



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

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# MEETING

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

**Place:** In-Person  
Kings County Association of Governments  
339 W. D Street, Suite B  
Lemoore, CA 93245

**Zoom Meeting**  
Meeting ID: 599 973 9795, Passcode: 93245  
<https://zoom.us/j/5999739795?pwd=Mk9jUDIUR1VCVUt6RDZGTHROSUpFUT09>  
Phone only 1-669-900-6833

**Time:** 1:30 p.m., Wednesday, April 9, 2025

**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. To submit such comments by U.S. Mail, please forward them to KCAG, at 339 W. D Street, Suite B, Lemoore, CA 93245.

<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 12, 2025	1-2	Action
<b>II. TRANSPORTATION:</b>		
A. FY 2025-26 Transportation Development Act Activities	3-19	Information
B. FY 2024-25 Low Carbon Transit Operations Program Execution And Program Project List	20-24	Action
C. Final FY 2025-26 Overall Work Program and Budget	25-31 Attachment	Action

**III. REGIONAL PLANNING:**

None

**IV. MISCELLANEOUS:**

**V. ADJOURNMENT: Next meeting scheduled for May 14, 2025.**



# MINUTES

## KCAG TECHNICAL ADVISORY COMMITTEE

Wednesday, March 12, 2025

**CALL MEETING TO ORDER**

The regular meeting of the KCAG Technical Advisory Committee was called to order by Joel Gandarilla, at 1:36 p.m. on Wednesday, March 12, 2025, in the Conference Room, 339 West “D” Street, Suite B, Lemoore, California, and via Zoom Meeting.

**MEMBERS PRESENT:** Kristie Baley, City of Lemoore, Community Development  
Cynthia Baruch, Lemoore Naval Air Station  
Estevan Benavides, City of Lemoore Public Works  
Heather Corder, Kings County Area Public Transit Agency  
Alex Hernandez, County of Kings, Community Development  
Orfil Muniz, City of Corcoran, City Engineer  
Sandra Scherr, Caltrans District 6  
Alejandro Solorio, City of Hanford Public Works

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

**VISITORS PRESENT:** David Deel, Caltrans District 6

**A. UNSCHEDULED APPEARANCES**

None.

**B. MINUTES**

It was moved and seconded (Baley / Hernandez) to approve the Minutes of February 12, 2025. The motion carried unanimously.

**TRANSPORTATION**

**A. FY 2025-26 Transportation Development Act Fund Summary**

Teresa Nickell stated that the estimate of FY 25-26 Local Transportation Fund (LTF) is \$6,200,000 and State Transit Assistance (STA) estimate is \$1,613,210. Claims have been sent out and should be returned to KCAG by April 1, 2025. The City of Corcoran held its unmet transit needs public hearings in January and February and the Kings County Area Public Transit Agency (KCAPTA) held one unmet transit needs hearing in February and will hold another hearing in March. KCAG will hear unmet transit needs testimony at public hearings on April 23rd and May 28th.

**B. FY 2024-25 Overall Work Program and Budget – Amendment No. 2**

Jennifer Morales provided a summary of the proposed FY 2024-2025 Overall Work Program (OWP) amendment No. 2. The final FY 2024-25 apportionment for PL, FTA Section 5303, and SB 1 Formula Grant funds have been received, with the final FY 2024-25 apportionment of PL funds being \$774,627, thereby requiring a total programming reduction of \$22,673. The final apportionment of FTA Section 5303 funds is \$58,363, thereby requiring a program reduction of \$939. The final apportionment of SB 1 Formula Grant funds is \$171,500. After applying estimated final FY 2024-2025 expenditures, eight work elements may have an over or under expenditure of federal funds. Amendment No. 2 to the FY 2024-2025 OWP is needed to make changes in PL and FTA 5303 fund amounts, and other funding changes since the OWP was first adopted. A summary of those changes was provided.

It was moved and seconded (Benavides / Baley) to recommend that the KCAG Transportation Policy Committee approve Amendment No. 2 to the FY 2024-2025 Overall Work Program with the adoption of Resolution No. 25-01. The motion carried unanimously.

**REGIONAL PLANNING**

None.

**MISCELLANEOUS**

Teresa Nickell said that the Regional Active Transportation Plan (ATP) is moving forward. The draft priorities project list has been sent out and is due this Friday and next week the draft non-infrastructure recommendation will be sent out.

Julio Gonzalez stated that the draft agreements for REAP 2.0 have been sent out.

Cynthia Baruch inquired from Caltrans why the traffic signal light at SR 198 and LNAS main entrance stays red too long for exiting traffic during the hours of 10:00 p.m. to 11:00 p.m. The reply was that Caltrans will review this issue.

