City Council Meeting
Agenda

August 4, 2026
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

Council Members will meet in-person in the Council Chambers. Members of the Public may participate either in-person in the Council Chambers or remotely through the City's Public Input Platform. Any member of the public may address the City Council on matters within the Council's jurisdiction during the applicable public comment periods. Comments are limited to a maximum of three (3) minutes per speaker.

Speakers participating in person will be recognized first. Remote speakers will be recognized in the order they complete the registration process through the Public Input platform.

To participate remotely, review the instructions and register at:
https://publiccomment.hanfordca.gov/

To watch the meeting live (view only), visit:
http://livestream.hanford.city/

Members of the public may also submit written comments through the Public Input platform. All written comments received before the close of the meeting will be included in the record.

4:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

ROLL CALL BY THE CITY CLERK:

PUBLIC COMMENT:

Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. A maximum of ***three minutes*** *is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

STUDY SESSION AND ACTION ITEMS:

A. Presentation from KCAG and Consultant (DKS Associates) of the Draft 2026 Regional Transportation Plan and Sustainable Communities Strategy

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION (GC 54957)

Title: City Manager

B. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (GC 54956.9)(d)(1))

Anderson v. City of Hanford
Kings County Case No. 24CU0255

C. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION (GC 54956.9(d)(4))

3 Cases.

D. CONFERENCE WITH LEGAL COUNSEL-PROPERTY NEGOTIATIONS (GC 54956.8)

Address: 109 E. Eighth Street
Negotiating Party: Carnegie Museum of Kings County
Agency Negotiators: Chris Tavarez, Jason Waters, and Ty Mizote

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

Adam Medeiros

FLAG SALUTE:

CLOSED SESSION ACTION REPORT:

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

A. Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.

B. City Clerk: Approval of the Minutes of the June 16, 2026, Meeting

C. City Attorney: Action to Declare Abandoned Right-of-Way as Exempt Surplus Property

D. Fire: Authorize a response to County of Kings Grand Jury Report, *Keeping Our Firefighters/EMS Safe in Kings County - Personnel Protective Equipment*

E. Fire: Authorize a response to the County of Kings Grand Jury Report, *Consolidated Fire Communications in Kings County*.

F. Police: Approval of the purchase of sixty-five (65) rifles and required accessories from Proforce Law Enforcement for $147,715.91 from the General Fund as approved in the Capital Improvement Program for fiscal year 2026/2027.

PUBLIC HEARING:

A. Community Development: Amended Annexation165: a request to reduce the previous proposed annexation boundary, in order to annex approximately 86.4 acres into the City of Hanford City Limits from the Kings County Jurisdiction. Amended Prezone No. 0013-24: a request to amend the previous prezoning scope, in order to coincide with the amended annexation boundary. The prezone will apply to the properties proposed to be annexed as a R-M Medium-Density Residential (80.95 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with previously approved General Plan Amendment No. 0009-24. The amended project area is located north of Grangeville Boulevard and east of 9 ¼ Avenue. The development site includes two parcels, comprising 83.61 acres (APNs 014-143-069 and 014-143-078). An additional parcel (APN 014-143-022) is also proposed to be annexed and prezoned as part of the project scope.

GENERAL BUSINESS:

A. Fire: Receive a presentation on the "It's Not Worth It" Illegal Fireworks Campaign and appropriate $11,000 for continuation of the campaign for media and outreach costs from the General Fund for fiscal year 2026/2027; and establish an ongoing policy to continue the campaign for a total estimated cost of $49,000 to be budgeted next fiscal year to be offset by citation revenues.

B. Recreation and Community Services: Receive a presentation and provide direction on future July 4th events. If a future July 4th event is desired, appropriate $77,000 from the General Fund, to be offset by event revenue, including but not limited to ticket sales, sponsorships, illegal firework citations, and vendor sales.

COUNCIL REPORTS/GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

A. Council Future Agenda Items

B. Upcoming Events and Important Dates:

July 13–August 7: Nomination Period for City Council Candidates. Current Election Information is available on the Kings County Elections Department Website
August 13: The City's Birthday Celebration at the Thursday Night Market Place
August 18: Regular City Council Meeting
September 1:Regular City Council Meeting
September 15: Regular City Council Meeting

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's

ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** STUDY SESSION AND ACTION ITEMS

SUBJECT:
Presentation from KCAG and Consultant (DKS Associates) of the Draft 2026 Regional Transportation Plan and Sustainable Communities Strategy

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RECOMMENDATION:

Receive a presentation from KCAG and Consultant (DKS Associates) of the Draft 2026 Regional Transportation Plan and Sustainable Communities Strategy

BACKGROUND:

Kings County Association of Governments (KCAG) and their consultant, DKS Associates, will present the **Draft 2026 Regional Transportation Plan and Sustainable Communities Strategy** with the scenarios for reducing GHG/VMT to meet CARB targets to the City Council.

The Kings Regional Vision effort, led by the Kings County Association of Governments (KCAG), is the 2026 update for the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). KCAG is the federally designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA). Regionally, development of the RTP/SCS has included input and assistance from each of the five jurisdictions in Kings County.

An RTP/SCS is a long-term (minimum 20 year) planning document updated every 4 years. This 2026 RTP/SCS covers the years 2026 through 2049. The document, attached for Council review, must be multimodal, covering roadways, transit, active transportation, freight, and aviation, must address the transportation and land use nexus, state and federal environmental regulatory requirements, including air quality, and contain a fiscally constrained transportation project list. For transportation improvement projects to be eligible for state and federal funds, they must be listed in an adopted RTP/SCS.

KCAG released the Draft 2026 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) on July 13, 2026 for a 55-day public review and comment period that will end at 5:00PM on September 5, 2026. Please submit any questions or comments to Terri King at Terri.King@co.kings.ca.us or 559-852-2678.

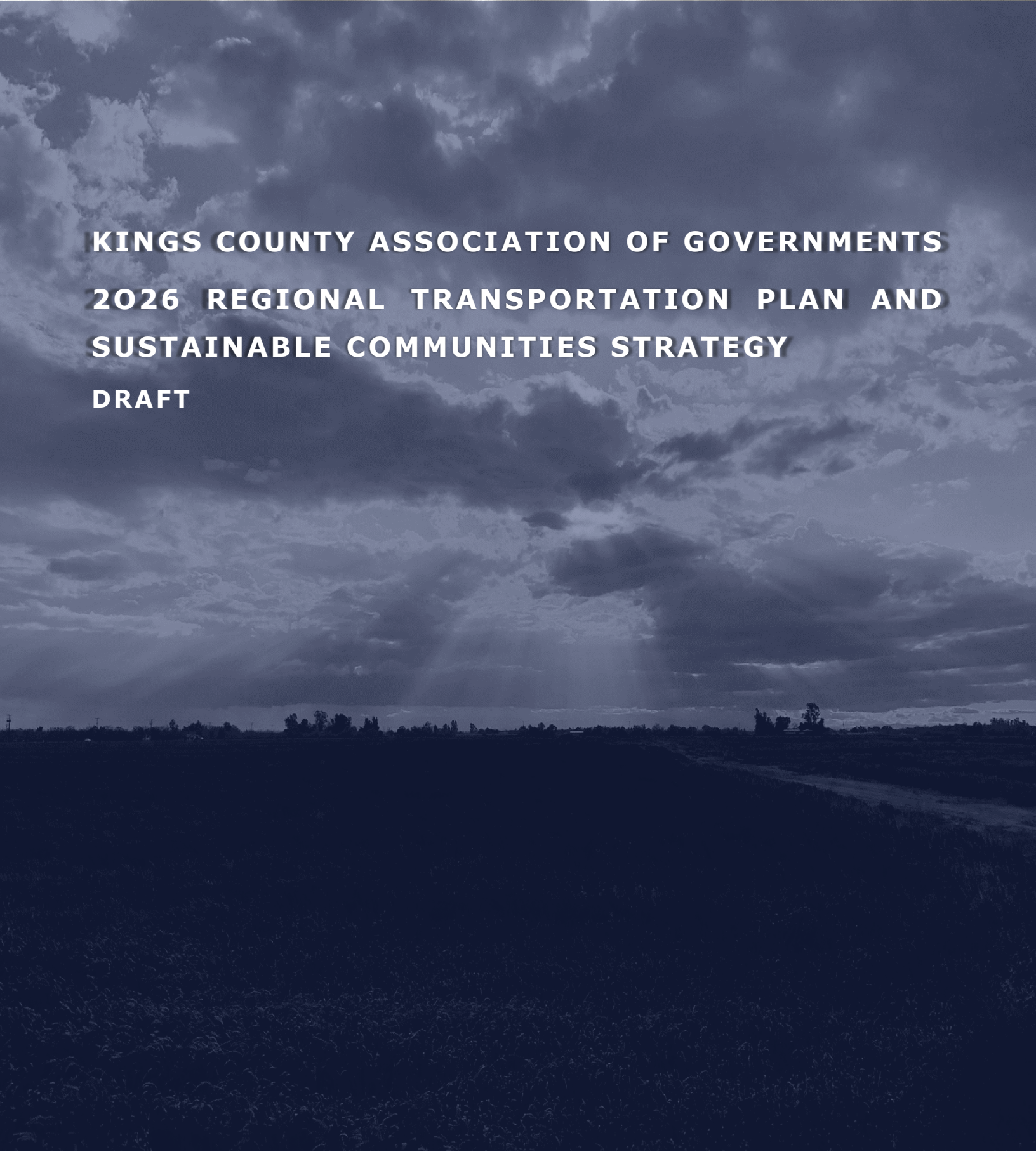
Additional information, including access to the Draft 2026 RTP/SCS Report's Appendices, can be found at KCAG's website found at: https://www.kingscog.org/2026rtp_draft

FISCAL IMPACT:

Informational Item

ATTACHMENTS:

1. KCAG RTPSCS 2026 All Chapters



KINGS COUNTY ASSOCIATION OF GOVERNMENTS

2026 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

DRAFT

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I. Additional Information about Roadway System Performance
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EXECUTIVE SUMMARY

OVERVIEW

This executive summary will include a brief introduction on demographic and transportation trends in Kings County, the preferred land-use scenario, information on outreach and equity analyses information on the financially constrained projects, greenhouse gas and emissions conformity, and environmental clearance.

BACKGROUND AND INTRODUCTION

Kings County is a largely rural agricultural county with four incorporated cities: Avenal, Corcoran, Hanford, and Lemoore. The County also supports four community service and public utility districts: Armona, Home Garden, Kettleman City, and Stratford. The population of Kings County is approximately 154,015[1].

The Kings Regional Vision effort, led by the Kings County Association of Governments (KCAG), is the 2026 update for the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). KCAG is the federally designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA). Regionally, development of the RTP/SCS has included input and assistance from each of the five jurisdictions in Kings County.

An RTP/SCS is a long-term (minimum 20 year) planning document updated every 4 years. This 2026 RTP/SCS covers the years 2026 through 2049. The document must be multimodal, covering roadways, transit, active transportation, freight, and aviation, must address the transportation and land use nexus, state and federal environmental regulatory requirements, including air quality, and contain a fiscally constrained transportation project list. For transportation improvement projects to be eligible for state and federal funds, they must be listed in an adopted RTP/SCS.

DEMOGRAPHICS AND TRANSPORTATION TRENDS

As shown in **Figure ES-1** and **Figure ES-2**, Kings County's population as of 2023 is relatively young, however population is expected to decline after 2030. The California Department of Finance forecasts an average growth rate of -0.27% between 2025 and 2049. Like its population, the Countywide Daily VMT per Capita shows modest growth, as seen in **Figure ES-3**, however there was a slight decline in VMT per capita resulting from the COVID-19 pandemic.

[1] California Department of Finance, 2025.

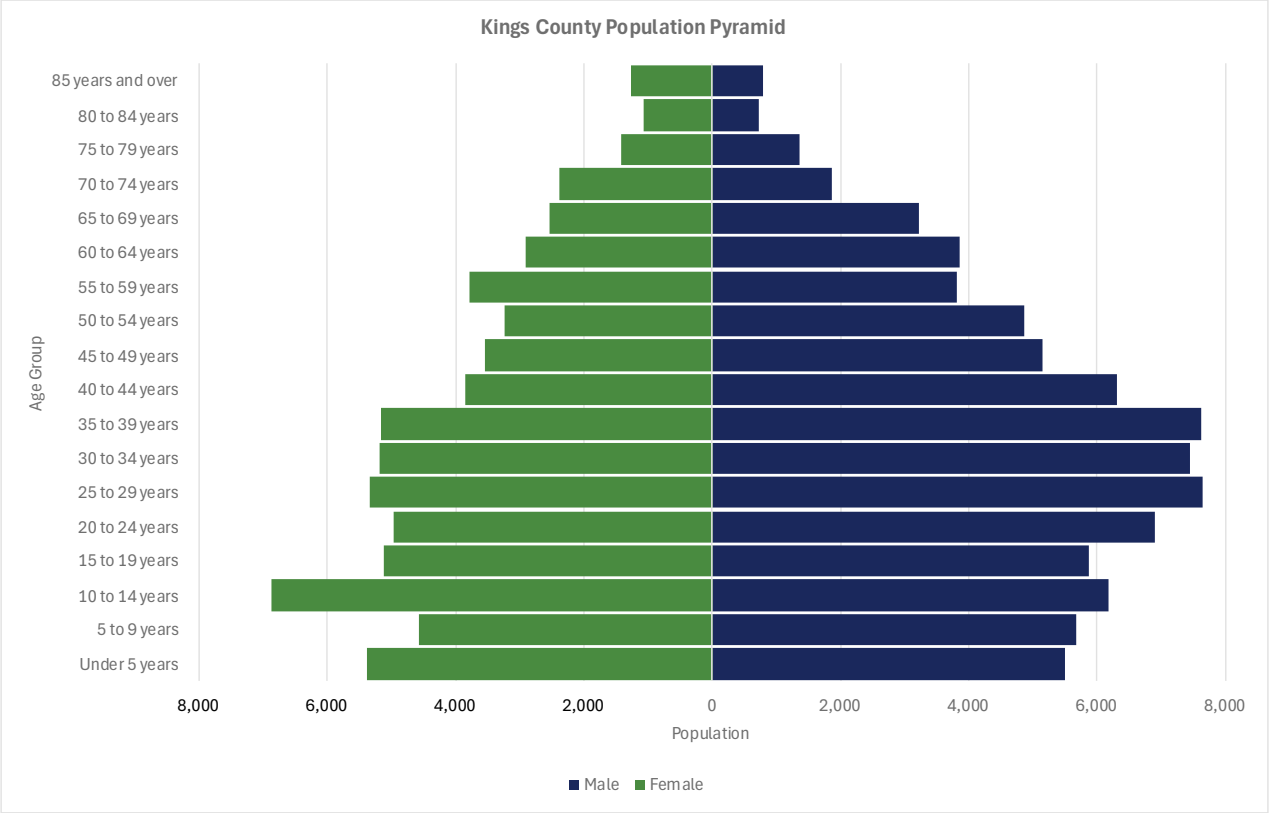


FIGURE ES-1: KINGS COUNTY POPULATION PYRAMID

Source: American Community Survey, 2024 5-Year Estimates.

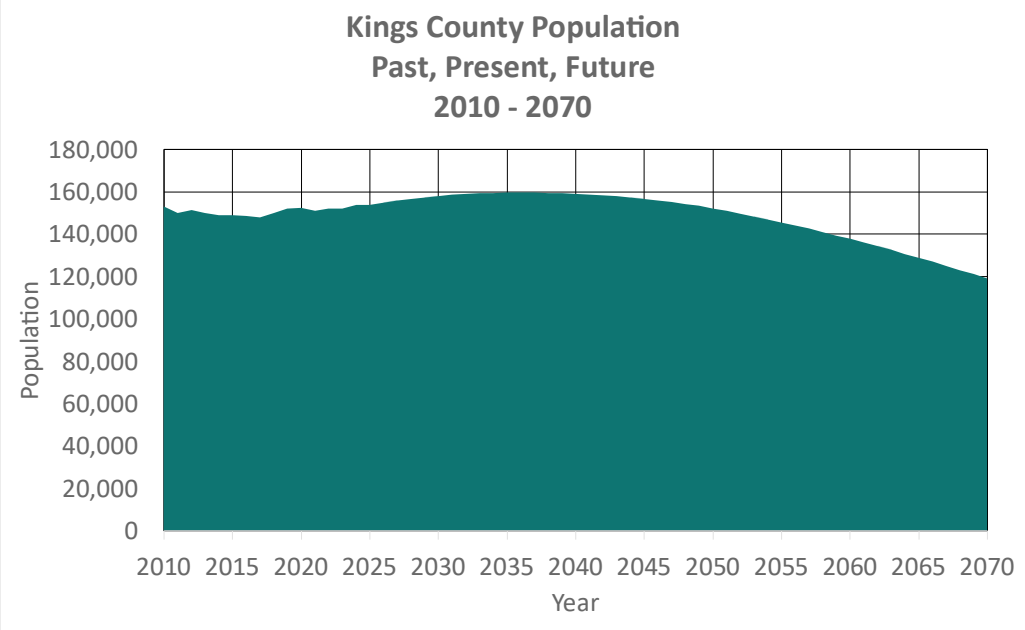


FIGURE ES-2: HISTORIC AND FORECAST POPULATION GROWTH, KINGS COUNTY.

Source: California Department of Finance

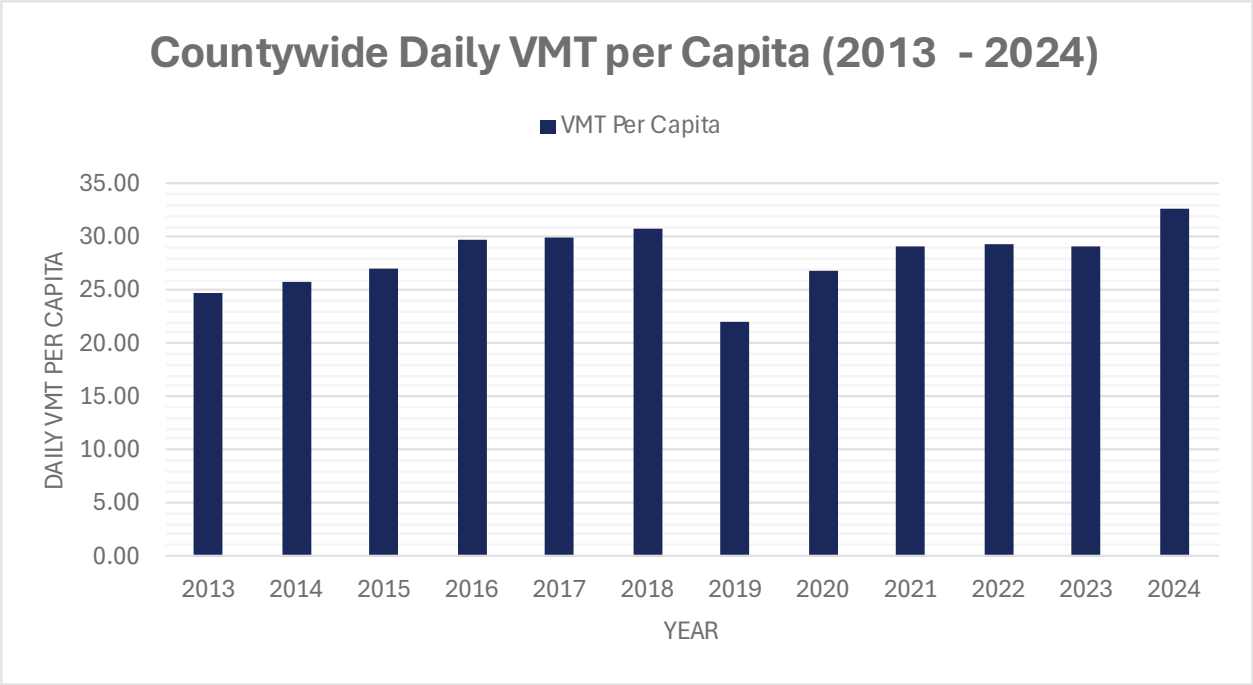


FIGURE ES-3: DAILY COUNTYWIDE VMT PER CAPITA

Source: California Public Road Data

As a predominantly rural County with vital arterial routes between San Francisco and Los Angeles, as well as routes linking throughout the San Joaquin Valley, most travel in the County is done by personal vehicle. However, KCAG developed this RTP/SCS with a vision on supporting a robust transportation system that serves all residents and visitors of Kings County, balanced against regional and statewide goals. This goes well beyond optimizing existing roadways and includes strong investments in future transit service and improved bicycle and pedestrian connections.

Kings County is also preparing for a future with low-emissions vehicles, including the planned development of a zero-emission transit vehicle fleet, and preparing for interim high speed rail service slated to begin in the Valley by the end of the decade. Local and regional partners have spent recent years developing plans ranging from a low- and zero-emissions truck corridor and electric vehicle adoption needs/scenarios, to plans for well-connected regional transit networks and a regional active transportation plan.

SCENARIO TESTING

Scenario testing is required to be included in the Sustainable Community Strategy (SCS) pursuant to SB 375. The purpose of scenario testing is to gauge the effectiveness of integrating transportation investments relative to a given land use growth pattern. In coordination with KCAG's member local jurisdictions, four integrated land use and transportation investment scenarios were developed.

Scenario A envisions a future where cities grew as prescribed by their existing general plans. The investment portfolio includes roadway maintenance, Kings Area Regional Transit (KART) service enhancements, and construction of bicycle and pedestrian facilities, while maintaining medium investment in alternative fuel vehicles, and lower levels of investment in ridesharing, transit service expansion, operational improvements, such as roundabouts or intelligent transportation strategies, and land use. Roadway system preservation is prioritized, and no new state highway facility capacity is assumed.

Scenario B reflects efforts in several jurisdictions to accommodate new laws regarding accessory dwelling units (ADUs) (AB 1584) and lot splits (SB9). This scenario reflects potential market response for increases in ADU activity and lot-split activity in established single family residential areas in the County. These activities increase housing density in established urban areas within the County. Similar to Scenario A, roadway system preservation is prioritized, and no new state highway facility capacity is assumed.

Scenario C envisions growth in land use areas that are efficient (i.e., VMT). This scenario prioritizes growth and development in Land Use efficient or VMT efficient zones (15 percent below countywide average VMT/capita (residential uses) and VMT/employee (non-residential uses). This scenario follows the same funding investment as Scenario A.

Scenario D envisions a future where cities grew as prescribed by their existing general plans (same as Scenario A) but also assumes increased levels of public and private spending on electromobility infrastructure, increased state spending on broadband, and greater level of spending on bicycle and pedestrian facilities compared to scenarios A-C.

PREFERRED LAND USE SCENARIO

The KCAG Technical Advisory Committee (TAC) and the KCAG RTP/SCS Stakeholders Advisory Group met on August 12, 2026 and August 13, 2026 respectively. Both committees recommended Scenario X as the 2026 RTP/SCS preferred scenario. The KCAG Transportation Policy Committee was briefed on August 26, 2026 and based on input from the KCAG TAC and RTP/SCS Stakeholders Advisory Group, formally selected Scenario X as the preferred Scenario for this RTP/SCS on August 26, 2026.

FINANCIALLY CONSTRAINED PROJECTS

A key requirement of an RTP/SCS is that it must be financially constrained. Reasonable estimates of revenues anticipated over the life of the plan must be made. The total anticipated revenues must be greater than or equal to the transportation improvement expenditures included in the plan. A high-level summary of the expenditures outlined in this document is shown in **Figure ES-4** through **Figure ES-6**.

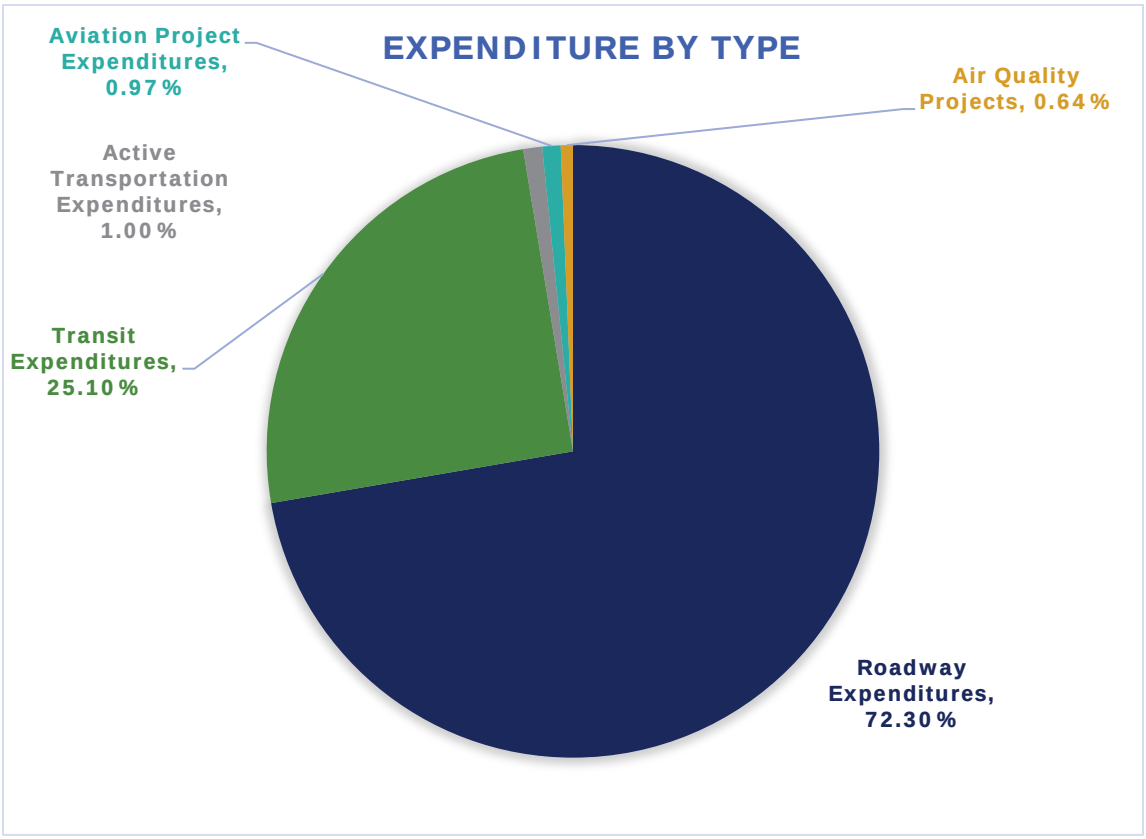


FIGURE ES-4: ANTICIPATED EXPENDITURES BY TYPE

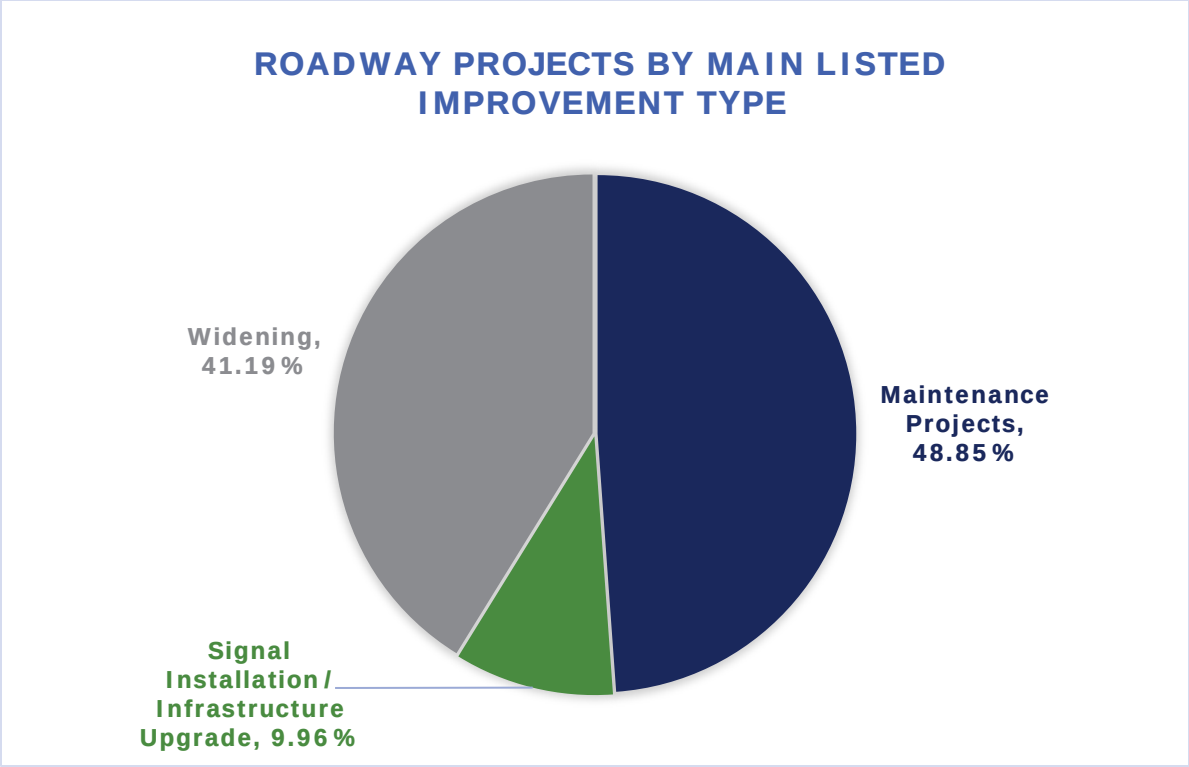


FIGURE ES-5: ROADWAY EXPENDITURES BY TYPE

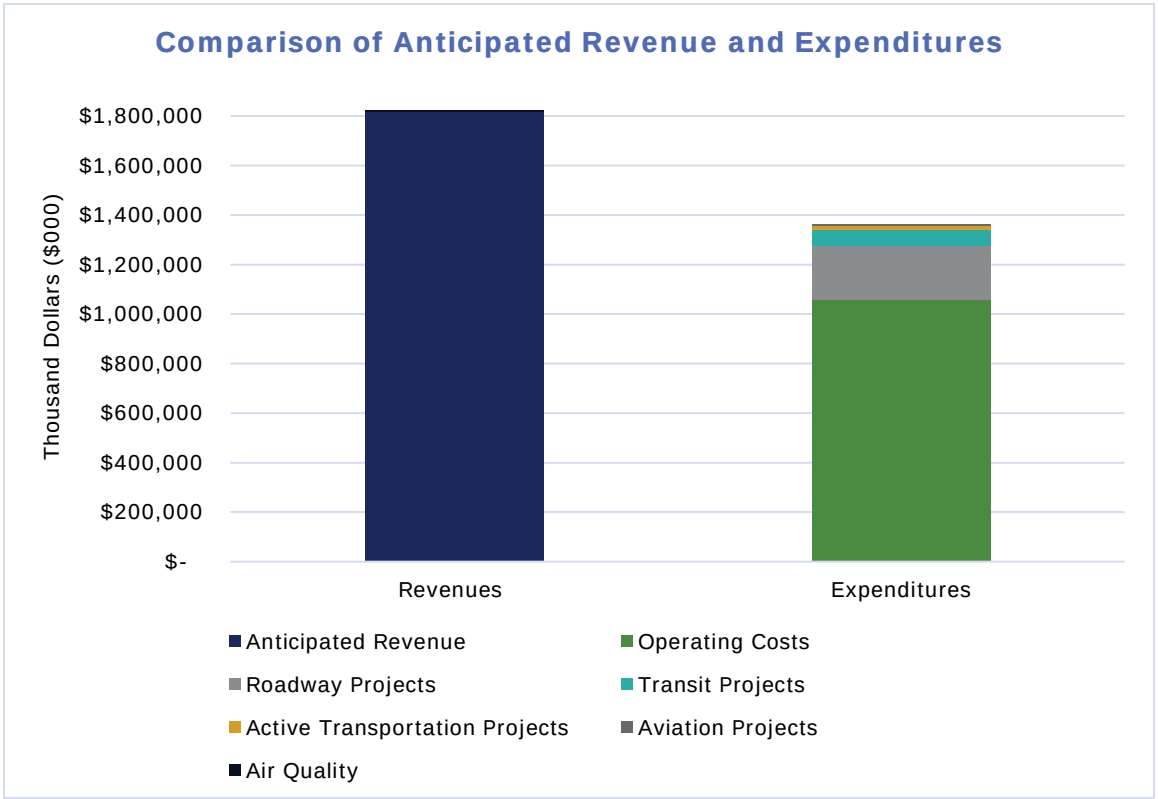


FIGURE ES-6: COMPARISON OF ANTICIPATED REVENUES AND EXPENDITURES

PUBLIC ENGAGEMENT AND EQUITY ANALYSIS

Public outreach has been a key part of the Kings Regional Vision effort. Public engagement was conducted on social media, to local media outlets, at city council and board presentations, and a special website, www.kings-regionalvision.com/, was developed for the purposes of the RTP/SCS update.

