**MEETING**

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

**Time:**
1:30 p.m., Wednesday, March 12, 2014

**Agency:**
KCAG Technical Advisory Committee

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<th>ITEM</th>
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<th>ACTION</th>
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<td>I. CALL MEETING TO ORDER:</td>
<td></td>
<td></td>
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<tr>
<td>A. Unscheduled Appearances</td>
<td></td>
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<tr>
<td>Any person may address the Committee on any subject matter within the jurisdiction or responsibility of the Committee at the beginning of the meeting; or may elect to address the Committee on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Committee. Unscheduled comments will be limited to three minutes.</td>
<td>1-5</td>
<td>Approve</td>
</tr>
<tr>
<td>B. Minutes of February 12, 2014</td>
<td>1-5</td>
<td>Approve</td>
</tr>
<tr>
<td>II. TRANSPORTATION:</td>
<td></td>
<td></td>
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<td>A. FY 14-15 Transportation Development Act Fund Summary</td>
<td>6-8</td>
<td>Information</td>
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<td>B. FFY 2014 FTA Section 5311 Regional Program of Projects</td>
<td>9-18</td>
<td>Approve</td>
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<tr>
<td>C. FY 2012-13 TDA Financial and Compliance Audits</td>
<td>19-22</td>
<td>Approve</td>
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<td>D. 2014 Regional Transportation Plan Progress Report</td>
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<td>III. REGIONAL PLANNING:</td>
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<td>A. San Joaquin Valley Voice Trip</td>
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<td>Information</td>
</tr>
<tr>
<td>IV. MISCELLANEOUS:</td>
<td></td>
<td></td>
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<tr>
<td>V. ADJOURNMENT: Next meeting scheduled for April 9, 2014.</td>
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</tbody>
</table>
MINUTES

KCAG TECHNICAL ADVISORY COMMITTEE

February 12, 2014

CALL MEETING TO ORDER

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

MEMBERS PRESENT: Angie Dow, KCAPTA
Greg Gatzka, County of Kings
Melody Haigh, City of Hanford
Steve Kroeker, City of Corcoran
Paul Marques, Caltrans
Kevin McAlister, County of Kings
Steve Sopp, City of Avenal
David Wlaschin, City of Lemoore

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

VISITORS PRESENT: Jim Christian, Grand Jury Member
John Douglas

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (Wlaschin / Sopp) to approve the Minutes of January 12, 2014. Motion carried unanimously.
A. FY 14-15 Transportation Development Act Fund Estimates

Ms. Nickell reported that the Kings County Auditor provided an estimate of $3,500,000 in FY 2014-15 Local Transportation Funds (LTF) to KCAG to be available for apportionment and allocation during the next fiscal year to member agencies. The State Controller provided an estimate of FY 2014-15 State Transit Assistance (STA) funds for apportionment to transit operators of $954,566. KCAG is to prepare and submit claims for the funds to the member agencies by March 1st which are to be returned to KCAG by April 1. Before the funds can be allocated for streets and roads a public hearing must be conducted by KCAG to determine if there are unmet transit needs that are reasonable to meet. The public hearings will be conducted in April and May. Approval of the TDA apportionments and allocation instructions, to the county Auditor will be made by resolution during the June TPC meeting.

Ms. King noted that the LTF estimate is a conservative number and could be increased. She also noted that the STA estimate’s revenue formula amount will be reduced once the CalVans revenues are taken out of the calculation and that KCAPTA staff is aware of the reduction and will plan accordingly.

B. 2014 Regional Transportation Plan Progress Report

Mr. Abanathie stated Regional Transportation Planning Agencies (RTPA) and Metropolitan Planning Organizations (MPO) are to prepare a Regional Transportation Plan (RTP) every four years. SB 375 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). The public outreach component for the RTP continues in both the general public outreach and the work with our stakeholder group. He highlighted the ongoing and scheduled tasks to be completed before the end of July.

Mr. Abanathie reported that KCAG worked with Justin Mendes, of Congressman Valado’s office to add two representatives of the dairy industry to the group and we have also added additional meetings in response to the recommendations made by our Commissioners at their January meeting. He noted that KCAG scheduled five additional meetings and added four new members to the Stakeholder Group. The meetings have been moved to the Hanford City Offices Training room to accommodate the increased attendance. Ms. Dow commented the last meeting seems to be the most productive so far.

C. Transit Development Plan Update Consultant Selection

Ms. King stated that KCAG received Caltrans Transit Planning Grant of $92,957 to prepare and update to the Kings County Transit Development Plan. Following standard procurement procedures, KCAG developed and distributed a request for proposals (RFP) in December to consulting firms with a consulting budget of $75,000. Staff formed a Proposal Review Committee consisting of KCAG staff and the two transit operators who reviewed the six proposals that were received. Based on the RFP’s scoring criteria, the Proposal Review Committee determined that the consulting firm of LSC Transportation Consultants, Inc. was the most qualified. The list of consulting firms and their scores were provided.
A motion was made and seconded (Sopp / Dow) to recommend that the KCAG Transportation Policy Committee approve the selection of LSC Transportation Consultants, Inc. to conduct the update to the Transit Development Plan and authorize the Executive Director to enter into a contract for their services at a cost of $74,980. Motion carried unanimously.

