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.

MEETING

Place: Board of Supervisors Chambers
Kings County Government Center
1400 W. Lacey Blvd., Hanford, CA

Time: 4:30 p.m., Wednesday, April 23, 2014

Agenda: KINGS COUNTY ASSOCIATION OF GOVERNMENTS

ITEM PAGE ACTION

I. CALL MEETING TO ORDER; CHAIR

A. Roll Call

B. Unscheduled Appearances

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

C. Minutes

1. Minutes of March 26, 2014 1-6 Action

II. KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 2014-15 Transportation Development Act 7-8 Information
   a. Review of Claims 9-28 Information
   b. Public Hearing – Unmet Transit Needs

2. 2014 Regional Transportation Plan Progress Report 29-33 Information

3. SR 198 Corridor Study Update 34 Information

B. Caltrans Reports

C. Correspondence

D. Staff Comments

E. Commissioner Comments
III. KCAG COMMISSION

A. General Commission Items

1. Reaffirm all Actions Taken by the TPC on April 23, 2014
   Reaffirm

2. San Joaquin Valley Greenprint
   35-39
   Presentation

3. Regional Housing Needs Allocation Methodology
   40-44
   Public Hearing
   Action

4. Formation of Regional Planning Advisory Committee
   Pursuant to Article V. 4. of the KCAG Bylaws
   Action

IV. MISCELLANEOUS

A. Correspondence

B. Staff Comments

C. Commissioner Comments

V. ADJOURNMENT
   Next meeting scheduled for May 28, 2014
MINUTES

CALL MEETING TO ORDER.

The meeting of the Kings County Association of Governments was called to order by Joe Neves, Chairperson, at 4:30 p.m., on March 26, 2014 in the Board of Supervisors Chambers, Administration Building, Kings County Government Center, 1400 W. Lacey Blvd., Hanford, California. Chairperson conducted roll call.

COMMISSIONERS PRESENT: Joe Neves, Russ Curry, Alvario Preciado, Mark Cartwright, John Gordon, Doug Verboon, Paul Marquez

COMMISSIONERS ABSENT None

STAFF PRESENT: Bruce Abanathie, Victoria Hall Terri King, Chris Lehn, Teresa Nickell; Rachele Berglund Bailey, Counsel

VISITORS PRESENT: Greg Gatzka, Chuck Kinney, Diane Friend, Rick Telegan, Dennis Tristao, Jim Christian, Glenda Dwyer

UNSCHEDULED APPEARANCES
None

MINUTES – February 26, 2014

A motion was made and seconded (Gordon / Verboon) to approve the Minutes of February 26, 1014. Motion carried by the following vote:

Cartwright: Yes
Preciado: Abstain
Curry: Yes
Gordon: Yes
Miller: Yes
Verboon: Yes

KCAG TRANSPORTATION POLICY COMMITTEE

A. General Transportation Items

1. FY 14-15 Transportation Development Act Fund Summary

Ms. Nickell reported KCAG has been provided an estimate of Local Transportation Fund (LTF) and State Transit Assistance (STA) money to be available for
apportionment and allocation during the next fiscal year. The estimate of FY 2014-15 LTF is $3,500,000 and STA is $954,566. The claims and other required documentation have been sent to the claimants and must be returned to KCAG by April 1st. The Kings County Area Public Transit Agency (KCAPTA) held unmet transit needs hearings in February and March and KCAG will conduct unmet transit needs public hearings in April and May. Ms. King indicated that KCAPTA would be reducing their current LTF allocation request on a one-time basis.

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

Ms. Nickell stated each year, Kings County receives and apportionment of Federal Transit Act (FTA) Section 5311 funds that are available to public and private non-profit transportation providers in rural areas for capital, operating, and administrative expenses. KCAG is required to compile a "Regional Program of Projects" to show how the funds will be distributed among the applications received. Caltrans announced that an apportionment of $624,759 in Federal Fiscal Year 2014 FTA Section 5311 funds would be available to Kings County. Fund request forms were sent to eligible transportation operators in Kings County. The Kings County Public Transit Agency (KCAPTA) submitted an application for a portion of its share in operating assistance and the City of Corcoran submitted an application for both capital and operating assistance. These projects meet the project criteria for FTA 5311 funds. There was a request by Kings Rehabilitation, Inc. to check eligibility to fund new service; but as they are a private non-profit and the service would only be for their clients and not the general public, they are not eligible for FTA 5311 funds.

Commissioner Neves opened the public hearing. There being no testimony received, Commissioner Neves closed the public hearing.

