



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

*In compliance with the Americans with Disabilities Act, if, you need special assistance to participate in this meeting please contact the KCAG Office at (559) 852-2654 by 4:00 on the Friday prior to this meeting. Agenda backup information and any public records provided to the Board after the posting of the agenda for this meeting will be available for public review at 210 E. 7th Street, Suite 202, Hanford, CA. In addition, most documents will be posted on [www.kingscog.org](http://www.kingscog.org)*

# MEETING

**Agenda:** Kings County Association of Governments  
Technical Advisory Committee

**Place:** In-Person  
Kings County Association of Governments  
210 E. 7th Street, Suite 202  
Second Floor KCAG Conference Room  
Hanford, CA 93230

**Zoom Meeting**  
Meeting ID: 599 973 9795, Passcode: 93245  
<https://zoom.us/j/5999739795?pwd=Mk9jUDIUR1VCVUt6RDZGTHROSUjFUT09>  
Phone only 1-669-900-6833

**Time:** 1:30 p.m., Wednesday, April 8, 2026

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
PUBLIC MEETING PROTOCOL**

KCAG hereby provides notice that effective April 1, 2022 it will return to in-person and public meetings.

Members of the public who wish to participate in this meeting can do so in one of the following three ways: (1) by attending the meeting in person, (2) via Zoom Meeting, or (3) by submitting written comments on any matter within the KCAG Technical Advisory Committee's subject matter jurisdiction, regardless of whether it is on the agenda for KCAG Technical Advisory Committee consideration or action and those written comments will be entered into the administrative record of the meeting. To submit written comments by U.S. Mail or e-mail for inclusion in the meeting record, they must be received by the KCAG Office no later than 11:00 a.m. on the day of the noticed meeting. To submit written comments by e-mail, please forward them to [Terri.King@co.kings.ca.us](mailto:Terri.King@co.kings.ca.us). To submit such comments by U.S. Mail, please forward them to KCAG, at 210 E. 7th Street, Suite 202, Hanford, CA 93230.

<u>ITEM</u>	<u>PAGE</u>	<u>ACTION</u>
<b>I. CALL MEETING TO ORDER:</b>		
A. Unscheduled Appearances		
B. Minutes		
1. Minutes of March 11, 2026	1-3	Action
<b>II. TRANSPORTATION:</b>		
A. FY 2026-27 Transportation Development Act Fund Activities	4-21	Information

- |   |                     |        |
|---|---------------------|--------|
| B. FY 2025-26 Low Carbon Transit Operations Program Execution<br>And Program Project List | 22-26               | Action |
| C. Final FY 2026-27 Overall Work Program and Budget                                       | 27-33<br>Attachment | Action |

**III. REGIONAL PLANNING:**

None

**IV. MISCELLANEOUS:**

**V. ADJOURNMENT: Next meeting scheduled for May 13, 2026.**



# MINUTES

## KCAG TECHNICAL ADVISORY COMMITTEE

Wednesday, March 11, 2026

**CALL MEETING TO ORDER**

The regular meeting of the KCAG Technical Advisory Committee was called to order by Joel Gandarilla, at 1:34 p.m. on Wednesday, March 11, 2026, in the Conference Room, 210 E. 7th Street, Suite 202, Hanford, California, and via Zoom Meeting.

**MEMBERS PRESENT:** Kristie Baley, City of Lemoore, Community Development  
Mitch Cabrera, County of Kings, Public Works  
Alex Hernandez, County of Kings, Community Development  
Orfil Muniz, City of Corcoran, City Engineer  
Sandra Scherr, Caltrans District 6  
Christal Schisler, City of Lemoore, Public Works

**STAFF PRESENT:** Joel Gandarilla, Jennifer Morales, Julio Gonzalez, Teresa Nickell

**VISITORS PRESENT:** Rose Chapley, Hanford Resident, Cynthia Baruch, NAS Lemoore; Braden Duran, Caltrans District 6; Jimmy Macias, Kings County Area Public Transit Agency, Castro Joanna, City of Corcoran, Community Development; Jamar Hugie, City of Lemoore; Juan Lopez, City of Lemoore

**A. UNSCHEDULED APPEARANCES**

None.

**B. MINUTES**

It was moved and seconded (Hernandez / Muniz) to approve the Minutes of February 11, 2026. The motion carried unanimously.

**TRANSPORTATION**

**A. FY 2026-27 Transportation Development Act Fund Summary**

Teresa Nickell stated that the estimate of the FY 2026-27 Local Transportation Fund (LTF) for KCAG member agencies is \$6,400,000 and State Transit Assistance (STA) is \$1,455,715. The claim forms have been sent out and are due to KCAG by April 1st. The City of Corcoran held its unmet transit needs public hearings; the Kings County Area Public Transit Agency (KCAPTA) held one unmet transit needs hearing in February and will hold another hearing in March; and KCAG will hear unmet transit needs testimony at public hearings on April 22nd and May 27th. A breakdown of the FY 2026-27 LTF and STA

apportionments and allocations is included as information. Christal Schisler asked when claims forms were sent to the City of Lemoore. The reply was that TDA claims were sent out to Esteban Benitez and others, however, Christal was not on the distribution list.

**B. FY 2025-26 Overall Work Program – Amendment No. 2**

Jennifer Morales reported that the FY 2025-2026 Overall Work Program (OWP) for transportation planning includes projects funded with a variety of federal, state, and local funding sources. The final FY 2025-26 apportionment for PL, FTA Section 5303, and SB 1 Formula Grant funds have been received. Amendment No. 2 to the FY 2025-2026 OWP is needed to make changes in PL and FTA 5303 fund amounts. The final FY 2025-26 apportionment of PL funds is \$846,301, thereby requiring a total programming increase of \$56,181, the final apportionment of FTA Section 5303 funds is \$60,113 thereby requiring a program increase of \$889, and the final apportionment of SB 1 Formula Grant funds is \$171,500, thereby requiring a program increase of \$6,928. A summary of the affected work elements was provided. It was asked if the total difference is an increase for jurisdictions. The response was that there is an increase in final apportionments, and the overall share for each jurisdiction did not change. Alex Hernandez asked if the amendment had a deadline or if it could be delayed. The reply was that a delay would require a new amendment since the goal was to include the amendment in this quarter for submittal of reimbursement requests to Caltrans.

It was moved and seconded (Muniz / Schisler) to recommend that Amendment No. 2 to the FY 2025-2026 Overall Work Program be approved by the KCAG Transportation Policy Committee with the adoption of Resolution No. 26-02. The motion carried unanimously.

**REGIONAL PLANNING**

None

**MISCELLANEOUS**

Teresa Nickell said that the Low Carbon Transit Operation Program project lists are due April 2, 2026. The Transportation Development Act (TDA) public hearing process starts in April, and there will be SSTAC meeting following the last public hearing.

Julio Gonzales stated that KCAG staff is working with Tulare County Association of Government on the V-TRANSFRM project and a survey email was sent to known stakeholders.

Jennifer Morales reported that the FY 224-25 TDA audits are reaching completion. KCAG staff are working with Housing and Community Development (HCD) on REAP2.0 to obtain approval of the final application.

Braden Duran stated that Shane Gunn is on a limited term as acting Planning Chief; Caltrans received KCAG's FY 26-27 Overall Work Program for review and comment; the California Transportation Commission is considering adopting the Active Transportation Program Cycle 8 guidelines and if adopted, the Call for Project deadline will be in June 2026; and the California State Transportation Agency (CalSTA) has launched its next cycle of the Transit and Intercity Rail Capital Program (TIRCP) with applications due May 18, 2026 with an estimated \$900 million to be available statewide for the TIRCP.

Cythia Baruch said the NAS Lemoore has cancelled the Air Show.

Christal Schisler stated that the City of Lemoore cancelled the Flight Fest event that was connected to the airshow.

Alex Hernandez stated that Kings County Community Development Department will seek an Abandoned Vehicle Abatement resolution from the County Board of Supervisors. The County is working on the Housing Element and General Plan.

Mitch Cabrera said that the Avenal Cutoff project is out to bid; the roundabout at 22nd Avenue and Grangeville Bypass and the traffic signal at 17th and Houston Avenues are moving forward.

Jimmy Macias stated that the electric charging stations at the new Transit Center are operational with a \$1 session fee and 21 cents charge per kilowatt.

