**Meeting**

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

**Time:** 1:30 p.m., Wednesday, January 8, 2014

**Agency:** KCAG Technical Advisory Committee

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<td>I. CALL MEETING TO ORDER:</td>
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<td>A. Unscheduled Appearances</td>
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<td>Any person may address the Committee on any subject matter within the jurisdiction or responsibility of the Committee at the beginning of the meeting; or may elect to address the Committee on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Committee. Unscheduled comments will be limited to three minutes.</td>
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<td>B. Minutes of November 13, 2013</td>
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<td>Approve</td>
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<td>II. TRANSPORTATION:</td>
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<td>A. 2014 Regional Transportation Plan</td>
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<td>B. San Joaquin Valley Voice Legislative Platform</td>
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<td>C. FY 2014-15 Overall Work Program Activities</td>
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<td>D. 2014 KCAG Meeting Calendar</td>
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<td>IV. MISCELLANEOUS:</td>
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<td>V. ADJOURNMENT:</td>
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CALL MEETING TO ORDER

The regular meeting of the KCAG Technical Advisory Committee was called to order by Terri King, at 1:35 p.m. on Wednesday, November 13, 2013, in the Conference Room, 339 West “D” Street, Suite B, Lemoore, California.

MEMBERS PRESENT:
Lou Camara, City of Hanford
Angie Dow, KCAPTA
Greg Gatzka, County of Kings
Paul Marquez, Caltrans
Kevin McAlister, County of Kings
David Wlaschin, City of Lemoore

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

VISITORS PRESENT:
Grand Jury (1)
Glenda Dwyer
Frank Oliveira

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (McAlister / Wlaschin) to approve the Minutes of October 9, 2013. Motion carried unanimously.

TRANSPORTATION:

A. 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 programming what funds are available. The only project carried forward from the 2012 RTIP will be the 12th Ave. interchange reconstruction. There will be a 19th Ave. interchange landscaping project but this has not been separated from the original project at this time. 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 TE Reserves programmed for the same year. Mr. Wlaschin asked about curbs and gutters adjacent to the Cinnamon bike project. Mr. Abanathie indicated they would make sure the project is qualified.

A motion was made and seconded (Wlaschin / Camara) recommending that the TPC conduct the public hearing on the 2014 RTIP and based on the results of the public hearing adopt Resolution No. 13-11 to approve the 2014 RTIP. Motion carried unanimously.

### REGIONAL PLANNING:

A. **Regional Climate Action Plan Update**

Ms. Lehn stated the Climate Action Plan has been in a transition period for the last few months and will now be moving forward with Avenal and Hanford. There have been formal letters of withdrawal from Kings County, Corcoran and Lemoore. The next meeting of the Climate Action Plan Advisory Committee will be Wednesday November 20 in the City of Hanford’s Training Room. All future Advisory Committee meetings will be open to interested parties.

B. **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 again be submitted. Staff from the Strategic Growth Council indicated that the San Joaquin Valley is best able to compete if we are working together. KCAG is asking for all the agencies input and ideas to develop projects which will be most beneficial to them.

C. **2014 KCAG Meeting Calendar**

Ms. King indicated the 2014 KCAG meeting calendar is attached to the agenda and the November and December meetings will probably be rescheduled as they fall on or near the holidays.

### MISCELLANEOUS

Ms. Dow stated they are working on a MOU with the City of Corcoran to provide an additional transit route starting July 1, due to the unavailability of Amtrak tickets. They should be able to award a contract for the intelligence bus system next month.

Mr. McAlister reported they hired a contractor for county wide bridge maintenance and a contractor for the high voltage part of the morgue construction. The jail tunnel will go to bid next month. He indicated he and staff attended a pavement management system class in Sacramento which was very informative.
Mr. Wlaschin indicated the safe routes to school projects are completed; they have the storm drain pumps working at the 19th Ave. park; the contract for the CNG maintenance has been awarded; and they are rebidding the highway landscaping.

Mr. Camara stated they are working on the Grangeville Blvd. recycling project around 12th Ave. and SR 198; they are out to bid on the Campus Drive project; the 10th Ave. widening project is going out to bid in December; and the Costco EIR comment period is to close on the 16th.

