimate (FE) for the upcoming 2014 State Transportation Improvement Program (STIP). Regional Transportation Planning Agencies (RTPA) are required to submit an adopted 2014 Regional Transportation Improvement Program (RTIP) to the CTC by December 15, 2013. The only project carried forward from the 2012 RTIP will be the 12th Ave. Interchange project construction. There will be a 19th Ave. Interchange landscaping project that has been split off from the roadway construction portion of the project and will be represented individually as the
“19th Avenue Interchange Landscaping”. KCAG will program the Lemoore proposed Cinnamon Drive Bicycle/Pedestrian Facilities project in FY 2014-15 funded with $419,000 of county shares in lieu of the Transportation Enhancement Reserves programmed for the same year.

Commissioner Curry opened the public hearing. Seeing no one come forward the public hearing was closed.

A motion was made and seconded (Verboon / Barba) to adopt Resolution No. 13-11 approving the 2014 Regional Transportation Improvement Program. Motion carried with Gordon abstaining.

2. 2014 Regional Transportation Plan

Mr. Abanathie stated Title 23 Unites States Code section 143 requires Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) in 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. The 2014 RTP update will fully address the federal requirements as well as the requirements of the CEQA, AB 32 and SB 375. He noted that the Air Resources Board (ARB) adopting a greenhouse gas (GHG) emission reduction target for each MPO to meet and that we have not yet determined if the target will be met since the process has just started.

Mr. Abanathie stated that staff has or will be working with our local agencies to review their planning documents and land use policies and also meeting with local boards and organizations. KCAG staff and the consultant will be holding public outreach meetings in the month of December starting on the 9th in Hanford, and on the 10th in Lemoore and Kettleman City. Kettleman City will have an interpreter available. He reviewed the timeline and noted that a final RTP and EIR will be presented to the TPC in July of 2014 for adoption.

3. FFY 2012-13 Annual Federal Funds Obligation Report

Mr. Abanathie indicated the Moving Ahead for Progress in the 21st Century (MAP-21) requires that Metropolitan Planning Organizations (MPO) either publish or make available to the public an annual listing of projects for which federal funds have been obligated in the proceeding year. This listing is required to be consistent with the categories and phases identified within the Federal Transportation Improvement Program (FTIP). The 2013 Annual Listing of Projects is posted on the KCAG website and the report is available at the KCAG office. The listing of federally funded projects that were obligated during the FFY 2012-13 shows more that $90.0 million for street and highway projects and $2.5 million for transit projects in Kings County. Mr. Abanathie stated 100% of our apportionment has been obligated.

Commissioner Gordon asked about the Safe Routes to School project for Lemoore. Mr. Abanathie indicated the project is scheduled for obligation in FY 2013-14 so is not included in the reporting period. Commissioner Gordon asked why the 19th Ave. landscaping project is split off. Mr. Abanathie explained it was because of the change in funding and safety issues involving the use of Conservation Corp personnel.
4. FY 2012-13 Transportation Development Act Audit Extension

Ms. Nickell reported the California Administrative Code requires that each claimant of Transportation Development Act (TDA) funds annually and within 180 day after the end of the fiscal year, submit a report of the fiscal and compliant audit of the financial statements to the State Controller. The accounting firm of Brown Armstrong is preparing the audits of each claimant, under a contract with Kings County as part of a single audit procedure. Reports are being prepared for the Cities of Avenal, Corcoran, and Lemoore as well as KCAG and Kings County. To date the auditor has not yet submitted draft audit reports so KCAG can accept and submit to the State Controller on time. In accordance with Section 6664 of the California Administrative Code KCAG may grant and extension of up to 90 days for the submittal of the audit reports.

A motion was made and seconded (Verboon / Gordon) to grant an extension for the submittal of the TDA audits and that the State Controller be notified of the extension. Motion carried unanimously.

5. Social Services Transportation Advisory Council Appointments

Ms. Nickell stated that KCAG established the Social Services Transportation Advisory Council (SSTAC) in 1988 as a requirement of legislation. Members of SSTAC are required to represent person who are 60 years of age or older, disabled, persons of limited means who use public transit, and local service providers who provide services to these transit-dependent groups. There are four members of the SSTAC whose terms are expiring in January 2014. KCAG staff has contacted the members to ascertain their continued interest in serving on the SSTAC and each has indicated their desire to be reappointed. Commissioner Gordon asked about the meeting location and the inability of a member to attend in person rather than phone. Ms King indicated that staff was aware of the issue and that the meeting location could be changed to provide easier access for anyone who wanted to attend.