<b>ADJOURNMENT</b>
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There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 2:00 p.m. The next meeting is scheduled for April 8, 2026.

Respectfully submitted,

Terri King, Executive Director



TO: KCAG Technical Advisory Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: April 8, 2026

SUBJECT: FY 2026-27 Transportation Development Act Activities

### Introduction

The Kings County Association of Governments (KCAG) has the responsibility to administer Transportation Development Act (TDA) funds available to Kings County. TDA funds are comprised of the Local Transportation Fund (LTF) and the State Transit Assistance (STA) funds. KCAG monitors the LTF, determines the annual apportionments, notifies the claimants, approves the apportionments, and allocates the funds. A summary of the claims and their purposes and a summary of current public transit services for Kings County are included within this report. Allocation amounts will be revised following the release of the 2026 population estimates by the State Department of Finance (DOF) on May 1st and any changes from previously proposed budgets. Revised claim forms will be sent to claimants after that time.

### RTPA Responsibilities

The following information includes background on the TDA, KCAG responsibilities as the Regional Transportation Planning Agency (RTPA), summaries of TDA claims from KCAG member jurisdictions, and a review of “unmet transit needs” and “reasonable to meet” definitions, along with a listing of current transit services provided by Kings Area Regional Transit. Staff’s analysis of the operators’ transit performance goals will be provided in the May staff report.

### Claimants File Claims / Public Hearings

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

Both the Kings County Area Public Transit Agency (KCAPTA) and the City of Corcoran held public hearings in February and March for unmet transit needs within their respective jurisdictions. KCAG will hold two public hearings, pursuant to TDA section 99238.5, for unmet transit needs testimony during the April and May TPC meetings.

The Social Services Transportation Advisory Council (SSTAC) will hold one public meeting in May to review unmet transit needs testimony and finalize their recommended determination on unmet transit needs that are reasonable to meet in accordance with the TDA.

### Summary of Unmet Needs Testimony

The City of Corcoran received no unmet transit needs testimony at its public hearings on February 24th and March 24th. KCAPTA received 13 unmet transit needs requests at its public hearings on February 25th and March 25th.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee open and conduct the public hearing to review any unmet transit needs in April and May and recommend action for any unmet transit needs as required by TDA regulations. Staff will provide the SSTAC's letter of recommendation regarding unmet transit needs to the KCAG Transportation Policy Committee at the June TPC meeting. Approval of the TDA apportionments and allocation instructions to the County Auditor will be made by Resolution also during the June Transportation Policy Committee meeting.

KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
Local Transportation Fund Review

I. LOCAL TRANSPORTATION FUND - FISCAL YEAR 2026-27

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

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

Notices of the April and May hearings have been posted at the door of the TPC's new meeting place at the Board Chambers of the KCAG Commission at the KART Facility building in Hanford, at the KCAG office, at the KCAPTA office, KART Transit Center, and at the Corcoran Depot building. Public hearing notices have been published in area newspapers in both English and Spanish and on the KCAG website. Additionally, public news announcements in both English and Spanish were electronically mailed to local media stations in March.

II. LOCAL TRANSPORTATION FUND BACKGROUND

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

Goals

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

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

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

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

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

Priorities

The priorities specified by the Legislature for the use of the Local Transportation Fund are shown below.

<b>PRIORITY</b>	<b>PUC SECTIONS</b>	<b>PURPOSE</b>
*1	99233.1	Administration of Fund by Regional Transportation Planning Agency
2	99233.2	Up to 3% of the fund for Statutory created transportation planning agencies
*3	<b>ARTICLE 3</b> 99233.3, 99234	Countywide, up to 2% of remaining money for pedestrian and bicycle facilities
4	99233.4, 99234.9	Rail passenger service operations up to area apportionment
5	99233.5 (a), (b)	Long-term planning costs by San Diego entities
6	<b>ARTICLE 4.5</b>	Up to 5% of the Fund for community transit services where PUC Section 99233.7 restrictions apply
*7	<b>ARTICLE 4</b> Public Transportation * 99260 (a), 99262 * 99260 (b) * 99260 (c) * 99260.2 (a) * 99260.2 (b) 99260.5 * 99260.6, 99234.9 * 99260.7	PUC Section 99233.8  Support of transportation systems Transit research and demonstration projects Grade separation projects Peak hour service contracts Bulk rail passenger ticket purchases Payments to railroad corporation Rail passenger service Claims for separate service to elderly and disabled
*8	<b>ARTICLE 8</b> <b>OTHER ALLOCATIONS</b> * 99400 (a), 99402, 99407 * 99400 (b) * 99400 (c,d,e) * 99400.5 99400.6 99400.7	PUC Section 99233.9  Local streets and roads - pedestrian and bicycle projects, contributions to the transportation planning process Passenger rail service operations and capital improvements Public or special group transit service contracts Multimodal transportation terminals Express bus and van pool service Commuter ferry service

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

Administrative Regulations

To implement the Act, administrative regulations have been adopted by the Director of the Department of Transportation, in Title 21 of the California Administrative Code, Chapter 3, Sub- chapter 2 (beginning with Section 6600). The regulations specify responsibilities of the

County Auditor, public transportation operators, and the Regional Transportation Planning Agency (RTPA). They also describe appeal processes and detail the specific findings the RTPA must make to approve claims for public transportation and local streets and roads.

### III. KCAG RESPONSIBILITIES

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

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

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

- A. Review the testimony received at the hearings.
- B. Review the purposes and uses of the claims.
- C. Review the Kings County Regional Transportation Plan's identification of existing and needed public transportation services.
- D. Review each claimant's environmental documents. According to the California Environmental Quality Act (CEQA), KCAG is the "responsible agency" and is required to review and use the environmental documents prepared by the claimants.
- E. Review the most recent financial and performance audits.
- F. Adopt by Resolution a finding that states either:
  1. That there are no unmet transit needs; or
  2. That there are no unmet transit needs that are reasonable to meet; or
  3. There are unmet transit needs, including needs that are reasonable to meet.

### IV. FY 2026-27 LTF ESTIMATE

The Kings County Auditor-Controller estimates that the FY 2026-27 LTF will be \$6,400,000. The following table is the expected breakdown of the fund allocation.

**TABLE 1**  
**Summary of FY 2026-27 LTF Claims**

CLAIM *	AMOUNT
Claims for Pedestrian/Bicycle Facilities	\$ 0
KCAPTA Claim for KART Operation	\$ 2,500,000
Corcoran Claim for Dial-a-Ride Operation	\$ 718,178
Corcoran Claim for Amtrak Services	\$ 95,000
Claims for Regional Planning, Transportation Planning, and LTF Administration	\$ 605,000
Cities and County Claims for Streets and Roads	\$ 2,481,822
<b>TOTAL</b>	<b>\$ 6,400,000</b>

\* See below for actual breakdown by jurisdiction.

V. FY 2026-27 LTF CLAIMS

The population breakdown and fund apportionment ratios are shown in Table 2.

**TABLE 2**  
**FY 2026-27 LTF Apportionment Ratios**

AREA OF APPORTIONMENT	POPULATION	PERCENTAGE	LTF
Avenal	13,315	8.6453%	\$553,299
Corcoran	21,612	14.0324%	\$898,074
Hanford	61,238	39.7611%	\$2,544,710
Lemoore	27,692	17.9800%	\$1,150,720
Kings County (Unincorporated)	30,158	19,5812%	\$1,253,197
<b>TOTAL</b>	<b>154,015</b>	<b>100.0000%</b>	<b>\$6,400,000</b>

Anticipated agency claims by allocation are shown in Table 3, below.

