

*KINGS COUNTY
ASSOCIATION OF GOVERNMENTS*

FY 2025-26

OVERALL WORK PROGRAM

*Proposed Final
April 23, 2025*

KINGS COUNTY
ASSOCIATION OF GOVERNMENTS

FY 2025-2026
OVERALL WORK PROGRAM

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OVERALL WORK PROGRAM

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**KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION PLANNING
OVERALL WORK PROGRAM
F.Y. 2025-2026**

I. INTRODUCTION

This Overall Work Program (OWP) describes activities needed to maintain the "Kings County Regional Transportation Plan" (RTP) and Transportation Improvement Program (TIP) according to federal and state requirements, to study the overall transportation needs of the Kings County region, and to coordinate transportation planning efforts with other regional transportation planning agencies within the San Joaquin Valley. An integral part of the comprehensive planning process is to update and maintain the RTP, which is required to be updated every four years. This ensures that the adopted RTP will continue to address and respond to the pertinent transportation issues of the region, and to ever-changing laws, regulations, and needs. This OWP details the work effort for Fiscal Year 2025-2026 necessary to ensure completion of required transportation planning and programming documents and provides for additional studies, public participation, and administration of the Kings County Transportation Development Act funds (TDA). An updated Master Fund Transfer Agreement (MFTA) between KCAG and Caltrans was executed in 2024 covering a 10-year period through December 31, 2035. This document stipulates the terms under which KCAG carries out the OWP activities and allows Caltrans to reimburse those activities with Federal Planning funds. This document is also a confirmation of Caltrans and KCAG's mutual fiscal responsibilities and continued partnership.

The Kings County Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) cover the entire Kings County area including the incorporated cities. Kings County is located in the Central San Joaquin Valley south of Fresno County, west of Tulare County and north of Kern County. There are four incorporated cities in the county. The population of Kings County in 2024 as identified by the California Department of Finance is 152,627. Hanford, the county seat, has a population of 59,286, Lemoore with 26,855, Corcoran has 21,633 residents (including state prison inmates), and Avenal has 13,981 (including state prison inmates).

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

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

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

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

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

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

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

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

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

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

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

KCAPTA began operating a new vanpool program in Kings County in June of 2020 through non-exclusive operational contracts which provides additional funding and ensures State farebox revenue compliance for public transit operators. KCAPTAs vanpool program generated over \$2 million in additional federal funding in their FFY 2022 FTA apportionment. There are currently 38 vans operating in the KCAPTA Vanpool program.

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

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

MPO Planning Certification Process

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

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

A signed copy of the FY 2025-26 Certifications and Assurances Statements are included in Appendix D. In support of this certification KCAG maintains on file the following documents:

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

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

II. FEDERAL AND STATE FUNDING PRIORITIES

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

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

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

Metropolitan Planning Factors

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

This OWP for Fiscal Year 2025-2026 complies with the priorities for State and Federal funding for MPOs / RTPAs. The ten planning factors identified in Federal transportation legislation in MAP-21 and the FAST Act are incorporated in various Work Elements of the OWP and are identified as follows:

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

The FAST Act added the following for consideration:

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

FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. For 2025-26, the Federal Highway Administration (FHWA) California Division, Federal Transit Administration (FTA) Region IX, and Caltrans' Planning Division have issued the following PEAs and planning factors for the Overall Work Program:

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

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

- Equity and Justice⁴⁰ in Transportation Planning

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

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

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

- Complete Streets

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

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

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

- Public Involvement

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

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

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

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

- Federal Land Management Agency (FLMA) Coordination

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

- Planning and Environment Linkages (PEL)

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

- Data in Transportation Planning

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

FY 2025-2026 Overall Work Program

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

Summary of the 2024-2025 OWP Effort

Several major products were planned in the FY 2024-2025 Work Program. These were:

- Apportion and distribute Federal Apportionment State Exchange Regional Surface Transportation Program (RSTP) funds to the county and cities and ensure that funds were expended on eligible projects.
- Update and maintain the KCAG website to allow access to planning documents and to disseminate information about transportation and regional planning activities as part of the public participation and interagency coordination efforts.
- Increase the role of KCAG and the San Joaquin Valley MPOs in state and federal-level policy making.
- Monitored the obligation of federal CMAQ funds to meet the “timely use of funds” policy; preparing an Obligation Plan for the planned expenditure of federal funds for local projects; and developed a call for projects to program available CMAQ projects in the Federal Transportation Improvement Program (FTIP).
- Worked with various local, regional, state and federal agencies in the process to implement SB 375 to reduce greenhouse gas emissions from passenger vehicles and light duty trucks by developing traffic modeling data and establishing emission reduction targets in cooperation with the Air Resources Board (ARB).
- Administer the Transportation Development Act (TDA) funds, which include the Local Transportation Fund (LTF) and State Transit Assistance (STA) fund.
- Adopted the 2025 FTIP and air quality conformity document.
- Completed the update of the Kings County Regional Active Transportation Plan.
- Prepared amendments to the 2023 and 2025 FTIPs.
- Established and monitored a variety of transportation performance measures for compliance with MAP-21 and the FAST Act.
- Monitored the 2024 State Transportation Improvement Program (STIP) projects and the development of the 2026 STIP.
- Maintained the 2015 base year travel demand forecasting model and conducted model runs for various projects.
- Continued the update of the travel demand forecasting model with a base year of 2023 and a future year of 2050.
- Monitored state agencies in the development of guidelines for various Cap and Trade funded programs in anticipation of project development for the purpose of implementing measures to meet federal air quality standards.
- Participated as a member of the San Joaquins Joint Powers Authority in the goal to manage the San Joaquin intercity passenger rail service to ensure improvements to create a balanced interregional transportation system.
- Administered the AVA program, distributed funds, and prepared audits of AVA funds.
- Participated in Census 2020 activities and acted as the regional Census Data Center for Kings County.
- Conducted Areawide Planning Reviews for various projects that applied for federal grant funding.
- Participated in the San Joaquin Valley Multiagency Working Group and use of Regional Early Action Planning grant funds.
- Prepared REAP 2.0 applications, developed Local Suballocation Program for the distribution of funds to eligible projects, released call for projects, and awarded grant funding to eligible projects to local jurisdictions.
- Utilized REAP 1.0 funds to prepare the Kings County Multijurisdictional Housing Element for submittal to the State Housing and Community Development Department for certification.

Funding Sources

Various federal, state, and local fund sources are used for regional transportation planning work necessary to accomplish activities in the FY 2025-26 OWP.