A motion was made and seconded (Cartwright / Verboon) to approve the FFY 2014 FTA Section 5311 Regional Program of Projects, which includes $104,000 in operating assistance for KCAPTA; $144,251 in operating assistance, $81,032 for project administrative expenses, and $288,527 for capital expenses for the City of Corcoran, with the adoption of Resolution No.14-01. Motion carried with the following vote:

- Cartwright: Yes
- Preciado: Yes
- Curry: Yes
- Gordon: Yes
- Miller: Yes
- Verboon: Yes

3. **FFY 2012-13 TDA Financial and Compliance Audits**

Ms. Nickell indicated that each claimant of Transportation Development Act (TDA) funds annually and within 180 after the end of the fiscal year to submit a report of the fiscal and compliance audit of the financial statements to KCAG and the State Controller. KCAG approved an extension of the audit reports which now must be submitted to the State Controller by April 1st. The accounting firm of Brown Armstrong prepared the final audits for each claimant under a contract with Kings County as part of a single audit process. Audit reports were prepared for KCAG, Kings County, and the cities of Avenal, Corcoran, Hanford and Lemoore. The Kings County Area Public Transit Agency (KCAPTA) had their audit conducted and completed under a separate contract. Draft audit reports were reviewed by each of
the agencies prior to submittal of the final reports. No problems or unauthorized use of TDA funds were identified and the audit reports found that those agencies are in compliance with all applicable TDA laws.

A motion was made and seconded (Gordon / Preciado) to accept the final FY 2012-13 TDA Financial and Compliance Audits for submittal to Caltrans and the State Controllers office. Motion carried by the following vote:

Cartwright: Yes
Preciado: Yes
Curry: Yes
Gordon: Yes
Miller: Yes
Verboon: Yes

4. **2014 Regional Transportation Plan Progress Report**

Mr. Abanathie stated the 1st round of public outreach for the Regional Transportation Plan (RTP) is complete. The next round will begin as we take the work of the stakeholder group and local agencies back to the general public and elected bodies to review, comment, and select the preferred scenario alternative to meet the SB 375 required element of the RTP. KCAG hosted a meeting on March 6th that combined the RTP stakeholder group and local agency planning staff members to explore how the recommendations of the Stakeholder Group could be blended with the land use decisions included in the general and specific plans of the local agencies and explore any opportunities of added value suggestions by the local agency planners. The refined scenario inputs combined with some land use changes provided by the City of Lemoore have been forwarded to the modeling consultant to establish the greenhouse gas (GHG) emission reductions and the conformity tests required of the RTP. KCAG staff met with the planning departments of the cities of Lemoore, Hanford, Avenal, and Corcoran to review the recommendations of the Stakeholder Group and asked each the local agencies to evaluate the recommendations for consistency with their general and specific plans, and to provide any examples of projects or planned projects as well as additional suggestions that would benefit the process or the reduction of Greenhouse Gases based on their planning efforts. We received feedback from all of the local agencies. Mr. Abanathie summarized the timeline and ongoing tasks, noting that the draft RTP and Sustainable Communities Strategy (SCS) public comment period is April-June, and that there will be a comment period for the air quality conformity document and Environmental Impact Report (EIR) public comment period will be May-June. After the public comment period ends, planning and modeling work to finalize the RTP, conformity and EIR to address any comments received. There will be two public hearings to select scenarios. It is anticipated that the RTP will be adopted in July.

Mr. Tristao asked for clarification regarding the GHG targets for the San Joaquin Valley. Mr. Abanathie indicated each of the eight counties has to reach the 5% and 10% emission reduction targets set by the Air Resources Board (ARB).

B. **Caltrans Reports**

Mr. Marquez discussed the latest quarterly Caltrans update, Caltrans newsletter, and various projects underway in Kings County. Mr. Telegan mentioned new water conservation methods.
C. **Correspondence**

None

D. **Staff Comments**

Ms. King indicated construction bids for the 12th Ave. interchange project were opened today by Caltrans.

E. **Commissioner Comments**

Commissioner Gordon expressed concerns about the public participation in Regional Transportation Plan (RTP) Stakeholder Group meetings requesting the agendas be more detailed. Mr. Tristo commended on the web site and availability of agendas. Ms. Friend asked for clarification on the Valley Greenprint project. Ms. Dwyer expressed concerns on the way the Commissioners vote and asked what the end game of the Greenprint was.

It was moved and seconded (Cartwright / Verboon) to have a Closed Session of the KCAG Commission to discuss performance review prior to the next meeting. Motion carried. Commissioner Neves set the Special Meeting for April 16, at 3:30 in the Board of Supervisors Chambers.

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**KCAG COMMISSION**

A. **General Commission Items**

1. **Reaffirm all Actions Taken by KCAG Transportation Policy Committee on March 26, 2014**

A motion was made and seconded (Gordon / Verboon) to reaffirm all actions taken by the Transportation Policy Committee on March 26, 2014. Motion carried by the following vote:

   Cartwright: Yes
   Preciado: Yes
   Curry: Yes
   Gordon: Yes
   Verboon: Yes


Ms. Nickell reported the Stratford Public Utility District is applying for a competitive grant in the amount of $1,029,100. The applicant will provide $4,000,000 from State funding in addition to the requested grant. The total project cost is estimated at $5,029,100. The grant application is requesting funding from the United States Department of Agriculture (USDA) to be used for expansion and rehabilitation of the Stratford wastewater facility. The comment period ended March 3, 2014 and staff received written comments from Kings County Environmental Health Services and Kings County Community Development Agency that the project does not duplicate or conflict with any of their programs.
A motion was made and seconded (Cartwright / Verboon) to affirm that the project works in coordination and does not conflict with other County Programs and should be undertaken now and to include and ratify Commissioner's and staff comments and other reviewers regarding Planning Review No. 14-01. Motion carried by the following vote:

Cartwright: Yes
Preciado: Yes
Curry: Yes
Gordon: Yes
Verboon: Yes

3. San Joaquin Valley "Valley Voice" Trips

Ms. Lehn reported the San Joaquin Valley "Valley Voice" trip to Sacramento March 5-6 went very well. The delegation met with legislators and state agencies to outline the opportunities and challenges of the San Joaquin Valley. Meetings were held with Assemblymember Conway, Assemblymember Perea, Senator Cannella, Assemblymember Olsen, Assemblymember Salas and Assemblymember Gray. The delegation had sixteen meetings in which the group asked for the Valley's share of any new funding sources, emphasized the Valley should be first when the new Amtrak cars are available and the importance of water.

Ms. Lehn noted that there will be a Valley Voice trip to Washington DC in September. Commissioners Curry and Cartwright expressed interest in attending. Ms. Lehn indicated she would apprise them of all information as it is received.

4. Draft Regional Climate Action Plan

Ms. Lehn reported the draft Climate Action Plan has been released for three weeks of review on March 18th and that the reviewers have until April 21st to comment. The next Regional Climate Action Plan Advisory Committee meeting will be in the middle of April. It is anticipated the final plan will be brought before the Board at the May 28th meeting for acceptance, following action by Avenal and Hanford. In order to meet the grant requirements this document needs to be accepted prior to the June deadline.

MISCELLANEOUS

A. Correspondence

None

B. Staff Comments

Ms. King announced public hearings for unmet transit needs will be held in April and May.

C. Commissioner Comments

Commissioner Neves stated on the next agenda Greenprint would be addressed, as well as web pages.
ADJOURNMENT

There being no further business before the Kings County Association of Governments Commission, the meeting was adjourned at 5:55 p.m.

Respectfully submitted,

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

[Signature]

Terri King, Executive Director
TO: KCAG Transportation Policy Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: April 15, 2014  

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

Introduction

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

RTPA Responsibilities

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

Claimants File Claims / Public Hearings

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

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

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

To date, KCAG has received no unmet needs testimony. KCAPTA received public testimony to add the following services to the KART system:

- Additional week day service to the Avenal/Kettleman City route with an afternoon stop to West Hills College and Lemoore schools;
- A stop at the Lemoore Kmart shopping center;
- A stop on San Joaquin Street in Avenal;
- Additional Saturday service to Avenal;
- Two shelters in Avenal on San Joaquin Street and on either Third or Sixth Street;
- A bus shelter/stop in front of the United Cerebral Palsy office located at 606 West 6th Street in Hanford to help clients with disabilities;
- Additional service to West Hills College from Lemoore for evening hours between 6:30 and 9:30 p.m.;
- A stop on Hume Avenue or Holt Avenue by the Sidonia Estates subdivision for senior residents.

Recommendation

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

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

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

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

II. LOCAL TRANSPORTATION FUND (LTF) BACKGROUND

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

Goals

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

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

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

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

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

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

Administrative regulations

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

<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>PUC SECTIONS</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>*1</td>
<td>99233.1</td>
<td>Administration of Fund by Regional Transportation Planning Agency.</td>
</tr>
<tr>
<td>2</td>
<td>99233.2</td>
<td>Up to 3% of the fund for Statutory created transportation planning agencies.</td>
</tr>
<tr>
<td>*3</td>
<td>99233.3, 99234</td>
<td>Countywide, up to 2% of remaining money for pedestrian and bicycle facilities.</td>
</tr>
<tr>
<td>4</td>
<td>99234.9</td>
<td>Rail passenger service operations up to area apportionment.</td>
</tr>
<tr>
<td>5</td>
<td>99235 (a), (b)</td>
<td>Long-term planning costs by San Diego entities.</td>
</tr>
<tr>
<td>6</td>
<td>ARTICLE 4.5</td>
<td>Up to five percent of the Fund for community transit services where PUC Section 99233.7 restrictions apply.</td>
</tr>
<tr>
<td>*7</td>
<td>ARTICLE 4</td>
<td>PUC Section 99233.8</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>* 99260 (a), 99262</td>
<td>Support of transportation systems.</td>
</tr>
<tr>
<td></td>
<td>* 99260 (b)</td>
<td>Transit research and demonstration projects.</td>
</tr>
<tr>
<td></td>
<td>* 99260 (c)</td>
<td>Grade separation projects.</td>
</tr>
<tr>
<td></td>
<td>* 99260.2 (a)</td>
<td>Peak hour service contracts.</td>
</tr>
<tr>
<td></td>
<td>* 99260.2 (b)</td>
<td>Rail passenger ticket purchases.</td>
</tr>
<tr>
<td></td>
<td>99260.5</td>
<td>Payments to railroad corporation.</td>
</tr>
<tr>
<td></td>
<td>* 99260.6, 99234.9</td>
<td>Rail passenger service.</td>
</tr>
<tr>
<td></td>
<td>* 99260.7</td>
<td>Claims for separate service to elderly and disabled.</td>
</tr>
<tr>
<td>*8</td>
<td>ARTICLE 8</td>
<td>PUC Section 99233.9</td>
</tr>
<tr>
<td>OTHER ALLOCATIONS</td>
<td>* 99400 (a), 99402, 99407</td>
<td>Local streets and roads-pedestrian and bicycle projects, contributions to the transportation planning process.</td>
</tr>
<tr>
<td></td>
<td>* 99400 (b)</td>
<td>Passenger rail service operations and capital improvements.</td>
</tr>
<tr>
<td></td>
<td>* 99400 (c,d,e)</td>
<td>Public or special group transit service contracts.</td>
</tr>
<tr>
<td></td>
<td>* 99400.5</td>
<td>Multimodal transportation terminal.</td>
</tr>
<tr>
<td></td>
<td>99400.6</td>
<td>Express bus and van pool service.</td>
</tr>
<tr>
<td></td>
<td>99400.7</td>
<td>Commuter ferry service.</td>
</tr>
</tbody>
</table>