Mr. Marquez reported on the status of various highway projects and stated that the 12th Ave. Interchange funding allocation is on the CTC agenda for December. He also commented that the call for the next round of transportation planning grants for FY 14-15 has been released.

Ms. King stated the next SJJPA meeting will be November 22.

Ms. Dwyer asked for information on Prop. 84 bond funds.

ADJOURNMENT

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 2:20 p.m. The next meeting is scheduled for December 11, 2013.

Respectfully submitted,

Terri King, Executive Director
TO: KCAG Technical Advisory Committee
FROM: Bruce Abanathie, Regional Planner
DATE: January 2, 2014

SUBJECT: Progress Report on the 2014 Regional Transportation Plan

Background

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

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

California Senate Bill 375 (SB 375), 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.

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 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), Lemoore (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.
TO: KCAG Technical Advisory Committee  
FROM: Bruce Abanathie, Regional Planner  
DATE: January 2, 2014  
SUBJECT: FY 2014-15 Caltrans Planning Grants Program Call for Projects

Introduction

Each year Caltrans notifies local agencies of the availability of the Caltrans Transportation Planning Grant Programs and the application process. Caltrans has provided the notice of funding for the FY 2014-15 grant program. Transportation Planning Grant funds are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects. Please note that all planning grant application submission must be made via email. The application deadline for all planning grants in this program is 5:00 p.m. on Monday, February 3, 2014.

Each of the planning grants answers a specific purpose and is intended to address specific local and regional needs. Grant applicants must clearly demonstrate how their proposed planning project promotes the Federal and/or State Transportation Planning goals, and/or Regional Blueprint/Sustainable Communities transportation planning goals. Each grant program has different purposes and matching fund requirements. Applicants may submit more than one application, but any given project can only be submitted to one grant program.

The Fiscal Year 2014-15 Planning Grant program has a significant change in the grant programs being offered. There are usually four Caltrans transportation planning grant programs, but this year the Community Based Transportation Planning and Environmental Justice programs are being remodeled and not offered. The funding usually assigned to these programs is being funneled into the remaining grant programs and the total amount available is $5.3 million.

- Partnership Planning for Sustainable Transportation, $2.5 million (FHWA)
- Section 5304 Transit Planning for Sustainable Communities $1.8 million (FTA)
- Section 5304 Transit Planning for Rural Communities $1.0 million (FTA)

Attached is a summary chart of the different grant programs and identifies the grant purpose, who may apply, and the local match requirement. Guidance for the grant programs can be found on the Caltrans Division of Transportation Planning Grants website at:

Recommendation

Information Only; KCAG Staff encourages the member agencies to submit applications for these programs and will be available to assist the local agencies in the preparation, submission, and implementation of any grant applications for these programs.
## Transportation Planning Grant Summary Chart

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<th>GRANT</th>
<th>FUND SOURCE</th>
<th>PURPOSE</th>
<th>WHO MAY APPLY</th>
<th>LOCAL MATCH</th>
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<tr>
<td>Partnership Planning for Sustainable Transportation</td>
<td>Federal Highway Administration— State Planning and Research, Part 1 State Highway Account Budget Federal and State funds $2,500,000 Grant Cap $300,000</td>
<td>Fund transportation planning studies of multi-regional and statewide significance, in partnership with local agencies that align with Sustainable Communities Strategy implementation.</td>
<td>The following are eligible to apply as a direct applicant:  - Metropolitan Planning Organizations and Regional Transportation Planning Agencies - Caltrans District 4 Only: Transit Agencies; Cities and Counties; Native American Tribal Governments</td>
<td>20% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 20% local match may be in the form of an in-kind contribution. Additional local funds above the minimum local match are desired.</td>
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<td>Transit Planning for Sustainable Communities</td>
<td>Federal Transit Administration Section 5304 Budget Federal funds $1,800,000 Grant Cap $300,000</td>
<td>Fund studies on transit issues having statewide or multi-regional significance to assist in reducing congestion.</td>
<td>The following are eligible to apply as a sub-applicant:  - Transit Agencies - Universities and Community Colleges - Native American Tribal Governments - Cities and Counties - Community-Based Organizations - Non-Profit Organizations (501.C.3) - Other Public Entities**</td>
<td>11.47% minimum (in non-federal funds or an in-kind* contribution). The entire minimum 11.47% local match may be in the form of an in-kind contribution.</td>
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<td>Transit Planning for Rural Communities</td>
<td>Federal Transit Administration Section 5304 Budget Federal funds $1,400,000 Grant Cap $100,000</td>
<td>Fund public transportation planning studies in rural or small urban areas of California (transit service area with population of 100,000 or less). Transit Planning Student Internships are also eligible within this program ($50,000 cap).</td>
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* For in-kind contribution requirements, refer to the Grant Program Overview section in this Guide.
** Public entities include state agencies, the Regents of the University of California, district, public authority, public agency, and any other political subdivision or public corporation in the State (Government Code Section 811.2). Redevelopment agencies are not eligible applicants or sub-applicants.
"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 Rehabs: 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-Arvinc-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 potholes, 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!