David Deel said that regarding system planning, SR 233 in Chowchilla was completed and the SR 137 and SR 145 draft corridor plan are in process. Regarding regional planning, KCAG has submitted the FY 2025-26 Draft Overall Work Program. Cycle 8 of the Active Transportation Plan Disadvantaged Communities Technical Assistance (ATPDCTA) program offers tailored assistance for urban, suburban rural, and tribal, with applications due April 21, 2025. Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0 has been updated with 4 new strategies and 14 key actions to further encourage sustainable transportation and reduce GHG emissions.

Esteban Benavides requested to be on the mailing list.

Sandra Scherr acknowledged receiving FY 24-25 OWP Amendment No. 2 and it is currently under review. She also noted that KCAG requested comments on the draft FY 25-26 OWP will be due on March 31, 2025, but that it was a State holiday.

**ADJOURNMENT**

There being no further business before the KCAG Technical Advisory Committee, the meeting was adjourned at 1:58 p.m. The next meeting is scheduled for April 9, 2025.

Respectfully submitted,

Terri King, Executive Director



TO: KCAG Technical Advisory Committee  
FROM: Teresa Nickell, KCAG Staff  
DATE: April 9, 2025

SUBJECT: FY 2025-26 Transportation Development Act (TDA) Activities

### Introduction

One of the responsibilities of the Kings County Association of Governments (KCAG) is to administer Transportation Development Act (TDA) funds available to Kings County. TDA funds are composed of Local Transportation Funds (LTF) and 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 provided within the following attachment. Allocation amounts will be revised following the release of the 2025 population estimates by the California 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 Transportation Development Act (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. 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 was required to hold a public hearing 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.

The Kings County Area Public Transit Agency (KCAPTA) held public hearings during February and March 2025. The City of Corcoran held public hearings in January and February. KCAG will hold two public hearings, pursuant to TDA section 99238.5, for unmet transit needs testimony during the April and May Transportation Policy Committee (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 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 January 28th and February 25th. KCAPTA has received five unmet transit needs requests.

## 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 2025-26

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 regular meeting place at the County Board of Supervisors' Chambers in Hanford, at the KCAG office, at the KCAPTA office, KART station and on bus monitors, and at the Corcoran Depot building and on CAT buses. 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.

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.

<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> OTHER ALLOCATIONS * 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.



### III. KCAG RESPONSIBILITIES

KCAG, as the designated Regional Transportation Planning Agency, monitors the LTF, determines the annual apportionment, 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 money 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 money 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 2025-26 LTF ESTIMATE

The Kings County Auditor-Controller estimates that the FY 2025-26 LTF will be \$6,200,000. The following table is the expected breakdown of the fund allocation.

**TABLE 1**  
**Summary of FY 2025-26 LTF Claims**

<b>CLAIM *</b>	<b>AMOUNT</b>
Claims for Pedestrian/Bicycle Facilities	\$ 0
KCAPTA Claim for KART Operation	\$ 2,000,000
Corcoran Claim for Dial-a-Ride Operation	\$ 741,255
Corcoran Claim for Amtrak Services	\$ 95,000
Claims for Regional Planning, Transportation Planning, and LTF Administration	\$ 300,000
Cities and County Claims for Streets and Roads	\$ 3,063,745
<b>TOTAL</b>	<b>\$ 6,200,000</b>

\* See below for actual breakdown by jurisdiction.

V. FY 2025-26 LTF CLAIMS

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

**TABLE 2**  
**FY 2025-26 LTF Apportionment Ratios**

<b>AREA OF APPORTIONMENT</b>	<b>POPULATION</b>	<b>PERCENTAGE</b>	<b>LTF</b>
Avenal	13,981	9.1602%	\$567,932
Corcoran	21,633	14.1738%	\$878,776
Hanford	59,286	38.8437%	\$2,408,310
Lemoore	26,855	17.5952%	\$1,090,902
Kings County (Unincorporated)	30,872	20.2271%	\$1,254,080
<b>TOTAL</b>	<b>152,627</b>	<b>100.0000%</b>	<b>\$6,200,000</b>

