

EXECUTIVE SUMMARY

As mandated by Chapter 2.5, Section 65080 et. seq. of the California Government Code, each urbanized area Regional Transportation Planning Agency (RTPA) must prepare a Regional Transportation Plan (RTP) by September 1, every three years. The Kings County Association of Governments (KCAG) is a state-designated RTPA and a federally designated Metropolitan Planning Organization (MPO). KCAG has developed the 2007 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 citizen's groups.

The 2007 RTP 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 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, each RTP must contain three basic elements. The 2007 RTP considers 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.

The 2007 RTP is divided into eleven chapters and two appendices dealing with Kings County exclusively, and one appendix pertaining to the San Joaquin Valley. Five chapters concentrate on a specific modal area of transportation. For information purposes only, Appendix I is an inventory of regional routes that includes general information such as current road conditions and traffic factors.

Chapter 1: Introduction. This chapter describes KCAG's organization, the organization of the plan, and the plan's relationship to other local and state plans.

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 2007 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 local county sales tax measures 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 transportation 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 "2003 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 Aviation Comprehensive Land Use Plan (CLUP), 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 "2004 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: Transportation Control Measures. 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 summary tables of estimated revenues to be available to fund the operation and development of the planned projects and programs.

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: Initial Study/Negative Declaration. This is the environmental assessment for the 2007 RTP. It identifies possible impacts resulting from the plan's recommendations and discusses mitigation measures.

Appendix III: 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 IV: 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 2007 RTP, and the comments that were received of the 2007 RTP.