Today’s Agenda

• Introductions
• Project Introduction
  • Project Scope/Schedule
• Presentation of Data
  • Economic Data
  • Goods Movement Analysis
• Corridor Analysis
• Ultimate Goal/Configuration
• Performance Measures

Open Forum
• Questions/Discussion
Project Schedule

Legend

- Task Duration
- SubTask Duration
- Meetings/Presentations (X = Number of Meetings)
- Public Meetings and Workshops

Deliverables

- D Draft PLAN
- F Final PLAN
- Other Deliverable

- Hatch Mott MacDonald
<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
<th>Milestones</th>
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<tr>
<td>1.1</td>
<td>KCAG / HLM Team Coordination</td>
<td>April 2016 - May 2016</td>
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<td>1.2</td>
<td>Public Meetings and Community Workshops</td>
<td>June 2016 - August 2016</td>
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<td>1.3</td>
<td>Develop a List of Potential Projects</td>
<td>September 2016 - October 2016</td>
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<td>2.1</td>
<td>Review and Analyze Existing Traffic and Performance Data</td>
<td>November 2016 - December 2016</td>
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<td>2.2</td>
<td>Develop New Data for SR 198 from I-5 to SR 99</td>
<td>January 2017 - February 2017</td>
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<td>2.3</td>
<td>Develop Performance Measures</td>
<td>March 2017 - April 2017</td>
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<td>2.4</td>
<td>Evaluate the List of Potential Projects</td>
<td>May 2017 - June 2017</td>
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<td>3.1</td>
<td>Economic Development Analysis</td>
<td>July 2017 - August 2017</td>
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<td>3.2</td>
<td>Evaluate Goods Movement</td>
<td>September 2017 - October 2017</td>
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<td>3.3</td>
<td>Additional Performance Measures (Impact Assessment)</td>
<td>November 2017 - December 2017</td>
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<td>4.1</td>
<td>Preparation of the Draft PLAN</td>
<td>January 2018 - February 2018</td>
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<td>4.2</td>
<td>Review, Comment, and Revision of the Draft PLAN</td>
<td>March 2018 - April 2018</td>
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<td>4.3</td>
<td>Preparation and Acceptance of the Final PLAN</td>
<td>May 2018 - June 2018</td>
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<td>5.1</td>
<td>Presentation of the Draft PLAN to KCAG TPC</td>
<td>July 2018 - August 2018</td>
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<td>5.2</td>
<td>Presentation and Adoption of the Final PLAN by KCAG TPC</td>
<td>September 2018 - October 2018</td>
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<td>5.3</td>
<td>Project Management</td>
<td>November 2018 - December 2018</td>
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- Deliverables:
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  - Final PLAN
  - Other Deliverable
Regional Growth Trends

- The three county Study Area experienced significant growth since 1970, far out-pacing the state as a whole
  - Kings, Fresno and Tulare doubled in population (from 668,400 to 1,292,000) and employment (290,090 to 627,070) from 1970-2000. A majority of this growth in absolute terms occurred in Fresno County, with particular emphasis in the City of Fresno and surrounding suburbs.

- Recent growth along the SR 198 corridor has been focused in Hanford and Lemoore
  - Between 2005 and 2013, these two cities added residents and jobs (15 and 11% increase) while rest of county declined.
  - They currently account for 54% of population and 45% of jobs in Kings County.

- Kings County serves as a job destination, with SR 198 serving as a critical link
  - Roughly 50% of county employed residents work elsewhere while 45% of local jobs are held by outside residents.
Economy Activity

• Agriculture and food processing / packaging industries continue to play a critical role in the Study Area Region economy
  – Of the 13 largest employers in Kings County, 12 are categorized in the food production and processing industry sector and the aggregate employment of these businesses comprises nearly 25% of total employment

• Educational, health care, and retail sectors have been growing in significance, particularly in Kings County and along SR 198 in particular
  – Since 2005, educational, and health services grew by 31% and retail trade by 8%

• Continued vertical integration within ag sectors is expected to cluster jobs around existing urban centers and boost east-west movement along SR 198

• Anticipated expansion of the Lemoore Naval Air Station (NAS) with the addition of the F-35C aircraft is anticipated to increase employment, population and goods movement along SR 198
Goods Movement Sectors

- While Kings County businesses export more goods and services than they sell locally, the county is still a net importer, suggesting significant economic dependence on regional trade flows, and SR 198.
- An estimated 30% of the Kings County economy consists of sectors that produce goods (and to a lesser extent services) that must be shipped to market, either as inputs or final products.
- While warehouse, distribution and shippers, represent a relatively small proportion of Kings County economy, they provide critical services to other key sectors.
- Most of all warehousing, distribution and truck terminal users in Kings County are located within 5 miles of SR 198.
Goods Movement Overview

• Goods Movement Study aims to
  • Identify Issues & Trends; build on prior studies
  • Enhance Corridor for Economic Development

• Corridor Context & Characteristics
  • SR 198 is a national (STAA) and CA truck route
  • One of very few E-W connectors in the valley
  • Short line (San Joaquin RR) Goshen-Huron offers shippers another mode of transport

• Finance Strategies – MAP 21 & after
  • Current federal legislation increases the federal funding match for key GM routes
  • Competition for funding still very competitive.
Key Findings on the SR 198 Corridor

- Truck are 8 to 18 percent of SR 198 traffic
  - Higher truck percentages west of Lemoore NAS
- Truck traffic is forecast to increase at the same rate as total traffic—nearly doubling by 2040
- SR 198 and I-5 are the shortest route to Bay Area for parcels west of Hanford.
- Rail is an opportunity for interstate freight
  - Rail is economical for goods shipped >500 miles
- SR 198 is at the center of the SJ Valley
  - Important implication: Shippers in the corridor are within a day’s drive (round trip) of ALL of California’s major ports
SR 198 Corridor: Proximity to Major Ports
Conclusions re: Goods Movement
SR 198 as a Corridor of Choice

- While SR 99 will remain the transportation backbone of the San Joaquin Valley for goods movement, SR 198 improvements will provide an alternative choice to SR 99 (esp. in the segment between SR 43 and SR 99) when SR 99 is impaired by incidents or congestion
- One-day round-trip access to all major ports is a key locational advantage
- Parallel rail service in corridor offers choice for shippers
Corridor Transportation Analysis

• Base Year Traffic Analysis
  – Study provides base-year traffic analysis for non-recession, non-drought condition

• Future Traffic Analysis
  – Traffic forecasts prepared for 2040

• Roadway Capacity Analysis
  – Existing SR 198 two-lane roadway expected to be close to capacity in 2040

• Accident Analysis
  – Accidents occur, but no major safety issues are apparent

More detailed analysis is needed at the project level for review by key reviewers, including Caltrans
Roadway Improvement Recommendations

• Short-Term (0 to 10 Years)
  – Enhance Pavement Markings
  – Signal/Roundabout at SR 198/SR 269

• Medium-Term (10 to 20 Years)
  – Passing Lanes
  – Signal/Roundabout at SR 198/Commercial Driveway West of I-5
  – Intelligent Transportation System Improvements (Changeable Message Signs, Highway Advisory Radio, Enhanced Incident Detection)

• Long-Term (Beyond 20 Years)
  – Widen SR 198 to Four Lanes: Lemoore NAS to I-5

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Recommended Improvements
(I-5 to Lemoore NAS)

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Corridor-Wide Improvements:
- ITS Elements per SR 198 Corridor System Management Plan
Open Forum

☑ Challenges and Opportunities

Questions/Discussion ??