D. **SR 198 Corridor Study Consultant Selection**

Mr. Abanathie reported that a Caltrans Partnership Planning Grant was awarded to KCAG to conduct a study for the improvement of SR 198 for safety, improved travel capacity and as an economic generator for Fresno, Kings and Tulare counties. A stakeholder group that had previously been formed agreed to the formation of a committee to prepare a Request for Proposals (RFP) to acquire a consultant to prepare the plan based on criteria included in the proposal. The RFP Committee team consisted of engineers from Caltrans, Fresno, Kings and Tulare agencies and Planners from FCOG, KCAG, TCAG, Caltrans, and economic development managers from Kings and Tulare Counties. The total project budget is $278,000. The amount of grant funds is $220,000. The remaining cost will be provided by a combination of KCAG, FCOG and TCAG planning funds, staff time and some investment from our private enterprise stake holder members. The RFP was released on December 27, 2013 and on or before January 31, KCAG received four proposals from consulting firms that were included in the agenda materials. The proposal scoring is in progress and interviews if necessary of the proposers are pending the scoring process and recommendation of the RFP Committee. KCAG staff will be asking the KCAG Transportation Policy Committee to approve the consultant selection based on the RFP Committee scoring at their February 26th meeting.

E. **Draft FY 2014-15 Overall Work Program and Budget**

Ms. King stated that KCAG is required to submit to Caltrans by March 1 the draft Overall Work Program (OWP) for FY 2014-15 which has been prepared and was included in the agenda packet. She noted that the work elements included on-going activities and grant funded projects from the prior year and that no new projects were being proposed. Funding sources for next year’s OWP include Federal Planning funds, Toll credits (used as federal matching requirement), STIP Planning Programming and Monitoring (PPM) funds, Local Transportation Fund (LTF), Abandoned Vehicle Abatement (AVA) funds, Caltrans planning grant funds, City and County general funds, and reserve funds. Total cost of next year’s activities will be approximately $1,105,300 and includes salaries and benefits; services and supplies; and consulting services. Consultants will be used in FY 2014-15 for the Valleywide air quality planning services, traffic, modeling services, TDA financial audits, AVA audits, Environmental Impact Report for the Regional Transportation Plan update, the Transit Development Plan, and the SR 198 Corridor Study.

Ms. King stated that the draft OWP is based on the estimated budget. The draft budget is slightly lower than the current year and costs are relatively constant. She noted that the revenue amounts may change to be placed in the appropriate accounts.

A motion was made and seconded (Haigh / Dow) to recommend that the KCAG Transportation Policy Committee review and approve the release of the draft FY 2014-2015 OWP for review and comment. Motion carried unanimously.
A. **Regional Housing Needs Allocation Plan**

Ms. Lehn indicated KCAG as a Council of Governments is required to prepare a Regional Housing Needs Allocation (RHNA) Plan that our member's agencies will use to develop their individual Housing Elements. A meeting was held on January 10th with the member agencies Planning or Public Works Directors or designated staff and KCAG to discuss the draft RHNA determination, overall process and key dates. Housing and Community Development (HCD) staff participated through conference call and provided a detailed overview of how the RHNA determination was calculated for Kings. The draft total regional housing units needed for the planning period of January 1, 2014 – January 31, 2014 is 10,220. The final RHNA determination from HCD is included in the agenda packet. Following the meeting in January KCAG staff began preparing a draft proposed methodology. The Directors or Kings Regional Housing Technical Advisory Committee (KRHTAC) decided to use a weighted formula to distribute the total number of housing units to each jurisdiction. The proposed methodology is subject to a minimum 60-day public review and comment period and must include a public hearing. It is anticipated that the draft methodology will be released on February 19th and conclude April 23rd with action by the KCAG Commission.

B. **2011 KCAG Public Participation Plan Revision**

Ms. Lehn stated the Public Participation Plan (PPP) is a federal and state mandated document that outlines the procedures that will be used to notify and engage the public by a Metropolitan Planning Organization (MPO) through various transportation and regional planning efforts. On January 27th the Executive Director of the Kings County Area Public Transit Agency (KCAPTA) informed KCAG that the US Department of Transportation Federal Transit Administration (FTA) had requested corrective action following a finding of a recent federal audit of their agency. The request requires a minor revision to the KCAG’s current 2011 PPP that will meet the required provision. The corrective action is to include the following sentence under section C. Federal Transportation Improvement Program of the 2011 Public Participation Plan: "The public involvement process for the TIP is used to satisfy the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 program of projects (POP)."

A motion was made and seconded (Gatzka / Kroeker) to approve the recommendation that the KCAG Commission approve the revision to the KCAG 2011 Public Participation Plan to include the correction action on behalf of KCAPTA. Motion carried unanimously.

C. **Regional Climate Action Plan Update**

Ms. Lehn reported there was a meeting of the Regional Climate Action Plan (CAP) Advisory Committee held February 4th. The consultant team reviewed the revised greenhouse gas reduction measures and the CAP Advisory Committee suggested additional changes. An administrative draft of the Regional Climate Action Plan will be circulated to the CAP Advisory Committee for a 3 week review and comment period. The document will be available for public review and comment period from mid-March through mid-April after the consultant has incorporated the changes. The project must be completed no later that June 2014 and the KCAG commission will be asked to accept the final CAP document at their May 28th meeting.
D. San Joaquin Valley Voice Trip

Ms. Lehn announced the San Joaquin Valley Voice trip will take place on March 4-6 in Sacramento. The San Joaquin Valley Regional Transportation Planning Agencies are working on narrative products that will be shared during the meetings. The discussion topics will correspond with the final 2014 legislative platform as discussed in January and elected officials are encouraged to attend.

