

DRAFT
2010
KINGS COUNTY

REGIONAL

TRANSPORTATION

IMPROVEMENT

PROGRAM

2010
KINGS COUNTY

REGIONAL

TRANSPORTATION

IMPROVEMENT

PROGRAM

PREPARED BY THE
KINGS COUNTY ASSOCIATION OF GOVERNMENTS

December 18, 2009

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Transportation Policy Committee

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Dan Chin, Vice Chairman
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Kings County
Kings County
City of Avenal
City of Lemoore
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TABLE OF CONTENTS

INTRODUCTION

| | |
|---|---|
| I. State Transportation Improvement Program Process | 1 |
| II. 2010 State Transportation Improvement Program | 1 |
| III. Kings County Regional Setting..... | 2 |
| IV. County Shares and Funding Targets | 5 |
| V. The Regional Transportation Improvement Program | 5 |
| A. State Route 198 / 19th Avenue Interchange | 6 |
| B. State Route 198 / 12th Avenue Interchange | 7 |
| C. Transportation Enhancement (TE) Funds | 8 |
| D. Planning, Programming and Monitoring (PPM) Funds | 8 |
| VI. Interregional Transportation Improvement Program..... | 9 |
| A. State Route 198 Hanford 4-Lane Expressway | 9 |

| | |
|-----------------------------------|----|
| 2010 RTIP PROJECT INVENTORY | 10 |
|-----------------------------------|----|

| | |
|---------------------------------|----|
| PROJECT NOMINATION SHEETS | 12 |
|---------------------------------|----|

- State Route 198 / 19th Avenue Interchange
- State Route 198 / 12th Avenue Interchange
- Transportation Enhancement (TE) Funds
- Planning, Programming and Monitoring

APPENDIX – Performance Measures

APPENDIX - Documentation

INTRODUCTION

I. State Transportation Improvement Program Process

The State Transportation Improvement Program (STIP) is a biennial document adopted by the California Transportation Commission (CTC) no later than April 1 of each even numbered year. Government Code Section 14525(a) requires the CTC to prepare and adopt a Fund Estimate (FE) for each STIP cycle by August 15 of each odd-numbered year. The purpose of the Fund Estimate is to provide, in annual increments, an estimate of all Federal and state funds reasonably expected to be available for programming in the STIP. The STIP is a county-by-county schedule for project delivery of all major projects to be funded from state transportation funds over a five year period identified in the Fund Estimate.

Each STIP includes projects carried forward from the previous STIP plus new projects and reserves proposed by each Regional Transportation Planning Agency (RTPA) in their Regional Transportation Improvement Program (RTIP) and by Caltrans in its Interregional Transportation Improvement Program (ITIP). The STIP consists of two broad programs, the Regional Improvement Program (RIP) funded from 75% of new STIP funding, and the Interregional Improvement Program (IIP) funded from 25% of new STIP funding. The 75% regional program is further subdivided by formula into county shares. County shares are available solely for projects nominated by regions in their RTIPs. The Caltrans ITIP is to nominate projects for the interregional program. Under restricted circumstances, an RTIP may also recommend a project for funding from the interregional share.

II. 2010 State Transportation Improvement Program

Due to circumstances that could have a significant impact on funding available for the 2010 STIP, the CTC exercised the option, as provided under Government Code Section 14525(a), to delay the adoption of the FE beyond the statutory deadline. The 2010 STIP Fund Estimate and Guidelines were prepared and adopted by the CTC on October 15, 2009.

The 2010 STIP Fund Estimate has no new capacity in either the Public Transportation Account (PTA) or in the flexible fund sources (made up of the Transportation Investment Account and the Transportation Facilities Account). Unlike recent fund estimates, the FE for the 2010 STIP only contains targets for the new statewide Transportation Enhancement (TE) capacity (\$193 million through 2014-15).

Based upon the 2009-10 revised budget, the associated trailer bill, and the 2010 STIP FE, Caltrans developed a plan for the allocation of reduced resources through the STIP programming years 2009/10 through 2014/15. Commission staff estimates that nearly \$380 million in STIP projects programmed for 2009-10 (including projects delivered in 2008-09 that could not be allocated due to a lack of funding) cannot be allocated this fiscal year. Additionally, the flexible funds and the PTA accounts are significantly overprogrammed in the early portion of the 2010 STIP, and many (as much as 30% to 39%) of the projects will need to be reprogrammed to later years.

For the 2010 STIP, the Commission has adopted a 2009-10 STIP allocation plan based on the projected funding available. The Commission will reevaluate the allocation capacity and the allocation plan after the January 10 release of the Governor's 2010-11 Budget.

In recent years, due to unstable funding, the Commission has frequently found it necessary to adopt allocation plans to meter the allocation of limited resources. The recommended 2010 allocation plan principles and priorities are consistent with previous plans adopted by the Commission under these circumstances.

III. Kings County Regional Setting

Kings County, comprised of 1,396 square miles, is located in the south-central portion of the San Joaquin Valley. The Valley is bounded on the west by the Coast Range and on the east by the Sierra Nevada Mountains. The Valley extends from Sacramento on the northern end, to the Tehachapi's on the southern end. The San Joaquin Valley is the richest farmland in the world.

Two thirds of Kings County's land area is level irrigated farmland that averages over \$1 billion a year in commercial crop production. Elevations range from 175 feet in the Tulare Lake Basin to 3,473 feet at Table Mountain in the extreme southwestern portion of the county.

There are four incorporated cities within Kings County, which contain almost seventy percent of the total county population of 154,743. The four cities are Hanford, Lemoore, Corcoran and Avenal. Several unincorporated communities are also located within the county, as well as the Lemoore Naval Air Station and the Santa Rosa Rancheria.

Kings County contains approximately 946 miles of county roads, 366 miles of city streets, 131 miles of State Highways and 27 miles of Interstate. There are two public use (non-commercial passenger) airports and approximately 67 miles of rail lines in the county, including the Amtrak "San Joaquins" corridor.

State highways play an important role in Kings County's transportation system. Highway traffic in Kings County is generally composed of farm-to-market, commuter and business trips. Local roads are utilized extensively for the movement of farm-to-market products. With increased urbanization taking place in the county, an increasing percentage of commuter and business trips is developing.