KCAG held two public engagement workshops in October 2025 to present existing conditions findings and the purpose of the RTP/SCS to the public. Future workshops will aid in establishing regional priorities and vision.

Public outreach has been a key part of KCAG's ongoing efforts to provide equitable input to shape the development of the RTP/SCS. KCAG has worked to involve stakeholders from throughout the County and has considered how its improvements can best create a transportation system that meets all the region's needs with the resources the local jurisdictions have.

A summary of public engagement feedback is included in **Appendix IX**.

ENVIRONMENTAL OUTCOMES

All scenarios must meet state and federal air quality goals. As shown in the table to the right, all scenarios meet the required Federal air quality requirements.

Mobile Source Pollutant	Measure Met by Scenario?
2008 and 2015 8-Hour Ozone	☑
PM-10	☑
1997 24-Hour PM 2.5	☑
1997 Annual PM 2.5	☑
2006 PM 2.5 Winter 24-Hour	☑
2012 Annual PM 2.5	☑
2012 Pending Annual 2.5	☑

These scenarios are also required to meet statewide greenhouse gas reduction goals. The target that Kings County must meet in this RTP/SCS cycle is 13%. Scenario X, the preferred scenario, is projected to reduce greenhouse gas emissions by XX.X% over the life of the plan. In addition, Scenario A complies with all federal transportation-air quality conformity regulatory requirements for health-based criteria pollutants that Kings County is currently nonattainment (i.e., ozone (O_3), particulate matter (PM-10) and fine particulate matter (PM 2.5).

A Programmatic Environmental Impact Report (PEIR) for the 2022 RTP/SCS, was certified by KCAG on September 14, 2022. An addendum to the PEIR was prepared for the 2026 RTP/SCS and is provided under separate cover.

CONCLUSION

KCAG has prepared an RTP/SCS that will guide future transportation investment within the County in the short, medium, and long term of the plan horizon. The plan considers the nature of the County, future changes to the transportation system and land use, the impacts of future investments, and complies with financial and environmental planning requirements. KCAG has developed this multimodal plan in consultation with the local agencies of Kings County, namely, the incorporated cities of Avenal, Corcoran, Lemoore, Hanford, and the County of Kings and has conducted robust public participation to ensure that this plan reflects regional priorities. The RTP/SCS includes significant investments in the future of Kings County beyond roadways with significant investment in all transportation modes including public transportation, active transportation, electromobility, goods movement, and aviation.

CHAPTER 1 : INTRODUCTION

PURPOSE

The main purpose of this Regional Transportation Plan (RTP) is to describe how transportation can complement regional goals and objectives. Transportation not only influences, but it is also affected by local public policy planning for land use, infrastructure, housing, and economic development. This plan considers a broad range of policy matters affecting transportation as the need continues to exist coordinate all facets of community structure.

This plan is designed to comply with the 2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations adopted by the California Transportation Commission (CTC) on January 26, 2024. It is expected to be used as a guide by state and local officials as they strive to upgrade the overall transportation system in Kings County. In addition, this plan is a data source and information document for the public. As such, it will be of value as a decision-making tool to anyone who has the desire to improve and benefit from an upgraded regional transportation system in Kings County.

REGIONAL SETTING

The study area includes all of Kings County, which is approximately 1,396 square miles, including its incorporated and unincorporated areas (See **Figure 1-1**). Located in the San Joaquin Valley, Kings County is bounded by Fresno, Tulare, Kern, Monterey, and San Luis Obispo counties. Elevations range from 175 feet in the Tulare Lake Basin to 3,473 feet at Table Mountain in the southwestern portion of the county. Kings County is primarily rural agricultural land with roughly two-thirds of the county's land area being level, irrigated farmland.

BACKGROUND TO THIS PLAN

PARTICIPATING AGENCIES

This 2026 RTP update was prepared by the staff of the Kings County Association of Governments (KCAG) with assistance from each of its member agencies: the cities of Avenal, Corcoran, Hanford, and Lemoore and the County of Kings. The Santa Rosa Tachi-Yokut tribe was also consulted during the development of the RTP. Caltrans District 6, Lemoore Naval Air Station, and the San Joaquin Valley Air Pollution Control District furnished helpful information, comments, and general support of this planning effort.

KCAG ORGANIZATION

The Kings County Association of Governments (KCAG) is a council of governments that addresses inter-jurisdictional public policy matters. Transportation is a major area of concentration. KCAG is a state-designated Regional Transportation Planning Agency (RTPA) recognized by the state's Transportation Agency (CalSTA) and a federally recognized Metropolitan Planning Organization (MPO). As an MPO/RTPA, KCAG prepares and maintains the Regional Transportation Plan, prepares the Regional Transportation Improvement Program (RTIP), and the Federal Transportation Improvement Program (FTIP). KCAG also reviews the State Transportation Improvement Program (STIP) and other state transportation programs, monitors local public transit operations, and oversees federal transportation grant proposals. KCAG is also charged with administering the Local Transportation Fund (LTF) and State Transit Assistance (STA) fund. The organization of KCAG is shown in **Figure 1-2**.

FIGURE 1-1: KINGS COUNTY LOCATION MAP

Source: California State Geoportal

All RTPA activities are governed by the KCAG Transportation Policy Committee (TPC) composed of locally elected officials from each of the member agencies and the staff from Caltrans District 6.

The TPC is advised by two committees:

1. **Technical Advisory Committee (TAC):** Members of the TAC 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 Naval Air Station (LNAS) representative, a San Joaquin Valley Air Pollution Control District representative, and a Santa Rosa Rancheria Tachi-Yokut Tribe representative; and,

2. **Social Services Transportation Advisory Council (SSTAC):** Members of the SSTAC include appointed representatives of social service providers and transit users. The SSTAC provides input to the RTPA on the transit needs of transit dependent and transit disadvantaged persons, including elderly, disabled, and low-income persons. Other citizen committees are formed on an ad hoc basis by the TPC.

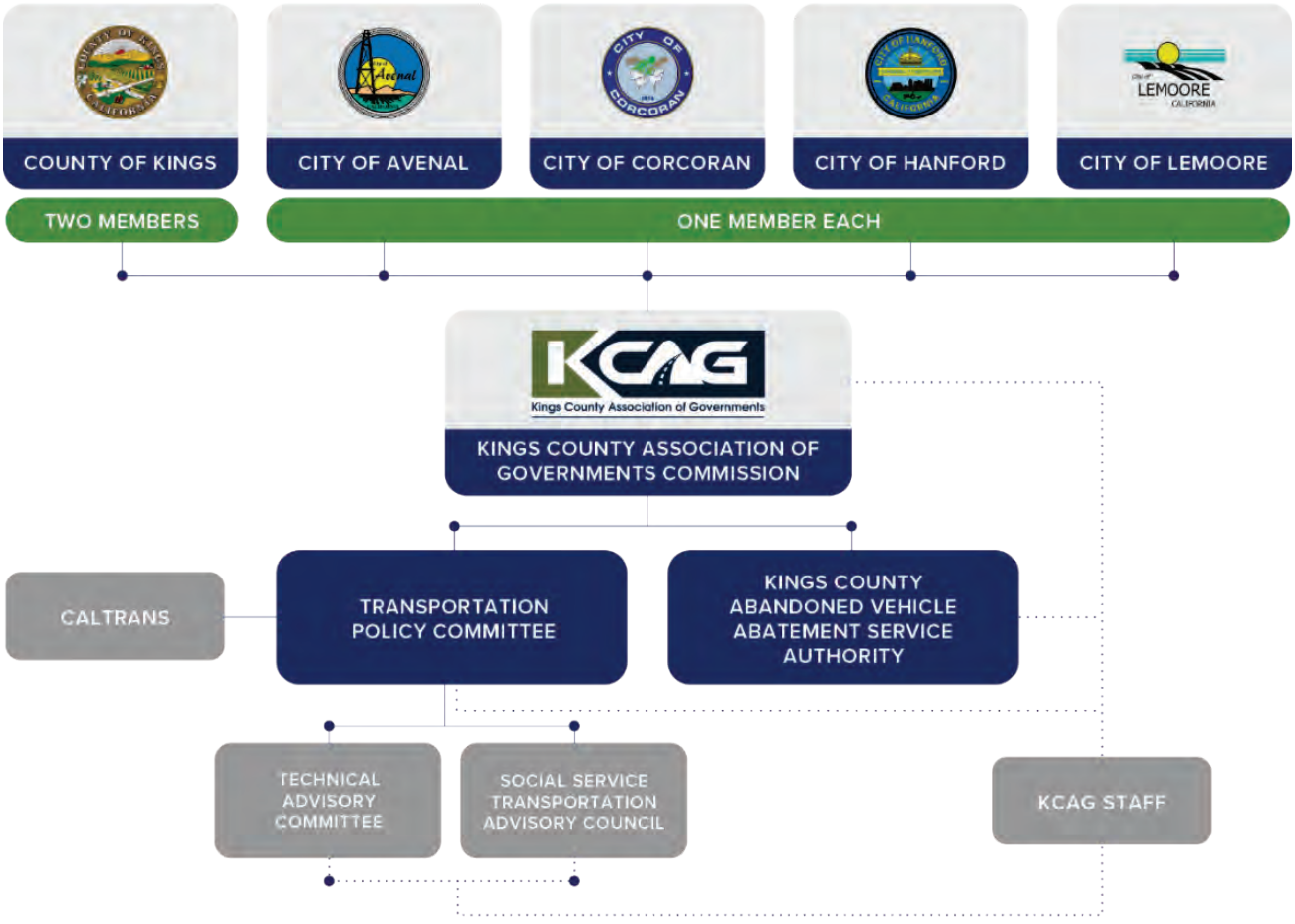


FIGURE 1-2: KINGS COUNTY ASSOCIATION OF GOVERNMENTS COMMISSION ORGANIZATION

Source: KCAG

ORGANIZATION OF THIS PLAN

It is the intent of KCAG to produce an informative, readable, and credible document that provides a clear display of transportation needs and demands in Kings County. To do so, the following format is followed:

1. Relevant socio-economic and transportation assumptions are stated. These are supported by inventories and forecasts.
2. Emerging and recurring transportation issues are identified and evaluated.
3. In response to the assumptions and issues, relevant objectives and policies are stated. These are the guidelines for decision making.
4. To carry out the objectives and policies in light of the issues and assumptions, an implementation strategy for improvements is identified.
5. Financial resources needed to cover the costs of recommended projects and programs are discussed.

This section discusses the development of the 2026 Regional Transportation Plan (RTP) and provides an overview of how KCAG and the San Joaquin Valley MPOs as a whole, coordinated the development of the 2026 RTP/SCS.

RELATIONSHIP TO OTHER PLANS AND LEGISLATIVE FRAMEWORK

This plan is a continuation of the transportation planning process that began in Kings County in 1975 with the adoption of the first Kings County Regional Transportation Plan, which has provided a foundation for each of KCAG's subsequent RTP updates.

This RTP update examines the need for improved facilities and services, while acknowledging current budget constraints. Most importantly, this plan sheds new light on the need for specific major improvements to the regional highway system.

A number of other state and local plans were examined for consistency with this plan. There were no significant areas where other plans conflicted with this document. There were several minor differences among other Regional Transportation Plans in the San Joaquin Valley, but no major policy conflicts. The plans reviewed include local agency General Plan Circulation Elements, Active Transportation Plans, Area Plans, Economic Studies, Environmental Impact Reports, and previous Regional Transportation Plan updates. The full list of plans reviewed is included in **Appendix I**.

METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING REGULATIONS

Federal regulations (23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303. as amended) have established the national policy for designated MPOs to implement a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process.

As the designated MPO for Kings County, KCAG is responsible for addressing all regional transportation planning and programming requirements set forth in the MPO planning regulations. These regulations work in tandem with the federal authorization bill described below.

INFRASTRUCTURE INVESTMENT AND JOBS ACT OF 2021 (IIJA)

The Infrastructure Investment and Jobs Act (IIJA) is a federal funding bill that includes funding for infrastructure projects of various types across the United States, including for transportation. Funding may help with regional connectivity projects, government fleet electrification, and Amtrak funding. The IIJA contains a 5-year reauthorization with increased funding for all core transportation programs in the United States and several new competitive grants. IIJA funding is anticipated to end in 2026.

The IIJA continues the primary changes established by the two prior reauthorization bills: Moving Ahead for Progress in the 21st Century of 2012 (MAP-21) and Fixing America's Surface Transportation Act of 2016 (FAST Act). MAP-21 made major changes in the programmatic structure for both highways and public transportation and included initiatives intended to increase program efficiency through performance-based planning and the streamlining of project development. Another key feature of MAP-21 is the establishment of a performance- and outcome- based program, known as "Performance Based Planning", with the objective to invest in projects that will make progress toward the achievement of the national goals for the transportation. The FAST Act carried forward the same performance management framework. The Federal Highway Administration (FHWA) worked with state and regional agencies to identify performance measures that meet the requirements. Beginning in 2018, state Departments of Transportation (DOTs) and Metropolitan Transportation Organizations (MPOs) were required to implement the Federal performance measures.

CALIFORNIA ASSEMBLY BILL 32 AND SENATE BILL 375

Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, and Senate Bill 375 (SB 375), the California Sustainable Communities and Climate Protection Act of 2008, establish California's climate change strategy to reduce greenhouse gas emissions. Although AB 32 did not have a direct effect on the transportation plans, SB 375 is a supplement to AB 32 that directly impacts the plans. SB 375 requires that each metropolitan planning organization prepare a Sustainable Communities Strategy (SCS) as an integrated element of the Regional Transportation Plan (RTP) that is updated every four years. The SCS is intended to show how integrated land use and transportation planning can lead to lower greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks. See **Chapter 7** for the SCS.

CALIFORNIA REGIONAL TRANSPORTATION PLAN GUIDELINES (2024)

As a fundamental building block of the State's transportation system, the RTP should support state goals for transportation, environmental quality, economic growth, and social equity (California Government Code Section 65041.1). In recognition of this, the California Transportation Commission (CTC) updated the California RTP Guidelines in 2024 to promote an integrated, statewide, multimodal, regional transportation planning process and effective transportation investments in

California. The RTP Guidelines provide guidance to MPOs and RTPAs for developing RTPs that meet applicable federal and state transportation planning requirements. The goal of California's regional transportation planning process is to implement transportation projects that maintain California's commitment to public health and environmental quality while considering the views of all stakeholders.

CALIFORNIA TRANSPORTATION PLAN 2050

The California Transportation Plan (CTP) 2050 is the state's blueprint for transportation and land use strategies that aim to improve the movement of people and goods. The CTP 2050 is a tool for policy decision-makers; aligns regional goals and makes recommendations for strategies that positively impact land use and transportation practices in California. Similar to the SB 375 requirements for Regional Transportation Plans (RTPs), SB 391 adds new requirements to the CTP to meet California's climate change goals under AB 32. In addition, SB 391 required Caltrans to update the CTP every 5 years thereafter.

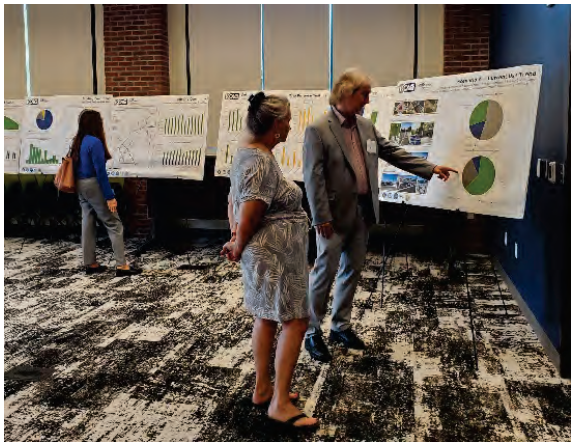
The CTP is a core document that addresses the applicable federal statewide and non-metropolitan transportation planning regulations and helps tie together several internal and external plans and programs to help define and plan transportation in California. Unlike the RTP, it is not project specific or subject to both federal air quality conformity regulations and CEQA, but it does look at how SCS implementation will influence the statewide multimodal transportation system, as well as how the state will achieve sufficient emission reductions in order to meet AB 32 and SB 391.

SAN JOAQUIN VALLEY CONTINUING REGIONAL PARTNERSHIP

In 2010, the eight San Joaquin Valley (SJV) Metropolitan Planning Organizations coordinated with the Federal Highways Administration (FHWA) and the California Department of Transportation (Caltrans) to formally begin coordinating on the technical aspects and the federal requirements related to the RTP. In addition, the Valley MPOs also initiated coordination with the California Air Resources Board (ARB) to prepare for the state requirements established by Bill 32 and SB 375. In 2010, the Valley was awarded a $1 million grant from the Strategic Growth Council for valley wide model improvements to meet the requirements of AB 32 and SB 375.

The eight San Joaquin Valley MPOs have also continued to work cooperatively in the development of their planning and programming documents. KCAG and the other MPOs routinely participate in an Interagency Consultation (IAC) process that includes the MPOs, FHWA, the Federal Transit Administration (FTA), Caltrans, the Air District, and the Environmental Protection Agency (EPA), and have held workshops to coordinate the development of the 2026 RTPs and 2027 FTIPs.

KCAG PUBLIC PARTICIPATION PROGRAM



KCAG updated the 2025 Supplemental Public Participation Plan (PPP) in preparation for the 2026 RTP/SCS effort. The PPP has been updated in preparation for the 2026 RTP/SCS update. The updated PPP identifies the following tasks that were performed as part of the 2026 RTP/SCS publication participation process:

- Consultation with various public and local agency representatives who are representatives of the KCAG Technical Advisory Committee (TAC). The Committee's responsibilities are to provide information about their general plans and land use decisions to help develop a foundation for the 2026 RTP. The agencies were also asked to identify their priorities for RTP improvement projects and review and comment on various RTP elements. Three rounds of meetings were performed with each of the four cities and the county planning departments to gather the above information.
- The Santa Rosa Tachi Yokut tribe has a representative member on the TAC and was included in the public participation process. KCAG's adopted Public Participation Plan outlines various outreach activities required to meet the federal planning process, including a process for consultation with federally recognized Native American Tribal Governments. KCAG adopted a policy for government-to-government consultation with federally recognized Native American Tribal Governments in Kings County. Other disadvantaged communities were invited to public meetings and workshops to ensure that their input was reflected throughout the RTP/SCS development process (See Chapter 7 for Kings County Disadvantaged Communities Maps).
- The KCAG Technical Advisory Committee convened several times during the development of the 2026 RTP/SCS. The TAC members were informed about the process, the approach to the plan, and the timeline of the development of the 2026 RTP/SCS.
- KCAG hosted public meetings and met with the city councils and Board of Supervisors for each of the member jurisdictions and provided a presentation on the entirety of the 2026 RTP and answered questions from the councils, board, and the public.
- KCAG staff formulated a focus group, the RTP Stakeholder Advisory Group consisting of community development and public works representatives from each of its member agencies, local transit agencies, LNAS, Santa Rosa Rancheria Tachi Yokut Tribe, Caltrans, LAFCo, and Laguna Irrigation District to provide, review, analyze, and formulate the information from local agency general plans. These representatives also

participated in the outreach workshops for receiving public input on for the Sustainable Communities Strategy scenarios.

- KCAG also requested meetings with the Tachi Yokut Tribe and Lemoore Naval Air Station, to provide an opportunity to inform them of the process, review the inputs and compare information with their general plans and land use policies for consistency.
- The draft 2026 RTP documents were also placed on the KCAG website to provide widespread review and to allow comments from many agencies, groups, and individuals.
- KCAG held another round of three noticed public workshops to explain the SCS scenarios and to provide an opportunity for the public to comment on the scenarios. KCAG staff attended City Council meetings for the four cities and the Board of Supervisors meeting to provide the same information as was provided to the public.
- Public hearings were noticed and held before the KCAG Transportation Policy Committee regarding review of the 2026 RTP/SCS. The general public is invited to attend the KCAG Transportation Policy Committee and KCAG Technical Advisory Committee meetings and meeting announcements are posted at the meeting locations, KCAG office, local newspapers, and the KCAG website. Copies of all notices, persons/agency comments, and the KCAG responses are on file at the KCAG office.

The KCAG outreach efforts for the development of the documents resulted in comments received from Caltrans and CARB. Comments on the draft document will be included as an appendix to the final document.

OVERVIEW OF TRANSPORTATION PLANNING AND PROGRAMMING

This section seeks to integrate a wide range of social and economic matters that figure into KCAG's transportation planning process. It offers an understanding of how KCAG will approach transportation problems, make decisions, and develop recommendations. This section also aims to set forth the basic socio-economic facts of this region and to examine important transportation planning and programming issues that KCAG must consider.

ASSUMPTIONS AND INVENTORIES

Population Assumptions

1. Kings County is, and will remain for many years, a predominantly rural, sparsely settled, agricultural county. Of the approximate 890,545 agricultural acres within the County, approximately 84% (749,100) acres are considered farmland.

2. Williamson Act and Farmland Security Zone Contracts continue to hinder premature urban growth. The Williamson Act and Farmland Security Zone Program for Kings County represent the most cost effective and extensive agricultural land preservation mechanism

available to the County. As of 2024[1], Williamson Act Contracts accounted for 46% (341,792 Acres) of farmland in the County and Farmland Security Zone Contracts accounted for 43% (321,453 Acres) of county farmland. Kings County remains one of the highest land ratios for Williamson Act and Farmland Security Zone contracted land to total countywide acreage. Therefore, this program serves as the most effective agricultural land preservation tool available to Kings County and ensures long term use of the County's highly valued agricultural land resources remain in agriculture while also providing beneficial support to local farming operations.

3. Kings County is the home of the Lemoore Naval Air Station (LNAS), one of the Navy master jet bases in the United States. The air station will continue to strongly influence the population and cultural characteristics of Kings County by bringing new people into the area. The future role of the U.S. Navy and the closures of military bases around the country may affect LNAS. The Kings County General Plan assumes a constant base population of 7,500 through the year 2030.

4. Kings County has a large percentage of young adults (due in part to the presence of LNAS), and a high birth rate (39.5) (due in part to the high number of young adults), however population is projected to decline by 34.7%[2] (See **Figure 1-3**).

5. The surrounding agricultural land preserves, the capacities of sewer and water facilities, and land use policies of the county and cities will restrict growth in the rural communities of Armona, Kettleman City, and Stratford. However, Armona has the possibility of incorporation in the future.

6. Kettleman City will continue as an agricultural employee housing community for the western portion of the County and as a highway service center offering restaurants, gas, and electric vehicle charging station sites for statewide travelers on Interstate 5 and State Highway 41.

7. Stratford will continue to function as an agricultural service center and agricultural employee housing community.

8. The Santa Rosa Rancheria of the Tachi Yokut Tribe is located 4 miles south of Lemoore on roughly 2,300 acres. According to the American Community Survey (ACS), the population of the Rancheria is 755[3].

[1] California Department of Conservation, GIS Open Data.

[2] California Department of Finance, Population Projections (2025 Baseline).

[3] American Community Survey 2024 5-Year Estimates, Table S0101.

Consultations with the Tribe regarding the future of the Rancheria are ongoing.

The Tachi Palace Casino Resort, a Tribal Enterprise, is the main source of livelihood and income for tribal members on the Rancheria and employs more than 1,400 people[4]. Other sources of employment income include the tribal government, farming, and ranching. In addition, a tribal headquarters building, Head Start facility, park, and playground are located on the Rancheria. With multiple activities at the Tachi Palace Casino Resort, it is expected that there will be an increase in population residing on the Rancheria, an increase in available jobs, and an increase in traffic on local and regional roads leading to the Rancheria.

9. The California State Prison in Avenal is located about two miles southwest of downtown and occupies about 640 acres. As of 2025, there are nearly 1,300 employees at Avenal State Prison. Based on employment and housing data resulting in the opening of the prison in 1987, it is assumed that 75% of the new employees would come from outside the local area and 60% of relocated employees are expected to reside in the communities of Avenal, Hanford, and Lemoore. The Kings County General Plan assumes a constant population of 7,200 through the year 2035. As of December 31, 2025, the estimated inmate population of the Avenal State Prison is 3,821.

10. The California State Prison in Corcoran was opened in 1988 and is located adjacent to SR 43, approximately two miles south of downtown Corcoran. As of 2025, there are approximately 1,848 employees. It is estimated that 15% of the employees live in Corcoran, 35% in Hanford, and the remaining 50% outside Kings County. As of December 31, 2025, the estimated inmate population of the Corcoran State Prison is 2,657.

    In addition to CSP-Corcoran, a second state prison and a Substance Abuse Treatment Facility were constructed in 1997 and located immediately south of the existing prison. There are approximately 1,947 employees at this facility. As of December 31, 2025, the estimated population of this facility is 5,319. The California Department of Corrections added emergency housing facilities within both prisons.

11. **Table 1-1** below shows the population trend of Kings County from 2000 to 2025. Since 2010, the population of the County has remained relatively consistent, with minimal growth (1%). However, from 2000 to 2010, Kings County had significant growth (18%). According to the State of California Department of Finance, there are approximately total 48,045 housing units with an average household size of 3.07 in Kings County.

12. The average annual population growth rate in Kings County will continue to be between 0 and 2%, with a long term annual average growth of about 0.5%. The California Department of Finance, as shown in **Figure 1-4**, below, forecasts a modest annual growth rate peaking at 0.58% in 2026 before declining to -2.50% by 2070.

[4] Tachi Palace Celebrates 30 Years in the Central Valley, October 2023.