MISCELLANEOUS

Ms. King reported that the CTC included programming funds for the widening of SR 41 from Excelsior to Elk Horn in the Interregional Improvement Program as KCAG requested in the 2014 RTIP. She noted that the TDA audits haven’t been received from the auditors yet, but that the draft AVA report was received and included a few minor findings.

Mr. Wlaschin stated the solar project is underway; the Cedar Lane extension alignment has been finalized; and Lemoore is going out to bid on the crack seal projects soon.

Mr. Marquez handed out Caltrans new publication the “Mile Marker”. He reported on various projects and noted that the 19th Ave. interchange is starting pile driving; 12th Ave. interchange is in the bid process could start construction in June and the project manger is having a workshop for the Hanford City Council next week; they have discovered corrosion in the bridge deck rehabilitation projects requiring the replacement of one bridge.

Mr. McAlister indicated that the County is working on Safe Routes to Schools funded projects; ground breaking for the new county Morgue; HSIP projects; and the CNG upgrade was awarded for construction.

Mr. Kroeker said projects are going forward; working on drawing plans for a bus wash; and expect to be out of Amtrak tickets by June.

Mr. Sopp wished to thank KCAG staff for their help in the Caltrans grant application and stated that Avenal is concerned about water availability and considering limiting gallons per person.

Ms. Dow reported there will be a TDA working group meeting March 18th; finished all the bus sign installation; they have ordered new solar bus stop shelters which includes a bus finder option; they are working on getting easements from the cities and county as the shelters are larger.

Mr. Gatzka mentioned they are continuing working on their General Plan.

Ms. Haigh stated the General Plan is moving forward; working on the 12th Ave./Lacey Blvd. development where a CVS and a car washing going in there; approved the building plans for the building that burned down on Irwin; and working on addressing the issues of the Costco EIR.

ADJOURNMENT

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 2:52 p.m. The next meeting is scheduled for March 12, 2014.

Respectfully submitted,

Terri King, Executive Director
TO: KCAG Technical Advisory Committee
FROM: Teresa Nickell, KCAG Staff
DATE: March 3, 2014

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

TDA Estimates

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 for KCAG member agencies is $3,500,000 and STA is $954,566.

Claimants File Claims

The claims and other required documentation have been sent to the claimants, and must be returned to KCAG by April 1st. KCAPTA will hold unmet needs hearings in February and March and KCAG will hear unmet needs in April and May. A breakdown of the FY 2014-15 LTF and STA allocations is included as information.
## ESTIMATED FY 2014-15
TRANSPORTATION DEVELOPMENT ACT SHARES

<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 Fiscal Year 2014-15 by Kings County Auditor pursuant to Section 6620 of the California Administrative Code:</td>
<td>$3,500,000</td>
<td></td>
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<tr>
<td>2. Article 3, Pedestrian and Bicycle Facilities:</td>
<td>$70,000</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>AMOUNT</td>
<td>(amount available)</td>
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<tr>
<td>Claimed to date</td>
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<td></td>
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<tr>
<td>3. Shares of remaining LTF based on the Department of Finance population estimate as of May 1, 2013:</td>
<td></td>
<td>$3,500,000</td>
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<tr>
<td>AGENCY</td>
<td>POPULATION*</td>
<td>PERCENTAGE</td>
</tr>
<tr>
<td>Avenal</td>
<td>14,235</td>
<td>9.351%</td>
</tr>
<tr>
<td>Corcoran</td>
<td>23,154</td>
<td>15.232%</td>
</tr>
<tr>
<td>Hanford</td>
<td>55,479</td>
<td>36.497%</td>
</tr>
<tr>
<td>Lemoore</td>
<td>25,262</td>
<td>16.619%</td>
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<tr>
<td>Kings Co.</td>
<td>33,887</td>
<td>22.293%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>152,007</td>
<td>100.000%</td>
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<tr>
<td>4. LTF Administration and Article 8 Transportation Planning cost for KCAG:</td>
<td>$63,200</td>
<td>$3,436,800</td>
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<tr>
<td>AGENCY</td>
<td>PERCENTAGE</td>
<td>SHARE</td>
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<tr>
<td>Avenal</td>
<td>9.351%</td>
<td>$5,914</td>
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<tr>
<td>Corcoran</td>
<td>15.232%</td>
<td>$9,627</td>
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<tr>
<td>Hanford</td>
<td>36.497%</td>
<td>$23,067</td>
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<tr>
<td>Lemoore</td>
<td>16.619%</td>
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<tr>
<td>Kings Co.</td>
<td>22.293%</td>
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<td>TOTAL</td>
<td>100.000%</td>
<td>$63,200</td>
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<tr>
<td>5. Article 4, Public Transit, KART (Not Shared by Corcoran):</td>
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<td>$1,400,000</td>
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<td>AGENCY</td>
<td>PERCENTAGE</td>
<td>SHARE</td>
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<td>Lemoore</td>
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<td>6. Article 8, Transportation Services, City of Avenal: (From Avenal's Share)</td>
<td>$4,000</td>
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<td>AGENCY</td>
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<td>Avenal</td>
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<td>7. Article 4, Public Transit, Corcoran Dial-A-Ride: (From Corcoran's Share)</td>
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<td>Corcoran</td>
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<td>8. Article 8, Transportation Services: (From Corcoran's Share)</td>
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<td>$59,000</td>
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<tr>
<td>AGENCY</td>
<td>SHARE</td>
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<tr>
<td>Corcoran KART tickets</td>
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<tr>
<td>Corcoran Amtrak tickets</td>
<td>$50,000</td>
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<td>9. Remaining Article 8 shares for streets and roads. (By population % shown in item #3 above):</td>
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<td>$1,509,300</td>
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<td>Hanford</td>
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<td>Lemoore</td>
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<tr>
<td>Kings Co.</td>
<td>$353,726</td>
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<td>TOTAL</td>
<td>$1,509,300</td>
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* Based on 2013 Department of Finance estimates released on May 1.
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<thead>
<tr>
<th>AGENCY</th>
<th>POPULATION</th>
<th>PERCENTAGE</th>
<th>SHARE</th>
<th>AMOUNT CLAIMED</th>
<th>AMOUNT REMAINING</th>
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<tbody>
<tr>
<td>KCAPTA</td>
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<td>Corcoran</td>
<td>23,154</td>
<td>15.2322%</td>
<td>$113,765</td>
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<td>TOTAL</td>
<td>152,007</td>
<td>100.000%</td>
<td>$746,875</td>
<td>$207,691</td>
<td>$0</td>
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By Revenue (PUC 99314):