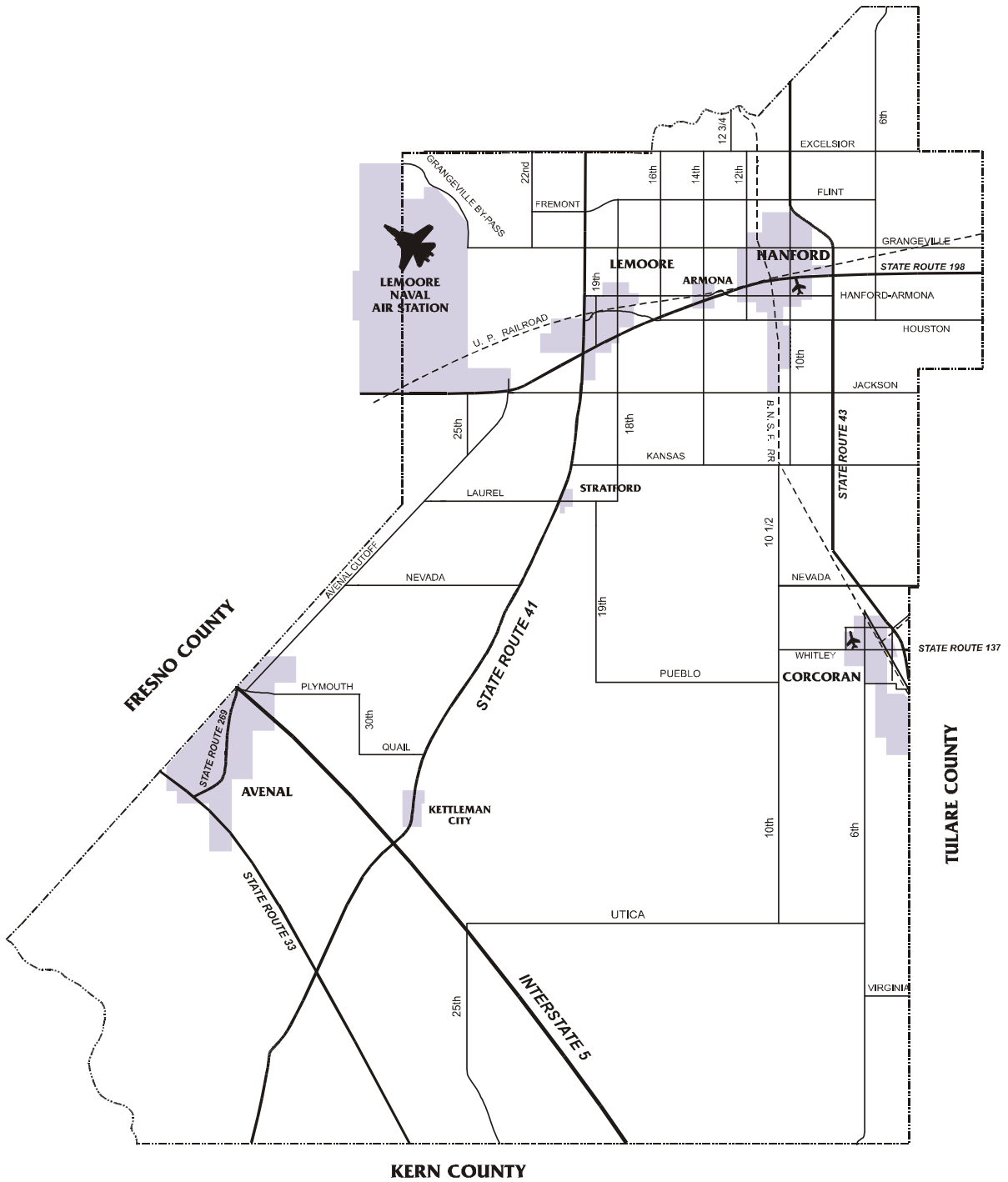
FIGURE 1

KINGS COUNTY



FIGURE 2

KINGS COUNTY



IV. County Shares and Funding Targets

The Fund Estimate for the 2010 STIP was adopted by the California Transportation Commission October 15, 2009. The Fund Estimate provided County Shares and targets for programming funds in the 2010 STIP for Transportation Enhancement funds only and established the funding targets for Kings County as shown below.

Most new TE capacity is in the two new years of the Fund Estimate (FYs 2013-14 and 2014-15). Therefore, with the exception of modifying or replacing 2008 STIP TE projects carried forward, nearly all new TE programming added in the 2010 STIP will be in FY 2013-14 and FY 2014-15 years.

**2010 STIP FUND ESTIMATE
Transportation Enhancement Targets
(\$1,000's)**

| FY 2011/12 | FY 2014/15 | TOTAL |
|------------|------------|-------|
| \$419 | \$302 | \$721 |

V. The Regional Transportation Improvement Program

The 2010 Regional Transportation Improvement Program (RTIP) has been prepared by the Kings County Association of Governments (KCAG) in cooperation with its member agencies and Caltrans according to the adopted STIP guidelines; the programming policies, instructions and criteria; and the Fund Estimate adopted by the California Transportation Commission (CTC). The 2010 RTIP is to be adopted by the KCAG Transportation Policy Committee and submitted to the CTC prior to February 12, 2010.

The projects considered in the 2010 RTIP are consistent with the adopted 2007 Kings County Regional Transportation Plan (RTP), a comprehensive 30-year plan for developing transportation facilities in Kings County. The RTP includes a prioritized list of state highway projects and the highest priority projects are normally considered for inclusion in the RTIP.

Development of the 2010 STIP will consist primarily of rescheduling projects carried forward from the 2008 STIP. The statewide capacity for the 2010 STIP fund estimate will be constrained by fiscal year, and identifies new capacity available only in the two years added to the STIP (FY 2013-14 and FY 2014-15), with decreases in capacity in earlier years.

As per the 2010 Guidelines, approximately 30% of the projects programmed from flexible funds from FY 2009-10 through FY 2012-13 (or almost 39% of the projects programmed from FY 2010-11 through FY 2012-13) will need to be delayed (reprogrammed) to FY 2013-14 and FY 2014-15.

The 2010 RTIP identifies the latest project cost and schedule estimates for Kings County projects on the state highways system. The programming in the 2010 RTIP reflects the STIP Guidelines need to delay projects, yet continues to advance high priority projects. These projects are described below.

SR 198 Corridor

State Route (SR) 198 is an interregional corridor that serves the San Joaquin Valley, connecting the Central Coast Area of California to the Sierra Nevada Mountains and Interstate 5 to State Route 99. This is a high emphasis focus route on the Interregional Road System. SR 198 is a designated large truck route between Interstate 5 and SR 99. SR 198 is part of the National Highway System serving the cities of Lemoore, Hanford and Visalia. It is a primary commuter route between the previously mentioned cities and the Lemoore Naval Air Station (NAS), a critical strategic military installation and a major employer in the region. SR 198 will become an important connector for the High Speed Rail (HSR) system with the potential for a station to be developed near the City of Hanford. SR 198 will also become a route of National Security with the proposed addition of the F-35 Strike Fighter Squadrons to NAS Lemoore.

A Corridor Systems Management Plan (CSMP) was developed for the SR 198 corridor as a result of the Proposition 1B Corridor Mobility Improvement Account (CMIA) Program. The SR 198 CSMP addresses the needs and benefits of the corridor from NAS Lemoore to SR 99 (in Tulare County).