**TABLE 3  
LTF Allocations for FY 2026-27**

FY 2026-27 LOCAL TRANSPORTATION FUND SHARES	AMOUNT CLAIMED	AMOUNT REMAINING
<b>1. Estimate of LTF for FY 2026-27</b>	\$6,400,000	
<b>2. Article 3 for pedestrian and non-motorized facilities (2% of total)</b>	\$128,000	\$6,400,000
<b>3. Article 8 regional and transportation planning allocation and LTF administration by KCAG:</b>	\$605,000	\$5,795,000
<u>Jurisdiction</u>	<u>% of Population*</u>	<u>Share \$</u>
Avenal	8.6453%	\$52,304
Corcoran	14.0324%	\$84,896
Hanford	39.7611%	\$240,555
Lemoore	17.9800%	\$108,779
Kings County	<u>19.5812%</u>	<u>\$118,466</u>
Total	100.0000%	\$605,000
<b>4. KCAPTA Article 4 transit allocation:</b>	\$2,500,000	\$3,295,000
<u>Jurisdiction</u>	<u>KCAPTA Formula %</u>	<u>Share \$</u>
Avenal	6.0652%	\$151,630
Corcoran	0.0000%	\$0
Hanford	58.5661%	\$1,464,153
Lemoore	21.0912%	\$527,280
Kings County	<u>14.2775%</u>	<u>\$356,937</u>
Total	100.0000%	\$2,500,000
<b>5. Corcoran Article 4 - Corcoran Dial-a-Ride:</b>	\$718,178	\$2,576,822
<b>6. Corcoran Article 8 - Amtrak tickets</b>	\$95,000	\$2,481,822
<b>7. Article 8 for streets and roads allocation:</b>	\$2,481,822	\$0
<u>Jurisdiction</u>		<u>Share \$ **</u>
Avenal		\$349,365
Corcoran		\$0
Hanford		\$840,002
Lemoore		\$514,661
Kings County		<u>\$777,794</u>
Total		\$2,481,822

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

\*\* Article 8 allocations for streets and roads are calculated by subtracting the shares for each allocation purpose from the area's total apportionment. This method does not penalize Corcoran for not being a member of KCAPTA.

VI. BREAKDOWN OF FY 2026-27 LTF CLAIMS / FY 2023-24 and FY 2024-25 AUDITS

1. Kings County Association of Governments (KCAG)

Claimant: Member agencies for their participation in KCAG Regional Transportation Planning Agency functions  
Estimated Claim: \$605,000  
Purpose: Member contributions to the transportation planning process  
Authority for Claim: Article 8, Section 99233.1 and 99402  
Environmental Review: Not defined as a project (Section 15378 (b)(3)). Planning activities are not subject to environmental review.  
2023-24 Audit: Expenditures in compliance with applicable regulations  
2024-25 Audit: Expenditures in compliance with applicable regulations

2. Kings County Area Public Transit Agency (KCAPTA)

Claimant: KCAPTA acting for its member agencies to provide public transit  
Estimated Claim: \$2,500,000 (Avenal \$151,630; Corcoran \$0; Hanford \$1,464,153; Lemoore \$527,280; Kings County \$356,937)  
Purpose: Members' support of the Kings Area Regional Transit (KART) system  
Authority: Article 4, Section 99260(a)  
Estimated Budget: \$10,917,916  
Environmental Review: Recertify Negative Declaration approved in 1978 for Public Project #51; Public Transportation System  
2023-24 Audit: Expenditures in compliance with TDA Fare Ratio requirement  
2024-25 Audit: Expenditures in compliance with TDA Fare Ratio requirement

3. Corcoran Dial-a-Ride

Claimant: City of Corcoran  
Estimated Claim: \$718,178  
Purpose: Support of the Corcoran Area Transit (CAT) system  
Authority: Article 4, Section 99260(a)  
Estimated Budget: \$822,021  
Environmental Review: Recertify Negative Declaration approved in 1990 for a Public Transportation System  
2023-24 Audit: *Pending receipt of Audit Report*  
2024-25 Audit: *Pending receipt of Audit Report*

4. Corcoran – Amtrak Services

Claimant: City of Corcoran  
Estimated Claim: \$95,000  
Purpose: Amtrak Ticket Subsidy  
Authority: Article 8, Section 99400(c)  
Estimated Budget: \$95,000  
2023-24 Audit: *Pending receipt of Audit Report*  
2024-25 Audit: *Pending receipt of Audit Report*

5. Avenal

Claimant: City of Avenal  
Estimated Claim: \$349,365  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically Exempt, Class I  
2021-22 through  
2024-25 Audits: *Pending receipt of Audit Reports*

6. Hanford

Claimant: City of Hanford  
Estimated Claim: \$840,002  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically Exempt, Class I  
2023-24 Audit: Expenditures in compliance with applicable regulations  
2024-25 Audit: Expenditures in compliance with applicable regulations

7. Lemoore

Claimant: City of Lemoore  
Estimated Claim: \$514,661  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically Exempt, Class I  
2023-24 Audit: Expenditures in compliance with applicable regulations  
2024-25 Audit: Expenditures in compliance with applicable regulations

8. Kings County

Claimant: County of Kings for all unincorporated areas  
Estimated Claim: \$777,794  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically exempt, Class I  
2023-24 Audit: Expenditures in compliance with applicable regulations  
2024-25 Audit: Expenditures in compliance with applicable regulations

Both KART and CAT transit systems have faced significant challenges due to the Covid-19 pandemic in meeting farebox recovery and efficiency standards pursuant to the TDA. Assembly Bill 90 provided temporary regulatory relief for transit operators to conform with TDA fare ratio thresholds in FYs 2019 and 2020, which prohibited the imposition of the TDA revenue penalty and exempted an operator from having to meet the STA efficiency standards for FYs 2020 and 2021. AB 149, approved in 2021, extended AB 90 through FY 2022 along with providing additional regulatory relief measures and has been extended to July 2026 for regulatory review, postponing the requirement of efficiency tests measuring operating cost as adjusted for the increase in the Consumer Price Index (CPI).

## VII. DEFINITIONS

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

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

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

- A. "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment.
- B. It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of system and meet the following criteria:
  - New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of TDA funds available to Kings County;
  - The proposed transit service does not duplicate transit services currently provided by either public or private operators;
  - The proposed transit service has community support from the general public, community groups, and community leaders;
  - The new, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox and revenue ratio for the overall system;
  - There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised transit service;
  - Implementation of the new, expanded, or revised transit service can be provided at a cost no higher than 10% above the performance goals for a comparable type of service by the transit operator;
  - The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service;
  - Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

The definition of "reasonable to meet" has been examined to determine if those levels of achievement are still valid and whether progress toward them has been made. Listed below are the system-wide goals for the Kings Area Regional Transit (KART) and Corcoran Area Transit (CAT) systems.

## PERFORMANCE GOALS OF KINGS COUNTY PUBLIC TRANSIT SYSTEMS

	KART (System Wide)*	Corcoran Transit*
<b>Fare Box Ratio</b>	<b>15%</b>	<b>10%*</b>
<b>Avg. Fare per Passenger</b>	<b>1.25</b>	<b>1.08</b>
<b>Cost per Passenger</b>	<b>6.00*</b>	<b>21.00*</b>
<b>Cost per Hour</b>	<b>105.00*</b>	<b>150.00*</b>
<b>Cost per Mile</b>	<b>5.00*</b>	<b>14.50*</b>
<b>Passengers per Hour</b>	<b>14.0*</b>	<b>7.5*</b>
<b>Passengers per Mile</b>	<b>1.00*</b>	<b>0.70*</b>
<b>Vehicle Hours per Employee</b>	---	---
<b>On time Performance</b>	---	---
<b>Wait Time - Call to Pick Up:</b>		
<b>0-30 Minutes</b>	<b>50%</b>	<b>50%</b>
<b>30-60 Minutes</b>	<b>90%</b>	<b>100%</b>
<b>Ride Time - Pick Up to Drop Off:</b>		
<b>0-30 Minutes</b>	<b>75%</b>	<b>85%</b>
<b>30-60 Minutes</b>	<b>100%</b>	<b>100%</b>
<b>Service Time - Call to Drop Off:</b>		
<b>0-30 Minutes</b>	<b>50%</b>	<b>50%</b>
<b>30-60 Minutes</b>	<b>90%</b>	<b>95%</b>

\* Goals were adjusted to 2021 Transit Development Plan

### VIII. REGIONAL TRANSPORTATION PLAN CONSISTENCY

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

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

#### ***Regarding Question No. 1 - Who in Kings County needs transit services?***

According to the 2021 Transit Development Plan (TDP), youths between 10 to 17 years of age are often unable to drive and may not have a parent available to transport them. For example, junior high school students were often independent enough to attend after-school activities but were unable to drive. In total, 17,033 potentially transit-dependent youths lived in Kings County, comprising 12.4 percent of the (non-incarcerated) population. The youth population was particularly high in Avenal, the western portion of Lemoore, Hanford (north and central), and Stratford and the surrounding area. There was almost no growth in this age group in the prior decade.