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<thead>
<tr>
<th>AGENCY</th>
<th>SHARE</th>
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<tbody>
<tr>
<td>KCAPTA</td>
<td>$203,378</td>
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<tr>
<td>Corcoran</td>
<td>$4,313</td>
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<td>TOTAL</td>
<td>$207,691</td>
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</table>

* Based on 2013 Department of Finance estimates released on May 1.
TO: KCAG Technical Advisory Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: March 3, 2014  

SUBJECT: FFY 2014 FTA Section 5311 Regional Program of Projects

Introduction

Each year, Kings County receives an apportionment of Federal Transit Act (FTA) Section 5311 funds that are available to public and private non-profit transportation providers in rural areas for capital, operating, and administrative expenses. KCAG is required to compile a "Regional Program of Projects" to show how the funds will be distributed among the applications received. The Program of Projects will also show regional applications submitted for the Congestion Mitigation and Air Quality (CMAQ) funds, as well as the Job Access Reverse Commute (JARC) funds as required by MAP-21, that are in the adopted 2014 Federal Transportation Improvement Program (FTIP).

2014 Fund Apportionment

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 Area Public Transit Agency (KCAPTA) submitted an application for a portion of its share in operating assistance to help fund the operation of the KART bus system. The City of Corcoran submitted an application for both capital and operating assistance to help expand their transit services.

Project Programming Criteria

KCAG uses 10 "Project Programming Criteria" to evaluate projects for inclusion in the Regional Program of Projects which include the following:

1. The project must be consistent with the Regional Transportation Plan.

   Both transit services are included in the Regional Transportation Plan and are meeting existing transit needs.

2. The project involves no duplication of existing services, and the funds will be used to fund a new transit service, or expand an existing service.

   Corcoran Area Transit and KART provide transit service in different areas. KART provides fixed route service to Corcoran, but not Dial-a-Ride service, so no duplication of service exists at this time.

3. The project can be expected to exhibit a desirable cost-benefit ratio.

   The latest information available shows both systems meeting most of the "reasonable to meet" criteria, and their respective 15% (KART) and 10% (Corcoran) farebox ratio required.
4. The project will improve traffic flow and safety. It will accommodate the greatest number of passenger trips for the money spent; it will provide for the greatest reduction in accident rates.

Increased transit service may attract additional transit trips that may have otherwise been made by single-occupant vehicles. Corcoran will be replacing a bus improving fleet efficiency.

5. The project will cause minimal disruptive environmental effects. It will decrease concentrations of vehicle emissions; it will produce acceptable noise levels.

Increased transit service may attract additional transit trips that may have otherwise been made by single-occupant vehicles, thereby reducing vehicle emissions.

6. The agency's transit system is accessible to the elderly and to the disabled.

Both transit services provide wheelchair lift-equipped vehicles and offer discounted rides to senior citizens and to the disabled. Corcoran's capital purchase will include a transit bus with either 22- or 16-ambulatory passenger seat and 2 wheelchair positions.

7. The agency's transit system is satisfying special transit needs of the elderly, disabled, poor, or minorities.

Both transit services attempt to meet the identified transit needs of these groups that are reasonable to meet. On-board surveys of both operators show that these groups make up a large portion of their ridership.

8. The fare structure of the agency's transit system permits ridership by persons of limited means.

Both transit services offer fares that are considered reasonable for small systems. KART offers fare discounts for seniors, disabled, and for the general public. The Corcoran Area Transit offers discount fares to senior citizens and the disabled, including discounted fare tickets for KART transfers between Hanford and Corcoran.

9. The transit service offered by the operator is reliable and regularly meets its schedule.

The KART system has operated with a minimum number of service disruptions and has regularly picked up passengers within a reasonable amount of time. The Corcoran Area Transit system has been providing good on-time performance as shown on a recent evaluation by staff.