A. State Route 198/19th Avenue Interchange

The SR 198/19th Ave. project will provide route continuity, increase capacity, improve local access to the regional highway system, and improve safety on SR 198 by upgrading a segment of expressway to freeway between the SR 41/198 Separation and the Lemoore Avenue Interchange in the City of Lemoore. The project will include the conversion of an at-grade access to SR 198 at 19th Ave. to a partial cloverleaf interchange. Like other roadways in the San Joaquin Valley, this segment of SR 198 experiences severe fog conditions in the winter months creating hazardous driving conditions, particularly for traffic attempting to cross SR 198 at uncontrolled intersections; this project will also eliminate two uncontrolled at-grade crossings within the project limits where accident rates are above the expected levels.

SR 198 plays a significant role in the physical, social and economic growth of Lemoore. Considerable efforts are currently in progress to diversify and enhance the city's economic base by promoting industrial development. The portion of the city south of SR 198 has significant potential for industrial development. An industrial park on 310 acres was built in 1990 southeast of SR 198 and 19th Ave. in anticipation of an interchange at 19th Ave. An interchange at this location would greatly benefit Lemoore by providing direct and convenient access for industrial traffic and contribute towards further industrial commercial development in the area. With the addition of an interchange, 19th Ave. will become Lemoore's major access point for the southwestern part of the city.

Progress on the project has continued with the PS&E phase more than 60% complete and the purchase of right-of-way included in Caltrans' FY 09-10 RW allocation plan. The City of Lemoore has contributed to the advancement of the project by purchasing homes within the planned RW with local funds. The project is scheduled to be ready to advertise for construction in December 2010. This project is consistent with the SR 198 CSMP.

For the 2010 RTIP, \$29.070 million of Regional Improvement Program (RIP) funds for the Construction and Construction Support phases are proposed to be advanced from FY 12-13 to FY 11-12 in order to reflect its currently anticipated construction date. KCAG is working with Caltrans D-6 to submit a proposal to the CTC to apply CMIA cost savings from the SR 198 Widening project to this project in order to maintain its schedule of Construction in December 2010.

B. State Route 198/12th Avenue Interchange

RTIP funds were programmed in previous STIPs to upgrade an existing interchange on State Route 198 at 12th Ave. within the City of Hanford. As a major north/south collector street, 12th Ave. serves the rapidly developing community of Hanford. The existing configuration of the 12th Ave. interchange is equipped with signals and is challenged by the cumulative residential and commercial growth currently in progress or planned. The purpose of the project is to alleviate future congestion and to improve safety and traffic operations of the facility. A Project Study Report (PSR) was completed for this project in January 2004. The project was also part of the Corridor System Management Plan (CSMP) completed for the SR 198 Corridor as part of the Proposition 1B program for funding in 2007.

Due to the requirement to reprogram approximately 30% of the projects currently in the STIP from FY 2009-10 through FY 2012-13 to the new years of the STIP (FY 2013-14 and FY 2014-15), the Construction phase for this project will be moved out to FY 2013-14.

For the 2010 RTIP, \$2.0 million of Local funds are proposed to be moved from the Construction phase of the project to the R/W Capital Phase; \$1.5 million of RIP funds will be proposed for R/W Capital; and \$195,000 of RIP funds will be proposed for R/W support and advanced to FY 10-11. RIP funds in the amount of \$17.399 million are proposed to be delayed to FY 13-14 for the Construction and Construction Support phases.

C. Transportation Enhancement (TE) Funds

The 2010 Fund Estimate adopted by the CTC stated a 2010 STIP-TE target of \$721,000 for Kings County. **In the 2010 RTIP, Lump Sum Reserves of \$419,000 programmed in FY 2011-12 are carried forward from the 2008 STIP and an additional \$302,000 of STIP-TE are proposed in FY 2014-15 (total \$721,000 for the STIP Cycle) for eligible projects to be identified at a later time.**

D. Planning Programming and Monitoring (PPM) Funds

In the 2008 RTIP, the Kings County Association of Governments programmed \$75,000 in FY 10-11 for planning programming and monitoring. These funds are being used to prepare the update to the Regional Transportation Plan and Environmental Impact Report, to prepare Project Study Reports (PSR) for future STIP projects, to prepare the Federal Transportation Improvement Program (FTIP) and conformity analysis, and other project planning, programming and monitoring activities.

In the 2010 RTIP, the \$75,000 programmed in FY 10/11 will be carried forward from the 2008 STIP; no additional programming of PPM funds is proposed at this time.

VI. Interregional Transportation Improvement Program

Caltrans is to develop an Interregional Transportation Improvement Program (ITIP) which will provide the most adequate interregional road system to all economic centers in the state. Projects for the ITIP are to serve interregional movement of people and goods and may consist of state highway projects on the statutory interregional road system and outside of urbanized areas, intercity rail and grade separations, and projects that are otherwise needed to facilitate interregional movement on state highways, intercity passenger rail, mass transit guideway, or grade separations.

Projects proposed for the ITIP are developed from the Strategic Plan for the Interregional Improvement Plan (IIP). The Strategic Plan includes a list of high emphasis and focus routes, which include I-5, SR 41 and SR 198 within Kings County.

A. State Route 198 Hanford 4-Lane Expressway - Landscaping

The Kings County Association of Governments programmed funds in the 1998 STIP for a project to widen a segment of State Route 198, from the existing 2-lane conventional highway to a 4-lane divided expressway, from SR 43 to State Route 99. The Construction of SR 198 began in November 2009. The remaining work to be accomplished is the landscaping mitigation.

In the 2010 ITIP the landscaping mitigation programming is carried forward with \$100,000 programmed in FY 2009-10 for E&P; \$295,000 programmed in FY 2010-11 for PS&E; \$5,000 also in FY 2010-11 for R/W Support; and \$4,100,000 programmed in FY 2011-12 for Construction and Construction Support.