13. Kings County rural and urban population will remain relatively stagnant (**Table 1-2**).

TABLE 1-1: POPULATION GROWTH TRENDS IN KINGS COUNTY JURISDICTIONS (2021-2025)

AREA	2020	2021	2022	2023	2024	2025
AVENAL						
POPULATION	13,696	12,752	13,173	13,422	14,065	13,315
ANNUAL GROWTH RATE		-0.71%	0.33%	0.19%	0.47%	-0.55%
CORCORAN						
POPULATION	22,339	20,819	22,020	21,476	21,765	21,612
ANNUAL GROWTH RATE		-0.70%	0.56%	-0.25%	0.13%	-0.07%
HANFORD						
POPULATION	57,990	58,798	58,382	59,201	59,856	61,238
ANNUAL GROWTH RATE		0.14%	-0.07%	0.14%	0.11%	0.23%
LEMOORE						
POPULATION	27,038	27,273	27,026	27,007	27,122	27,692
ANNUAL GROWTH RATE		0.09%	-0.09%	-0.01%	0.04%	0.21%
UNINCORPORATED COUNTY						
POPULATION	32,011	31,525	31,320	30,874	31,072	30,158
ANNUAL GROWTH RATE		-0.15%	-0.07%	-0.14%	0.06%	-0.30%
KINGS COUNTY (TOTAL)						
POPULATION	152,486	151,167	151,921	151,980	153,880	154,015
ANNUAL GROWTH RATE		-0.09%	0.05%	0.00%	0.12%	0.01%

Source: U.S. Decennial Census, California Department of Finance
**2025 Population is the California Department of Finance Estimate*

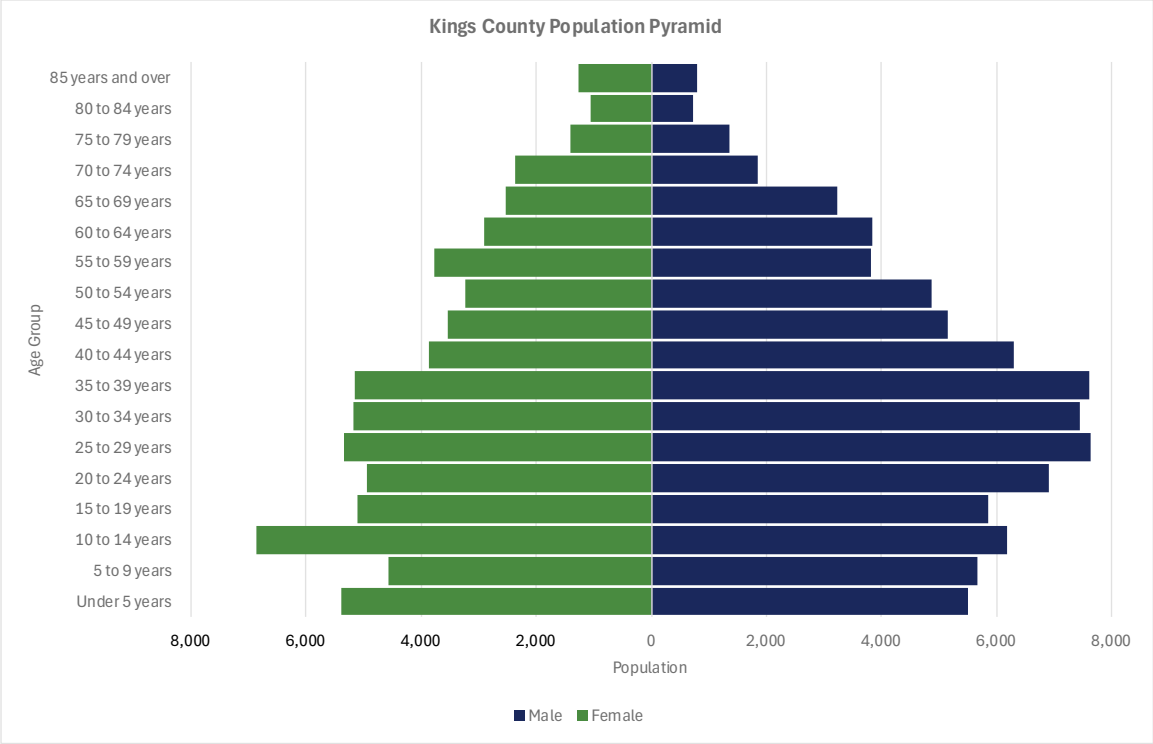


FIGURE 1-3: POPULATION PYRAMID OF KINGS COUNTY

Source: American Community Survey (5-Year Estimates)

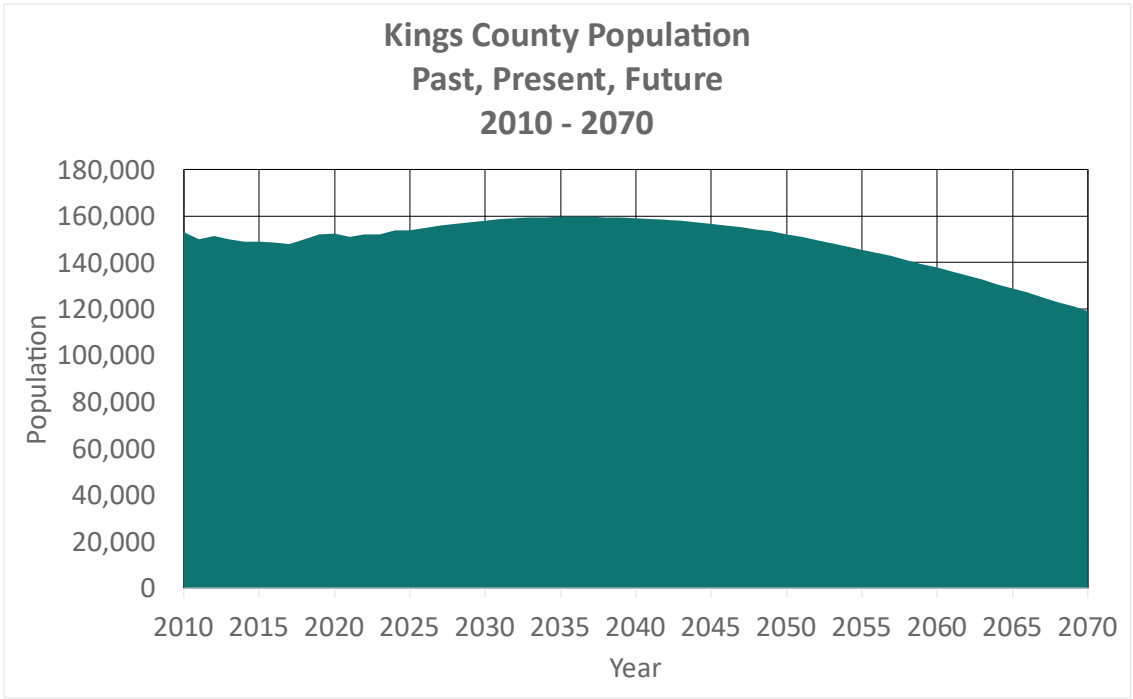


FIGURE 1-4: KINGS COUNTY POPULATION: PAST, PRESENT, AND FUTURE (2010 – 2070)

Source: Department of Finance, State of California (October 2025)

TABLE 1-2: KINGS COUNTY URBAN POPULATION CHANGE: 10 YEAR CHANGE (1990-2020)

CATEGORY	1990		2000		2010*		2020*	
	Pop	%	Pop	%	Pop	%	Pop	%
RURAL FARM	2,679	3%	2,520	2%	N/A	N/A	N/A	N/A
RURAL NON-FARM	28,241	28%	14,441	11%	16,601	11%	16,642	11%
URBAN	70,549	70%	112,500	87%	136,381	89%	135,844	89%
TOTAL	101,469	100%	129,461	100%	152,982	100%	152,486	100%

Source: U.S. Decennial Census

Notes: Rural Non-Farm: Unincorporated areas near cities, and rural towns of less than 2,500 persons. Urban: A community of 2,500 or more persons. The 2010 Census did not define rural as previous years did.

Economic Assumptions

1. Agriculture and related industries will remain the dominant sector of this region's economy. That sector, together with LNAS and the California State Prisons in Avenal and Corcoran, will help buffer Kings County from sharp economic fluctuations. Poverty rates over time and Employees by Industry are shown below in **Table 1-3** and **Table 1-4**. Poverty rates have steadily declined from 21% in 2012 to 15% in 2023.

2. Kings County is a low-income county. It will continue having a larger percentage of low-income persons and a smaller percentage of upper-income persons compared to the state. This is due to the large farm worker population and lack of large industries. The annual average unemployment rate for Kings County in 2024 was 8.9%, this is higher than the statewide average unemployment rate of 5%. Unemployment rates and historical labor force data are shown in **Figure 1-5** and **Figure 1-6**.

3. Per the California Economic Development Department, through the year 2028, most of the non-agriculture jobs created in Kings County are expected to be in retail trade, services, and manufacturing. Even though government is one of the largest employment industries, the industrial machinery servicing sector will lead in employment gains. Modest growth is expected in the number of agricultural technicians.

4. To meet the requirements of SB 535, the California Environmental Protection Agency (CalEPA) designated disadvantaged communities (DACs). CalEPA has created a grading system (CalEnviroScreen 4.0) shown in **Figure 1-7** that looks at the pollution burden and population characteristics of census tracts. CalEPA generally defines disadvantaged communities in four types of geographic areas:

    a. census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0.

    b. census tracts lacking overall scores due to gaps but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores.

c. census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0.

d. areas under the control of federally recognized Tribes.

Using these definitions, much of the Central Valley would be considered as disadvantaged as shown in the SB 535 dashboard in **Figure 1-8**. In **Figure 1-9**, the CalEnviroScreen 4.0 score for Kings County is shown. The county has an average score that puts it within the 74th percentile.

5. The U.S Bureau Census Longitudinal Employer-Household Dynamics (LODES) database is used to see the inflow and outflow of the workforce of Kings County. In 2023, an estimated 55% of Kings County's workforce commute out of the county to work and around 45% work within the county. Among the counties that Kings County residents travel to for work are the adjacent Tulare and Fresno Counties. Additionally, nearly 22,000 workers commute to Kings County for work and reside in adjacent counties. The inflow/outflow are shown in **Figure 1-10** through **Figure 1-12**.

TABLE 1-3: NUMBER AND PERCENTAGE OF THOSE IN POVERTY

	COUNTY TOTAL						
	1969	1979	1989	1999	2012	2020	2023
PERSONS BELOW POVERTY LINE	12,092	10,386	16,218	21,307	27,819	21,908	23,421
PERCENT OF GROUP POPULATION	19.20%	14.57%	18.18%	19.50%	21.20%	16.00%	15%

Source: American Community Survey 5-Year Estimates

TABLE 1-4: KINGS COUNTY CIVILIAN EMPLOYEES BY INDUSTRY, 2023

INDUSTRY	NUMBER	PERCENT
Educational services, health care and social assistance	11,064	20.81%
Agriculture, forestry, fishing and hunting, and mining	8,253	15.53%
Retail trade	5,578	10.49%
Public administration	5,142	9.67%
Manufacturing	4,792	9.01%
Arts, entertainment, recreation, and accommodation and food services	4,554	8.57%
Professional, scientific, and management, and administrative and waste management services	3,489	6.56%
Transportation and warehousing, and utilities	2,824	5.31%
Construction	2,153	4.05%
Other services, except public administration	2,039	3.84%
Wholesale trade	1,660	3.12%
Finance and insurance, and real estate and rental and leasing	1,187	2.23%
Information	421	0.79%

Note: Includes only residents age 16 and above

Source: American Community Survey 5-Year Estimates

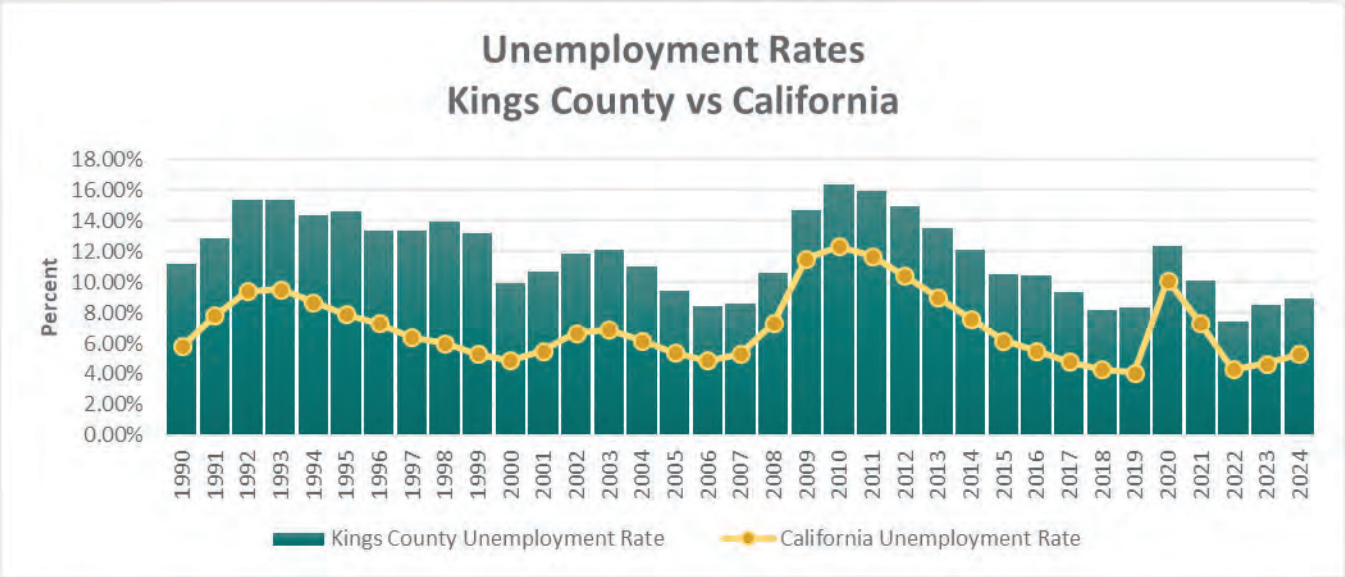


FIGURE 1-5: CIVILIAN UNEMPLOYMENT RATE IN KINGS COUNTY VS. STATEWIDE

Source: California Economic Development Department

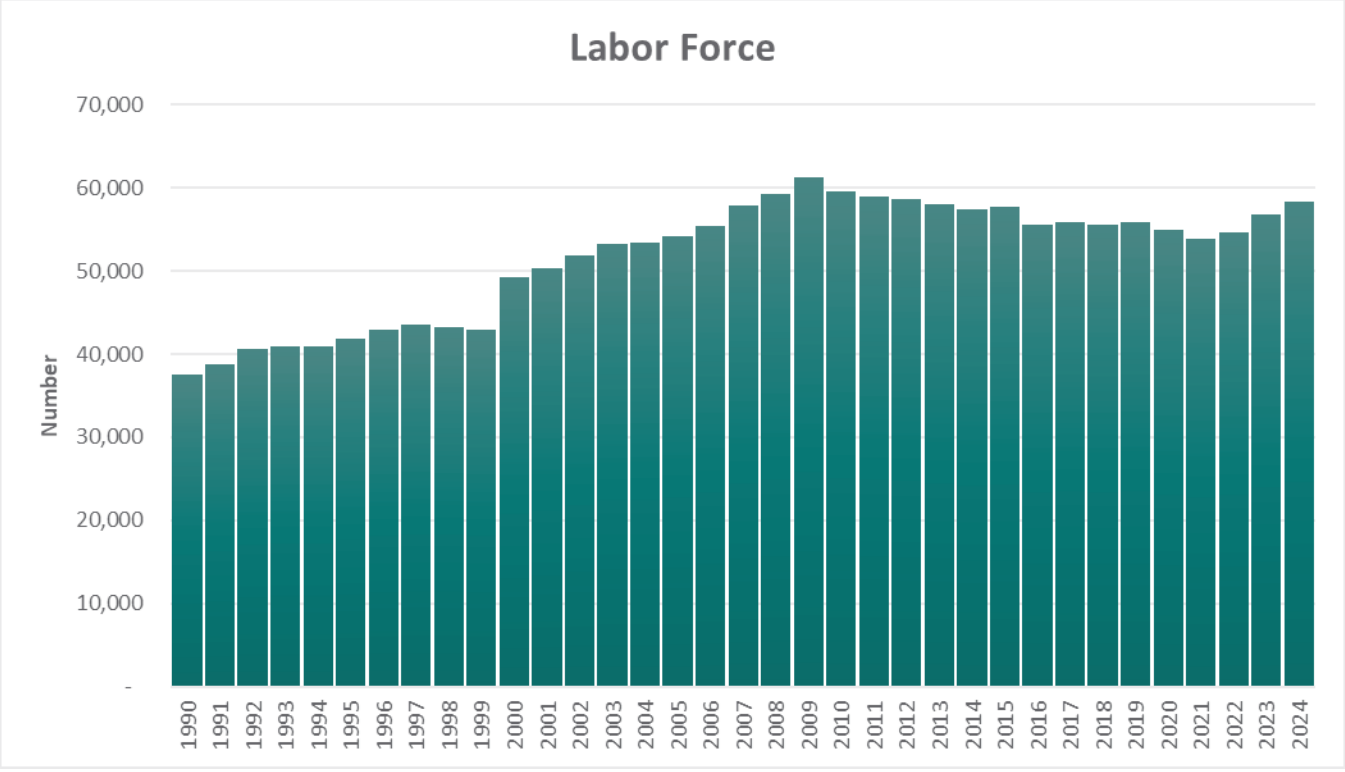


FIGURE 1-6: KINGS COUNTY CIVILIAN LABOR FORCE

Source: California Economic Development Department

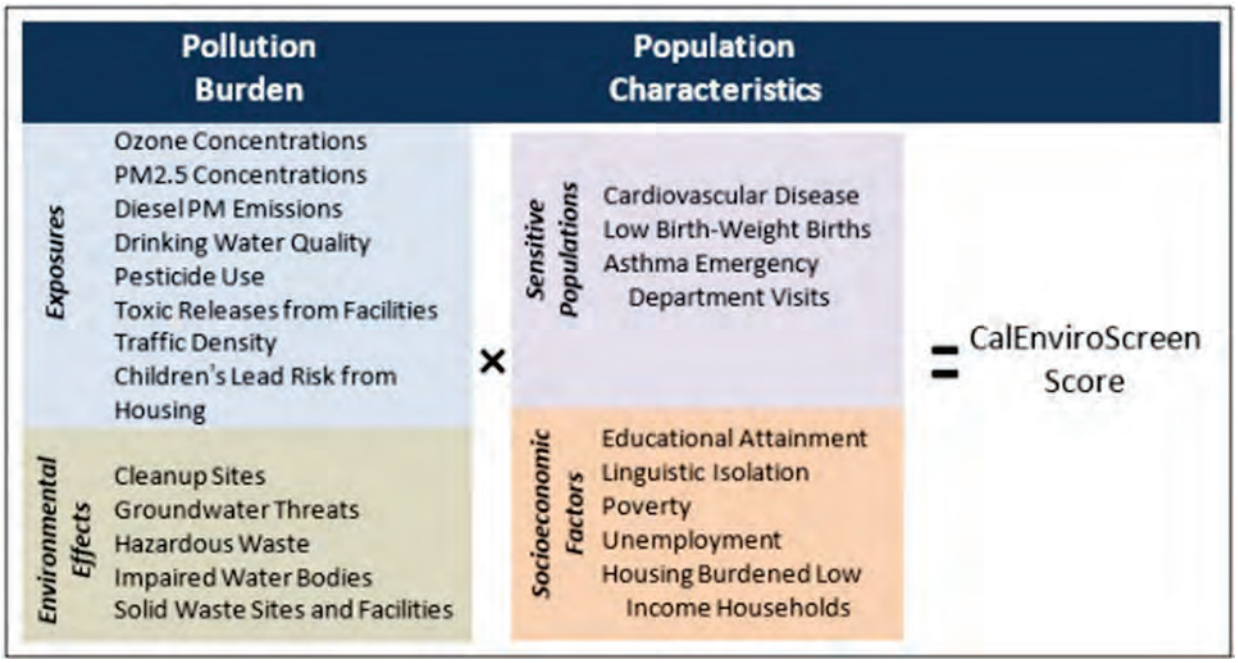


FIGURE 1-7. CALENVIRO INDICATOR AND COMPONENT SCORING

Source: Designation of Disadvantaged Communities, California Environmental Protection Agency (CalEPA)

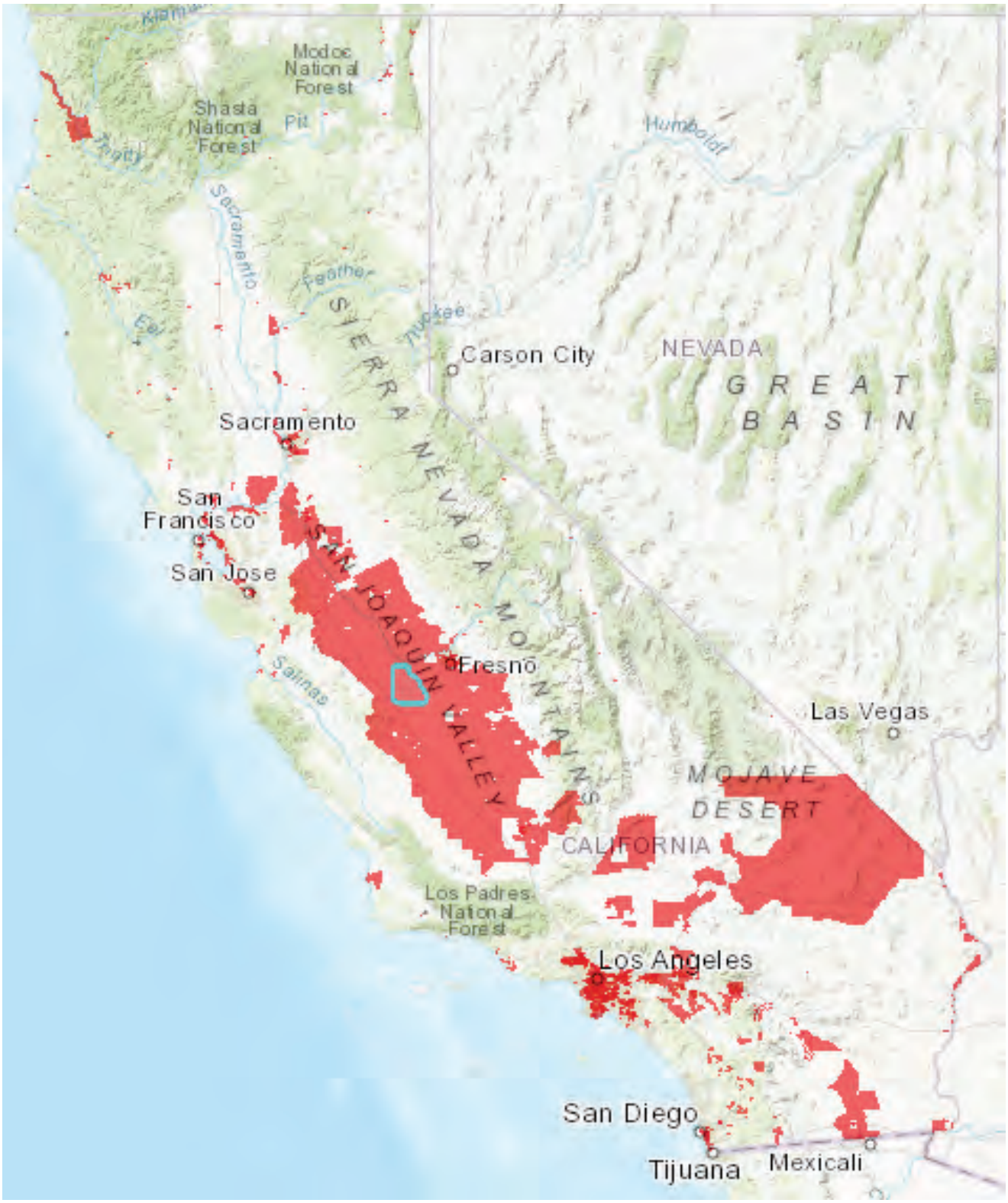


FIGURE 1-8. SB 535 DISADVANTAGED COMMUNITIES

Source: California Environmental Protection Agency (CalEPA)