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

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

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

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

A. Review the testimony received at the hearings.

B. Review the purposes and uses of the claims.

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

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

E. Review the most recent financial and performance audits.

F. Adopt by Resolution finding that states either:

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

The Kings County Auditor-Controller estimates that the 2014-15 LTF will be $3,500,000. The following table is the expected breakdown of the fund allocation. KCAPTA anticipates to lower its claim to $930,000 in May, which would increase the amount available to the jurisdictions for streets and roads.

**TABLE 1**
*Summary of 2014-15 LTF Claims*

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

* See below for actual breakdown by jurisdiction.

V. **2014-15 LTF CLAIMS**

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

**TABLE 2**
*2014-15 LTF Apportionment Ratios*

<table>
<thead>
<tr>
<th>AREA OF APPORTIONMENT</th>
<th>POPULATION</th>
<th>PERCENTAGE</th>
<th>LTF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenal</td>
<td>14,225</td>
<td>9.3581%</td>
<td>$327,534</td>
</tr>
<tr>
<td>Corcoran</td>
<td>23,154</td>
<td>15.2322%</td>
<td>$533,127</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,479</td>
<td>36.4977%</td>
<td>$1,277,419</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,262</td>
<td>16.6190%</td>
<td>$581,685</td>
</tr>
<tr>
<td>Kings County (Unincorporated)</td>
<td>33,887</td>
<td>22.2930%</td>
<td>$780,255</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>152,007</strong></td>
<td><strong>100.0000%</strong></td>
<td><strong>$3,500,000</strong></td>
</tr>
</tbody>
</table>
# TABLE 3
### LTF ALLOCATIONS FOR FY 2014-15

<table>
<thead>
<tr>
<th>2014-15 LOCAL TRANSPORTATION FUND SHARES</th>
<th>AMOUNT CLAIMED</th>
<th>AMOUNT REMAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Estimate of LTF for FY 2014-15</td>
<td>$3,500,000</td>
<td></td>
</tr>
<tr>
<td>2. Article 3 available for pedestrian and non-motorized facilities (2% of total)</td>
<td>$70,000</td>
<td></td>
</tr>
<tr>
<td>3. Article 8 regional and transportation planning allocation and LTF Administration by KCAG:</td>
<td>$63,200</td>
<td>$3,436,800</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>% of Pop.*</td>
<td>Share $</td>
</tr>
<tr>
<td>Avenal</td>
<td>9.3581%</td>
<td>$5,914</td>
</tr>
<tr>
<td>Corcoran</td>
<td>15.2322%</td>
<td>$9,627</td>
</tr>
<tr>
<td>Hanford</td>
<td>36.4977%</td>
<td>$23,067</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.6190%</td>
<td>$10,503</td>
</tr>
<tr>
<td>Kings County</td>
<td>22.2830%</td>
<td>$14,089</td>
</tr>
<tr>
<td>Total</td>
<td>100.0000%</td>
<td>$63,200</td>
</tr>
<tr>
<td>4. KCAPTA Article 4 transit allocation:</td>
<td>$1,400,000</td>
<td>$2,036,800</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>KCAPTA Formula %</td>
<td>Share $</td>
</tr>
<tr>
<td>Avenal</td>
<td>7.3300%</td>
<td>$102,620</td>
</tr>
<tr>
<td>Corcoran</td>
<td>0.0000%</td>
<td>$0</td>
</tr>
<tr>
<td>Hanford</td>
<td>46.2800%</td>
<td>$647,920</td>
</tr>
<tr>
<td>Lemoore</td>
<td>16.9300%</td>
<td>$237,020</td>
</tr>
<tr>
<td>Kings County</td>
<td>29.4600%</td>
<td>$412,440</td>
</tr>
<tr>
<td>Total</td>
<td>100.0000%</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>5. Avenal Article 8 - Transportation Services:</td>
<td>$4,000</td>
<td>$2,032,800</td>
</tr>
<tr>
<td>6. Corcoran Article 4 - Corcoran Dial-a-Ride:</td>
<td>$464,500</td>
<td>$1,568,300</td>
</tr>
<tr>
<td>7. Corcoran Article 8 - Amtrak Tickets</td>
<td>$50,000</td>
<td></td>
</tr>
<tr>
<td>Corcoran Article 8 – KART Tickets</td>
<td>$9,000</td>
<td>$1,509,300</td>
</tr>
<tr>
<td>8. Article 8 - streets and roads allocation:</td>
<td>$1,509,300</td>
<td>$0</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Share $</td>
<td></td>
</tr>
<tr>
<td>Avenal</td>
<td>$215,000</td>
<td></td>
</tr>
<tr>
<td>Corcoran</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Hanford</td>
<td>$606,432</td>
<td></td>
</tr>
<tr>
<td>Lemoore</td>
<td>$334,142</td>
<td></td>
</tr>
<tr>
<td>Kings County</td>
<td>$353,726</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$1,509,300</td>
<td>$0</td>
</tr>
</tbody>
</table>