The elderly population 65 years of age and older comprised 10.5 percent of the countywide population (14,452 individuals), which was lower than the statewide average of 14.3 percent. Areas north and northwest of Hanford had high numbers and high proportions of elderly. In addition, east Lemoore, and the area east of Hanford had high proportions of elderly (15.5 to 19.4 percent), while Stratford and west Lemoore, as well as Lemoore NAS, had low proportions of elderly (0.2 to 6.2 percent).

The U.S. Census also counts the population living below the poverty level, defined by several factors including household income and the number of dependent children. Residents living below the poverty level comprised 20.4 percent of the countywide population, compared to 12.8 statewide. Areas with the greatest percentage of population below the poverty level included the western central portion of Hanford, as well as the eastern portion and outlying areas of Corcoran and the area in and around Avenal. These areas had poverty levels over 30 percent, with over 42 percent in portions of Corcoran. While Avenal had a poverty rate of 33.1 percent, this was an improvement over the figure of 39.0 percent in the prior five years.

Individuals with a disability are often transit dependent. The latest Census changed the definitions of disability to better identify the impacts of disabilities rather than the fact that someone had a specific disability. If an individual is found to have one or more of six classified difficulties, they are identified as having a disability. Central-east Hanford and the area between Lemoore and Lemoore NAS had the highest percentages of persons with disabilities, while the highest number of individuals with disabilities found in central and southeast Hanford and central Lemoore.

Finally, one of the strongest indicators of transit dependency is the number of households without a vehicle available. There were 2,730 households in Kings County without a vehicle, with particularly high proportions in areas of Hanford and Corcoran.

### ***Regarding Question No. 2 – Where are transit needs located?***

Transit services continue to be needed from the rural outlying communities into Hanford, Lemoore, Avenal, and Corcoran where most medical, shopping, and social service programs are generally located to serve the elderly, disabled, and persons with limited means. Throughout Kings County and neighboring counties, there are activity centers, which are transit trip generators in terms of areas that produce transit trips (residential locations) and those that attract transit trips (commercial, employment, educational, recreational, medical, and social service agency locations). Higher density residential areas and apartment complexes, particularly housing for low-income, disabled and/or elderly residents are served by fixed routes with regular headways, though some (specifically those outside of Hanford, Corcoran, and Lemoore) are served by intercity up to 4 trip times per day.

Current services are available through KART fixed route, commuter routes, paratransit, and on-demand microtransit. Many locations are served by paratransit for residents needing curb-to-curb transportation. KART paratransit services serve the communities of Hanford, Lemoore, and Armona to meet the needs of the elderly and disabled persons. Demand response service (formerly called Dial-A-Ride) is available to pick up Americans with Disabilities Act (ADA) riders for origin-to-destination trips.

KART services provided in Lemoore are the Flex Route and GoKART. The passenger can choose to ride from bus stop to bus stop trip for \$1.25 with a reservation, or a direct trip within the Lemoore city limits for \$3.00 with GoKART. Hanford is serviced with GoKART on demand service to the general public within city limits. On demand services utilize Ecolane software for reservations and dispatch.

In 2022, KCAPTA started the shopping route service for Avenal residents to provide shopping/medical trips to and from Hanford after extensive public outreach was made by staff. Every Saturday, KART provides a pick-up time in Avenal and drops passengers off at their preferred location, which is typically Hanford's Walmart or FoodsCo or the flea market

at the Hanford fairgrounds. KART will pick passengers up at their chosen location and return to Avenal with a drop off time, using their smaller paratransit vehicles on this special route. The communities of Armona, Laton, Stratford, Hardwick, and Grangeville are all connected through fixed route services to Hanford by KART. Rural destinations to Avenal, Kettleman City, Lemoore College, Stratford, Corcoran, Fresno, and Visalia are serviced through commuter fixed routes. Weekend service to Visalia was introduced to increase ridership and provide connectivity to the adjacent county. Weekly service routes to Fresno were reduced due to low ridership and long layover times. Both Amtrak and Fresno FAX provide gaps in services for senior and disabled transportation.

To help with the Covid-19 pandemic recovery and to increase ridership, KCAPTA introduced a quarterly bus pass in 2021 and has continued to offer quarterly passes as a successful fare to meet transportation needs, in addition to free fare days. The current fare is \$10 for a 10-trip card on local routes and \$14 for out-of-town routes.

KART Route 8 is a new fixed route to the east side of Hanford at the Costco shopping center and to the west side past the Kings County Government Center around the Hobby Lobby shopping center.

KART Route 13 is a commuter route to Corcoran to take employees to the Corcoran prisons to work. KCAPTA shares a subsidized ticket program with the City of Corcoran to provide discounted tickets to Corcoran residents to ride to Hanford. State employees also utilize independent vanpool service and KCAPTA's vanpool services. The prison's Friends Outside visitor program provides its own shuttle service. Connections to the Tachi Palace Hotel and Casino in Lemoore from Corcoran have been discontinued by the Tachi Palace shuttle service.

Similar to Route 13, KART's Route 12 to Avenal takes employees from Hanford to the Avenal State Prison to meet work trip needs. The Avenal route also serves student commuters to Lemoore College in Lemoore, with connectivity to the Hanford-Lemoore route to serve College of the Sequoias in Hanford. The Hanford-to-Visalia commuter route provides students access to educational needs in the area subsidized by the College of Sequoias program.

While Kings County has an agricultural-based economy, the largest employers are the state prisons in Corcoran and Avenal and the Naval Air Station in Lemoore. In 2021, workers and families who commute to Lemoore Naval Air Station (LNAS) didn't have access to KART service from Hanford to Armona and Lemoore due to the Covid pandemic and low ridership. However, since July 2024, KART service from Hanford to Lemoore to LNAS has been provided to families and workers to fill this gap with Route 21.

The Adventist Hospital and the County government in Hanford are also major employers. Partnerships with transit agencies is crucial for major centers and medical clinics for health and mental health services, including transportation to the VA Hospital in Fresno County from Hanford and to Visalia for homeless shelters and services.

Several of the large employers provide a high number of seasonal jobs rather than year-round employment, such as Del Monte in Hanford and J.G. Boswell in Corcoran. According to the American Community Survey, there were 100,998 individuals over the age of 16 in Kings County, of whom 58,072 were in the civilian labor force. Of these, 53,217 were employed and 4,855 were unemployed (unemployment rate of 8.4 percent). According to the 2021 U.S. Census data, a high proportion of employed residents were distance commuting into and out of the county. There were 43,987 individuals employed in Kings County and 49,773 employed persons living in the county, indicating a net flow of 5,786

commuters out of the county. Additionally, while there were 49,773 employees living in the county, only 23,883 of these employees worked in the county, with the remaining 25,890 working elsewhere. On the contrary, there were 20,104 employees who worked in the county but resided elsewhere.

Since 2020, KART vanpools were developed to help meet the seasonal ridership needs with workers within Kings County. KCAPTA has implemented its own vanpool program with Enterprise Rentals to provide vanpool services to residents of Kings County for employment trips. The vanpool contract with Green Commuter to provide vanpools to the Corcoran State Prison has been discontinued. Both vanpool programs have increased passenger fares on the local transit system, with up to 30 vanpools by 2022. Today, Enterprise continues to provide 50 vanpools, serving both workers who commute and college students. Education centers have been transit trip generators. Trips to and from secondary schools are likely to be local trips, so it is not important for these to be served by intercity services. However, the colleges in Lemoore and Visalia are served by intercity routes, and the KART vanpools help to fill the gap in service for commuting students.

According to the public outreach conducted with the 2021 TDP process, students both college-aged and K-12 in Corcoran and within the county, depend on transit for transportation to and from school sites to a recreational center or to after-school programs, and college students need to be made aware of the different transit stops to reduce the amount of time they spend commuting by vehicles.

The City of Corcoran provides demand response service with Corcoran Area Transit buses within the city and to the fringe areas. Tickets are available at discounted rates to the public at the Corcoran Amtrak Depot. The Corcoran State Prison's Friends Outside visitor program provides its own shuttle service. Connections to the Tachi Palace Hotel and Casino in Lemoore from Corcoran have been discontinued by the Tachi Palace shuttle service.