Panel has been removed. 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.

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.

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.
TO: KCAG Technical Advisory Committee
FROM: Chris Lehn, Regional Planner
DATE: January 2, 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 are requested by January 7th. The next meeting is anticipated during the first week in February.

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.
Kings County Association of Governments
339 W. “D” Street, Suite B, Lemoore, California 93245
(559) 852-2654  FAX (559) 924-5632
www.kingscog.org

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

TO:    KCAG Technical Advisory Committee
FROM:  Chris Lehn, KCAG Staff
DATE:  January 3, 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 in February. 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.
2014 SACRAMENTO LEGISLATIVE PLATFORM
Revised January 2, 2014

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 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
2013 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 additional 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
Support continued 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 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 (PRIIA
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 SJJPA).
- 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 SJJPA, Caltrans and the CA High Speed Rail Authority to ensure SJJPA 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, quality water 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, quality water supply that is reliable for all sectors and the environment. The current supply is inadequate for the future, and the San Joaquin River is a valuable natural resource that needs to be restored and protected while developing additional 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 has a dedicated core group that continues to work towards these water goals.
TO: KCAG Technical Advisory Committee
FROM: Terri King, KCAG Executive Director
DATE: December 12, 2013

SUBJECT: FY 2014-15 Overall Work Program Activities

Introduction

Each year KCAG is required to develop an Overall Work Program (OWP) for its transportation planning activities. The OWP identifies work efforts, funding sources and a work schedule of the activities to be accomplished during the coming year. A draft FY 2014-15 OWP is to be submitted by March 1 to Caltrans, Federal Highway Administration and Federal Transit Administration for review and comment.

FY 2014-15 OWP Priorities

In directing development of the OWP, Caltrans identifies several areas to which regional transportation planning agencies should focus their work efforts. Most of these 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 available for OWP activities include Planning, Programming and Monitoring (PPM) funds, Transportation Development Act funds, grant funds, AVA funds, and local funds. The following is a summary of work activities expected to be conducted during the next fiscal year, which include ongoing activities and continued grant funded projects from the prior year. No new projects are being proposed at this time.

- **Areawide Clearinghouse Review: 405.01**
  
  This work element will include tasks to continue the review and distribution of federal grant applications for comments as necessary from any agency or individual on the potential impacts of projects for which public or private agencies have requested federal funding. KCAG serves as the designated Executive Order 12372 Intergovernmental Review of Federal Programs Clearinghouse for coordinating state and local review of applications for federal grants or loans under select state programs.

- **Regional Housing Needs Allocation Plan: 406.01**
  
  This work element includes the tasks to complete the Kings County Regional Housing Needs Allocation Plan, as mandated by the State per California Government Code, Section 65584, to estimate and allocate the housing needs in the Kings County region for inclusion in city and county general plan Housing Elements that are due by January 31, 2016.

- **Census Data Center Activities: 407.01**
  
  Tasks within this work element include the distribution of various types of census information including population and housing estimates provided by the California Department of Finance and the 2010 Census. KCAG is the State Affiliate Census Data Center.
• RTPA Administration: 501.01

Within this work element are activities and projects in support of the RTPA, including responsibilities as a Metropolitan Planning Organization (MPO). Some of the specific tasks include maintaining the web site for the RTPA, Public Participation Plan, legislative review, and publishing the quarterly newsletter.

• Overall Work Program: 501.02

This work element involves the Federal and State requirement to prepare an OWP identifying the activities to be conducted in the next fiscal year for the transportation and regional planning effort, their associated costs and what fund sources will be used, and reporting on the current fiscal year OWP activities to Caltrans. The final OWP is the basis for the RTPA Budget that will also be prepared under this work element.

