

*KINGS COUNTY
ASSOCIATION OF GOVERNMENTS*

FY 2026-27

OVERALL WORK PROGRAM

*Draft
February 11, 2026*

KINGS COUNTY
ASSOCIATION OF GOVERNMENTS

FY 2026-2027
OVERALL WORK PROGRAM

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OVERALL WORK PROGRAM

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**KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION PLANNING
OVERALL WORK PROGRAM
F.Y. 2026-2027**

I. INTRODUCTION

This Overall Work Program (OWP) describes activities needed to maintain the "Kings County Regional Transportation Plan" (RTP) and Transportation Improvement Program (TIP) according to federal and state requirements, to study the overall transportation needs of the Kings County region, and to coordinate transportation planning efforts with other regional transportation planning agencies within the San Joaquin Valley. An integral part of the comprehensive planning process is to update and maintain the RTP, which is required to be updated every four years. This ensures that the adopted RTP will continue to address and respond to the pertinent transportation issues of the region, and to ever-changing laws, regulations, and needs. This OWP details the work effort for Fiscal Year 2026-2027 necessary to ensure completion of required transportation planning and programming documents and provides for additional studies, public participation, and administration of the Kings County Transportation Development Act funds (TDA). An updated Master Fund Transfer Agreement (MFTA) between KCAG and Caltrans was executed in 2024 covering a 10-year period through December 31, 2035. This document stipulates the terms under which KCAG carries out the OWP activities and allows Caltrans to reimburse those activities with Federal Planning funds. This document is also a confirmation of Caltrans and KCAG's mutual fiscal responsibilities and continued partnership.

The Kings County Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) cover the entire Kings County area including the incorporated cities. Kings County is located in the Central San Joaquin Valley south of Fresno County, west of Tulare County and north of Kern County. There are four incorporated cities in the county. The population of Kings County in 2025 as identified by the California Department of Finance is 154,015. Hanford, the county seat, has a population of 61,238, Lemoore with 27,692, Corcoran has 21,612 residents (including state prison inmates), and Avenal has 13,315 (including state prison inmates).

Kings County is home to the Santa Rosa Rancheria of the Tachi-Yokut Tribe with an estimated population of 997 (see MPO Boundary Map in Appendix B). The Santa Rosa Rancheria is located four miles south of Lemoore and includes roughly 2,300 acres of land. The Santa Rosa Rancheria was first established in 1934 and has grown to include the Tachi Palace Hotel and Casino. The Santa Rosa Rancheria of the Tachi-Yokut Tribe is a member of the KCAG Technical Advisory Committee and receives all agendas and materials for review and comment, including the annual process of preparing the OWP.

Kings County is primarily an agricultural county. Both commercial and industrial activities are important employment generators for the county, as is the Lemoore Naval Air Station. Three state prisons are located in Kings County and are considered major employers in the county. These state prison facilities are located in Avenal and in Corcoran. A good overall transportation system is essential to these activities. It is important that a well-conceived plan for providing transportation system services is developed through the participation of local, state, Tribal, and federal agencies.

In order to accomplish this, the regional transportation planning process was begun in 1974, as mandated by AB 69. The major accomplishment of that first effort was the preparation and adoption of the Kings County Regional Transportation Plan in April of 1975. Subsequent biennial updates were prepared through 2022. The RTP updates were prepared in coordination with local jurisdictions, transit operators, tribal governments, the eight San Joaquin Valley regional transportation planning agencies, Caltrans, and the public as required by Federal and State legislation.

With the enactment of SB 375, RTPs adopted after 2010 must include a Sustainable Communities Strategy (SCS) Plan to reduce greenhouse gases (GHG) from passenger vehicles and light duty trucks. The GHG emission reduction targets set by the California Air Resources Board (ARB) involved coordination with other San Joaquin Valley MPOs. The 2022 RTP update included an SCS that considered policies and projects that reduce greenhouse gas emissions from passenger vehicles and light duty trucks. The selected scenario included a balanced approach to investments in active

transportation, transit, and alternative fuels that, if implemented, would be able to meet the targets set by ARB. By developing and implementing the measures included in the SCS, it also assists the region in meeting federal air quality standards and making positive conformity findings for the federal transportation programming documents.

KCAG also adopts a Federal Transportation Improvement Program (FTIP) and conformity determination every two years. The current 2025 FTIP was adopted by KCAG on August 28, 2024. This year's efforts will include maintaining the 2025 FTIP and conformity determination, with the adoption of various amendments as needed, and the adoption of the 2027 FTIP and conformity determination.

The San Joaquin Valley Air Basin is currently designated by the U.S. Environmental Protection Agency (EPA) as nonattainment for 8-hour ozone and PM-2.5, and has a maintenance plan for PM-10. Work performed through the OWP in countywide transportation will be consistent with the EPA's Standard Evaluation Procedures and will include conformity findings for the RTP and FTIP and planning for the implementation of transportation control measures.

This OWP reflects a conscious effort by KCAG to identify all essential elements of the transportation planning process, and to meet the region's needs in light of fiscal constraints at the local, state, and federal levels. The work involved in this year's efforts relates to the overall transportation and regional planning agency activities of KCAG. It also recognizes that a need may arise for special studies into areas of new or immediate concern. The OWP provides for this flexibility of action.

The largest public transit operator within Kings County is the Kings County Area Public Transit Agency (KCAPTA), a joint powers agency comprised of the County and the cities of Hanford, Lemoore and Avenal. KCAPTA oversees the operation of the Kings Area Regional Transit (KART) bus system operated under contract with a private firm. KART began to provide service in 1980 and currently provides fixed route, demand-response, and commuter services. Both KCAG and KCAPTA must continue to seek out and define transportation needs. It is vital that the KART system remains proactive to transit patron's needs, allowing both input and feedback for future transit service adjustments. KCAPTA staff conducts numerous outreach activities throughout Kings County and the surrounding area to obtain input on transit needs, including public hearings, flyers, newsletters, on-board surveys, and a web site. With the 2000 Census, KCAPTA was designated as an urbanized area operator eligible for FTA Section 5307 funds. KCAG will work with KCAPTA, as specified in the memorandum of understanding (MOU) between KCAG and KCAPTA, in programming these funds and other federal funds in the FTIP.

Not only does KART provide transit service between Kings County urban and rural communities, but it also provides fixed route services from Hanford to communities within the adjoining counties of Tulare, Fresno and Kern. Service is provided to Visalia in Tulare County; and in Fresno County to Laton and Coalinga, including service to medical facilities in Fresno. However, there is no reciprocal service provided by other transit operators in other counties to Kings County communities. The current Cross Valley Corridor study being developed includes recommendations to provide additional transit service between Tulare and Kings County, with the purpose of making connections from Tulare County locations to the Kings-Tulare High Speed Rail station in Hanford.

The California Van Pool Authority (CalVans) operates a van pool program that was previously operated by KCAPTA prior to 2012. CalVans offers vanpool services and administers and operates the Agricultural Industries Transportation Service (AITS) for safe farm worker transportation. There are about 500 vanpools providing transportation services throughout the State as the programs have expanded into other counties and Arizona. Of the total number of vanpools operating, there are about 29 that either originate or end within Kings County, with the majority being vanpools traveling to the California State Prison - Corcoran. In 2023, KCAG elected to withdraw from CalVans, which became effective on July 24, 2023.

KCAG will have a unique opportunity to increase its public outreach to public transit users. KCAG's offices are now located in the newly constructed KCAPTA Transit Facility that houses the KART Hanford Transit Center.

KCAPTA began operating a new vanpool program in Kings County in June of 2020 through non-exclusive operational contracts which provides additional funding and ensures State farebox revenue compliance for public transit operators. KCAPTAs vanpool program generated over \$2 million in additional federal funding in their annual FTA apportionments. There are currently 38 vans operating in the KCAPTA Vanpool program.

The “Intercity Passenger Rail Act of 2012” (AB1779) authorized regional government agencies’ ability to form the San Joaquin Joint Powers Authority (SJJPA) to take over the governance/management of the existing San Joaquin intercity passenger rail service. KCAG is a member of the SJJPA and will participate in its activities to help ensure that Amtrak service within Kings County is maintained and improved. The SJJPA is currently managing sustainable transportation planning grant projects that involve KCAG and include the Cross Valley Corridor and transit-oriented development planning around the high speed rail stations within the initial Central Valley segment. The San Joaquins service was previously managed and funded by the State as part of Caltrans, prior to the establishment of the SJJPA. A rebranding of the San Joaquins service as the “Gold Runner” took effect in 2025.

This OWP also includes activities for the administration of KCAG’s role for the Kings County Abandoned Vehicle Abatement Service Authority (KCAVASA).

MPO Planning Certification Process

To maintain eligibility for federal funding KCAG must annually certify that it is complying with all stated federal rules and regulations in conformance with:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l) as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act legislation
- Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 11, 1994 • Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 112-141) regarding disadvantaged business enterprises’ involvement in FHWA- and the FTA-funded projects (FR Vol. 64 No. 21, 49 CFR part 26)
- The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38) 20

A signed copy of the FY 2026-27 Certifications and Assurances Statements are included in Appendix D. In support of this certification KCAG maintains on file the following documents:

- MPO designation letter
- Regional Transportation Plan (current)
- Regional Transportation Improvement Program (current)
- Overall Planning Work Program/OWP (current)
- Air Quality/RTP/TIP Conformity Report (current)
- Certification on Lobbying Restrictions (current)
- DBE goals, consistent with filed Title VI assurances (current).

Because the Hanford-Corcoran Urbanized Area is under 200,000 population, it is not a Transportation Management Area, and therefore KCAG is not subject to a joint review by FHWA and FTA every four years to determine if the planning process meets certification requirements.

II. FEDERAL AND STATE FUNDING PRIORITIES

On Nov. 15, 2021, the federal surface transportation and infrastructure bill *Infrastructure Investment and Jobs Act* (IIJA) of 2021, also known as the *Bipartisan Infrastructure Law* (BIL) was signed into law following its predecessors: *Fixing America's Surface Transportation* (FAST) Act; the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act, a Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

SAFETEA-LU is the last act with current, approved metropolitan planning rules as described in 23 CFR part 450 and MAP-21 set the stage for performance-based planning. One of MAP-21's most significant reforms was establishing national goals and performance measures to create a streamlined, performance-based, and multimodal program that addresses the many challenges facing the U.S. transportation system. These challenges include improving safety; maintaining, operating, and rehabilitating current infrastructure conditions; reducing traffic congestion; improving system efficiency and freight movement; protecting the environment and reducing project delivery delays. The legislation directs USDOT to work with states and MPOs to develop performance measures related to pavement and bridge condition, safety, congestion, emissions, and freight. States are then directed to set performance targets for each of these measures. MAP-21 made significant changes to the federal transportation program and funds surface programs.

The following core formula programs make up the FAST Act's surface transportation program: National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG) – which includes a set-aside for Transportation Alternatives (TA), Recreational Trails Program, Surface Transportation Block Grant Program net of TA & Recreational Trails – Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings, Metropolitan Planning, and the National Highway Freight Program.

Metropolitan Planning Factors

MAP-21 issued Federal Planning Factors (Section 134(h)) that emphasize transportation planning considerations from a national perspective. In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The transition to a performance and outcome-based program looks to focus greater attention on the investment of resources in projects that will achieve targets that collectively make progress toward national goals.

This OWP for Fiscal Year 2026-2027 complies with the priorities for State and Federal funding for MPOs / RTPAs. The ten planning factors identified in Federal transportation legislation in MAP-21 and the FAST Act are incorporated in various Work Elements of the OWP and are identified as follows:

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- 2) Increase safety of the transportation system for motorized and non-motorized users;
- 3) Increase security of the transportation system for motorized and non-motorized users;
- 4) Increase the accessibility and mobility of people and for freight.
- 5) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
- 6) Enhance integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) Promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;

The FAST Act added the following for consideration:

- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10) Enhance travel and tourism.

FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. For 2026-27, the Federal Highway Administration (FHWA) California Division, Federal Transit Administration (FTA) Region IX, and Caltrans' Planning Division have issued the following PEAs and planning factors for the Overall Work Program:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

FHWA divisions and FTA regional offices should work with State departments of transportation (State DOT), MPOs, and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate OWP work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

- Equity and Justice⁴⁰ in Transportation Planning

FHWA and FTA encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

- Complete Streets

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

- Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable for greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

- Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense

Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses. SR 198 between I-5 and the Lemoore Naval Air Station is a Major STRAHNET Connector.

- Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the TIP and STIP. Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

- Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

- Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

FY 2026-2027 Overall Work Program

This Overall Work Program includes various work elements that will emphasize these FTA/FHWA priorities, as well as additional regional planning consensus efforts. Transportation issues will be defined to determine problem areas in the regional system. The study of the issues will lead KCAG to a solution to these problem areas. A matrix is provided in Appendix G to indicate the relationship between the planning areas and the work elements.

Summary of the 2025-2026 OWP Effort

Several major products were planned in the FY 2025-2026 Work Program. These were:

- Apportion and distribute Federal Apportionment State Exchange Regional Surface Transportation Program (RSTP) funds to the county and cities and ensure that funds were expended on eligible projects.
- Update and maintain the KCAG website to allow access to planning documents and to disseminate information about transportation and regional planning activities as part of the public participation and interagency coordination efforts.
- Increase the role of KCAG and the San Joaquin Valley MPOs in state and federal-level policy making.
- Monitored the obligation of federal CMAQ funds to meet the “timely use of funds” policy; preparing an Obligation Plan for the planned expenditure of federal funds for local projects; and developed a call for projects to program available CMAQ projects in the Federal Transportation Improvement Program (FTIP).
- Worked with various local, regional, state and federal agencies in the process to implement SB 375 to reduce greenhouse gas emissions from passenger vehicles and light duty trucks by developing traffic modeling data and establishing emission reduction targets in cooperation with the Air Resources Board (ARB).
- Conducted activities to prepare the 2026 Regional Transportation Plan, Environmental Impact Report, and Air Quality Conformity documents.
- Conducted activities to prepare the 2026 Sustainable Communities Strategy (SCS).
- Administer the Transportation Development Act (TDA) funds, which include the Local Transportation Fund (LTF) and State Transit Assistance (STA) fund.
- Prepared the Triennial Performance Audits for KCAG, KCAPTA, and Corcoran Are Transit.
- Prepared the 2025 Title VI Program.
- Completed the update of the Kings County Regional Active Transportation Plan.
- Prepared amendments to the 2025 FTIP and began preparing the draft 2027 FTIP.
- Established and monitored a variety of transportation performance measures for compliance with MAP-21 and the FAST Act.
- Monitored the development of the 2026 State Transportation Improvement Program (STIP) and adopted the 2026 Regional Transportation Improvement Program (RTIP).
- Maintained the 2015 base year travel demand forecasting model and conducted model runs for various projects.
- Continued the update of the travel demand forecasting model with a base year of 2024 and a future year of 2050.
- Monitored state agencies in the development of guidelines for various Cap and Trade funded programs in anticipation of project development for the purpose of implementing measures to meet federal air quality standards.
- Participated as a member of the San Joaquins Joint Powers Authority in the goal to manage the San Joaquin intercity passenger rail service to ensure improvements to create a balanced interregional transportation system.
- Administered the AVA program, distributed funds, and began the process of renewing the AVA program for another 10-year period.
- Participated in Census 2020 activities and acted as the regional Census Data Center for Kings County.
- Conducted Areawide Planning Reviews for various projects that applied for federal grant funding.
- Participated in the San Joaquin Valley Multiagency Working Group and use of Regional Early Action Planning grant funds.
- Administered the REAP 2.0 Local Suballocation Program for the distribution of funds to eligible projects to local jurisdictions.

Funding Sources

Various federal, state, and local fund sources are used for regional transportation planning work necessary to accomplish activities in the FY 2026-27 OWP.

- Federal Funds – A variety of federal funding sources are available to MPOs and include the following, which are either an allocation or are grant funds received on a competitive basis.
 - Federal Highway Administration (FHWA PL) - FHWA allocates funds to MPOs to support urban transportation planning activities. These funds are allocated based on urban area population and require a non-federal match of at least 11.47%. The FY 2026-27 FHWA PL funds to KCAG include an apportionment amount of \$846,301. The FY 2026-27 OWP programs the total apportionment and includes toll credits for the match. Of this apportionment amount, 2.5% (\$21,158) must be set-aside for Complete Streets eligible activities. The FY 2026-27 OWP includes programming of the 2.5% PL Complete Streets set-aside for W.E. 502.01 – Regional Transportation Plan Update – CS.
 - FHWA PL Carryover Balance - KCAG is allowed to program any carryover balance of FHWA PL funds in the OWP. KCAG has been programming carryover funds for various consulting projects to reduce the carryover balance and is utilizing toll credits for matching funds. The FY 2026-27 OWP includes the programming of carryover funds for the following work element: W.E. 502.01 – Regional Transportation Plan (\$123,347).
 - Federal Transit Administration (FTA) - Section 5303 – These funds are made available directly to the agency to support urban transit planning activities. These funds are allocated based on urban area population and require a non-federal match of at least 11.47%. The FY 2026-27 FTA Section 5303 funds to KCAG includes an apportionment amount of \$59,252. The FY 2026-27 OWP programs the total apportionment and includes toll credits for the match.
 - FTA Section 5303 Carryover Balance – KCAG is allowed to program any carryover balance of FTA Section 5303 funds in the OWP. The FY 2026-27 OWP currently does not include the programming of FTA Section 5303 carryover balance, but will following the acceptance of the reconciliation letter if funds are available.
- State and Local Funds
 - Sustainable Transportation Planning Grants – These state grant funds are made available through the State Road Maintenance and Rehabilitation Account (RMRA) funds and State Highway Account (SHA) funds. SB1-Formula (SB1 F) grant funds are distributed to the MPOs on a formula basis for the purpose of funding local and regional multimodal transportation and land use planning projects that further the region’s RTP SCS, contribute to the State’s GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives. Availability for programming SB1 F grant funds is contingent on meeting eligibility criteria. KCAG is eligible to receive the FY 2026-27 SB1 F grant funds in the amount of \$168,500, which will be utilized for Work Element No. 502.07 – Transit Development Plan. The FY 2026-27 OWP also includes the programming of carryover funds for Work Element No. 502.06 – Sustainable Communities Strategy in an estimated amount of \$118,500.

Other Sustainable Transportation Planning Grants include the Strategic Partnerships – Federal Highway Administration, State Planning & Research, Part I (FHWA SPR Part I) and Strategic Partnerships Transit – Federal Transit Administration, Section 5304 (FTA §5304).