A motion was made and seconded (Verboon / Gordon) to reappoint Arlene Santino, Debbie Grice, Dave Nave, and Vince Velo to serve three year terms on the SSTAC. Motion carried unanimously.

B. Caltrans Reports

Ms. Miller gave an update on the some of the highway improvement projects underway in Kings County. Of particular note she reported that work is continuing on the SR 198/19th Ave. interchange to prepare for the winter suspension and that the project is expected to be completed in Spring of 2015. She also noted that the SR 198/12th Ave. interchange project construction funding is going to the CTC for a vote in December. Ms. King mentioned at the last meeting a question was raised regarding the signals at SR 41 and Grangeville Blvd. and was wondering if that issue had been corrected. Ms. Miller indicated she would look into again.

C. Correspondence

None

D. Staff Comments

None
E. Commissioner Comments

Commissioner Verboon asked Caltrans to look into the hole in the road at SR 41 and Grangeville.

A. General Commission Items

1. Reaffirm all Actions Taken by TPC on December 4, 2013

   A motion was made and seconded (Verboon / Barba) to reaffirm all actions taken by the Transportation Policy Committee on December 4, 2013. Motion carried unanimously.

2. Regional Climate Action Plan Update

   Ms. Lehn mentioned the Climate Action Plan (CAP) is now moving forward with the Cities of Avenal and Hanford and has been renamed Regional Climate Action Plan. There was a meeting of the CAP Advisory Committee held on November 20th where the consultant reviewed the project scope and outlined the greenhouse gas sectors that the project will cover. The next meeting will be held on December 16th at 1:00 p.m. in the Hanford Training Room where the main item on the agenda will be reviewing and prioritizing the jurisdiction’s potential greenhouse gas reduction measures. The project website is located at http://www.kingscountywidecap.com and all meetings and workshop materials can be found there. All future CAP Advisory Committee meetings will be open to interested members of the public.

3. Sustainable Communities Planning Grant & Incentives Program

   Ms. Lehn reported the Strategic Growth Council met on November 5th to discuss the 3rd round of the Sustainable Communities Planning Grant and Incentives Program guidelines and application. The San Joaquin Valley Regional Planning Agencies Directors Committee met on November 7th and agreed that a valley wide application should be again submitted. Staff from the Strategic Growth Council indicated that the San Joaquin Valley is best able to compete with larger Regional Planning Agencies if we are working together. KCAG staff is asking for all the agencies input and ideas to develop project ideas which will be most beneficial. The next meeting is December 3rd. It is anticipated the grant process would open December 6 with applications due near the end of February 2014.

4. San Joaquin Valley Legislative Platform and Valley Voice Trip

   Ms. Lehn indicated the Valley Regional Transportation planning Agencies (RTPAs) and elected officials from the region will be participating in the 2014 Sacramento and Washington DC Valley Voice Trips. The Sacramento trip will take place March 5th and 6th 2014 and it is anticipated the Washington DC trip will be in September 2014. These trips consist of meetings with legislators and agencies to outline the opportunities and challenges of the San Joaquin Valley. RTPA staff is preparing a draft legislative platform with the final platform to be approved by the San Joaquin Valley Regional Policy Council. KCAG staff is seeking ideas for the 2014 draft legislative platform. If any of our commissioners are interested in attending please let KCAG staff know so reservations can be made.
5. FY 2014-15 Overall Work Program Activities

Ms. King reported KCAG is required to develop an Overall Work Program (OWP). A draft FY 2014-2015 OWP is to be submitted to Caltrans, Federal Highway Administration, and Federal Transit Administration by March 1, 2014 for review and comment. Caltrans identifies several areas to which regional transportation planning agencies should focus their work areas. These areas deal with satisfying state and federal planning requirements in core functions and planning emphasis areas. Funding sources to accomplish these efforts include the federal planning funds available to KCAG as an MPO estimated to be $623,900 - $637,000. Other funding sources for the OWP include Planning, Programming and Monitoring (PPM) funds, Transportation Development Act (TDA) funds, grant funds, AVA funds and local funds. No new projects are being proposed at this time. Ms. King summarized the various activities to be included which are not federally reimbursable. She summarized the other activities planned that are continuing projects to be included.