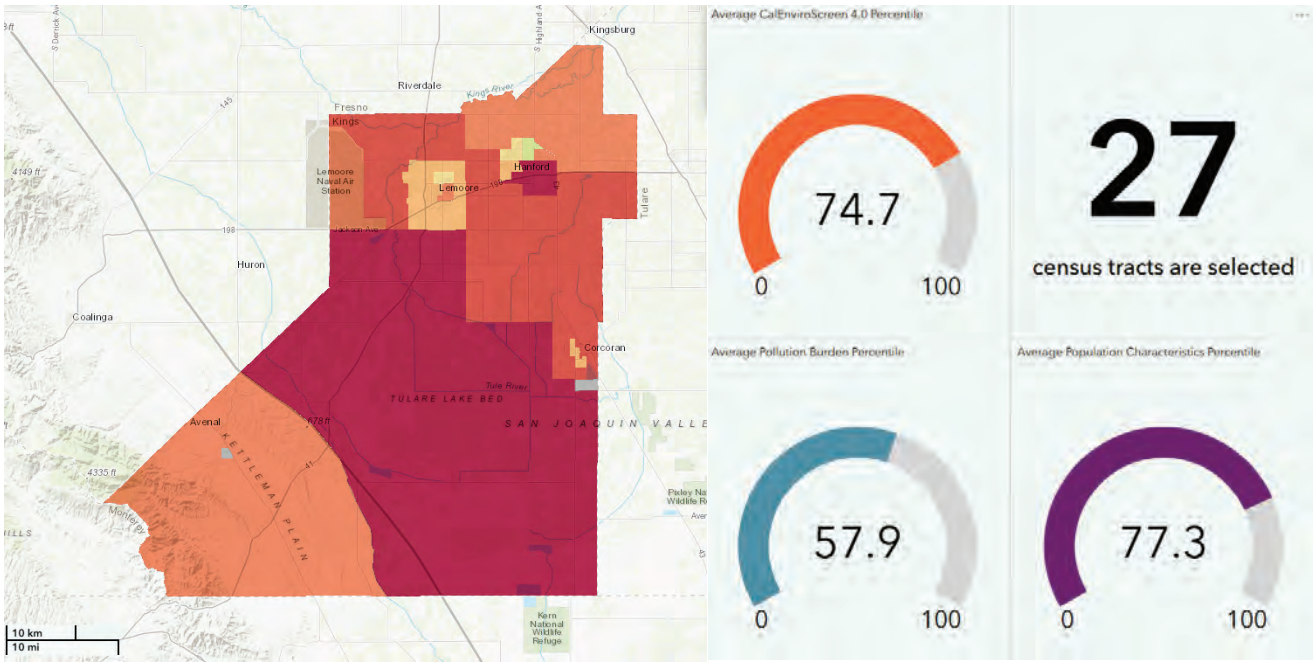


FIGURE 1-9: CALENVIROSCREEN 4.0 PERCENTILE OF KINGS COUNTY

Source: CalEnviroScreen 4.0 Data Dashboard

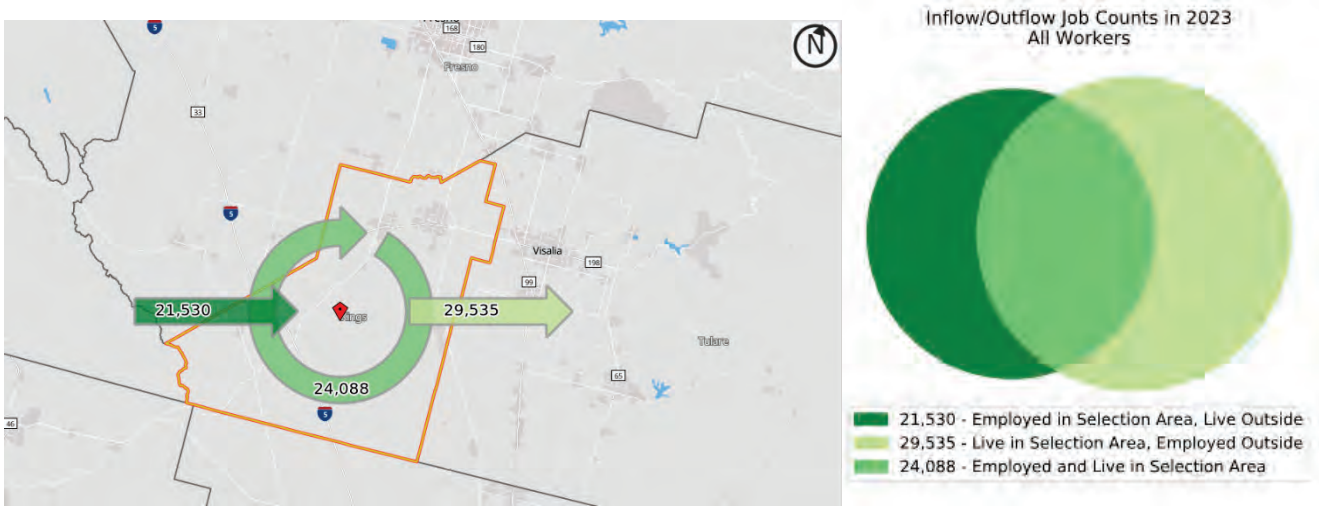


FIGURE 1-10: LABOR FORCE INFLOW & OUTFLOW

Source: US Census Bureau LODES Data

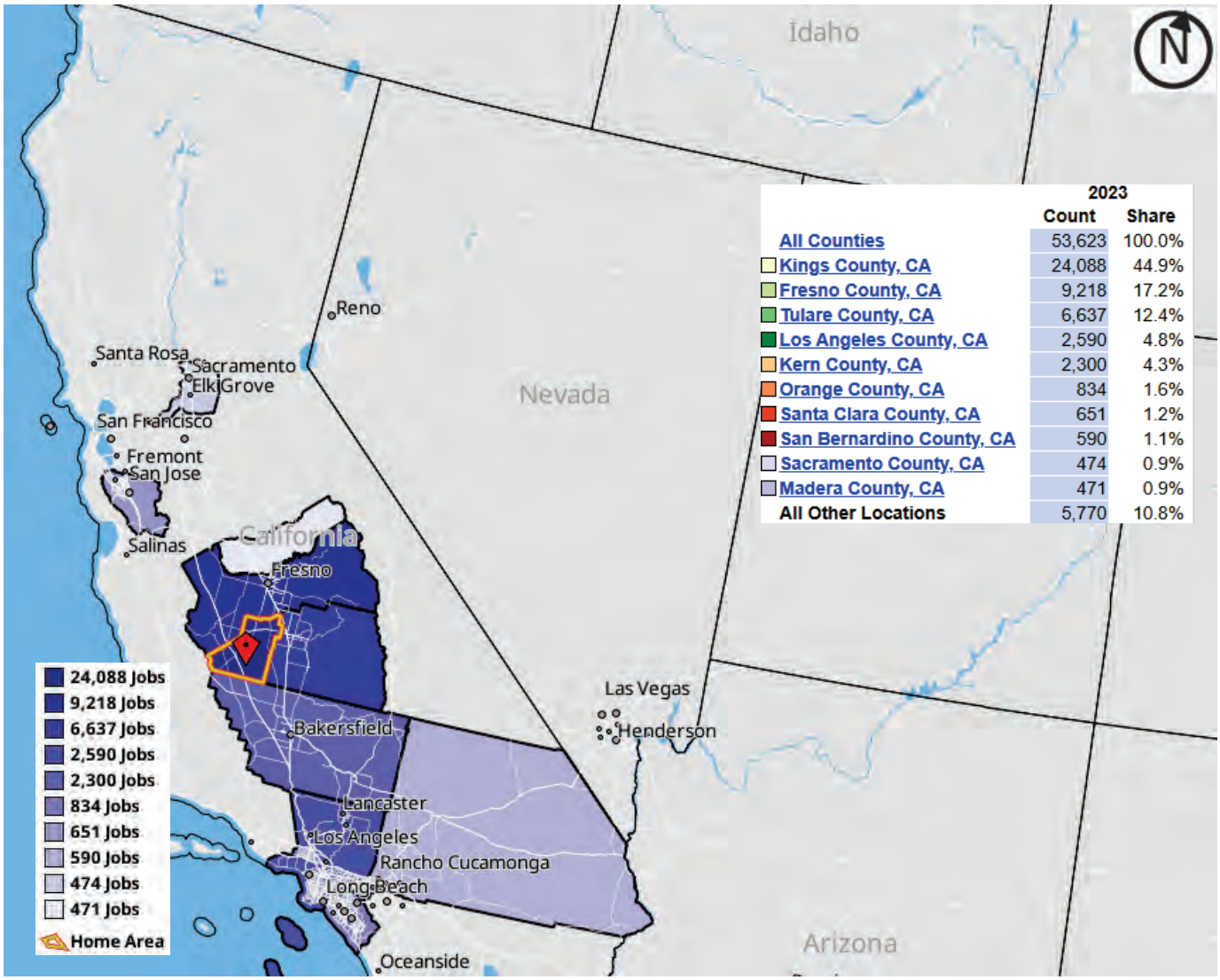


FIGURE 1-11: WORKPLACE LOCATION FOR THOSE RESIDING IN KINGS COUNTY

Source: US Census Bureau LODES Data

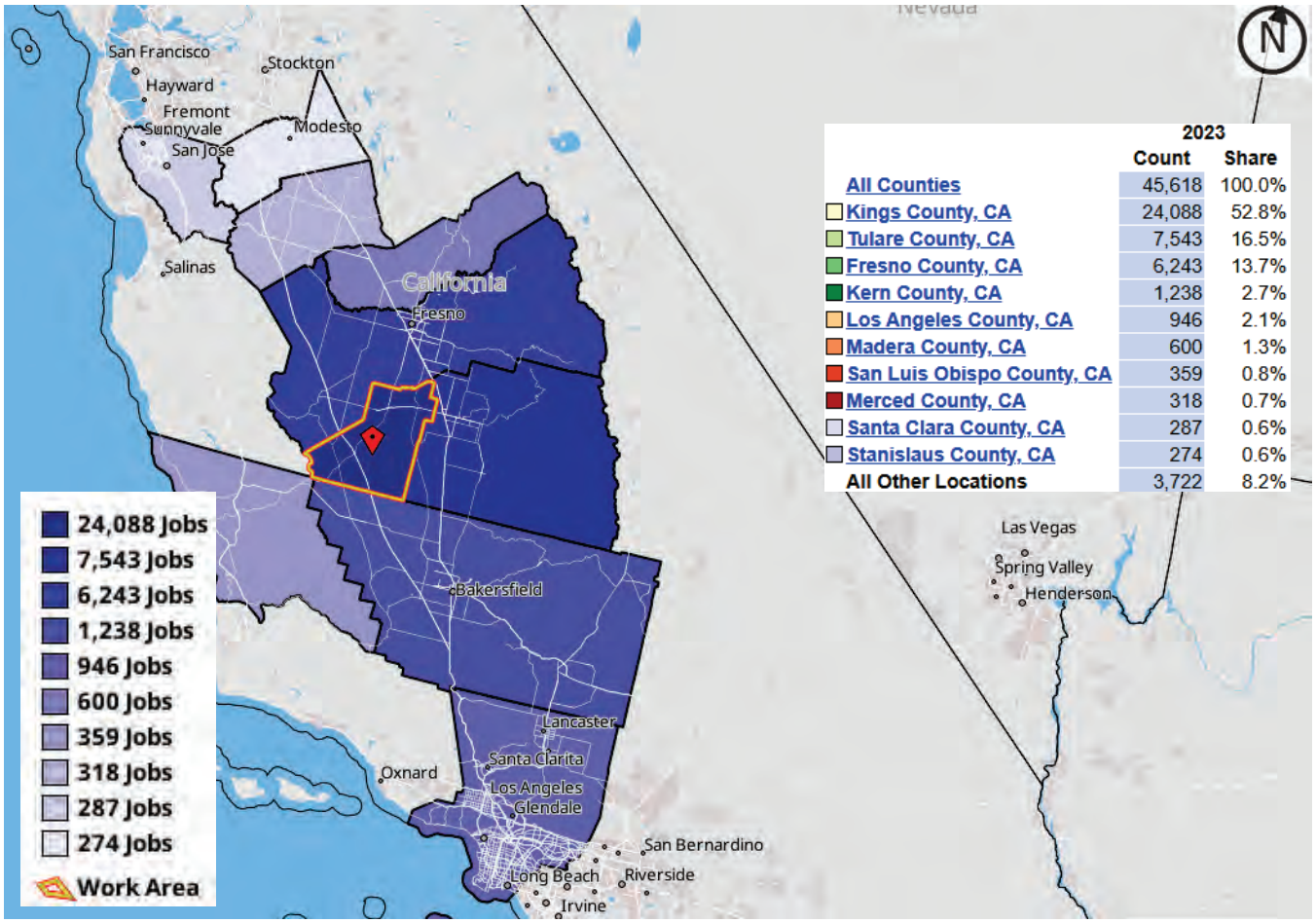


FIGURE 1-12: RESIDENTS OF OTHER COUNTIES WORKING IN KINGS COUNTY

Source: US Census Bureau LODES Data

Principal Land Use Policies and Assumptions

1. Adopted city and county general plans will continue to direct growth in the region. The following are significant long-term land use policies of city and county general plans. All are based on the premise that development must be contained in areas where urban services are most readily available. The idea is to lessen public service costs, while slowing the conversion of prime farmland to urban uses. These policies will help Kings County maintain its present pattern of development long into the future as a vast expanse of prime farmland with several articulated urban concentrations along state routes.

2. As the general plans will guide urban growth into compact, land-sparing configurations, the proportion of persons living in urban and incorporated areas will continue to increase.

Additional plans, including specific plans and other future plans, are detailed further in this RTP/SCS.

Avenal General Plan (2018)

- Preserve and enhance Avenal's unique and small-town character and minimize urban sprawl and "leap-frog" development.
- Prioritize the development of vacant, underdeveloped, and/or re-developable land within the boundaries of the existing developed area and where urban services are or can be made available.
- Maximize farmland, open space, and wildlife habitat preservation on lands outside of the City.

Corcoran Area General Plan (2014)

- Maintain and enhance Corcoran's physical diversity, visual qualities and small-town characteristics.
- Minimize urban sprawl and "leap-frog development" and provide for an orderly and efficient transition from rural to urban land uses.
- Give priority consideration to infill development of vacant and underutilized land within the City limits.
- Identify greenbelt areas on lands outside of the City in order to maximize farmland, open space, and wildlife habitat preservation.

Hanford General Plan (2017)

- Promote a well-planned community that grows in an organized fashion.
- Development preference of vacant and underutilized properties with limitation of urban sprawl-style development patterns in new growth areas.

- Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.

Lemoore General Plan (2008)

- Promote a sustainable, balanced land use pattern that satisfies existing needs and safeguards future needs.
- Maintain a well-defined compact urban form, with a defined urban growth boundary and development intensities on land designated for urban uses.
- Preserve Prime Farmland not needed to accommodate urban area growth.
- Work to preserve State-designated Prime Farmland, retain agricultural use designation and encourage the continuation of farming activities outside the City.

Kings County General Plan (2010[5])

- Establish Community Plan land use policies and associated improvement standards to integrate smart growth principles and compact urban design to revitalize existing communities.
- Prioritize infill development of vacant and underutilized parcels within the existing special district boundaries.
- Require urban growth to be contiguous to existing urban development and to annex to a city or community services district.
- Preserve the integrity of the County's agricultural land resources through agricultural land use designations and other long term preservation policies.
- Promote the orderly growth of Kings County's urban areas by directing new development into incorporated cities where services are provided.
- Ensure that growth in unincorporated communities is coordinated with general plan and special district's improvement programs and capabilities.
- Prevent haphazard, sprawling, or "leapfrog" growth by infilling vacant or under-utilized lots within the community fringes.

[5] Kings County is currently in the process of updating its General Plan. The General Plan Update is anticipated to be completed in 2026.

CHAPTER 2:
THE POLICY ELEMENT

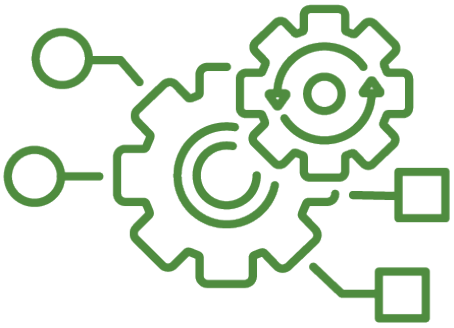
OVERALL GOAL; PLANNING AND PROGRAMMING OBJECTIVES AND POLICIES

This chapter seeks to establish a central goal to guide the Regional Transportation Plan and to define objectives and policies needed to meet the goal and to respond to the issues that KCAG must consider. State guidelines require RTPAs and MPOs to develop realistic goals, policies, and objectives to guide state and local planning efforts. The following definitions are prescribed:

A goal is the end toward which effort is directed; it is general and timeless.

A policy is a direction statement that guides present and future decisions on specific actions.

An objective is a result to be achieved by a stated point in time. It is capable of being quantified and realistically attained considering probable funding and political constraints. Objectives are successive levels of achievement in the movement toward a goal and should be tied to a time-specific period for implementation.



In compliance with these guidelines and the Federal Transportation Planning Factors as outlined in 23 U.S.C. §134(h), an overall goal is presented to cover all aspects of KCAG's transportation planning endeavors. The goals, objectives, and policies found in this plan were developed from a number of sources: various state documents, the prior editions and supplements to the Kings County Regional Transportation Plan, general plans of the cities and county, and the comments of the KCAG Transportation Policy Committee, Technical Advisory Committee, and the Social Services Transportation Advisory Council.

OVERALL GOAL

To develop a transportation system that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to equitably and safely serve the mobility and accessibility needs of people and freight (including meeting the Americans with Disabilities Act requirements, accessible pedestrian walkways, and bicycle transportation facilities) and foster economic growth and development, while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions.

PROGRAM POLICY AND OBJECTIVES

Program Policy

Continue making full use of KCAG's decision-making forums, including their regular meetings, to examine alternative solutions to transportation needs and problems.

Program Objectives

1. Transportation decisions shall be made on the basis of the broadest range of Kings County area public interests.
2. KCAG shall provide clear and firm guidance to the California Transportation Commission, Caltrans, and local agencies on all transportation matters affecting Kings County.
3. Consider the California Transportation Plan (CTP) 2040 long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions and foster continued collaboration between local and statewide level planning.
4. Transportation decisions shall include Transportation Systems Management (TSM) evaluations.
5. Public safety, retention and maintenance of the existing system, and system efficiency and resilience shall be used as criteria in evaluating projects.
6. Total route or system development shall be considered when selecting projects.
7. Funding sources for all transportation modes shall be identified, evaluated, and developed. With these, a complete system that is accessible, safe, and efficient shall be built.
8. Public and private transportation facilities shall be planned and developed consistent with overall growth and development policies contained in city and county general plans.

ENVIRONMENTAL POLICY AND OBJECTIVES

Environmental Policy

The environmental consequences of transportation projects shall be taken into account. Of particular importance are impacts relating to air quality, energy use, noise, and changes in land use that negatively impacts land cover.

Environmental Objectives

1. Using Transportation System Management (TSM) evaluations, consider those alternative solutions that lessen environmental problems, yet serve transportation needs.
2. Seek to mitigate unavoidable adverse impacts associated with selected alternatives.
3. Use environmental documents such as Initial Studies and EIRs as decision-making tools.

4. Coordinate transportation control measures with the San Joaquin Valley Air Pollution Control District and the latest air quality attainment plan for the San Joaquin Valley.

5. Consult with lead agencies on projects having environmental effects, of statewide, regional, or areawide significance on transportation facilities.

6. Maintain modeling capability that will respond to state and federal reporting requirements and the need for accurately projecting travel demand in future years.

7. Conduct meaningful consultation with California Native American tribes for the protection of cultural resources in accordance with AB 52.

PUBLIC PARTICIPATION POLICY AND OBJECTIVES

Public Participation Policy

Transportation facilities and services should meet the needs of all segments of the population. KCAG employs an environmental justice approach to its public participation policy and procedures and welcomes community comment and guidance in its transportation planning and decision-making process.

Public Participation Objectives

1. Continue building an active citizen participation forum.

2. Seek representation from the entire community, including the elderly, low income, persons with disabilities, and the census-identified environmental justice areas and disadvantaged communities of Kings County.

3. Hold citizen meetings at convenient times and places.

4. Seek citizen comments early in the planning process, preferably in the problem-identification stage of project preparation.

5. Work to create an atmosphere that encourages the expression of all viewpoints, allowing both obvious and latent issues to be brought into the open.

6. Explore alternative methods of obtaining the public's views. Use surveys, make presentations to special interest groups, etc.

7. Keep local media informed of transportation issues and encourage their attendance at public meetings held by KCAG.

REGIONAL HIGHWAY SYSTEM GOALS, POLICIES AND OBJECTIVES

OVERALL HIGHWAY GOAL

Maintain, upgrade, and complete a regional system of roadways which is convenient, safe, and efficient, and which serves the needs of all users.

HIGHWAY SYSTEM POLICY AND OBJECTIVES

Highway System Policy

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.

Highway System Objectives

1. Maintain and rehabilitate the regional system; reconstruct deteriorated road sections.
2. Provide safety improvements to reduce the number, severity, and probability of fatal and serious injury vehicle collisions.
3. Undertake new construction projects to upgrade and complete the regional system, and to close gaps in local and state highway systems.
4. Implement operational improvements (such as ITS operations, road widening, relief of parking congestion, traffic signals, passing lanes, and turn lanes) to maximize service and efficiency.
5. Carry out landscaping and maintenance projects to help make highways compatible with their surroundings.
6. Enforce local ordinances regulating oversize truck terminal access.
7. Work with Caltrans and local agencies to obtain right-of-way dedications at designated future interchanges and along mainline portions of state highways within the regional transportation system.
8. Engage with the California State Legislature and the California Transportation Commission to adopt equitable laws and policies for apportioning fuel taxes and funding highway projects. Ensure that Kings County receives its equitable proportions of available discretionary transportation dollars.
9. Coordinate with other Regional Transportation Planning Agencies in the area to foster coordinated highway facilities planning.

HIGHWAY SAFETY POLICY AND OBJECTIVES

Highway Safety Policy

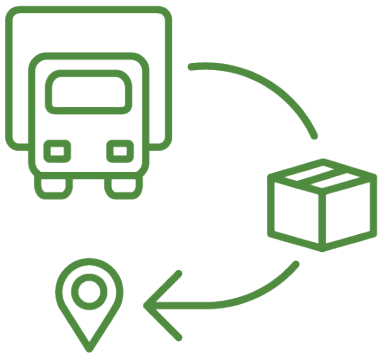
Improve routes of regional significance to promote the safe operation of vehicular traffic, especially during high collision probability times such as times of heavy winter fog, night, etc.

Highway Safety Objectives

1. Assist night and especially fog driving by providing and maintaining highly reflective "fog" or edge striping, or rumble strips either at edge or center divider line routes of regional significance.
2. Provide adequate shoulder areas on all state highways and rural regional routes.
3. Install traffic control measures on roads and at intersections when such measures are deemed necessary in accordance with the latest California Uniform Traffic Control Device Manual.
4. Improve and maintain regional route road pavement surfaces and drainage.
5. Widen or rehabilitate bridges where needed.
6. Provide adequate railroad grade protection devices.
7. Encourage the enforcement of posted speed limits.

GOODS MOVEMENT POLICY AND OBJECTIVES

Goods Movement Policy



Support the efforts of the trucking and rail industries to transport commodities safely and efficiently.

Goods Movement Objectives

1. Access and support local and private agencies to expand the terminal access route designated by Caltrans to connect to national routes.
2. Designate and maintain regional and local truck routes to improve safety, limit maintenance costs, and prevent major pavement deterioration on local streets and roads that are not designed for heavy truck traffic.
3. Where needed, widen regional highways and retrofit intersections to accommodate heavy truck traffic.
4. Support enforcement of local truck route ordinances.

5. Develop plans to mitigate congestion on local streets and at intersections where heavy truck traffic occurs.

6. Support efforts to require all trucks carrying hazardous materials to have a manifest, including identification and instructions for handling materials in case of spills. Also support efforts to improve hazardous waste containers so that spillage or leakage does not occur.

7. Support truck weight fees that equitably provide for the highway maintenance costs resulting from heavy trucking.

8. Encourage the improvement of railways with the end purpose of increasing the efficiency of goods movements.

9. Support the installation of automatic grade protection devices at all grade crossings.

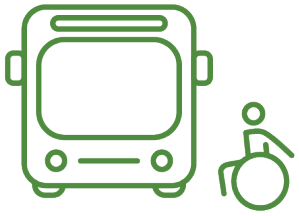
10. Improve rail grade crossings as needed to improve traffic flows.

11. Encourage the efficient movement of goods through California ports.

12. In concert with Caltrans, the California Highway Patrol, and local jurisdictions, restrict roads available for hazardous waste trucking to mitigate potential adverse effects associated with transportation.

PUBLIC TRANSPORTATION POLICIES AND OBJECTIVES

REGIONAL TRANSIT GOAL, POLICY AND OBJECTIVES



Regional Transit Goal

Provide safe, secure, coordinated, and efficient public transit systems that can reasonably meet the needs of residents.

Regional Transit Policy

Encourage and support the development of a safe, efficient, effective, and economical public transit system.

Regional Transit Objectives

1. Continue operating the Kings Area Regional Transit (KART) and Corcoran Area Transit (CAT) systems to provide dependable services for those living in Kings County's urbanized areas who have "unmet transit needs" which can be met at a cost KCAG determines to be reasonable.

2. Provide assistance to social service agencies to improve the efficiency and effectiveness of coordinated transportation services for their clients.

3. Encourage transit operators to minimize transit system operating costs by increasing ridership through the following examples:

    a. Implement route and schedule modifications.

    b. Implement equipment and maintenance improvements.

    c. Implement an aggressive marketing program to improve the image of public transit.

    d. Follow up on comments of the Social Services Transportation Advisory Council (SSTAC).

4. Follow recommendations included in the KCAG Kings County Transit Development Plan.

5. Assist eligible claimants, both public and private, in applying for federal transportation grants.

6. Encourage the practice of ridesharing/vanpooling as an alternative to single occupant vehicle commuting.

7. Utilize the Social Services Transportation Advisory Council to identify unmet transit needs of the transit dependent.

8. Encourage development of a transit system that interconnects and coordinates with other modes of transportation (e.g. passenger rail, intercity bus, multi-jurisdictional transit, bicycle facilities, and pedestrian facilities, etc.).

9. Encourage and support the enhancement of transit services as a transportation control measure to improve air quality.

10. Support the coordination and consolidation of transit services where appropriate through the development and implementation of the Coordinated Public Transit - Human Services Transportation Plan.

11. Develop cohesion and cooperation among transit operators that will result in efficient and accessible transit service between and within communities.

12. Support and encourage a network of fast, convenient, high quality transit services that are competitive with the cost and time to driving alone during peak periods.

13. Encourage employers to offer incentives, such as awards, flexible hours, and financial incentives for employees who use transit for their work commute.

14. Coordinate Intelligent Transportation Systems (ITS) technologies amongst transit agencies to ensure systems compatibility and to enable the use of uniform regional passes and other fare media.

15. Encourage and support the transition to an all zero-emissions transit fleet.

INTERCITY RAIL AND BUS POLICY

Intercity Rail and Bus Policy

Preserve an effective and convenient intercity public transportation system of regularly scheduled bus and rail services.

Intercity Rail and Bus Objectives

1. Monitor and respond to all legislation that could impact bus or rail services in Kings County. Continue the use of KCAG as the forum through which public discussion on bus and rail matters is formalized into public policy recommendations.

2. Work with adjacent RTPA's and Caltrans to unify regional support for keeping and upgrading intercity bus and rail services through membership in the San Joaquin Joint Powers Authority.

3. Continue Federal and State support of the Amtrak “Gold Runner” trains.

4. Support aggressive marketing programs for Amtrak trains and intercity buses.

5. Seek to coordinate local transit service schedules with those of intercity modes.

6. Support the programming of grade crossing improvements to increase the speed and safety of intercity rail services.

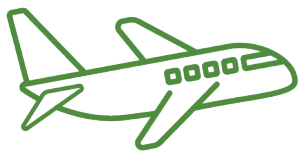
7. Ensure that possible upcoming changes to intercity bus and rail network continue to effectively serve Kings County residents.

8. Consolidate and accommodate transit services at the future High Speed Rail station location.

AVIATION GOAL, POLICIES AND OBJECTIVES

OVERALL AVIATION GOAL

A fully functional and integrated air transportation and airport system that is complementary to the regional transportation system.



GENERAL AVIATION POLICY AND OBJECTIVES

General Aviation Policy

Promote the development and maximum utilization of public and private airports to provide for county and regional general air transportation needs.

General Aviation Objectives

1. See that the existing countywide airport system is maintained and upgraded. Where warranted, use federal, state, local, or private funds to carry out improvements.
2. Ensure that public expenditures for airport development are consistent with demonstrated public demand.
3. Support the retention of scheduled passenger air service at Fresno and Visalia to provide convenient and dependable links to major commercial airports.
4. Airport improvements, in particular at the Lemoore Naval Air Station, shall be protected by coordinated city or county land-use regulations in aviation easements. Such easements should be used to minimize the nuisance effect of airports on their surroundings, and to prevent the encroachment of uses that are incompatible with air operations.
5. Follow the recommendations of the Kings County Airport Land Use Compatibility Plan and the Hanford Municipal Airport Master Plan.
6. Recognize and allow airstrips necessary for servicing agricultural needs.
7. Support increases in aviation capital improvement funds and sources for rural general aviation public use airports.

AVIATION LAND USE POLICY AND OBJECTIVES

Aviation Land Use Policy

Work with local agencies to ensure compatible land uses around existing airports to reduce noise and structure conflicts.

Aviation Land Use Objectives

1. Support the Kings County's Airport Land Use Compatibility Plan and the local airports in their efforts to ensure compatible land uses around airports.
2. Support the local airports in their attempts to acquire the land surrounding the airports.
3. Support noise abatement procedures around the local airports.

HANFORD AIRPORT POLICY AND OBJECTIVES

Hanford Airport Connectivity Policy

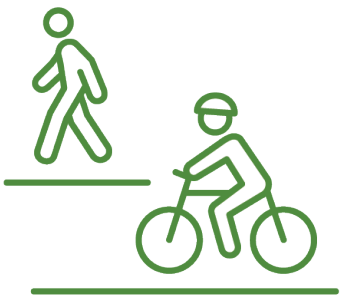
Maintain alternative modes of transportation to and from the Hanford Municipal Airport.

Hanford Airport Connectivity Objective

1. Support local transit service to and from the Hanford Municipal Airport.

ACTIVE TRANSPORTATION POLICY AND OBJECTIVES

Active Transportation Policy



Improve the existing transportation system to better accommodate bicycles and pedestrians as well as automobiles and trucks; improve public awareness of and competence in bicycle use; and improve public and private sector responsiveness to bicycle and pedestrian transportation.

Active Transportation Objectives

1. Provide low-stress connections to multi-modal hubs such as the future High Speed Rail and Cross Valley Corridor stations.
2. Provide a well-developed, safe, and convenient, intermodally-connected system of bikeways complete with support facilities.
3. Ensure that future development supports and facilitates the expansion, improvement, and maintenance of the bikeway system.
4. Provide on-going bicycle safety education and information programs.
5. Implement bikeways that will connect major employers, educational facilities, and recreational areas.
6. Encourage partnerships between private, non-profit, governmental and citizens groups to implement bicycle and pedestrian improvements.
7. Fund road maintenance that will also provide better roads for bicycles.
8. Correct roadway surface and hazards on bikeways.
9. Provide theft-resistant parking facilities at high-use destinations.
10. Eliminate physical barriers to bicycle travel.
11. Encourage enforcement of bicycle traffic laws.
12. Keep the freeway sections of State Route 198 closed to bicycles to prevent children from playing on the freeway.

13. Start public awareness programs to increase acceptance of the bicycle.

14. Integrate bicycle and pedestrian considerations into local planning agendas.

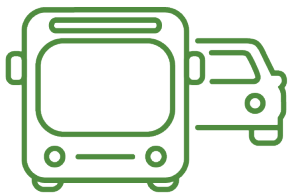
15. Encourage local jurisdictions to implement complete streets and other multi-modal concepts as outlined by the California Complete Streets Act of 2008 (AB 1358), as well as Caltrans Deputy Directive 64-R1 (DD-64-R1).

16. Encourage the use of bicycle and pedestrian modes of transportation to enhance air quality and improve human health.

17. Implement the projects identified in the current "Kings County Regional Active Transportation Plan".

18. Utilize the Bicycle Advisory Committee in the prioritization and programming of bicycle improvements.

TRANSPORTATION SYSTEMS MANAGEMENT POLICIES AND OBJECTIVES



State planning guidelines suggest that TSM objectives be time-specific and quantified. This is to allow year-by-year analysis of progress toward TSM targets. These requirements apply to Transportation Management Agencies (TMA). Kings County Association of Governments (KCAG) is not a TMA and is not required to participate in the Congestion Management Program (CMP). Because of this distinction, the objectives in KCAG's program are not themselves quantified or time-specific. Staff acknowledges that Kings County, although considered a small urbanized area based on population, is very rural and its transportation improvements are small in scale compared to those of larger urbanized areas. While Kings County's size does not preclude TSM planning, it does make it hard to set realistic or meaningful target figures. The attainment of TSM objectives can be documented by periodic studies of the effectiveness of TSM measures in future RTPs.

SYSTEM MAINTENANCE POLICY AND OBJECTIVES

Maintenance Policy

Maintain and improve the quality of the existing transportation system.

Maintenance Objectives

1. Shorten the travel time required to move people and goods on the existing system.

2. Ensure 15-minute walk from HSR station to pick up to drop off, and major transit hubs such as the Cross Valley Service.

3. Lower travel costs required to move people and goods on the existing system.

4. Increase the safety of the existing system.
5. Improve the personal security of persons using the existing system.
6. Improve the comfort and convenience of the existing system.
7. Enhance the reliability of the existing system.

SYSTEM IMPROVEMENT POLICY AND OBJECTIVES

System Improvement Policy

Increase the efficiency and minimize the cost of the existing transportation system.

System Improvement Objectives

1. Seek to reduce dependency upon the automobile for single occupant vehicle commuting by encouraging carpooling.
2. Encourage use of Kings County's transit system.
3. Facilitate pedestrian and bicycle travel.
4. Find cost-effective ways to upgrade the existing system.
5. Minimize the operating costs of the existing system.

DEMAND MANAGEMENT POLICY AND OBJECTIVES

Demand Management Policy

Coordinate and educate new employers of demand management strategies such as Rule 9410.

Demand Management Objectives

1. Ensure employers are conforming with Rule 9410 and offering demand management strategies such as vanpool, park and ride.

ENVIRONMENTAL IMPROVEMENT POLICY AND OBJECTIVES

Environmental Improvement Policy

Minimize the undesirable environmental impacts of existing transportation facilities and services.

Environmental Improvement Objectives

1. Reduce noise and vibration caused by the existing system.
2. Reduce air quality impacts caused by the existing system.