- Local Transportation Fund (LTF) - The LTF is derived from 1/4 cent of the retail sales tax collected within Kings County. These funds are utilized for activities to administer the Transportation Development Act (TDA) and to fund activities to carry out the regional transportation planning and programming process.
- SB 125 Formula-Based TIRCP and ZETCP - Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) was created by Senate Bill 125 to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. A maximum of 1% of total multi-year SB 125 formula funds are allocated to KCAG for administration of SB 125 funding and for planning expenses related to preparing and implementing the initial short-term financial plan, annual updates to the short-term financial plan, and the long-term financial plan. KCAG's total TIRCP and ZETCP SB 125 allocation is \$18,204,049, of which a maximum of \$182,040 can be set aside for administration of the program by KCAG over a five-year period. KCAG has programmed \$25,000 per year for administration of the program.
- Local Government Planning Support Grants Program Funds - This funding program was established through AB 101 for the purpose of providing regions with one-time funding for planning activities related to the Regional Housing Needs Assessment. The Regional Early Action Planning Grant Program (REAP 2.0) provides grants to councils of governments and other regional entities for technical assistance, preparation, and adoption of planning documents and process improvements to accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing needs allocation. REAP 2.0 funds are being used in Work Element No. 406.02 for the Local Suballocation Program for eligible projects.
- Member Agency Funds - Participating member agencies contribute to the cost of local planning elements included in the OWP for which other funds are not eligible. Shares are based on their percentage of total county population.
- Abandoned Vehicle Abatement Service Authority (AVA) – Funds required to administer the Abandoned Vehicle Abatement program are collected by the state and returned to Kings County. These funds result from collection of an additional 1\$ fee on registered vehicles.

III. KCAG ORGANIZATION AND MANAGEMENT

The Kings County Association of Governments (KCAG) is a council of governments responsible for addressing problems of an inter-jurisdictional nature. KCAG is a voluntary organization whose members are Kings County and the cities of Hanford, Lemoore, Corcoran, and Avenal.

KCAG is a state-designated regional transportation planning agency (RTPA) recognized by the California State Transportation Agency (CalSTA). The primary functions of an RTPA are in developing and updating a Regional Transportation Plan, preparing a Regional Transportation Improvement Program, preparing a Federal Transportation Improvement Program, and administering the Local Transportation Fund. KCAG is also a metropolitan planning organization (MPO) recognized by the Federal Highway Administration and Federal Transit Administration, and receives federal funding to conduct several activities required of MPOs. As a COG, KCAG is responsible for preparing the Regional Housing Needs Allocation Plan to be used in updating the Housing Elements of city and county general plans.

All RTPA activities are governed by the Transportation Policy Committee (TPC), which is the final approving authority. The TPC is a committee of the KCAG Commission and composed of members of the regular KCAG Commission, plus the Director of the Caltrans District 6 representing the Director of Caltrans Headquarters.

The Commission is advised by two committees. The first is a Technical Advisory Committee (TAC) whose members include KCAG staff, county and city public works and planning directors, city managers, county administrative officer, Caltrans District 6 staff, a Kings County Area Public Transit Agency (KCAPTA) representative, a Lemoore NAS representative, a San Joaquin Valley Air Pollution Control District representative, and a Santa Rosa Rancheria Tachi Yokut Tribe representative. The primary responsibility of the TAC is to review all issues that KCAG will consider and to provide technical input to advise the Commissioners in making their decisions. TAC membership of the Santa Rosa Rancheria was added in 2002 and has effectively been used in meeting the issues and concerns of the Tribe.

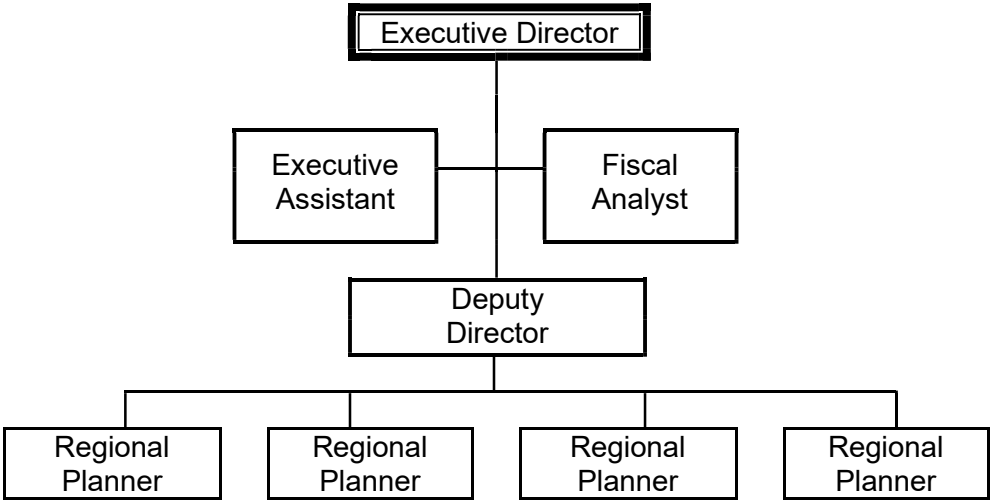
The second committee is the Social Service Transportation Advisory Council (SSTAC) and is a statutorily created committee with specific responsibilities that include advising the TPC on transit needs issues of the elderly, persons with disabilities, and low income citizens. The members of the SSTAC consist of representatives of social service providers and transit users from the above mentioned needs group, as well as citizens who are interested in the transit planning process. KCAG conducts an annual recruitment process to obtain additional representatives for the SSTAC.

The KCAG Commission also serves as the Board of Directors of the Kings County Abandoned Vehicle Abatement Service Authority. The responsibilities of the Board of Directors are to manage the financial affairs of the Authority, review and approve quarterly claims for reimbursement, submit annual reports to the California Highway Patrol, and disburse funds to claimants.

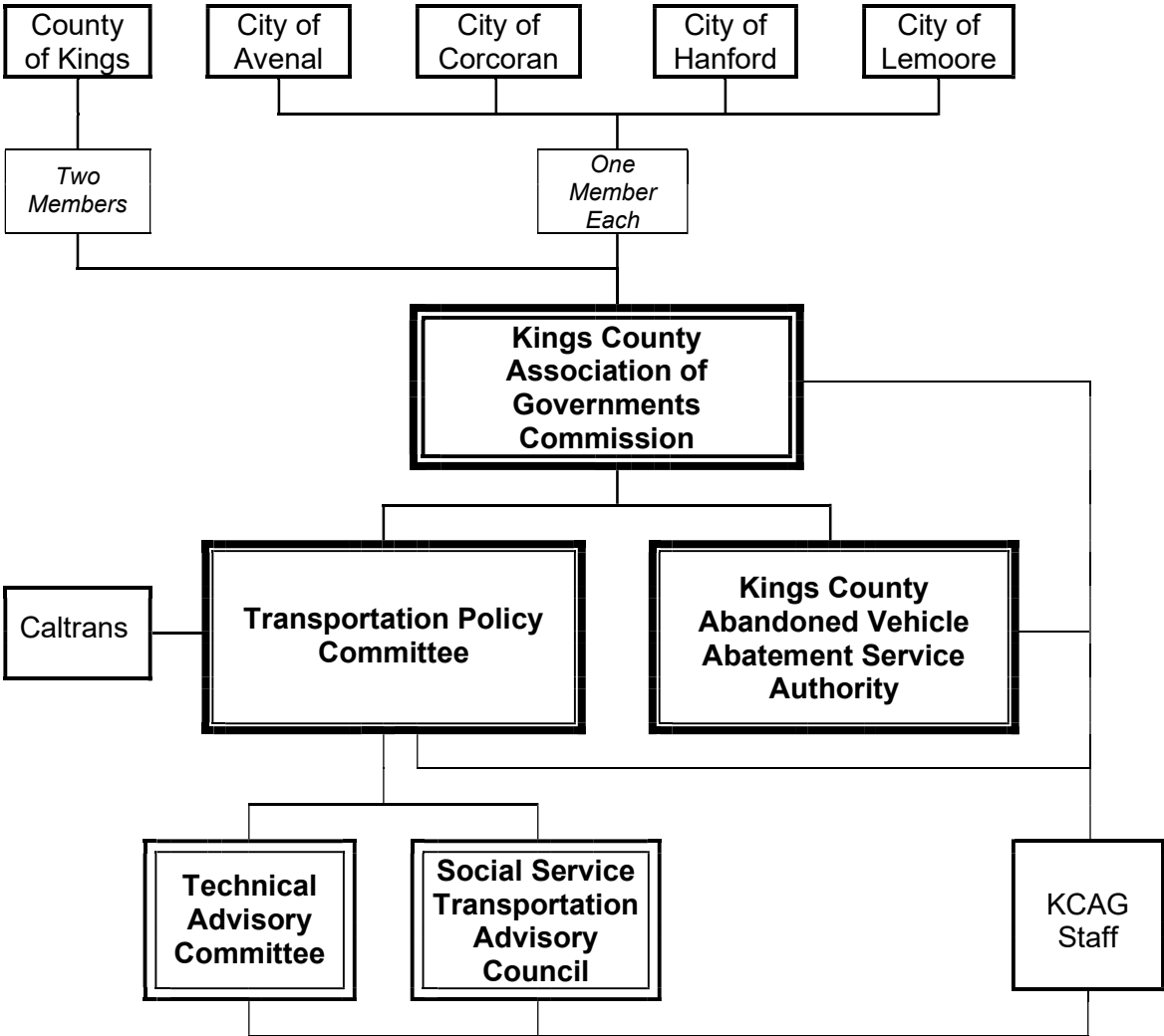
In addition to these committees, more citizen participation is accomplished through various other activities. KCAG uses news releases, public hearings, and public meetings to get public input into its planning activities. KCAG staff directly contacts citizen, business, commercial organizations, and the Tribal Council Chairman of the local Native American tribe for input into specific items. KCAG's website includes meeting agendas and meeting minutes, planning and programming documents, and other information that the public can access to assist in the planning process. KCAG also has an adopted Public Participation Plan that outlines various outreach activities required to meet the federal planning process, including a process for consultation with Federally recognized Native American Tribal Governments. The adopted KCAG policy for government-to-government consultation with federally recognized Native American Tribal Governments in Kings County is included in Appendix E-9.

In light of the COVID-19 pandemic, the Governor issued Executive Orders in March of 2020 related to the convening of public meetings. KCAG adopted public meeting protocols in response to COVID-19 restrictions and convened its regularly scheduled public meetings via teleconference. Public outreach methods used for various projects were also conducted via teleconference and webinars. These new methods were very effective in garnering more public input into the transportation planning process and will be included in the future.

KCAG Staff Organizational Chart



KCAG Organizational Chart



IV. **PLANNING ACTIVITIES**

The first priority is to ensure that the required transportation planning and programming documents are completed by their statutory deadlines. This will include a thorough review by local and state technical staff, local citizens, local government bodies, Tribal Government, and Caltrans.

Other Activities

Long-range transportation studies: KCAG will update traffic count information on regional routes to identify problem areas of the transportation network for transporting goods and people. KCAG will maintain information to be used for the next Regional Transportation Plan update and submit traffic count data to Caltrans for the Highway Performance Monitoring System (HPMS).

Transportation Model: KCAG will maintain the current base year and future year traffic models, analyze land use changes on the transportation system, and conduct transportation conformity analysis with the model. KCAG will update the model with 2020 Census data, the latest employment data, and Central Valley Household Travel Survey data to update the model and calibrate to a newer future year to maintain compliance. KCAG will continue to work with other San Joaquin Valley MPOs in the development of long-term model improvements in order to implement SB 375 and to maintain current planning assumptions, and to analyze alternative scenarios for the next Sustainable Communities Strategy.

Air Quality: Kings County is within the San Joaquin Valley Air Basin which has been designated as an area of non-attainment for the 8-hour ozone standard, and for particulate matter (PM_{2.5}), and a maintenance area for PM₁₀, and as such must make air quality conformity findings on the Regional Transportation Plan and Federal Transportation Improvement Program. KCAG will implement the Transportation Control Measures Plan in cooperation with the San Joaquin Valley Air Pollution Control District (SJVAPCD) and other San Joaquin Valley RTPAs. KCAG will also coordinate with local agencies in the implementation of Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) for the attainment of PM_{2.5} and Ozone standards. KCAG will participate in the Valleywide air quality planning and coordination consulting services contract to facilitate consistency in Valleywide regional air quality planning. KCAG will participate in the implementation of SB 375 by working with local agencies in carrying out of the measures included in the Sustainable Community Strategies (SCS) Plan adopted in the 2022 RTP update, and cooperate with the California Air Resources Board and the Valley MPOs in monitoring the results of measures in meeting the GHG emission reduction targets. The 2026 RTP / SCS update and air quality conformity document will develop new and additional measures to meet SB 375 targets. KCAG will participate in the monitoring of Cap and Trade funded programs and work with member agencies to seek funding to implement programs to reduce GHG emissions. The implementation of the Regional Active Transportation Plan, Regional Electric Vehicle Readiness Plan, and the Zero Emission Bus plan can facilitate projects to be included in the SCS. By developing and implementing the measures included in the SCS, it also allows the region to meet federal air quality standards and make positive conformity findings for the federal transportation programming documents.

RTP Update: KCAG will maintain the 2022 RTP and the Sustainable Communities Strategy and prepare the 2026 RTP/SCS update, along with the Environmental Impact Report and air quality conformity analysis. Goods movement issues will be considered within this work element, including the implementation of the San Joaquin Valley Interregional Goods Movement Plan, the I-5 / SR 99 Goods Movement Study, the I-5 Freight ZERO Study, and San Joaquin Valley Inland Port Study, in coordination with the 2023 California Freight Mobility Plan. Monitoring of intercity passenger rail service as a member of the San Joaquin Joint Powers Authority and other rail activities will be conducted by KCAG.

RTIP/FTIP and STIP Review: KCAG will continue to monitor Caltrans and California Transportation Commission (CTC) activities related to the transportation programming process, and will take an active role in ensuring that Kings County area concerns are heard in Sacramento. KCAG will also monitor the implementation of 2026 State Transportation Improvement Program (STIP) projects, including the SR 198 and 9th Avenue Interchange project. KCAG will maintain the 2025 Federal Transportation Improvement Program (FTIP) and prepare amendments as needed, and continue preparing the 2027 FTIP in coordination with other San Joaquin Valley transportation planning agencies, member agencies, Caltrans, Federal Highways Administration, Federal Transit Administration, the SJVAPCD, Federal Land Management Agencies, Tribal Governments, Environmental Justice communities, and the general public. Projects included in the FTIP that implement the ITS plan will be specifically noted to facilitate early FHWA education and technical assistance to project sponsors in the application of the Systems Engineering process and avoid unnecessary project delays.

Amtrak Review: Another issue of vital concern to the Kings County area is continued passenger train service through the Valley. KCAG will take an active role to ensure that Caltrans and Amtrak are aware of the importance of these services and monitor the performance of intercity rail passenger rail service on the San Joaquin Corridor, known as the “Gold Runner”. KCAG is a member of the San Joaquin Joint Powers Authority and will participate in its activities to help ensure that Amtrak service within Kings County is maintained and improved.

High Speed Rail Review: KCAG will continue to be involved in monitoring the development of high speed rail proposed by the California High Speed Rail Authority that is to travel through Kings County, with a planned station stop near Hanford, particularly regarding the initial operating segment, through the Regional Transportation Plan work element. KCAG will also work with the City of Hanford in their Station Area Planning efforts for the Kings/Tulare High Speed Rail station. KCAG will also work with the SJJPA, Tulare County Association of Governments, Visalia Transit, KCAPTA, and Tulare County Regional Transit Agency on integrating the Cross-Valley Corridor Plan, the San Joaquins Thruway bus services, and connectivity to the future State High-Speed Rail Service.

Aviation: KCAG will include planning for aviation facilities and services in efforts to develop a coordinated and balanced regional transportation system through the Regional Transportation Plan work element. KCAG will prepare the Capital Improvement Program (CIP) for the public use airport within Kings County, including Hanford Municipal Airport, for submittal to Caltrans.

Infrastructure Investment and Jobs Act Implementation: KCAG will continue to process funds for the Congestion Mitigation and Air Quality (CMAQ) program and Regional Surface Transportation Program (RSTP), including the exchange of RSTP funds for state funds and monitoring the use of the funds for compliance. KCAG will work with local project sponsors to ensure that federal funds programmed in the FTIP are fully obligated before the end of the year and will seek advanced obligations through the expedited project selection procedures adopted by KCAG. KCAG will also monitor legislation to implement the IIJA in an effort to increase the flexibility of spending federal funds on important local projects. The OWP will also address the planning factors that should be considered in the transportation planning process through the activities undertaken within each work element.

Performance-Based Planning and Programming: The Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act placed new and stronger emphasis on measuring and monitoring the performance of transportation systems. States and Metropolitan Planning Organizations (MPOs) are required to implement a performance-based approach to planning and programming, which includes transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Performance targets ensure states and MPOs invest resources in transportation projects that assist in achieving national goals in safety, infrastructure condition, congestion, reliability, freight movement, environmental sustainability, and reduced project delivery delays.

Transportation Performance Management (TPM) is defined by Federal Highway Administration (FHWA) as a strategic approach that uses information to make investments and policy decisions to achieve national performance goals. Three sets of performance measures are part of the TPM Regulations as “Performance Management” (PM):

- **PM 1: Safety Measures - Public safety** is a criteria used in evaluating projects and is integral in KCAG’s decision-making forums, which include KCAG’s Transportation Policy Committee (TPC) and Technical Advisory Committee (TAC). KCAG conducts monthly public meetings through its TPC and TAC, working closely with member agencies (cities and county) and Caltrans in identifying safety issues such as nominating projects for the State Highway Operations and Protection Program (SHOPP), Highway Safety Improvement Program (HSIP), and the Congestion Mitigation and Air Quality (CMAQ) Program. Many transportation projects within the region address safety issues. KCAG has elected to support the 2023 Caltrans statewide safety performance targets (SPMTs) by planning and programming projects that contribute to these goals. KCAG will continue to work with Caltrans and member agencies to plan and program projects towards meeting the statewide PM1 targets and participate in the development of the safety performance targets annually.
- **PM 2: Infrastructure Measures (Pavement/Bridge) -** KCAG elected to support the statewide PM 2 targets by planning and programming projects that contribute towards the targets. The locally maintained NHS segments in Kings County include segments that are principle arterial roads that help facilitate a majority of the traffic within Hanford and are also identified in the RTP as regional routes. There are also a number of projects listed in the RTP identified by the local agencies that are aimed to help maintain these locally owned NHS segments such as rehabilitation and overlays, though this doesn’t include projects that local agencies may undertake on their own initiative using a mix of different funding resources. KCAG member agencies have updated their Pavement Management Systems (PMS), which are used to track pavement conditions and budget improvement projects. This effort is geared towards assisting the jurisdictions in planning their pavement investments on their roads, including the locally owned NHS segments.

