

**APPENDIX XIV:
ADOPTION RESOLUTION**

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

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| IN THE MATTER OF ADOPTING THE 2023 |) | RESOLUTION NO. 22-12 |
| FEDERAL TRANSPORTATION IMPROVEMENT |) | |
| PROGRAM, 2023 REGIONAL TRANSPORTATION |) | |
| PLAN / SUSTAINABLE COMMUNITIES |) | RE: 2023 FTIP, 2022 RTP/SCS |
| STRATEGY, AND CORRESPONDING |) | AND AIR QUALITY |
| AIR QUALITY CONFORMITY ANALYSIS |) | CONFORMITY |

WHEREAS, the Kings County Association of Governments (KCAG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2022 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB), and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the San Joaquin Valley region are 5% below 2005 per capita emissions levels by 2020 and 13% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

WHEREAS, a 2022 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, projects submitted in the 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2023 FTIP has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the KCAG forum and general public involvement; and

WHEREAS, the 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 FTIP meets all applicable transportation planning requirements per 23 Code of Federal Regulations (CFR) Part 450; and

WHEREAS, KCAG has established performance targets that address the performance standards per 23 CFR Part 490 , 49 United States Code (U.S.C.) 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the MPO; and

WHEREAS, KCAG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2022 RTP/SCS and 2023 FTIP; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP conforms to the applicable SIPs; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the documents have been widely circulated and reviewed by the KCAG advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Kings County consistent with the public participation process adopted by the KCAG Transportation Policy Committee; and

WHEREAS, a public hearing was conducted on August 10, 2022 to hear and consider comments on the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

WHEREAS, a public hearing was conducted on August 24, 2022 to hear and consider comments on the 2022 RTP/SCS.

NOW, THEREFORE, BE IT RESOLVED, that the KCAG Transportation Policy Committee adopts the 2022 RTP/SCS, 2023 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee finds that the 2022 RTP/SCS and 2023 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that the KCAG Transportation Policy Committee also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction targets of 5% below 2005 per capita emissions levels by 2020 and 13% below 2005 per capita emissions levels by 2035.

The foregoing Resolution was adopted on a motion by Commissioner Verboon, seconded by Commissioner Morrow, at a special meeting held on September 14, 2022, by the following vote:

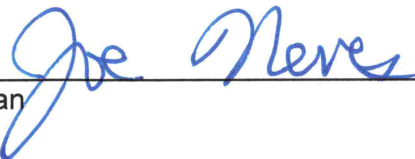
AYES: Verboon, Morrow, Neves, Palmerin

NOES:

ABSTAIN:

ABSENT: Navarro, Orth, Preciado

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE


Chairman

WITNESS, my hand this 14th day of September, 2022.


Terri King, Executive Director