2010 RTIP PROJECT INVENTORY

| LOCATION ROUTE EA NO. PPNO # POST MILE | PROJECT DESCRIPTION POST MILE LIMITS | PHASE | PROGRAM SCHEDULE | | | | | FUND SOURCES | | | | |
|--|--|-----------------|------------------|------------------|---------------|---------------|---------------|--------------|---------------|----------------|--------------|---------------|
| | | | PRIOR | 2010 STIP PERIOD | | | | | RIP FUNDS | LOCAL FUNDS | IIP FUNDS | CMIA FUNDS |
| | | | | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | | | | |
| LEMOORE SR 198 32550K 4330 08.6/09.7 | IN LEMOORE AT 19TH AVE. CONSTRUCT INTERCHANGE | PA&ED | 1,291 | | | | | 1,291 | | | | |
| | | PS&E | 2,264 | | | | | 2,264 | | | | |
| | | R/W SUP | 609 | | | | | 609 | | | | |
| | | CON SUP | | 2,770 | | | | 2,770 | | | | |
| | | R/W | 3,000 | | | | | 3,000 | | | | |
| | | CON | | 26,300 | | | | 26,300 | | | | |
| | SUBTOTAL | | 7,164 | 29,070 | | | 36,234 | | | | | |
| HANFORD SR 198 48750 4348 R27.2/R27.2 | IN HANFORD AT 12TH AVE. RECONSTRUCT INTERCHANGE | PA&ED | 1,468 | | | | | 1,468 | | | | |
| | | PS&E | 1,462 | | | | | 1,462 | | | | |
| | | R/W SUP | | 195 | | | | 195 | | | | |
| | | CON SUP | | | | 1,908 | | 1,908 | | | | |
| | | R/W | | 3,500 | | | | 1,500 | 2,000 | | | |
| | | CON | | | | 15,491 | | 15,491 | | | | |
| | SUBTOTAL | | 2,930 | 3,695 | | 17,399 | 22,024 | 2,000 | | | | |
| KCAG 4C1674 6L04 | KCAG PPM | PPM | 500 | 75 | | | | 75 | | | | |
| | | SUBTOTAL | 500 | 75 | | | | 75 | | | | |
| KCAG C002 | KCAG TE RESERVE | TE | | | 419 | | | 302 | 721 | | | |
| | | SUBTOTAL | | | 419 | | | 302 | 721 | | | |
| | TOTAL | | 10,594 | 3,770 | 29,489 | 0 | 17,399 | 302 | 59,054 | 2,000 | | |

PROJECT NOMINATION SHEETS

- State Route 198 – 19th Avenue Interchange
- State Route 198 – 12th Avenue Interchange
- Transportation Enhancement
- Planning, Programming and Monitoring

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

General Instructions

| | | | | | |
|---|----------------------------|--|----------------|-----------------------|-----------------|
| <input type="checkbox"/> New Project | | <input checked="" type="checkbox"/> Amendment (Existing Project) | | Date: | 12/02/09 |
| Caltrans District | EA | PPNO | MPO ID | TCRP No. | |
| 6 | 325500 | 4330 | | | |
| County | Route/Corridor | Project Sponsor/Lead Agency | | MPO | Element |
| KIN | 198 | Caltrans | | Kings | CO |
| Project Title | | | | | |
| 19th Avenue Interchange | | | | | |
| PM Bk | PM Ahd | Project Mgr/Contact | Phone | E-mail Address | |
| 8.6 | 9.7 | Jim Heinen | (559)243-3467 | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | |
| In Lemoore, on Route 198 at 19th Avenue. Construct interchange. | | | | | |
| Component | Implementing Agency | | | Reimbursements | |
| PA&ED | Caltrans | | | | |
| PS&E | Caltrans | | | | |
| Right of Way | Caltrans | | | | |
| Construction | Caltrans | | | | |
| Legislative Districts | | | | | |
| Assembly: | 30 | | Senate: | 16 | |
| Congressional: | 20 | | | | |
| Purpose and Need | | | | | |
| This project will provide route continuity, increase capacity, improve local access to the regional highway system, and improve safety on SR 198. | | | | | |
| Project Benefits | | | | | |
| The project will provide connectivity, and the opportunity for economic development diversity in a high unemployment area. | | | | | |
| Project Milestone | | | | Existing | Proposed |
| Project Study Report Approved | | | | | 06/30/93 |
| Begin Environmental (PA&ED) Phase | | | | | |
| Circulate Draft Environmental Document | | Document Type | ND | | 04/01/03 |
| Draft Project Report | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | 06/20/05 |
| Begin Design (PS&E) Phase | | | | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | 12/15/10 |
| Begin Right of Way Phase | | | | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | 12/05/10 |
| Begin Construction Phase (Contract Award Milestone) | | | | | 12/15/10 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | 03/15/14 |
| Begin Closeout Phase | | | | | |
| End Closeout Phase (Closeout Report) | | | | | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/02/09

| County | CT District | PPNO | TCRP Project No. | EA |
|---|-------------|------|------------------|--------|
| KIN | 6 | 4330 | | 325500 |
| Project Title: 19th Avenue Interchange | | | | |

| Existing Total Project Cost | | | | | | | | | Implementing Agency |
|-----------------------------|--------------|-------|---------------|---------------|-------|-------|--------|---------------|---------------------|
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | 1,291 | | | | | | | 1,291 | Caltrans |
| PS&E | 2,264 | | | | | | | 2,264 | Caltrans |
| R/W SUP (CT) | 609 | | | | | | | 609 | |
| CON SUP (CT) | | | | 2,770 | | | | 2,770 | |
| R/W | 3,000 | | | | | | | 3,000 | Caltrans |
| CON | | | | 26,300 | | | | 26,300 | Caltrans |
| TOTAL | 7,164 | | | 29,070 | | | | 36,234 | |
| Proposed Total Project Cost | | | | | | | | | |
| E&P (PA&ED) | 1,471 | | | | | | | 1,471 | |
| PS&E | 1,630 | | | | | | | 1,630 | |
| R/W SUP (CT) | 451 | | | | | | | 451 | |
| CON SUP (CT) | | | 2,770 | | | | | 2,770 | |
| R/W | 5,804 | | | | | | | 5,804 | |
| CON | | | 26,300 | | | | | 26,300 | |
| TOTAL | 9,356 | | 29,070 | | | | | 38,426 | |

| Fund No. 1: | RIP - State Cash (ST-CASH) | | | | | | | | Program Code |
|-------------------------|----------------------------|-------|---------------|---------------|-------|-------|--------|---------------|------------------------------------|
| Existing Funding | | | | | | | | | 20.XX.075.600 |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | Funding Agency |
| E&P (PA&ED) | 1,291 | | | | | | | 1,291 | Kings County Association of Govern |
| PS&E | 2,264 | | | | | | | 2,264 | |
| R/W SUP (CT) | 609 | | | | | | | 609 | |
| CON SUP (CT) | | | | 2,770 | | | | 2,770 | |
| R/W | 3,000 | | | | | | | 3,000 | |
| CON | | | | 26,300 | | | | 26,300 | |
| TOTAL | 7,164 | | | 29,070 | | | | 36,234 | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | 1,471 | | | | | | | 1,471 | Potential CMIA funded project |
| PS&E | 1,630 | | | | | | | 1,630 | |
| R/W SUP (CT) | 451 | | | | | | | 451 | |
| CON SUP (CT) | | | 2,770 | | | | | 2,770 | |
| R/W | 5,804 | | | | | | | 5,804 | |
| CON | | | 26,300 | | | | | 26,300 | |
| TOTAL | 9,356 | | 29,070 | | | | | 38,426 | |

| Fund No. 2: | | | | | | | | | Program Code |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Existing Funding | | | | | | | | | Funding Agency |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