KCAG’s 2025 FTIP includes funds from the SHOPP which also assist in supporting the statewide PM 2 targets. KCAG will continue to collaborate with member agencies and Caltrans in maintaining the NHS system within the region, identify funds/opportunities for improving the local NHS conditions to support the state’s targets, and participate in statewide PM2 targets setting efforts.

- **PM 3: System Performance Measures -** The efficient development, management, and operation of Kings County’s surface transportation are among the primary goals that guide KCAG’s planning and programming. Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ program performance. KCAG elected to plan and program projects to support the statewide PM 3 targets.

KCAG will continue to work with its member agencies and Caltrans in identifying projects that will assist in achieving the statewide PM 3 targets to improve air quality and system performance within the region.

- **Transit Asset Management -** MAP-21 also established the Transit Asset Management (TAM) performance measure regulations for transit operators. These performance measures are to help in creating a strategic and systemic process of operating, maintaining, and improving public capital assets. As transit operators set targets, MPOs are required to establish targets specific to the MPO planning area within 180 days of the transit operator targets. Similar to TPM, these targets are to be included in the MPO’s planning process and documents.

The 2019 Regional Transit Asset Management Plan (TAMP), adopted in August 2019, was developed by KCAG in coordination with the development of the Kings County Area Public Transit Agency (KCAPTA) 2019 TAMP and City of Corcoran 2019 TAMP. By using the performance measure approach to assess the condition and useful life of all transit capital assets within the region, KCAG can have an effective decision-making process with respect to prioritizing transit agency funding to improve or maintain assets identified as the highest priority.

KCAG programs transit funds, such as FTA Section 5307, 5310, 5311 and 5339 programs, into the FTIP in coordination with the transit operators. Projects are currently programmed in the 2025 FTIP that help support the performance targets. There are also a number of grants and funding programs that the transit operators utilize to work toward meeting their asset performance targets which are not programmed or noted in KCAG's FTIP document.

The TAM targets were produced collaboratively with transit agencies based on their agency TAM plans and local targets. KCAG will continue to work with KCAPTA and City of Corcoran in planning and programming projects to support the transit asset management targets.

FTA Programs: KCAG will administer the Federal Transit Administration programs; including the Sections 5307 small urbanized area program, 5339 bus and bus facilities program, 5310 elderly persons and persons with disabilities program, 5311 rural public transit operator program, and 5311(f) intercity bus program, to allocate funds apportioned to Kings County for transit projects, review local applications for discretionary funding, and provide technical assistance to local transit operators, public and private social service agencies, and local Native American tribes in applying for transit planning grants. KCAG tasks do not include project development or delivery of FTA grant funds, as those tasks are undertaken by individual grant recipients.

Abandoned Vehicle Abatement: KCAG will act as the Service Authority responsible for administering the Kings County Abandoned Vehicle Abatement program for the purpose of funding the removal of abandoned vehicles in Kings County. The collection of the vehicle registration fee to administer this program expires on May 31, 2027, but efforts are being made to extend for an additional 10-year period.

Valley Coordination: KCAG participates in various regional planning processes among the eight San Joaquin Valley MPOs to promote coordination, cooperation and communication. KCAG will coordinate with the Valley counties in the maintenance of the San Joaquin Valley Regional Blueprint Planning project, interregional goods movement plan, maintenance of the Valleywide Intelligent Transportation System Plan, maintenance of the Valleywide truck model, Regional Transportation Plan, Federal Transportation Improvement Program, air quality planning, the Central Valley Household Travel Survey, and Inland Port Study.

TABLE 1

SUMMARY REVENUE CHART FY 2026-2027													
FUNDING SOURCE	WORK ELEMENTS	LTF FUNDS	PL FUNDS	PL Carry Over FUNDS FY25-26	FTA5303 FUNDS	SB 1 F GRANT FY26-27	SB 1 F Carry Over FY25-26	SB 125 GRANT FUNDS	REAP 2.0 GRANT FUNDS	AVA FUNDS	LOCAL FUNDS	TOTAL OF MPO ACTIVITY	TOLL CREDITS
	501.01 MPO / RTPA Planning & Coordination	\$9,800	\$24,500								\$63,700	\$98,000	\$0
	501.02 Overall Work Program and Budget	\$47,500	\$47,500									\$95,000	\$0
	501.03 IUA Programs		\$50,000									\$50,000	\$5,735
	501.04 Federal Transit Administration Programs				\$59,252							\$59,252	\$6,796
	502.01 Regional Transportation Plan		\$271,643	\$123,347								\$394,990	\$45,305
	502.01 Regional Transportation Plan - CS		\$25,158									\$25,158	\$0
	502.02 Travel Model Program	\$62,500	\$62,500									\$125,000	\$0
	502.03 SB 125 Transit Program							\$25,000				\$25,000	\$0
	502.04 Traffic Count Program	\$30,000										\$30,000	\$0
	502.05 Air Quality Planning		\$125,000									\$125,000	\$14,338
	502.06 Sustainable Communities Strategy	\$31,500					\$118,500					\$150,000	\$0
	502.07 Transit Development Plan	\$95,000				\$168,500						\$263,500	\$0
	502.09 V-TRANSFRM	\$15,000										\$15,000	\$0
	502.11 Transportation Performance Measures		\$25,000									\$25,000	\$2,868
	503.01 Transportation Improvement Programs		\$215,000									\$215,000	\$24,661
	504.01 TDA Administration and Support	\$165,000										\$165,000	\$0
	505.01 Abandoned Vehicle Abatement Authority									\$45,000		\$45,000	\$0
	405.01 Area-wide Clearinghouse Review										\$45,000	\$45,000	\$0
	406.02 Regional Early Action Planning 2.0								\$30,000			\$30,000	\$0
	407.01 Census Data Center	\$25,000										\$25,000	\$0
	TOTAL	\$481,300	\$846,301	\$123,347	\$59,252	\$168,500	\$118,500	\$25,000	\$30,000	\$45,000	\$108,700	\$2,005,900	\$99,702
			\$969,648		\$59,252	\$287,000							

TABLE 2

SUMMARY EXPENDITURE CHART FY 2026-2027																										
FUNDING SOURCE	LTF FUNDS		PL (FHWA) FUNDS		PL (FHWA) Carry Over FY 25-26		FTA 5303 FUNDS		SB 1 F GRANT FY 26-27		SB 1 F Carry Over FY 25-26		SB 125 GRANT FUNDS		REAP 2.0 GRANT		AVA FUNDS		LOCAL FUNDS		TOTAL OF MPO ACTIVITY		TOLL CREDITS			
	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT	KCAG	CONSULT		
501.01 MPO / RTPA Planning & Coordination	\$8,834	\$966	\$22,085	\$2,415																					\$0	
501.02 Overall Work Program and Budget	\$45,000	\$2,500	\$45,000	\$2,500																					\$0	
501.03 IUA Programs			\$50,000	\$0																					\$5,735	
501.04 Federal Transit Administration Programs							\$59,252	\$0																	\$6,796	
502.01 Regional Transportation Plan			\$113,811	\$157,832	\$51,679	\$71,668																			\$45,305	
502.01 Regional Transportation Plan - CS			\$25,158	\$0																					\$0	
502.02 Travel Model Program	\$16,150	\$46,350	\$16,150	\$46,350																					\$0	
502.03 SB 125 Transit Program												\$25,000	\$0												\$0	
502.04 Traffic Count Program	\$20,000	\$10,000																							\$0	
502.05 Air Quality Planning			\$96,288	\$28,712							\$39,500	\$79,000													\$0	
502.06 Sustainable Communities Strategy	\$10,500	\$21,000																							\$0	
502.07 Transit Development Plan	\$22,894	\$72,106							\$40,606	\$127,894															\$0	
502.09 V-TRANSFRM	\$15,000	\$0	\$25,000	\$0																					\$0	
502.11 Transportation Performance Measures																									\$14,338	
503.01 Transportation Improvement Programs			\$215,000	\$0																					\$24,661	
504.01 TDA Administration and Support	\$126,300	\$38,700																							\$0	
505.01 Abandoned Vehicle Abatement Auth.																									\$0	
405.01 Areawide Clearinghouse Review																									\$0	
406.02 Regional Early Action Planning 2.0																									\$0	
407.01 Census Data Center	\$25,000	\$0																							\$0	
SOURCE TOTAL	\$289,678	\$191,622	\$608,492	\$237,809	\$51,679	\$71,668	\$59,252	\$0	\$40,606	\$127,894	\$39,500	\$79,000	\$25,000	\$0	\$30,000	\$0	\$30,000	\$15,000	\$53,950	\$54,750					\$89,702	
GRAND TOTAL	\$481,300	\$481,300	\$646,501	\$646,501	\$123,347	\$123,347	\$59,252	\$0	\$168,500	\$287,000	\$116,500	\$116,500	\$25,000	\$0	\$30,000	\$0	\$45,000	\$45,000	\$108,700	\$108,700					\$98,702	

WORK ELEMENTS

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 501 **MPO / RTPA Administration**
WORK ELEMENT: 501.01 **Regional Transportation Planning and Coordination Activities**

PURPOSE: To maintain the process of organizing and implementing the Kings County Regional Transportation Plan as required by Federal and State law, to provide support to the overall transportation planning effort and other transportation activities, and to conduct outreach activities to various communities through the implementation of the public participation plan. Monitor legislation related to the regional and transportation planning process to ensure compliance with State and Federal laws. Coordinate the transportation and regional planning activities within the San Joaquin Valley among the eight RTPAs, the SJVAPCD, SJJPA, CARB, the Department of Transportation, FHWA and FTA to further achieve the goals and objectives of the Federal Transportation Act and the Federal Clean Air Act. To include Caltrans in planned local development reviews to allow opportunities to identify any potential mitigation for developments that may require additional funding opportunities related to improvements. To inform the public of issues and processes involved with KCAG activities and encourage public participation in the transportation planning process.

PREVIOUS WORK: Conduct of Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) activities to coordinate staff, local agencies, tribal governments of the Santa Rosa Rancheria Tachi Tribe, Environmental Justice communities, and Caltrans over the past years and direct their activities toward a logical resolution of regional problems. Coordination of the transportation and regional planning activities among the eight San Joaquin Valley RTPAs. Preparation of public participation plans to obtain public input in the transportation planning process. KCAG meetings are conducted in-person and virtually via Zoom and phone. Meetings with other agencies conducted via various methods, including Zoom, WebEx, and other platforms.

PRODUCT: Support of the transportation planning process, involving coordination of federal, state, Tribe, and local activities and the involvement of citizen input from the community and the private sector; update and implementation of a public participation plan. Review of planned local development projects to identify funding opportunities for any potential mitigation improvements. Maintenance of web site to distribute agendas, announcements, and documents to the public; establishment and monitoring of DBE participation and submitting reports to Caltrans; monitoring of proposed legislation; and documentation of Tribal government-to-government relations. KCAG meetings and outreach activities conducted virtually by various methods and in-person.

WORK TASKS:

Completion Date *	% of Effort	Tasks
Monthly	10%	1. Conduct activities to coordinate, consult, and collaborate with local, regional, state, federal, Tribal government agencies, and Environmental Justice communities in the planning process. Review local planned development projects to identify funding opportunities for any potential mitigation improvements.
June 30	15%	2. Implement the Public Participation Plan to meet State and Federal compliance. Develop outreach materials to assist in presenting planning products. Conduct public workshops, hearings and meetings to obtain public input. Provide for the translation of various documents in Spanish in order to increase outreach and encourage public input from the disadvantaged communities.

June 30	5%	3.	Prepare and monitor DBE Program and report annual results.
June 30	5%	4.	Maintain internet web site for KCAG activities to include appropriate documents and notices to disseminate information to the public.
June 30	5%	5.	Conduct review of proposed legislation that may have an impact on the regional and transportation planning process and report to member agencies.
June 30	15%	6.	Participate in various Valley planning efforts and activities with San Joaquin Valley MPOs in accordance with the annual Valleywide work program through participation in the SJV Regional Policy Council, SJV RPA Directors' Committee, SJVAPCD, SJJPA, CalCOG and California Partnership for the SJV to strengthen the regional transportation planning process. *
June 30	45%	7.	Work with member agencies, SJV Regional Policy Council, SJV RPA Directors' Committee, SJVAPCD, SJJPA and consultants to develop legislative platforms, plan for, and attend annual advocacy trips to Sacramento and Washington D.C.
	100%		

FUNDING REQUIREMENT: W.E. 501.01 – Regional Transportation Planning and Coordination Activities

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds *	Total Revenue
KCAG	\$8,834	\$22,085	\$0	\$0	\$0	\$8,950	\$39,869
Consultant	\$966	\$2,415	\$0	\$0	\$0	\$54,750	\$58,131
Total	\$9,800	\$24,500	\$0	\$0	\$0	\$63,700	\$98,000

Note: Some "Local Funds" are provided by member agencies from local sources.

* Participation in some CalCOG activities is funded exclusively with LTF or local funds.

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS							TOTAL
	1	2	3	4	5	6	7	
LTF Funds	\$980	\$1,470	\$490	\$490	\$490	\$1,470	\$4,410	\$9,800
FHWA PL Funds	4,165	6,860	2,205	2,205	2,205	6,686	0	24,500
FTA 5303 Funds	0	0	0	0	0	0	0	0
PPM Funds	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	63,700	63,700
TOTAL	\$5,145	\$8,330	\$2,695	\$2,695	\$2,695	\$8,330	\$68,110	\$98,000

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4, 5, 6, 7
 Consultant 6, 7

TIME FRAME: W.E. 501.01 is a continuous activity conducted throughout each fiscal year.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 501 **MPO / RTPA Administration**
WORK ELEMENT: 501.02 **Overall Work Program and Budget**

PURPOSE: To provide an organizational mechanism showing the activities necessary for maintaining a current transportation plan and transportation planning effort in conformance with appropriate federal and state law. Preparation and submittal of annual Overall Work Program and Budget, OWP Agreements and necessary amendments.

PREVIOUS WORK: The Overall Work Program (OWP) and budgets have been prepared over the past years. Each work program and budget has led to the following year's activities. Reviewed OWP guidance. Reviewed and responded to Caltrans' draft OWP comments, prepared and adopted FY 2026-27 OWP and required amendments. Prepared and submitted quarterly and year end reports.

PRODUCT: Amendments to the current FY 2026-27 OWP to meet all funding and programming needs. Draft and Final adopted FY 2027-28 OWP developed through the public participation process, including Tribal Governments, and submitted to Caltrans. Submittal of quarterly financial reports and requests for reimbursement to Caltrans. Preparation of Single Audit by Consultant and submittal by KCAG staff.

WORK TASKS:

Completion Date *	% of Effort	Tasks
September 30	5%	1. Make final budget adjustments to 2026-2027 OWP.
December 15	5%	2. Review current state and federal regulations and seek public participation, including coordination, consultation, and collaboration with the Santa Rosa Rancheria Tribal Government.
December 30	5%	3. Evaluate transportation planning efforts to identify deficiencies to resolve as OWP work element tasks and consider grant funding opportunities for inclusion in the OWP.
January 1	25%	4. Identify work efforts and develop funding levels.
February 1	20%	5. Prepare draft FY 2027-28 OWP and budget for transportation planning.
March 1	5%	6. Approve draft FY 2027-28 OWP and submit to local, state, federal and Tribal government agencies and the public for review and comment.
April 1	10%	7. Review comments on draft OWP, make changes and prepare final FY 2027-28 OWP and budget.
May 1	5%	8. Prepare and submit amendments to the current OWP to meet any necessary funding or programming changes.
June 1	5%	9. Approve and submit final FY 2027-28 OWP to Caltrans.
June 30	15%	10. Prepare and submit quarterly financial and progress reports and year-end packages to Caltrans of RTPA activities and expenditures; and Consultant preparation and submittal of Single Audit.
	100%	

FUNDING REQUIREMENT: W.E. 501.02 - OWP

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$90,000
Consultant	\$2,500	\$2,500	\$0	\$0	\$0	\$0	\$5,000
Total	\$47,500	\$47,500	\$0	\$0	\$0	\$0	\$95,000

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 501 **MPO / RTPA Administration**
WORK ELEMENT: 501.03 **Infrastructure Investment and Jobs Act Programs**

PURPOSE: To foster programming of federal Infrastructure Investment and Jobs Act (IIJA) funds for local agencies based upon policies and actions identified in the Regional Transportation Plan. Maintain a tracking system for all federally funded projects to ensure Federal funds are either encumbered or appropriated within the region in a timely manner. To address the IIJA’s planning factors that should be considered throughout the transportation planning process.

PREVIOUS WORK: Reviewed IIJA legislation and programmed federal program funds for local projects. Provided notifications of IIJA funding program to local agencies, which culminated in the award of federal IIJA program funds to local agencies for priority transportation projects. Prepared local obligation plans for the CMAQ program to track the progress of local project deliveries in meeting AB 1012 requirements. Reviewed apportionment formulas of federal act funds and distributed to local agencies.

PRODUCT: Programming, monitoring and reporting of federal program funds for transportation projects benefiting local agencies and the public including CMAQ, RSTP Exchange, and CRP; and continued review of IIJA implementation and identification of grant program opportunities. Development and posting of annual federal obligations report to the public. This work element does not include tasks for project development or delivery.