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

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

1. **Kings County Association of Governments (KCAG)**
   - Claimant: Member agencies for their participation in KCAG Regional Transportation Planning Agency functions.
   - Estimated Claim: $63,200
   - Purpose: Member contributions to the transportation planning process.
   - Authority for Claim: Article 8, Section 99233.1 and 99402.
   - Environmental Review: Not defined as a project (Section 15378 (b) (3). Planning activities are not subject to environmental review.
   - 2012-13 Audit: Expenditures in compliance with applicable regulations.

2. **Kings County Area Public Transit Agency (KCAPTA)**
   - Claimant: KCAPTA acting for its member agencies to provide public transit.
   - Estimated Claim: $1,400,000 (Avenal $102,620; Corcoran $0; Hanford $647,920; Lemoore $237,020; Kings County $412,440)
   - Purpose: Members' support of the Kings Area Rural Transit (KART) system.
   - Authority: Article 4, Section 99260(a).
   - Estimated Budget: $4,262,153
   - Environmental Review: Recertify Negative Declaration approved in 1978 for Public Project #51; Public Transportation System.
   - 2012-13 Audit: Expenditures in compliance with applicable regulations.

3. **Avenal – Recreational Trips**
   - Claimant: City of Avenal
   - Estimated Claim: $4,000
   - Purpose: Provide Recreational Trips
   - Authority: Article 8, Section 99400.
   - Estimated Budget: $4,000
   - 2012-13 Audit: Expenditures in compliance with applicable regulations

4. **Corcoran Dial-a-Ride**
   - Claimant: City of Corcoran.
   - Estimated Claim: $464,500
   - Purpose: Support of the Corcoran Dial-a-Ride.
   - Authority: Article 4, Section 99260(a).
   - Estimated Budget: $640,958
   - Environmental Review: Recertify Negative Declaration approved in 1990 for a Public Transportation System.
   - 2012-13 Audit: Expenditures in compliance with applicable regulations.

5. **Corcoran – Amtrak & KART Services**
   - Claimant: City of Corcoran
   - Estimated Claim: $59,000
   - Purpose: Amtrak Ticket Subsidy & KART Ticket Subsidy
   - Authority: Article 8, Section 99400(c).
   - Estimated Budget: $59,000
   - 2012-13 Audit: Expenditures in compliance with applicable regulations.
6. **Avenal**

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

7. **Hanford**

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

8. **Lemoore**

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

9. **Kings County**

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

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

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

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

A. "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment.

B. It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of system and meet the following criteria:

- New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of TDA funds available to Kings County;
- The proposed transit service does not duplicate transit services currently provided by either public or private operators;
- The proposed transit service has community support from the general public, community groups, and community leaders;
- The new, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox and revenue ratio for the overall system;
- There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised transit service;
- Implementation of the new, expanded, or revised transit service can be provided at a cost no higher that 10% above the performance goals for a comparable type of service by the transit operator;
- The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service;
- Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

The definition of "reasonable to meet" has been examined to determine if those levels of achievement are still valid and whether progress toward them has been made. Listed below are the system wide goals for KART and Corcoran Area Transit.*
### Table: KART (System Wide) vs. Corcoran Transit

<table>
<thead>
<tr>
<th></th>
<th>KART (System Wide)</th>
<th>Corcoran Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare Box Ratio</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Avg. Fare per Passenger</td>
<td>1.25</td>
<td>1.08</td>
</tr>
<tr>
<td>Cost per Passenger</td>
<td>3.65</td>
<td>7.20</td>
</tr>
<tr>
<td>Cost per Hour</td>
<td>67.05</td>
<td>16.00</td>
</tr>
<tr>
<td>Cost per Mile</td>
<td>4.40</td>
<td></td>
</tr>
<tr>
<td>Passengers per Hour</td>
<td>15.00</td>
<td>6.50</td>
</tr>
<tr>
<td>Passengers per Mile</td>
<td>1.00</td>
<td>0.60</td>
</tr>
<tr>
<td>Vehicle Hours per Employee</td>
<td></td>
<td>900</td>
</tr>
</tbody>
</table>

**On time Performance**

<table>
<thead>
<tr>
<th>Wait Time</th>
<th>KART (System Wide)</th>
<th>Corcoran Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Call to Pick Up:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-30 Minutes</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>30-60 Minutes</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Ride Time</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pick Up to Drop Off:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-30 Minutes</td>
<td>75%</td>
<td>85%</td>
</tr>
<tr>
<td>30-60 Minutes</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Service Time</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Call to Drop Off:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0-30 Minutes</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>30-60 Minutes</td>
<td>90%</td>
<td>95%</td>
</tr>
</tbody>
</table>