General Instructions

| | | | | | |
|--|----------------------------|--|----------------|-----------------------|-----------------------|
| <input type="checkbox"/> New Project | | <input checked="" type="checkbox"/> Amendment (Existing Project) | | Date: | 12/02/09 |
| Caltrans District | EA | PPNO | MPO ID | TCRP No. | |
| 6 | 48750 | 4348 | | | |
| County | Route/Corridor | Project Sponsor/Lead Agency | | MPO | Element |
| KIN | 198 | Hanford, City of | | Kings | CO |
| Project Title | | | | | |
| 12th Avenue Interchange on SR 198 | | | | | |
| PM Bk | PM Ahd | Project Mgr/Contact | Phone | E-mail Address | |
| R16.9 | R16.9 | Jim Heinen | (559)243-3467 | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | |
| In Hanford, on Route 198 at 12th Avenue. Reconstruct interchange. | | | | | |
| Component | Implementing Agency | | | | Reimbursements |
| PA&ED | Caltrans | | | | |
| PS&E | Caltrans | | | | |
| Right of Way | Caltrans | | | | |
| Construction | Caltrans | | | | |
| Legislative Districts | | | | | |
| Assembly: | 30 | | Senate: | 16 | |
| Congressional: | 20 | | | | |
| Purpose and Need | | | | | |
| Improve traffic circulation and access, improve traffic capacity and safety. | | | | | |
| Project Benefits | | | | | |
| Improve the flow of traffic. | | | | | |
| Project Milestone | | | | Existing | Proposed |
| Project Study Report Approved | | | | | |
| Begin Environmental (PA&ED) Phase | | | | | |
| Circulate Draft Environmental Document | | Document Type | | | |
| Draft Project Report | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | 10/15/09 |
| Begin Design (PS&E) Phase | | | | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | 03/15/12 |
| Begin Right of Way Phase | | | | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | 03/10/12 |
| Begin Construction Phase (Contract Award Milestone) | | | | | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | 01/01/14 |
| Begin Closeout Phase | | | | | |
| End Closeout Phase (Closeout Report) | | | | | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/02/09

| County | CT District | PPNO | TCRP Project No. | EA |
|---|-------------|------|------------------|-------|
| KIN | 6 | 4348 | | 48750 |
| Project Title: 12th Avenue Interchange on SR 198 | | | | |

| Existing Total Project Cost | | | | | | | | | Implementing Agency |
|-----------------------------|--------------|--------------|---------------|-------|---------------|-------|--------|---------------|---------------------|
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | 1,468 | | | | | | | 1,468 | Caltrans |
| PS&E | 1,462 | | | | | | | 1,462 | Caltrans |
| R/W SUP (CT) | | | 195 | | | | | 195 | |
| CON SUP (CT) | | | 1,908 | | | | | 1,908 | |
| R/W | | 368 | 3,132 | | | | | 3,500 | Caltrans |
| CON | | 1,632 | 13,859 | | | | | 15,491 | Caltrans |
| TOTAL | 2,930 | 2,000 | 19,094 | | | | | 24,024 | |
| Proposed Total Project Cost | | | | | | | | | |
| E&P (PA&ED) | 1,780 | | | | | | | 1,780 | |
| PS&E | 1,663 | | | | | | | 1,663 | |
| R/W SUP (CT) | | 195 | | | | | | 195 | |
| CON SUP (CT) | | | | | 1,908 | | | 1,908 | |
| R/W | | 3,500 | | | | | | 3,500 | |
| CON | | | | | 15,491 | | | 15,491 | |
| TOTAL | 3,443 | 3,695 | | | 17,399 | | | 24,537 | |

| Fund No. 1: | RIP - State Cash (ST-CASH) | | | | | | | | Program Code |
|-------------------------|-----------------------------------|--------------|---------------|-------|---------------|-------|--------|---------------|--|
| Existing Funding | | | | | | | | | 20.XX.075.600 |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | Funding Agency |
| E&P (PA&ED) | 1,468 | | | | | | | 1,468 | Kings County Association of Govern |
| PS&E | 1,462 | | | | | | | 1,462 | |
| R/W SUP (CT) | | | 195 | | | | | 195 | |
| CON SUP (CT) | | | 1,908 | | | | | 1,908 | |
| R/W | | | 3,132 | | | | | 3,132 | |
| CON | | | 13,859 | | | | | 13,859 | |
| TOTAL | 2,930 | | 19,094 | | | | | 22,024 | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | 1,780 | | | | | | | 1,780 | Delay CON per STIP Guidelines, Advance RW with Local Funds |
| PS&E | 1,663 | | | | | | | 1,663 | |
| R/W SUP (CT) | | 195 | | | | | | 195 | |
| CON SUP (CT) | | | | | 1,908 | | | 1,908 | |
| R/W | | 1,500 | | | | | | 1,500 | |
| CON | | | | | 15,491 | | | 15,491 | |
| TOTAL | 3,443 | 1,695 | | | 17,399 | | | 22,537 | |

| Fund No. 2: | Loc Funds - Local Transportation Funds (LTF) | | | | | | | | Program Code |
|-------------------------|---|--------------|-------|-------|-------|-------|--------|--------------|---------------------|
| Existing Funding | | | | | | | | | LOCAL FUNDS |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Hanford, City of |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | 368 | | | | | | 368 | |
| CON | | 1,632 | | | | | | 1,632 | |
| TOTAL | | 2,000 | | | | | | 2,000 | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | 2,000 | | | | | | 2,000 | |
| CON | | | | | | | | | |
| TOTAL | | 2,000 | | | | | | 2,000 | |

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

General Instructions

| | | | | | |
|--|---|--|----------------|-----------------------|-----------------|
| <input type="checkbox"/> New Project | | <input checked="" type="checkbox"/> Amendment (Existing Project) | | Date: | 12/03/09 |
| Caltrans District | EA | PPNO | MPO ID | TCRP No. | |
| 6 | | C002 | | | |
| County | Route/Corridor | Project Sponsor/Lead Agency | | MPO | Element |
| KIN | | Kings County Association of Government | | Kings | LA |
| Project Title | | | | | |
| TE Reserve | | | | | |
| PM Bk | PM Ahd | Project Mgr/Contact | Phone | E-mail Address | |
| | | Terri King | (559)582-3211 | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | |
| TE Reserve | | | | | |
| Component | Implementing Agency | | | Reimbursements | |
| PA&ED | | | | | |
| PS&E | | | | | |
| Right of Way | | | | | |
| Construction | Kings County Association of Governments | | | | |
| Legislative Districts | | | | | |
| Assembly: | 30 | | Senate: | 16 | |
| Congressional: | 20 | | | | |
| Purpose and Need | | | | | |
| | | | | | |
| Project Benefits | | | | | |
| | | | | | |
| Project Milestone | | | | Existing | Proposed |
| Project Study Report Approved | | | | | |
| Begin Environmental (PA&ED) Phase | | | | | |
| Circulate Draft Environmental Document | | Document Type | | | |
| Draft Project Report | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | |
| Begin Design (PS&E) Phase | | | | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | |
| Begin Right of Way Phase | | | | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | |
| Begin Construction Phase (Contract Award Milestone) | | | | | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | |
| Begin Closeout Phase | | | | | |
| End Closeout Phase (Closeout Report) | | | | | |