3. Reduce the amount of energy consumed by users of the existing system.

SOCIETAL IMPACTS POLICY AND OBJECTIVES

Societal Impacts Policy

Promote desirable and minimize undesirable social and economic impacts of the existing transportation system.

Societal Impacts Objectives

1. Provide adequate transportation services to the disadvantaged and transit dependent at a reasonable cost.
2. Provide reasonably priced public transit.
3. Minimize neighborhood impacts caused by transportation improvements.
4. Complement the long-range land-use policies of local general plans.

TRANSPORTATION TECHNOLOGY AND AUTOMATION (NEW SECTION, 2022)

Transportation technologies are being developed at an increasingly rapid pace. These technologies range from automated driving systems (AV), connected vehicles (CV), enhanced traffic controls (V2I), personal/cloud-informed software informing Mobility as a Service (MAAS), Transportation Network Companies (TNCs), micro-mobility, electro-mobility, and improved broadband internet connectivity. New technologies will help improve traffic flow, improve safety, reduce mobile source GHG emissions, and enhance efficient energy use.

GENERAL TECHNOLOGICAL READINESS POLICY AND OBJECTIVES

Technological Readiness Policy

Prepare for new technology systems by incrementally installing and upgrading existing communications and traffic signal systems.

Technological Readiness Objectives

1. Maintain and support regional and statewide Intelligent Transportation System (ITS) plans and Transportation Systems Management and Operations (TSMO) plans and programs.
2. Encourage the installation of broadband fiber optic lines as part of roadway rehabilitation and improvement projects.

3. Support the expansion of high-quality broadband to all residential community areas of Kings County as well as schools and businesses.

4. Support roadway design features that facilitate autonomous vehicle-to-infrastructure communications.

5. Upgrade traffic signal software and communication systems using the latest statewide standard protocols as needed.

ELECTRIC VEHICLE READINESS POLICY AND OBJECTIVES

Electric Vehicle Readiness Policy

Support planning, analysis, and implementation of electric charging infrastructure systems.

Electric Vehicle Readiness Objectives

1. Gauge grid capacity within the existing grid to accommodate future EV demand and electrification infrastructure.

2. Support state/national efforts to expand access and quantity of electric charging stations by applying for grants and other funding and coordinating with statewide objectives.

3. Support and coordinate with conversion efforts of local, regional, and state-owned vehicle fleets, local and regional transit vehicles, and other transportation systems.

4. Support regional and local efforts to plan for electric vehicle charging infrastructure, use case identification, fleet analysis, travel analysis, public health, and equity analysis.

5. Monitor and support the impacts and enhancements to local transportation systems, trails, guideways, and other facilities which could result in improved usage of Light Electric Vehicles (LEV), including e-bikes, e-taxis, scooters, and other electric vehicles.

MOBILITY AS A SERVICE (MAAS) AND TRANSPORTATION NETWORK COMPANY (TNC) CURBSIDE MANAGEMENT READINESS POLICY AND OBJECTIVES

MAAS and TNC Policy

Support planning, analysis, and impact evaluation of Mobility as a Service (MAAS) technologies including cloud-based informatics, Transportation Network Companies (TNC), and other software-based transportation efficiency solutions.

MAAS and TNC Objectives

1. Work with local agencies to ensure curbside management strategies can accommodate pick up/drop off areas as appropriate.

2. Monitor and respond to impacts on and improvements to transportation systems from cloud-based transportation information applications which affect mobility (e.g.-Waze).

3. Gather travel data associated with usage of TNC ridesharing applications and vehicle sharing organizations and companies and incorporate such data into regional travel models and system usage forecasts and associated plans.

4. Support the education and dissemination of information on coordinated access, mobility, ticketing, payment, and scheduling of trips and trip chains through improved communication mobility technology services.

CHAPTER 3:
TRANSPORTATION CIRCULATION

This chapter will summarize the existing transportation network in Kings County and its jurisdictions. This chapter will include trends related to circulation in Kings County.

REGIONAL HIGHWAY SYSTEM

This section focuses on the most utilized component of Kings County's transportation system: the highway system. There are nearly 2,000 miles of surfaced roads in Kings County (See **Table 3-1**) that are maintained by the State, the County of Kings, and the four cities. Nearly all travel depends upon these roads, their bridges, overcrossings, interchanges, and traffic control devices.

The purpose of this section is to show the current conditions of the County's roadways and justify improvements for the regional highway system based on the following:

- Outlining assumptions guiding KCAG's highway planning efforts;
- Defining those roads which are of regional significance; and
- Itemizing those issues affecting highway planning.

Projects deemed necessary for the maintenance and preservation of the regional roadway network will be presented in Chapter 6: Regional Transportation Needs.

This plan does not study all roads in Kings County, instead it identifies and examines key routes which serve regional, rather than merely local, transportation demands. This section is divided into two areas of study: the Countywide Regional System which includes the most heavily used county and state rural roads; and the Regionally Significant Roads in Urban Areas, which include roads that transect urban areas and serve regional traffic. Local access planning for circulation and parking belongs in city and county general plans and must be undertaken by local agencies.

TABLE 3-1: MAINTAINED ROAD MILEAGE IN KINGS COUNTY 2024

JURISDICTION	MAINTAINED MILEAGE	PERCENTAGE OF COUNTYWIDE TOTAL
STATE SYSTEM	156.09	8.46%
KINGS COUNTY	1,282.97	69.54%
AVENAL*	41.98	2.28%
CORCORAN*	64.10	3.47%
HANFORD*	209.02	11.33%
LEMOORE*	90.46	4.90%
U.S. BUREAU OF LAND MANAGEMENT	0.38	0.02%
TOTAL	1,845.01	100.00%

Source: Caltrans, 2024 California Public Road Data.

**Does not include state highway mileage.*

FUNCTIONAL CLASSIFICATION SYSTEM

Caltrans and local agencies have practiced a method of classifying roads by their function for many years. The idea is to categorize streets and highways by their expected capacity and access. This method furnishes an important link between transportation and land-use planning. A rational land development program cannot be realized if road designs and capacities are not related to the intensity of use they will serve. Every road has a unique role to play, and each must be calculated in its relationship with the larger network of roads.

There are three street and highway classes where through traffic prevails: Major Arterials, Minor Arterials, and Collectors. Major Arterials serve high-volume corridors that connect major traffic generators. Minor Arterials serve less concentrated traffic-generating areas, acting as boundaries to neighborhoods and collect traffic from Collector streets. Minor Arterial streets prime function is the movement of through traffic, but they also provide direct access to residential areas and neighborhoods, collecting traffic from local access streets and distributing it to the arterial system. Minor Collector streets would serve less traffic than Major Collectors.

Figure 3-1 illustrates functional classifications based on the functional classifications approved for the county by the Federal Highway Administration. The maps shown in **Figure 3-2** through **Figure 3-5** are based on the general plans of each city.

THE COUNTYWIDE REGIONAL SYSTEM

The roads that make up the countywide regional network are known collectively as Routes of Regional Significance with a system of roles as follows:

- Serve inter-county and intra-county travel;
- Link important population centers;
- Join with other regional routes to form a comprehensive network; and
- Provide access between agricultural areas and processing facilities and markets.

Included in this system are 156.09 miles of state-maintained regional routes. These are among the most important roads in this area because they serve most of the travel between Kings and surrounding counties, and they carry a very significant portion of intra-county traffic. Regionally significant, county-maintained roads satisfy the majority of the remaining intra-county demand. **Figure 3-1** highlights some "Routes of Regional Significance."

REGIONALLY SIGNIFICANT ROADS

Avenal

General. Incorporated in 1979, Avenal is a community with a population of approximately over 13,000 located in the southwestern section of Kings County. With 19.5 square miles, Avenal has the largest land area of any city in the county, however only 2.5 square miles is urbanized. Historically, its economy had been based on the petroleum industry, although in the 1970's, the California Aqueduct and Interstate 5 were completed which brought water and access and a shift from an oil-based economy to one based on agriculture.

Growth Trends. A state prison facility was constructed near Avenal in 1987. As of December 31, 2025, the prison inmate population was 3,821, or roughly 29% of the total Avenal population. Over 1,200 jobs have been created to serve the prison population. A prior study found about 8 percent of the prison employees live in Avenal, with many of the employees commuting from Coalinga, Lemoore, and Hanford. As a result, state and local roads serving Avenal have elevated levels of local and commuter traffic.

Inventory of Regional Routes: See **Figure 3-2** for Avenal's functional roadway classifications.

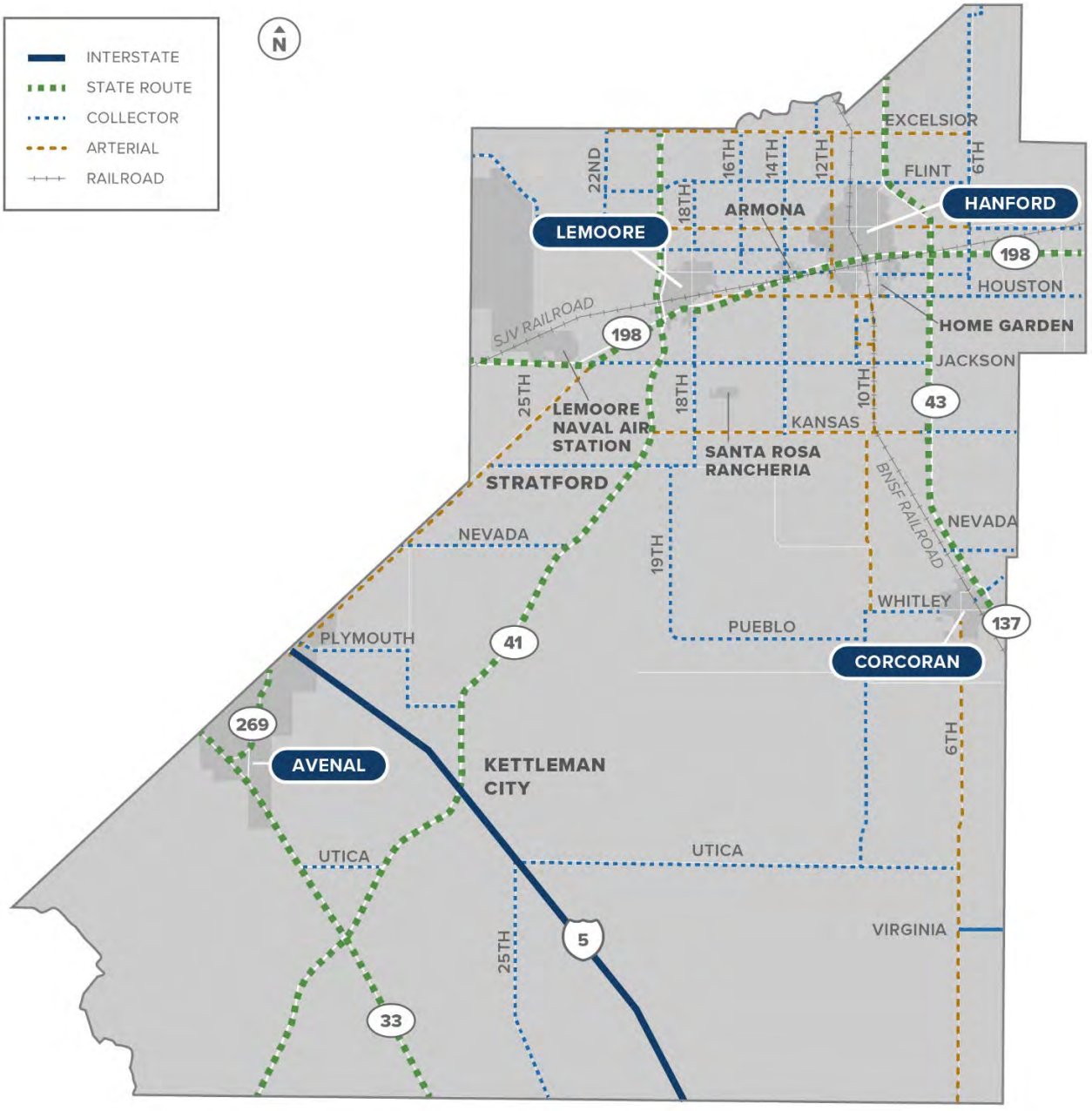


FIGURE 3-1: KINGS COUNTY ROADWAY DESIGNATIONS

Source: KCAG

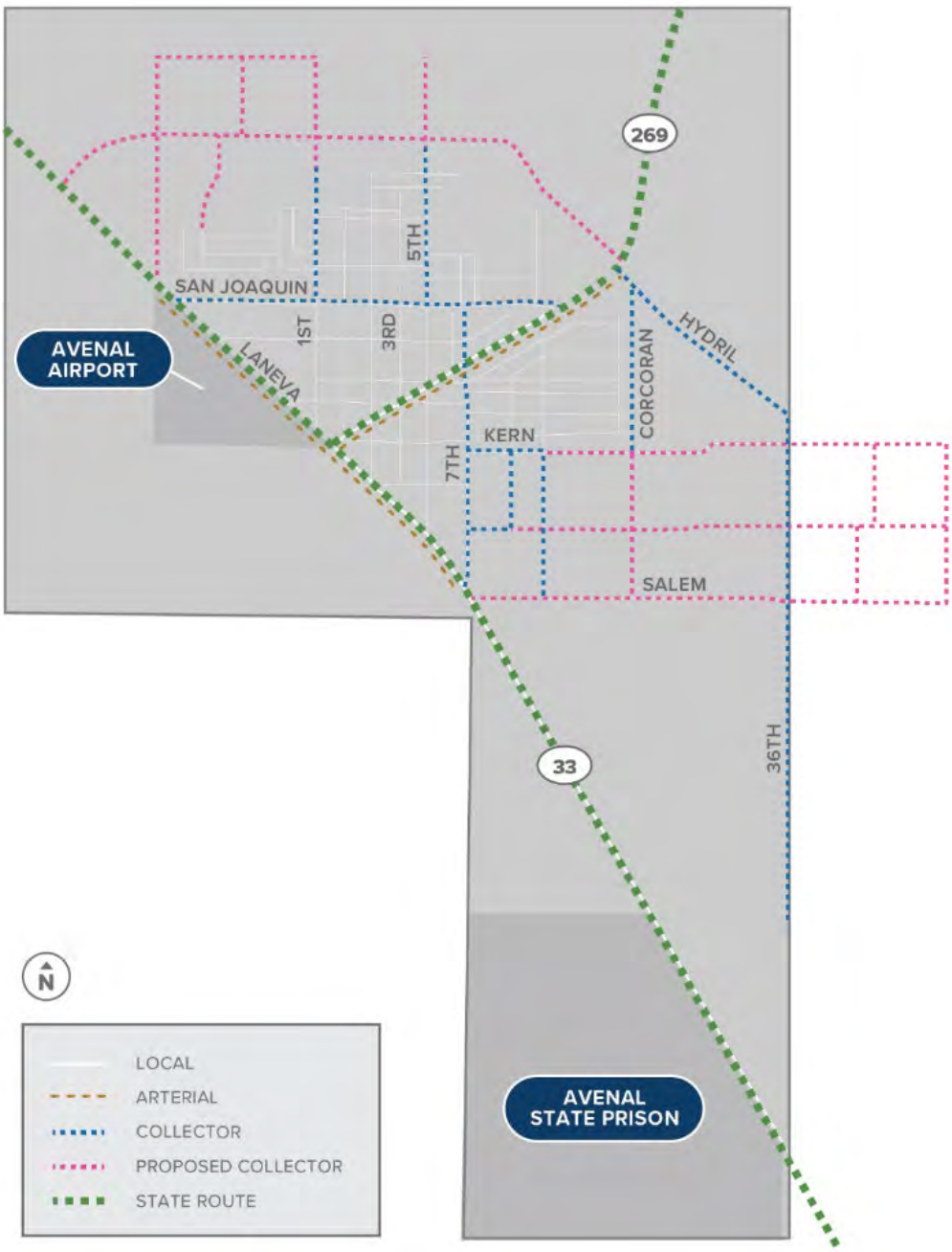


FIGURE 3-2: AVENAL FUNCTIONAL CLASSIFICATIONS

Source: City of Avenal

Corcoran

General. Corcoran is in southeastern Kings County, about 18 miles south of Hanford on SR 43 and borders the Kings County/Tulare County line. Corcoran considers itself as the “Farming Capital of the World.” It is the home of several major agricultural corporations with cotton ginning, grain milling, and plant oil extraction being the city's primary industries. According to the Department of Finance, the estimated total population of the area for 2026 was approximately 21,504 persons.

Growth Trends. Because modern farming is highly mechanized, there is limited demand for farm labor in Corcoran. Unless new job-producing industries can be attracted there, the area's population is expected to continue growing at a slow sustained rate. Such growth can be easily contained within the urban limits set by the city's general plan.

A state prison facility was constructed near Corcoran and opened in early 1988. The California Department of Corrections also constructed a substance abuse treatment center adjacent to the existing prison facility. There are approximately 3,800 employees at these facilities combined. As of December 31, 2025, the inmate population of both facilities combined was 7,976, which is approximately 37% of the city’s total population. Prior estimates have found that about 15% of the approximately 1,600 prison employees live in Corcoran, 23% in Hanford, 6% in Lemoore and the remaining 51% outside Kings County.

Traffic volumes on regional routes can expect to increase due to additional commuters. The State Department of Corrections and the City of Corcoran have upgraded some intersections and streets in Corcoran leading to the prison to mitigate the traffic impacts. With the new facility, some adverse impacts on the circulation would be mitigated by the placement of traffic signals.

Inventory of Regional Routes: See **Figure 3-3** for urban functional classification and **Appendix II** and **Appendix VII** for general information such as current road conditions and traffic factors.

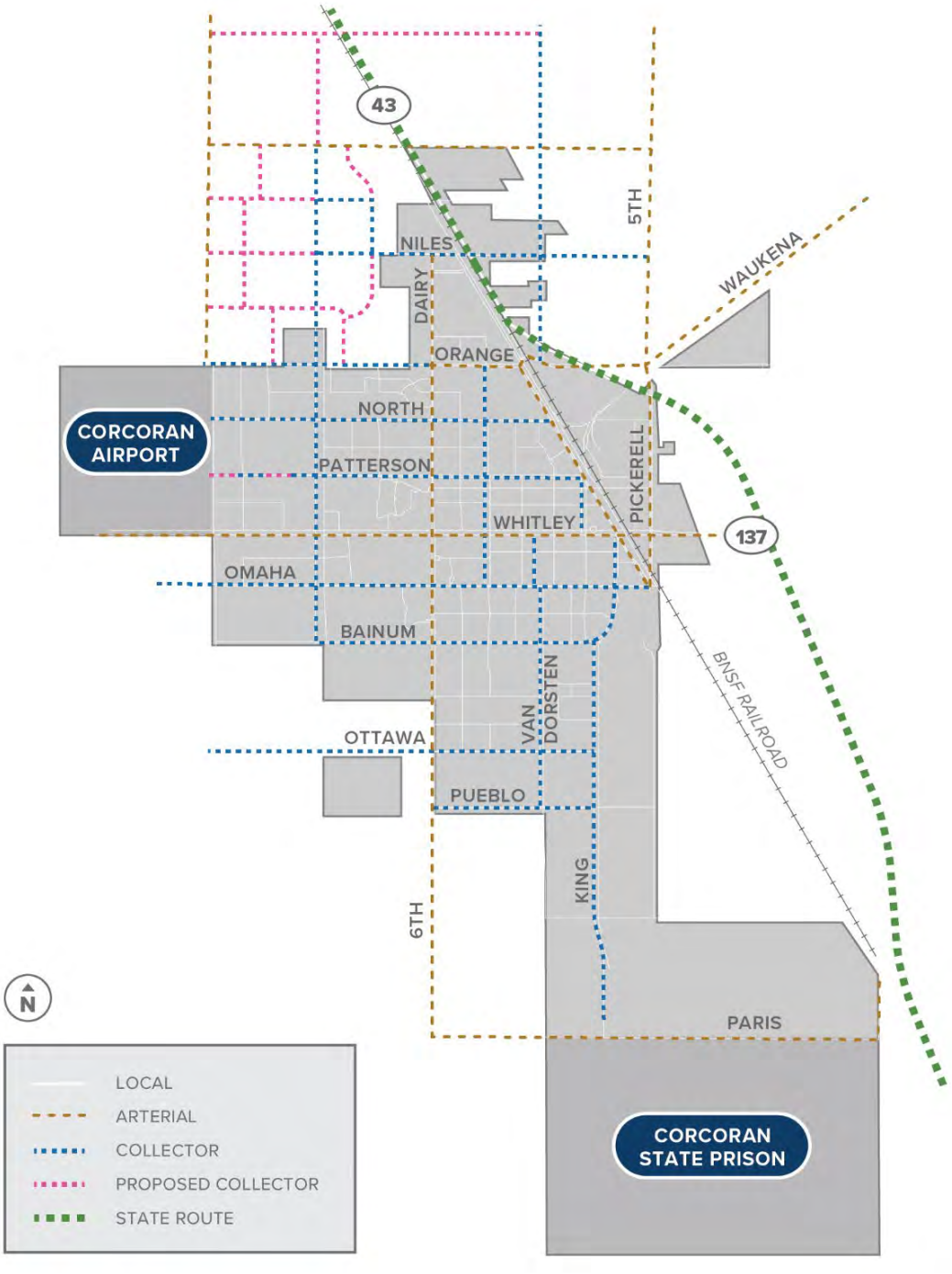


FIGURE 3-3: CORCORAN FUNCTIONAL CLASSIFICATIONS

Source: City of Corcoran

Hanford

General. Hanford is the county seat of Kings County, as well as its largest city, with over 60,000 residents. The city itself is compacted into an area of about 6 square miles with several rural residential concentrations scattered around the city.

Growth Trends. Like most communities in the San Joaquin Valley, Hanford's economic livelihood is squarely based on farm-service enterprises. In recent years, other sectors of the city's economic community have flourished such as retail sales and professional service enterprises. Combined with military residents, these factors have created more jobs and helped Hanford enjoy significant growth since 1970. Despite the estimated local jobs, almost half of the employed persons residing in Hanford commute elsewhere for employment such as LNAS, Visalia, and Fresno.

Generally, new residential growth is occurring north of Grangeville Boulevard, and in pockets east of 10th Avenue and west of 11th Avenue. Additional residential growth is planned to occur in the southwest corner of the city as well. Many retail establishments are compacted in the downtown core, although three major shopping centers, including a regional mall, are in the area of 12th Ave. and Lacey Blvd. Industrial uses are located south of Houston Avenue, between 10th and 11th Avenues. City planners indicate that only modest extensions of the city's urban area will be needed to manage Hanford's growth needs for several years. The annual percentage of population growth is anticipated to be between 1 and 3 percent.

Inventory of Regional Routes: See **Figure 3-4** for urban functional classification and **Appendix II** for general information such as current road conditions and traffic factors.

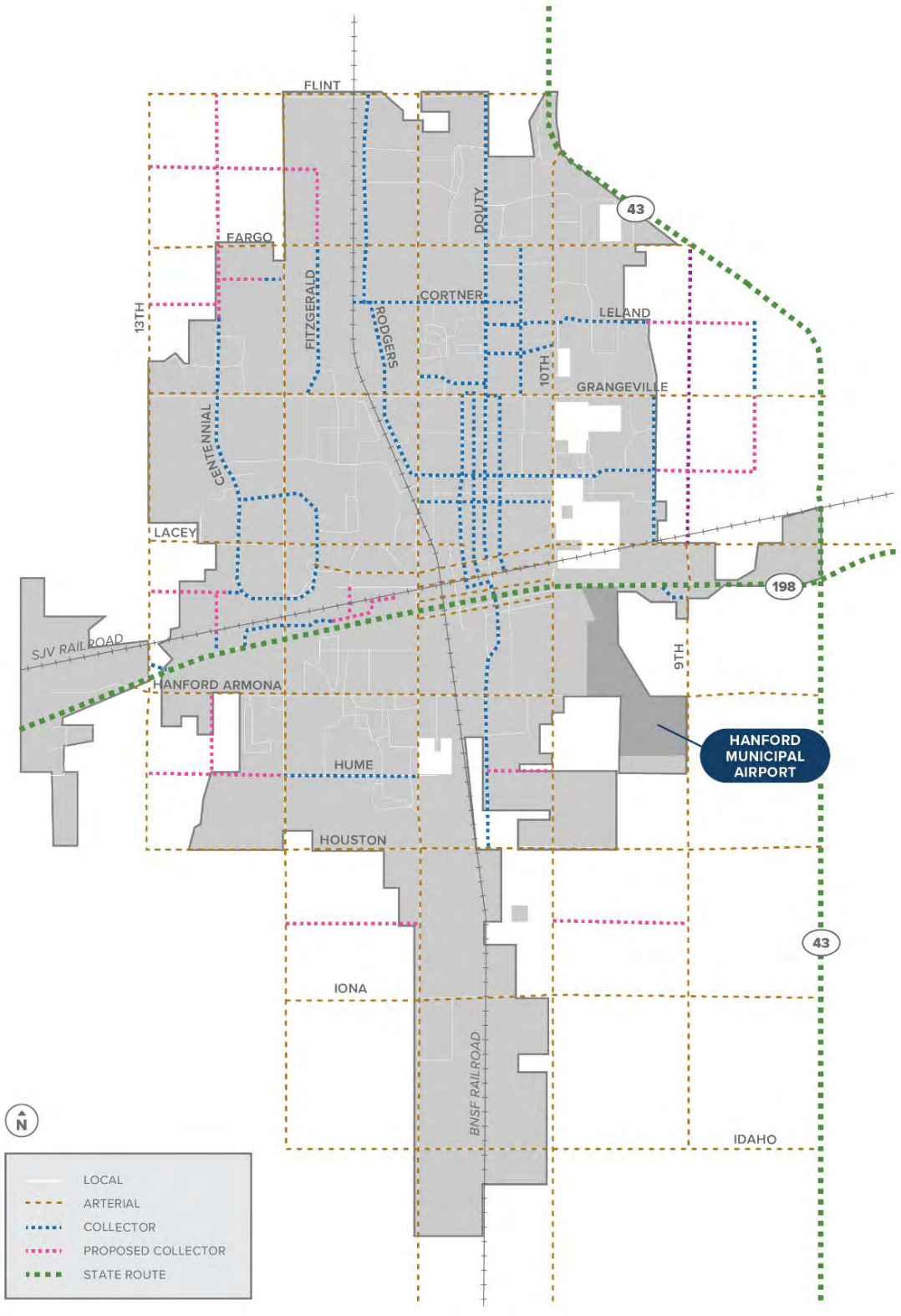


FIGURE 3-4: HANFORD FUNCTIONAL CLASSIFICATIONS

Source: City of Hanford

Lemoore

General. Lemoore is a city of approximately 28,000 persons situated in north-central Kings County, near the intersection of SR 41 and SR 198. Unlike most cities in this region, Lemoore's economy is not principally based upon agricultural services. Instead, it is the home of many military and civilian persons employed at the nearby Lemoore Naval Air Station (LNAS). Accordingly, Lemoore is populated by many young single adults and new families.

Growth Trends. Lemoore's population has increased at a much faster pace than the rest of the county in the past several years. Most of this is attributed to the increasing dominance of LNAS as a military training center. While Lemoore generally provides housing and services for LNAS personnel, employment opportunities also exist at a large dairy processing facility. Some of the Avenal and Corcoran Prison employees commute to work from Lemoore.

According to the 2008 General Plan, the City of Lemoore has been growing at a rate of 4% since 1992. Growth has leveled off between 2020 and 2025. In terms of traffic demands, the Lemoore area can expect elevated and sustained traffic loads on all regional and local roads serving their area due to activity at the nearby LNAS.

Inventory of Regional Routes: See **Figure 3-5** for urban functional classification and the **Appendix II** for a table of routes.