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

**TABLE 3  
LTF Allocations for FY 2025-26**

<b>FY 2025-26 LOCAL TRANSPORTATION FUND SHARES</b>		<b>AMOUNT CLAIMED</b>	<b>AMOUNT REMAINING</b>
<b>1. Estimate of LTF for FY 2025-26</b>		\$6,200,000	
<b>2. Article 3 for pedestrian and non-motorized facilities (2% of total)</b>		\$124,000	\$6,200,000
<b>3. Article 8 regional and transportation planning allocation and LTF administration by KCAG:</b>		\$300,000	\$5,900,000
<u>Jurisdiction</u>	<u>% of Population*</u>	<u>Share \$</u>	
Avenal	9.1602%	\$27,481	
Corcoran	14.1738%	\$42,521	
Hanford	38.8437%	\$116,531	
Lemoore	17.5952%	\$52,786	
Kings County	<u>20.2271%</u>	<u>\$60,681</u>	
	Total	100.0000%	\$300,000
<b>4. KCAPTA Article 4 transit allocation:</b>		\$2,000,000	\$3,900,000
<u>Jurisdiction</u>	<u>KCAPTA Formula %</u>	<u>Share \$</u>	
Avenal	6.0317%	\$120,634	
Corcoran	0.0000%	\$0	
Hanford	55.8190%	\$1,116,380	
Lemoore	22.9927%	\$459,854	
Kings County	<u>15.1566%</u>	<u>\$303,132</u>	
	Total	100.0000%	\$2,000,000
<b>5. Corcoran Article 4 - Corcoran Dial-a-Ride:</b>		\$741,255	\$3,158,745
<b>6. Corcoran Article 8 - Amtrak tickets</b>		\$95,000	\$3,063,745
<b>7. Article 8 for streets and roads allocation:</b>		\$3,063,745	\$0
<u>Jurisdiction</u>		<u>Share \$ **</u>	
Avenal		\$419,817	
Corcoran		\$0	
Hanford		\$1,175,399	
Lemoore		\$578,262	
Kings County		<u>\$890,267</u>	
	Total	\$3,063,745	\$0

\* 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 2025-26 LTF CLAIMS / 2023-24 AUDITS

1. Kings County Association of Governments (KCAG)

Claimant: Member agencies for their participation in KCAG Regional Transportation Planning Agency functions  
Estimated Claim: \$300,000  
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

2. Kings County Area Public Transit Agency (KCAPTA)

Claimant: KCAPTA acting for its member agencies to provide public transit  
Estimated Claim: \$2,000,000 (Avenal \$120,634; Corcoran \$0; Hanford \$1,116,380; Lemoore \$459,854; Kings County \$303,132)  
Purpose: Members' support of the Kings Area Regional Transit (KART) system  
Authority: Article 4, Section 99260(a)  
Estimated Budget: \$10,850,202  
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

3. Corcoran Dial-a-Ride

Claimant: City of Corcoran  
Estimated Claim: \$741,255  
Purpose: Support of the Corcoran Area Transit (CAT) system  
Authority: Article 4, Section 99260(a)  
Estimated Budget: \$874,430  
Environmental Review: Recertify Negative Declaration approved in 1990 for a Public Transportation System  
2023-24 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*

5. Avenal

Claimant: City of Avenal  
Estimated Claim: \$419,817  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically Exempt, Class I  
2023-24 Audit: *Pending receipt of Audit Report*

6. Corcoran

Claimant: City of Corcoran  
Estimated Claim: \$878,776  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically Exempt, Class I  
2023-24 Audit: *Pending receipt of Audit Report*

7. Hanford

Claimant: City of Hanford  
Estimated Claim: \$1,175,399  
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

8. Lemoore

Claimant: City of Lemoore  
Estimated Claim: \$578,262  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically Exempt, Class I  
2023-24 Audit: *Pending receipt of Audit Report*  
2022-23 Audit: Expenditures in compliance with applicable regulations

9. Kings County

Claimant: County of Kings for all unincorporated areas  
Estimated Claim: \$890,267  
Purpose: For local streets and roads  
Authority: Article 8, Section 99400(a)  
Environmental Review: Categorically exempt, Class I  
2023-24 Audit: *Pending receipt of Audit Report*

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 are often independent enough to attend after-school activities but are unable to drive. In total, 17,033 potentially transit-dependent youths live in Kings County, comprising 12.4 percent of the (non-incarcerated) population. The youth population is particularly high in Avenal, the western portion of Lemoore, Hanford (north and central), and Stratford and the surrounding area. There has been almost no growth in this age group in the past decade.

The elderly population 65 years of age and older comprise 10.5 percent of the countywide population (14,452 individuals), which is lower than the statewide average of 14.3 percent. Areas north and northwest of Hanford have high numbers and high proportions of elderly. In addition, east Lemoore, and the area east of Hanford have high proportions of elderly (15.5 to 19.4 percent), while Stratford and west Lemoore, as well as Lemoore NAS, have 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 comprise 20.4 percent of the countywide population, compared to 12.8 statewide. Areas with the greatest percentage of population below the poverty level include 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 have poverty levels over 30 percent, with over 42 percent in portions of Corcoran. While Avenal has a poverty rate of 33.1 percent, this is an improvement over the figure of 39.0 percent just five years ago.