- Federal Funds – A variety of federal funding sources are available to MPOs and include the following, which are either an allocation or are grant funds received on a competitive basis.
 - Federal Highway Administration (FHWA PL) - FHWA allocates funds to MPOs to support urban transportation planning activities. These funds are allocated based on urban area population and require a non-federal match of at least 11.47%. The FY 2025-26 FHWA PL funds to KCAG include an apportionment amount of \$790,120. The FY 2025-26 OWP programs the total apportionment and includes toll credits for the match. Of this apportionment amount, 2.5% (\$19,753) must be set-aside for Complete Streets eligible activities. The FY 2025-26 OWP includes programming of the 2.5% PL Complete Streets set-aside for W.E. 502.01 – Regional Transportation Plan Update – CS and W.E. 502.07 – Regional Active Transportation Plan.
 - FHWA PL Carryover Balance - KCAG currently has a carryover balance of FHWA PL funds that may be programmed in the OWP. KCAG has been programming carryover funds for various consulting projects to reduce the carryover balance and is utilizing toll credits for matching funds. The FY 2025-26 OWP includes the programming of carryover funds for the following work elements: W.E. 502.01 – Regional Transportation Plan (\$291,984); W.E. 502.02 – Travel Model (\$35,000); W.E. 502.07 – Regional Active Transportation Plan (\$50,000); W.E. 502.11 – Transportation Performance Measures (\$20,000); and W.E. 503.01 - Transportation Improvement Programs (\$145,776).

In the last three prior fiscal years, KCAG coordinated with the Caltrans Office of Regional Planning and the Federal Highway Administration to reduce the FHWA PL Carryover balance by agreeing to transfer funds to other MPOs throughout the State for various projects.

 - Federal Transit Administration (FTA) - Section 5303 – These funds are made available directly to the agency to support urban transit planning activities. These funds are allocated based on urban area population and require a non-federal match of at least 11.47%. The FY 2025-26 FTA Section 5303 funds to KCAG includes an apportionment amount of \$59,224. The FY 2025-26 OWP programs the total apportionment and includes toll credits for the match.
 - FTA Section 5303 Carryover Balance – KCAG may have a carryover balance of FTA Section 5303 funds that may be programmed in the OWP. KCAG has been programming carryover funds in the OWP for various consulting projects to reduce the carryover balance and is utilizing toll credits for matching funds. The FY 2025-26 OWP currently does not include the programming of FTA Section 5303 carryover balance, but will following the acceptance of the reconciliation letter if funds are available.
- State and Local Funds
 - Sustainable Transportation Planning Grants – These state grant funds are made available through the State Road Maintenance and Rehabilitation Account (RMRA) funds and State Highway Account (SHA) funds. SB1-Formula (SB1 F) grant funds are distributed to the MPOs on a formula basis for the purpose of funding local and regional multimodal transportation and land use planning projects that further the region’s RTP SCS, contribute to the State’s GHG reduction targets, and assist in achieving the Caltrans Mission and Grant Program Objectives. Availability for programming SB1 F grant funds is contingent on meeting eligibility criteria. KCAG is eligible to receive the FY 2025-26 SB1 F grant funds in the amount of \$164,572 and will be utilized for Work Element No. 502.07 – Sustainable Communities Strategy. The FY 2025-26 OWP also includes the programming of carryover funds for this work elements in an estimated amount of \$45,428.

- Planning Programming and Monitoring (PPM) Funds – These state funds are made available by SB 45 of 1997 and are limited to 5% of the total Regional Improvement Program (RIP) funds available to the Kings County region. The FY 2025-26 OWP includes the programming of \$40,000 in PPM funds as match for Work Element No. 502.07 – Sustainable Communities Strategy.
- Local Transportation Fund (LTF) - The LTF is derived from 1/4 cent of the retail sales tax collected within Kings County. These funds are utilized for activities to administer the Transportation Development Act (TDA) and to fund activities to carry out the regional transportation planning and programming process.
- SB 125 Formula-Based TIRCP and ZETCP - Transit and Intercity Rail Capital Program (TIRCP) & Zero Emission Transit Capital Program (ZETCP) was created by Senate Bill 125 to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. A maximum of 1% of total multi-year SB 125 formula funds are allocated to KCAG for administration of SB 125 funding and for planning expenses related to preparing and implementing the initial short-term financial plan, annual updates to the short-term financial plan, and the long-term financial plan. KCAG’s total TIRCP and ZETCP SB 125 allocation is \$18,204,049, of which a maximum of \$182,040 can be set aside for administration of the program by KCAG over a five-year period. KCAG has programmed \$25,000 per years for administration of the program.
- Local Government Planning Support Grants Program Funds - This funding program was established through AB 101 for the purpose of providing regions with one-time funding for planning activities related to the Regional Housing Needs Assessment. The Regional Early Action Planning Grant Program (REAP 2.0) provides grants to councils of governments and other regional entities for technical assistance, preparation, and adoption of planning documents and process improvements to accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing needs allocation. REAP 2.0 funds are being used in Work Element No. 406.02 for the Local Suballocation Program for eligible projects.
- Member Agency Funds - Participating member agencies contribute to the cost of local planning elements included in the OWP for which other funds are not eligible. Shares are based on their percentage of total county population.
- Abandoned Vehicle Abatement Service Authority (AVA) – Funds required to administer the Abandoned Vehicle Abatement program are collected by the state and returned to Kings County. These funds result from collection of an additional 1\$ fee on registered vehicles.

III. KCAG ORGANIZATION AND MANAGEMENT

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

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

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

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

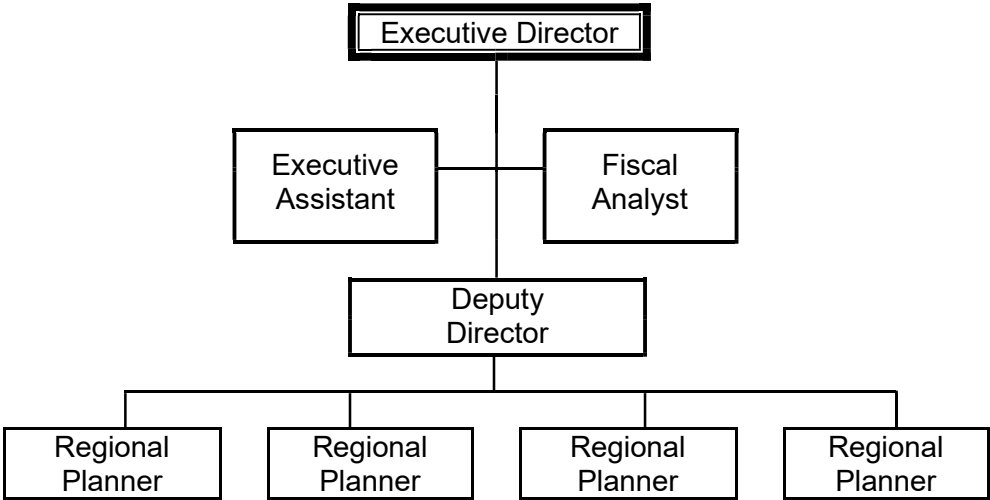
The second committee is the Social Service Transportation Advisory Council (SSTAC) and is a statutorily created committee with specific responsibilities that include advising the TPC on transit needs issues of the elderly, persons with disabilities, and low income citizens. The members of the SSTAC consist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