6. 2014 KCAG Meeting Calendar

Ms. King indicated the meeting calendar schedule for 2014 is attached. Historically the November and December meetings are combined since they fall around the Holidays and offered potential date changes for which a decision will be made closer to those meeting dates.

MISCELLANEOUS

A. Correspondence

Ms. King mentioned the San Joaquin Valley Regional Policy Committee meeting will be held on December 13th in Madera.

B. Staff Comments

None.

C. Commissioner Comments

Mr. Verboon reported he attended the San Joaquin JPA meeting on November 22 and noted that items under discussion were the Business plan which he feels is still tied to the High Speed Rail plan too closely, trying to save the Valley Amtrak, and the discrepancy in the Capital Corridor's budget.

ADJOURNMENT

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 5:47 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

[Signature]

Terri King, Executive Director
TO: KCAG Transportation Policy Committee
FROM: Bruce Abanathie, Regional Planner
DATE: January 13, 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 programs and projects contained in the RTP.

California Senate Bill 375 (SB 375), the "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 reduction targets for Greenhouse Gases (GHG). SB 375 was developed as an adjunct to help cities and counties reach their GHG reductions mandated by Assembly Bill 32 (2006), the "California Global Warming Solutions Act of 2006" (AB 32)

The 2014 RTP is the ninth RTP developed by KCAG. This RTP update will fully address the federal requirements as well as the state requirements of CEQA, AB 32, and SB 375.

Public Outreach

One of the requirements of SB 375 is an extensive public outreach component. SB 375 amends California Government Code Section 65080 (2)(E)(i) to specify that the following categories of the public are included in the stakeholder group:

affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations

KCAG has assembled an RTP stakeholder group to represent the interests of the population of Kings County as a whole. The RTP Stakeholder Group is staffed and supported by the KCAG Staff and our coordinating representative from the CA Air Resources Board. Staff will provide additional information to the Stakeholder Group upon request of the group.

The KCAG Stakeholder group includes the following:

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<thead>
<tr>
<th>Category</th>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Affordable Housing Advocates</td>
<td>Susan Atkins</td>
<td>Self Help Enterprises</td>
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<tr>
<td>Transportation Advocates</td>
<td>R. J. Cervantes,</td>
<td>CA Trucking Association</td>
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<td></td>
<td>Bruce Mackey</td>
<td>Kings Bicyclists</td>
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<tr>
<td>Neighborhood And Community Groups</td>
<td>Ray Leon/Eddy Reyes</td>
<td>Latino Env. Adv. Program</td>
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<td>Category</td>
<td>Name</td>
<td>Organization</td>
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<td>Environmental Advocates</td>
<td>Amanda Eaken</td>
<td>Natural Res. Defense Council</td>
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<td>Sarah Campe/Carole Combs</td>
<td>Tulare Basin Wildlife Partners</td>
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<td>Home Builder Representatives</td>
<td>Robert Keenan</td>
<td>Tulare-Kings BIA</td>
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<td>Broad-Based Business Organizations</td>
<td>Mark Ulibarri</td>
<td>Hanford Chamber of Commerce</td>
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<td>Landowners</td>
<td>Frank Oliveira</td>
<td>Citizen, Land Owner</td>
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<tr>
<td>Commercial Property Interests</td>
<td>Jay Salyer</td>
<td>KCEDC</td>
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<td>Homeowner Association</td>
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<td>Education</td>
<td>David Reeman</td>
<td>Kings County Schools</td>
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<td>Stephen Shackelton</td>
<td>U.C. Merced</td>
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<td>Transit Advocates</td>
<td>Angie Dow</td>
<td>E.D. KCAPTA</td>
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<td>Agriculture</td>
<td>Diane Friend</td>
<td>KC Farm Bureau</td>
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<td>Dan O’Connell</td>
<td>American Farmland Truct</td>
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<td>Senior/Disabled</td>
<td>Connie Wlaschin</td>
<td>Senior, Local Business Owner</td>
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<td>Economic Development</td>
<td>Jay Salyer</td>
<td>Kings EDC</td>
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<td>Health Organizations</td>
<td>Lee Johnson</td>
<td>Kings CO. Public Health</td>
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<td>William Barrett/Heather Dunals</td>
<td>American Lung Association</td>
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<td>Tribal Government</td>
<td>Shauna Brum</td>
<td>Tachi-Yokut Tribe</td>
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<td>NAS Lemore</td>
<td>Roman Benitez</td>
<td>NASL Planning</td>
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<td>Elected Officials</td>
<td>Johnny Alvarado</td>
<td>CA Senator Vidak</td>
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<td>William Munoz</td>
<td>CA Assemblyman Salas</td>
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**RTP Development Timeline – Completed and Ongoing Tasks**