• MAP-21 Administration: 501.03

This work element involves monitoring federal transportation program activities, administering and programming the use of federal funds by member agencies including Congestion Mitigation and Air Quality (CMAQ) projects and the exchange of federal funds for the Regional Surface Transportation Program (STP).

• FTA Administration: 501.04

This work element involves administering and programming the use of Federal Transit Act (FTA) funds under Section 5310: Elderly and Handicapped Transit; Section 5311: Public Transit Assistance; and the Section 5307: Urbanized Area Formula Program. KCAG is required to administer these funds which are either apportioned to Kings County or are applied for by Kings County transit operators.

• Regional Transportation Plan: 502.01

The tasks necessary to complete the 2014 RTP update and environmental document will be included in this work element. Issues and planning projects regarding various transportation modes, such as goods movement, intelligent transportation systems, bicycles, transit, and intercity passenger rail will also be covered in this work element.

• Travel Demand Forecasting Model: 502.02

Included in this work element is the maintenance and use of the travel model to evaluate the impacts of local projects. The model is required to be used in the RTP and FTIP conformity process. KCAG will continue to contract with a consulting firm to conduct required or requested modeling services. Staff will also utilize previously acquired grant funds to update the model with the latest land use data and calibrate/validate the model for use in analyzing traffic impacts of various projects.

• Transit Development Plan: 502.03

This work element will include tasks to complete the update of the 2014 Transit Development Plan (TDP). The TDP will update the services provided by KART and Corcoran Area Transit, identify their capital and operating needs, identify coordination opportunities with private non-profit operators, and include new requirements under MAP-21 such as safety plans, asset management plans and performance measures. Previously acquired grant funds will be used for this project.
• Traffic Count Program: 502.04

Traffic counts will be conducted as part of the effort to provide current travel data on significant routes within Kings County for transportation planning as well as for other planning purposes.

• Air Quality Planning: 502.05

This task will involve the continued implementation of air quality plans, transportation control measures, review of transportation conformity regulations, and coordination efforts with the Valley RTPAs. Tasks will include completing the air quality conformity analysis for the RTP and FTIP, and analysis of the Sustainable Communities Strategy to be included in the 2014 RTP Update as a requirement of SB 375 to reduce greenhouse gas emissions from cars and light duty trucks.

• SR 198 Corridor Study: 502.08

This work element will continue the effort for the development of the SR 198 Corridor Preservation and Improvement Strategic Plan. This project will analyze current travel data, develop operational and safety improvements, evaluate economic development potential, and recommend interim projects leading to the ultimate design of the corridor between SR 99 and I-5. Previously acquired grant funds will be used for this project.

• Transportation Improvement Programs: 503.01

This work element will include maintaining the 2013 Federal Transportation Improvement Program (FTIP) and monitoring the 2014 State Transportation Improvement Program (STIP). Staff will monitor local projects included in the current STIP and legislation affecting the STIP programming process. Coordination efforts with other Valley RTPAs and attendance of CTC meetings to ensure that Kings County’s regional transportation needs and concerns are heard at the state level will also be included.

• Transportation Development Act: 504.01

Activities included in this work element are the administration of Transportation Development Act (TDA) funds, including the unmet transit needs process and the allocation of the following year’s TDA funds to claimants, and financial audits and reporting of previous year’s TDA funds.

• Abandoned Vehicle Abatement Service Authority: 505.01

This work element includes the administration of the Kings County Abandoned Vehicle Abatement Service Authority, including the review of claims, distribution of funds, and audits of AVA activities.

Recommendation

Review the proposed work elements and identify any additional projects that may be necessary. A draft OWP will be considered at an upcoming meeting that will include the identified projects and programs.
Kings County Association of Governments
2014 Meeting Calendar

- Technical Advisory Committee meets every second Wednesday of each month at 1:30 p.m. in the KCAG Conference Room at 339 W. "D" St., Suite B., Lemoore.

- KCAG Commission, Transportation Policy Committee and Abandoned Vehicle Abatement Service Authority meet every fourth Wednesday of each month at 4:30 p.m. in the Kings County Board of Supervisor's Chambers, Kings County Government Center, Hanford.