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

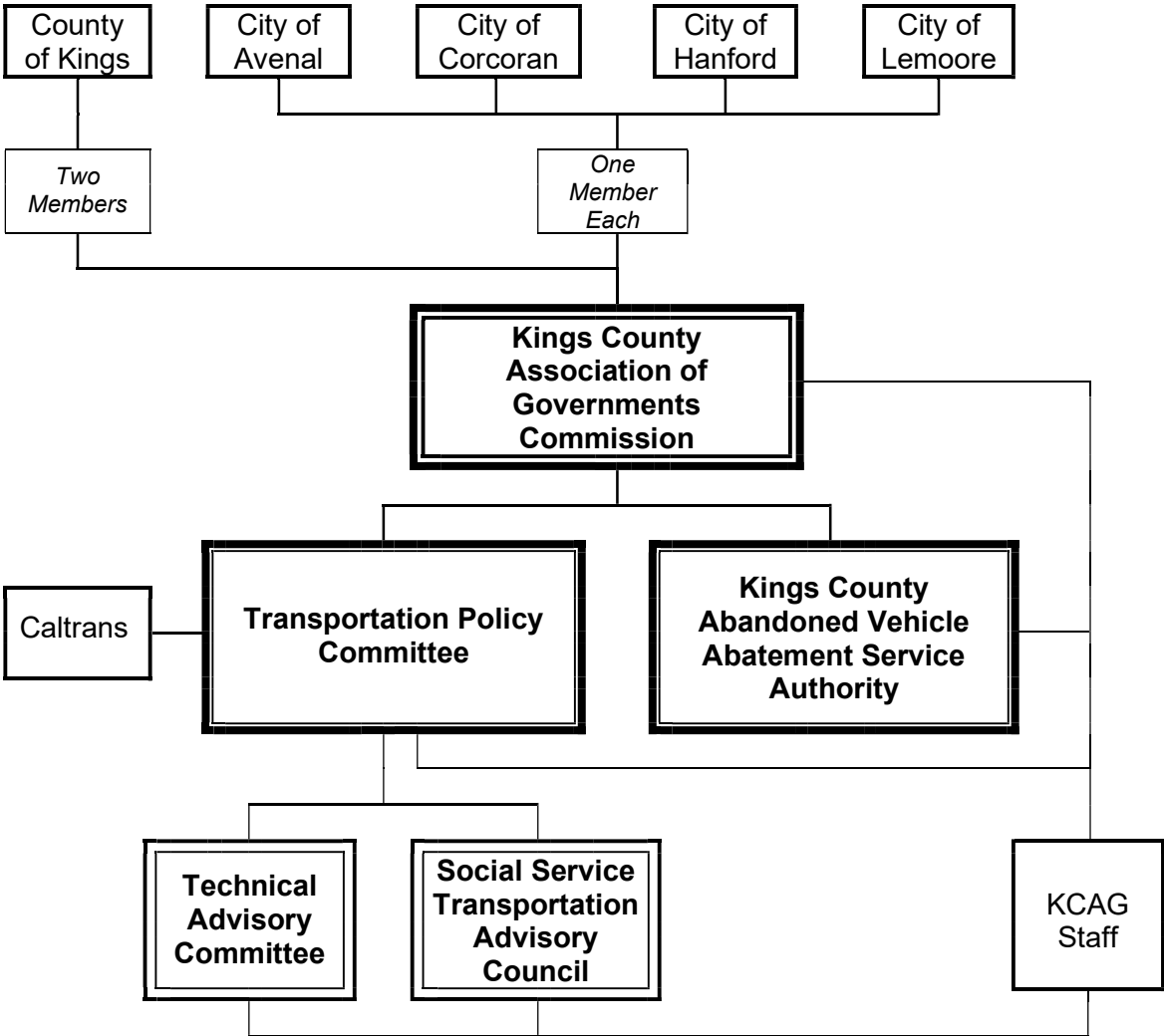
In addition to these committees, more citizen participation is accomplished through various other activities. KCAG uses news releases, public hearings, and public meetings to get public input into its planning activities. KCAG staff directly contacts citizen, business, commercial organizations, and the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

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

KCAG Staff Organizational Chart



KCAG Organizational Chart



IV. **PLANNING ACTIVITIES**

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

Other Activities

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

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

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

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

RTIP/FTIP and STIP Review: KCAG will continue to monitor Caltrans and California Transportation Commission (CTC) activities related to the transportation programming process, and will take an active role in ensuring that Kings County area concerns are heard in Sacramento. KCAG will also monitor the implementation of 2024 State Transportation Improvement Program (STIP) projects, including the SR 198 and 9th Avenue Interchange project. KCAG will prepare and adopt the 2026 RTIP to include the programming of funds through the advancement of Regional Shares for the PS&E phase of the project. KCAG will maintain the 2025 Federal Transportation Improvement Program (FTIP) and prepare amendments as needed, and begin preparing the draft 2027 FTIP in coordination with other San Joaquin Valley transportation planning agencies, member agencies, Caltrans, Federal Highways Administration, Federal Transit Administration, the SJVAPCD, Federal Land Management Agencies, Tribal Governments, Environmental Justice communities, and the general public. Projects included in the FTIP that implement the ITS plan will be specifically noted to facilitate early FHWA education and technical assistance to project sponsors in the application of the Systems Engineering process and avoid unnecessary project delays.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Abandoned Vehicle Abatement: KCAG will act as the Service Authority responsible for administering the Kings County Abandoned Vehicle Abatement program for the purpose of funding the removal of abandoned vehicles in Kings County. The collection of the vehicle registration fee to administer this program was extended to May 31, 2027.

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

TABLE 1

SUMMARY REVENUE CHART FY 2025-2026													
FUNDING SOURCE	LTF FUNDS	PL FUNDS	PL Carry Over FUNDS FY 24-25	PL Carry Over FUNDS FY 23-24	FTA5303 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
WORK ELEMENTS													
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 IJA 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						\$25,000			\$140,000	\$16,058
502.03 SB 125 Transit Program												\$25,000	\$0
502.04 Traffic Count Program		\$55,000										\$55,000	\$6,309
502.05 Air Quality Planning		\$125,000					\$164,572	\$45,428				\$125,000	\$14,338
502.06 Sustainable Communities Strategy												\$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
TOTAL	\$249,926	\$730,120	\$475,430	\$75,000	\$59,224	\$40,000	\$164,572	\$45,428	\$25,000	\$60,000	\$92,500	\$2,078,200	\$144,285
			\$1,341,150		\$59,224		\$210,000						

TABLE 2

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	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.	KCAG	CONSULT.		KCAG	
RESPONSIBLE AGENCY WORK ELEMENTS																									
501.01 MPO / RTPA Planning & Coordination	\$8,000	\$1,500	\$32,000	\$6,000																			\$42,500	\$95,000	\$0
501.02 Overall Work Program and Budget	\$10,322	\$574	\$79,678	\$4,426																				\$95,000	\$0
501.03 IUA Programs			\$50,000	\$0																				\$5,735	\$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	\$185,083	\$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						\$25,000	\$0
502.04 Traffic Count Program			\$45,000	\$10,000																				\$65,000	\$6,309
502.05 Air Quality Planning			\$75,000	\$50,000																				\$125,000	\$14,338
502.06 Sustainable Communities Strategy																								\$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		\$0			\$20,000	\$0																\$4,530	\$0
502.11 Transportation Performance Measures			\$45,000	\$0																				\$65,000	\$7,456
503.01 Transportation Improvement Programs										\$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 Area-wide Clearinghouse Review																							\$45,000	\$0	\$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
SOURCE TOTAL	\$205,452	\$44,474	\$457,743	\$332,377	\$219,826	\$256,604	\$32,050	\$42,950	\$59,224	\$0	\$16,000	\$24,000	\$65,829	\$98,743	\$18,171	\$27,257	\$25,000	\$0	\$45,000	\$15,000	\$50,000	\$50,000	\$42,500	\$144,283	
GRAND TOTAL	\$249,926		\$796,120		\$476,430	\$1,341,550	\$75,000		\$59,224	\$40,000	\$210,000	\$164,572	\$45,428	\$25,000	\$60,000	\$92,500	\$2,078,200	\$144,283							