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 have the highest percentages of persons with disabilities, while the highest number of individuals with disabilities are 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 are 2,730 households in Kings County without a vehicle, with particularly high proportions in portions 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 trips two to three times per day.

Current services are available through KART fixed route, commuter routes, paratransit, and on-demand. 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, West Hills 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 for \$20 for 3 months in 2021 and has continued to offer quarterly passes as a successful fare to meet transportation needs, in addition to free fare days.

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 West Hills 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 are 100,998 individuals over the age of 16 in Kings County, of whom 58,072 are in the civilian labor force. Of these, 53,217 are employed and 4,855 are unemployed (unemployment rate of 8.4 percent). According to the 2021 U.S. Census data, a high proportion of distance commuting into and out of the county. There are 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 are 49,773 employees living in the county, only 23,883 of these employees work in the county, with the remaining 25,890 working elsewhere. On the contrary, there are 20,104 employees who work in the county but reside 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 47 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.

KCAPTA will need to modify service routes to the planned Hanford multimodal transit center once the center is ready for bus relocation, and eventually link services to the planned High Speed Rail station in east Hanford. A Fixed Route Study was conducted in 2022 to provide KART fixed route alternatives for the future bus route realignment. The future transit center will include transit-oriented development (TOD), active transportation features, and continuity with sustainable communities development.

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 of KCAPTA's and the City of Corcoran's investments in zero emission technology will be planned as public transit operations transition to meet the California Air Resources Board (CARB) requirements within the next 10 years.

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 pandemic and is subject to budget planning. The City of Corcoran's service alternatives include to subsidize passenger fares on mid-day Amtrak trips to expand travel options and 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

SERVICE AREA	ROUTE SERVICE	COMMUTER SERVICE	PARATRANSIT
Lemoore Flex	<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.</li> <li>M-F 7:30 a.m. - 5:30 p.m. and Saturday 9:30 a.m. - 4:30 p.m.</li> </ul>		
Lemoore GoKART	<ul style="list-style-type: none"> <li>On demand, origin-to-destination service within the city limits of Lemoore</li> <li>M-F 7:30 a.m. - 5:30 p.m. Saturday 9:30 a.m. - 4:30 p.m.</li> </ul>		
Hanford GoKART	<ul style="list-style-type: none"> <li>On demand, origin-to-destination service within city limits of Hanford</li> <li>M-F 7:00 a.m. - 8:00 p.m. Saturday 9:30 a.m. - 4:30 p.m.</li> </ul>		
Avenal/Kettleman City /Stratford Route 12		<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>
Corcoran KART Route 13  Corcoran Area Transit (CAT) Dial- a-Ride	<ul style="list-style-type: none"> <li>KART Route 13 runs three trips per day from Hanford to Corcoran</li> <li>M-F 6:40 a.m., 10:30 a.m., 3:25 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>CAT Dial-a-Ride in-town weekdays</li> <li>KART offers 3 trips per day from Hanford to Corcoran on RT 13 and runs from Hanford to Corcoran State Prison weekdays 6:40 a.m. to 5:10 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>
Grangeville/Laton/ Hardwick Route 14	<ul style="list-style-type: none"> <li>KART Route 14 runs twice per day</li> <li>M-F 8:40 a.m., 2:25 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>KART RT 14 runs twice per day through these communities to Hanford from 8:40 a.m to 3:20 p.m</li> </ul>	<ul style="list-style-type: none"> <li>Deviated Fixed Route</li> </ul>
Hanford  Routes 1 – 7, 9	<ul style="list-style-type: none"> <li>KART runs 8 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> <li>Route 8 discontinued</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>
Lemoore / Armona  Route 20 East/West	<ul style="list-style-type: none"> <li>KART runs every half-hour on Hanford to Lemoore on RT 20</li> </ul>		<ul style="list-style-type: none"> <li>KART offers paratransit service from Hanford weekdays 6:30 a.m. to 7:30 p.m. and Saturdays 9:30 a.m.- 4:30 p.m.</li> </ul>
Hanford/Visalia Route 15	<ul style="list-style-type: none"> <li>KART Route 15 runs four times per day</li> <li>M-F 7:15 a.m., 10:30 a.m., 2:30 p.m., 4:35 p.m.</li> <li>Saturdays 10:30 a.m., 2:30 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>KART Route 15 stops at the Visalia COS campus, Visalia Transit Center, and the Kaweah District Hospital weekdays</li> </ul>	
Hanford/Fresno Route 17		<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> <li>Discontinued service to Madera Childrens Hospital</li> </ul>	<ul style="list-style-type: none"> <li>KART paratransit in Hanford, Lemoore, Armona connects to Route 17 at KART Terminal. Fresno FAX offers paratransit</li> </ul>
Hanford/LNAS Route 21		<ul style="list-style-type: none"> <li>KART Route 21 runs three times per day</li> <li>M-F 6:20 a.m., 3:00 p.m., 6:15 p.m.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>

