

EXECUTIVE SUMMARY

As mandated by California Government Code Chapter 2.5, Section 65080 (d): “*Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation....*”. The Kings County Association of Governments (KCAG) is a state-designated Regional Transportation Planning Agency (RTPA) and a federally designated Metropolitan Planning Organization (MPO). KCAG has developed the 2014 Regional Transportation Plan (RTP) in coordination with each city in Kings County, the County of Kings, Caltrans, Federal Highways Administration, Federal Transit Administration, the San Joaquin Valley Air Pollution Control District, Kings County Area Public Transit Agency, Tachi-Yokut Tribe, and citizens’ groups.

The 2014 RTP, covering the 26-year period from 2014 to 2040, is a continuation of Kings County’s transportation planning process which began in 1975 with the adoption of its first RTP. The RTP is intended to serve many purposes:

- Provide the foundation for transportation decisions by local, regional, and state officials.
- Document the region’s mobility needs and issues.
- Identify and attempt to resolve regional issues and provide policy direction for local transportation plans.
- Document the region’s goals, policies, and objectives for meeting current and future transportation mobility needs.
- Set forth an action plan to address transportation issues and needs consistent with Regional and state policies.
- Identify transportation improvements in sufficient detail to aid in the development of the State Transportation Improvement Program (STIP) and to be useful in making decisions related to the development and growth of the region.
- Identify those agencies responsible for implementing the action plans.
- Document the region’s financial resources needed to meet mobility needs.

To fully explore these directives, and to address the requirements of state legislation, specifically Senate Bill 375, each RTP must contain four basic elements. The 2014 RTP considers plans, projects, and the integration of land use and transportation in the following elements:

1. Policy Element

- To identify regional transportation goals, policies, and objectives.
- To present significant regional transportation issues.
- To consider the natural environment, social, and economic factors.
- To show implications, impacts, and opportunities that will result from the implementation of the plan.

2. Action Element

- To set forth an action plan to address issues and needs identified in the policy element.

- To show regional transportation improvements in order to aid in the development of a statewide improvement program. The actions are broken down into five, ten, and twenty year time periods to assist in development of the Regional Transportation Improvement Program.
- To provide guidance in making decisions related to regional growth and development.
- To identify responsibilities for project implementation.

3. Financial Element

- To provide cost and revenue assumptions needed to implement the plan.
- To identify revenue sources.
- To analyze the development of new revenue sources.
- To compare costs with anticipated revenues.

4. Sustainable Communities Strategy

- Document the Greenhouse Gas emission reductions from passenger vehicles and light duty trucks.
- Integrate local agency land use decisions with the transportation system.
- Conduct comprehensive and inclusive public outreach.

The 2014 RTP is divided into twelve chapters and five appendices dealing with Kings County exclusively, and one appendix pertaining to the San Joaquin Valley for information purposes only. Please note that the appendices are for information only and are not binding on the RTP, KCAG or any of our member agencies.

Five of the chapters concentrate on specific modal areas of transportation. For information purposes only, Appendix I is an inventory of regional routes that includes general information such as best available road conditions and traffic factors.

Chapter 1: Introduction. This chapter describes KCAG's organization; the organization, background, and purpose of the plan; the regional setting; the plan's relationship to other local and state plans; and the Public Participation Process.

Chapter 2: Overview of Transportation Planning and Programming. This chapter offers an understanding of how KCAG will approach transportation problems and come to decisions and recommendations. It sets forth the basic socioeconomic facts of Kings County; spells out important transportation planning and programming issues which KCAG must consider; and establishes a central goal to guide KCAG's planning.

Chapter 3: Policy Element. This chapter identifies and defines objectives and policies needed to carry out the goals and to respond to the issues of the Regional Transportation Plan concerning each mode.

Chapter 4: The Regional Highway System. This chapter focuses on the most used, and therefore the most significant, component of Kings County's transportation system: the highway system. The 2014 RTP does not study all roads in Kings County. Instead, it identifies the most-used routes which serve regional, rather than merely local, transportation demands. The purpose of this chapter is to document needs and recommend improvements for these regional routes. The issue of how a potential local county sales tax measure, or funding mechanisms will affect the programming of State Transportation Improvement Program (STIP) projects for Kings County will be considered. This chapter also provides a list of State Highway projects contained in the STIP and projects proposed for future "Regional Transportation Improvement Programs" (RTIP).

Chapter 5: Goods Movement. This chapter examines ways to ensure that freight and commodities are efficiently transported through Kings County and the region. The majority of this chapter considers the two significant modes used for goods movement: railroads and freight trucks. Special attention is given to the needs of the agricultural industry in moving its products and the transportation of hazardous materials through Kings County.

Chapter 6: Public Transportation. This chapter provides an inventory of the various public transportation (transit) providers in Kings County. It gives special emphasis to issues surrounding Amtrak and transit services provided by local providers, and discusses ways to meet identified unmet transportation needs. It includes a summary of the findings and policies of KCAG's "2008 Transit Development Plan".

Chapter 7: Aviation. This chapter provides an inventory of public, private, and military air facilities in Kings County. Special attention is given to the role of public airports, the RTP relationship to the local and regional aviation plans, and to the impact of the F/A-18 aircraft now deployed at the Lemoore Air Station.

Chapter 8: Non-Motorized Facilities. This chapter describes opportunities to foster bicycle commuting in Kings County. It is a summary of the findings and policies of KCAG's "2011 Regional Bicycle Plan".

Chapter 9: Transportation System Management. This chapter summarizes the main themes of Transportation System Management (TSM) programs. The TSM program provides a way for decision-makers to evaluate lower-cost measures against more expensive options when transportation improvements are being considered.

Chapter 10: Air Quality. This chapter summarizes the Transportation Control Measures (TCMs) included in the San Joaquin Valley Air Quality Attainment Plan developed as a requirement of the California Clean Air Act.

Chapter 11: Financial Element. This chapter provides a summary of estimated revenues considered to be reasonably available to fund the implementation of the RTP.

Chapter 12: Sustainable Communities Strategy. This chapter answers the intent of CA Senate Bill 375 (SB 375), passed in 2008, to show how the integration of land use and transportation planning can lead to lower emissions of greenhouse gases from passenger vehicles and light duty trucks. The 2014 RTP hosts the inaugural presentation of this chapter.

Appendix I: Inventory of Countywide Regional Routes. This appendix describes the physical condition, traffic volumes, service levels, and scheduled improvements for selected regional routes. This section is merely for informational purposes and is not to be considered for programming purposes.

Appendix II: Unconstrained Projects List. This appendix lists the Tier II local roads improvement projects, or those for which the funding is not reasonably expected to be available at this time (unconstrained). The project costs for these projects are in FY 2013-14 dollar values.

Appendix III: Documentation in Support of the Sustainable Communities Strategy. This appendix includes documents that identify the methodologies, communication, public outreach, agency collaboration, technical data, and project lists that form the background for the development of the Sustainable Communities Strategy (SCS).

Appendix IV Environmental Documentation. This section summarizes the characteristics of the proposed project, as well as the project's environmental impacts and recommended mitigation measures. The environmental document for the 2014 RTP is a Program Environmental Impact Report (EIR), which is included in the 2014 RTP by reference.

Appendix V: San Joaquin Valley. This section provides an inter-regional perspective to transportation planning within the San Joaquin Valley, which consists of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern.

Appendix VI: Review and Comment. This section provides the proof of publication of the public hearing notice, the notice of public hearing to hear comments on the 2014 RTP, and the responses to comments that were received of the 2014 RTP.