10. Funds available to the agency are being used for the entire area population on a fair and equitable basis.

The Transportation Development Act (TDA) funds are allocated to each agency based on population. Corcoran Area Transit serves the City of Corcoran and the Corcoran fringe area. KART serves the rest of the county and is funded based upon the service provided to each of the jurisdictions. The City of Corcoran does not contribute financially to the KART system, with exception to subsidized KART tickets Corcoran sells to the general public at a discounted fare for Hanford to Corcoran service.
Public Hearing

A public hearing has been noticed for the March 26, 2014 KCAG Transportation Policy Committee meeting to receive testimony before a final Regional Program of Projects for FTA Section 5311 funds is approved.

Recommendation

KCAG staff recommends that the Technical Advisory Committee recommend that the Transportation Policy Committee approve the FFY 2014 FTA Section 5311 Regional Program of Projects, which includes for KCAPTA $104,000 in operating assistance, and for the City of Corcoran $144,251 for operating assistance, $81,032 for project administrative expenses, and $288,527 for capital expenses (total of $513,810), with the adoption of Resolution No.14-01.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

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

IN THE MATTER OF ADOPTING A
REGIONAL PROGRAM OF PROJECTS
FOR GRANT 26 FISCAL YEAR 2014
FTA SECTION 5311 FUNDS

) ) ) ) )
RESOLUTION NO. 14-01
RE: GRANT 26
FTA SECTION 5311

WHEREAS, the Section 5311 program of the Federal Transportation Act (FTA) provides
Federal grants, made through the states, for public transportation projects in non-urbanized
areas for administrative, capital, and operating assistance; and

WHEREAS, Caltrans has announced that an apportionment of $624,759 for FFY 2014
FTA Section 5311 funds is available to Kings County; and

WHEREAS, announcements of the availability of FTA Section 5311 funds were mailed
to all eligible transportation providers in Kings County; and

WHEREAS, the Kings County Association of Governments (KCAG) has received
requests for $104,000 from the Kings County Area Public Transit Agency (KCAPTA) for
operating assistance expenses incurred by the Kings Area Rural Transit (KART) and $144,251
from the City of Corcoran for operating assistance expenses, $81,032 for project administrative
expenses, and $288,527 for capital expenses incurred by the Corcoran Area Transit system
from the Kings County FFY 2014 apportionment; and

WHEREAS, the applications from KCAPTA and the City of Corcoran meet all "Project
Programming Criteria" adopted by this Committee for the FTA Section 5311 program which are:

1. The proposed project is consistent with the adopted Regional Transportation Plan.

2. The proposed project involves no duplication of existing services. The funds
   requested will be used to cover a new transit service, expand or continue an
   existing service.

3. The proposed project can be expected to exhibit a desirable cost-benefit ratio.

4. The project will improve traffic flow and safety. It will accommodate the greatest
   number of passenger trips for the money spent; it will provide the greatest
   reduction in accident rates.

5. The project will cause minimal disruptive environmental effects. It will decrease
   concentrations of vehicle emissions; it will produce acceptable noise levels.
6. The agency's transit system -- not necessarily a particular vehicle for that funding is being requested -- is accessible to the elderly and to the handicapped.

7. The agency's transit system is satisfying special transit needs of the elderly, handicapped, poor, or minorities.

8. The fare structure of the agency's transit system permits ridership by persons of limited means.

9. The transit service offered by the operator is reliable and regularly meets its schedule.

10. Funds available to the agency are being used for the entire area population on a fair and equitable basis; and

WHEREAS, on March 26, 2014 a duly noticed public hearing was conducted to consider allocating Grant 26 FFY 2014 FTA Section 5311 funds.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee does approve the Grant 26 FFY 2014 FTA Section 5311 Regional Program of Projects as shown in Attachment "A".

The foregoing Resolution was adopted on a motion by Commissioner ____________, seconded by Commissioner ____________, at a regular meeting held on the 26th day of March, 2014 by the following vote:

AYES: 
NOES: 
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS 
TRANSPORTATION POLICY COMMITTEE

______________________________
Chair

WITNESS, my hand this _____ day of ___________________, 2014.

______________________________
Terri King, Executive Director
All Section 5311 Applications and POP are due to Caltrans District Transit Representatives (DTR) by May 9, 2014. However, if there are issues meeting the deadlines, please notify your DTR as soon as possible.

All Congestion Mitigation and Air Quality (CMAQ) Applications and POP are due to Caltrans District Transit Representatives (DTR) by April 15, 2014.
FEDERAL FISCAL YEAR 2014
Section 5311 Program of Projects (POP)

(A) Available Funding:

| Carryover: (+) | $167,706 |
| Estimated Apportionment [FFY 2013]: (+) | $437,053 |

(A) TOTAL FUNDS AVAILABLE: = $624,759

(B) Programming (POP): Complete Parts I and II

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part I. Operating Assistance - Total: (+) $329,283</td>
</tr>
<tr>
<td>Part II. Capital - Total: (+) $288,527</td>
</tr>
<tr>
<td>(B) Total [Programmed]: (=) $617,810</td>
</tr>
</tbody>
</table>

(C) Balance

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(A) Total Funds Available: (+) $624,759</td>
</tr>
<tr>
<td>(B) Total [Programmed]: (-) $617,810</td>
</tr>
<tr>
<td>* Balance: (=) $6,949</td>
</tr>
</tbody>
</table>

*BALANCE – Regional Apportionment Funds ONLY:
  - Please Note -
    - funds must be programmed in subsequent year
    - final approval to be determined by the Department
  - Request/Letter to carryover funds should include -
    - justification for programming postponement
    - purpose and project plan
    - letter of support from local Transportation Planning Agency

(D) Flexible Funds (CMAO, STP or Federalized STIP): Complete Part III (For reference only).