(S) Saturday service offered \* 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 9, 2025

**SUBJECT:** FY 2024-25 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. Five percent of the proceeds are deposited into the Greenhouse Gas Reduction Fund each year to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions (GHGs) and improve public mobility with a priority on serving disadvantaged communities. Funds in this account are appropriated annually by the state legislation to the State Controller's Office for allocation in accordance with Public Utilities Code (PUC) formula distributions, which consist of 50% allocated to local transit operators based on fare-box revenue (Section 99314) and 50% to Regional Entities based on population (Section 99313).

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. Draft Resolution No. 25-02 authorizes the KCAG Executive Director to execute for and on behalf of the Regional Entity any actions necessary for the purpose of obtaining FY 2024-25 LCTOP funds.

Program Project List

The LCTOP Program requires project demonstration of GHG benefits via the California Climate Investments modeling tool available through the California Air Resources Board. 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 24-25 LCTOP apportionment is a total of \$352,126. KCAPTA proposes two projects, the purchase of one zero emission battery electric bus with charging equipment and infrastructure, and to subsidize the KART quarterly pass program for reduced fares. The E-bus purchase is eligible for LCTOP funds for expenditures related to the purchase of zero emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero emission buses. The reduced fare program is a recurring project previously funded by LCTOP and provides quarterly passes for fixed route bus service and is eligible as operational expenditures that increase transit mode share.

The City of Corcoran’s FY 24-25 LCTOP apportionment is a total of \$58,092. Corcoran proposes to purchase a 6-passenger van with wheelchair and lift. The LCTOP eligibility requirements allow the van purchase as expenditures that directly enhance or expand transit service by supporting new or expanded bus services, including equipment acquisition, fueling, and maintenance costs.

The following funding chart indicates both KCAPTA and Corcoran’s requests for FY 2024-25 LCTOP funding:

<b>FY 2024-25 LCTOP Projects</b>	
<b>KCAPTA</b>	
Project No. 1	Purchase one battery electric bus, charging station, infrastructure
Funding Request	\$217,126
Project No. 2	Quarterly (3-month) Bus Passes
Funding Request	\$135,000
<b>Total Allocation Request</b>	<b>\$352,126</b>
<b>CORCORAN</b>	
Project No. 1	6-Passenger Van with Wheelchair and Lift
Funding Request	\$58,092
<b>Total Allocation Request</b>	<b>\$58,092</b>

These projects are eligible expenses under LCTOP guidelines and are also consistent with the adopted Sustainable Communities Strategies. Draft Resolution No. 25-02 approves the distribution of the FY 2024-25 LCTOP allocations for the capital and operational projects nominated by KCAPTA and Corcoran and authorizes the submittal of the Low Carbon Transit Operations Program Project List in Exhibit “A”.

Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee adopt Resolution No. 25-02 approving the distribution of the FY 2024-25 Low Carbon Transit Operations Program allocations for the projects included in the LCTOP Project List and designation of the KCAG Executive Director as an authorized agent for the Low Carbon Transit Operations Program.





**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 2024-25 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 23rd day of April, 2025, by the following vote:

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

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

\_\_\_\_\_  
Chair

**WITNESS**, my hand this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

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

## EXHIBIT "A"

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

**Table 1: Distribution of FY 2024-25 LCTOP Allocation**

Lead Agency	Project Name	Project Description	LCTOP FY 2024-25 Funding Amount (PUC 99313 & 99314)	Benefit to Priority Populations	Contributing Sponsor
KCAPTA	Battery Electric Bus, charging station, infrastructure	Zero emission battery electric bus, related charging station equipment, and infrastructure improvements	\$217,126	Improves transit within a DAC and low-income communities by increasing mobility and access to education, medical, employment, shopping and to passenger rail	KCAG
KCAPTA	Quarterly Bus Passes	3-month Bus Passes for KART fixed route service	\$135,000	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>		

\* 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 9, 2025

SUBJECT: Final FY 2025-2026 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 2025-26 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 2025-26 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 2025-2026 OWP

The proposed final FY 2025-26 Overall Work Program is included as an attachment. 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. The FY 2025-26 proposed final budget increased by \$8,670 from the draft budget.