**May 2013:** SB 375 Required meeting with Air Resources Board Staff to discuss quantification of GHG reduction methodologies, ARB participation and communication, assumptions, and SCS development.

**June 2013:** SB 375 requires that Metropolitan Planning Organizations (MPOs) incorporate a significantly more vigorous public outreach program than in prior regional plans. SB 375 also requires that the MPOs develop an extended or separate Public Participation Plan to accomplish the level of outreach required in the legislation. KCAG adopted a separate PPP for the 2014 RTP in June 2013.

**August 2013:** To meet the CEQA requirement, KCAG completed the procurement process to acquire an environmental consultant experienced in completing defensible programmatic environmental documents.

**September 2013:** The addition of the SCS element and the SB 375 required level of public outreach, combined with the experiences of the MPOs that have completed the required process, provide evidence for the need of professional assistance in the public outreach component of the RTP. For this reason, KCAG also acquired the assistance of a public outreach consultant.

**November and December 2013:** KCAG participated in the City Council meetings of Avenal (11/12/13), Corcoran (11/18/13), Lemore (12/03/13) and Hanford (12/03/13), and the Kings County Board of Supervisors (12/03/13) in either Study Sessions or as part of the agenda to explain the RTP process and give the elected officials an opportunity to ask questions about the process.
KCAG held three public workshops in Hanford, Lemoore, and Kettleman City on December 9, 10, and 11, 2013. The results of the polling at the public workshops can be found at the website for the 2014 RTP public outreach at: http://www.kingsregionalvision.com/

Ongoing Tasks:
- IAC, Statewide Conformity Working Group
- MPO-State Agency Working Group
- SB 375 Implementation Working Group
- SCS Self Assessment Workshop
- ARB Mobile Source Emissions and EMFAC informational, negotiations with HCD for RHNA
- KCAG met with the planning departments of the cities of Lemoore, Hanford, and Avenal, and is awaiting conferences with the city of Corcoran and the County of Kings.
- KCAG is working to secure meetings with other local boards and organizations in order to provide further opportunities to discuss the RTP in general and in focused measures.

Future Tasks:

January 2014, Public Stakeholder Group to develop scenarios followed by public workshops to select a final scenario
February 2014, Planning and Modeling work to finalize the drafts of the RTP and EIR
March 2014, Draft of RTP, Conformity, and EIR, Notice of Availability for Public Review
April 2014, Draft RTP, Conformity, and EIR at KCAG Committees with Public Hearings
May 2014, Public comment period ends
June 2014, Planning and Modeling work to finalize the RTP, Conformity, and EIR, First presentation of SCS to ARB
July 2014, Final RTP and EIR for adoption at TPC, NOD filed, and SCS submitted to ARB for approval

Recommendation

This report is for information only.
AGENDA
January 24, 2014 – 12:30 PM*
San Joaquin Council of Governments, Board Room
555 E. Weber Ave.
Stockton, CA

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

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

1 Call to Order, Pledge of Allegiance, Roll Call
   Chair Pedrozo

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

3 Consent Calendar
   Chair Pedrozo
   ACTION
   3.1 Approve Minutes from Nov. 22, 2013 Board Meeting
   3.2 Approve Next SJJPA Board Meeting Location and Time

4 Election of Officers
   Chair Pedrozo
   ACTION

5 Update on Altamont Corridor Express
   Stacey Mortensen
   INFORMATION
6 Amtrak Presentation on the Most Recent San Joaquin Performance  Alex Khalfin  INFORMATION