WORK TASKS:

Completion Date *	% of Effort	Tasks
January 1	30%	1. Review CMAQ estimates and status of programmed project obligations, conduct call for projects if needed and develop regional project priority list for programming in the FTIP.
June 30	30%	2. Attend and participate in Caltrans and FHWA-administered IIJA workshops in support of identifying grant opportunities for meeting future regional transportation needs of regional, local agencies, and tribal governments. Information about IIJA grant programs can be found here .
June 30	25%	3. Monitor federal program fund obligations, provide project liaison with project sponsors, and submit Obligation Plans to Caltrans.
June 30	15%	4. Respond to new federal legislation and funding policies that may affect the implementation of transportation improvement plans in the Kings region.
	100%	

FUNDING REQUIREMENT: **W.E. 501.03 – Infrastructure Investment and Jobs Act Programs**

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$5,735
Total	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$5,735

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	15,000	15,000	12,500	7,500	50,000
FTA 5303 Funds	0	0	0	0	0
PPM Funds	0	0	0	0	0
AVA Funds	0	0	0	0	0
Local Funds	0	0	0	0	0
TOTAL	\$15,000	\$15,000	\$12,500	\$7,500	\$50,000
Toll Credits (Not Revenues)	\$1,721	\$1,721	\$1,433	\$860	\$5,735

RESPONSIBLE AGENCY: **Task**
 KCAG 1, 2, 3, 4

TIME FRAME: W.E. 501.03 is a continuous activity conducted throughout each fiscal year.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 501 **MPO / RTPA Administration**
WORK ELEMENT: 501.04 **Federal Transit Administration Programs**

PURPOSE: To program Federal Transit Administration (FTA) funds to eligible transit operators based upon policies and actions identified in the Regional Transportation Plan in consultation and coordination with Caltrans District 6, local agencies, tribal governments of the Santa Rosa Rancheria Tachi Tribe and Environmental Justice communities to meet the needs of the transit dependent. Provide technical assistance to transit operators to increase the usability, efficiency, effectiveness, and safety of transit in the Kings region. To prepare an updated Title VI Plan and submit biannual assessments to FTA.

PREVIOUS WORK: Programmed current Fiscal Year FTA Section 5310, 5311, 5311 (f), 5307, 5339 and 3037 funds for Kings County transit projects in federal programming documents. Provided concurrence letters for local agency federal fund applications. Processed FTA program funding applications and split letter requests. Submitted assessment of Title VI and FHWA's Title VI program requirements. Prepared updated Title VI Program.

PRODUCT: Review of FTA Section 5310 program applications and development of regional project priority list; review of FTA Section 5339 program applications and development of regional priority list; and review of the 5307 urbanized program for Kings County projects for inclusion in federal programming documents. Preparation of local transit agency concurrence letters for federal apportionment funded project applications. KCAG tasks do not include project development or delivery of FTA grant funds, as those tasks are undertaken by individual grant recipients.

WORK TASKS:

Completion Date *	% of Effort	Tasks
January 15	15%	1. Provide announcements of FTA Sec. 5310 fund availability and regional project evaluation criteria to eligible agencies and transit operators.
July 31	25%	2. Establish and conduct Local Review Committee meetings to review and score local FTA Sec. 5310 project applications.
November 1	25%	3. Review regional apportionment of FTA Sec. 5339 funds and determine shares; provide announcements of FTA Sec. 5339 fund availability to eligible transit operators and publish hearing notice.
December 31	25%	4. Review FTA Sec. 5339 project applications, develop and approve Regional Program of Projects and submit to Caltrans.
November 15	10%	5. Include approved FTA Sec. 5310, 5307 and 5339 projects in Federal Transportation Improvement Program.
	100%	

FUNDING REQUIREMENT: W.E. 501.04 - FTA Programs

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$0	\$59,252	\$0	\$0	\$0	\$59,252	\$6,796
Total	\$0	\$0	\$59,252	\$0	\$0	\$0	\$59,252	\$6,796

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS					TOTAL
	1	2	3	4	5	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0	0
FTA 5303 Funds	8,888	14,813	14,813	14,813	5,925	59,252
PPM Funds	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0
TOTAL	\$8,888	\$14,813	\$14,813	\$14,813	\$5,925	\$59,252
Toll Credits (Not Revenues)	\$1,019	\$1,699	\$1,699	\$1,699	\$680	\$6,796

RESPONSIBLE AGENCY: **Task**
 KCAG 1, 2, 3, 4, 5

TIME FRAME: W.E. 501.04 is a continuous activity conducted throughout each fiscal year.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.01 **Regional Transportation Plan**
 502.01 **Regional Transportation Plan - CS**

PURPOSE: To review, study, analyze, update and adopt the "Kings County Regional Transportation Plan" and keep its components and elements current and be consistent with the various Federal, State, and local plans, including the 2025 Regional Active Transportation Plan and its Complete Streets Policy. Monitor development of high-speed rail and station area planning, and Cross Valley Corridor planning. Participate in high-speed rail and Cross Valley Corridor engagement activities.

PREVIOUS WORK: Updates of the RTP between 1975 and 2022, Sustainable Communities Strategy, Environmental Impact Report (EIR), and various studies and reports. Monitored implementation of various sub plans. Participated in Valleywide planning studies. Monitored contracts for preparation of the 2026 RTP update and Environmental Impact Report; conducted public outreach activities, developed draft RTP chapters, and prepared draft Supplemental EIR. Participated in high-speed rail, station area, and Cross-Valley Corridor planning activities.

PRODUCT: Adopted 2026 RTP, EIR, and conformity determination. Review of policies and actions that encourage the integration and balance of land use and multimodal transportation in response to anticipated growth of the region; to incorporate Complete Streets policies; to identify strategies for corridor preservation of state highways. Coordination with high-speed rail, station area planning, and Cross Valley Corridor plan development.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	10%	1. Review and act on RTP related issues involving all modes; and coordinate local bicycle and pedestrian planning with Caltrans' "Towards an Active California State Bicycle and Pedestrian Plan" and Complete Streets policies.
June 30	10%	2. Coordinate with Caltrans' systems planning products and aviation planning guidance and updated airport master plans; and maintain RTP database with updated corridor and project information; work with the City of Hanford Municipal Airport in any update to the Airport Land Use Compatibility Plan (ALUCP) to include ground access for multimodal transportation alternatives.
June 30	15%	3. Participate with San Joaquin Valley MPOs and Caltrans in the Intelligent Transportation System (ITS) Maintenance Plan and to implement ITS projects within Kings County through programming of projects in the FTIP; participate with SJV MPOs and Caltrans in the I-5 Freight ZERO Study and Inland Port study coordinated with the 2023 California Freight Mobility Plan; work with Caltrans Districts 6 and 10 and other Valley agencies to consistently present multimodal issues of valley wide concern and coordinate planning activities where interregional issues occur; review of Amtrak "Gold Runner" rail service plans, attend meetings and engage in other forms of stakeholder outreach with California High Speed Rail Authority in the development of high speed rail system and Kings/Tulare station, participate in station area planning efforts to enhance multi-modal access connections between the station and surrounding communities, incorporating Complete Streets policies, and participate in the Cross Valley Corridor studies; and incorporate considerations into the RTP and FTIP.

June 30	5%	4.	Administer consultant contracts for public outreach, development of the 2026 RTP, and Environmental Impact Report.
June 30	15%	5.	Conduct public participation process during the development and implementation of the RTP, to include elements of the Public Participation Plan and consultation with local, regional, state, federal agencies, Federal Land Management Agencies, Tribal Governments and Environmental Justice communities.
July 31	20%	6.	Prepare draft 2026 RTP and circulate for review and comment and conduct public meetings and hearings; respond to comments and prepare final 2026 RTP.
July 31	20%	7.	Prepare draft Environmental Impact Report consistent with CEQA/NEPA; conduct public meetings and hearings to gather comments; prepare responses to comments and prepare final EIR.
September 30	5%	8.	Adopt and submit 2026 RTP and EIR for State and Federal approval.
	100%		

**FUNDING REQUIREMENT: W.E. 502.01 - Regional Transportation Plan
W.E. 502.01 – Regional Transportation Plan - CS**

Responsible Agency	LTF Funds	FHWA PL Funds	FHWA PL CS Funds	FHWA PL Carry Over FY 25-26	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$113,811	\$25,158	\$51,679	\$0	\$190,648	\$18,982
Consultant	\$0	\$157,832	\$0	\$71,668	\$0	\$229,500	\$26,323
Total	\$0	\$271,643	\$25,158	\$123,347	\$0	\$420,148	\$45,305

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS								TOTAL
	1	2	3	4	5	6	7	8	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	27,164	27,164	40,746	13,582	40,746	54,329	54,329	13,583	271,643
FHWA PL CS Funds *	8,302	8,302	8,554	0	0	0	0	0	25,158
PL Carryover FY 25-26	12,335	12,335	18,502	6,168	18,502	24,669	24,669	6,167	123,347
FTA 5303 Funds	0	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0	0
TOTAL	\$47,801	\$47,801	\$67,802	\$19,750	\$59,248	\$78,998	\$78,998	\$19,750	\$420,148
Toll Credits (Not Revenues)	\$4,530	\$4,531	\$6,796	\$2,265	\$6,796	\$9,061	\$9,061	\$2,265	\$45,305

Note: This project will include funding to fulfill the 2.5% PL Complete Streets set-aside requirement.

RESPONSIBLE AGENCY: Task
 KCAG 1, 2, 3, 4, 5, 6, 7, 8
 Consultant 5, 6, 7, 8

TIME FRAME: W.E. 502.01: July 1 - June 30

NOTES: * Dates are FY 2026-2027 unless otherwise indicated. The Final 2026 RTP and EIR are scheduled to be adopted by September 30, 2026.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.02 **Travel Demand Forecasting Model Program**

PURPOSE: Update the Kings County Travel Demand Model to reflect the most current available assumptions for a 2024 base year and 2050 future year land uses and transportation systems and implement a coded transit network and parcel-based land use allocation system. Maintain the transportation modeling program to analyze the regional transportation system, develop plans for long-range improvements and conduct conformity analyses for transportation plans, programs and projects.

PREVIOUS WORK: Maintenance of the Kings County 2015 base year and 2045 future year travel demand forecasting models. Attendance of Valley Modelers Group meetings. Model runs for 2022 RTP/SCS follow up and CARB emission budget development. Tested auto operating costs to support/inform the air quality conformity determination documents for the 2026 RTP. Continued development of updated model for a new 2024 base year and 2050 future year. Updated population and employment forecasts utilizing local agency development and zoning information, implemented a coded transit network and parcel-based land use allocation system, compiled Census data and reviewed 2022 household survey data and allocated future land uses to individual traffic analysis zones. Validated 2024 base year model utilizing land use and network inputs compared to observed base year traffic counts.

PRODUCT: Updated and maintained model to reflect the most current available assumptions for a new 2024 base year and 2050 future year land uses and transportation systems and transit network. Documentation to describe the data, calibration and validation for the updated travel model. Conduct model runs for various purposes.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	20%	1. Coordinate modeling efforts with other San Joaquin Valley COGs, SJVAPCD, and Caltrans District modeling staff utilizing the Valley Model Users Group.
July 31	35%	2. Prepare 2050 forecast year land use and network inputs and review traffic forecasts; prepare a memorandum summarizing the land use and validation updates, including plot maps, performance measures, and description of the model update process.
June 30	10%	3. Analyze traffic impacts of future projects on routes of regional significance.
June 30	15%	4. Conduct traffic model runs in support of local agency's General Plan development.
June 30	15%	5. Conduct model runs to evaluate air quality conformity analysis of federal transportation plans and programs.
June 30	5%	6. Administer consultant services contract for on-call modeling efforts for various transportation planning programs and projects.
	100%	

FUNDING REQUIREMENT: W.E. 502.02 - Travel Demand Forecasting Model Program

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$16,150	\$16,150	\$0	\$0	\$0	\$30,300
Consultant	\$46,350	\$46,350	\$0	\$0	\$0	\$92,700
Total	\$62,500	\$62,500	\$0	\$0	\$0	\$125,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS						TOTAL
	1	2	3	4	5	6	
LTF Funds	\$12,500	\$21,875	\$6,250	\$9,375	\$9,375	\$3,125	\$62,500
FHWA PL Funds	12,500	21,875	6,250	9,375	9,375	3,125	62,500
FTA 5303 Funds	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0
TOTAL	\$25,000	\$43,750	\$12,500	\$18,750	\$18,750	\$6,250	\$125,000

RESPONSIBLE AGENCY:

Task

KCAG 1, 2, 3, 4, 5, 6
 Consultant 1, 2, 3, 4, 5

TIME FRAME: W.E. 502.02: July 1 - June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.03 **SB 125 Transit Program**

PURPOSE: To administer the SB 125 Formula-Based Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) in Kings County.

KCAG is responsible for administering the SB 125 Formula-Based TIRCP and ZETCP in Kings County. TIRCP was created to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Senate Bill 125 amended the Budget of 2023 to appropriate \$4 billion of General Fund to the TIRCP over the next two fiscal years and establishes the ZETCP with \$1 billion in GGRF and PTA funding over the next four fiscal years. ZETCP will provide funds for zero emission transit equipment, transit facility and network improvement projects such as those that support replacing aging vehicle fleets with zero-emission vehicles (ZEVs) and associated fueling or charging infrastructure or facility modifications. A maximum of 1% of total multi-year SB 125 formula funds are allocated to KCAG for administration of SB 125 funding across both TIRCP and ZETCP, and for planning expenses related to preparing and implementing the initial short-term financial plan, annual updates to the short-term financial plan, and the long-term financial plan. KCAG’s total TIRCP and ZETCP SB 125 allocation is \$18,204,049, of which a maximum of \$182,040 can be set aside for administration of the program by KCAG over a five-year period.

PREVIOUS WORK: Reviewed SB 125 guidelines, reviewed submitted project list, submitted invoice for first round of SB 125 funds to KCAG, Kings County Area Public Transit Agency (KCAPTA) and City of Corcoran; and developed financial reporting process.

PRODUCT: Updated allocation package submissions; long term financial plan; program reports, financial records and annual report; website posting of transit operator ridership data; and administration of dedicated SB 125 funds.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	10%	1. Provide regionally representative transit operator data, fleet management plans, revenue collection and service plans. post online a summary of monthly ridership data, consistent with the data submitted to the Federal Transit Administration’s National Transit Database, from all its transit operators and should cover the time period starting on July 1, 2022, through June 30, 2028.
June 30	20%	2. Prepare and submit updated Allocation Package Detailed Project Description to CalSTA.
June 30	40%	3. Administer SB 125 Programs and maintain appropriate monthly financial activity records.
June 30	20%	4. Develop long-term financial plan to describe the region’s transit operational sustainability.

June 30	10%	5. Prepare and submit to CalSTA an Annual Progress Report documenting the activities and progress made toward implementation of the projects and operating expenditures, which includes total SB 125 expenditures to date and total amount remaining.
	100%	

FUNDING REQUIREMENT: W.E. 502.03 – SB 125 Transit Program

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	SB 125 Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
Total	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS					TOTAL
	1	2	3	4	5	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0	0
SB 125 Funds	2,500	5,000	10,000	5,000	2,500	25,000
AVA Funds	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0
TOTAL	\$2,500	\$5,000	\$10,000	\$5,000	\$2,500	\$25,000

RESPONSIBLE AGENCY: Task
 KCAG 1, 2, 3, 4, 5

TIME FRAME: W.E. 502.03: July 1 - June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.04 **Traffic Count Program**

PURPOSE: To maintain the Kings County Regional Traffic Count Program as a source of current traffic information for use by local agencies, tribal governments, and the public, and as a validation tool for the county wide travel demand forecasting model, VMT monitoring requirements, and information to update the RTP. KCAG utilizes contracts with survey professionals to conduct traffic counts. Regional traffic counts are conducted on a continuing, rotational basis on various road segments, including older road segments and new locations.

PREVIOUS WORK: Conducted traffic counts for RTP update and Travel Demand Forecasting Model update; and monitored traffic conditions on countywide routes of regional significance.

PRODUCT: Traffic count survey of regional routes in Kings County to be used to update various planning documents and to provide a source of updated traffic count information for traffic modeling and public use, including monitoring new developments to assess traffic impacts and to aid in planning for road expansions and modifications. Data for submittal of Highway Performance Monitoring System (HPMS) updates. Data available to local jurisdictions for SB 743 VMT purposes in identifying and mitigating transportation impacts for land use projects within the California Environmental Quality Act (CEQA) requirements.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	5%	1. Manage consultant contract.
June 30	50%	2. Conduct volume, speed and class traffic counts at various locations.
June 30	25%	3. Gather traffic count data, obtain traffic count information from other sources, and incorporate traffic count information into various planning documents.
June 30	20%	4. Distribute traffic count information and prepare updated Highway Performance Monitoring System in cooperation with local agencies for submittal to Caltrans.
	100%	

FUNDING REQUIREMENT: W.E. 502.04 - Traffic Count Program

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Consultant	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Total	\$30,000	\$0	\$0	\$0	\$0	\$30,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$1,500	\$15,000	\$7,500	\$6,000	\$30,000
FHWA PL Funds	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0
AVA Funds	0	0	0	0	0
Local Funds	0	0	0	0	0
TOTAL	\$1,500	\$15,000	\$7,500	\$6,000	\$30,000

RESPONSIBLE AGENCY: **Task**

KCAG 1, 2, 3, 4

Consultant 2

TIME FRAME: W.E. 502.04: July 1 - June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.05 **Air Quality Planning**

PURPOSE: To continue transportation related air quality planning for non-attainment areas. Kings County is within the San Joaquin Valley Air Basin which has been designated as an area of non-attainment for the 8-hour ozone standard, and for particulate matter (PM2.5), and a maintenance area for PM-10. To ensure that transportation plans, programs, and projects conform to the most recent requirements of the Clean Air Act Amendments. To inform and advise member agencies on air quality issues and policies and coordinate effectively with other government agencies on air quality matters.

PREVIOUS WORK: Transportation System Management programs of previous RTPs, preparation of conformity analysis for the RTP and FTIP; and submitted latest loaded network activity data for SIP inventory development purposes. Prepared Air Quality Conformity Determination for the draft 2027 Federal Transportation Improvement Program. Prepared and submitted emissions data to the California Air Resources Board for EMFAC update.