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); Planning, Programming and Monitoring (PPM) funds; SB 125 transit funds; 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 \$2,078,200 and includes salaries and benefits, services and supplies, and consulting services. Also included is the cost of office furniture for the new KCAG offices expected to be ready by December 1, 2025. Consultants will be used in FY 2025-26 for the Regional Active Transportation Plan, Sustainable Communities Strategy, Regional Transportation Plan, air quality planning services, traffic modeling services, traffic counts, Transportation Development Act financial compliance audits, AVA audits, and the Valleywide Coordinator. REAP 2.0 funds will be retained by KCAG for grant administration and suballocation to applicants for eligible projects through 2026.

### Final Proposed FY 2025-26 Budget

The estimated FY 2025-2026 budget of \$2,078,200 is based on the proposed final OWP. The total cost includes expenditures for Salaries/benefits, services and supplies, consulting services, and office furniture. The requested total expenditure is a 1% decrease from the prior year's budget. Total expenditures of \$983,285 for salaries and benefits increased by about 3%, total expenditures of \$324,915 for Services and Supplies (not including consulting services) decreased by 4% compared to the prior year budget. Total revenues decreased by 1%.

### Recommendation

KCAG staff recommends that the KCAG Transportation Policy Committee approve the final FY 2025-26 OWP and Budget with the adoption of Resolution No. 25-03.

**SUMMARY REVENUE CHART  
FY 2025-2026**

FUNDING SOURCE	LTF FUNDS	PL FUNDS	PL Carry Over FUNDS FY 24-25	PL Carry Over FUNDS FY 23-24	FTA 5303 FUNDS	PPM FUNDS	SB 1 F GRANT FY 25-26	SB 1 F Carry Over FY 24-25	SB 125 GRANT FUNDS	AVA FUNDS	LOCAL FUNDS	TOTAL OF MPO ACTIVITY	TOLL CREDITS
<b>WORK ELEMENTS</b>													
501.01 MPO / RTPA Planning & Coordination	\$9,500	\$38,000									\$47,500	\$95,000	\$0
501.02 Overall Work Program and Budget	\$10,896	\$84,104										\$95,000	\$0
501.03 IIJA Programs		\$50,000										\$50,000	\$5,735
501.04 Federal Transit Administration Programs					\$45,000							\$45,000	\$5,161
502.01 Regional Transportation Plan		\$238,263	\$236,984	\$55,000								\$530,247	\$60,819
502.01 Regional Transportation Plan - CS		\$19,753										\$19,753	\$0
502.02 Travel Model Program		\$105,000	\$35,000									\$140,000	\$16,058
502.03 SB 125 Transit Program									\$25,000			\$25,000	\$0
502.04 Traffic Count Program		\$55,000										\$55,000	\$6,309
502.05 Air Quality Planning		\$125,000										\$125,000	\$14,338
502.06 Sustainable Communities Strategy						\$40,000	\$164,572	\$45,428				\$250,000	\$0
502.07 Regional Active Transportation Plan			\$49,000									\$49,000	\$5,620
502.07 Regional Active Transportation Plan - CS			\$1,000									\$1,000	\$0
502.09 V-TRANSFRM	\$4,530											\$4,530	\$0
502.11 Transportation Performance Measures		\$45,000		\$20,000								\$65,000	\$7,456
503.01 Transportation Improvement Programs			\$154,446		\$14,224							\$168,670	\$19,346
504.01 TDA Administration and Support	\$175,000											\$175,000	\$0
505.01 Abandoned Vehicle Abatement Authority										\$60,000		\$60,000	\$0
405.01 Areawide Clearinghouse Review											\$45,000	\$45,000	\$0
406.02 Regional Early Action Planning 2.0	\$50,000											\$50,000	\$0
407.01 Census Data Center		\$30,000										\$30,000	\$3,441
<b>TOTAL</b>	<b>\$249,926</b>	<b>\$790,120</b>	<b>\$476,430</b>	<b>\$75,000</b>	<b>\$59,224</b>	<b>\$40,000</b>	<b>\$164,572</b>	<b>\$45,428</b>	<b>\$25,000</b>	<b>\$60,000</b>	<b>\$92,500</b>	<b>\$2,078,200</b>	<b>\$144,283</b>
			<b>\$1,341,550</b>		<b>\$59,224</b>		<b>\$210,000</b>						