The 2020 Corcoran Transit Fixed Route Study examined ridership in Corcoran through public surveys and various fixed route alternatives were analyzed between Corcoran and Waukena, Alpaugh, and Hanford, along with weekend service. An implementation plan was based on a fixed route service within the city and to Hanford with a demand response service for Waukena, State prisons, and Saturday service. Recommendations developed with the 2021 TDP include implementing the deviated fixed route service, consider subsidizing passenger fares on mid-day Amtrak trips to expand travel options for residents, and consider implementing Saturday service once ridership has stabilized on the deviated fixed route service.

***Regarding Question No. 3 - What level of service will "reasonably" meet identified unmet needs?***

An online community survey of Kings Area Rural Transit (KART) services conducted with the 2021 Transit Development Plan (TDP), identified transit needs within Kings County, based on 95 survey responses:

- Past Use of KART or CAT Services:
  - 63% of respondents have not used KART or CAT in the last 5 years
  - 37% of respondents have used KART or CAT in the last 5 years
- Reasons Residents Don't Use Transit:
  - 63.4% prefer to drive

- 8.9% the buses take too long
  - 7.1% lack service near their home (Visalia, Hanford, Kingsburg and Oxnard)
  - 3.6 %services start too late in the day
  - 3.6% service not running late enough
  - 5.4% inability to locate route/schedule info or use vanpool service
  - 3.6% Covid-19 unsafe exposure
  - 3.6% destinations are not being served (Fresno, Coalinga)
- How To Improve Existing Systems:
    - Current transit users indicated expanding service area and/or modifying schedules:
      - longer service on weekends, primarily Sundays
      - continuing to better serve the communities of Avenal, Corcoran, Hanford, and Lemoore
      - weekend service to Amtrak stations
      - increase service frequency to overall transit speed
    - Non-users of transit services indicated expanding service and schedules:
      - earlier weekday service for commuters
      - Sunday service
      - service to Coalinga
      - implement express and flex routes
      - improvements to buses and facilities, including cleanliness
      - increase affordability
      - increase frequency of service
      - increase routes in Avenal
      - increase marketing of services
      - later weekend schedule
      - increase Dial-A-Ride options in Corcoran
      - increase service speed
      - improvements to safety
  - Desire to Use Transit Services:
    - Of non-users of KART or CAT transit services:
      - 43.6% might like to use transit
      - 30.9% would like to use transit
      - 25.5% would not like to use transit
  - Preferred Improvements of Transit Users:
    - Of those who use KART and CAT services:
      - 38% use KART Hanford routes
      - 19.5% use Lemoore routes
      - 9.8% use Corcoran and Hanford routes
      - 7.3% use Corcoran Area Transit
      - 4.9 – 2.4% use commuter routes

"Reasonable to meet" transit needs are determined by comparing any identified needs to transit service criteria outlined in the 2021 Transit Development Plan and the 2022 Regional Transportation Plan (Chapter 6 – Public Transportation). Transit service needs of the community are identified by those that are not being met, or are not being met well, by the existing transit system. KCAG defines "unmet transit need" as "at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation due to age, income, or handicap/disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment". Every year, KCAG reviews ridership and cost data from KART and Corcoran Area Transit to compare actual performance with the set of transit criteria to assure that transit system costs are reasonable. Each transit operator evaluates the performance of the transit system, including the effectiveness of existing bus route structure and services and the financial performance of the systems and components of bus routes, in order to identify areas of effective and efficient transit service operation, along with areas of ineffective and/or inefficient operation. Service alternatives that are reasonable to meet are developed by each transit operator based on the given criteria, while meeting transit needs of the community.

The 2021 TDP covers Fiscal Years 2021/22 through 2025/26. The TDP suggests cost effective service alternatives designed to address the service problems and deficiencies of the KART system identified by outreach efforts and surveys as conducted in the communities served by KART. Recommended solutions include Hanford/Lemoore service alternatives for Sunday service, evening weekday service to benefit students and employees who need later services to reach night classes or work, evening Saturday service for employees who work weekends, elimination of the Lemoore NAS service, elimination of the flex route services in both Lemoore and Hanford, revise the Fresno commuter route, create a medical van reservation service, and create a volunteer transportation program to fill gaps in transportation needs.

In January 2026, KCAPTA relocated to the new KART Transit Center located on 7th Street between Harris and Brown Streets, in downtown Hanford. Bus relocation commenced in February with new fixed routes to cover the city's transit needs for shopping, medical, education, and employment destinations. Eventually, the transit center will become a complete multimodal hub for the planned High Speed Rail station in east Hanford, connecting the Amtrak passenger rail, HSR, active transportation, and Transit Oriented Development (TOD) in serving the region. A fixed route study was conducted in 2022 to provide the best alternative routes to and from the new location for bus route realignment of Routes 1 through 9.

Replacement transit services with the anticipated future closure of the Hanford Amtrak station services are being addressed by KCAPTA, KCAG, TCAG, the City of Visalia, Tulare County Regional Transit Agency, and Amtrak. Both KCAPTA's and the City of Corcoran's investments in zero emission technology are planned as public transit operations transition to meet the California Air Resources Board (CARB) requirements within the next 10 years. KCAPTA is purchasing the first of four electric battery buses using Transit (TIRCP) grant funds. The City of Corcoran will commence transitioning in 2027.

In 2019, an unmet transit need within the City of Avenal was recognized by KCAPTA for the senior disabled residents who need access to food banks and the city's meal program. KCAPTA worked with the Kings County Commission on Aging (KCCOA) to support the meal program with a small bus to transport the seniors to the Avenal senior center and Veteran's Hall through KCCOA's senior nutritional meal program. The City of Avenal subsidizes the meal program with transportation planning funds.

The City of Corcoran has provided an updated bus shelter at one location to serve residents and nearby businesses and is remodeling the depot building. The 2020 Fixed Route Study

addressed transit riders' needs with a proposed fixed route system designed to cover both west and east sides of the city and to provide connectivity on a pilot basis to Hanford (in addition to the existing KART Route 13) with demand response to Waukena and the State prisons. The City's plans to implement and finance a looped fixed route system with demand response has been postponed due to the ridership impacts of the pandemic and is subject to budget planning. The City of Corcoran's service alternatives include to subsidize passenger fares on mid-day Amtrak Gold Runner trips to expand travel options, to pilot and monitor Saturday service once the deviated fixed route is implemented, and to include marketing strategies with new bus amenities to support the new route system.