PRODUCT: Coordinated air quality planning within the San Joaquin Valley among local, regional, state, Tribal, and federal agencies. Final Air Quality Conformity documents for the 2026 Regional Transportation Plan and 2027 Federal Transportation Improvement Program.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	40%	1. Participate in Valley-wide air quality planning efforts with Caltrans, SJVAPCD, and other RTPAs, including support for Air Quality Coordinator position, and a review of the interagency consultation procedures. Conduct the interagency consultation process for completing project-level conformity determinations and PM 2.5/10 hot-spot analyses for local agency projects.
June 30	15%	2. In cooperation with the California Air Resources Board, monitor implementation of the SCS.
June 30	25%	3. Review various funding programs available for air quality improvements in land use and transportation and provide notification to member agencies; review proposed projects submitted by eligible agencies to evaluate their support of implementing policies and actions identified in the Regional Transportation Plan.
June 30	10%	4. Collaborate with the California Air Resources Board and the SJVAPCD on emission inventory development and provide VMT data for use in emission budgets.
June 30	10%	5. Prepare conformity findings for RTP and FTIP amendments in accordance with interagency consulting procedures.
	100%	

FUNDING REQUIREMENT: W.E. 502.05 - Air Quality Planning

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$96,288	\$0	\$0	\$0	\$96,288	\$11,044
Consultant	\$0	\$28,712	\$0	\$0	\$0	\$28,712	\$3,294
Total	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$14,338

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS					TOTAL
	1	2	3	4	5	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	50,000	18,750	31,250	12,500	12,500	125,000
FTA 5303 Funds	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0
TOTAL	\$50,000	\$18,750	\$31,250	\$12,500	\$12,500	\$125,000
Toll Credits (Not Revenues)	\$5,735	\$2,151	\$3,584	\$1,434	\$1,434	\$14,338

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4, 5
 Consultant 1, 2, 4, 5

TIME FRAME: W.E. 502.05: July 1 - June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.06 **Sustainable Communities Strategy**

PURPOSE: To identify transportation and land use strategies that would reduce emissions from passenger vehicles and light duty trucks to meet reduction targets set by the California Air Resources Board as a requirement of SB 375. Sustainable Communities Formula Grant funds are being used for this Work Element. These State grant funds are distributed to the MPOs on a formula basis for the purpose of funding local and regional multimodal transportation and land use planning projects that further the region’s RTP SCS, contribute to the State’s GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives. KCAG’s FY 2025-26 formula share amount was \$164,572 and will be utilizing carryover funds in the amount of \$118,500.

PREVIOUS WORK: 2022 Sustainable Communities Strategy element of the Regional Transportation Plan; coordination with ARB in 2022 SCS analysis to receive acceptance; and review of new SB 375 targets; prepared RFPs for preparation of the 2026 SCS update, awarded contract and monitored consultant progress; conducted Stakeholder Advisory Committee meetings to assist in the development of the SCS; conducted public outreach; developed technical methodology to quantify GHG emission reductions; conducted GHG and VMT reduction analysis, forecasting and travel model scenario analysis; developed measures and project lists for various scenarios; and conducted model runs to determine emission reductions from various scenarios to be included in the 2026 SCS component of the Regional Transportation Plan to meet SB 375 targets; and began preparing draft 2026 SCS.

PRODUCT: Draft 2026 SCS for review and comment; adoption of final 2026 SCS; and consultation with CARB for acceptance of 2026 SCS.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30, 2027	5%	1. Administer consultant contract for public outreach and development of the 2026 Sustainable Communities Strategy (SCS).
July 31, 2026	35%	2. Continue to develop land use and transportation scenarios for SCS Plan, develop off-model strategies and calculate emission reductions compared to targets.
July 31, 2026	30%	3. Select preferred SCS scenario and finalize SCS scenario analysis; and prepare draft 2026 SCS and circulate for review and comment and conduct public hearings.
September 30, 2026	10%	4. Review and respond to comments on draft SCS, prepare final 2026 SCS for adoption and submittal to CARB.
September 30, 2026	5%	5. Prepare agenda materials and conduct meetings of the Stakeholder Advisory Group for the SCS.
June 30, 2027	15%	6. Conduct consultation with CARB for acceptance of 2026 SCS.
	100%	

FUNDING REQUIREMENT: W.E. 502.06 – Sustainable Communities Strategy

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	SB 1 Formula Carryover	Local Funds	Total Revenue
KCAG	\$10,500	\$0	\$0	\$39,500	\$0	\$50,000
Consultant	\$21,000	\$0	\$0	\$79,000	\$0	\$100,000
Total	\$31,500	\$0	\$0	\$118,500	\$0	\$150,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS						TOTAL
	1	2	3	4	5	6	
LTF Funds	\$1,575	\$11,025	\$9,450	\$3,150	\$1,575	\$4,725	\$31,5000
FHWA PL Funds	0	0	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0	0	0
SB1-F Carryover	5,925	41,475	35,550	11,850	5,925	17,775	118,500
Local Funds	0	0	0	0	0	0	0
TOTAL	\$7,500	\$52,500	\$45,000	\$15,000	\$7,500	\$22,500	\$150,000

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4, 5, 6
 Consultant 2, 3, 4, 5, 6

TIME FRAME: W.E. 502.06: July 1 - June 30

NOTES: * Dates are FY 2026-2027 unless otherwise indicated. The 2026 SCS is scheduled to be adopted by September 30, 2026. Unknown when CARB will accept 2026 SCS that meets SB 375 targets.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.07 **Transit Development Plan**

PURPOSE: To update the 2020 "Kings County Transit Development Plan" for continued improvements in transit service to the general public and traditionally underrepresented and underserved populations such as the elderly, disabled, low income, and minority groups of Kings County. To assist transit operators in implementing the provisions of MAP-21 and the FAST Act, including safety and security of the public transportation infrastructure and emergency operations planning.

PREVIOUS WORK: Kings County Transit Development Plans, Transit Asset Management Plan, Market Assessment and Marketing Plan, KART Site Selection Study.

PRODUCT: Update of the "Kings County Transit Development Plan".

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	5%	1. Prepare consultant RFP for the preparation of the Transit Development Plan (TDP), and administer consultant contract.
December 31	10%	2. Conduct public outreach efforts, including transit ridership surveys; meetings of the Social Service Transportation Advisory Council; coordinate, consult, and collaborate with the Santa Rosa Rancheria Tribal Government; and conduct outreach efforts with traditionally underrepresented and underserved populations and their community leaders to assist in the TDP update.
September 30	10%	3. Evaluate transit systems by analyzing demographic and economic statistics for the service area; conduct an analysis of the effectiveness and efficiency of the KART and CAT public transit services; review and analyze existing safety performance measures to assess compliance with applicable programs and regulations; review and analyze existing inventories of capital assets, address needs for converting to zero-emission buses; conduct a transit demand analysis; and consider options for connectivity of KART and CAT service to future Kings/Tulare High Speed Rail Station.
October 31	10%	4. Develop five-year service recommendations for CAT and KART; analyze alternative performance and development of fare structures; develop an administrative plan for each operator to manage and operate their respective transit system; review and update existing marketing plans for both KCAPTA and City of Corcoran; review the current safety and security plan for KART and identify its consistency with current requirements and address any identified deficiencies and define additional recommendations to improve the Safety and Security Plan; develop a service plan for KART and CAT that will consider the impacts of converting to a zero emission fleet; and address any additional recommendations considering the multiple planning efforts occurring in the region.
November 30	15%	5. Develop a year-by-year, five-year Capital Plan, including required capital equipment for each transit system and its estimated cost; and identify how the capital recommendations for the TDP relate to and/or comply with the Transit Asset Management Plans, CARB requirements, and all other applicable state and federal requirements.

December 31	10%	6. Evaluate current marketing efforts undertaken by each operator to determine their effectiveness and opportunities for improvement; address efforts to target diversified as well as disadvantaged groups; and explore opportunities to increase fare revenue through improved marketing.
February 28	10%	7. Describe funding sources for transit capital improvements, operations, maintenance, management, and auditing expenses for the five-year period; and assess current and future funding strategies to implement planned services and projects and develop a financial plan with estimates of operating and equipment expenditures, projections of revenues by source for proposed services, operations, and acquisitions of each operator for the five-year period.
March 30	10%	8. Prepare an inventory of social service agency transportation providers operating within Kings County and prepare a progress report on coordination of transportation services.
April 30	15%	9. Prepare administrative draft of Transit Development Plan, review comments, and prepare draft Transit Development Plan for public review and comment.
June 30	5%	10. Review comments and prepare final Transit Development Plan; adopt Transit Development Plan and submit to Caltrans and other interested parties.
	100%	

FUNDING REQUIREMENT: W.E. 502.07 – Transit Development Plan

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	SB 1 Formula Funds	Local Funds	Total Revenue
KCAG	\$22,894	\$0	\$0	\$40,606	\$0	\$63,500
Consultant	\$72,106	\$0	\$0	\$127,894	\$0	\$200,000
Total	\$95,000	\$0	\$0	\$168,500	\$0	\$263,500

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.09 **Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM)**

PURPOSE: On behalf of the 8 Valley MPOs, the Tulare County Association of Governments (TCAG) was awarded a Climate Adaption Planning Grant. The objective of this study is to assess the climate change vulnerabilities of the San Joaquin Valley corridor and parallel or connecting routes that may be used to enhance resilience, and to leverage and advance critical projects that implement adaptive climate measures. The study will focus on three main components: 1) Vulnerability/Risk/Resiliency Assessment; 2) Adaptation/Co-Benefit Analysis; and 3) Expedite Implementation. Partners and collaborators will include local disadvantaged communities, stakeholders, and agencies including Caltrans Districts 6, 9 & 10, and the 8-San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation, reduce impacts of extreme weather events while enhancing freight transportation resilience and realizing the co-benefits for all communities in this economically disadvantaged corridor.

PREVIOUS WORK: The San Joaquin Valley MPOs have worked collaboratively on many Valleywide studies with a range of topics. Climate Adaption Planning Grant was awarded to TCAG in FY 2024-25 for this project. Conducted consultant procurement process, participated in consultant interviews and awarded contract; attended meetings, conducted outreach activities, participated in data collection, and reviewed project documents.

PRODUCT: This is a multi-year project. FY 2026-27 activities include project administration, meeting attendance, review and comment on project documents, presentation of final document.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	10%	1. TCAG to administer grant project according to grant guidelines and executed contract with Caltrans.
April 30	25%	2. Conduct advisory committee meetings to provide input on the public outreach process, and deliverables.
April 30	50%	3. Prepare draft and final study and circulate for review and comment.
June 30	15%	4. Present to Boards for review and acceptance.
	100%	

FUNDING REQUIREMENT: **W.E. 502.09 - Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM)**

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Total	\$15,000	\$0	\$0	\$0	\$0	\$15,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$1,500	\$3,750	\$7,500	\$2,250	\$15,000
FHWA PL Funds	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0
AVA Funds	0	0	0	0	0
Local Funds	0	0	0	0	0
TOTAL	\$1,500	\$3,750	\$7,500	\$2,250	\$11,000

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4
 Consultant 2, 3, 4

TIME FRAME: W.E. 502.09: July 1 - June 30

NOTES: * This is a multi-year project. The grant for this project is budgeted for Fiscal Years 2024-2025, 2025-2026, 2026-2027. Funding is shown for FY 2026-27 only.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.11 **Transportation Performance Measures**

PURPOSE: Establish and monitor a variety of highway safety, bridge, pavement and overall system performance measures within the transportation planning process in compliance with MAP-21 and Fixing America’s Surface Transportation (FAST) Act.

PREVIOUS WORK: Acceptance and support of Statewide targets for Safety Performance (PM 1), Infrastructure Performance Management (PM2), and System Performance Management (PM3) measures. Submittal of annual reporting forms to Caltrans for applicable performance measure, noting that KCAG will program projects to support the Statewide targets. Coordinated with and assist transit operators in annual certification and compliance with PTASPs. Prepared draft FTIP PM reporting workbook for Caltrans with the 2027 FTIP.

PRODUCT: Annual review of Statewide transportation performance targets and incorporation of measures and projects into the Regional Transportation Plan, Federal Transportation Improvement Program, and transportation planning process to support the statewide targets. Submittal of performance management target updates. Coordination with transit operator’s and verify annual certification of PTASPs in accordance with 49 C.F.R. Part 673. KCAG has elected to not set its own performance targets, and instead supports the State’s targets for all performance measures and incorporates these short-range performance targets into their planning and programming processes, including the RTP and FTIP.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	15%	1. Collaborate with local agency representatives and other stakeholders regarding goals, objectives, measures and targets.
June 30	15%	2. Monitor Safety Performance Management (PM 1) targets and evaluate projects for inclusion in local plans and programs. Attend and participate in Caltrans’ PM 1 methodology/engagement workshops and webinars. Coordinate with Caltrans on PM 1 target setting efforts. Collect, review, and track regional annual safety data from SWITRS, FARS, and other sources.
June 30	15%	3. Monitor Pavement/Bridge Performance Measures (PM 2) requirements, evaluate data and consider targets. Work with local agencies to review current and future projects on NHS segments to assist in performance measure target setting process. Participate in Caltrans’ target setting workshops and webinars. Coordinate regional target setting efforts with Caltrans in reviewing locally maintained NHS conditions and projects. Incorporate PM 2 targets and data into planning activities and documents.
June 30	15%	4. Monitor System Performance/Freight/Congestion Mitigation and Air Quality performance (PM 3) requirements, evaluate data and consider targets. Review current/future projects and available system performance data for the region to help inform target setting process. Participate in Caltrans’ PM 3 target setting workshop and webinars. Coordinate with Caltrans on establishing a consistent data set for calculating PM 3 measures. Incorporate PM 3 targets and data into planning activities and documents.

June 30	15%	5. Coordinate with local transit agencies on setting regional target methodology. Review transit operator safety performance targets and safety plans and incorporate investment priorities within transportation planning and programming processes and documents. Assist transit operators in PTASP updates and annual certification and compliance of transit operator PTASPs. Verify transit operator's PTASP annual certification and compliance in accordance with 49 C.F.R. Part 673. Review transit operator and regional Transit Asset Management plans.
June 30	15%	6. Report on meeting performance targets and include reports in FTIP and RTP. Review local projects and efforts that contribute toward meeting performance measures and include in reports.
June 30	10%	7. Coordinate with FHWA and Caltrans regarding federal and state requirements regarding transportation performance management.
	100%	

FUNDING REQUIREMENT: W.E. 502.11 – Transportation Performance Measures

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$2,868
Total	\$0	\$25,000	\$0	\$0	\$0	\$25,000	\$2,868

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS							Total
	1	2	3	4	5	6	7	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	3,750	3,750	3,750	3,750	3,750	3,750	2,500	25,000
FTA 5303 Funds	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0
TOTAL	\$9,750	\$9,750	\$9,750	\$9,750	\$9,750	\$9,750	\$6,500	\$25,000
Toll Credits (Not Revenues)	\$430	\$430	\$430	\$430	\$430	\$430	\$288	\$2,868

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4, 5, 6, 7

TIME FRAME: W.E. 502.11: July 1 - June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 503 **Federal and State Liaison and Monitoring**
WORK ELEMENT: 503.01 **Transportation Improvement Programs**

PURPOSE: To prepare the Regional and Federal Transportation Improvement Programs and air quality conformity analysis and finding in accordance with interagency consultation procedures. To coordinate with Federal Land Management Agencies in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. To ensure that local transportation needs and concerns are heard at the State and Federal levels and are included in the STIP and FSTIP and other programming documents, for more favorable consideration of rural needs and to monitor the STIP program.

PREVIOUS WORK: Review and comment on State Transportation Improvement Programs since 1980, preparation of biennial Regional Transportation Improvement Programs since 1990, and Federal Transportation Improvement Programs since 1993; 2023, and 2025 FTIP amendments, preparation of draft 2027 FTIP; preparation of 2026 RTIP; attended CTC, RTPA Group and CFPG meetings, prepared and published annual federal obligations report, worked with local agencies and Caltrans in processing allocation requests and monitored project progress.

PRODUCT: Adopted 2027 Federal Transportation Improvement Program, associated amendments as necessary, and Annual Listing of Federal Obligations Report.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	5%	1. Attend California Transportation Commission meetings, hearings and workshops.
June 30	5%	2. Coordinate and consult with other Valley RTPAs on the development of the RTIP and FTIP and integration of intelligent transportation system projects within programming documents.
December 15	5%	3. Prepare and publish annual listing of projects for which federal funds were obligated in the preceding year.
June 30	10%	4. Monitor FTIP projects for compliance with timely use of funds policy.
June 30	35%	5. Prepare amendments to the 2025 FTIP and submit to Caltrans, FHWA, and FTA for approval.
July 31	30%	6. Prepare and submit draft 2027 FTIP for review and comment in accordance with provisions of the Public Participation Plan and in consultation with local, state, Federal Land Management Agencies, and Tribal agencies and conduct public hearing.
September 30	10%	7. Review comments received on the draft 2027 FTIP, prepare and adopt final 2027 FTIP for submittal to FHWA/FTA and Caltrans.
	100%	

FUNDING REQUIREMENT: W.E. 503.01 –Transportation Improvement Programs

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$215,000	\$0	\$0	\$0	\$215,000	\$24,661
Total	\$0	\$215,000	\$0	\$0	\$0	\$215,000	\$24,661

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS							TOTAL
	1	2	3	4	5	6	7	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	10,750	10,750	10,750	21,500	75,250	64,500	21,500	215,000
FTA 5303 Funds	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0
TOTAL	\$10,750	\$10,750	\$10,750	\$21,500	\$75,250	\$64,500	\$21,500	\$215,000
Toll Credits (Not Revenues)	\$1,233	\$1,233	\$1,233	\$2,466	\$8,632	\$7,398	\$2,466	\$24,661

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4, 5, 6, 7

TIME FRAME: W.E. 503.01: July 1 – June 30

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 TRANSPORTATION
SUBPROGRAM: 504 Transportation Development Act
WORK ELEMENT: 504.01 TDA Administration and Support

PURPOSE: To administer the Kings County Local Transportation Fund and State Transit Assistance Fund in accordance with the California Public Utilities and Administrative Codes.

PREVIOUS WORK: Administration of TDA funds since they were first made available; preparation of annual Financial and Compliance Audits and Triennial Performance Audits for TDA claimants; and make appointments and conduct meetings of the Social Services Transportation Advisory Council.

PRODUCT: Dispersal of FY 2026-2027 funds to claimants; notification of FY 2027-28 funds to claimants; allocation of FY 2027-28 funds to claimants, including public hearings, financial and compliance audits, and annual report. Social Service Transportation Advisory Council meetings and evaluation of public transit operators using TDA money.