**SUMMARY EXPENDITURE CHART  
FY 2025-2026**

FUNDING SOURCE	LTF FUNDS		PL (FHWA) FUNDS		PL (FHWA) Carry Over FY 24-25		PL (FHWA) Carry Over FY 23-24		FTA 5303 FUNDS		PPM FUNDS		SB 1 F GRANT FY 25-26		SB 1 F Carry Over FY 24-25		SB 125 GRANT FUNDS		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.	KCAG	CONSLT.			KCAG
501.01 MPO / RTPA Planning & Coordination	\$8,000	\$1,500	\$32,000	\$6,000																		\$5,000	\$42,500	\$95,000	\$0
501.02 Overall Work Program and Budget	\$10,322	\$574	\$79,678	\$4,426																				\$95,000	\$0
501.03 IJJA Programs			\$50,000	\$0																				\$50,000	\$5,735
501.04 Federal Transit Administration Programs									\$45,000	\$0														\$45,000	\$5,161
502.01 Regional Transportation Plan			\$51,420	\$186,843	\$51,921	\$185,063	\$12,050	\$42,950																\$530,247	\$60,819
502.01 Regional Transportation Plan - CS			\$5,109	\$14,644																				\$19,753	\$0
502.02 Travel Model Program			\$44,535	\$60,465	\$3,459	\$31,541																		\$140,000	\$16,058
502.03 SB 125 Transit Program																	\$25,000	\$0						\$25,000	\$0
502.04 Traffic Count Program			\$45,000	\$10,000																				\$55,000	\$6,309
502.05 Air Quality Planning			\$75,000	\$50,000																				\$125,000	\$14,338
502.06 Sustainable Communities Strategy											\$16,000	\$24,000	\$65,829	\$98,743	\$18,171	\$27,257								\$250,000	\$0
502.07 Regional Active Transportation Plan					\$10,000	\$39,000																		\$49,000	\$5,620
502.07 Regional Active Transportation Plan - CS					\$0	\$1,000																		\$1,000	\$0
502.09 V-TRANSFRM	\$4,530	\$0																						\$4,530	\$0
502.11 Transportation Performance Measures			\$45,000	\$0			\$20,000	\$0																\$65,000	\$7,456
503.01 Transportation Improvement Programs					\$154,446	\$0			\$14,224	\$0														\$168,670	\$19,346
504.01 TDA Administration and Support	\$132,600	\$42,400																						\$175,000	\$0
505.01 Abandoned Vehicle Abatement Auth.																		\$45,000	\$15,000					\$60,000	\$0
405.01 Areawide Clearinghouse Review																						\$45,000	\$0	\$45,000	\$0
406.02 Regional Early Action Planning 2.0	\$50,000	\$0																						\$50,000	\$0
407.01 Census Data Center			\$30,000	\$0																				\$30,000	\$3,441
<b>SOURCE TOTAL</b>	<b>\$205,452</b>	<b>\$44,474</b>	<b>\$457,743</b>	<b>\$332,377</b>	<b>\$219,826</b>	<b>\$256,604</b>	<b>\$32,050</b>	<b>\$42,950</b>	<b>\$59,224</b>	<b>\$0</b>	<b>\$16,000</b>	<b>\$24,000</b>	<b>\$65,829</b>	<b>\$98,743</b>	<b>\$18,171</b>	<b>\$27,257</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$15,000</b>	<b>\$50,000</b>	<b>\$42,500</b>			<b>\$144,283</b>
<b>GRAND TOTAL</b>	<b>\$249,926</b>		<b>\$790,120</b>		<b>\$478,430</b>		<b>\$75,000</b>		<b>\$59,224</b>		<b>\$40,000</b>		<b>\$164,572</b>		<b>\$45,428</b>		<b>\$25,000</b>		<b>\$60,000</b>		<b>\$92,500</b>			<b>\$2,078,200</b>	<b>\$144,283</b>
					<b>\$1,341,550</b>								<b>\$210,000</b>												

**KINGS COUNTY ASSOCIATION OF GOVERNMENTS**

**Fiscal Year 2025-2026**

**Budget (Proposed Final)**

<b>ACCOUNT DESCRIPTION</b>	<b>ACCT. NO.</b>	<b>Adopted Budget FY 24/25</b>	<b>Spent To Date FY 24/25</b>	<b>Proposed Budget FY 25/26</b>
<b>SALARIES &amp; BENEFITS:</b>				
Regular Employees	91000	\$700,960	\$374,850	\$760,448
Retirement	91005	\$101,441	\$47,334	\$109,163
Retirement-UAL Payment	91006	\$46,519	\$0	\$0
Health Insurance	91007	\$79,243	\$36,621	\$84,396
Management Benefits	91008	\$10,063	\$2,150	\$10,063
Insurance-Work Comp.	91010	\$5,157	\$4,619	\$5,592
Unemployment Insurance	91011	\$1,701	\$710	\$2,597
Medicare	91012	\$10,164	\$5,109	\$11,026
<b>TOTAL LABOR:</b>		<b>\$955,248</b>	<b>\$471,393</b>	<b>\$983,285</b>