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/03/09

| County | CT District | PPNO | TCRP Project No. | EA |
|----------------------------------|-------------|------|------------------|----|
| KIN | 6 | C002 | | |
| Project Title: TE Reserve | | | | |

| Existing Total Project Cost | | | | | | | | | Implementing Agency |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-----------------------------|
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | 419 | | | | 419 | Kings County Association of |
| TOTAL | | | | 419 | | | | 419 | |
| Proposed Total Project Cost | | | | | | | | | Implementing Agency |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | 419 | | 302 | | 721 | |
| TOTAL | | | | 419 | | 302 | | 721 | |

| Fund No. 1: | RIP - STP Enhancements (STPE) | | | | | | | | Program Code |
|--------------------|-------------------------------|-------|-------|-------|-------|-------|--------|-------|------------------------------------|
| Existing Funding | | | | | | | | | 20.30.600.731 |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Kings County Association of Govern |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | 419 | | | | 419 | |
| TOTAL | | | | 419 | | | | 419 | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | 419 | | 302 | | 721 | |
| TOTAL | | | | 419 | | 302 | | 721 | |

| Fund No. 2: | | | | | | | | | Program Code |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Existing Funding | | | | | | | | | Funding Agency |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

General Instructions

| | | | | | |
|---|---|--|----------------|-----------------------|-----------------|
| <input type="checkbox"/> New Project | | <input checked="" type="checkbox"/> Amendment (Existing Project) | | Date: | 12/03/09 |
| Caltrans District | EA | PPNO | MPO ID | TCRP No. | |
| 6 | | 6L04 | | | |
| County | Route/Corridor | Project Sponsor/Lead Agency | | MPO | Element |
| KIN | | Kings County Association of Government | | Kings | LA |
| Project Title | | | | | |
| Planning, Programming and Monitoring | | | | | |
| PM Bk | PM Ahd | Project Mgr/Contact | Phone | E-mail Address | |
| | | Terri King | (559)582-3211 | | |
| Location, Project Limits, Description, Scope of Work, Legislative Description | | | | | |
| Planning, Programming and Monitoring. | | | | | |
| Component | Implementing Agency | | | Reimbursements | |
| PA&ED | | | | | |
| PS&E | | | | | |
| Right of Way | | | | | |
| Construction | Kings County Association of Governments | | | | |
| Legislative Districts | | | | | |
| Assembly: | 30 | | Senate: | 16 | |
| Congressional: | 20 | | | | |
| Purpose and Need | | | | | |
| Continuation of regional transportation planning, including the preparation of the RTP, RTIP, FTIP, air quality planning, and monitoring the implementation of FTIP projects. | | | | | |
| Project Benefits | | | | | |
| | | | | | |
| Project Milestone | | | | Existing | Proposed |
| Project Study Report Approved | | | | | |
| Begin Environmental (PA&ED) Phase | | | | | |
| Circulate Draft Environmental Document | | Document Type | | | |
| Draft Project Report | | | | | |
| End Environmental Phase (PA&ED Milestone) | | | | | |
| Begin Design (PS&E) Phase | | | | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | |
| Begin Right of Way Phase | | | | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | |
| Begin Construction Phase (Contract Award Milestone) | | | | | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | |
| Begin Closeout Phase | | | | | |
| End Closeout Phase (Closeout Report) | | | | | |

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 8/09)

Date: 12/03/09

| County | CT District | PPNO | TCRP Project No. | EA |
|--|-------------|------|------------------|----|
| KIN | 6 | 6L04 | | |
| Project Title: Planning, Programming and Monitoring | | | | |

| Existing Total Project Cost | | | | | | | | | Implementing Agency |
|-----------------------------|------------|-----------|-------|-------|-------|-------|--------|------------|-----------------------------|
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | 500 | 75 | | | | | | 575 | Kings County Association of |
| TOTAL | 500 | 75 | | | | | | 575 | |
| Proposed Total Project Cost | | | | | | | | | Implementing Agency |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | 500 | 75 | | | | | | 575 | |
| TOTAL | 500 | 75 | | | | | | 575 | |

| Fund No. 1: | RIP - State Cash (ST-CASH) | | | | | | | | Program Code | |
|--------------------|----------------------------|-----------|-------|-------|-------|-------|--------|------------|------------------------------------|--|
| Existing Funding | | | | | | | | | 20.30.600.670 | |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | Funding Agency | |
| E&P (PA&ED) | | | | | | | | | Kings County Association of Govern | |
| PS&E | | | | | | | | | \$30 CON voted 07/16/98 | |
| R/W SUP (CT) | | | | | | | | | \$30 CON voted 07/28/99 | |
| CON SUP (CT) | | | | | | | | | \$30 CON voted 07/01/00 | |
| R/W | | | | | | | | | \$30 CON voted 06/14/01 | |
| CON | 500 | 75 | | | | | | 575 | \$80 CON voted 09/26/02 | |
| TOTAL | 500 | 75 | | | | | | 575 | \$100 CON voted 02/26/04 | |
| | | | | | | | | | \$50 CON voted 09/29/05 | |
| Proposed Funding | | | | | | | | | Notes | |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | | |
| E&P (PA&ED) | | | | | | | | | | |
| PS&E | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | 500 | 75 | | | | | | 575 | | |
| TOTAL | 500 | 75 | | | | | | 575 | | |

| Fund No. 2: | | | | | | | | | Program Code | |
|--------------------|-------|-------|-------|-------|-------|-------|--------|-------|----------------|--|
| Existing Funding | | | | | | | | | Funding Agency | |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | | |
| E&P (PA&ED) | | | | | | | | | | |
| PS&E | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| Proposed Funding | | | | | | | | | Notes | |
| Component | Prior | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16+ | Total | | |
| E&P (PA&ED) | | | | | | | | | | |
| PS&E | | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | | |
| R/W | | | | | | | | | | |
| CON | | | | | | | | | | |
| TOTAL | | | | | | | | | | |

APPENDIX

PERFORMANCE MEASURES

Regional Transportation Improvement Program Performance and Cost Effectiveness Report

Introduction

This report is intended to meet the STIP Guidelines regarding Performance Measures and demonstrates the effectiveness of the 2010 Regional Transportation Improvement Program (RTIP) in addressing or achieving the goals, objectives and policies of the adopted 2007 Kings County Regional Transportation Plan (RTP).