**SUMMARY OF CURRENT KINGS PUBLIC TRANSIT SERVICES for FY 2025-26**

<b>SERVICE AREA</b>	<b>ROUTE SERVICE</b>	<b>PARATRANSIT*</b>
<b>Lemoore Flex</b>	<ul style="list-style-type: none"> <li>A flex route with flex stops to destinations not covered by regular fixed route service. This system operates as an on-demand system. Weekday from 7:30 a.m. to 5:30 p.m. Saturday from 9:30 a.m. to 4:30 p.m.</li> </ul>	
<b>Lemoore GoKART</b>	<ul style="list-style-type: none"> <li>On demand, origin-to-destination service within city limits of Lemoore, Monday-Friday 7:30 a.m. to 5:30 p.m. Saturday from 9:30 a.m. to 4:30 p.m.</li> </ul>	
<b>Hanford GoKART</b>	<ul style="list-style-type: none"> <li>On demand, origin-to-destination service within city limits of Hanford, Monday-Friday 7:00 a.m. to 8:00 p.m. Saturday from 9:30 a.m. to 4:30 p.m.</li> </ul>	
<b>Avenal/Kettleman City /Stratford Route 12</b>	<ul style="list-style-type: none"> <li>KART runs 4 times daily from Hanford to Avenal and twice on Saturdays</li> </ul>	<ul style="list-style-type: none"> <li>Deviated Fixed Route</li> </ul>
<b>Corcoran KART Route 13  Corcoran Area Transit (CAT) Dial-a-Ride</b>	<ul style="list-style-type: none"> <li>CAT Dial-a-Ride in-town weekdays</li> <li>KART offers 3 trips per day on Hanford to Corcoran RT 13 and runs from Hanford to Corcoran State Prison weekdays a.m./ p.m.</li> </ul>	<ul style="list-style-type: none"> <li>CAT Dial-a-Ride service in-town Monday-Friday from 6:30 a.m. to 7:30 p.m. and Saturdays 9:30 a.m. to 4:30 p.m.</li> </ul>
<b>Grangeville/Laton/ Hardwick Route 14</b>	<ul style="list-style-type: none"> <li>KART RT 14 runs twice/day through these communities to Hanford</li> </ul>	<ul style="list-style-type: none"> <li>Deviated Fixed Route</li> </ul>
<b>Hanford  Routes 1 – 7, 9 NEW – Route 8 (2/2026)</b>	<ul style="list-style-type: none"> <li>KART runs 9 routes in Hanford on 30-minute intervals between 6:30 a.m. and 7:30 p.m. and Saturdays on hourly intervals from 9:30 a.m. to 4:30 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>KART offers paratransit service Monday-Friday between 6:30 a.m. to 7:30 p.m. and 9:30 a.m. to 4:30 p.m. on Saturdays*</li> </ul>
<b>Lemoore / Armona  Route 20 East/West</b>	<ul style="list-style-type: none"> <li>KART runs every half-hour on Hanford to Lemoore RT 20</li> </ul>	<ul style="list-style-type: none"> <li>KART offers paratransit service from Hanford Monday - Friday 6:30 a.m. to 7:30 p.m. and Saturdays 9:30 a.m. to 4:30 p.m.</li> </ul>
<b>Hanford/Visalia Route 15</b>	<ul style="list-style-type: none"> <li>KART runs RT 15 to Visalia 4 times daily to the COS campus, Kaweah Delta, and to Visalia Transit Center weekdays</li> <li>KART runs twice on Saturdays</li> </ul>	
<b>Hanford/Fresno Route 17</b>	<ul style="list-style-type: none"> <li>KART runs twice a day on Wednesday and Friday to Selma, and Fresno with transfers to Fresno Area Express (FAX)</li> </ul>	<ul style="list-style-type: none"> <li>KART paratransit in Hanford, Lemoore and Armona connects to Route 17 at KART Terminal. Fresno FAX offers paratransit upon Route 17 arrival at FAX stop.</li> </ul>
<b>Lemoore NAS Route 21</b>	<ul style="list-style-type: none"> <li>KART runs 3 times daily from Hanford to Lemoore Naval Air Station</li> </ul>	

\* Paratransit hours same as fixed route service hours; for Americans with Disabilities Act)



TO: KCAG Technical Advisory Committee  
FROM: Teresa Nickell, KCAG Regional Planner  
DATE: April 8, 2026

SUBJECT: FY 2025-26 Low Carbon Transit Operations Program Execution and Program Project List

Introduction

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 and funded by auction proceeds from the California Air Resource Board’s Cap-and-Trade Program. These proceeds provide greenhouse gas reduction funds for operating and capital assistance to transit operators. New legislation, SB 840, re-prioritizes Cap-and-Invest (formerly called Cap-and-Trade) auction revenue, rather than focusing on the market-driven trading of emission allowances for compliance, to be used to finance climate-friendly projects and utilize revenue towards affordable housing, public transit, and community air protection. SB 1207 extends the LCTOP to year 2045.

These changes have capped and moved the allocation of Greenhouse Gas Reduction Funds to Tier 3 for the LCTOP, along with the Transit and Intercity Rail Capital Program (TIRCP), Affordable Housing and Sustainable Communities (AHSC) Program, Community Air Protection Programs, Fire Protection Program, and the Safe and Affordable Drinking Water Fund. These programs will only be funded once Tier 1 and Tier 2 programs are fully funded. The cap is the annual amount of \$200 million if auction proceeds exceed \$4.2 billion.

The allocation schedule has changed to two phases per fiscal year starting FY 2026-27. For FY 2025-26, there are two cycles of LCTOP funds, Cycle A allocation requests ending in April 2026 and Cycle B allocation requests ending in October 2026. All recipient agencies, both the Lead Agency (transit operator) and Contributing Sponsor (KCAG), must comply with the California Air Resources Board (CARB) Funding Guidelines. The Funding Guidelines include requirements for reporting, recordkeeping and other activities designed to provide accountability and transparency.

Authorized Agent Designation

RTPAs are responsible for calculating the available allocation for each lead agency recipient applying for funds pursuant to PUC Section 99313 or population formula share. Applications and allocation requests for projects seeking funds pursuant to PUC Sections 99313 and 99314 must be approved by KCAG. KCAG submits a governing board resolution appointing agent(s) authorized to execute any actions necessary for each project sponsor/recipient agency. The KCAG Executive Director may be the authorized designated person for the application. A Draft Authorized Agent Resolution authorizing the KCAG Executive Director to execute for and on behalf of the Regional Entity any actions necessary for the purpose of obtaining FY 2025-26 LCTOP funds is included.

Program Project List

The LCTOP Program requires project demonstration of GHG benefits via the California Climate Investments modeling tool available through the CARB. In addition to reducing GHG emissions and increasing transit mobility, projects must demonstrate services that benefit a Disadvantaged

Community (DAC) and meaningfully address an important community need(s) within the service area or within a half mile of service area and within a low-income census tract.

The Kings County Area Public Transit Agency’s (KCAPTA) FY 2025-26 LCTOP Cycle A apportionment is a total of \$231,534. KCAPTA proposes two projects, the purchase of one zero emission battery electric vehicle to replace a gas-powered van for administrative support use and to subsidize the KART monthly pass program for reduced fares. The EV purchase is eligible for LCTOP funds for expenditures related to the purchase of a replacement zero emission vehicle. The reduced fare program provides monthly passes for fixed route bus service and is eligible as operational expenditures that increase transit mode share.

The City of Corcoran’s FY 2025-26 LCTOP Cycle A apportionment is a total of \$37,771. Corcoran proposes to provide free transit service for special event days in Corcoran (Farmers Market, Spring Slam, Aftershock Car Show, Fireworks Show, Cotton Festival, Christmas Parade, Christmas in the Park). The LCTOP eligibility requirements allow the new and free transit service as expenditures that enhance or expand transit service by supporting new or expanded bus services, including equipment acquisition, fueling, and maintenance costs.

The following funding chart indicates the transit requests for FY 2025-26 LCTOP Cycle A funding:

<b>FY 2025-26 LCTOP Cycle A Projects</b>	
<b>KCAPTA</b>	
Project No. 1	Purchase one battery electric vehicle
Funding Request	\$100,000
Project No. 2	Monthly Bus Passes
Funding Request	\$131,534
<b>Total Allocation Request</b>	<b>\$231,534</b>
<b>CORCORAN</b>	
Project No. 1	Free Transit Service
Funding Request	\$37,771
<b>Total Allocation Request</b>	<b>\$37,771</b>

These projects are eligible expenses under LCTOP guidelines and consistent with the adopted Sustainable Communities Strategies.

Recommendation

This is an information item. In order to streamline the CA Department of Transportations’ (DOT) process, KCAG Staff will submit to the DOT in the interim, a Draft Resolution No. 26-XX approving the distribution of the FY 2025-26 LCTOP Cycle A allocations for the capital and operational projects nominated by KCAPTA and Corcoran in the Project List in Exhibit “A” and a Draft Authorized Agent form.

In October 2026, KCAG Staff will present both the current LCTOP Cycle A projects and future LCTOP Cycle B projects for approval by the KCAG Transportation Policy Committee at the TPC meeting, including a final LCTOP Resolution approving the distribution of the FY 2025-26 Low Carbon Transit Operations Program allocations for all projects and the designation of the KCAG Executive Director as an authorized agent for the Low Carbon Transit Operations Program.

**BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE**

\*\*\*\*\*

**IN THE MATTER OF APPROVING THE )  
DISTRIBUTION OF FY 2025-26 LOW )  
CARBON TRANSIT OPERATIONS )  
PROGRAM ALLOCATIONS AND THE )  
AUTHORIZATION FOR THE EXECUTION )  
OF AUTHORIZED AGENT FORMS )**

**RESOLUTION NO. 26-xx**

**RE: LCTOP EXECUTION**

**WHEREAS**, the Kings County Area Public Transit Agency is an eligible lead agency and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**WHEREAS**, the City of Corcoran is an eligible lead agency and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

**WHEREAS**, the Kings County Association of Governments (KCAG) is an eligible contributing sponsor and recipient and may redirect state funding from the LCTOP to eligible recipients for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

**WHEREAS**, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, KCAG has been appointed by Caltrans as the designated contributing sponsor for the distribution of LCTOP Cycle A fund allocations in the amount of \$269,305 and Cycle B fund allocations in the amount of \$\_\_\_\_\_ in Fiscal Year (FY) 2025-26; and

**WHEREAS**, the LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities; and

**WHEREAS**, KCAG, in collaboration with and from consensus of the region's transit managers, developed Table 1 shown in Exhibit "A", which identifies the projects selected by the region's transit operators based on existing transit related needs and priority; and

**WHEREAS**, KCAG wishes to delegate authorization to execute these documents of the LCTOP program and any amendments thereto to the Executive Director.