WORK TASKS:

Completion Date *	% of Effort	Tasks
October 1	5%	1. Prepare and submit annual report of FY 2025-2026 TDA apportionments and allocations to State Controller.
June 30	10%	2. Administer consultant contract to prepare FY 2025-26 TDA Financial and Compliance audit reports for all claimants and administer contract.
January 31	40%	3. Prepare TDA Fiscal and Compliance Audit of FY 2025-2026 claimants.
December 27	10%	4. Review and submit FY 2025-2026 TDA Fiscal and Compliance Audit of TDA claimants to State Controller.
March 1	10%	5. Prepare FY 2027-2028 TDA apportionments and notify claimants.
April 1	5%	6. Review KART and Corcoran Transit systems and TDA claims.
June 30	5%	7. Conduct SSTAC meetings to consider unmet transit needs.
June 30	10%	8. Conduct the unmet transit needs finding process pursuant to PUC Section 99401.5, including public hearings, adopt unmet transit needs finding and submit to Caltrans for acknowledgment, and approve the allocation of FY 2027-28 TDA funds to claimants.
June 30	5%	9. Prepare and process necessary amendments to TDA claims.
	100%	

FUNDING REQUIREMENT: W.E. 504.01 – TDA Administration

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$126,300	\$0	\$0	\$0	\$0	\$126,300
Consultant	\$38,700	\$0	\$0	\$0	\$0	\$38,700
Total	\$165,000	\$0	\$0	\$0	\$0	\$165,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS									TOTAL
	1	2	3	4	5	6	7	8	9	
LTF Funds	\$8,250	\$16,500	\$66,000	\$16,500	\$16,500	\$8,250	\$8,250	\$16,500	\$8,250	\$165,000
FHWA PL Funds	0	0	0	0	0	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0	0	0	0	0	0
PPM Funds	0	0	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0	0	0
TOTAL	\$8,250	\$16,500	\$66,000	\$16,500	\$16,500	\$8,250	\$8,250	\$16,500	\$8,250	\$165,000

RESPONSIBLE AGENCY: **Task**

KCAG 1, 2, 3, 4, 5, 6, 7, 8, 9

Consultant 3, 4

TIME FRAME: W.E. 504.01 is generally continuous with major activity from July 1 to August 1, September 1 to October 1, and February 15 to June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 505 **Abandoned Vehicle Abatement Service Authority**
WORK ELEMENT: 505.01 **AVA Administration**

PURPOSE: To administer the activities and duties of the Kings County Abandoned Vehicle Abatement Service Authority.

PREVIOUS WORK: Preparation and adoption of the Abandoned Vehicle Abatement Plan, establishment and extension of the Kings County Abandoned Vehicle Abatement Service Authority.

PRODUCT: Administration of the Kings County Abandoned Vehicle Abatement Service Authority, disbursement of funds to claimants, preparation of quarterly status reports, and preparation of annual reports and audits.

WORK TASKS:

Completion Date *	% of Effort	Tasks
Monthly	20%	1. Prepare agenda materials and conduct meetings of the Kings County AVA Service Authority.
Quarterly	50%	2. Review AVA claims and disburse funds to claimants.
Quarterly	5%	3. Report FY 2026-27 AVA Service Authority activities to the State Controller.
June 30	25%	4. Prepare and accept FY 24-25 through FY 25-26 AVA audits.
	100%	

FUNDING REQUIREMENT: W.E. 505.01 – AVA Service Authority Administration

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$0	\$0	\$0	\$0	\$30,000	\$0	\$30,000
Consultant	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
Total	\$0	\$0	\$0	\$0	\$45,000	\$0	\$45,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0
PPM Funds	0	0	0	0	0
AVA Funds	9,000	30,000	3,000	15,000	45,000
Local Funds	0	0		0	0
TOTAL	\$9,000	\$22,500	\$2,250	\$11,250	\$45,000

RESPONSIBLE AGENCY: **Task**

KCAG 1, 2, 3

Consultant 4

TIME FRAME: W.E. 505.01 is a continuous activity conducted throughout each fiscal year.

NOTES: * Dates are for FY 2026-2027 unless otherwise indicated.

PROGRAM: 400 Kings County Association of Governments
SUBPROGRAM: 400 Metropolitan Planning Agency
WORK ELEMENT: 405.01 Areawide Clearinghouse Review

PURPOSE: To provide Areawide Clearinghouse Review services for agencies and organizations in Kings County in accordance with State and Federal mandates.

PREVIOUS WORK: Conduct on-going Areawide Clearinghouse Review Services.

PRODUCT: Review and distribute federal grant applications for comments as necessary through the Areawide Clearinghouse Review process.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	20%	1. Review State Clearinghouse Newsletter and applications received for federal assistance.
June 30	40%	2. Prepare summaries and comment forms for federal grant applications and distribute to review committee for comments.
June 30	30%	3. Present federal grant applications with received comments to the KCAG Commission.
June 30	10%	4. Notify local agencies, Tribal Government, and state officials with the ratification of comments by the KCAG Commission.
	100%	

FUNDING REQUIREMENT: W.E. 405.01 Areawide Clearinghouse Review

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds *	Total Revenue
KCAG	\$0	\$0	\$0	\$0	\$0	\$45,000	\$45,000
Total	\$0	\$0	\$0	\$0	\$0	\$45,000	\$45,000

Note: Local Funds are provided by member agencies from local sources.

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0
PPM Funds	0	0	0	0	0
AVA Funds	0	0	0	0	0
Local Funds	9,000	18,000	13,500	4,500	45,000
TOTAL	\$9,000	\$18,000	\$13,500	\$4,500	\$45,000

RESPONSIBLE AGENCY: **Task**
 KCAG 1, 2, 3, 4

TIME FRAME: W.E. 405.01 is a continuous activity conducted throughout each fiscal year.

NOTES: * Dates are for FY 2026-2027 unless otherwise indicated.

PROGRAM: 400 **COUNCIL OF GOVERNMENTS**
SUBPROGRAM: 406 **Housing**
WORK ELEMENT: 406.02 **Regional Early Action Planning 2.0**

PURPOSE: The purpose of the Regional Early Action Planning (REAP) 2.0 program is to support transformative planning and implementation activities such as accelerating infill and affordable housing development; Transit Oriented Development; reducing vehicle miles traveled; and increasing transit ridership, walking, and biking as primary modes of transportation. Funds are provided to MPOs and other eligible entities for tools and resources to help implement and advance plans, primarily by pursuing greenhouse gas emission reduction targets through land use and transportation strategies.

PREVIOUS WORK: Preparation of REAP 2.0 Advance Allocation and Full Applications. Consultation with HCD staff on application process. Establishment of the Kings County Regional Early Action Planning Committee. Development of suballocation formula, suballocation application review criteria, project application and guidebook used by the local agency to KCAG in order to verify eligibility by evaluating each project using the State goals and objectives for the program with State Housing and Community Development (HCD) concurrence. Conducted call for applications, established review committee, reviewed and scored applications, awarded funds to applicants and prepared agreements.

PRODUCT: Suballocation of funds to the local jurisdictions to conduct activities and projects awarded funding. Monitoring fund expenditures and reporting to HCD for reimbursement. Attendance at REAP Committee meetings.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	50%	1. Administer REAP funds allocated to KCAG and report to State Housing and Community Development.
June 30	20%	2. Participate in Kings County Regional Early Action Planning (REAP) Committee meetings.
June 30	30%	3. Suballocate funds to local agencies for eligible activities and monitor project progress.
	100%	

FUNDING REQUIREMENT: W.E. 406.02 – Regional Early Action Planning 2.0

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	REAP 2.0 Grant	AVA Funds	Local Funds *	TOTAL
KCAG	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
Total	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000

Note: Funds are provided by Regional Early Action Planning (REAP) 2.0 grant. A suballocation of available REAP 2.0 grant funds will be distributed to local agencies for eligible activities.

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS			TOTAL
	1	2	3	
LTF Funds	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0
FTA 5303 Funds	0	0	0	0
REAP 2.0 Grant	15,000	6,000	9,000	30,000
AVA Funds	0	0	0	0
Local Funds	0	0	0	0
TOTAL	\$15,000	\$6,000	\$9,000	\$30,000

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3

TIME FRAME: W.E. 406.02: July 1 - June 30.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

PROGRAM: 400 Metropolitan Planning Activities
SUBPROGRAM: 400 US Census
WORK ELEMENT: 407.01 Census Data Center

PURPOSE: To review, study, analyze, and provide demographical information for Kings County in support of the areawide transportation planning process.

PREVIOUS WORK: Distributed past Kings County demographic information and utilized data in transportation planning documents. Utilized Census Bureau’s online resources and publications to access census data to respond to user inquiries. Reviewed Federal Register notices from the OMB and Census Bureau regarding proposed changes to Metropolitan Statistical Areas and Urban Area criteria to determine impact on MPO and UZA status and submitted comment letters. Attended annual Statewide Census Affiliate Data Center meeting and attended Census webinars on the use of Census tools and updated tables.

PRODUCT: Compilation, distribution and use of various types of demographic and socioeconomic data provided by the Census Bureau and California Department of Finance, and attendance of Census workshops and State Data Center Affiliate meetings. Use of data in various transportation planning and programming documents and for developing distribution formulas of transportation fund apportionments and allocations. Respond to Census Bureau’s online resources to respond to public inquiries.

WORK TASKS:

Completion Date *	% of Effort	Tasks
June 30	20%	1. Attend annual State Data Center meeting as the local affiliate data center and participate in Census Bureau workshops and training seminars.
June 30	40%	2. Review and analyze current Census American Community Survey and California Department of Finance demographic and socioeconomic data; prepare informational reports and provide to local agencies and the public, and post on the KCAG website.
June 30	40%	3. Review and analyze current Census American Community Survey and California Department of Finance data and develop Kings County Demographic and socioeconomic information for KCAG prepared reports and plans.
	100%	

FUNDING REQUIREMENT: W.E. 407.01 Census Data Center

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Total	\$25,000	\$0	\$0	\$0	\$0	\$25,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS			TOTAL
	1	2	3	
LTF Funds	\$5,000	\$10,000	\$10,000	\$25,000
FHWA PL Funds	0	0	0	0
FTA 5303 Funds	0	0	0	0
PPM Funds	0	0	0	0
AVA Funds	0	0	0	0
Local Funds	0	0	0	0
TOTAL	\$5,000	\$10,000	\$10,000	\$25,000

RESPONSIBLE AGENCY: **Task**
 KCAG 1, 2, 3

TIME FRAME: W.E. 407.01 is a continuous activity conducted throughout each fiscal year.

NOTES: * Dates are FY 2026-2027 unless otherwise indicated.

VII. OTHER PLANNING ACTIVITIES WITHIN THE REGION PERFORMED BY CALTRANS**Informational Element Matrix**

The following is a list of planning activities for which Caltrans is participating in the RTPA/MPO planning area.

Activity	RTPA Work Element No.	Funding Type	Description / Products	Work Performed By	Due Date	FSTIP Programming
OWP Management	501.02	Federal / State	Caltrans Work Elements for OWP Reimbursements and Monitoring.	Caltrans	On-Going	No
LDR (Local Development Review)	N/A	State	Recommended mitigation for development impacts on State facilities.	Caltrans	On-Going	No
System Planning	502.02	State	Update documents related to system functionality.	Caltrans	On-Going	No
Valley-Wide GIS	N/A	State	Coordinate integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-Going	No
Tribal Coordination	501.01 and Appendix E	Federal / State	Consultation and coordination with Santa Rosa Rancheria and Tachi Tribe.	Caltrans, KCAG, Santa Rosa Rancheria Tachi Tribe	On-Going	No
Mass Transit – Kings County	501.01 and 502.03	Federal / State	Coordinate & Administer 5311, CMAQ, Capital, STIP programs w/local agencies to enhance the use of public transportation system in city and rural areas.	Caltrans, KCAG and KCAPTA	On-Going	No
KCAG RTP/SCS	502.06	Federal / State	CT participation on RTP/SCS Roundtable	Caltrans and KCAG	July 2026	No
Highways, Corridors, and Routes of Regional Significance			State Route 99 Coordination, San Joaquin Valley Goods Movement Sustainable Implementation Plan, SJV I-5 Goods Movement Plan, SR 99 Corridor Plan, CA Inland Port Feasibility Analysis-Phase III.	San Joaquin Valley Partners and Caltrans	On-Going	No
Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study	502.09	State	Sustainable Communities Strategies Grant	San Joaquin Valley MPOs, Consultant, and Caltrans	June 2027	No

City of Hanford Active Transportation Plan FY 2022-2023	N/A	State	Sustainable Communities Grant	City of Hanford, Consultant, and Caltrans	February 2025	No
Kings-Tulare High Speed Rail Station, Transit Oriented Development and Connectivity Plan and Cross Valley Rail Service Planning Rail Station TOD and Connectivity, Partners Plan FY 2023-2024	N/A	State	Sustainable Communities Grant	City of Hanford, Consultant, and Caltrans	June 2026	No
EV Charging Station Network Plan FY 2022-2023	N/A	State	Sustainable Communities Grant	City of Corcoran and Caltrans	February 2025	No

APPENDICES

On March 11, 1988, the federal government published the “Common Rule” (49 CFR Part 18 – Uniform Administrative Requirements for Grant and Cooperative Agreements to State and Local Governments). The rule governs such things as the maintenance of accounting systems, records retention, property management, procurement and contracts. 49 CFR Part 18 is referenced in every federal pass through grant document that KCAG executes with the State.

- A. KCAG Transportation Policy Committee Resolutions regarding the FY 2026-2027 Overall Work Program
- B. MPO Boundary Map
- C. Budget Worksheet
- D. Certifications and Assurances Statements
- E. Agreements
 - 1. Caltrans and Kings County Association of Governments MFTA
 - 2. Caltrans and the Kings County Association of Governments MOU
 - 3. Caltrans / KCAG MOU Addendum
 - 4. Regional Transportation Planning Agencies and the San Joaquin Valley Unified Air Pollution Control District MOU
 - 5. San Joaquin Valley Regional Transportation Planning Agencies MOU
 - 6. KCAG and the Kings County Area Public Transit Agency (KCAPTA) MOU
 - 7. Kings County Abandoned Vehicle Abatement Service Authority
 - 8. San Joaquin Joint Exercise of Power Agreement
 - 9. KCAG Policy for government-to-government consultation with federally recognized Native American Tribal Governments in Kings County
- F. Glossary of Terms and Definitions
- G. Planning Emphasis Areas and Matrix
- H. Comments on Draft OWP and Response to Comments

APPENDIX A

(Resolution for OWP Adoption)

APPENDIX B

(MPO Boundary Map)

APPENDIX C

(Budget Worksheet)

APPENDIX D

(Certifications and Assurances Statements)

1. FHWA Metropolitan Transportation Planning Process Certification
2. Debarment and Suspension Certification
3. FTA Certifications and Assurances
4. Disclosure of Lobbying Activities

APPENDIX E

(Agreements with Various Agencies)

1. Caltrans and Kings County Association of Governments Master Fund Transfer Agreement (MFTA)
2. Caltrans and Kings County Association of Governments Memorandum of Understanding (MOU)
3. Caltrans and KCAG Addendum MOU
4. Regional Transportation Planning Agencies and the San Joaquin Valley Unified Air Pollution Control District Memorandum of Understanding (MOU)
5. San Joaquin Valley Regional Transportation Planning Agencies Memorandum of Understanding (MOU)
6. KCAG and the Kings County Area Public Transit Agency (KCAPTA) Memorandum of Understanding (MOU)
7. Kings County Abandoned Vehicle Abatement Service Authority
8. San Joaquin Joint Exercise of Power Agreement
9. KCAG Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments in Kings County

APPENDIX F

(Glossary of Terms and Definitions)

GLOSSARY OF TERMS AND DEFINITIONS

A

AASHTO - American Association of State Highway and Transportation Officials: A transportation industry group which provides research and lobbying.

AB - Assembly Bill: A legislative bill originating in the State Assembly. Preceded by a bill number and author, such as AB 2766 (Sher). KCAG reviews legislation which may impact member agencies.

ADA - Americans with Disabilities Act of 1990: Federal law that provides a comprehensive framework and approach for ending discrimination against persons with disabilities, assuring that persons with disabilities have equal opportunity, a chance to fully participate in society, are able to live independently, and can be economically self-sufficient. Several Titles within the law address employment, public services, public accommodations and services operated by private entities, and telecommunications access. Regulations pertaining to transit include requiring that public entities operating fixed route transportation service for the general public also provide complimentary paratransit service to persons unable to use the fixed route system. A transit operator providing fixed route service must prepare and submit an ADA Paratransit Plan indicating how and when complimentary paratransit service requirements will be met. KCAG determines if a transit operator has prepared an ADA Plan in its review of unmet transit needs.

ADT - Average Daily Traffic: The average number of vehicles passing a specified point during a 24-hour period. Used when evaluating transportation improvement projects.

ALUC - Airport Land Use Commission: A commission required in each county containing one or more public-use airports to provide for the orderly development of public-use airports and to ensure compatible land uses in the vicinity of airports. The State Aeronautics Act was revised in 1993 to make ALUCs optional, rather than mandatory, for local jurisdictions. The Kings County ALUC, established in 1991, was disbanded and now issues of airport land use compatibility review are the responsibility of the local jurisdiction.

AMTRAK - National Railroad Passenger Corporation: A corporation formed by the 1970 Congressional Rail Passenger Service Act to operate a system of intercity passenger trains with federal financial support. The "San Joaquins" is intercity service within the San Joaquin Valley operated by AMTRAK and supported with state funds. KCAG supports the continuation of AMTRAK services within the San Joaquin Valley.

APCD - Air Pollution Control District: An agency which regulates emissions from industry and employers to improve air quality. The San Joaquin Valley Air Pollution Control District is the APCD for the San Joaquin Valley Air Basin.

AQAP - Air Quality Attainment Plan: A plan to demonstrate how an air basin will reduce pollution through the use of control measures to meet state and federal ambient air quality standards. KCAG works in cooperation with the SJVAPCD and Valley RTPAs in developing the AQAP for the San Joaquin Valley. Also known as an Attainment Demonstration Plan. The AQAP includes emission budgets which transportation plans, programs, and projects prepared by KCAG must conform to.

ARB - Air Resources Board: The State board responsible for preparing the state's air quality planning activities and approving area attainment plans as part of the State Implementation Plan (SIP) for air quality standards. KCAG cooperates with the ARB in determining conformity of transportation plans, programs and projects.

ATP – Active Transportation Program: This program consolidates existing federal and state transportation programs into a single program to encourage increased use of active modes of transportation such as biking and walking. Ten percent of available funds must be distributed to small urban and rural areas with populations of 200,000 or less, with projects competitively awarded by the California Transportation Commission (CTC) to projects in those regions. Fifty percent must be distributed to projects competitively awarded by the CTC on a statewide basis, and a minimum of 25% of the funds in the statewide competitive program must benefit disadvantaged communities.

AVA - Abandoned Vehicle Abatement: A program and plan prepared and adopted for the purpose of planning and funding for the removal of abandoned vehicles in Kings County. Each jurisdiction is a member of the AVA Service Authority which is funded by a \$1 surcharge on registered vehicles. KCAG is the AVA Service Authority Board of Directors.

B

BAC - Bicycle Advisory Committee: A citizens committee established to advise KCAG on bicycle planning activities. The BAC is used to develop the "Kings County Regional Bicycle Plan".