*Goals were adjusted in 2009 to reflect increasing costs.*

### VIII. REGIONAL TRANSPORTATION PLAN CONSISTENCY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(S) - Saturday service offered  * Dial-A-Ride hours are same as fixed route service hours
IX. 2013-14 KART SYSTEM CHANGES

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

CORCORAN AREA TRANSIT

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

The number of passengers on the Amtrak and KART subsidy programs along with D-A-R services has collectively decreased slightly from 50,183 in FY 2012 to 54,024 in FY 2013. For persons that rely on the Amtrak discount ticket program to travel between Corcoran and Hanford and have to meet a schedule, any delays experienced in the Amtrak trains may pose a problem and the Dial-a-Ride hours do not begin in time for passengers to meet the morning train. The KART route between Hanford and Corcoran provides an express route to meet Amtrak morning stops while other routes incorporate travel stops within Corcoran for commuters and riders.
APPENDIX “A”

The attached Figures 1 through 6 represent the trend toward meeting the goals for the KART service. KCAG has developed several factors to use to evaluate whether the KART service is "reasonable" or not.

Figure 1: shows the systems cost per passenger during the last 32 years. The cost per passenger reached its lowest point in 1998 at roughly $1.50 per passenger. The goal was lowered in 1998 since KART’s cost per passenger level had previously attained and maintained the goal. Continued ridership with the expansion of service resulted in slightly higher numbers after 1999. However, with the addition of services and change in fare structure over the next few years, KART’s cost per passenger level has not met the new goal since 2001, mostly due to rising fuel costs. The goal was reduced in 2010.

Figure 2: shows that the cost per vehicle mile had remained essentially the same between 1993 and 2000. The goal of $2.00 per mile was set in 1998, however KART’s cost per mile has steadily increased since 2000 and was at its highest level in 2012, which is most likely due to the additional fixed route services to Visalia and Fresno, within Hanford, and to higher fuel prices. This goal was increased in 2010 to reflect fuel costs. The drop in 2013 was influenced by the discontinuation of Dial-a-Ride service during the layover hour of the fixed route bus due to lack of demand, to KCAPTA’s consolidation of building assets, and reduction in overhead from separation of the vanpool program.

Figure 3: shows that the overall system’s cost per hour was near the goal in 1999 and has been on the rise since 1999. Like the cost per mile, the cost per hour was also at its highest level in 2012.

Figure 4: represents the number of passengers per mile served. The number of passengers per miles served peaked in 1998 and a slowing has occurred. A new goal of 1.00, up from 0.50 passengers per mile was implemented in 1998. Since then, KART’s passengers per mile began to decrease below the new goal, but began to increase in 2002 and continued through 2005. The number has increased slightly above goal since 2011.

Figure 5: compares the passengers per hour to the goal. The 1998 Transit Development Plan revised the goal from 9.2 to 15 passengers per hour. The number of passengers peaked in 1999 and has declined. 2012 and 2013 showed slightly above the goal.

Figure 6: compares the system farebox revenue to an "in-house" goal which is slightly higher than the currently required 15% farebox for urban area operators. The average farebox over the last several years has increased and peaked at 25% in 1999. A new goal of 30% was established in 1998. From 1996 to 1999 the farebox ratio for the overall system improved but has declined since then and is below the goal at 18%. Due to the designation of KART as an urban area operator, it had 3 years to attain the new state standard of 20%, as compared with the 10% for rural operators. In 2007, KCAG established a farebox goal of 15% for KART, which they are currently exceeding. KART’s farebox for 2013 is closer to 20%. For 2014, ad revenues will be allowable which will increase the farebox ratio to 20% or higher, which was previously omitted per DOT guidelines.

KCAPTA has continued to make route and service changes to the bus system, which affects the transit indicators that were established in the 2008 Transit Development Plan. With the anticipated 2014 Transit Development Plan Update, established goals will be reviewed and the transit system analyzed to determine where improvements are needed, and new goals may be established. In addition, the County’s systems will be compared with other transit systems to give an overall depiction of how the local systems compare to the industry in meeting performance standards.
APPENDIX “B”

The attached Figures 1 through 6 represent the trend toward meeting the goals for the Corcoran Dial-a-Ride and Amtrak services. KCAG has developed several factors to use to evaluate whether the Corcoran Area Transit service is "reasonable" or not.

Figure 1: pertains only to the Dial-a-Ride service. This figure shows that Dial-a-Ride services cost per passenger far exceeds the system goal of $7.20 per passenger, increasing to $16.84 per passenger in 2013. The goal was raised in 2008 from $5.25 to $7.20.

Figure 2: pertains only to the Dial-a-Ride service. Cost per mile increased drastically in 2004 to $17.34, above the goal of $2.10, but decreased significantly in 2005. The cost per mile in 2013 was $10.24.

Figure 3: pertains only to the Dial-a-Ride service. Cost per hour unfortunately increased dramatically in 2004, more than double from the previous year, but decreased in 2005 and has risen since to $114.48 in 2013, above the $16.00 per hour goal.