**NOW, THEREFORE, BE IT RESOLVED** by the KCAG Transportation Policy Committee that the fund recipient agrees to comply with all conditions and requirements set forth in the Certifications and Assurances and the Authorized Agent documents and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.

**BE IT FURTHER RESOLVED** that the KCAG Transportation Policy Committee authorizes the Executive Director to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

**BE IT FINALLY RESOLVED**, that the KCAG Transportation Policy Committee approves the distribution of FY 2025-26 LCTOP allocations and authorizes the submittal of the project nominations listed in the LCTOP Project list in Exhibit "A" to the Department of Transportation.

The foregoing Resolution was adopted on a motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, at a special meeting held on the 28th day of October, 2026, by the following vote:

- AYES:**
- NOES:**
- ABSTAIN:**
- ABSENT:**

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE**

\_\_\_\_\_  
Chair

**WITNESS**, my hand this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Terri King, Executive Director

## EXHIBIT “A”

### Low Carbon Transit Operations Program (LCTOP) Project List

**Table 1: Distribution of FY 2025-26 LCTOP Cycle A and Cycle B Allocations**

Lead Agency	Project Name	Project Description	LCTOP Cycle A FY 2025-26 Funding Amount (PUC 99313 & 99314)	Benefit to Priority Populations	Contributing Sponsor
KCAPTA	Battery Electric Bus	One (1) Zero emission battery electric bus	\$100,000	Improves transit within a DAC and low-income communities by increasing mobility and access while reducing greenhouse gases	KCAG
KCAPTA	Monthly Bus Passes	1-month Bus Passes for KART fixed route service	\$131,534	Improves transit within a DAC and low-income communities by increasing mobility and access to education, medical, employment, shopping and to passenger rail	KCAG
Corcoran	Battery Electric Passenger Van	Zero emission battery electric 6-passenger van with 1 wheelchair and lift	\$58,092	Improves transit within a DAC and low-income communities by reduced GHGs and PM 2.5 air pollutant and improved public health, safety, and system reliability	KCAG
<b>Total Article 6.5 Allocation* :</b>			<b>\$410,218</b>		
Lead Agency	Project Name	Project Description	LCTOP Cycle B FY 2025-26 Funding Amount (PUC 99313 & 99314)	Benefit to Priority Populations	Contributing Sponsor
KCAPTA					KCAG
KCAPTA					KCAG
Corcoran					KCAG
<b>Total Article 6.5 Allocation* :</b>			<b>\$</b>		

\* Article 6.5 Allocation by Population per PUC 99313 and by Revenue per PUC 99314.8



TO: KCAG Technical Advisory Committee  
FROM: Terri King, KCAG Executive Director  
DATE: April 8, 2026

SUBJECT: Final FY 2026-2027 Overall Work Program and Budget

### Introduction

The regional transportation planning agencies and metropolitan planning organizations are required to annually prepare a draft Overall Work Program (OWP) for its planning activities. The OWP identifies work efforts, funding sources and a work schedule of the activities to be accomplished during the coming year. The release of a draft FY 2026-27 OWP was approved for submittal to various local, State and Federal agencies for review and comment by the KCAG Transportation Policy Committee in February.

### Local, State and Federal Comments

Comments on the draft FY 2026-27 OWP were solicited from Caltrans District 6 as well as the different divisions of Caltrans Headquarters and other federal, state, and local agencies. Comments were received from Caltrans and the Federal Highway Administration and appropriately incorporated into the final OWP.

### Final Proposed FY 2026-2027 OWP

The proposed final FY 2026-27 Overall Work Program will be included as a handout. There were no significant changes in work element tasks from the draft document, except for minor corrections and additional details requested in Caltrans' comment letter.

Funding sources for next year's OWP include Federal Planning funds; Toll credits (used as federal matching requirement); SB 1 Formula Grant funds; Local Transportation Fund (LTF); Abandoned Vehicle Abatement (AVA) funds; Regional Early Action Planning (REAP) grant funds; and City and County general funds. Federal planning funds must be matched with non-federal funds and may only be used for eligible activities. A summary of the work element topics and their proposed costs and funding source is attached.

The total cost of next year's activities will be approximately \$2,005,900 and includes salaries and benefits, services and supplies, and consulting services. Included is estimated cost of services and supplies for the new KCAG office at the Kings County Area Public Transit Agency (KCAPTA) transit facility for which KCAG entered into a lease agreement on January 10, 2026. Consultants will be used in FY 2026-27 for the Regional Transportation Plan and Environmental Impact Report, Sustainable Communities Strategy, air quality planning services, travel forecasting modeling services, traffic counts, Transportation Development Act financial compliance audits, AVA audits, and the Valleywide Coordinator. REAP 2.0 funds will be available for reimbursement of approved grant applications by KCAG through the end of 2026.

### Final Proposed FY 2026-27 Budget

The estimated FY 2026-2027 budget of \$2,005,900 is based on the draft OWP. The total cost includes expenditures for Salaries/benefits, services and supplies, consulting services, and new printer. The requested total expenditure is a 4% decrease from the prior year's budget. Total expenditures of \$1,025,926 for salaries and benefits are increased by about 4%, total expenditures of \$326,601 for Services and Supplies (not including consulting services) are increased by less than 1% compared to the prior year budget. Total revenues have decreased by 4%.

### Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee approve the final FY 2026-27 OWP and Budget with the adoption of Resolution No. 26-05.

**SUMMARY REVENUE CHART  
FY 2026-2027**

FUNDING SOURCE	LTF FUNDS	PL FUNDS	PL Carry Over FUNDS 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 FUNDS	AVA FUNDS	LOCAL FUNDS	TOTAL OF MPO ACTIVITY	TOLL CREDITS
<b>WORK ELEMENTS</b>												
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 I/JA 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 Areawide 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
<b>TOTAL</b>	<b>\$481,300</b>	<b>\$846,301</b>	<b>\$123,347</b>	<b>\$59,252</b>	<b>\$168,500</b>	<b>\$118,500</b>	<b>\$25,000</b>	<b>\$30,000</b>	<b>\$45,000</b>	<b>\$108,700</b>	<b>\$2,005,900</b>	<b>\$99,702</b>
		<b>\$969,648</b>		<b>\$59,252</b>	<b>\$287,000</b>							

**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	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.	KCAG	CONSLT.		
501.01 MPO / RTPA Planning & Coordination	\$8,834	\$965	\$22,085	\$2,415															\$8,950	\$54,750	\$98,000	\$0
501.02 Overall Work Program and Budget	\$45,000	\$2,500	\$45,000	\$2,500																	\$95,000	\$0
501.03 ILJA Programs			\$50,000	\$0																	\$50,000	\$5,735
501.04 Federal Transit Administration Programs					\$59,252	\$0															\$59,252	\$6,796
502.01 Regional Transportation Plan			\$113,811	\$157,832	\$51,679	\$71,668															\$394,990	\$45,305
502.01 Regional Transportation Plan - CS			\$25,158	\$0																	\$25,158	\$0
502.02 Travel Model Program	\$16,150	\$46,350	\$16,150	\$46,350																	\$125,000	\$0
502.03 SB 125 Transit Program											\$25,000	\$0									\$25,000	\$0
502.04 Traffic Count Program	\$20,000	\$10,000																			\$30,000	\$0
502.05 Air Quality Planning			\$66,288	\$28,712																	\$95,000	\$0
502.06 Sustainable Communities Strategy	\$10,500	\$21,000																			\$30,000	\$0
502.07 Transit Development Plan	\$22,894	\$72,106			\$40,606	\$127,894															\$125,000	\$14,338
502.09 V-TRANSFRM	\$15,000	\$0									\$39,500	\$79,000									\$150,000	\$0
502.11 Transportation Performance Measures			\$25,000	\$0																	\$25,000	\$0
503.01 Transportation Improvement Programs			\$215,000	\$0																	\$215,000	\$24,661
504.01 TDA Administration and Support	\$126,300	\$38,700																			\$165,000	\$0
505.01 Abandoned Vehicle Abatement Auth.																					\$45,000	\$0
405.01 Area-wide Clearinghouse Review																			\$45,000	\$0	\$45,000	\$0
406.02 Regional Early Action Planning 2.0																					\$30,000	\$0
407.01 Census Data Center	\$25,000	\$0																			\$25,000	\$0
<b>SOURCE TOTAL</b>	\$289,678	\$191,622	\$608,482	\$237,809	\$51,679	\$71,668	\$59,252	\$0	\$40,606	\$127,894	\$39,500	\$79,000	\$25,000	\$0	\$30,000	\$15,000	\$30,000	\$15,000	\$53,950	\$54,750	\$99,702	\$99,702
<b>GRAND TOTAL</b>	\$481,300		\$846,301	\$959,648	\$123,347		\$59,252		\$168,500	\$287,000	\$118,500		\$25,000		\$45,000		\$45,000		\$108,700		\$2,005,900	\$99,702