7 Draft Chapters for SJIPA Business Plan  Dan Leavitt  INFORMATION

8 San Joaquin Rolling Stock Update  Brian Schmidt  ACTION/INFORMATION

9 California InterCity Passenger Rail Leadership Coalition Update  Dan Leavitt  INFORMATION  Thomas Reeves

10 Station Area Development Grant Programs  Dan Leavitt  ACTION
   a) Letter to City of Fresno
   b) Letter of Support for Fresno COG Application
   c) General Support Letter for Station Area Development Grant Applications within San Joaquin Corridor

11 Board Member Comments  Chair Pedrozo  INFORMATION

12 Administrative Matters or Announcements  Stacey Mortensen  INFORMATION
   • Correspondence
   • FY14/15 Amtrak Agreement for the San Joaquins
   • Letterhead

13 Adjournment  Chair Pedrozo

Note: * The Board Members will be arriving at the meeting location at 12 pm and will have lunch at San Joaquin Council of Governments Board Room from 12 pm till 12:30 pm.
"Caltrans improves mobility across California"

Quarterly Update on Kings County Projects:

Utica 2R: Overlay on I-5 near Kettleman City, from 3.3 miles south of the Utica Avenue overcrossing to the I-5/SR 41 junction. Ready to list spring 2014; advertise summer 2014; complete construction end of 2014. Chris Gardner, Project Manager, (559) 243-8060.


Hanford-Armona Reh:ab: On SR 41 near the City of Lemoore. Project will widen the shoulders and provide new pavement. The lower northbound lanes will be brought up to the same elevation as the southbound lanes. Funding: SHOPP. Paving for the roadway and all driveways is complete; final striping to be completed by mid-December. Jim Heinen, Project Manager, (559) 243-3467.

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

19th Ave Landscaping: Landscaping and plant establishment on SR 198 in the City of Lemoore at 19th Avenue.

(Continued on page 2)
Quarterly Update on Kings County Projects, Continued:


19th Avenue Interchange: SR 198 in Lemoore. Project will improve safety and mobility on 19th Avenue by constructing a new interchange. Funding: STIP Augment. Contract awarded to Granite Construction Company October 2012. Earthwork for the overcrossing and the soundwall is completed. Southbound 19th Avenue is closed for the duration of the project. Overall, it will be a two year construction period. Settlement of north and south embankments has begun and will continue for 120 days. Project currently set for a short winter suspension with SWPP in place. Work to resume in the spring. Jim Heinen, Project Manager, (559) 243 3467.

Lemoore Overlay: Overlay on SR 198 from 19th Avenue to the 14th Avenue overcrossing. Funding: SHOPP. Areas in good condition will be excluded from the project. Currently working on plans. Ready to list about mid-May 2014. Jim Heinen, Project Manager, (559) 243-3467.

SR 198 Hanford CAPM: Overlay on SR 198 in the City of Hanford from the 14th Avenue overcrossing to the 11th Avenue undercrossing. Funding: SHOPP. Ready to list October 31, 2013; advertise early 2014. Minerva Rodriguez, Project Manager, (559) 243-3518.

Hanford-Armona 3 Bridge Deck Rehab: On SR 198 near the City of Hanford. Bridge decks will be replaced at 14th Avenue, 11th Avenue, and the Hanford-Armona bridge. Project was awarded to Granite Construction on September 24, 2013. Work began December 2, 2013 and will be mostly at night to minimize impact to the traveling public. Jim Heinen, Project Manager, (559) 243-3467.

12th Avenue Interchange in Hanford: In the City of Hanford on State Route 198. Project will increase the capacity of the existing interchange with the addition of a loop ramp and widening of the main structure along 12th Avenue. This project has a "noncompliant right-of-way certification" and will be voted at the December 2013 CTC meeting. Construction would begin about spring 2014 if the "Buy America" issue is resolved. Jim Heinen, Project Manager, (559) 243-3467.
Caltrans’ CareTote Program

Current economic times continue to be especially hard on families, and getting children ready for school can be a particularly difficult time. Many families have no choice but to send their kids to school with only a plastic bag and a few school supplies. To help, Caltrans created the “CareTote” program. The program provides needy students with backpacks, filled with various school supplies, and also provides Caltrans with a way to reach out and give back to our community.