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(D) Part III. Flex Fund - Total: $0</td>
</tr>
</tbody>
</table>

FUNDING SUMMARY

<table>
<thead>
<tr>
<th>Federal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>(B) Regional Apportioned - Total [Programmed]: (+) $617,810</td>
</tr>
<tr>
<td>(D) Flex Fund - Total: (+) $0</td>
</tr>
<tr>
<td>GRAND TOTAL [Programmed]: (=) $617,810</td>
</tr>
</tbody>
</table>

Contact Person/Title: Teresa Nickell, Regional Planner
Phone Number: (559) 852-2657
Date: March 4, 2014
**Statewide Transportation Improvement Program (STIP)** –

*All* federal funds to be used for transit projects must be included in a federally approved STIP. A Transportation Planning Agency (TPA) must ensure that Section 5311 projects are included in the Department of Transportation’s (Department) Statewide Transportation Federal Improvement Program (FSTIP), which is jointly approved by the Federal Highway Administration (FHWA) and FTA.

A copy of the federally approved STIP Page must be attached for all projects to be programmed through the Section 5311 program. The project description and associated dollar amounts must be consistent with the federally approved STIP information.

**Metropolitan Planning Organizations (MPOs)** are responsible for programming projects within their jurisdiction. Upon receiving the POPs from the Districts, Rural Transit & Procurement staff will submit Non-MPO / Rural Transportation organizations projects directly to the Department’s Division of Transportation Programming for inclusion into the FSTIP.

For further guidance see the Department’s Division of Transportation Programming website:

[http://www.dot.ca.gov/hq/transprog/fedpm.htm](http://www.dot.ca.gov/hq/transprog/fedpm.htm)

**PART I. Regional Apportionment - Operating Assistance**

*For all Operating Projects - a complete application MUST be submitted with this POP.*

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Project Description</th>
<th>Federal Share</th>
<th>Local Share (Excluding Toll Credit)</th>
<th>Toll Credit Amount</th>
<th>Net Project Cost</th>
<th>PROGRAM OF PROJECTS DOC YR</th>
<th>PROGRAMMED DATE OR AMENDMENT #</th>
</tr>
</thead>
<tbody>
<tr>
<td>KCAPTA</td>
<td>Operating Assistance</td>
<td>104,000</td>
<td>1,400,000</td>
<td>0</td>
<td>1,504,000*</td>
<td>7/1/13-6/30/14</td>
<td>TBD</td>
</tr>
<tr>
<td>Corcoran</td>
<td>Operating Assistance</td>
<td>144,251</td>
<td>116,459</td>
<td>0</td>
<td>260,710</td>
<td>7/1/13-6/30/14</td>
<td>TBD</td>
</tr>
<tr>
<td>Corcoran</td>
<td>Project Administrative</td>
<td>81,032</td>
<td>10,500</td>
<td>0</td>
<td>91,532</td>
<td>7/1/13-6/30/14</td>
<td>TBD</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Assistance</td>
<td>Funds Total</td>
<td>329,283</td>
<td>1,526,959</td>
<td>0.00</td>
<td>1,856,242</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* KCAPTA Budget Summary Net Project Cost $3,616,819
* $2,112,819 FTA 5307 additional source
* Total Federal Share 5307/5311=$2,216,819
### PART II. Regional Apportionment – Capital

*For all Capital Projects - a complete application MUST be submitted with this POP.*

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Project Description</th>
<th>Federal Share</th>
<th>Local Share (Excluding Toll Credit)</th>
<th>Toll Credit Amount</th>
<th>Net Project Cost</th>
<th>PROGRAM OF PROJECTS DOC YR</th>
<th>PROGRAMMED DATE OR AMENDMENT #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corcoran</td>
<td>Transit Bus 22-or 16-Ambul/2 WC</td>
<td>288,527</td>
<td>37,382</td>
<td>0</td>
<td>325,909</td>
<td>7/1/13-6/30/14</td>
<td>TBD</td>
</tr>
</tbody>
</table>

Capital Total | 288,527     | 37,382     | 0                                   | 325,909           |

### PART III. FLEX FUNDS (i.e. CMAQ, STP, or Federalized STIP*) if applicable

*For Flex Fund Projects - a complete application MUST be submitted with this POP. *Federalized STIP projects must complete CTC allocation process.*

<table>
<thead>
<tr>
<th>Subrecipient</th>
<th>Project Description</th>
<th>Fund Type</th>
<th>Federal Share</th>
<th>Local Share (Excluding Toll Credit)</th>
<th>Toll Credit Amount</th>
<th>Net Project Cost</th>
<th>PROGRAM OF PROJECTS DOC YR</th>
<th>PROGRAMMED DATE OR AMENDMENT #</th>
</tr>
</thead>
</table>