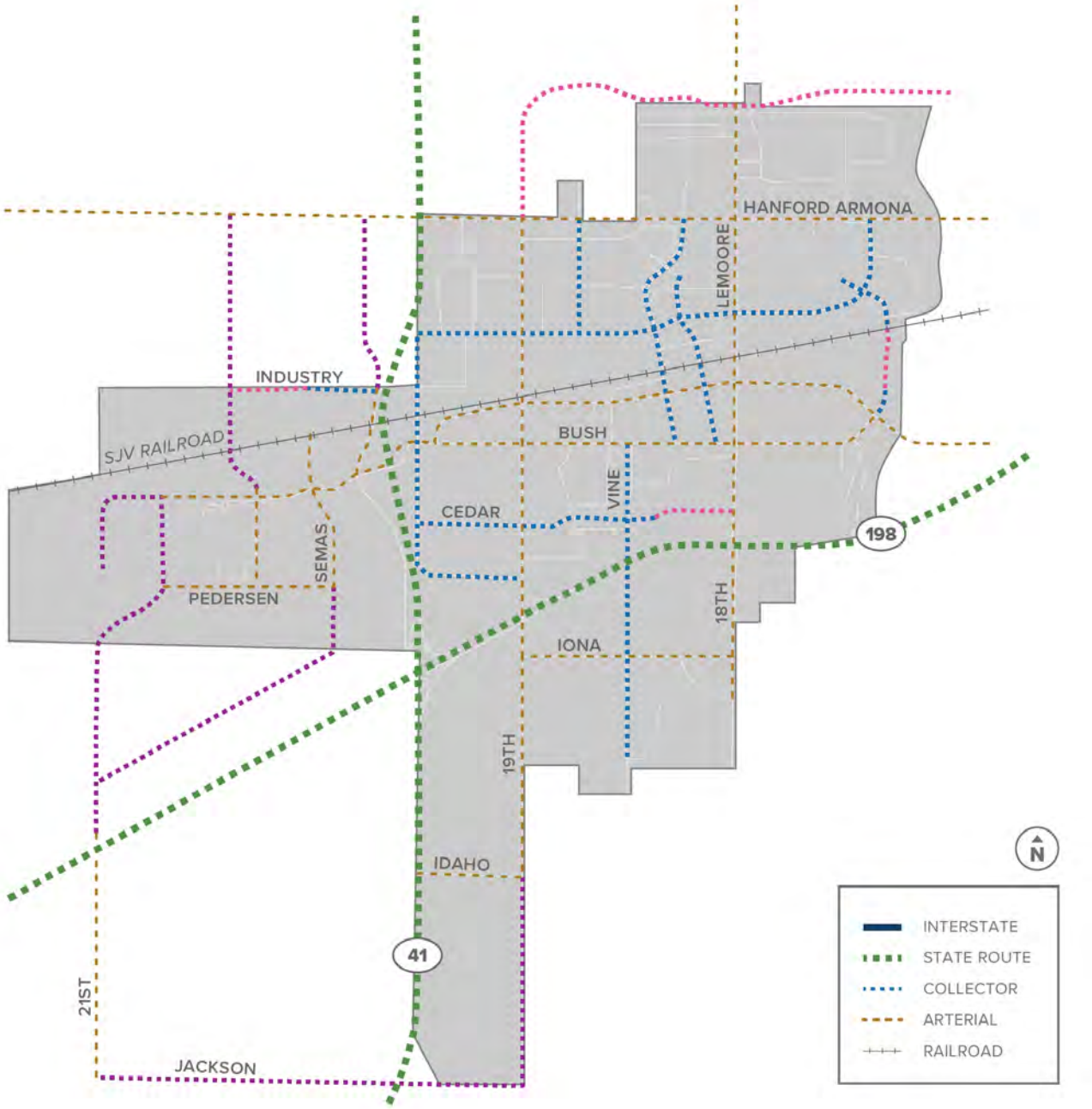


FIGURE 3-5: LEMOORE FUNCTIONAL CLASSIFICATIONS

Source: City of Lemoore

Lemoore Naval Air Station

General. Established in 1961 to support the US Navy's Pacific Fleet, Lemoore Naval Air Station (LNAS) is today the West Coast Master Jet Base for the US Navy.

Growth Trends. The base's area of influence is large. The site in Lemoore was chosen in part because of its congestion-free airspace. Local planning efforts continue in tandem with LNAS staff to ensure that urban growth of the nearby City of Lemoore, as well as local air operations, do not interfere with current or future base operations.

The LNAS has put forward an expansion plan, and recent upgrades to on-site facilities, including a hangar and a school, are either underway or complete. LNAS population, while dependent on operational requirements, is expected to grow, and the 2030 master plan listed concerns about the limited on-site and community housing.

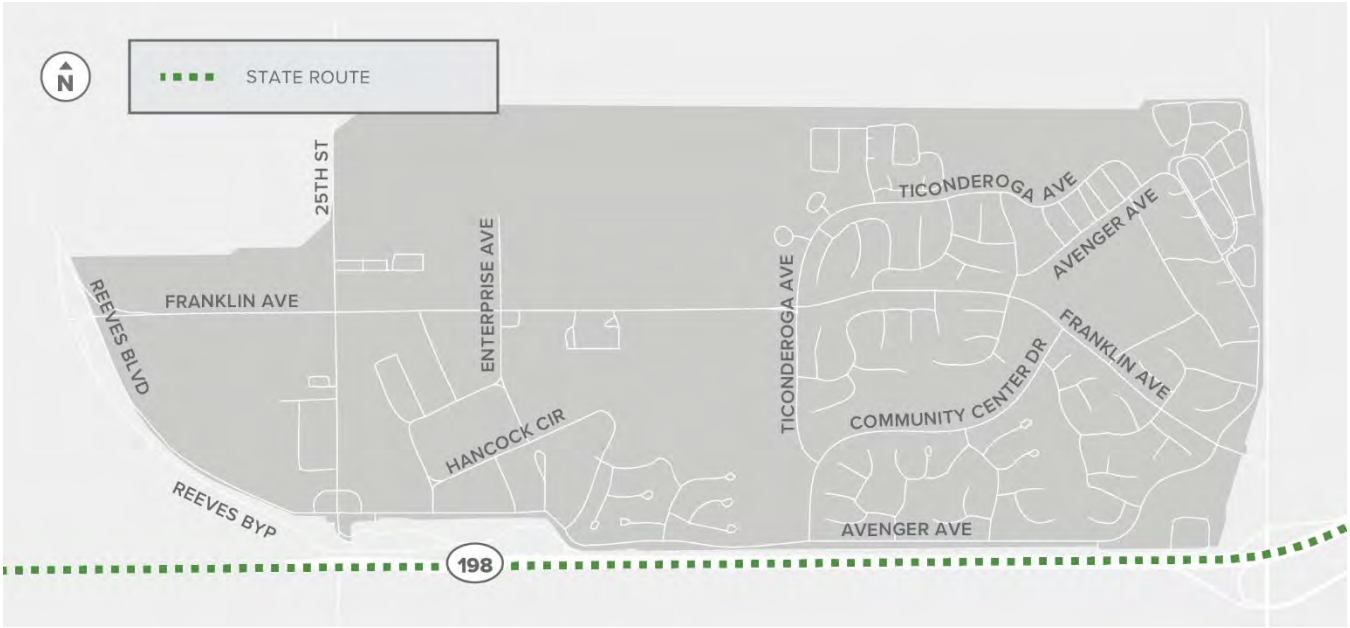


FIGURE 3-6: LNAS FUNCTIONAL CLASSIFICATIONS

Note: Residential Area Only, Full extent of operational area not shown.

Source: NAS Lemoore Master Plan 2030

Santa Rosa Rancheria

General. Established in 1934 on a 40-acre desolate farmland parcel of land, the Santa Rosa Rancheria is the Native American community of the Tachi-Yokut Tribe. The Rancheria is approximately 2,300 acres. There are currently 188 housing units with an estimated total population of 784. The main source of revenue is the Tachi Palace Casino and Resort, which employ about 1,400 persons.

Growth Trends. An updated 2020 economic development plan, agreed as part of a Memorandum of Understanding with the Tachi-Yokut tribe, includes expansions to the Tachi Palace, the addition of 200 additional homes, wastewater treatment systems, and a new fire station.

Inventory of Routes. While there are no existing regionally significant routes, as the Rancheria grows, the need for a regional route increases. Indian Reservation Roads (IRR) include public roads that are located within or provide access to an Indian reservation, Indian trust land, or restricted Indian land that is not subject to fee title alienation without the approval of the federal government, or Indian communities in which Indian natives reside. Bureau of Indian Affairs (BIA) Roads System is included in the IRR system and includes those existing and proposed roads for which the BIA has or plans to obtain legal rights-of-way[1]. Tribal Roads System includes those roads whose rights-of-way are under the jurisdiction of a Tribe. There are 16.3 miles of public roads inventoried on the Santa Rosa Rancheria lands, a mix of BIA and County Roads.

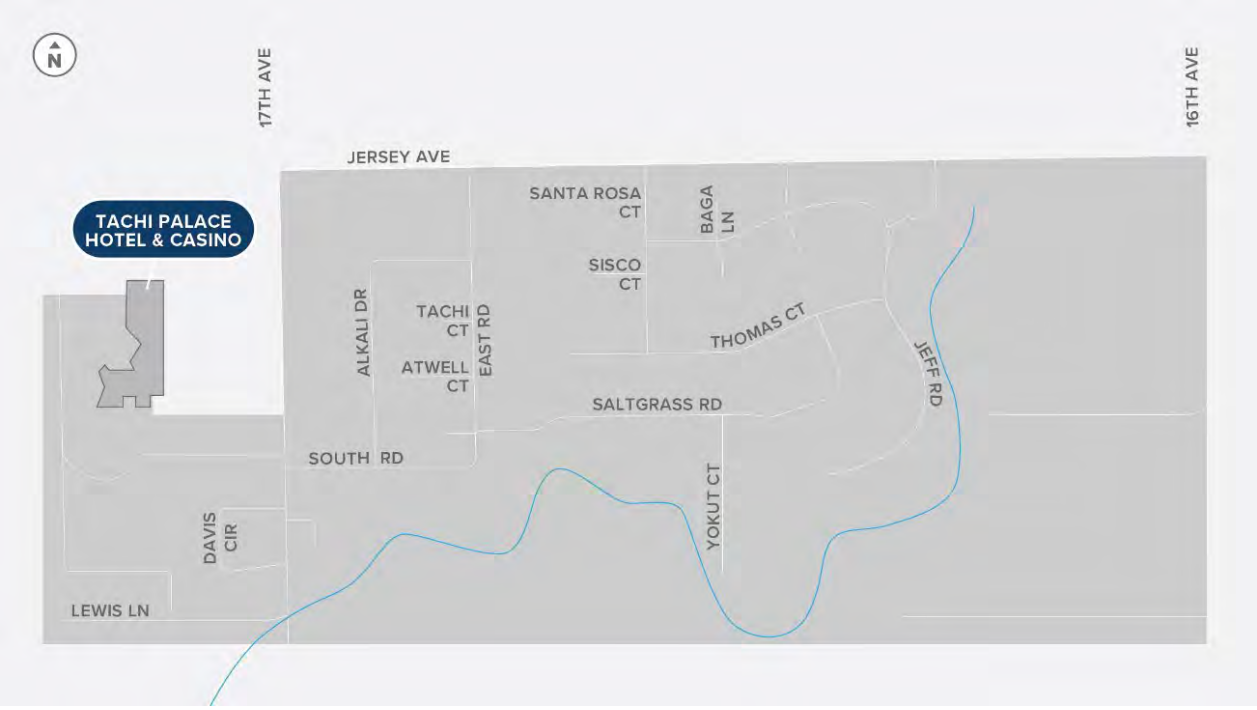


FIGURE 3-7: SANTA ROSA RANCHERIA

Source: California State Geoportal

[1] This includes only roads for which the BIA has the primary responsibility to construct, improve, and maintain. Any additions or deletions to this system must be supported by resolution from the Tribes.

HIGHWAY TRAVEL ASSUMPTIONS

1. Automobiles and pickups will remain this county's preferred means of personal transportation. (See **Figure 3-8**)

2. The number of Kings County residents operating motor vehicles will continue to increase. (See **Figure 3-9**)

3. Growth in vehicle miles of travel (VMT) has gradually increased since 2013 until 2020 when travel implications of the COVID pandemic and shelter-in-place restrictions decreased countywide VMT to 2014 levels (**Figure 3-10**). However, as shown in **Figure 3-11** the increase in VMT has been fairly commensurate with population growth in Kings County and has increased since 2020.

4. Workers that are living in Kings County will continue to travel within the County for work. As shown in **Table 3-2**, nearly 25% of workers travel to work outside the county, while nearly 75% work within the County. For workers living within one of the four incorporated cities, over 50% for each city travel outside their city limits to work (See **Table 3-3**). Given that Kings County's population centers are widely dispersed, many county residents commute long distances to work with nearly 50% traveling less than 20 minutes to work and 50% traveling 20 minutes or more (See **Table 3-4** and **Table 3-5**).

5. Existing mobile source emissions will be reduced through Transportation Control Measures to help meet air quality standards, resulting in these actions:

    a. Ridesharing will increase.

    b. More people will walk and commute by bicycle.

    c. More people will use the Kings Area Regional Transit (KART) system, Amtrak trains, KART Vanpools, CalVans, and other local transit services.

    d. Increased incidence of work-from-home decreasing workday vehicle miles travelled (VMT).

6. With continuing growth in the nearby Fresno and Visalia metropolitan areas, and local growth attributed to LNAS, the Corcoran Prison and the Avenal Prison, traffic along the state highways and local regional routes will increase, and public demand will be made to upgrade these highways. (See **Figure 3-11**)

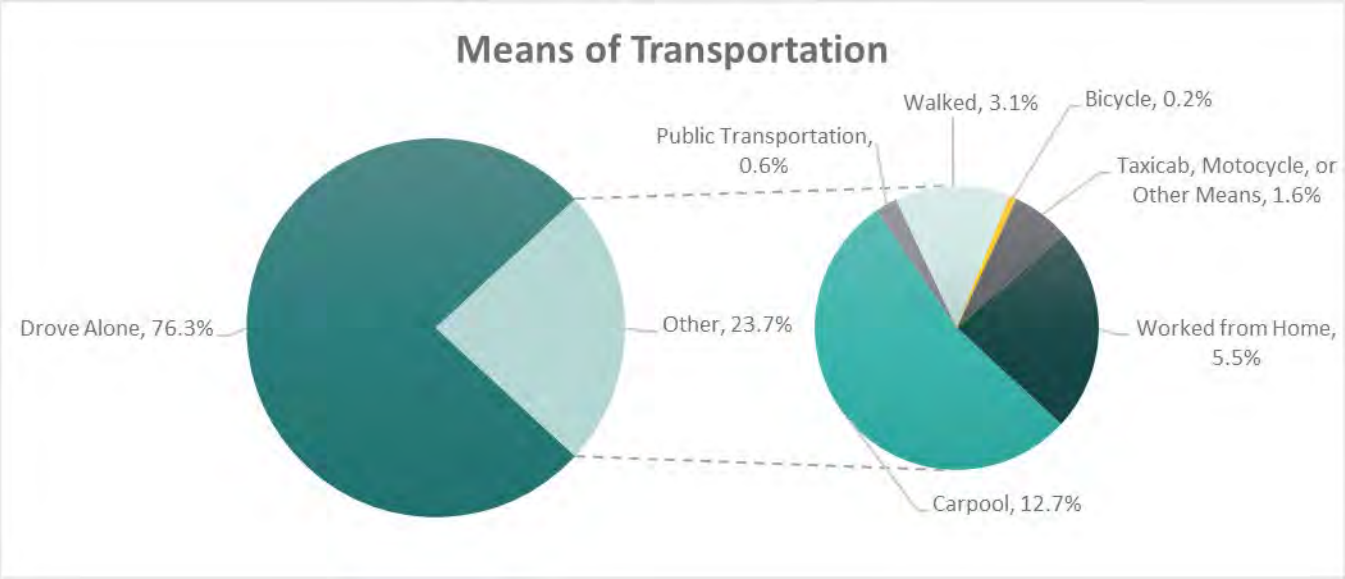


FIGURE 3-8: TRIP TO WORK MODES

Source: American Community Survey 5-year Estimates

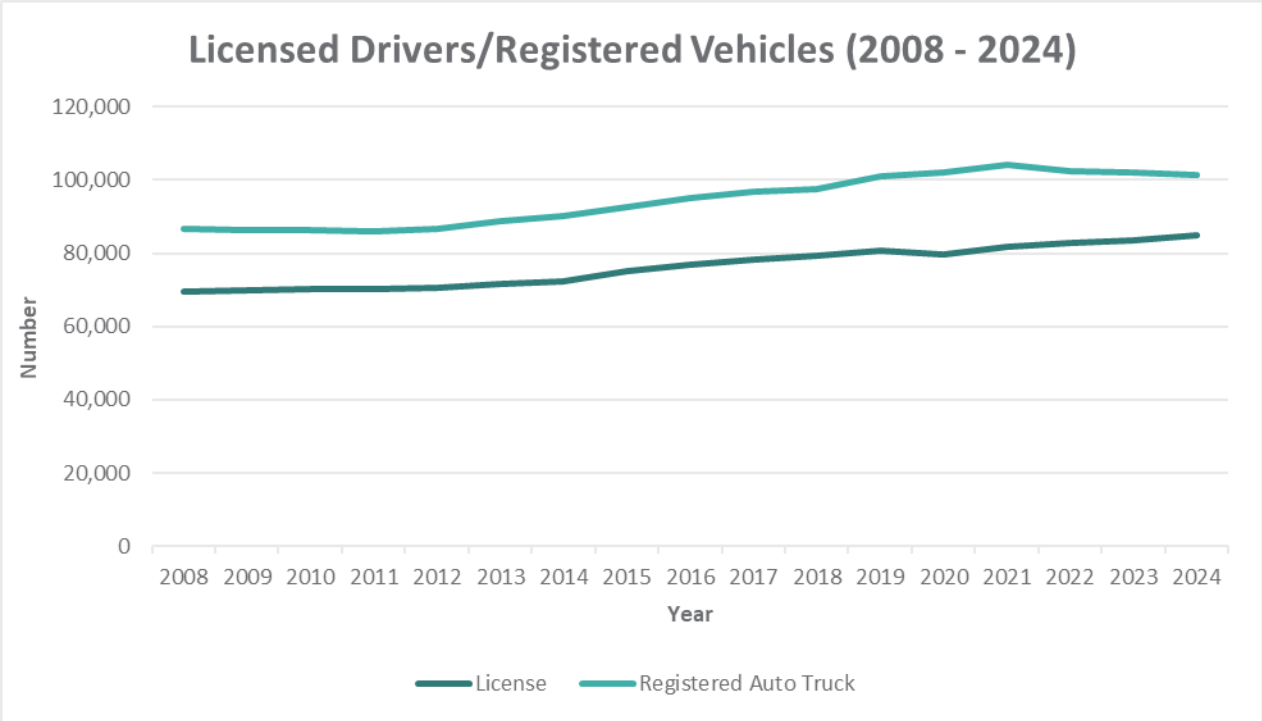


FIGURE 3-9: LICENSED DRIVERS AND REGISTERED VEHICLES IN KINGS COUNTY

Source: Outstanding Drivers Licenses: DMV Data 2016-2024; Registered Vehicle: CARB EMFAC Data

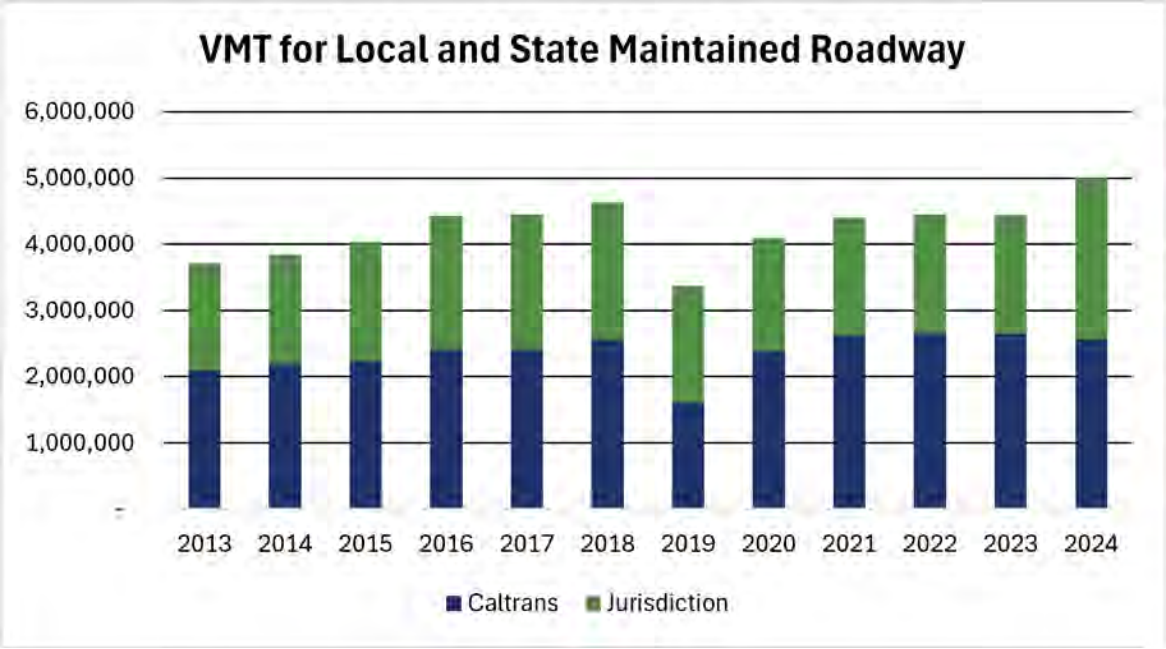


FIGURE 3-10: STATE HIGHWAY VMT IN KINGS COUNTY

Source: Caltrans Public Road Data, 2013-2024

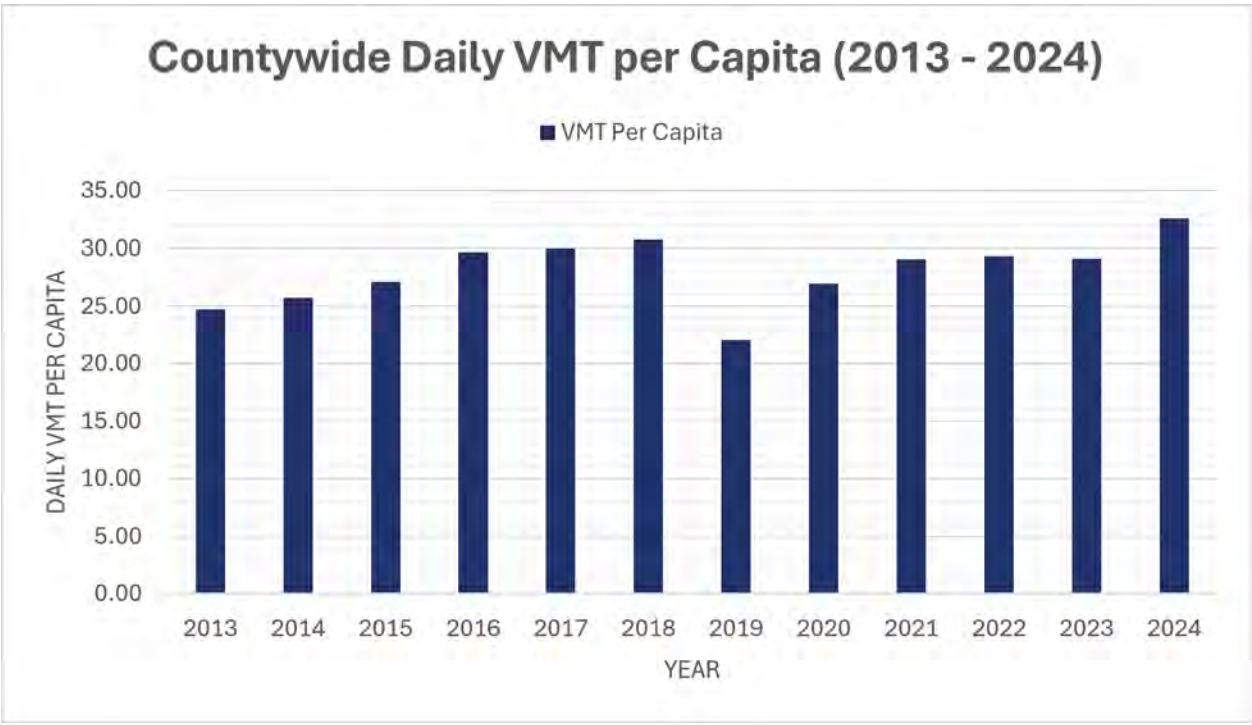


FIGURE 3-11: STATE HIGHWAY AND LOCAL ROAD VMT PER CAPITA IN KINGS COUNTY

Source: Caltrans Public Road Data, 2013-2024, Department of Finance Population Forecasts

TABLE 3-2: RESIDENTS WORK LOCATIONS – COUNTYWIDE (2024)

WORK LOCATION	NUMBER	PERCENT OF WORKFORCE
IN KINGS COUNTY	43,158	74.7%
OUTSIDE KINGS COUNTY	14,312	24.8%
OUTSIDE OF CALIFORNIA	315	0.5%
TOTAL	57,785	100.0%

Source: American Community Survey 5-year Estimates

TABLE 3-3: CITY RESIDENTS WORK LOCATIONS (2024)

WORK LOCATION	AVENAL		CORCORAN		HANFORD		LEMOORE	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
IN SAME CITY	823	20%	1,663	34%	10,825	44%	2,851	25%
OUTSIDE OF THE CITY	3,214	80%	3,278	66%	13,865	56%	8,573	75%
TOTAL	4,037	100%	4,941	100%	24,690	100%	11,424	100%

Source: American Community Survey 5-year estimates

TABLE 3-4: TRIP TO WORK TRAVEL TIMES - COUNTYWIDE (2024)

TRAVEL TIME	NUMBER	PERCENT
0-9 MINUTES	12,225	22.30%
10 TO 19 MINUTES	14,978	27.30%
20 TO 44 MINUTES	19,863	36.30%
45> MINUTES	7,706	14.10%
TOTAL	54,772	100.00%

Source: American Community Survey 5-year estimates

TABLE 3-5: TRIP TO WORK TRAVEL TIMES FOR KINGS COUNTY CITIES AND LNAS (2023)

TRAVEL TIME	AVENAL	CORCORAN	HANFORD	LEMOORE	LEMOORE STATION
	PERCENT OF WORKFORCE	PERCENT OF WORKFORCE	PERCENT OF WORKFORCE	PERCENT OF WORKFORCE	PERCENT OF WORKFORCE
0-9 MINUTES	14%	31%	22%	21%	32%
10-19 MINUTES	13%	20%	27%	34%	35%
20-44 MINUTES	38%	37%	38%	34%	29%
45> MINUTES	35%	12%	13%	11%	4%
TOTAL	100%	100%	100%	100%	100%

Source: American Community Survey 5-year estimate

TABLE 3-6: COUNTYWIDE VMT PER CAPITA 2013 VS 2024

	2013	2024	CHANGE
COUNTYWIDE VMT	3,713,650	5,012,310	1,298,660
COUNTYWIDE POPULATION	150,270	153,638	3,368
VMT PER CAPITA	24.7	29.1	4.4

Source: National Highway Performance Program

HIGHWAY SAFETY ASSUMPTIONS

1. Dense "Tule Fog" will continue to impose severe transportation difficulties and safety problems in Fall and Winter. (See **Table 3-8**)

2. Collisions involving other vehicles and fixed objects remain the largest cause of vehicular fatalities and injuries in Kings County; many are caused by unsafe or improper driving (**Figure 3-12)**. In addition to strict enforcement of motor vehicle laws, more operational and safety improvements, including new facilities, are needed to help lower the probability of crashes on the regional system.

TABLE 3-7: MOTOR VEHICLE COLLISION TYPES IN KINGS COUNTY (2019-2025*)

MOTOR VEHICLE INVOLVED WITH:	NO.	% OF ALL CRASHES	NUMBER FATALITIES	% OF FATALITIES	NUMBER INJURED	% OF INJURED
UNSAFE SPEED	879	22%	16	10%	863	23%
ALCOHOL OR DRUG*	528	13%	50	30%	478	13%
BICYCLE	121	3%	3	2%	118	3%
PEDESTRIAN	194	5%	34	20%	160	4%
MOTORCYCLE	198	5%	11	7%	148	0.5%
NOT STATED/OTHER	2,063	52%	53	32%	2,049	54%
TOTAL	3,983	100%	167	100%	3,816	100%

**Does not include PDO Crashes, 2024 and 2025 Crash data is provisional*

Source: California Highway Patrol (SWITRS)

TABLE 3-8: COLLISIONS IN FOG BY MONTH (2019-2024)

MONTH	COLLISIONS IN FOG	TOTAL COLLISIONS BY MONTH	PERCENT OF COLLISIONS IN FOG
JANUARY	34	320	0.85%
FEBRUARY	7	274	0.18%
MARCH	4	301	0.10%
APRIL	1	328	0.03%
OCTOBER	8	385	0.20%
NOVEMBER	14	312	0.35%
DECEMBER	40	318	1.00%
TOTAL	22	238	0.75%

Source: California Highway Patrol (SWITRS)

Note: Only months when collisions in fog occurred are included.