WORK ELEMENTS

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

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

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

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

WORK TASKS:

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

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

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds *	Total Revenue
KCAG	\$8,000	\$32,000	\$0	\$0	\$0	\$5,000	\$45,000
Consultant	\$1,500	\$6,000	\$0	\$0	\$0	\$42,500	\$50,000
Total	\$9,500	\$38,000	\$0	\$0	\$0	\$47,500	\$95,000

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

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

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS							TOTAL
	1	2	3	4	5	6	7	
LTF Funds	\$950	\$1,425	\$475	\$475	\$475	\$1,425	\$4,275	\$9,500
FHWA PL Funds	6,460	10,640	3,420	3,420	3,420	10,640	0	38,000
FTA 5303 Funds	0	0	0	0	0	0	0	0
PPM Funds	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	47,500	47,500
TOTAL	\$7,410	\$12,065	\$3,895	\$3,895	\$3,895	\$12,065	\$51,775	\$95,000

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

PREVIOUS WORK: The Overall Work Program (OWP) and budgets have been prepared over the past years. Each work program and budget has led to the following year's activities. Reviewed OWP guidance. Reviewed and responded to Caltrans' draft OWP comments, prepared and adopted FY 2025-26 OWP and required amendments. Prepared and submitted quarterly and year end reports.

PRODUCT: Amendments to the current FY 2025-26 OWP to meet all funding and programming needs. Draft and Final adopted FY 2026-27 OWP developed through the public participation process, including Tribal Governments, and submitted to Caltrans. Submittal of quarterly financial reports and requests for reimbursement to Caltrans. Preparation of Single Audit by Consultant and submittal by KCAG staff.

WORK TASKS:

Completion Date* (1)	% of Effort	Tasks
September 30	5%	1. Make final budget adjustments to 2025-2026 OWP.
December 15	5%	2. Review current state and federal regulations and seek public participation, including coordination, consultation, and collaboration with the Santa Rosa Rancheria Tribal Government.
December 30	5%	3. Evaluate transportation planning efforts to identify deficiencies to resolve as OWP work element tasks and consider grant funding opportunities for inclusion in the OWP.
January 1	25%	4. Identify work efforts and develop funding levels.
February 1	20%	5. Prepare draft FY 2026-27 OWP and budget for transportation planning.
March 1	5%	6. Approve draft FY 2026-27 OWP and submit to local, state, federal and Tribal government agencies and the public for review and comment.
April 1	10%	7. Review comments on draft OWP, make changes and prepare final FY 2026-27 OWP and budget.
May 1	5%	8. Prepare and submit amendments to the current OWP to meet any necessary funding or programming changes.
June 1	5%	9. Approve and submit final FY 2026-27 OWP to Caltrans.
June 30	15%	10. Prepare and submit quarterly financial and progress reports and year-end packages to Caltrans of RTPA activities and expenditures; and Consultant preparation and submittal of Single Audit.
	100%	

FUNDING REQUIREMENT: W.E. 501.02 - OWP

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$10,322	\$79,678	\$0	\$0	\$0	\$0	\$90,000
Consultant	\$574	\$4,426	\$0	\$0	\$0	\$0	\$5,000
Total	\$10,896	\$84,104	\$0	\$0	\$0	\$0	\$95,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS										TOTAL
	1	2	3	4	5	6	7	8	9	10	
LTF Funds	\$545	\$545	\$545	\$2,724	\$2,179	\$545	\$1,089	\$545	\$545	\$1,634	\$10,896
FHWA PL Funds	4,205	4,205	4,205	21,026	16,821	4,205	8,411	4,205	4,205	12,616	84,104
FTA 5303 Funds	0	0	0	0	0	0	0	0	0	0	0
PPM Funds	0	0	0	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0	0	0	0
TOTAL	\$4,750	\$4,750	\$4,750	\$23,750	\$19,000	\$4,750	\$9,500	\$4,750	\$4,750	\$14,250	\$95,000

RESPONSIBLE AGENCY: **Task**

KCAG 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

Consultant 10

TIME FRAME: W.E. 501.02 is a continuous activity conducted throughout each fiscal year.

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

PROGRAM: 500 TRANSPORTATION4
SUBPROGRAM: 501 MPO / RTPA Administration
WORK ELEMENT: 501.03 Infrastructure Investment and Jobs Act Programs

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

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

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

WORK TASKS:

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

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

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

FUNDING SOURCES BY TASKS:

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

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

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

FUNDING REQUIREMENT: W.E. 501.04 - FTA Programs

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$0	\$45,000	\$0	\$0	\$0	\$45,000	\$5,161
Total	\$0	\$0	\$45,000	\$0	\$0	\$0	\$45,000	\$5,161

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS					TOTAL
	1	2	3	4	5	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0	0
FTA 5303 Funds	6,750	11,250	11,250	11,250	4,500	45,000
PPM Funds	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0
TOTAL	\$6,750	\$11,250	\$11,250	\$11,250	\$4,500	\$45,000
Toll Credits (Not Revenues)	\$775	\$1,290	\$1,290	\$1,290	\$516	\$5,161

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

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

June 30	5%	4.	Administer consultant contracts for public outreach, development of the 2026 RTP and SCS, and Environmental Impact Report.
June 30	5%	5.	Conduct public participation process during the development and implementation of the RTP, to include elements of the Public Participation Plan and consultation with local, regional, state, federal agencies, Federal Land Management Agencies, Tribal Governments and Environmental Justice communities.
May 31	10%	6.	Continue to consult with member agencies and stakeholders, during the development of the 2026 RTP.
June 30	10%	7.	Continue to develop multimodal policies, project lists and financial forecasts for inclusion in the draft 2026 RTP.
	30%	8.	Prepare draft 2026 RTP and circulate for review and comment and conduct public meetings and hearings; respond to comments and prepare final 2026 RTP.
June 30	25%	9.	Prepare draft Environmental Impact Report consistent with CEQA/NEPA; conduct public meetings and hearings to gather comments; prepare responses to comments and prepare final EIR.
	100%		

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

Responsible Agency	LTF Funds	FHWA PL Funds	FHWA PL CS Funds	FHWA PL Carry Over FY 24-25	FHWA PL Carry Over FY 23-24	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$51,420	\$5,109	\$51,921	\$12,050	\$0	\$120,500	\$13,235
Consultant	\$0	\$186,843	\$14,644	\$185,063	\$42,950	\$0	\$429,500	\$47,584
Total	\$0	\$238,263	\$19,753	\$236,984	\$55,000	\$0	\$550,000	\$60,819

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS									TOTAL
	1	2	3	4	5	6	7	8	9	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	11,913	11,913	11,913	11,913	11,913	23,826	23,826	71,480	59,566	238,263
FHWA PL CS Funds *	3,950	1,976	9,877	0	0	0	3,950	0	0	19,753
PL Carryover FY 24-25	11,849	11,849	11,849	11,849	11,849	23,698	23,698	71,096	59,247	236,984
PL Carryover FY 23-24	2,750	2,750	2,750	2,750	2,750	5,500	5,500	16,500	13,750	55,000
FTA 5303 Funds	0	0	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0	0	0
TOTAL	\$30,462	\$28,488	\$36,389	\$26,512	\$26,512	\$53,024	\$53,024	\$159,076	\$132,563	\$550,000
Toll Credits (Not Revenues)	\$3,041	\$3,041	\$3,041	\$3,041	\$3,041	\$6,082	\$6,082	\$18,246	\$15,204	\$60,819

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

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated. The Final 2026 RTP is scheduled to be adopted by September 30, 2026.