RTP Performance Measurement

The RTP Guidelines states that each RTPA should define a set of “program level” transportation system performance measures, which reflect the goals and objectives adopted in the RTP, to be used to evaluate and select plan alternatives. The Guidelines also identify the requirements for “performance-based” planning. KCAG prepared an analysis of the following performance measures for capacity-increasing projects, and identified the criteria that should be applied to evaluate performance of the transportation system. The California Transportation Plan, Transportation System Performance Measures Report (August 1998) identifies the following, “desired outcomes” for the transportation system, which may be addressed in the RTP:

- Mobility/Accessibility
- Sustainability
- Safety and Security
- Reliability
- Economic Well Being
- Equity
- Cost-Effectiveness
- Environmental Quality
- Customer Satisfaction

KCAG has developed a system for ranking or prioritizing transportation projects. The system was prepared in order to assign priorities to state highway projects and other street and highway projects within the region. It attempts to quantify factors which ordinarily require subjective judgments and provides a checklist for use in reaching decisions on project priorities. The standards and methodology for applying standards to identify priorities for road construction projects in Kings County are described below. The prioritization system includes a comprehensive list of standards which can be applied to specific roadway projects in order to derive a priority for implementation. Specific standards are identified for each objective, a system of measurements discussed and alternatives proposed. Five objectives and their associated standards were established for the prioritization system.

- Create an Integrated and Balanced Road System Serving Community Needs
- Obtain Maximum Improvement in Traffic Flow and Safety
- Creates Minimum Adverse Environmental Effects
- Minimize the Disruptive Consequences of the Project
- Give a Desirable Benefit to Cost Ratio

The following 5-point system was devised to measure the degree to which each standard has been attained.

PRIORITIZATION SYSTEM FOR TRANSPORTATION PROJECTS

| OBJECTIVE | STANDARDS | POINT SYSTEM |
|--|---|--|
| Create an Integrated and Balanced Road System Serving Community Needs | Consistent with the RTP and transportation elements of the adopted General Plan. | 4-5 Pts. – Included in RTP and/or local transportation elements of adopted General Plans |
| | | 2-3 Pts. – Not included in any adopted plan, but is on the local/minor street system or provides “spot” improvement. |
| | | 1 Pt. – Not included in any adopted plan. |
| | Supports or is consistent with the land use element of the adopted General Plans. | 4-5 Pts. – Provides needed service to areas designated for immediate development. |
| | | 2-3 Pts. – Provides needed service to already developed areas. |
| | | 1 Pt. – Not consistent with adopted General Plans. |
| | Facilitates transit, truck, aviation, rail, bicycle and pedestrian modes of travel. | 4-5 Pts. – Includes provisions for more than one alternative transportation mode. |
| | | 2-3 Pts. – Includes provisions for one alternative transportation mode. |
| | | 1 Pt. – No provisions for alternate transportation modes. |
| Obtain Maximum Improvement in Traffic Flow and Safety | Is constructed to standards commensurate with expected travel demands. | 4-5 pts. – Increases level of service from projected levels D, E, and F |
| | | 2-3 Pts. – Increases level of service from projected levels B and C |
| | | 1 Pt. – Does not increase level of service. |
| | Accommodates the greatest number of vehicle trips for the money spent. | 4-5 Pts. – Highest projected traffic volume per dollar cost of project. |
| | | 2-3 Pts. – Next highest projected traffic volume per dollar cost of project. |
| | | 1 Pt. – Lowest projected traffic volume per dollar cost of project. |
| | Provides greatest reduction in accident rates. | 4-5 Pts. – Accident history greater than 2 times State average. |
| | | 2-3 Pts. – Accident history one to two times State average. |
| | | 1 Pt. – Accident history less than State average or no existing roadway. |
| | Eliminates potentially hazardous conditions such as inadequate roadway geometrics and poor structural conditions. | 4-5 pts. – Existing roadway below minimum geometric and structural standards. |
| | | 2-3 Pts. – Existing roadway below minimum geometric or structural standards. |
| | | 1 Pt. – Existing roadway not below minimum standards. |
| | Provides relief for other portions of the road system or reduces traffic on residential or minor streets. | 4-5 Pts. – Diverts traffic from other streets and highways thereby improving traffic conditions on alternate routes. |
| | | 2-3 Pts. – Diverts traffic from other streets and highways without improving traffic conditions on alternate routes. |
| | | 1 Pt. – Does not divert traffic. |

PRIORITIZATION SYSTEM FOR TRANSPORTATION PROJECTS

| OBJECTIVE | STANDARDS | POINT SYSTEM |
|--|---|---|
| Creates Minimum Adverse Environmental Effects | Minimizes impact on trees, plants, and wildlife. | 4-5 Pts. – Greater than 1,000 feet from areas containing rare/endangered plants or wildlife species. |
| | | 2-3 Pts. – Within 1,000-3,000 feet of areas containing rare/endangered plants or wildlife species. |
| | | 1 Pt. – Within 1,000 feet of areas containing rare/endangered plants or wildlife species. |
| | Minimizes impact on air pollution. | 4-5 Pts. – Decreases concentrations of vehicle emissions. |
| | | 2-3 Pts. – No identifiable impact on vehicle emissions. |
| | | 1 Pt. – Increases concentrations of vehicle emissions. |
| | Minimizes impact of noise pollution. | 4-5 Pts. – Produces acceptable noise levels. |
| | | 2-3 Pts. – Produces somewhat acceptable noise levels. |
| | | 1 Pt. – Produces unacceptable noise levels. |
| | Minimizes impact of water pollution. | 4-5 Pts. – Decreases water pollution levels. |
| | | 2-3 Pts. – No identifiable impact on water pollution. |
| | | 1 Pt. – Increases water pollution levels. |
| | Minimizes disruption to natural beauty. | 4-5 Pts. – Opens up new vistas or restores natural beauty. |
| | | 2-3 Pts. – No identifiable impact on natural beauty. |
| | | 1 Pt. – Destroys natural beauty. |
| Minimize the Disruptive Consequences of the Project | Minimize number of residential units disrupted. | 5 Pts. – No residential dwelling units dislocated. |
| | | 2-4 Pts. – Dislocates between 1 and 10 residential dwelling units. |
| | | 1 Pt. – Dislocates greater than 10 residential dwelling units. |
| | Minimizes disruption of historical sites, cultural and social characteristics of the community. | 4-5 pts. – Does not disrupt or have adverse impact on cultural, historic or social characteristics of special community value. |
| | | 2-3 pts. – Does not disrupt but has possible adverse impact on cultural, historic or social characteristics of special community value. |
| | | 1 Pt. – Disrupts cultural, historic or social characteristics of special community value. |
| | Creates minimum adverse economic effect on the community. | 5 Pts. – Creates no adverse economic effect. No commercial/industrial buildings dislocated. |
| | | 2-4 Pts. – Some adverse economic effect. Dislocates between 1 and 10 commercial/industrial buildings. |
| | | 1 Pt. – Substantial adverse economic effect. Dislocates more than 10 commercial/industrial buildings. |
| | Give a Desirable Benefit to Cost Ratio | Give a benefit-cost ratio greater than 1.0. |
| 2-4 Pts. – Benefit-Cost ratio between 1.0 and 2.0. | | |
| 1 Pt. – Benefit-Cost ratio less than 1.0. | | |