<b>SERVICES &amp; SUPPLIES:</b>				
Communications	92006	\$8,000	\$4,996	\$8,500
Insurance	92014	\$13,645	\$10,587	\$13,645
Office Expenses	92018	\$4,000	\$1,066	\$4,000
Maintenance-S.I.&G.	92021	\$6,300	\$4,096	\$6,800
Memberships	92027	\$7,150	\$7,404	\$8,000
Bank Charges	92030	\$1,380	\$771	\$1,500
Books and Periodicals	92031	\$200	\$0	\$200
Record Storage Charges	92032	\$0	\$0	\$0
Postage & Freight	92033	\$2,340	\$1,097	\$2,320
Offset Printing/Stores	92035	\$0	\$0	\$0
Computer Software Expenses	92036	\$1,350	\$810	\$0
Prof. & Spec. Services	92037	\$51,120	\$18,318	\$34,730
Legal Expenses	92038	\$15,000	\$1,983	\$16,000
Auditing and Accounting	92046	\$62,400	\$0	\$62,400
Consultant Expenses	92048	\$795,500	\$155,041	\$770,000
Publ. and Legal Notices	92056	\$4,650	\$152	\$6,000
Rents & Leases - Equipment	92057	\$3,500	\$1,840	\$3,500
Rents & Leases - Software	92058	\$2,040	\$2,748	\$3,656
Rent Office Space	92059	\$32,400	\$18,900	\$32,400
Special Dept Expense	92063	\$32,000	\$6,899	\$35,000
Purchasing Charges	92068	\$3,120	\$1,540	\$7,522
Motor Pool Serv.	92089	\$1,100	\$1,090	\$2,000
Travel & Expenses	92090	\$3,000	\$826	\$3,000
Utilities	92094	\$8,400	\$4,900	\$8,400
Registration	92097	\$2,400	\$1,065	\$2,400
Electronic Hardware	92103	\$14,000	\$0	\$0
Cost Allocation Plan Charges	93038	\$0	\$0	\$0
Info Tech Services	93048	\$20,640	\$14,667	\$30,142
IT Managed Contracts	93051	\$15,600	\$1,519	\$2,800
Fixed Assets	94000	\$25,017	\$0	\$30,000
<b>TOTAL SERV/SUPP:</b>		<b>\$1,136,252</b>	<b>\$262,315</b>	<b>\$1,094,915</b>

<b>REVENUE:</b>				
	<b>ACCT. NO.</b>	<b>Adopted Budget FY 24/25</b>	<b>Received To Date FY 24/25</b>	<b>Proposed Budget FY 25/26</b>
Sales & Use Tax	81007	\$189,596	\$200,000	\$249,926
Interest on Current Deposits	84000	\$0	\$10,713	\$0
St. Aid - Reg Improv Program	85045	\$62,500	\$0	\$40,000
AVA Administration	85070	\$75,000	\$12,556	\$60,000
St. Aid - Transportation	85077	\$167,500	\$0	\$210,000
Fed. Aid - MPO Planning	86018	\$1,256,754	\$617,639	\$1,400,774
Cities- Regional Planning	80007	\$45,150	\$0	\$92,500
Miscellaneous Services	87184	\$0	\$0	\$0
Other Revenue	88025	\$295,000	\$81,345	\$25,000
<b>TOTAL REVENUE:</b>		<b>\$2,091,500</b>	<b>\$922,253</b>	<b>\$2,078,200</b>

<b>TOTALS</b>		<b>Adopted Budget FY 24/25</b>	<b>To Date FY 24/25</b>	<b>Proposed Budget FY 25/26</b>
<b>SALARIES &amp; BENEFITS:</b>		\$955,248	\$471,393	\$983,285
<b>SERVICES &amp; SUPPLIES:</b>		\$1,136,252	\$262,315	\$1,094,915
<b>TOTAL EXPENDITURES:</b>		\$2,091,500	\$733,708	\$2,078,200
<b>TOTAL REVENUE:</b>		\$2,091,500	\$922,253	\$2,078,200
<b>Rev. over Exp.</b>		\$0	\$188,545	\$0

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

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**IN THE MATTER OF APPROVING )  
THE FY 2025-2026 OVERALL WORK )  
PROGRAM FOR REGIONAL )  
TRANSPORTATION PLANNING )**

**RESOLUTION NO. 25-03  
RE: FY 2025-2026 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 2025-2026 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 2025-26 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 2025-26 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 23rd day of April, 2025 by the following vote:

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

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

\_\_\_\_\_  
Chair

**WITNESS**, my hand this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

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