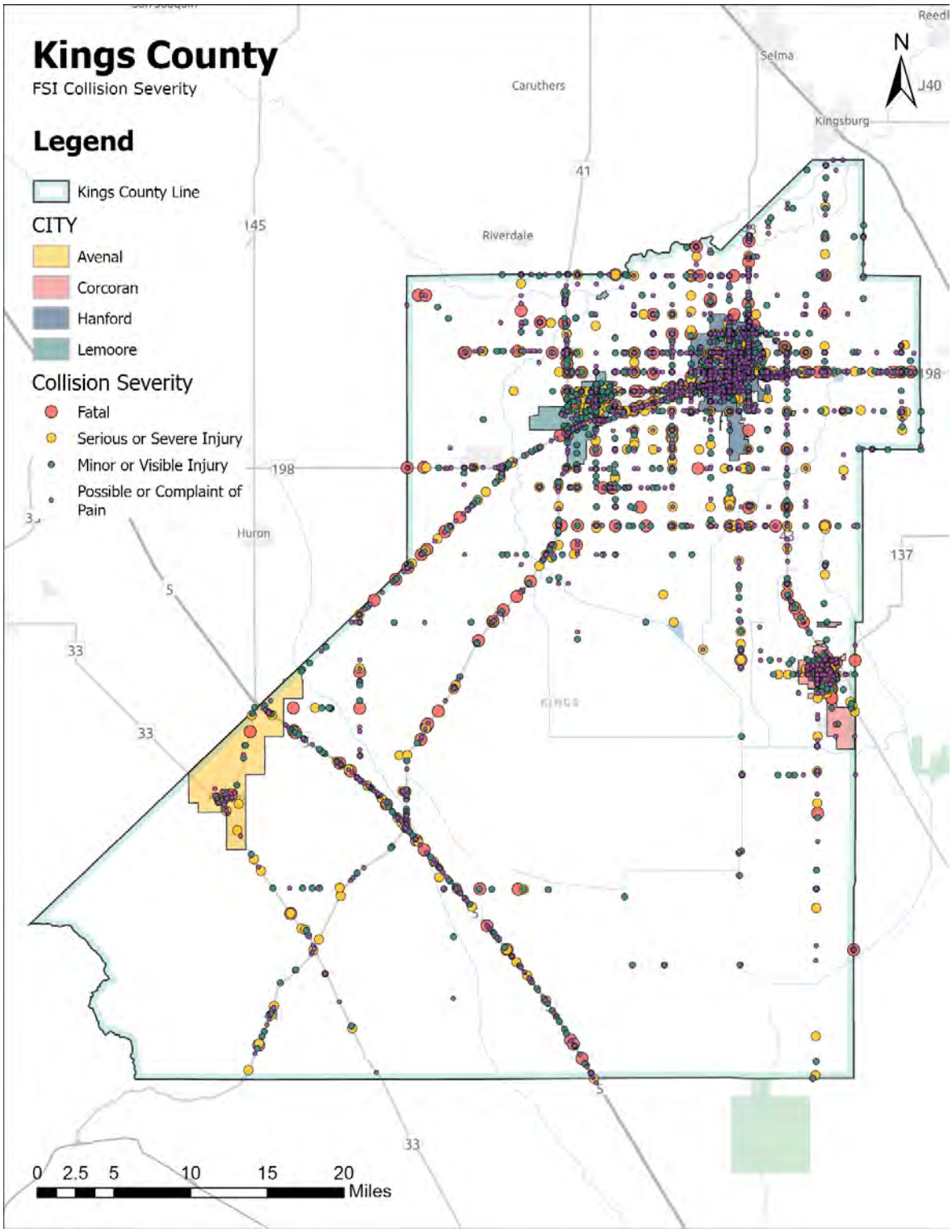


FIGURE 3-12: MOTOR VEHICLE COLLISIONS BY LOCATION

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

ROADWAY PERFORMANCE MANAGEMENT

A performance measure is "an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies." Performance measures provide the basis for evaluating the operating conditions of the regional transportation system, identifying the location and severity of congestion, identifying gaps in transit service, indicating insufficient pedestrian or bicycle access, or indicating unsafe facilities or areas.

Establishment of multimodal performance measures is a federal congestion management plan (CMP) requirement. Federal directives outlined in 23 CRR 450.320 (b) require the congestion management process to result in multimodal system performance measures and strategies that can be reflected in the regional planning documents, such as the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). However, given that Kings County does not have metropolitan areas exceeding a population of 200,000, the CMP is not required of Kings County. While a CMP is not required for Kings County, KCAG has been measuring the transportation network to evaluate current and future multimodal system performance for the movement of people and goods. The performance measures should incorporate highway and roadway system performance, measures established for the frequency and routing of public transit, and the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the Capital Improvement Program (CIP).

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and outcome-based program, known as "Performance Based Planning," with the objective to invest in projects that will make progress toward national goals for the transportation. This framework has been carried forward in subsequent federal transportation funding bills including the America's Transportation Infrastructure Act legislation. Passage of the federal performance management rule required state departments of transportation (DOTs) and metropolitan transportation organizations (MPOs) to implement the federal performance measures by 2018. State DOTs (e.g., Caltrans) are directly responsible for submitting performance targets and annual progress reports on those targets to federal agencies. MPOs, such as KCAG, are required to establish targets specific to their planning area, or support the statewide targets, and report annually on progress. KCAG does not establish its own targets and elects to support the statewide targets.

The local jurisdictions in Kings County continue to invest in projects that increase safety. KCAG adopted the Kings County Regional Active Transportation Plan in 2025, which has guided additional investment in bicycle and pedestrian infrastructure. The County of Kings, City of Corcoran, and City of Avenal have made substantial investments in Safe Routes to School plans since 2018. Additionally, the cities of Hanford and Corcoran recently completed their respective Active Transportation Plan.

In addition to bicycle and pedestrian infrastructure improvements, KCAG has also compiled data on fatality rates on state highways, which will assist with discovering crash patterns. This data may be supportive to projects along these corridors when coordinating with Caltrans.

One key measurement to assess roadway performance is the travel time reliability using a measure of buffer time index (BTI). Travel time reliability is how predictable travel time can be critical for commuters, goods movement, and transit provision. Travel time reliability is defined as the variation in travel time for the same trip from day to day ("same trip" implies a trip made with the same purpose, from the same origin to the same destination, at the same time of the day, using the same mode, and by the same route). If variability is large, the travel time is considered to be unreliable, because it is difficult to generate consistent and accurate estimates for it. If there is little or no variation in the travel time for the same trip, the travel time is considered to be reliable. Buffer Time is the amount of extra time a person needs to account for above the average travel time to ensure being on time 95% of the time (approximately one day late per month). If a commute trip usually takes 30 minutes, but there are periodic issues with weather or traffic incidents that can cause the commute to take 45 minutes, the buffer time would be 15 minutes, causing the commuter to be 15 minutes early on an average day, and late only occasionally.

The Highway Capacity Manual 7th Edition definitions were used to define congestion and reliability. These thresholds reflect heavy congestion (with observed average speed less than 60 percent of the free-flow speed) and unreliable road segments (with a 95th percentile travel time more than 1.5 times longer than the 50th percentile travel time (i.e., average), quantified by Level of Travel Time Reliability or LOTTR). The scheme below was used to develop the thematic maps of the results. The 95th percentile measurement, which captures a wider variety of possible weekday conditions, is used in the charts and tables on the following pages (**Figure 3-13** to **Figure 3-18**).

In general, roadways in Kings County are both uncongested and largely reliable, with peak hour exceptions in/near Hanford (12th Avenue, North 10th Avenue) during the AM/PM peak hour and Lemoore (SR 41). SR 41 north of its juncture with I-5 also experiences recurring weekday AM peak hour congestion and poor reliability in the northbound direction. **Table 3-9** shows the percentage of roadways congested during peak hour, and the peak hour reliability of interstate highways in Kings County.

TABLE 3-9: RELIABILITY AND CONGESTION CHART

	RELIABLE	MODERATELY RELIABLE	UNRELIABLE
	BTI[A] < 1.25	BTI[A] 1.25 – < 1.5	BTI[A] > = 1.5
Uncongested[B] (>= 60 % of free-flow)	Predictable and efficient	Not always predictable, but usually efficient	Unpredictable, but not often congested
Congested[B] (< 60% of free-flow)	Predictable and inefficient	Not always predictable, but usually inefficient	Unpredictable, but often congested

[A] Buffer Time Index – A measure of reliability, measures percentage of travel time devoted to being on time above average travel time.

[B] Free flow speeds were estimated for each segment based on NPMRDS data during the hours of midnight and 3 AM.

TABLE 3-10: PEAK HOUR RELIABILITY AND CONGESTION, BY PERCENT OF ROADWAY, KINGS COUNTY 95TH PERCENTILE BTI

	TRUCKS AM				TRUCKS PM			
CONGESTED	UNRELIABLE	MODERATE	RELIABLE	**TOTAL**	UNRELIABLE	MODERATE	RELIABLE	**TOTAL**
YES	2.2%	0.1%	91.4%	93.7%	0.1%	1.9%	96.0%	98.1%
NO	4.3%	0.0%	2.1%	6.3%	0.0%	0.1%	1.8%	1.9%
TOTAL	6.5%	0.1%	93.4%	100.0%	0.1%	2.0%	97.9%	100.0%
	AUTOS AM				**AUTOS PM**			
Congested	UNRELIABLE	MODERATE	RELIABLE	**TOTAL**	UNRELIABLE	MODERATE	RELIABLE	**TOTAL**
YES	0.0%	0.0%	99.7%	99.7%	0.0%	0.0%	99.2%	99.2%
NO	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	0.8%	0.8%
TOTAL	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	100.0%	100.0%
	TRUCKS AND AUTOS AM				**TRUCKS AND AUTOS PM**			
Congested	UNRELIABLE	MODERATE	RELIABLE	**TOTAL**	UNRELIABLE	MODERATE	RELIABLE	**TOTAL**
YES	0.3%	0.1%	95.5%	95.9%	0.0%	0.1%	99.0%	99.1%
NO	3.9%	0.1%	0.1%	4.1%	0.0%	0.1%	0.8%	0.9%
TOTAL	4.2%	0.2%	95.6%	100.0%	0.0%	0.2%	99.8%	100.0%

Source: DKS Associates, 2026. National Performance Management Research Dataset, 2024.

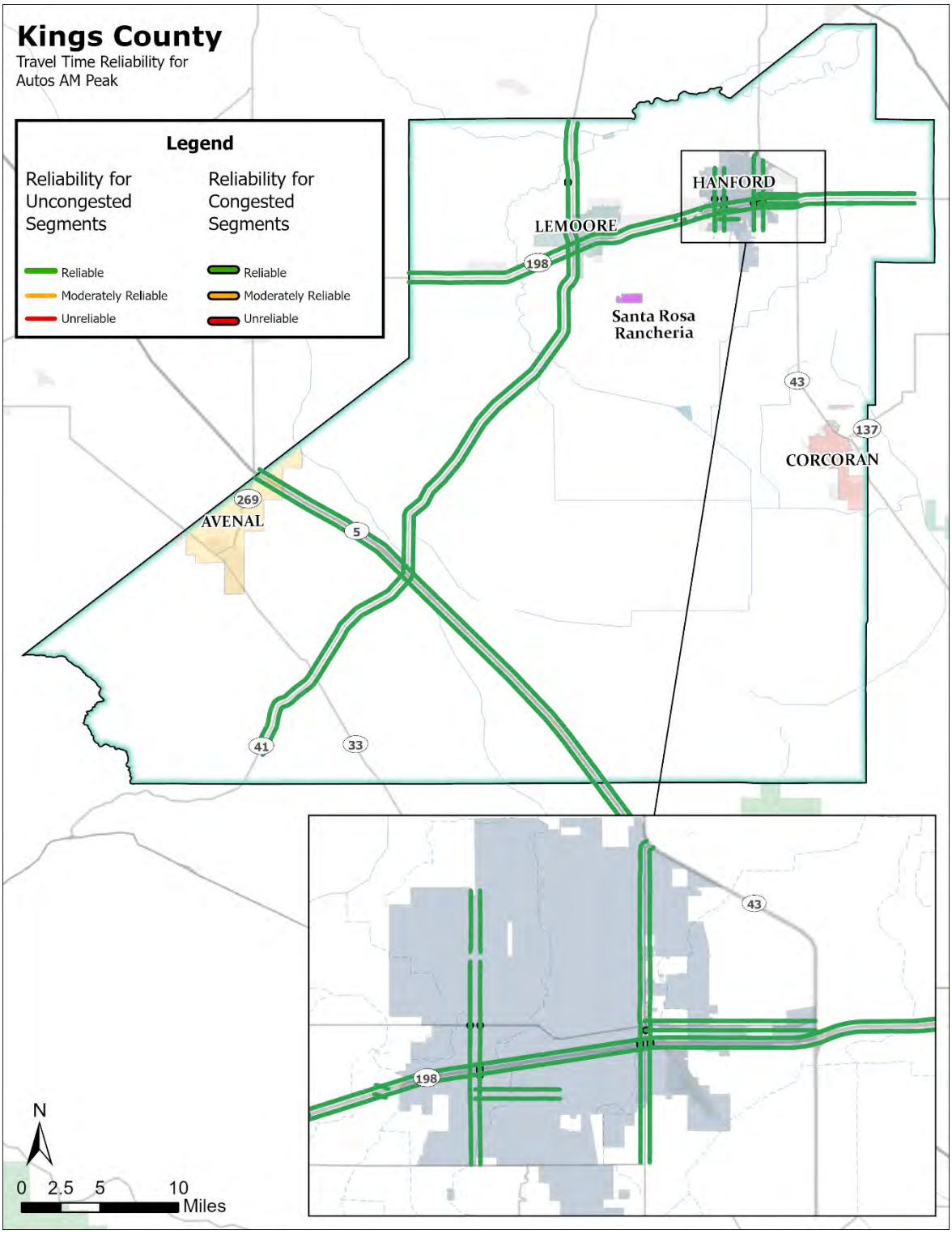


FIGURE 3-13: AM PEAK HOUR RELIABILITY AND CONGESTION ANALYSIS FOR PASSENGER CARS (PCS) ONLY

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

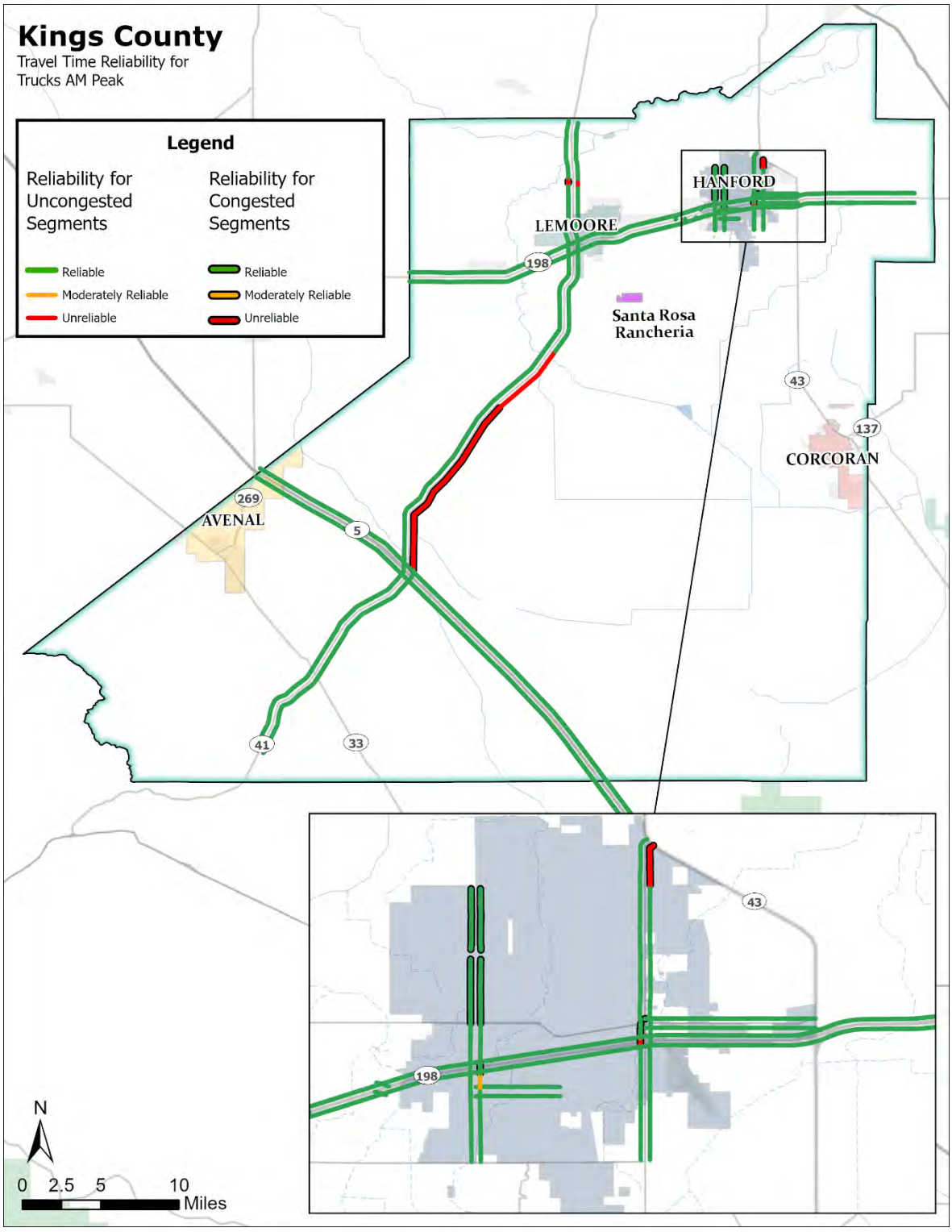


FIGURE 3-14: AM PEAK HOUR RELIABILITY AND CONGESTION ANALYSIS FOR TRUCKS ONLY

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

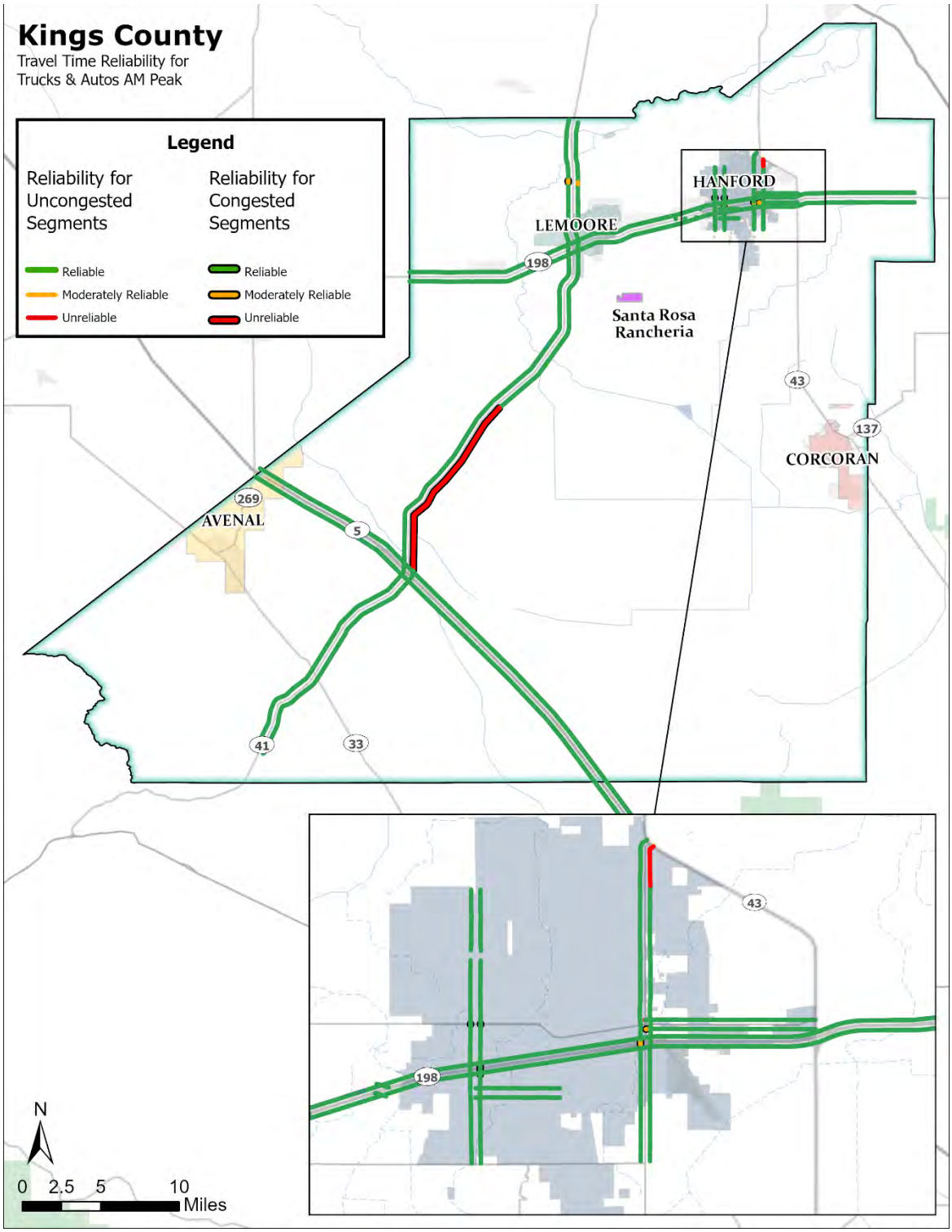


FIGURE 3-15: AM PEAK HOUR RELIABILITY AND CONGESTION ANALYSIS FOR BOTH TRUCKS AND PASSENGER CARS (PCS)

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

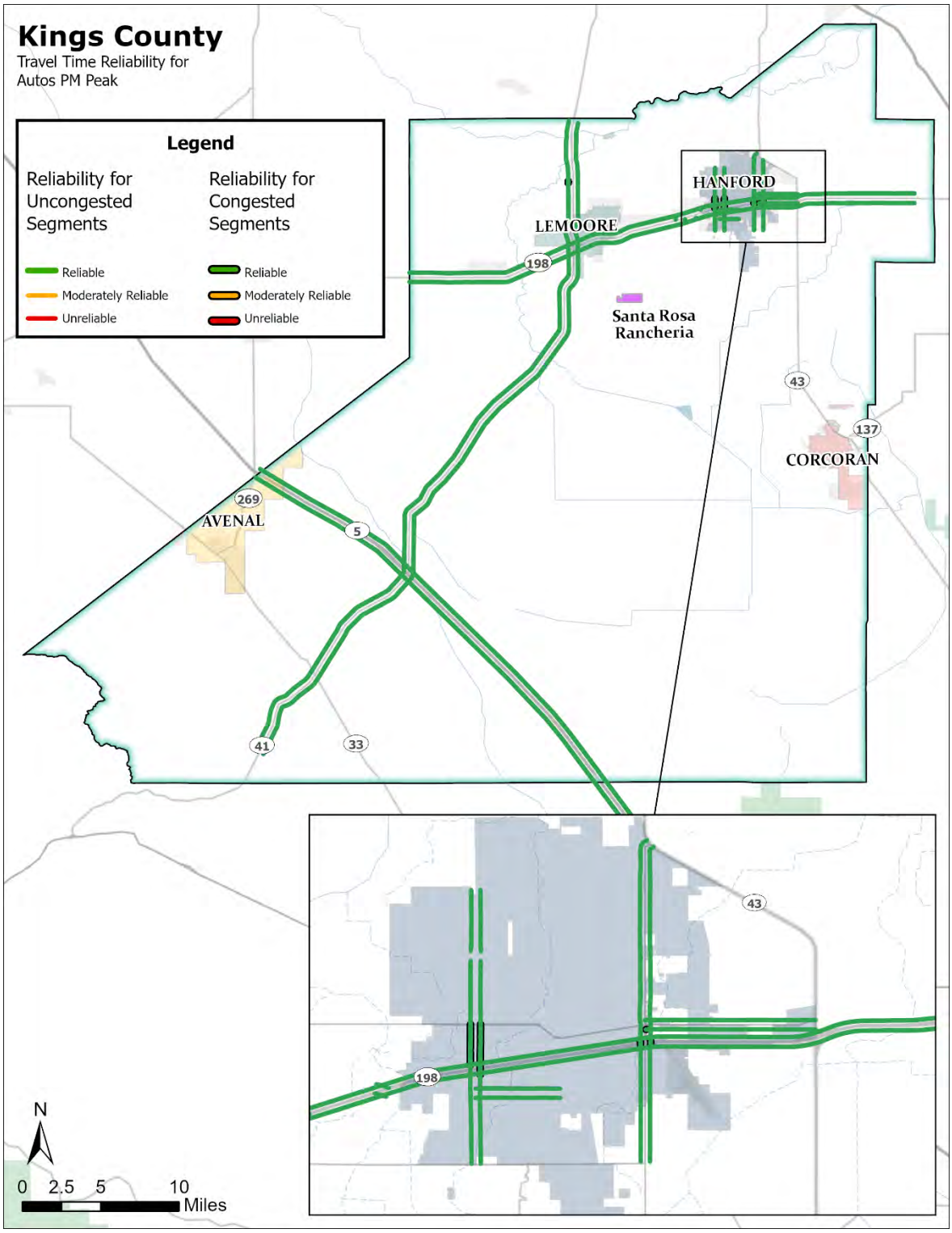


FIGURE 3-16: PM PEAK HOUR RELIABILITY AND CONGESTION ANALYSIS FOR PASSENGER CARS (PCS) ONLY

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

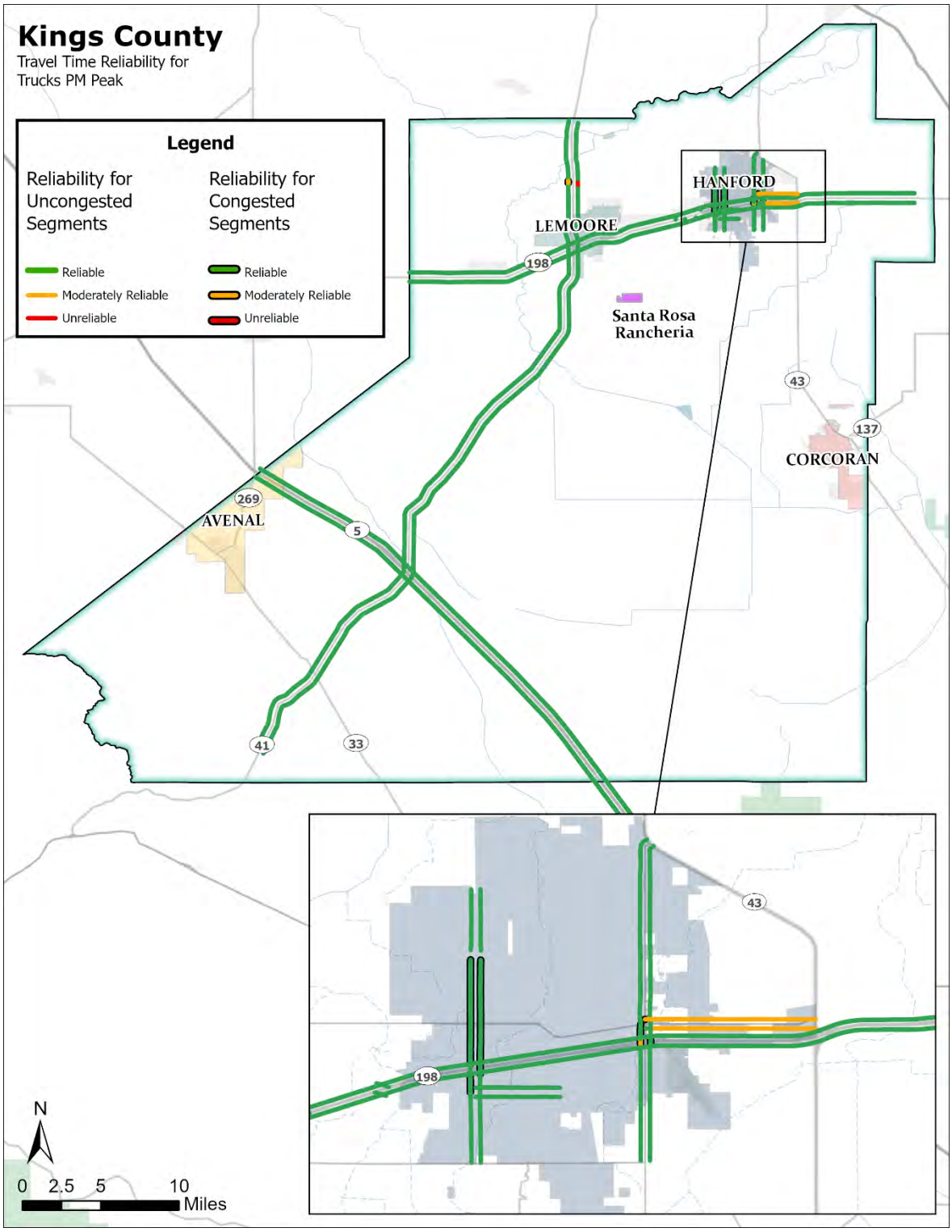


FIGURE 3-17: PM PEAK HOUR RELIABILITY AND CONGESTION ANALYSIS FOR TRUCKS ONLY

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

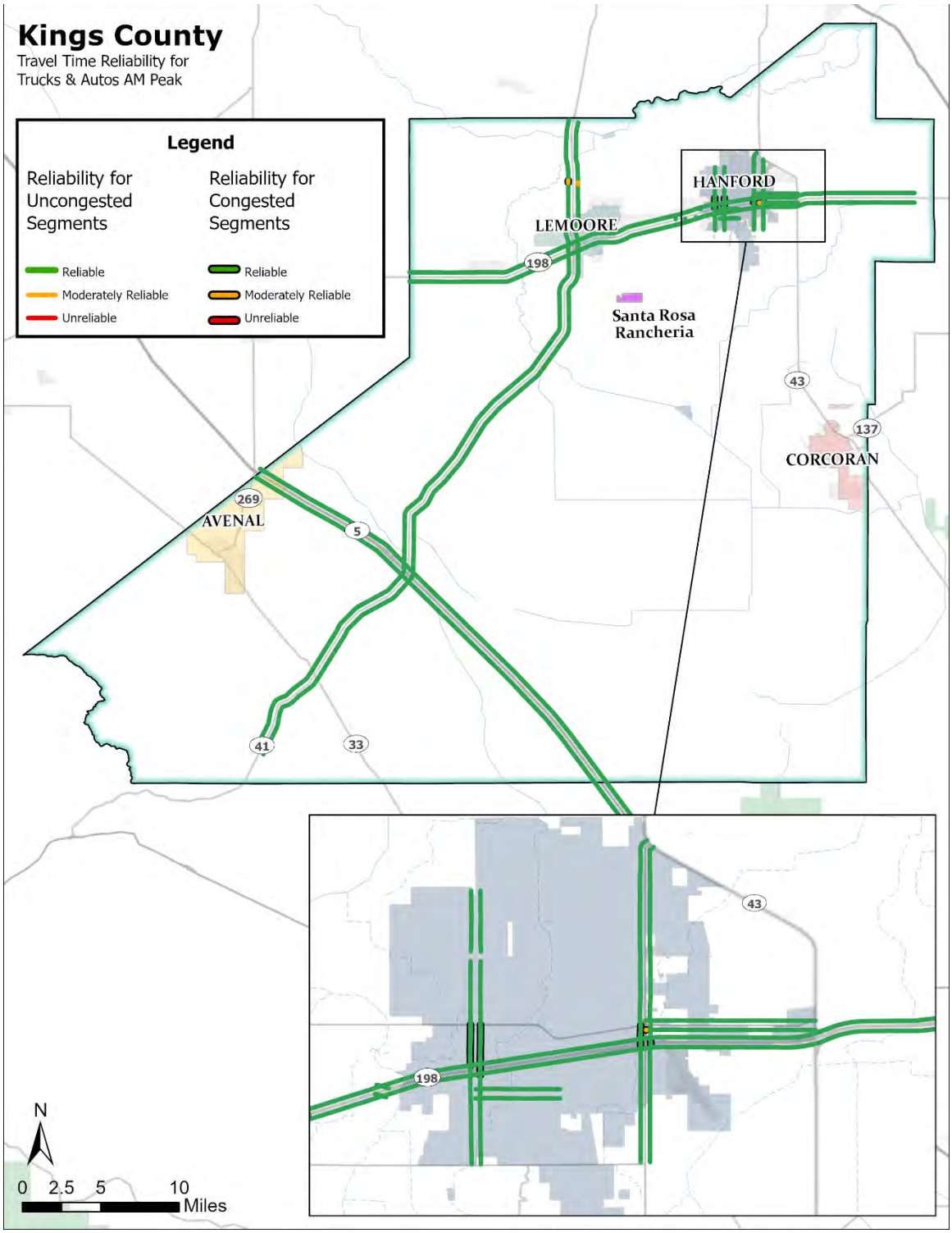


FIGURE 3-18: PM PEAK HOUR RELIABILITY AND CONGESTION ANALYSIS FOR BOTH TRUCKS AND PASSENGER CARS (PCS)

Note: Certain roadways lack data near the edge of the County.