Capital Total | N/A     | N/A     | N/A           | N/A                               | 0                 |
PART IV. Vehicle Replacement Information

☐ State Contract ☐ Local Purchase ☑ Piggyback ☐ Other Explain:

<table>
<thead>
<tr>
<th>Vehicle Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
</tr>
<tr>
<td>------</td>
</tr>
<tr>
<td>II</td>
</tr>
</tbody>
</table>

INSTRUCTIONS

PART I – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: 44.67% Local Share and 55.33% Federal Share.
- Third Party Contract Requirement – all third party contracts must contain federal clauses required under FTA Circular 4220.1E and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- All vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a full description of project: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement.(i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding split: 11.47% Local Share and 88.53% Federal Share.
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1E and approved by DMT prior to bid release.
TO: KCAG Technical Advisory Committee  
FROM: Terri King, Executive Director  
DATE: March 4, 2014  
SUBJECT: FY 2012-2013 Transportation Development Act Financial and Compliance Audits

Introduction

The California Administrative Code requires that each claimant of Transportation Development Act (TDA) funds annually and within 180 days after the end of the fiscal year (late December) submit a report of the fiscal and compliance audit of the financial statements to the State Controller. KCAG approved an extension for the submittal of the audit reports, which now must be submitted to the State Controller’s Office by April 1, 2014.

FY 2012-2013 Audit Reports

The accounting firm of Brown Armstrong has prepared the audits of each claimant, under a contract with Kings County as part of the single audit procedures. Draft audits were reviewed by each of the agencies. Audit reports were prepared for the Kings County Association of Governments, Kings County, and the cities of Avenal, Corcoran, Hanford, and Lemoore. (The Lemoore audit has not yet been issued as of the date of this staff report.) The Kings County Area Public Transit Agency had their audit conducted, and completed under a separate contract. No problems or unauthorized use of TDA funds were identified and the audit reports found that these agencies are in compliance with all applicable TDA laws. Copies of the audit reports are included in the agenda materials.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee accept the final FY 2012-13 TDA audits for submittal to Caltrans and the State Controller.
To the Kings County Association of Governments
Lemoore, California

We have audited the financial statements of the Regional Transportation Planning Agency Fund, Road Fund, Local Transportation Fund (California Administrative Code Section 6661), and State Assistance Fund (California Administrative Code 6751) of the County of Kings, California; the Local Transportation Fund of the City of Avenal, California; the Local Transportation Fund of the City of Corcoran, California, pertaining to Article 4 Section 99260 and Article 8 Section 99400(a) of the Public Utilities Code; the State Gas Tax Transportation Fund of the City of Hanford, California, pertaining to Article 8 Section 99400(a) of the Public Utilities Code; and the Local Transportation Fund of the City of Lemoore, California, pertaining to Article 8 Section 99400(a) of the Public Utilities Code (the TDAs) for the year ended June 30, 2013. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America and Government Auditing Standards as well as certain information related to the planned scope and timing of our audit. Professional standards also require that we communicate to you the following information related to our audit.

**Significant Audit Findings**

**Qualitative Aspects of Accounting Practice**
Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the TDAs are described in Note 1 to the financial statements. As described in Note 1 to the financial statements, the following provisions of the Governmental Accounting Standards Board (GASB) were adopted: GASB No. 60, Accounting and Financial Reporting for Service Concession Arrangements, GASB Statement No. 61, The Financial Reporting Entity: Omnibus, an Amendment of GASB Statement No. 14 and No. 34, GASB Statement No. 62, Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements, GASB Statement No. 63, Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources and Net Position, and GASB Statement No. 64, Derivative Instruments: Application of Hedge Accounting Termination Provisions. We noted no transactions entered into by the TDAs during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. There were no sensitive estimates affecting the above mentioned financial statements.

The financial statement disclosures are neutral, consistent, and clear.

**Difficulties Encountered inPerforming the Audit**
We encountered no significant difficulties in dealing with management in performing and completing our audit.
Corrected and Uncorrected Misstatements
Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. The attached schedule summarizes uncorrected misstatements of the financial statements. Management has determined that their effects are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Disagreements with Management
For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor’s report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations
We have requested certain representations from management that are included in the management representation letter dated February 21, 2014.

Management Consultations with Other Independent Accountants
In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a “second opinion” on certain situations. If a consultation involves application of an accounting principle to the TDAs’ financial statements or a determination of the type of auditor’s opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues
We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the TDAs’ auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

*********

This information is intended solely for the use of the Kings County Association of Governments and management of the TDAs, and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Bakersfield, California
February 21, 2014
Schedule of Uncorrected Misstatements

Uncorrected Misstatement #1
To properly record the approximate portion of payroll related expenses in pay period 14 that occurred in fiscal year 2013, which ended and was paid in fiscal year 2014, in accordance with the modified accrual basis of accounting.

Salaries and Employee Benefits - $9,011
Accrued Expenses $9,011
TO: KCAG Technical Advisory Committee
FROM: Bruce Abanathie, Regional Planner
DATE: March 3, 2014

SUBJECT: Progress Report on the 2014 Regional Transportation Plan

Background

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

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

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

Public Outreach

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

KCAG hosted a meeting on Thursday, March 6, 2014, that combined the RTP Stakeholder Group and the 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.
(Due to the time requirements of this report a summary of that meeting will be provided as a handout at the TAC meeting.)