BIL - Bipartisan Infrastructure Law: The Federal surface transportation and infrastructure bill *Infrastructure Investment and Jobs Act* (IIJA) of 2021, also known as the *Bipartisan Infrastructure Law* (BIL).

C

CAAP - California Aid to Airports Program: Provides discretionary grant funds for airport projects included in the Aeronautics Program adopted by the California Transportation Commission. Funds are derived from the 18 cent fuel tax and 2 cent jet fuel tax on general aviation aircraft, producing about \$4 million per year for grants. Each public entity owning and operating a public-use airport is eligible to receive funds for specified capital improvements on an airport for aviation purposes. Projects must be included in the Capital Improvement Program adopted by KCAG to be eligible for CAAP funds.

CAC - California Administrative Code: Codes established for the administration of the State of California. This is now called the California Code of Regulations (CCR).

CALCOG - California Association of Councils of Governments: An association of councils of governments throughout the state which reviews and comments on policy issues. KCAG is a member of CALCOG and regularly attends their meetings.

CALTRANS - California Department of Transportation: The state department that provides policy, financial and technical assistance in the areas of aviation, highways and mass transportation. Caltrans is separated into 12 districts. Kings County is located in District 6 which includes Madera, Fresno, Kings, Tulare Counties and a portion of Kern County. Caltrans is a member of the KCAG Technical Advisory Committee and Transportation Policy Committee. The Caltrans District 6 Director is Michael Navarro.

CASP - California Aviation System Plan: A plan to guide state input into aviation systems planning and development. The CASP includes several elements consisting of an inventory, forecast, functional classification, system requirements, capital improvement program, integrated airport system, financial plan and action plan. The CASP is required by PUC Section 21701 (Chapter 1149, Statutes of 1989).

CCAA - California Clean Air Act: An act established by Chapter 1568, Statutes of 1988 (AB 2595, Sher) to develop and implement a program to attain air quality standards by the earliest practicable date by mandating the development of attainment plans by APCDs. As part of the non-attainment area, KCAG must meet CCAA requirements.

CCASP - Central California Aviation System Plan: A regional plan for aviation planning similar to the statewide CASP. The region encompasses the counties of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin, Sacramento, and Placer. CCASP regional elements consist of those in the statewide CASP. KCAG developed the CCASP for Kings County which includes the public use airports of Hanford Municipal Airport and Corcoran Airport.

CCR - California Code of Regulations: Formerly known as the California Administrative Code (CAC).

CEQA - California Environmental Quality Act: A 1970 act which requires that state agencies regulate activities with major consideration for environmental protection. Public Resources Code Sections 21000 et seq. CEQA Guidelines are found in Title 14 of the California Code of Regulations.

CIP - Capital Improvement Program: A list of capital improvement projects for any particular transportation mode. Aviation projects must be included in the CIP to be eligible for state and federal aviation funds. KCAG biennially prepares a CIP for aviation projects for public-use airports, including Hanford Municipal Airport and Corcoran Airport. The CIP is required by PUC Sections 21702 through 21706.

CLUP - Comprehensive Land Use Plan: PUC Section 21675 requires the preparation of a CLUP for all public use airports to establish procedures and criteria by which a local entity can ensure compatible land uses around public-use airports. The "Kings County Airport Land Use Compatibility Plan" was prepared for Kings County and the cities of Corcoran and Hanford in 1994. Without an ALUC, each entity may either adopt the Plan as a stand-alone document, as an element of the general plan, or incorporate it into existing elements of the general plan.

CMAQ - Congestion Mitigation and Air Quality: A pot of federal money established through ISTEA for projects and activities that reduce congestion and improve air quality in regions not yet attaining federal air quality standards. Funds are apportioned to non-attainment areas based on population and pollution severity. KCAG programs the use of CMAQ funds for projects in the Federal Transportation Improvement Program (FTIP).

CMP - Congestion Management Program: A program required of every county with an urbanized area of at least 50,000 people to reduce traffic congestion. Developed and updated biennially by Congestion Management Agencies, the CMP sets performance standards for roads and public transit and shows how local jurisdictions will attempt to meet those standards. A CMP is not required in Kings County.

COG - Council of Government: A voluntary association of officials of local governments formed to cooperate on common planning and to solve common development problems of their area. KCAG is a council of governments established under California Government Code Sections 65101 through 65103.

CTC - California Transportation Commission: A commission established in 1977 by AB 402 to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation programs. KCAG submits transportation plans and programs to the CTC and attends their monthly meetings as necessary.

CTSA - Consolidate Transportation Service Agency: An agency designated by the regional transportation planning agency to improve the coordination of specialized transportation services. A CTSA may file claims under Article 4.5 of the Transportation Development Act (TDA) to fund transportation services. There is no CTSA designated for Kings County since it has been determined in the Transit Development Plan that one would not necessarily provide any administrative or operational benefit.

D

DBE – Disadvantaged Business Enterprise: In accordance with Title VI of the Civil Rights Act, nondiscrimination provisions apply to all programs and activities of federal-aid recipients, sub-recipients, and contractors, regardless of tier (49 CFR, Parts 21 and 26). The DBE Program is intended to ensure a level playing field and foster equal opportunity in federal-aid contracts. As a regional agency that uses federal transportation funds, KCAG is required to annually report to Caltrans its DBE Goals at the beginning of the FY and its DBE utilization at the end of the year.

DOT - Department of Transportation: The federal department that provides policy, financial, and technical assistance in the areas of aviation, highways and mass transportation.

DSMP - District System Management Plan: A systems planning document prepared by each Caltrans District for management of its transportation system. Route Concept Reports for each state highway are developed from the DSMP. KCAG participated in the development of the DSMP for District 6.

E

EIR - Environmental Impact Report: A detailed statement setting forth the environmental effects and considerations pertaining to a project as specified in CEQA. A document that assesses the environmental effects relating to planning, construction and operation of a project and indicates ways to reduce or avoid possible environmental damage. To identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.

EIS - Environmental Impact Statement: An environmental impact document prepared pursuant to the National Environmental Policy Act (NEPA). The federal equivalent to an EIR.

EPA - Environmental Protection Agency: Federal agency responsible for protecting the environment. KCAG cooperates with the EPA in preparing its conformity findings for transportation plans, programs and projects. The EPA determines the final approval of the State Implementation Plan (SIP) for air quality standards.

F

FAA - Federal Aviation Administration: Federal agency responsible for the civilian aviation program including air safety, airport planning and financing.

FAST Act - Fixing America's Surface Transportation Act: The latest federal transportation reauthorization enacted on December 4, 2015 following the expiration of MAP-21. The FAST Act authorizes the allocation of \$305 billion over five fiscal years from 2016 to 2020.

FCAAA - Federal Clean Air Act Amendments: Landmark legislation passed by Congress that renews the Federal Clean Air Act and makes significant program changes. Significant changes include a definition of conformity and the requirement for the formulation by EPA and DOT of regulations regarding conformity and requirements for the use and development of clean fuels and vehicles. KCAG must meet the requirements of the FCAAA as part of a non-attainment area for ozone and PM-10.

FCOG - Fresno Council of Governments: The council of governments and metropolitan planning organization for Fresno County. One of the eight COGs/RTPAs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. The Executive Director of Fresno COG is Robert Phipps.

FHWA - Federal Highway Administration: Agency within the USDOT which assists states in constructing highways and roads and provides financial aid. KCAG cooperates with the FHWA in preparing its conformity findings for transportation plans, programs and projects.

FRA - Federal Railroad Administration: Federal agency responsible for the nation's railroad system.

FTA - Federal Transit Administration: Agency within the USDOT to administer the federal transit program under the Federal Transit Act. KCAG cooperates with the FTA in preparing its conformity findings for transportation plans, programs and projects.

FTA Section 5307 - Section 5307 of the Federal Transit Act: Urbanized area formula grant program. Authorizations totaling \$18.02 billion for the 6-year period are provided for the Urbanized Area Formula Grant Program (Title 49 U.S.C. Section 5307). Under this program, 91.23 percent of the funding is made available to all urbanized areas with a population of 50,000 or more. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. The former FTA Section 5316 - Job Access and Reverse Commute program has been integrated into the FTA Section 5307 program.

FTA Section 5310 - Section 5310 of the Federal Transit Act: Capital funds apportioned to states by the federal government through FTA to provide capital assistance to public and private non-profit entities providing transportation services for the elderly and disabled. 5310 funds are programmed on a statewide competitive basis. KCAG administers the Section 5310 program by establishing a Local Review Committee to review and score Section 5310 applications from Kings County area applicants, and submits its findings to Caltrans. The former FTA Section 5317 - New Freedom has been integrated into the FTA Section 5310 program.

FTA Section 5311 - Section 5311 of the Federal Transit Act: Transit funds apportioned to states by the federal government through FTA by formula to rural areas for capital and operating expenses. KCAG administers the Section 5311 program by developing a "Program of Projects" allocating funds to transit agencies for eligible projects. Section 5311 funds are allocated by KCAG on a population basis to the Kings Area Rural Transit (KART) and Corcoran Transit systems for operating assistance. The former FTA Section 5316 - Job Access and Reverse Commute program has been integrated into the FTA Section 5311 program.

FTA Section 5339 - Section 5339 of the Federal Transit Act – Bus and Bus Facilities:

Transit funds apportioned to states by the federal government through FTA by formula to small urban areas for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment and to construct bus-related facilities. KCAG administers the Section 5339 program by developing a "Program of Projects" allocating funds to transit agencies for eligible projects.

FTA / TPA - Federal Transit Act - Technical Planning Assistance:

funds for the Technical Planning Assistance Program administered through Caltrans which funds projects focusing on public transportation planning in non-urbanized areas. KCAG applies for FTA Technical Planning Assistance funds to conduct transit planning studies such as Transit Development Plans, transit marketing plans, action plans for coordinated social service transportation, on-board transit user surveys and transit facility site selection studies.

FTIP - Federal Transportation Improvement Program:

A financially constrained document prepared by metropolitan planning organizations (MPOs) in cooperation with state and federal agencies which includes a list of projects using federal funding over a four year period. KCAG prepares an FTIP to program federal funds for transportation projects within Kings County. The FTIP must conform to the State Implementation Plan (SIP) for Air Quality.

FY - Fiscal Year: The accounting period for local and state agencies beginning July 1 and ending June 30. For federal budget and accounting purposes the FY begins October 1 and ends September 30.

G

GHG – Greenhouse Gas: Any of various gaseous compounds (such as carbon dioxide or methane) that absorb infrared radiation, trap heat in the atmosphere, and contribute to the greenhouse effect.

GIS - Geographic Information System: A computer based system of geographical data. Kings County is included in the Valleywide GIS system and Kings County is developing a countywide GIS system. KCAG staff prepares GIS maps.

H

HOV - High Occupancy Vehicle: Multi-occupant highway vehicles such as buses, vans and carpools. HOV lanes are preferential and exclusive lanes on the highway system for HOVs and considered a transportation control measure for the more populated urban area freeway systems. HOV lanes are not considered feasible on Kings County highways.

HPMS - Highway Performance Monitoring System: Federally mandated planning study on the condition of the states roads. Vehicle miles of travel estimates produced by travel demand forecasting models must be calibrated against the HPMS. Local agencies in Kings County provide road data information to KCAG for submittal to Caltrans for the HPMS.

HSIP - Highway Safety Improvement Program: Federal aid program for the purpose of reducing fatalities and serious injuries on all public roads.

I

IIJA Infrastructure Investment and Jobs Act: The Infrastructure Investment and Jobs Act of 2021 (IIJA), also referred to as BIL (Bipartisan Infrastructure Law), is a federal bill that addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the U.S. Department of Transportation. President Biden signed IIJA into law on November 15, 2021.

IIP - Interregional Improvement Program: State funding program using 25% of the total new funding available for the STIP. Projects funded through this program are nominated by Caltrans in the Interregional Transportation Improvement Program (ITIP) for the STIP.

IRRS - Interregional Road System: A series of interregional state highway routes, outside the urbanized areas, that provides access to, and links between, the states economic centers, major recreational areas and urban and rural regions. Street and Highways Codes 164.10 through 164.20 list the roads included in the IRRS Plan. For Kings County, these include Interstate 5, State Highways 41 and 198.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991: The federal transportation bill enacted by Congress in 1991 to provide funding for highways, highway safety and mass transportation for the next 6 years to improve air quality and congestion. The Act was designed to allow state and local officials the flexibility to integrate transportation projects, enhance metropolitan and statewide planning requirements and create new transportation funding programs. ISTEA expired on September 30, 1997 and has been replaced with TEA-21.

ITIP - Interregional Transportation Improvement Program: A program developed by Caltrans for projects funded with Interregional Improvement Program (IIP) funds and submitted to the CTC for inclusion in the STIP. Projects for the ITIP are to serve interregional movement of people and goods. Projects considered for the ITIP are generally taken from the Interregional Improvement Strategic Plan consisting of focus routes, high emphasis routes and gateways. For Kings County, these include Interstate 5, State Highways 41 and 198.

ITS – Intelligent Transportation Systems: Systems that utilize modern detection technology to collect data on transportation systems operation and performance. Elements include changeable message signs, closed circuit television, in-pavement traffic monitoring stations, and highway advisory radios.

ITSP – Interregional Transportation Strategic Plan: Statewide plan that describes the framework in which the State will carry out its responsibilities for the ITIP.

J

JPA - Joint Powers Agency: A voluntary association of government entities formed into an agency to deal with common problems. KCAG and KCAPTA are Joint Powers Agencies.

K

KART - Kings Area Regional Transit: The largest single provider of public transportation within Kings County operated by the Kings County Area Public Transit Agency (KCAPTA). Services include fixed route and demand response service within the county and the cities of Avenal, Corcoran, Hanford and Lemoore. Ron Hughes is the Transit Manger. KCAG annually allocates local, state and federal transit funds to KART and reviews their transit system.

KCAG - Kings County Association of Governments: The council of governments for Kings County which addresses inter-jurisdictional public policy matters. Its member agencies are the cities of Avenal, Corcoran, Hanford and Lemoore and the County of Kings. The KCAG Commission meets on the fourth Wednesday of every month at 4:30 p.m. The Executive Director of KCAG is Terri King. Renamed KCAG in 1994 from the previous "KCRPA" to more accurately describe the function and activities that a council of government assumes.

KCAPTA - Kings County Area Public Transit Agency: A joint powers agency established to operate the Kings Area Rural Transit (KART) system. Its member agencies are the Cities of Avenal, Hanford and Lemoore and the County of Kings. KCAG reviews the transit services operated by KCAPTA before it allocates local, state and federal transit funds to it. Angie Dow is the Executive Director of KCAPTA.

KCRPA - Kings County Regional Planning Agency: The former name of the Kings County Association of Governments (KCAG). Formed in 1967 through a cooperative agreement between the three cities and the county. Later amended to include the newly incorporated city of Avenal in 1980.

KernCOG - Kern Council of Governments: The council of governments and metropolitan planning organization for Kern County. One of the eight COGs/RTPAs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. The Executive Director of KernCOG is Ahron R. Hakimi.

L

LOS - Level of Service: Six levels, A through F, denoting a road's efficiency in handling its average and peak hour demands. LOS "A" means free flow speeds and LOS "F" means zero or low operating speeds.

LRC - Local Review Committee: A KCAG committee established to review and score applications from Kings County agencies for FTA Section 5310 funds. The LRC is made up of members from the Social Service Transportation Advisory Council (SSTAC) and other social service and transit oriented agency representatives.

LTF - Local Transportation Fund: Created in each county by the Transportation Development Act (TDA), California Government Code Section 29530 et. seq., for the transportation purposes specified in the Act. Revenues are derived from ¼ cent of the state retail sales tax collected statewide and apportioned back to the counties according to the amount of tax collected in that county. About \$4 million is available annually for apportionment to Kings County jurisdictions and is distributed based on a population formula. Funds can be claimed through the regional transportation planning agency (KCAG) by cities and counties for transportation planning, transit, and street and road purposes. Funds can be allocated for street and road purposes only after all unmet transit needs are funded. About 77% of the LTF annual apportionment is allocated for transit purposes. LTF is the major source of funding for the Kings Area Rural Transit and Corcoran Area Transit. LTF also provides a portion of KCAG's planning revenues. KCAG administers the Local Transportation Fund for Kings County, determining apportionments, conducting the unmet transit needs process and adopting resolutions for allocating funds for transportation purposes.

M

MAP-21 – Moving Ahead for Progress in the 21st Century: The latest federal transportation reauthorization enacted July 6, 2012, as Public Law 112-141 following the expiration of SAFETEA-LU. MAP-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for fiscal years 2013 and 2014. Expired in 2015 and replaced with the FAST Act.

MCAG - Merced County Association of Governments: The council of governments and metropolitan planning organization for Merced County. One of the eight COGs/RTPAs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. The Executive Director of MCAG is Stacey Guzman.

MCTC - Madera County Transportation Commission: The local transportation commission for Madera County. One of the eight RTPAs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. MCTC is the other non-urban county within the San Joaquin Valley Air Basin. The Executive Director of MCTC is Patricia Taylor.

MFTA – Master Fund Transfer Agreement: A document that stipulates the terms under which KCAG carries out the OWP activities and Caltrans supplies the reimbursement of federal planning funds. This document is also a confirmation of Caltrans and KCAG's mutual fiscal responsibilities and continued partnership.

MOU - Memorandum of Understanding: Formal structure for interagency cooperation. KCAG has entered into MOUs with other RTPAs within the San Joaquin Valley, Caltrans, and the San Joaquin Valley Air Pollution Control District to coordinate air quality and transportation planning efforts and to meet ISTEA and Clean Air Act requirements.

MPO - Metropolitan Planning Organization: Designated for each urbanized area of more than 50,000 population by agreement among the Governor and units of general purpose local government as a forum for cooperative decision making. KCAG will be designated an MPO following the Census 2000. Previous to becoming an MPO, KCAG entered into an MOU with COFCG to act as the neighboring MPO to meet federal requirements for Kings County.

N

NEPA – National Environmental Protection Act: Establishes national policies and goals for the protection of the environment. NEPA directs all federal agencies to give appropriate consideration to the environmental effects of the decision making and to prepare detailed environmental impact statements on recommendations or reports on proposals for legislation and other major federal actions significantly affecting the quality of the environment.

NEVI – National Electric Vehicle Infrastructure: NEVI Formula Program, which allocates \$5 billion to the states to create a nationwide, interconnected network of DC fast chargers along the federally designated Alternative Fuel Corridors. California’s share will be approximately \$384 million over 5 years. SR 99 and I-5 are NEVI corridors within the San Joaquin Valley.