Figure 4: pertains only to the Dial-a-Ride service. Passengers per mile increased dramatically in 2004, double that of the previous year and is well over the established goal, but returned to the previous level in 2005. The number slightly increased in 2013 to .61 passengers, but is still well above the goal of .50.

Figure 5: pertains only to Dial-a-Ride service. Passengers per hour reached its highest level in 2004, but decreased in 2005. The number decreased in 2013 to 6.80 passengers per hour, but above the goal of 6.20 passengers.

Figure 6 shows the combined Farebox Ratio for the Amtrak, KART and Dial-a-Ride services. The combined farebox ratio increased slightly in 2013 to 10.45% and remains below the goal of 16%. The combined services allow Corcoran to stay at or near the state requirement of 10%. TDA laws allow certain expenses to be deducted when calculating the farebox ratio. The addition of the KART subsidy ticket program will help to ensure the minimum farebox ratio is met.
TO: KCAG Transportation Policy Committee
FROM: Bruce Abanathie, Regional Planner
DATE: April 17, 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 (MPCs) in National Ambient Air Quality Standard Non-attainment regions to prepare a Regional Transportation Plan (RTP) every four years. The RTP is the long range transportation planning document for the region.

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

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

Public Outreach

Using a multi-pronged approach, the first round of public outreach for the RTP is complete. KCAG staff and consultant gave presentations to each City Council and the Board of Supervisors in November/December 2013 to introduce the process to prepare the RTP and SCS. Three public workshops in Hanford, Kettleman City, and Lemoore were completed in December. KCAG staff and/or consultant attended four Rotary meetings, the Lions Club, the Kiwanis Club, and three Chambers of Commerce and provided handouts, explanations, and presentations about the Regional Transportation Plan and the Sustainable Communities Strategy. Attendees at these meetings were also provided with the opportunity to take an interactive survey in the presentation and notified of the availability of a website to view information. An RTP Stakeholder Group, consisting of representatives from various interest groups as recommended by SB 375, was developed to review comments received through the public participation process and to assist in the development of scenario planning for the SCS.

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

The next round will begin as we take the work of our stakeholder group, our local agencies, and the modeling consultants back to the general public and our elected bodies to review, comment, and (the KCAG Commission) to select the preferred scenario alternative to meet the SB 375 required element of the RTP.
Scenario Development

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

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

The scenario inputs included four scenarios:

1. **Business as Usual** scenario means that we make no changes in the way the region grows or travels. This is an automatic scenario whenever a plan is developed.

2. **Scenario 1** is a collection of the scenario inputs from the Stakeholder Group with a 15% increase in projects that improve public transportation.

3. **Scenario 2** is the same collection of scenario inputs with a 30% increase in projects that improve public transportation.

4. The **No-Build** Scenario means that we make NO investment in transportation over the next 20 years. This is also an automatic scenario whenever a plan is developed or a project is considered.

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

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

The GHG emission reduction target for KCAG established by the California Air Resources Board (ARB) are 5% in 2020 and 10% in 2035. In the initial analysis of Greenhouse gas emission reductions prepared by KCAG's model consultants, the results for the scenarios were:

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2030</th>
<th>With Land Use Changes</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business as Usual:</td>
<td>-4.57%</td>
<td>-11.51</td>
<td></td>
<td>-5.13</td>
<td>-12.02</td>
</tr>
<tr>
<td>Scenario 1:</td>
<td>-4.61%</td>
<td>-11.55</td>
<td></td>
<td>-5.16</td>
<td>-12.07</td>
</tr>
<tr>
<td>Scenario 2:</td>
<td>-4.63%</td>
<td>-11.55</td>
<td></td>
<td>-5.22</td>
<td>-12.09</td>
</tr>
<tr>
<td>No-Build Scenario:</td>
<td>no value for any of the runs to date. However there is a problem with meeting air quality conformity with this scenario.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

30
RTP Development Timeline – Ongoing Tasks


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

Public Outreach: The second round of public outreach meetings is being established. The meeting locations and schedule will be made available as soon as we secure locations and time available for the meetings. Meetings are proposed in Hanford/Lemoore, Corcoran, and Avenal.

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

April 28, 2014: Draft Regional Transportation Plan with Sustainable Communities Scenarios for 55-day public review/comment.

May 9, 2014: Environmental Impact Report (EIR) for public review/comment. Sustainable Communities Scenarios to CA Air Resources Board for discussion. 2015 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Analysis release for 30-day public review/comment.

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

July 23, 2014: Final RTP, Conformity Document, EIR, and 2015 FTIP for adoption at TPC, Notice of Determination filed, after which the SCS will be submitted to ARB for confirmation of targets achieved.