Once the summary of the meeting is completed the scenarios will be forwarded to the modeling consultant to establish the GHG reductions and the conformity tests required of the RTP.

KCAG met with the planning departments of the cities of Lemoore, Hanford, and Avenal, to obtain the baseline planning information for the Stakeholder Group. KCAG met again with the planning departments of the cities of Lemoore, Hanford, Avenal, and (added) Corcoran to review the recommendations of the Stakeholder Group and to ask the local agencies to evaluate the recommendations for consistency with their general and specific plans and to provide any additional suggestions that would benefit the process or the reduction of GG based on their planning efforts.
RTP Development Timeline – Ongoing Tasks

Ongoing Efforts: IAC, Statewide Conformity Working Group, MPO-State Agency Working Group, SB 375 Implementation Working Group, ARB Mobile Source Emissions and EMFAC informational, RHNA process

March 2014, Public Outreach: Planning and Modeling work to finalize the drafts of the RTP and EIR. 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.

April /May 2014, Draft RTP, Conformity, and EIR public comment period, KCAG Committees, and Public Hearings
First presentation of SCS to ARB, Public comment period ends
Planning and Modeling work to finalize the RTP, Conformity, and EIR, (after comments)

July 2014, Final RTP, Conformity, 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:      Chris Lehn, KCAG Staff  
DATE:      March 4, 2014  
SUBJECT:  San Joaquin Valley Legislative 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 Voice" Sacramento Trip

The San Joaquin Valley RTPAs and elected officials from the region will be participating in the March 5-6, 2014 Sacramento Valley Voice trip. The Valley Voice delegation will meet with legislators and state agencies to outline the opportunities and challenges of the San Joaquin Valley. As noted in the agenda provided in the subsequent pages, meetings will be held with Assemblymember Conway, Assemblymember Perea, Senator Cannella, Assemblymember Olsen, Assemblymember Salas, and Assemblymember Gray. Agency meetings with be held with John Laird, Natural Resource Secretary, Transportation, and the Strategic Growth Council. A full verbal report will be given at the TAC meeting.

Recommendation

KCAG staff provides this as an information item.
Agenda

Wednesday, March 5, 2014
State Capitol, Room 3162 - Sacramento, CA
Enter from the East side of the Capitol

8:15 am – 8:45 am  Arrival/ Pre-briefing- Gus Khouri, Khouri Consulting
                  State Capitol, Room 444

9:00 am – 10:20 am  Assembly subcommittee #3- Cap and Trade discussion
                    State Capitol, Room 447

10:30 am – 11:00 am  Assembly Member Connie Conway (Kern, Tulare)
                     Topics: Cap and Trade, Rail, Goods Movement, Water

11:00 am – 11:30 am  Assembly Member Henry Perea (Fresno)
                     Topics: Transportation Funding ($500m), Cap and Trade, Rail

11:30 am – 12:00 pm  Senator Anthony Cannella (Madera, Merced, Stanislaus)
                     Topics: Goods Movement, Rail, Water

12:00 pm – 1:30 pm   Lunch- Jim Earp, California Alliance for Jobs
                     Tequila Museo Mayahuel, 1200 K Street (behind the Hyatt Hotel)
                     Topics: Future Funding for Transportation (Water if time allows)

1:45 pm – 2:30 pm    Chiefs for Berryhill, Fuller, Grove, Patterson
                     Topics: Transportation Funding, Goods Movement, Rail, Water

2:30 pm – 3:00 pm    Assembly Member Kristin Olsen (San Joaquin, Stanislaus)
                     Topics: Transportation Funding, Goods Movement, Rail

3:00 pm – 3:30 pm    Assembly Member Rudy Salas, Jr. (Kern, Kings)
                     Topics: Transportation Funding, Cap and Trade, Rail

3:30 pm – 4:00 pm    Trent Hager, Chief of Staff, Senator Cathleen Galgiani
                     (San Joaquin, Stanislaus)
                     Topics: Transportation Funding, Voter Threshold, Cap and Trade

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

4:30 pm – 5:00 pm    Assembly Member Adam Gray (Merced, Stanislaus)
                     Topics: Vote Threshold, Cap and Trade, Rail, Water

6:00 pm – 7:30 pm    Dinner-Lucca, 1615 J St, Sacramento, CA 95814
Agenda
Thursday, March 6, 2014
State Capitol, Room 447 - Sacramento, CA
Enter from the East side of the Capitol

8:30 am – 9:30 am  California State Transportation Agency
                   Brian Annis, Deputy Secretary
                   Topics: Transportation Funding, Cap and Trade, Vote Threshold

9:30 am – 10:00 am California Transportation Commission
                   Andre Boutros, Executive Director
                   Topics: Transportation Funding, Goods Movement, Rail

10:00 am - 10:30 am Department of Transportation
                   Steven Keck, Chief Budget Officer
                   Topics: Mr. Keck will make a brief presentation on the gas tax.

10:30 am – 11:00 am Strategic Growth Council
                   Mike McCoy & Allison Joe
                   Topics: Cap and Trade

11:00 am – 11:30 am Assembly & Senate Transportation Committee Staff
                   Janet Dawson & Erin Riches
                   Topics: Transportation Funding, Vote Threshold, Bills of Interest

11:30 am  Adjourn