NHS - National Highway System: An approximately 155,000 mile network called for in ISTEA to provide an interconnected system of principle arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. Interstate 5 and State Highways 41 and 198 are Kings County routes on the National Highway System to be approved by Congress. KCAG assisted in the designation of NHS routes within Kings County.

NPIAS - National Plan of Integrated Airport Systems: A national plan for the development of public-use airports published in accordance with the Airport and Airway Improvement Act of 1982 and reauthorized in the Airport and Airway Safety and Capacity Expansion Act of 1987. The State Capital Improvement Program for airport projects is made a part of the NPIAS. KCAG prepares the CIP for aviation projects for Hanford Municipal Airport and Corcoran Airport which is ultimately made a part of the NPIAS.

O

OA – Obligational Authority: The federal limitation on the amount of funds that an agency can obligate for transportation projects within a given fiscal year.

OWP - Overall Work Program: A document prepared by each regional transportation planning agency which identifies resources, staffing responsibility, authority and operating procedures for carrying out the transportation planning process. KCAG annually prepares an Overall Work Program for its transportation planning activities in order to receive state planning assistance funds from Caltrans. The RTPA Budget is prepared based on the OWP.

P

PIC - Productivity Improvement Committee: A committee formed by the regional transportation planning agency for the purpose of providing advice on productivity improvements to transit systems. Membership is to consist of representatives from the management and employees of the transit operators, and users of the transit operators services. The Social Services Transportation Advisory Council (SSTAC) acts as the PIC for KCAG.

PL Funds - Federal Planning funds: Federal funds set aside and allocated to metropolitan planning organizations by formula to support the planning of transportation programs, public transportation systems and other activities to enhance ground transportation planning activities. KCAG will begin receiving PL funds in Federal FY 02-03 as a newly designated MPO.

PM - Particulate matter (less than 2.5 and 10 microns in diameter): A pollutant for which state and federal ambient air quality standards have been set and the San Joaquin Valley Air Basin has not yet attained. Particulate matter consists of finely divided solids or liquids such as dust, soot, aerosols, fumes and mists which can be inhaled deeply into the lungs and create acute and chronic health effects. KCAG program transportation projects which reduce PM emissions.

PRC - Public Resources Code: Laws relating to natural resources, the conservation, utilization, and supervision thereof, and matters incidental thereto.

PSR - Project Study Report: A report, generally prepared by project sponsors, providing preprogramming project information describing the project, its scope and limits, costs and delivery schedule. A project must have a completed PSR before it can be programmed in the State Transportation Improvement Program (STIP).

PSTIP - Proposed State Transportation Improvement Program: A document formerly prepared by Caltrans and submitted to the CTC and RTPAs every two years listing priority candidate projects for the STIP. SB 45 deleted the provision for this program and has been replaced by the Interregional Transportation Improvement Program (ITIP).

PTA - Public Transportation Account: Previously known as the Transportation Planning and Development Account and renamed in SB 45, is a trust fund intended for transportation planning and mass transportation purposes. Revenues are derived from sales tax on gasoline and diesel fuels. Fifty percent of the PTA funds are appropriated to the State Controller for allocation to RTPAs for suballocation to transit operators and fifty percent is appropriated to Caltrans for transportation planning and various mass transportation purposes.

PUC - Public Utilities Code/Commission: Laws enacted for the purpose of governing public utilities.

R

REMOVE - Remove Motor Vehicle Emissions: A program of the San Joaquin Valley Unified Air Pollution Control District that funds projects which either reduce emissions from motor vehicles, implement transportation control measures, assist in attaining the transportation mandates of the California Clean Air Act, or for public education programs that support, but do not duplicate the existing programs of the Air District.

RFP - Request for Proposals: The description of criteria to be used by consultants in developing proposals for work.

RHNA – Regional Housing Needs Allocation: The California Department of Housing and Community Development (HCD) issues a determination that a minimum number of additional housing units are needed in the Kings County region during an 8-year period. KCAG, as a Council of Governments, is required to prepare and adopt a RHNA plan for allocating this regional housing need among the region's jurisdictions.

RIP - Regional Improvement Program: Regional funding program using 75% of the total new funding available for the STIP, which is then available to each county by a “county share” formula. Projects funded through this program are nominated by each RTPA in the Regional Transportation Improvement Program (RTIP) for the STIP.

ROG - Reactive Organic Gases: Emissions which react in sunlight as a precursor to form ozone. The San Joaquin Valley Air Basin is a nonattainment area for federal and state ozone standards. Also known as volatile organic compounds (VOC).

ROP - Rate of Progress Plan: A plan prepared by the APCD to demonstrate the progress made in attaining state and federal clean air standards for various pollutants, showing how the District will achieve a 15% reduction in volatile organic compounds (VOC) emissions between a certain period. The ROP is to be incorporated into the State Implementation Plan (SIP). The SJVAPCD submitted the "Revised 1993 ROP Plan" and "Post 1996 ROP Plan" in November 1994. KCAG cooperated in the development of the ROP Plans.

RSTP - Regional Surface Transportation Program: Regional apportionment of Surface Transportation Program (STP) funds created by ISTEA, and continued in the FAST Act, for mass transit and highway projects. Kings County and KCAG exchange these funds for non-federal dollars to avoid administrative costs. KCAG administers the allocation of RSTP funds to projects submitted by member agencies.

RTIP - Regional Transportation Improvement Program: A document prepared and submitted every other year by the regional transportation planning agency, as required by PUC Section 65082, providing a list of proposed transportation projects funded from county shares of the 75% regional share of total new funds for the STIP. KCAG prepares and adopts the RTIP for submittal to the CTC and Caltrans.

RTP - Regional Transportation Plan: A plan prepared by the regional transportation planning agency every four years as required by California Government Code Section 65080, et. seq. to guide the region's transportation development for a twenty-year period. Required elements include a Policy, Action and Financial element. Projects in the RTIP must be consistent with the RTP.

RTPA - Regional Transportation Planning Agency: A state-designated agency responsible for preparing the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP), administering state funds, and other tasks. KCAG is the RTPA for Kings County established under California Government Code Section 29532.

S

SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users: The prior federal transportation reauthorization enacted August 10, 2005, as Public Law 109-59 following the expiration of TEA-21. SAFETEA-LU authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Extensions of this Act were made through 2012 and was replaced by MAP-21, which was then superseded by the FAST Act in 2015.

SB - Senate Bill: A legislative bill originating in the State Senate. Proceeded by a bill number and author, such as SB 45 (Kopp).

SCS – Sustainable Communities Strategy Plan: A requirement of SB 375 to reduce green house gas emissions from vehicles and VMT reductions through integrated land use and transportation planning.

SH - State Highway: A transportation route on the state system classified as a highway. State highways within Kings County include 33, 41, 43, 198 and 269.

SHOPP - State Highway Operation and Protection Plan: A program created by state legislation that includes capital improvements relative to maintenance, safety and rehabilitation projects of state highways and bridges which do not add a new traffic lane to the system. The SHOPP is a four year program prepared by Caltrans prior to April 1, as required by PUC Section 14526.5, and adopted by the California Transportation Commission separately from the STIP. KCAG reviews and provides comments on the SHOPP.

SIP - State Implementation Plan: A plan required by the Federal Clean Air Act of 1970 to attain and maintain national ambient air quality standards. The SJVAPCD prepared the Ozone Attainment Demonstration Plan and Rate of Progress (ROP) Plans for submittal as part of the SIP for the San Joaquin Valley Air Basin. KCAG participated in the development of the 1994 Ozone Attainment Demonstration Plan, the 1993 and 1996 ROP Plans, and the PM10 Attainment Demonstration Plan.

SJCOG - San Joaquin Council of Governments: The council of governments and metropolitan planning organization for San Joaquin County. One of the eight COGs/RTPAs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. The Executive Director of SJCOG is Diane Nguyen.

SJVAPCD - San Joaquin Valley Air Pollution Control District: The Air District established for the eight county San Joaquin Valley Air Basin consisting of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, and Tulare Counties and a portion of Kern County. A Kings County Supervisor is a member of the SJVAPCD Governing Board. The SJVAPCD is a member of the KCAG Technical Advisory Committee. Samir Sheikh is the Executive Director and Air Pollution Control Officer of the SJVAPCD.

SR - State Route: Same as State Highway, a transportation route on the state system classified as a highway.

SSTAC - Social Services Transportation Advisory Council: A committee established by KCAG to advise the KCAG Transportation Policy Committee on unmet transit needs, coordination and consolidation of specialized transportation services and any other major transit issues. The SSTAC is to consist of representatives of potential transit users over 60 years old and potential transit users who are handicapped, representatives of social service providers for seniors, the handicapped and persons of limited means, representatives of the CTSA and representative of the transit operator.

STA - State Transit Assistance: A program created in 1979 providing a second source of Transportation Development Act (TDA) funds. STA funds are derived from the statewide sales tax on gasoline and diesel fuel and are allocated by formula to each regional transportation planning agency (KCAG), 50% based on population (PUC Section 99313) and 50% based on operator revenues (PUC Section 99314), for apportionment to transit operators within that county. These funds are allocated by KCAG annually to the Kings County Area Public Transit Agency and Corcoran Area Transit.

Stan COG - Stanislaus Council of Governments: The council of governments and metropolitan planning organization for Stanislaus County. One of the eight COGs/RTPAs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. The Executive Director of StanCOG is Rosa Park.

STIP - State Transportation Improvement Program: Adopted by the California Transportation Commission every other year, as required by PUC Section 14529, the STIP is a county-by-county schedule over a four-year period for project delivery of all major projects to be funded from state transportation funds. Projects from Caltrans' ITIP and the region's RTIP are used to develop the STIP.

STP - Surface Transportation Program: A flexible funding program established by ISTEA, and continued in TEA-21, for road projects functionally classified higher than a rural minor arterial, transit projects, transportation enhancement activities, and transportation control measures. STP funds are apportioned to each region (RSTP) and 10% are set aside statewide for funding transportation enhancement activities (TEA).

T

TAC - Technical Advisory Committee: A committee to advise the KCAG Commission and Transportation Policy Committee on regional planning issues. Members include city and county public works directors, planning directors, city managers and county administrator, Caltrans, Lemoore Naval Air Station and the San Joaquin Valley Unified Air Pollution Control District. Meetings are held on the second Wednesday of each month at 1:30.

TCAG - Tulare County Association of Governments: The council of governments and metropolitan planning organization for Tulare County. One of the eight COGs in the San Joaquin Valley Air Basin coordinating transportation and air quality planning as a party to the MOU. The Executive Director of TCAG is Ted Smalley.

TCR - Transportation Concept Report: A systems planning document prepared by Caltrans which provides a service concept and rationale for each state highway. Transportation Concept Reports have been prepared for each state highway within Kings County.

TCI - Transit Capital Improvement: A former program funded through the Transportation Planning and Development Account for railroad rights-of-way acquisition, bus rehabilitation, exclusive public mass transit guideways and rolling stock, grade separations, intermodal transfer stations, and ferry vessels and terminals. These funds have been used by Kings County to construct the Hanford and Corcoran Intermodal Facilities, bus rehabilitation and the Cross-Valley Passenger Rail Feasibility Study. This program has been discontinued with the enactment of SB 45. Projects are now programmed in the STIP through the RTIP.

TCM - Transportation Control Measure: A strategy to reduce vehicle trips, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. Examples include carpooling, vanpools, bicycle facilities and mass transit enhancements. KCAG uses federal, state, and local funds earmarked for air quality purposes to implement TCMs such as alternative fuels, transit services, traffic signals, and bicycle projects.

TDA - Transportation Development Act: State law enacted in 1971, also known as the "Mills-Alquist Deddah Act", providing funds to meet unmet transit needs. TDA funds are generated from State sales tax revenues and are available to transit operators in the form of Local Transportation Funds (LTF) and State Transit Assistance (STA) funds. TDA is codified in Sections 29530-29536 of the California Government Code and Sections 99200-99408 of the Public Utilities Code. As the RTPA, KCAG administers the TDA funds for Kings County. TDA funding is available to support transit services, even in areas where KCAG has determined that there are no unmet transit needs.

TDM - Transportation Demand Management: A plan for using "demand-based" techniques for reducing traffic congestion, such as ridesharing programs, telecommuting and flexible work schedules enabling employees to commute to and from work outside the a.m. and p.m. peak hours of travel.

TDP - Transit Development Plan: A list of improvements recommended for a transit system to be implemented over a five-year period. The short-range plan should include an evaluation of the existing transit service conditions, anticipated improvements, schedule of priorities, estimates of cost and anticipated financing, implementation responsibility, maintenance of the Plan, coordination of transit systems, and transit management and operations improvements. KCAG prepared the "Kings County Transit Development Plan" in 2001.

TEA-21 - Transportation Efficiency Act for the 21st Century: A previous six-year federal transportation reauthorization enacted in 1998 following the expiration of ISTEA. Continued the programs created by ISTEA, created new programs and increased funding levels for the period of FFY 1998 through 2003. TEA-21 expired and was replaced with SAFETEA-LU.

TE - Transportation Enhancement: A new program established by ISTEA, and continued in TEA-21, providing federal funds for transportation related projects that enhance quality-of-life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. Local projects are submitted to KCAG for evaluation, approval and programming. Project examples from Kings County include "Community Gateway Planting" on State Highway 198 for landscaping the entrances to Hanford, Armona and Lemoore. Projects were programmed for Hanford and Lemoore by the California Transportation Commission (CTC).

TMA - Transportation Management Association: An association of employers and others in a community or activity center that develop and assist in implementing transportation control measures to reduce peak hour travel. TMAs are being developed in response to the SJVAPCD's Rule 9001 - Commute Based Trip Reduction.

TPA - Transportation Planning Agency: Same as RTPA. A state-designated agency responsible for preparing the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP), administering state funds, and other tasks. KCAG is the TPA for Kings County established by California Government Code Section 29532.

TPC - Transportation Policy Committee: A committee of KCAG established to govern all regional transportation planning agency activities. The TPC is composed of local elected officials of each member agency, one from each city and two from the county, and the Director of Caltrans, or his representative. The KCAG Transportation Policy Committee meets on the fourth Wednesday of every month at 4:30 p.m.

TSM - Transportation Systems Management: A process, service, and operations oriented approach to solving transportation problems in which low cost, environmentally-responsive, efficient improvements are implemented on existing facilities to improve the flow of traffic.

U

UMTA - Urban Mass Transportation Act of 1964: Now known as the "Federal Transit Act" as amended by ISTEA. Intended to provide financial assistance to State and local governments to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged persons.

V

VMT - Vehicle Miles of Travel: Amount of vehicle miles traveled on a particular road segment.

VOC - Volatile Organic Compounds: Emissions which are a major precursor to the formation of ozone. Also known as reactive organic gases (ROG).

W

X

Y

Z

APPENDIX G

(Planning Emphasis Areas Matrix)

MAP-21 Planning Factors

	<i>Support economic vitality, especially by enabling global competitiveness, productivity, and efficiency.</i>	<i>Increase safety of transportation system for motorized and non-motorized users.</i>	<i>Increase security of transportation system for motorized and non-motorized users.</i>	<i>Increase accessibility and mobility of people and for freight.</i>	<i>Protect and enhance the environment, promote energy conservation, and improve quality of life.</i>
W.E. 501.01 MPO/RTPA Admin.					
W.E. 501.02 OWP					
W.E. 501.03 IIJ Programs				X	X
W.E. 501.04 FTA Programs				X	
W.E. 502.01 RTP	X	X	X	X	X
W.E. 502.02 Travel Model					
W.E. 502.03 SB 125 Transit					X
W.E. 502.04 Traffic Counts					
W.E. 502.05 Air Quality	X				X
W.E. 502.06 Sustainable Communities				X	X
W.E. 502.07 Transit Development Plan		X	X	X	X
W.E. 502.09 V-TRANSFRM	X	X	X	X	X
W.E. 502.11 Performance Measures	X	X	X	X	X
W.E. 503.01 RTIP/FTIP	X	X	X	X	X
W.E. 504.01 TDA		X	X	X	
W.E. 505.01 AVA					
W.E. 405.01 Clearinghouse					
W.E. 406.02 REAP 2.0		X	X	X	X
W.E. 407.01 Census	X				

MAP-21 Planning Factors

	<i>Enhance integration and connectivity of the transportation system across and between modes, people, and freight.</i>	<i>Promote efficient system management and operation.</i>	<i>Emphasize preservation of the existing transportation system.</i>	<i>Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</i>	<i>Enhance travel and tourism.</i>
W.E. 501.01 MPO/RTPA Admin.					
W.E. 501.02 OWP					
W.E. 501.03 IIJ Programs					
W.E. 501.04 FTA Programs		X			
W.E. 502.01 RTP	X	X	X	X	X
W.E. 502.02 Travel Model					
W.E. 502.03 SB 125 Transit		X	X		
W.E. 502.04 Traffic Counts		X			
W.E. 502.05 Air Quality					
W.E. 502.06 Sustainable Communities		X	X		
W.E. 502.07 Transit Development Plan	X	X	X	X	X
W.E. 502.09 V-TRANSFRM	X	X	X	X	X
W.E. 502.11 Performance Measures	X	X	X	X	X
W.E. 503.01 RTIP/FTIP	X	X	X	X	X
W.E. 504.01 TDA	X	X			
W.E. 505.01 AVA					
W.E. 405.01 Clearinghouse					
W.E. 406.02 Reap 2.0	X		X	X	X
W.E. 407.01 Census					

California Planning Emphasis Areas

	<i>MAP-21 Implementation</i>	<i>Models of Regional Planning Cooperation</i>	<i>Ladders of Opportunity</i>
W.E. 501.01 MPO/RTPA Admin.		X	
W.E. 501.02 OWP		X	
W.E. 501.03 IIJ Programs	X	X	
W.E. 501.04 FTA	X	X	X
W.E. 502.01 RTP	X	X	X
W.E. 502.02 Travel Model	X	X	
W.E. 502.03 SB 125 Transit	X	X	
W.E. 502.04 Traffic Counts	X		
W.E. 502.05 Air Quality	X	X	X
W.E. 502.06 Sustainable Communities	X	X	X
W.E. 502.07 TPD	X	X	X
W.E. 502.09 V-TRANSFRM	X	X	X
W.E. 502.11 Performance Measures	X	X	X
W.E. 503.01 RTIP/FTIP	X	X	X
W.E. 504.01 TDA	X		X
W.E. 505.01 AVA			
W.E. 405.01 Clearinghouse			
W.E. 406.02 REAP 2.0		X	
W.E. 407.01 Census	X	X	

APPENDIX H

(Comments Received on Draft OWP)