The CareTote campaign began during 2006-2007. The name was chosen to incorporate the “CT,” a common abbreviation for Caltrans, and to highlight the caring that goes into each backpack.

Caltrans kicks off the campaign every year at “Kids Day,” an annual summer event. The CareTote booth offers drinks and face painting at the Kids Day event, using profits from these sales to purchase backpacks and school supplies.

Additionally, every year CareTote containers are located at all of Caltrans individual work sites, along with pictures and information explaining the program and how employees can donate. Employees donate items by dropping them into the bins or they can give money toward the cause.

Backpacks are equally divided and distributed to one school located in each county the District serves during the month of August or September.

Caltrans reaches out to the various school districts, who nominate a school that is considered low income. Employees may also recommend a school that they feel is low income. The CareTote program will consider these recommendations as well, researching the suggestions to see if the majority of the kids are low income, enrolled in the free lunch program, or if there are other indicators of economic need.

The individual schools then select students nominated by their teachers. Teachers are the best source to know which students or family could use a backpack and supplies.

To date, Caltrans has delivered 1,157 backpacks to students within District 6.

Last year, our 1,000th backpack went to a little girl in Madera.

This year, school recipients were: Burrel Elementary-Fresno County; Palo Verde Elementary; Tulare County, Bear Mountain Elementary-Arvin-Kern County; Madera County, John Pershing Elementary; Stratford Elementary, Kings County.

Originally, employees were asked to donate backpacks, school supplies, or money in order to purchase needed items. However, Caltrans has since received support from sponsors. Some of the current sponsors are: the Caltrans Fresno Area Maintenance Crew, Granite Construction, American Paving Construction, and Walgreens.

For more information, or to become a sponsor, please contact:
Gloria Rodriguez
Public Information Officer
Caltrans District 6
(559) 444-2409
Gloria.rodriguez@dot.ca.gov
Caltrans’ Innovative Division of Maintenance!

Approximately 6,000 people—nearly 1/3 of Caltrans workforce—work in the Division of Maintenance. Maintenance does everything from responding to emergencies, clearing snow, fixing guardrail and pot-holes, and keeping traffic signals operable—in other words, insuring motorists’ safety.

Once construction completes a project that has gone through planning and all the other project delivery activities, it is entrusted to maintenance, whose jurisdiction is from right-of-way line to right-of-way line.

Maintenance preserves and operates the Department’s entire 50,000 lane-mile transportation system. And because of limited resources, the Department only has one maintenance worker for every eight miles of travel lane. That’s a challenge that’s probably not going to change soon so the Department will have to be more creative and innovative in accomplishing the work that needs to be done.

Maintenance is one of the most innovative groups within Caltrans. One example of the Division’s innovation is in the advancements in the latest long-lasting asphalt pavement, fittingly named SuperPave, which stands up to California’s extreme temperatures and heavy truck traffic.

SuperPave stands for Superior Performing Asphalt Pavements. The SuperPave system includes a performance-based asphalt binder specification, a mix design analysis system, many new test procedures, and new equipment.

Superpave is a comprehensive system for the design of paving mixes that are tailored to the unique performance requirements dictated by the traffic, environment (climate), and structural section at a pavement site. It enhances pavement performance through the selection and combination of the most suitable asphalt binder and aggregate. SuperPave was developed to address and minimize permanent deformation, fatigue cracking, low temperature cracking, and the system takes into consideration how the effects of aging and moisture damage contribute to the development of these three distresses.

Another innovative method being utilized by Maintenance is replacing sections of aging highways with pre-cast concrete slabs.

Using pre-cast, pre-stressed concrete panels to repair broken concrete allows highways to be repaired quickly with minimal disruption to the motoring public. The panels are cast and cure at a plant off-site using seven-strand steel cable that is stretched within the concrete mix as it’s poured, and then is released after it sets. Relaxing the steel pulls it tighter, putting the concrete under compression where it performs best.

These off-the-shelf panels are then trucked to the construction site and lifted with a crane into the void where the broken
Caltrans' Innovative Division of Maintenance!

In addition to the pre-cast panels, Caltrans staff have been even more innovative. Materials and maintenance engineers, along with a construction contractor, developed an innovative leveling-lift system to quickly raise and lower the panels using a screw-like mechanism. It was successfully tested in November 2012 on westbound Interstate 210. Typically, crews can complete 124 feet of repairs in a night, but with these pre-cast panels and the leveling lift strategy, they can complete upwards of 500 feet in an evening.