Recommendation

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

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

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

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

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

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

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

February 6, 2014

Transportation:

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

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

Land Use / Housing

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

Encourage/incentivize the development of infrastructure for and the implementation of alternative fuel vehicles in government and private business – county, KCAPTA, and Lemoore expanding capacity of existing facilities in next four years

Increase investment in low or zero emission vehicles – Vehicle purchase projects throughout next four years in FTIP

Intelligent Transportation Systems such as traffic light synch on arterials and channelization to reduce and avoid congestion

Land Use / Housing

1. Encourage a mix of housing types in the urban centers (infill) with increased densities - Hanford and Lemoore have added a mixed use zoning, and have increased densities and infill in several areas

2. Create more neighborhood connectivity (walkability to nearby facilities/services) – revised development design in Lemoore to create bike/ped entry/exit opportunities in residential developments

3. Encourage optional second structures on single lots – existing policy with special permitting

4. Encourage mixed use development near schools, stores, food outlets, amenities

5. Create a jobs/housing balance and/or proximity – Policy in Corcoran, Hanford, and Lemoore general plans
TO: KCAG Transportation Policy Committee
FROM: Bruce Abanathie, Regional Planner
DATE: April 17, 2014

SUBJECT: SR 198 Corridor Preservation and Improvement Strategic Plan - Update

Background

In November of 2012, the SR 198 Stakeholder Group was assembled to work toward improvements in the SR 198 corridor, particularly the western portion between I-5 and LNAS.

KCAG submitted an application and received a Caltrans Partnership Planning grant to prepare the SR 198 Corridor Preservation and Improvement Strategic Plan. The consulting firm of Hatch Mott MacDonald was selected in March to conduct the SR 198 Corridor study.

Plan Development Activity

A project kick-off meeting was held with the consultants and grant partners, as required by the grant, to discuss the project. A kick-off meeting with the SR 198 Corridor Study Stakeholder Advisory Group was held on April 4th to discuss the project and the desired outcomes. This meeting provided valuable information for the consultant and resulted in an interactive discussion surrounding opportunities and constraints within the SR 198 corridor. The consultant is collecting corridor data and will be presenting initial data collection results at the next SR 198 Corridor Stakeholder Advisory Group meeting, yet to be scheduled.

Weekly conference calls are held with the grant partners and the consultant team to discuss action items and project progress. The final project management plan has been submitted by the consultants, which includes a schedule and specifications for the required studies. Future outreach meetings and commission updates are also part of the work plan.

Recommendation

This report is for information only.
TO: KCAG Commission  
FROM: Chris Lehn, KCAG Staff  
DATE: April 17, 2014  

SUBJECT: San Joaquin Valley Greenprint Update

Introduction

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

San Joaquin Valley Greenprint

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

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

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

The last meeting of the Greenprint project was held on Thursday, April 17th from 1:30 p.m. -4:00
at the Fresno COG Sequoia Conference Room. At this meeting, the UC Davis consultant team
presented the data and maps to discuss comments, concerns, and recommendations about the
project and future Greenprint steps. Interested stakeholders were strongly encouraged to
attend the April 17th meeting. The maps are available for review at
http://sivgreenprint.ice.ucdavis.edu. The project brochure and stakeholder list are included in
the subsequent pages. The Fresno COG Greenprint Project Manager will be available to
answer any questions and provide a summary of the April 17th meeting.

Recommendation

KCAG staff provides this as an information item.
DATA

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

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

The maps have been organized into major themes:

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

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

HISTORY & MANAGEMENT

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

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

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

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

Clark Thompson
Greenprint Project Manager
Fresno Council of Governments
clarkt@fresnocog.org
559-233-4148, ext. 203

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

WHAT IS THE SJV GREENPRINT?

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

The SJV Greenprint provides the following:

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

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

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

APPLICATIONS

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

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

THE PROCESS

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

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

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

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

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

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

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

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

The email distribution list of stakeholder notified of Greenprint Steering Committee meetings is more extensive than this list.
TO: KCAG Commission
FROM: Chris Lehn, KCAG Staff
DATE: April 17, 2014

SUBJECT: Regional Housing Needs Allocation Plan Methodology

Introduction

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

Regional Housing Needs Allocation Plan Process

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

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

**Recommendation**

KCAG staff recommends that the KCAG Commission conduct the dully noticed public hearing to receive public comments regarding the RHNA Methodology and following the close of the public hearing approve the RHNA Methodology as proposed.
Kings Proposed Methodology for the Fifth Cycle
Regional Housing Needs Allocation (RHNA)

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

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

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

Kings Proposed RHNA Methodology

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

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

Growth Rate

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

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

Market Demand for Housing

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

Other Growth Factors

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

Kings Proposed RHNA Methodology Schedule

The final RHNA Plan must be adopted by the KCAG Commission on January 31, 2015 or at least one year prior to the local agencies’ Housing Element due date of January 31, 2016. According to the California Government Code Section 65594.04, the Council of Government must develop a proposed RHNA methodology and adopt it after a minimum 60 day public review and comment period that includes one public hearing. The public review and comment period will begin on February 19, 2014 and conclude on April 23, 2014 for a total of 64 days. The KCAG Commission will hold a public hearing on April 23, 2014 at 4:30 p.m. in the Kings County Board of Supervisor’s Chamber located at 1400 W. Lacey Blvd. in Hanford, CA. The Chair of the KCAG Commission will open the public hearing, and will receive oral and written testimony on the proposed RHNA methodology. After closing the public hearing the KCAG Commission will take their final action.

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

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