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

PURPOSE: Update the Kings County Travel Demand Model to reflect the most current available assumptions for a 2023 base year and 2050 future year land uses and transportation systems and implement a coded transit network and parcel-based land use allocation system. Maintain the transportation modeling program to analyze the regional transportation system, develop plans for long-range improvements and conduct conformity analyses for transportation plans, programs and projects.

PREVIOUS WORK: Maintenance of the Kings County 2015 base year and 2045 future year travel demand forecasting models. Completion of Model Improvement Program in order to assist in the implementation of SB 375. Attendance of Valley Modelers Group meetings. Model runs for 2022 RTP/SCS follow up, the 2025 FTIP conformity analysis, and CARB emission budget development. Tested auto operating costs to support/inform the air quality conformity determination documents for the 2026 RTP. Continued development of updated model for a new 2023 base year and 2050 future year. Updated population and employment forecasts utilizing local agency development and zoning information, compiled Census data and reviewed 2022 household survey data and allocated future land uses to individual traffic analysis zones.

PRODUCT: Updated and maintained model to reflect the most current available assumptions for a new 2023 base year and 2050 future year land uses and transportation systems and transit network. Conduct model runs for various purposes.

WORK TASKS:

Completion Date* (1)	% of Effort	Tasks
June 30	10%	1. Coordinate modeling efforts with other San Joaquin Valley COGs, SJVAPCD, and Caltrans District modeling staff utilizing the Valley Model Users Group.
June 30	25%	2. Validate 2023 base year model utilizing land use and network inputs and compare to observed base year traffic counts.
June 30	25%	3. Prepare 2050 forecast year land use and network inputs and review traffic forecasts; prepare a memorandum summarizing the land use and validation updates, including plot maps, performance measures, and model updates.
June 30	10%	4. Analyze traffic impacts of future projects on routes of regional significance.
June 30	10%	5. Conduct traffic model runs in support of local agency's General Plan development.
June 30	15%	6. Conduct model runs to evaluate air quality conformity analysis of federal transportation plans and programs.
June 30	5%	7. Administer consultant services contract for on-call modeling efforts for various transportation planning programs and projects.
	100%	

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

Responsible Agency	LTF Funds	FHWA PL Funds	FHWA PL Carry Over FY 24-25	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$44,535	\$3,459	\$0	\$0	\$0	\$47,994	\$5,505
Consultant	\$0	\$60,465	\$31,541	\$0	\$0	\$0	\$92,006	\$10,553
Total	\$0	\$105,000	\$35,000	\$0	\$0	\$0	\$140,000	\$16,058

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS							TOTAL
	1	2	3	4	5	6	7	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	10,500	26,250	26,250	10,500	10,500	15,750	5,250	105,000
PL CO FY 24-25	3,500	8,750	8,750	3,500	3,500	5,250	1,750	35,000
FTA 5303 Funds	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0
TOTAL	\$14,000	\$35,000	\$35,000	\$14,000	\$14,000	\$21,000	\$7,000	\$140,000
Toll Credits (Not Revenues)	\$1,606	\$4,014	\$4,014	\$1,606	\$1,606	\$2,409	\$803	\$16,058

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

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

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

WORK TASKS:

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

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

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

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

FUNDING SOURCES BY TASKS:

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

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3, 4, 5

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

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

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$45,000	\$0	\$0	\$0	\$45,000	\$5,162
Consultant	\$0	\$10,000	\$0	\$0	\$0	\$10,000	\$1,147
Total	\$0	\$55,000	\$0	\$0	\$0	\$55,000	\$6,309

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	2,750	27,500	13,750	11,000	55,000
FTA 5303 Funds	0	0	0	0	0
AVA Funds	0	0	0	0	0
Local Funds	0	0	0	0	0
TOTAL	\$2,750	\$27,500	\$13,750	\$11,000	\$55,000
Toll Credits (Not Revenues)	\$316	\$3,154	\$1,577	\$1,262	\$6,309

RESPONSIBLE AGENCY: **Task**

KCAG 1, 2, 3, 4
 Consultant 2

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

PREVIOUS WORK: Transportation System Management programs of previous RTPs, coordination of the "San Joaquin Valley Transportation Control Measures Program", preparation of conformity analysis for the RTP and FTIP; reviewed SAFE Rule implications on conformity; supported SJV air quality coordination services in support of transportation planning and programming documents; and submitted latest loaded network activity data for SIP inventory development purposes. Prepared Air Quality Conformity Determination for the adopted 2025 Federal Transportation Improvement Program. Prepared and submitted emissions data to the California Air Resources Board for EMFAC update.

PRODUCT: Coordinated air quality planning within the San Joaquin Valley among local, regional, state, Tribal, and federal agencies. Draft Air quality conformity documents for the 2026 Regional Transportation Plan and 2025 Federal Transportation Improvement Program amendments.

WORK TASKS:

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

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$8,603
Consultant	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$5,735
Total	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$14,338

FUNDING SOURCES BY TASKS:

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

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

PREVIOUS WORK: 2022 Sustainable Communities Strategy element of the Regional Transportation Plan; coordination with ARB in 2022 SCS analysis to receive acceptance; and review of new SB 375 targets. FY 24-25: Prepared RFPs for preparation of the 2026 SCS update and awarded contract. Established Stakeholder Advisory Committee to assist in the development of the SCS and conducted public outreach.

PRODUCT: FY 25-26: Technical methodology to quantify GHG emission reductions; GHG and VMT reduction analysis, forecasting and travel model scenario analysis; public outreach to inform the public and development of scenarios; development of measures and project lists for various scenarios; and conduct model runs to determine emission reductions from various scenarios to be included in the 2026 SCS component of the Regional Transportation Plan to meet SB 375 targets. Draft 2026 SCS.