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS**  
**Fiscal Year 2026-2027**  
**Budget (Proposed Final)**

ACCOUNT DESCRIPTION	Adopted Budget FY 25/26	Spent To Date FY 25/26	Proposed Budget FY 26/27
<b>SALARIES &amp; BENEFITS:</b>			
Regular Employees	\$760,448	\$485,376	\$786,427
Retirement	\$109,163	\$62,332	\$113,535
Retirement-UAL Payment	\$0	\$0	\$0
Health Insurance	\$84,396	\$45,123	\$92,659
Management Benefits	\$10,063	\$9,644	\$13,913
Insurance-Work Comp.	\$5,592	\$1,693	\$5,789
Unemployment Insurance	\$2,597	\$1,848	\$2,200
Medicare	\$11,026	\$6,755	\$11,403
<b>TOTAL LABOR:</b>	<b>\$983,285</b>	<b>\$612,771</b>	<b>\$1,025,926</b>

<b>SERVICES &amp; SUPPLIES:</b>			
Communications	\$8,500	\$5,077	\$5,166
Insurance	\$13,645	\$11,245	\$12,092
Office Expenses	\$4,000	\$21,975	\$4,000
Maintenance-S.I.&G.	\$6,800	\$2,888	\$500
Memberships	\$8,000	\$1,851	\$2,000
Bank Charges	\$1,500	\$943	\$1,800
Books and Periodicals	\$200	\$0	\$200
Record Storage Charges	\$0	\$0	\$0
Postage & Freight	\$2,320	\$1,929	\$2,354
Offset Printing/Stores	\$0	\$0	\$0
Computer Software Expenses	\$0	\$810	\$0
Prof. & Spec. Services	\$34,730	\$4,089	\$34,730
Legal Expenses	\$16,000	\$6,599	\$16,000
Auditing and Accounting	\$62,400	\$2,500	\$58,700
Consultant Expenses	\$770,000	\$280,123	\$652,173
Publi. and Legal Notices	\$6,000	\$425	\$6,000
Rents & Leases - Equipment	\$3,500	\$2,223	\$2,940
Rents & Leases - Software	\$3,656	\$3,867	\$5,157
Rent Office Space	\$32,400	\$29,850	\$60,000
Special Dept Expense	\$35,000	\$18,557	\$48,500
Purchasing Charges	\$7,522	\$2,133	\$3,392
Motor Pool Serv.	\$2,000	\$1,047	\$1,700
Travel & Expenses	\$3,000	\$3,714	\$6,034
Utilities	\$8,400	\$9,350	\$19,200
Registration	\$2,400	\$5,942	\$5,000
Electronic Hardware	\$0	\$18,465	\$2,000
Cost Allocation Plan Charges	\$0	\$0	\$1,188
Info Tech Services	\$30,142	\$20,363	\$27,588
IT Managed Contracts	\$2,800	\$1,502	\$1,560
Fixed Assets	\$30,000	\$0	\$0
<b>TOTAL SERV/SUPP:</b>	<b>\$1,094,915</b>	<b>\$457,467</b>	<b>\$979,974</b>

<b>REVENUE:</b>			
ACCOUNT DESCRIPTION	Adopted Budget FY 25/26	Received To Date FY 25/26	Proposed Budget FY 26/27
Sales & Use Tax	\$249,926	\$300,000	\$431,300
Interest on Current Deposits	\$0	\$17,404	\$0
St. Aid - Reg Improv Program	\$40,000	\$0	\$0
AVA Administration	\$60,000	\$12,938	\$45,000
St. Aid - Transportation	\$210,000	\$68,978	\$362,000
Fed. Aid - MPO Planning	\$1,400,774	\$637,453	\$1,028,900
Cities- Regional Planning	\$92,500	\$0	\$108,700
Miscellaneous Services	\$0	\$0	\$0
Other Revenue	\$25,000	\$20,818	\$30,000
<b>TOTAL REVENUE:</b>	<b>\$2,078,200</b>	<b>\$1,057,591</b>	<b>\$2,005,900</b>

<b>TOTALS</b>			
ACCOUNT DESCRIPTION	Adopted Budget FY 25/26	To Date FY 25/26	Proposed Budget FY 26/27
<b>SALARIES &amp; BENEFITS:</b>	\$983,285	\$612,771	\$1,025,926
<b>SERVICES &amp; SUPPLIES:</b>	\$1,094,915	\$457,467	\$979,974
<b>TOTAL EXPENDITURES:</b>	<b>\$2,078,200</b>	<b>\$1,070,238</b>	<b>\$2,005,900</b>
<b>TOTAL REVENUE:</b>	<b>\$2,078,200</b>	<b>\$1,057,591</b>	<b>\$2,005,900</b>
<b>Rev. over Exp.</b>	<b>\$0</b>	<b>(\$12,647)</b>	<b>\$0</b>

**BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE**

\* \* \* \* \*

**IN THE MATTER OF APPROVING )  
THE FY 2026-2027 OVERALL WORK )  
PROGRAM FOR REGIONAL )  
TRANSPORTATION PLANNING )**

**RESOLUTION NO. 26-05  
RE: FY 2026-2027 OWP**

**WHEREAS**, the Kings County Association of Governments (KCAG) is the Metropolitan Planning Organization for Kings County; and

**WHEREAS**, each year the KCAG Transportation Policy Committee adopts a work program which represents its transportation planning effort and the cost of that effort for the following year; and

**WHEREAS**, in the development of the overall work program KCAG has sought input from member agencies, transit operators, other San Joaquin Valley Transportation Planning Agencies, Federal, and State agencies with respect to proposed work to be performed; and

**WHEREAS**, a draft overall work program was submitted to the public and local, State, and Federal agencies for review and comment and that comments, views and recommendations were accommodated and incorporated into the final OWP to the maximum extent possible; and

**WHEREAS**, 23 CFR 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with applicable requirements.

**NOW, THEREFORE, BE IT RESOLVED**, that the KCAG Transportation Policy Committee does hereby adopt the "FY 2026-2027 Overall Work Program" and certifies that its planning process will be implemented through this document in accordance with the following:

1. 23 U.S.C. 134, 49 U.S.C. 5303 through 5306 and 5323(l);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d));
3. 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;
4. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects; and
5. 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).

**BE IT FURTHER RESOLVED**, that the KCAG Transportation Policy Committee hereby authorizes submittal of the FY 2026-27 OWP to the various participating State and Federal agencies; and

**BE IT FURTHER RESOLVED**, that the KCAG Executive Director be, and is hereby designated and authorized to submit the FY 2026-27 OWP and to execute all necessary agreements and contracts on behalf of KCAG to implement the purposes of this resolution; and

**BE IT FINALLY RESOLVED**, that the KCAG Executive Director is hereby authorized to make and submit to the appropriate funding agencies necessary work program and budget modifications to the OWP based upon actual available funds, and to draw funds as necessary.

The foregoing Resolution was adopted on a motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, at a special meeting held on the 29th day of April, 2026 by the following vote:

**AYES:**  
**NOES:**  
**ABSTAIN:**  
**ABSENT:**

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE**

\_\_\_\_\_  
Chair

**WITNESS**, my hand this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Terri King, Executive Director