Efficiency and safety are cornerstones of Caltrans mission, vision, and goals. Caltrans Division of Maintenance inspects more than 25,000 bridges, maintains 50,000 lane miles, and 350,000 acres of land in the State right-of-way, all while millions of motorists continue to use the system. That is why safety must always be a top priority. Not only in maintenance, construction, and surveys, but also when preparing design plans. Caltrans must continually work to find innovative ways to do our jobs better, quicker, and safer.

Building blocks like this speed up installation, reducing delays for motorists and, best of all, reducing traffic exposure for workers. In addition, panels are designed to last 40 years, which means less maintenance in the future.

Maintenance is also taking steps to reduce maintenance costs and energy consumption by switching from vapor sodium lamps to brighter, more energy and cost efficient light-emitting diode (LED) lamps.

The new bulbs do not contain any hazardous waste and reduce our carbon footprint by about 10,000 tons of carbon dioxide per year, which is equivalent to removing almost 2,000 cars off the highways. They also save taxpayers about $2 million a year on electricity, and last nearly four times as long - again, less future maintenance.
TO:  KCAG Commission
FROM:  Chris Lehn, KCAG Staff
DATE:  January 16, 2014

SUBJECT:  San Joaquin Valley Legislative Platform and Sacramento 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.

San Joaquin Valley Legislative Platform for 2014

RTPA staff has prepared a draft legislative platform, that once finalized will be used for the Sacramento 2014 Valley Voice trip. The final platform will be approved by the San Joaquin Valley Regional Policy Council on February 21st. The legislative platform provides guidance to the RTPAs and their lobbying partners on state and federal matters. The platform includes six key focus areas discussing transportation funding, the transportation initiative voter threshold, cap and trade funding, goods movement, the San Joaquin Amtrak Intercity Passenger Rail, and water. KCAG staff encourages comments on the draft 2014 legislative platform.

San Joaquin "Valley Voice" Trips

Valley RTPAs and elected officials from the region will be participating in the 2014 Sacramento and Washington DC Valley Voice trips. The Sacramento Valley Voice trip will take place on March 4-6. Tuesday, March 4th will be a travel day, with meetings on March 5th and 6th. The Washington DC trip is likely to occur in September. The Valley Voice trip consists of meeting with legislators and state agencies to outline the opportunities and challenges of the San Joaquin Valley. The discussion topics during the meetings will correspond with the final 2014 legislative platform. Elected officials from each county are strongly encouraged to participate on the trips.

Recommendation

KCAG staff encourages comments on the 2014 legislative platform.
BACKGROUND

The San Joaquin Valley Regional Planning Agencies include the 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, comprised of 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 San Joaquin Valley Legislative Platform that reflects the Regional Policy Council’s priorities in state and federal legislative matters. The Legislative Platform provides guidance to the eight San Joaquin Valley Regional Planning Agencies and their lobbying partners 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 current 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 Ms. Terri King, Kings County Association of Governments for more information: (559) 852-2678 • email: Terri.King@co.kings.ca.us
2014 VALLEY VOICE REGIONAL PRIORITIES

TRANSPORTATION FUNDING:

REQUEST
The SJV Policy Council recognizes the significance in preserving existing funding sources and allocating additional transportation related funding sources as they become available.

SUMMARY
The SJV is California’s fastest growing region, with a population of over 4 million that 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%.

SUPPORT LEGISLATION THAT LOWERS THE THRESHOLD REQUIRED TO PASS TRANSPORTATION INITIATIVES:

REQUEST
The SJV Policy Council requests support for the reduction of the voter threshold for transportation sales tax measures.

SUMMARY
The reduction of the voter threshold reduces the opportunity for a small minority of voters to control transportation investment decisions that are supported by a large majority of voters. Since 1990, court rulings requiring 2/3 voter approval of special tax measures have made it extremely difficult for counties without an existing program to enact such measures.

- Kern, Merced and Stanislaus Counties in their attempts to pass a transportation sales tax measure have fallen short of the required 2/3 voter by a very small margin.
- A constitutional amendment would allow a change to the voter-approval requirement for special transportation taxes proposed by a local government
from 2/3 to 55 percent – the same vote threshold required for educational bonds since 2004.