WORK TASKS:

Completion Date*	% of Effort	Tasks
June 30	5%	1. Administer consultant contract for public outreach and development of the 2026 Sustainable Communities Strategy (SCS).
June 30	10%	2. Continue to develop Technical Methodology to estimate GHG emissions for the 2026 RTP/SCS in cooperation with ARB for review and acceptance.
June 30	5%	3. Prepare agenda materials and conduct meetings of the Stakeholder Advisory Group for the SCS.
June 30	10%	4. Conduct public participation process during the development of the SCS to include elements of the Public Participation Plan and consultation with local, regional, state, federal agencies, Tribal Governments and Environmental Justice communities. Engage project stakeholders with activities related to the RTP/SCS at community workshops, online activities, surveys, print media, social media, and dedicated website.
June 30	10%	5. Consult with member agencies and stakeholders to incorporate measures that will assist in attaining SB 375 targets; develop land use and transportation scenarios for SCS Plan and quantify GHG emission reductions compared to targets.
June 30	20%	6. Analyze community/stakeholder feedback, establish new scenario features, prepare technical modeling inputs differentiating scenarios, create model runs for scenarios, and evaluate results of generated from scenarios.
June 30	15%	7. Develop off-model strategies and calculate emission reductions from different SCS scenarios.
June 30	5%	8. Select preferred SCS scenario and finalize SCS scenario analysis.
June 30	10%	9. Prepare draft 2026 SCS and circulate for review and comment.
June 30	10%	10. Review and respond to comments on draft SCS, prepare final 2026 SCS, and conduct public hearings on SCS.
	100%	

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	SB 1 Formula Grant	SB 1 Formula Carryover	PPM Funds	Local Funds	Total Revenue
KCAG	\$0	\$0	\$0	\$65,829	\$18,171	\$16,000	\$0	\$100,000
Consultant	\$0	\$0	\$0	\$98,743	\$27,257	\$24,000	\$0	\$150,000
Total	\$0	\$0	\$0	\$164,572	\$45,428	\$40,000	\$0	\$250,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS										TOTAL	
	1	2	3	4	5	6	7	8	9	10		
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0	0	0	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0	0	0	0	0	0	0	0
SB1-F Grant	8,229	16,457	8,229	16,457	16,457	32,914	24,686	8,229	16,457	16,457	164,572	
SB1-F Carryover	6,814	15,900	6,814	15,900	0	0	0	0	0	0	45,428	
PPM Funds	2,000	4,000	2,000	4,000	4,000	8,000	6,000	2,000	4,000	4,000	40,500	
Local Funds	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	\$17,043	\$36,357	\$17,043	\$36,357	\$25,000	\$50,000	\$37,500	\$12,500	\$25,000	\$25,000	\$250,000	

RESPONSIBLE AGENCY:

Task

KCAG 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 Consultant 2, 3, 4, 5, 6, 7, 8, 9, 10
 FY 24-25 1, 2, 3, 4

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated. The 2026 SCS is scheduled to be adopted by September 30, 2026.

PROGRAM: 500 **TRANSPORTATION**
SUBPROGRAM: 502 **Regional Transportation Plan**
WORK ELEMENT: 502.07 **Regional Active Transportation Plan**
 502.07 **Regional Active Transportation Plan - CS**

PURPOSE: To prepare a Regional Active Transportation Plan which will integrate local and regional bicycle plans combined with pedestrian and safe routes to schools planning efforts; guide the efforts to improve bicycling and walking conditions in the region, including disadvantaged communities; incorporate all bicycle lane types where appropriate; and incorporate E-Bike Share program opportunities to address first-mile/last-mile connectivity. Develop a Complete Streets policy which ensures the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

PREVIOUS WORK: Kings County Regional Bicycle Plans, Regional Active Transportation Plan; complete streets policies review, review of completed projects from prior Plan, and updated list of projects. Prepared consultant RFP, awarded contract to Mark Thomas, conducted kick-off meeting and monthly progress meetings with consultant; developed public engagement plan and conducted public outreach efforts and workshops; reviewed existing plans and project inventory, conducted an assessment of regional and local efforts, prepared maps of existing and proposed land uses, bicycle facilities, and pedestrian facilities; and developed a Complete Streets policy.

PRODUCT: Adopted Regional Active Transportation Plan that will incorporate local bicycle plans, pedestrian plans, and safe routes to schools plans to encourage increased use of active modes of transportation and improve first-mile/last-mile connectivity, and to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers.

WORK TASKS:

Completion Date* (1)	% of Effort	Tasks
September 30	10%	1. Administer consultant contract for the preparation of the Regional Active Transportation Plan.
September 30	10%	2. Conduct public outreach efforts throughout development of the plan, including meetings with the bicycle advisory committee, traditionally underrepresented and underserved populations, disadvantaged communities and the community at large.
July 31	50%	3. Prepare draft Regional Active Transportation Plan to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails to connect neighborhoods with destinations such as workplaces, schools, residences, transit stations, businesses, recreational areas, healthcare and childcare facilities, or other community activity centers; and circulate for review and comment.
September 30	30%	4. Review comments, prepare and adopt final Regional Active Transportation Plan.
	100%	

**FUNDING REQUIREMENT: W.E. 502.07 – Regional Active Transportation Plan
W.E. 502.07 – Regional Active Transportation Plan - CS**

Responsible Agency	LTF Funds	FHWA PL Funds	FHWA PL CS FY 24-25 Carryover	FHWA PL Carryover FY 24-25	FTA 5303 Funds	PPM Funds	Total Revenue	Toll Credits
KCAG	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000	\$1,147
Consultant	\$0	\$0	\$1,000	\$39,000	\$0	\$0	\$40,000	\$4,473
Total	\$0	\$0	\$1,000	\$49,000	\$0	\$0	\$50,000	\$5,620

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

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0
FHWA PL CS FY 24-25	100	100	500	300	1,000
PL Carryover FY 24-25	4,900	4,900	24,500	14,700	49,000
FTA 5303 Funds	0	0	0	0	0
PPM Funds	0	0	0	0	0
Local Funds	0	0	0	0	0
TOTAL	\$5,000	\$5,000	\$25,000	\$15,000	\$50,000
Toll Credits (Not Revenues)	\$562	\$562	\$2,810	\$1,686	\$5,620

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

RESPONSIBLE AGENCY: Task

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

TIME FRAME: W.E. 502.07: July 1 - June 30

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

PREVIOUS WORK: This is a new project. The San Joaquin Valley MPOs have worked collaboratively on many Valleywide studies with a range of topics. Climate Adaption Planning Grant was awarded to TCAG in FY 2024-25 for this project. Conducted consultant procurement process, participated in consultant interviews and awarded contract.

PRODUCT: This is a multi-year project. FY 2025-26 activities include project administration, consultant procurement documents, and preliminary data collection.

WORK TASKS:

Completion Date*	% of Effort	Tasks
June 30	5%	1. TCAG to administer grant project according to grant guidelines and executed contract with Caltrans.
June 30	25%	2. Assess current and future vulnerability of the freight corridors and connecting resiliency freight routes to the impacts of climate change and identify critical mitigation infrastructure and develop a draft vulnerability, risk, and resiliency assessment report. Review maps and data for Kings County and provide comments.
October 31	25%	3. Develop a comprehensive climate adaptation analysis for the identified freight corridors and connecting routes; identify adaptation mitigation measures and co-benefits; and prepare a draft adaptation mitigation and co-benefit analysis report. Review documents and projects for Kings County and provide comments.
February 28	20%	4. Leverage planned and new projects identified by the analysis in prior tasks for the freight corridors and resiliency connector routes regionwide, including truck lane and the High-Speed Rail co-benefit projects to focus on early implementation of the identified adaptation measures; prepare conceptual design and cost estimates for at least one project per county; summarize next steps to take toward prioritized implementation of projects to expedite.
April 30	5%	5. Develop detailed community engagement strategies and conduct two rounds of stakeholder meetings to refine and select strategies and projects.
April 30	10%	6. Conduct advisory committee meetings to provide input on the public outreach process, and deliverables.