Consistency with RTP

The 2007 Kings County RTP includes a Policy Element. The goals, objectives and policies for the regional transportation system that are included in the RTP are implemented in this 2010 RTIP. Some of these pertaining to the projects in the 2010 RTIP included the following:

- Develop and maintain a multi-modal transportation system which efficiently and safely moves people and goods, and which serves the region's social, economic, and physical needs.
- Maintain, upgrade and complete a regional system of roadways which is convenient, safe, and efficient, and which serves the needs of all its users.
- Maintenance shall be continuous to keep the regional highway system from falling further into disrepair. The system shall be upgraded and completed as revenues allow.
- Undertake new construction projects to upgrade and complete the regional system, and to close gaps in local and state highway systems.
- Improve routes of regional significance to promote the safe operation of vehicular traffic.
- Provide adequate shoulder areas on all state highways and rural regional routes.

The 2007 Kings County RTP includes an Action Element. The proposed projects in the 2010 RTIP for the regional transportation system implement the RTP Action Element since each of the proposed projects is included in the adopted 2007 Kings County RTP. The Kings County 2010 RTIP proposes to fund three projects on the state highway system and project planning, programming and monitoring. Each of the three projects is located on SR 198 and seeks to improve the mobility, safety, and connectivity of this interregional state highway corridor. These include the 4-lane Hanford Expressway, 19th Ave. interchange and 12th Ave. interchange.

Corridor Description

State Route (SR) 198 is an interregional corridor that serves the San Joaquin Valley, connecting the central coast area of California to the Sierra Nevada Mountains. This is a high emphasis focus route on the Interregional Road System. SR 198 is part of the National Highway System serving the cities of Lemoore, Hanford and Visalia. SR 198 is a designated large truck route between Route 5 and the Sequoia National Park boundary, per the Surface Transportation Authority Act of 1982. The importance of SR 198 as a local transportation route is apparent in Kings County, where it is considered to be the only east-west connection between SR 99 and I-5 which will be experiencing significant population growth over the next 20 years. It is a primary commuter route as it links the previously mentioned cities with the Lemoore Naval Air Station, a major strategic military installation and a major employer in the region. Lemoore Naval Air Station is the newest and largest of the Navy's master jet bases in the United States and is being considered as a possible site for the Navy's F-35 Joint Strike Fighter, the latest carrier-landing jet designed to serve the needs of every branch of the military. Due to its location in the San Joaquin Valley, this segment of SR 198 experiences severe fog conditions in the winter months, making for hazardous driving conditions. Due to its location through a rural agricultural area, it is a farm-to-market route for agricultural products.

This route also links these cities to alternative modes of transportation. The Amtrak San Joaquin Valley line has a train station in the city of Hanford. This Amtrak train line runs north to Sacramento and the Bay Area and south to the city of Bakersfield, with connecting services to southern California. SR 198 provides a connection to the city of Visalia's airport

which has a growing commuter airline service, providing flights to locations throughout California and neighboring states.

Project Benefits

- For the 19th Ave. Interchange, this project will eliminate two at grade intersections and close a gap between freeway segments. This interchange project will provide direct and convenient access for industrial traffic near an industrial park. Lack of convenient and safe access to the industrial park has impeded commercial development in order to enhance the city's economic base and local employment opportunities. The project will also improve safety within the project limits where accident rates are above the expected levels for this road segment. By elimination the at-grade intersections, this project will improve mobility and connectivity in Kings County and provide other benefits as well. The project is needed because accident rates for this segment are above the state average, mainly from vehicles turning at 19th Ave. and 18 ½ Ave. failing to yield to through traffic on SR 198. The installation and subsequent modification of six-inch high concrete traffic diverters reduced broadside accidents on 18 ½ Ave./Vine St., but did not reduce the accident rate on 19th Ave. to a level below the state average for a road of similar design. Establishing 19th Ave. as a major through roadway would improve Lemoore's internal traffic circulation as well. The project would provide approximately 12 miles of continuous freeway along SR 198 in the Lemoore-Hanford urbanized area.

SR 198 plays a significant role in the physical, social and economic growth of Lemoore. Considerable efforts are currently in progress to diversify and enhance the city's economic base by promoting industrial development. The portion of the city south of SR 198 has significant potential for industrial development. An industrial park on 310 acres was built in 1990 southeast of SR 198 and 19th Ave. in anticipation of an interchange at 19th Ave. An interchange at this location would greatly benefit Lemoore by providing direct and convenient access for industrial traffic and contribute towards further industrial commercial development in the area. With the addition of an interchange, 19th Ave. will become Lemoore's major access point for the southwestern part of the city. Lemoore's industrial development is expected to continue to grow as new businesses are attracted to the economic opportunities, low land prices, good transportation access, and financial incentives provided by Enterprise and Recycling and Development Zones.

- For the 12th Ave. Interchange, the purpose of the project is to upgrade an existing interchange within the City of Hanford to alleviate future congestion and to improve safety and traffic operations of the facility. The existing interchange is a diamond configuration equipped with signals and is challenged by the cumulative residential and commercial growth currently in progress or planned. 12th Ave. is a north/south major collector street that serves the rapidly developing community of Hanford. Based on traffic analysis conducted, the traffic operations at the interchange are expected to deteriorate to a LOS of "F" by 2034. The ADT for this segment of SR 198 is expected to be 38,500 by 2014 and increase to 60,500 by 2034. The ADT for 12th Ave. is expected to be 27,400 in 2014 and increase to 60,100 by 2034. The accident history over a 3-year period for the 12th Ave. interchange shows that the accident rate is higher than the statewide average for Fatal plus Injury and Total rates. Safety will be improved at the off-ramps by providing additional storage and traffic movements to help clear the deceleration area on the ramps and move traffic onto 12th Ave. and out of the freeway mainline.

APPENDIX

DOCUMENTATION