**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 Interregional 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 INTERCITY PASSENGER RAIL:

REQUEST
Continued support and increased funding for state-supported Intercity Passenger Rail Services, including the San Joaquin service. Support for making the transfer of the administrative responsibility of the San Joaquin service to the San Joaquin Joint Powers Authority (SJJPA) and of the Pacific Surfliner Service to the LOSSAN JPA a priority for CalSTA.

1. A continued commitment in annual operating funds through the Public Transportation Account (PTA) to meet requirements of federal legislation (PRIMA}
Section 209) – states must finance the operational costs of intercity passenger rail routes of 750 miles or less. Currently 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 the transfer of administrative responsibility of the San Joaquin and Pacific Surfliner services to the new JPAs – which includes fully defining the on-going 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 SJPA).
- 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 SJPA, Caltrans and the CA High Speed Rail Authority to ensure SJPA 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 SJJPA 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.
TO:                KCAG Commission
FROM:          Chris Lehn, Regional Planner
DATE:            January 16, 2014

SUBJECT: Regional Climate Action Plan Update

Background
Kings County Association of Governments (KCAG) on behalf of the County of Kings and the Cities of Avenal, Corcoran, Hanford, and Lemoore was successful in obtaining a grant to conduct a County-wide Climate Action Plan (CAP). Recently, the Cities of Avenal and Hanford have decided to move forward with the Regional CAP. KCAG is providing administration and facilitation support for the CAP grant efforts. The San Joaquin Valley Air Pollution Control District provided technical services and Rincon Consultants was retained to lead the public outreach and develop the CAP document.

Regional Climate Action Plan Update
A meeting of the Regional Climate Action Plan Advisory Committee was held on Monday, December 16th from 1-3 p.m. at the City of Hanford. The consultant reviewed the potential greenhouse gas reduction measures quantifications and draft measures descriptions with corresponding implementation actions. Comments on these draft documents were requested by January 7th.

The next Regional Climate Action Plan Advisory Committee meeting will be held on February 4, 2014 from 1-3 p.m. in the City of Hanford's Training Room. Presentations on the project will also be made at the City of Avenal's study session on January 23rd and to the City of Hanford's study session on February 4th.

The project website is located at http://www.kingscountywidecap.com/ and all meeting and workshop materials can be found on the Project Library page. As with prior meetings, all future Advisory Committee meetings will be open to interested members of the public.

Recommendation
This is an informational item.
TO: KCAG Commission  
FROM: Chris Lehn, KCAG Staff  
DATE: January 16, 2014  

SUBJECT: Regional Housing Needs Allocation Plan

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

To kick off the RHNA process, a meeting was held on January 10th with the member agencies' Planning Directors or designated staff, HCD, and KCAG to discuss the draft RHNA determination, overall process, and key dates. HCD participated through conference call and provided a detailed overview of how the RHNA determination was calculated for Kings. The jurisdictions made several clarifying points and a slightly decreased RHNA determination was then subsequently provided by HCD. The Planning Director's or the designated agency representative from each of the member agencies will work closely with KCAG staff throughout the RHNA process, including review of the proposed methodology and distribution of the regional housing need.

According to government code, HCD must issue the final RHNA determination by January 29, 2014 or at least 24 months prior to the Housing Element due date. The draft total housing regional need for the planning period of January 1, 2014 – January 31, 2024 (10.08 years) is 10,220. The member agencies continue to review the revised draft RHNA determination before the January deadline. The data listed below is subject to change as noted above.

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Housing #</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>2,320</td>
<td>22.7%</td>
</tr>
<tr>
<td>Low</td>
<td>1,738</td>
<td>17.0%</td>
</tr>
<tr>
<td>Moderate</td>
<td>1,829</td>
<td>17.9%</td>
</tr>
<tr>
<td>Above Moderate</td>
<td>4,333</td>
<td>42.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,220</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
Several elements must be included in the process of developing the RHNA Plan, including development of a methodology for the housing allocation, and provision of a series of review, comments, and appeal periods. 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>January-February 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>
</table>

**Recommendation**

KCAG staff provides this as an informational item.