April 30	5%	7. Prepare draft and final study and circulate for review and comment.
June 30	5%	8. Present to Boards for review and acceptance.
	100%	

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$4,530	\$0	\$0	\$0	\$0	\$0	\$4,530
Total	\$4,530	\$0	\$0	\$0	\$0	\$0	\$4,530

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS								TOTAL
	1	2	3	4	5	6	7	8	
LTF Funds	\$90	\$1,225	\$1,225	\$1,040	\$450	\$135	\$320	\$45	\$4,530
FHWA PL Funds	0	0	0	0	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0	0	0	0	0
PPM Funds	0	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0	0
TOTAL	\$90	\$1,225	\$1,225	\$1,040	\$450	\$135	\$320	\$45	\$4,530

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) This is a multi-year project. The grant for this project is budgeted for Fiscal Years 2024-2025, 2025-2026, 2026-2027. Funding is shown for FY 2025-26 only.

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

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

PREVIOUS WORK: Acceptance and support of Statewide targets for Safety Performance (PM 1), Infrastructure Performance Management (PM2), and System Performance Management (PM3) measures. Submittal of annual reporting forms to Caltrans for applicable performance measure, noting that KCAG will program projects to support the Statewide targets. Coordinated with and assist transit operators in annual certification and compliance with PTASPs. Maintained and submitted the FTIP PM reporting workbook to Caltrans with the 2025 FTIP.

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

WORK TASKS:

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

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

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

Responsible Agency	LTF Funds	FHWA PL Funds	FHWA PL Carryover FY 23-24	FTA 5303 Funds	AVA Fund	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$45,000	\$20,000	\$0	\$0	\$0	\$65,000	\$7,456
Total	\$0	\$45,000	\$20,000	\$0	\$0	\$0	\$65,000	\$7,456

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS							Total
	1	2	3	4	5	6	7	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	6,750	6,750	6,750	6,750	6,750	6,750	4,500	45,000
PL Carryover FY 23-24	3,000	3,000	3,000	3,000	3,000	3,000	2,000	20,000
FTA 5303 Funds	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0
TOTAL	\$9,750	\$9,750	\$9,750	\$9,750	\$9,750	\$9,750	\$6,500	\$65,000
Toll Credits (Not Revenues)	\$1,118	\$1,118	\$1,118	\$1,118	\$1,118	\$1,118	\$748	\$7,456

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

PREVIOUS WORK: Review and comment on State Transportation Improvement Programs since 1980, preparation of biennial Regional Transportation Improvement Programs since 1990, and Federal Transportation Improvement Programs since 1993; 2023 FTIP amendments, 2025 FTIP; 2024 RTIP; attended CTC, RTPA Group and CFPG meetings, prepared and published annual federal obligations report, worked with local agencies and Caltrans in processing allocation requests and monitored project progress.

PRODUCT: Adopted 2026 RTIP, Draft 2027 Federal Transportation Improvement Program, associated amendments as necessary, and Annual Listing of Federal Obligations Report.

WORK TASKS:

Completion Date* (1)	% of Effort	Tasks
June 30	5%	1. Attend California Transportation Commission meetings, hearings and workshops.
June 30	5%	2. Coordinate and consult with other Valley RTPAs on the development of the RTIP and FTIP and integration of intelligent transportation system projects within programming documents.
December 15	5%	3. Prepare and publish annual listing of projects for which federal funds were obligated in the preceding year.
June 30	5%	4. Monitor FTIP projects for compliance with timely use of funds policy.
June 30	35%	5. Prepare amendments to the 2025 FTIP and submit to Caltrans, FHWA, and FTA for approval.
August 31	10%	6. Review 2026 STIP Fund Estimate, review project programming needs, and work with Caltrans in preparing current project costs.
October 31	10%	7. Prepare draft 2026 Regional Transportation Improvement Program (RTIP) in consultation with local, State, Federal, and Tribal agencies and circulate for review and comment.
December 31	5%	8. Review comments, prepare and adopt final 2026 RTIP for submittal to the CTC and Caltrans.
July 31	20%	9. Prepare and submit draft 2027 FTIP for review and comment in accordance with provisions of the Public Participation Plan and in consultation with local, state, Federal Land Management Agencies, and Tribal agencies and conduct public hearing.
	100%	

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

Responsible Agency	LTF Funds	FHWA PL Funds	FHWA PL Carryover FY 24-25	FTA 5303 Funds	AVA Fund	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$0	\$154,446	\$14,224	\$0	\$0	\$168,670	\$19,346
Total	\$0	\$0	\$154,446	\$14,224	\$0	\$0	\$168,670	\$19,346

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS									TOTAL
	1	2	3	4	5	6	7	8	9	
LTF Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0	0	0	0	0	0
PL Carryover FY 24-25	7,722	7,722	7,722	7,722	54,056	15,445	15,445	7,722	30,890	154,446
FTA 5303 Funds	711	711	711	711	4,978	1,423	1,423	711	2,845	14,224
Local Funds	0	0	0	0	0	0	0	0	0	0
TOTAL	\$8,433	\$8,433	\$8,433	\$8,433	\$59,034	\$16,868	\$16,868	\$8,433	\$33,735	\$168,670
Toll Credits (Not Revenues)	\$967	\$967	\$967	\$967	\$6,771	\$1,935	\$1,935	\$967	\$3,870	\$19,346

RESPONSIBLE AGENCY: Task

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

PRODUCT: Dispersal of FY 2025-2026 funds to claimants; notification of FY 2026-27 funds to claimants; allocation of FY 2026-26 funds to claimants, including public hearings, financial and compliance audits, and annual report. Social Service Transportation Advisory Council meetings and evaluation of public transit operators using TDA money.

WORK TASKS:

Completion Date* (1)	% of Effort	Tasks
October 1	5%	1. Prepare and submit annual report of FY 2024-2025 TDA apportionments and allocations to State Controller.
June 30	10%	2. Prepare and advertise request for proposals and select contractor to prepare FY 2024-25 TDA Financial and Compliance audit reports for all claimants and administer contract.
January 31	40%	3. Prepare TDA Fiscal and Compliance Audit of FY 2024-2025 claimants.
December 27	10%	4. Review and submit FY 2024-2025 TDA Fiscal and Compliance Audit of TDA claimants to State Controller.
March 1	10%	5. Prepare FY 2026-2027 TDA apportionments and notify claimants.
April 1	5%	6. Review KART and Corcoran Transit systems and TDA claims.
June 30	5%	7. Conduct SSTAC meetings to consider unmet transit needs.
June 30	10%	8. Conduct the unmet transit needs finding process pursuant to PUC Section 99401.5, including public hearings, adopt unmet transit needs finding and submit to Caltrans for acknowledgment, and approve the allocation of FY 2026-27 TDA funds to claimants.
June 30	5%	9. Prepare and process necessary amendments to TDA claims.
	100%	

FUNDING REQUIREMENT: W.E. 504.01 – TDA Administration

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$132,600	\$0	\$0	\$0	\$0	\$0	\$132,600
Consultant	\$42,400	\$0	\$0	\$0	\$0	\$0	\$42,400
Total	\$175,000	\$0	\$0	\$0	\$0	\$0	\$175,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS									TOTAL
	1	2	3	4	5	6	7	8	9	
LTF Funds	\$8,750	\$17,500	\$70,000	\$17,500	\$17,500	\$8,750	\$8,750	\$17,500	\$8,750	\$175,000
FHWA PL Funds	0	0	0	0	0	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0	0	0	0	0	0
PPM Funds	0	0	0	0	0	0	0	0	0	0
AVA Funds	0	0	0	0	0	0	0	0	0	0
Local Funds	0	0	0	0	0	0	0	0	0	0
TOTAL	\$8,750	\$17,500	\$70,000	\$17,500	\$17,500	\$8,750	\$8,750	\$17,500	\$8,750	\$175,000

RESPONSIBLE AGENCY: **Task**

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

Consultant 3, 4

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

Completion Date* (1)	% of Effort	Tasks
Monthly	20%	1. Prepare agenda materials and conduct meetings of the Kings County AVA Service Authority.
Quarterly	50%	2. Review AVA claims and disburse funds to claimants.
Quarterly	5%	3. Report FY 2025-26 AVA Service Authority activities to the State Controller.
June 30	25%	4. Prepare and accept FY 22-23 through FY 24-25 AVA audits.
	100%	

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	PPM Funds	AVA Funds	Local Funds	Total Revenue
KCAG	\$0	\$0	\$0	\$0	\$45,000	\$0	\$45,000
Consultant	\$0	\$0	\$0	\$0	\$15,000	\$0	\$15,000
Total	\$0	\$0	\$0	\$0	\$60,000	\$0	\$60,000

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS				TOTAL
	1	2	3	4	
LTF Funds	\$0	\$0	\$0	\$0	\$0
FHWA PL Funds	0	0	0	0	0
FTA 5303 Funds	0	0	0	0	0
PPM Funds	0	0	0	0	0
AVA Funds	12,000	30,000	3,000	15,000	60,000
Local Funds	0	0		0	0
TOTAL	\$12,000	\$30,000	\$3,000	\$15,000	\$60,000

RESPONSIBLE AGENCY: **Task**

KCAG 1, 2, 3

Consultant 4

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

NOTES: *(1) Dates are for FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

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

FUNDING REQUIREMENT: W.E. 405.01 Areawide Clearinghouse Review

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

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

FUNDING SOURCES BY TASKS:

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

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

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

NOTES: *(1) Dates are for FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

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

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

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	REAP 2.0 Grant	AVA Funds	Local Funds *	TOTAL
KCAG	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000

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

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS			TOTAL
	1	2	3	
LTF Funds	\$25,000	\$10,000	\$15,000	\$50,000
FHWA PL Funds	0	0	0	0
FTA 5303 Funds	0	0	0	0
REAP 2.0 Grant	0	0	0	0
AVA Funds	0	0	0	0
Local Funds	0	0	0	0
TOTAL	\$25,000	\$10,000	\$15,000	\$50,000

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

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

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

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

WORK TASKS:

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

FUNDING REQUIREMENT: W.E. 407.01 Census Data Center

Responsible Agency	LTF Funds	FHWA PL Funds	FTA 5303 Funds	AVA Funds	Local Funds	Total Revenue	Toll Credits
KCAG	\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$3,441
Total	\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$3,441

FUNDING SOURCES BY TASKS:

SOURCE	WORK TASKS			TOTAL
	1	2	3	
LTF Funds	\$0	\$0	\$0	\$0
FHWA PL Funds	6,000	12,000	12,000	30,000
FTA 5303 Funds	0	0	0	0
PPM Funds	0	0	0	0
AVA Funds	0	0	0	0
Local Funds	0	0	0	0
TOTAL	\$6,000	\$12,000	\$12,000	\$30,000
Toll Credits (Not Revenues)	\$689	\$1,376	\$1,376	\$3,441

RESPONSIBLE AGENCY: Task

KCAG 1, 2, 3

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

NOTES: *(1) Dates are FY 2025-2026 unless otherwise indicated.

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

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

Activity	RTPA Work Element No.	Funding Type	Description / Products	Work Performed By	Due Date	FSTIP Programming
OWP Management	501.02	Federal / State	Caltrans Work Elements for OWP Reimbursements and Monitoring.	Caltrans	On-Going	No
LDR (Local Development Review)	N/A	State	Recommended mitigation for development impacts on State facilities.	Caltrans	On-Going	No
System Planning	502.02	State	Update documents related to system functionality.	Caltrans	On-Going	No
Valley-Wide GIS	N/A	State	Coordinate integration of Valley-wide GIS into Caltrans GIS	Caltrans	On-Going	No
Tribal Coordination	501.01 and Appendix E	Federal / State	Consultation and coordination with Santa Rosa Rancheria and Tachi Tribe.	Caltrans, KCAG, Santa Rosa Rancheria Tachi Tribe	On-Going	No
Mass Transit – Kings County	501.01 and 502.03	Federal / State	Coordinate & Administer 5311, CMAQ, Capital, STIP programs w/local agencies to enhance the use of public transportation system in city and rural areas.	Caltrans, KCAG and KCAPTA	On-Going	No
KCAG RTP/SCS	502.06	Federal / State	CT participation on RTP/SCS Roundtable	Caltrans and KCAG	July 2026	No
Highways, Corridors, and Routes of Regional Significance			State Route 99 Coordination, San Joaquin Valley Goods Movement Sustainable Implementation Plan, SJV I-5 Goods Movement Plan, SR 99 Corridor Plan, CA Inland Port Feasibility Analysis-Phase III.	San Joaquin Valley Partners and Caltrans	On-Going	No
Valley Transport Resiliency Advancement for Neighborhoods' Sustainable Freight Movement (V-TRANSFRM) Study	502.09	State	Sustainable Communities Strategies Grant	San Joaquin Valley MPOs, Consultant, and Caltrans	June 2027	No
City of Hanford Active Transportation Plan FY 2022-2023	N/A	State	Sustainable Communities Grant	City of Hanford, Consultant, and Caltrans	February 2025	No

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

APPENDICES

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

- A. KCAG Transportation Policy Committee Resolutions regarding the FY 2025-2026 Overall Work Program
- B. MPO Boundary Map
- C. Budget Worksheet
- D. Certifications and Assurances Statements
- E. Agreements
 - 1. Caltrans and Kings County Association of Governments MFTA
 - 2. Caltrans and the Kings County Association of Governments MOU
 - 3. Caltrans / KCAG MOU Addendum
 - 4. Regional Transportation Planning Agencies and the San Joaquin Valley Unified Air Pollution Control District MOU
 - 5. San Joaquin Valley Regional Transportation Planning Agencies MOU
 - 6. KCAG and the Kings County Area Public Transit Agency (KCAPTA) MOU
 - 7. Kings County Abandoned Vehicle Abatement Service Authority
 - 8. San Joaquin Joint Exercise of Power Agreement
 - 9. KCAG Policy for government-to-government consultation with federally recognized Native American Tribal Governments in Kings County
- F. Glossary of Terms and Definitions
- G. Planning Emphasis Areas and Matrix
- H. Comments on Draft OWP and Response to Comments