Source: National Highway Performance Management System

LOCAL RESPONSES TO FAILING ROADS

As with any structure, roads require a long-term commitment of money to keep them in service. Theoretically, a well-constructed road can last about 15 years before needing extensive renovation. Preventive maintenance applied during this period will extend the life of the road and delay the need for reconstruction. Even with preventive maintenance, however, roads will eventually wear out.

Many factors cause roads to deteriorate:

1. Changing air temperature, low humidity, and ultra-violet radiation oxidize oils and make the pavement shrink and become brittle.

2. Winter rains and nuisance water washes sand out of road mixes, causing surface raveling.

3. More weight is being placed on trucks. In terms of road wear, one heavily loaded truck can be equated to 3,000 to 6,000 automobiles.

4. Because Kings County is a major cotton producer, cotton module movers must access local roads. In just a few seasons, these vehicles can cause extensive road damage.

5. As the natural ponding basin for the Kings, Kaweah, and Tule Rivers, Kings County occasionally experiences flooding. Extensive road damage has been caused by past flooding.

The level of funding for local roads has not kept pace with the number of lane miles of roads needing rehabilitation or reconstruction. In response to road needs and limited revenues, major changes were made to local road programs:

1. There was a change in emphasis from road reconstruction to maintenance with an increase in the use of asphalt concrete overlays for road improvements.

2. On badly deteriorated sections, heavier, longer-lasting seals have been used.

3. Reconstruction of major roads has been delayed as long as possible.

The effects of these cost-saving strategies have fully impacted all areas of Kings County. The surface of many roads has deteriorated so severely that total reconstruction is the only remaining option. Even though funding shortfalls continue, local governments are now beginning to shift their road programs to these courses of action:

1. Putting more money into reconstruction of deteriorated major arterials.

2. Continuing maintenance on high-use roads.

3. Reducing maintenance for minor streets and roads.

4. Convert low volume roads to gravel.

5. Seeking new sources of funding for local roads.

The average Pavement Condition Index (PCI) in Kings County is generally considered to be in good or fair conditions, as shown in **Figure 3-19**. PCI in Kings County has primarily ranged from 59 to

63, with the highest PCI being in 2008 while the lowest PCI was in 2016. Since 2016, the average PCI has increased from 59 to 61.

Figure 3-20 illustrates the road and bridge conditions within Kings County, however the map data is only available up to 2020, therefore more recent results are not reflected and may not match **Figure 3-19** findings. As of 2020, pavement conditions are primarily good and fair with some spots of poor pavement along SR 41 near I-5. Bridge conditions in the county are also good and fair with two poor bridge conditions on SR 41 and in Hanford.

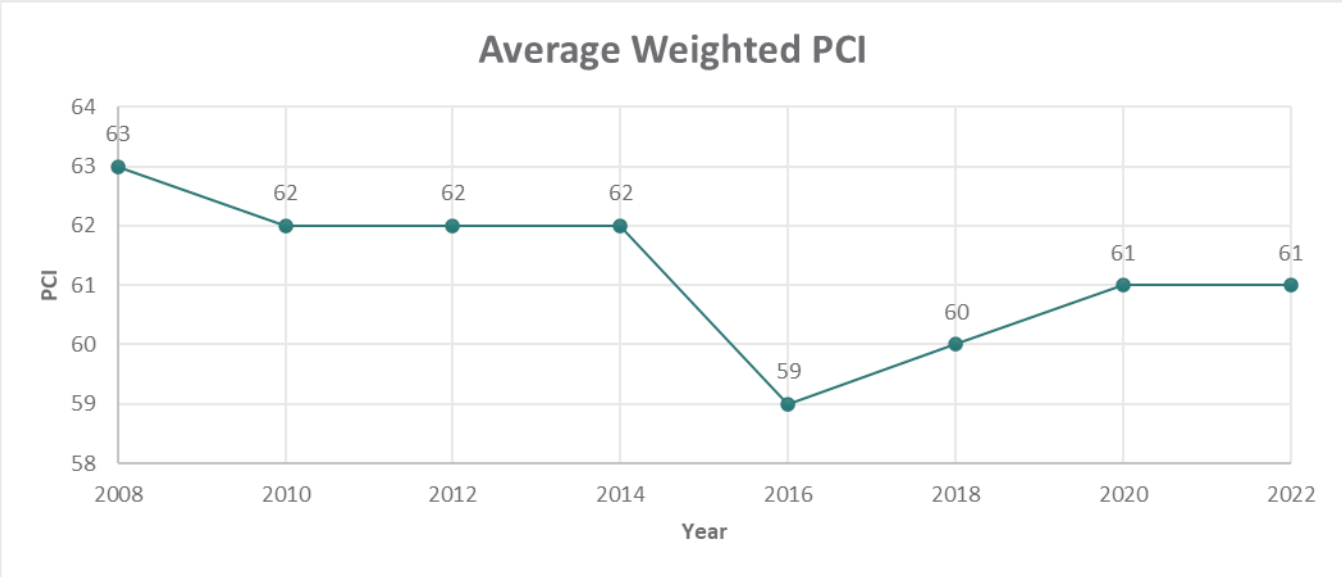


FIGURE 3-19: KINGS COUNTY PAVEMENT CONDITION INDEX (PCI) PER YEAR

Source: California Statewide Local Streets and Roads Needs Assessment, April 2023

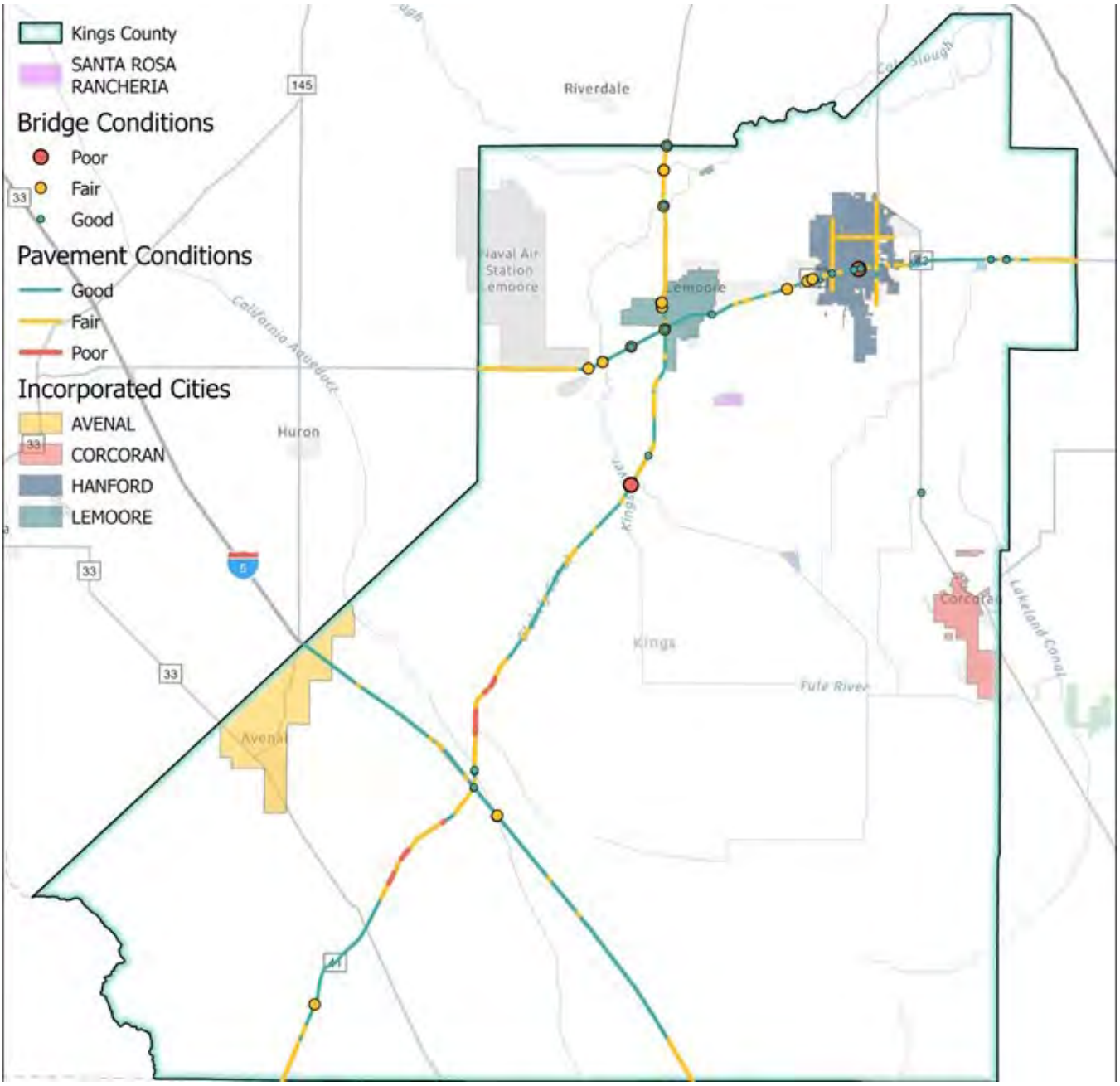


FIGURE 3-20: PAVEMENT AND BRIDGE CONDITIONS, KINGS COUNTY

Source: Caltrans

OTHER CONSIDERATIONS

Consideration of Complete Streets

Director's Policy 37 (DP-37), superseding DD-64-R2, directs all transportation projects funded or overseen by Caltrans to consider non-automobile modes, including those walking, biking, or taking rail and bus transit. This RTP/SCS contains other chapters detailing local agencies' improvements

regarding pedestrian and bicycling infrastructure, and other projects designed to create a more complete street network for active transportation and transit in later chapters.

Highway Spheres of Influence

An examination of previous Regional Transportation Plans of Valley agencies revealed that no MPO viewed transportation from a truly regional perspective on transportation issues. The respective MPOs confined their studies to their own county areas, as if their interest in a road suddenly stops at the county boundary.

The result was a patchwork of partially coordinated transportation plans, hindering cooperative planning for county-maintained road improvements. District 6 counties (Kings, Tulare, Kern, Fresno, and Madera) could experience better success in obtaining state funding for state system projects if the valley jurisdictions coordinated on efforts. Kings and Tulare Counties have coordinated efforts in past Regional Transportation Improvement Programs by programming regional dollars for the widening of SR 198. Additionally, Kings and Tulare Counties are coordinating on ongoing Cross Valley Corridor services.

An expanded planning area to examine Highway Spheres of Influence was created to assist with regional coordination. It extends into neighboring counties and identifies segments of county and state maintained regional roads that serve both jurisdictions. As a practical matter, the study found that changes to most major highways running through the San Joaquin Valley would impact Kings County and emphasized the need for regional coordination.

KCAG has continued to collaborate with our partners and other regional agencies in various planning efforts. The 2018 RTP update mentioned 2008 efforts by Caltrans to complete Corridor System Management Plans along SR 99, which have been supplemented by additional transportation concept reports on State Routes 137, 269, 43, 198, 33, and 41, as well as a report on Interstate 5. These were completed between 2011 and 2017.

In 1996, the San Joaquin Valley Railroad petitioned the Surface Transportation Board (STB) for an abandonment exemption of an 18.1 mile segment of the Coalinga Branchline between Huron and Rossi. Protests were filed by the California Public Utilities Commission (CPUC) and several shippers, citing rail shipping needs and rail freight potential. Subsequently, the STB denied the abandonment exemption on March 5, 1999. Continuation and extension of freight rail on this segment will reduce truck travel and emissions. An upgrade along the Coalinga Branch Line was completed in 2004.

PUBLIC TRANSPORTATION

Public transit is one of the most important services any jurisdiction can offer its residents. In an increasingly mobile society, the need for all residents to have access to employment, schools, medical services, and recreational activities is necessary to maintain equitable opportunities for all persons.

Public transit plays a vital role in providing mobility for all persons, especially those with limited mobility and low-income. Typically, rural areas contain a higher percentage of lower income persons (per capita) living in smaller cities that are separated by long distances. While urban public transit systems serve a wide cross-section of riders, rural transit patrons have predominantly been the elderly and people with disabilities or limited mobility, who in most instances have no other choice of transportation services other than those offered by the local public transit operator.

In Kings County, there are several private and public agencies providing transportation services. Among those providers mentioned in this chapter, the focus is on the Kings Area Regional Transit (KART) system (the primary public transit operator in Kings County), Corcoran Area Transit, Amtrak Gold Runner (formerly San Joaquins), the future high-speed rail, and commuter rail service. Included in this section are the vanpool programs that provide vanpools to agricultural growers, employers, and students who commute long distances and ridesharing programs designed to reduce single-occupant vehicle commuting within Kings County and the central San Joaquin Valley region.

ASSUMPTIONS AND INVENTORIES

TRANSIT DEMAND

1) Although most county residents can rely upon their own means for transportation, as shown in **Figure 3-21** through **Figure 3-23**, transportation needs will continue to exist, especially among elderly, disabled, and low-income groups. Many households having only one available vehicle are also challenged with limited access to transportation.

2) The COVID 19 pandemic significantly impacted transit ridership and services, recovery efforts are ongoing. However, KART will continue to fill a vital role for those without other mobility options and the Amtrak Gold Runner (formerly San Joaquins) and the future High-Speed Rail will continue to serve as a vital link in the statewide rail network.

3) Many transit agencies in the San Joaquin Valley have seen decreasing ridership due to the passage of AB 60 in 2013 which removed restrictions for undocumented California residents to get a driver's license. These factors reduced transit ridership particularly among smaller transit providers which in turn has compromised the ability for transit providers to meet their TDA fair-box recovery targets.

4) The population growth of Kings County combined with the growth in employment opportunities over the next twenty years will increase ridership and transit demands for services in areas beyond the reach of existing KART routes. KART must remain flexible and responsive to the increasing demands.

5) A significant demand for intercity bus and rail services for the San Joaquin Valley will continue.

6) The Hanford intermodal station will continue being a major stop on the Amtrak Gold Runner line by drawing riders from Kings, Tulare and Fresno counties. A much higher percentage of Kings County residents will ride the train than residents of any other valley counties.

7) The Kings/Tulare Regional High Speed Rail station and the Cross Valley Corridor service will increase transit service in Kings County, and regional efforts to ensure all residents in the County continue to be served will be needed.

8) Because many Kings County residents commute long distances to work, ridesharing will continue as a viable alternative to single-occupant vehicle commuting.

9) Public transit, used as a transportation control measure (TCM) for air quality improvement, will help the region to attain both state and federal mandated air quality standards.

10) Kings County received over $5 million in assistance to its transit agencies and will continue to work to ensure that transit has enough funding to provide the needed services within the County.

11) Transportation Networking Companies (TNCs) such as Uber or Lyft are not expected to have an impact on transit ridership. The cost of current transit services is lower in most census tracts than estimated for ride-sourcing services according to the 2017 report "Opportunities for Shared-Use Mobility Services in Rural Disadvantaged Communities in California's San Joaquin Valley". TNC use is expected to increase to serve the future high speed rail station.

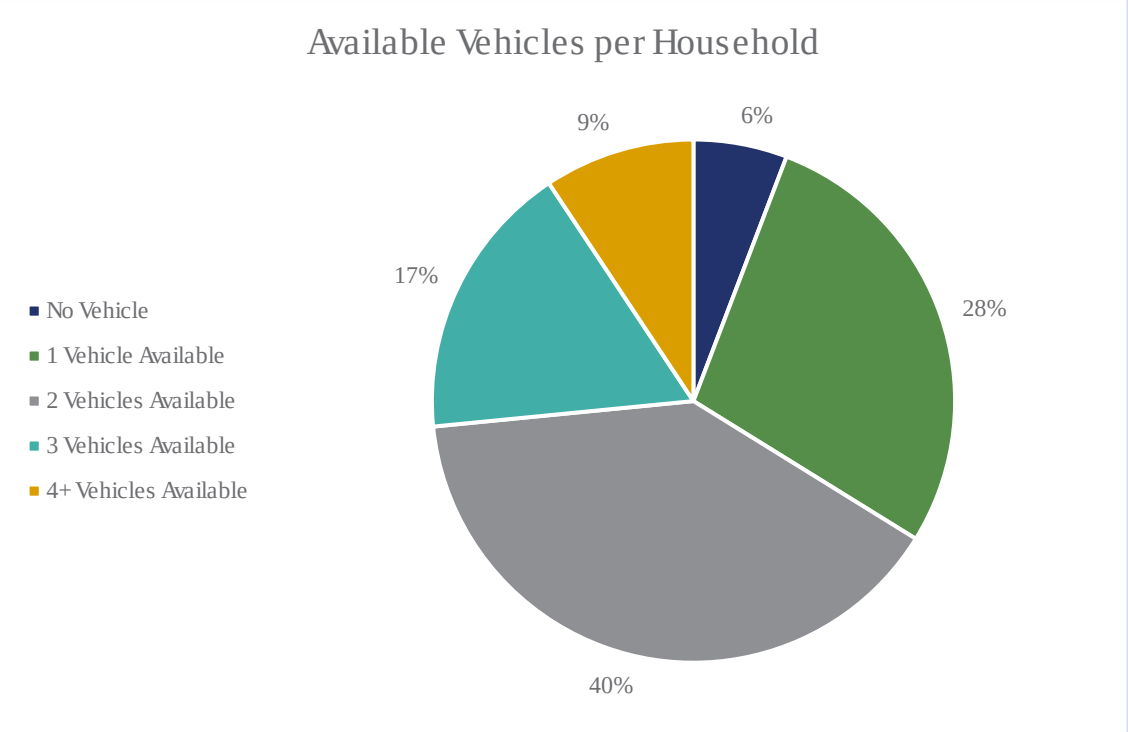


FIGURE 3-21: AVAILABLE VEHICLES BY HOUSING UNITS IN KINGS COUNTY 2024

Source: American Community Survey 5-Year Estimate

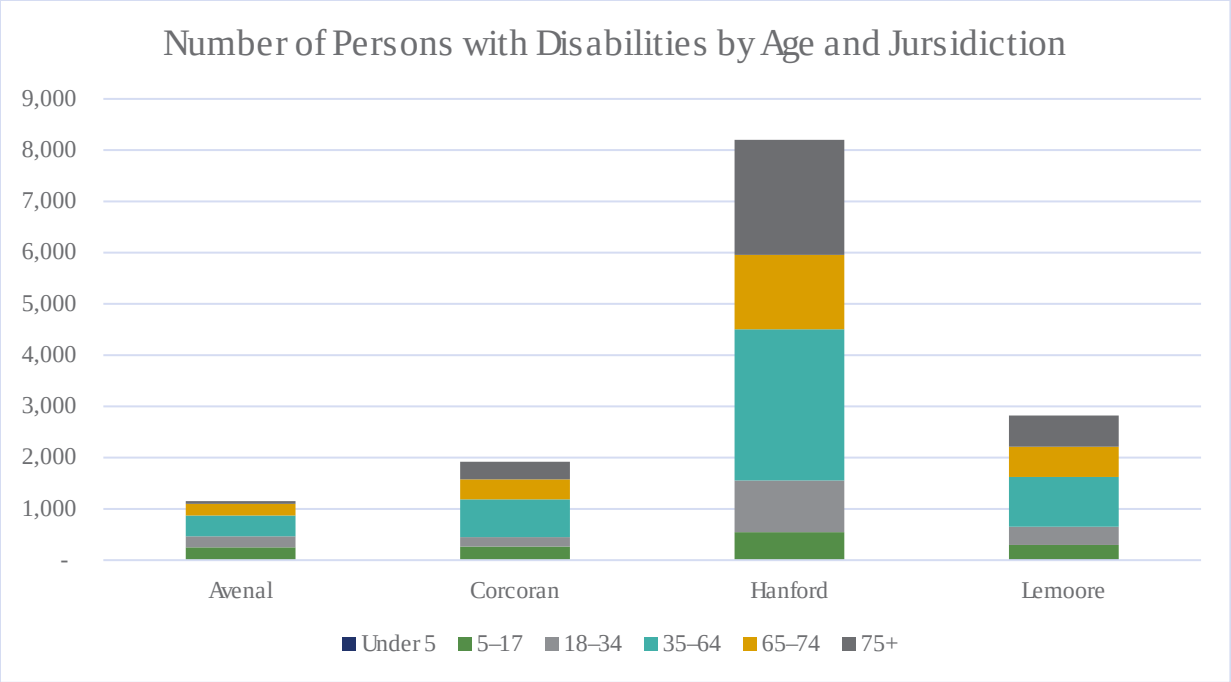


FIGURE 3-22: PERSONS WITH A DISABILITY IN KINGS COUNTY* 2024

** Defined as persons having a long-lasting condition that substantially limits one or more basic physical activities. Disability status of the civilian non-institutionalized population. Source: American Community Survey 5-year Estimate*

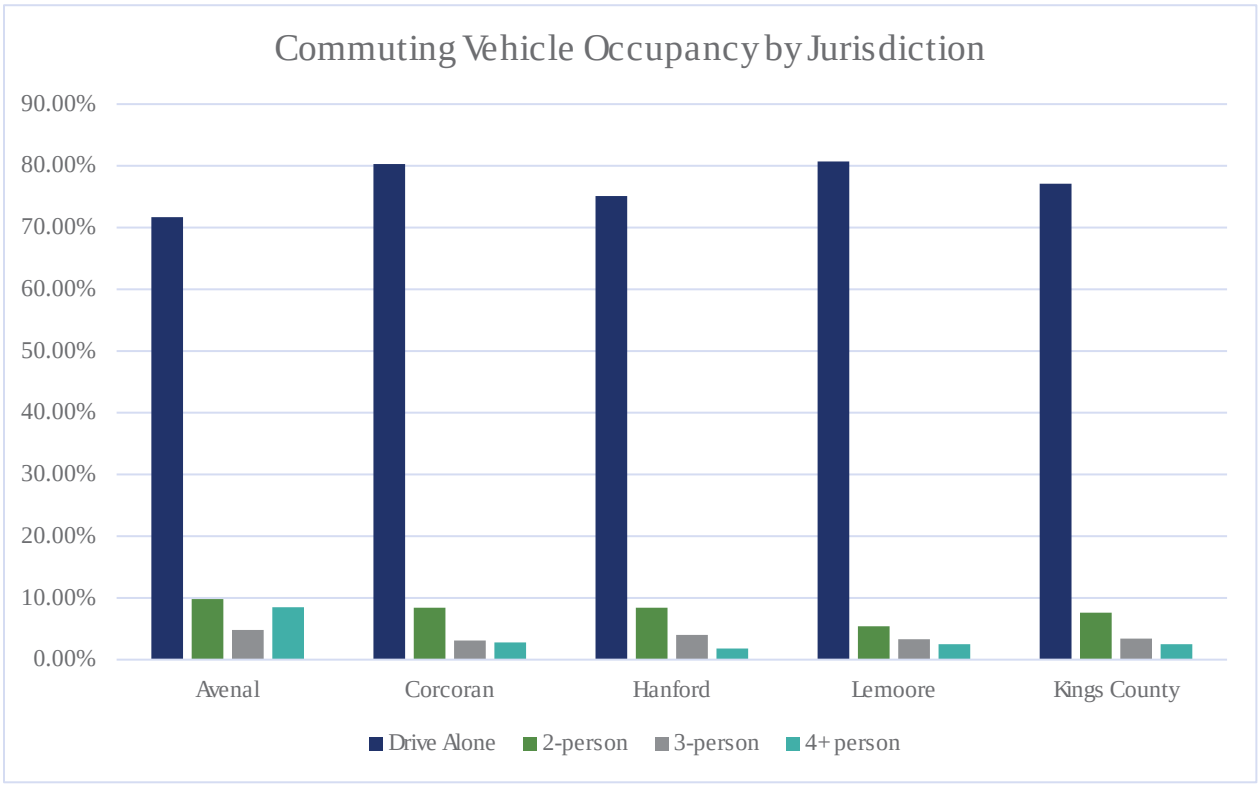


FIGURE 3-23: TRIP-TO-WORK PRIVATE VEHICLE OCCUPANCY FOR KINGS COUNTY 2024

Source: American Community Survey 5-year Estimate

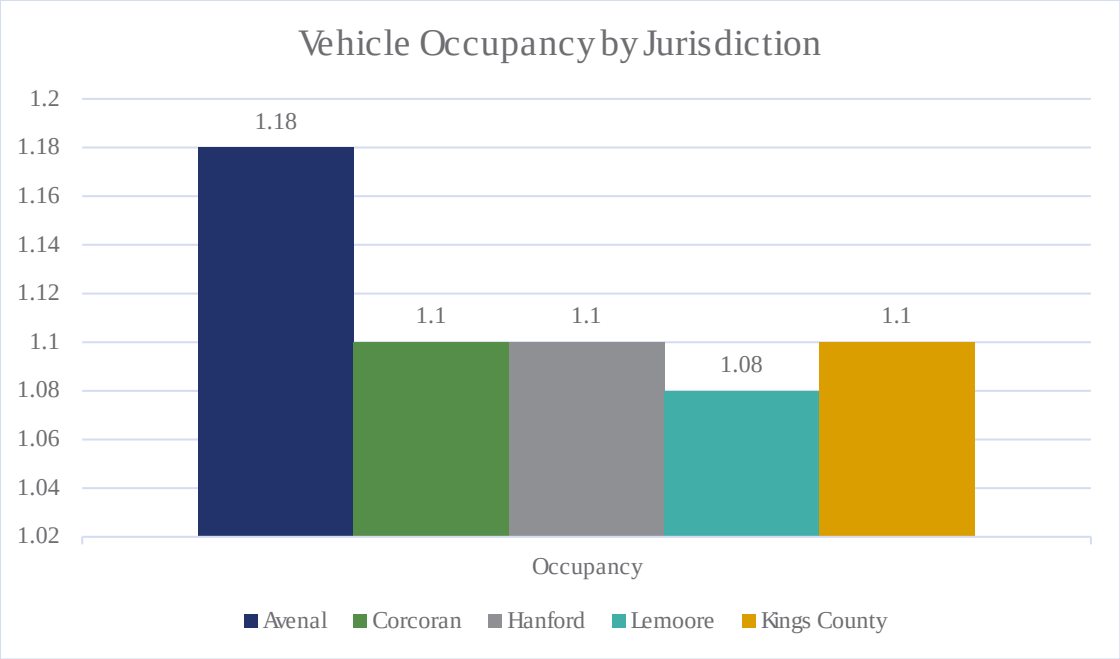


FIGURE 3-24: VEHICLE OCCUPANCY BY JURISDICTION

Source: American Community Survey 5-year Estimate

PUBLIC TRANSIT

Services provided by the two local public transit operators in Kings County, Kings Area Regional Transit and Corcoran Area Transit, are detailed in the 2021 Kings County Transit Development Plan and are summarized in this section, along with the intercity rail and bus services that are available as interregional transit options. **Figure 3-25** illustrates public transit throughout the region.

KINGS AREA REGIONAL TRANSIT

The largest single provider of public transportation 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. The City of Corcoran does not participate in the KART system and operates its own transit system, described in this section.

KCAPTA oversees the operation of the Kings Area Regional Transit (KART) system and establishes the operating policies and defines the services to be provided by KART, including service hours and days, fares, and routes.

KCAPTA operates and manages a bus transfer facility located at the new KART Transit Center in Hanford. The new transit center has 20 bus bays, up from only 8 at the former transit center. The day-to-day management and actual operations of the system are carried out under contract with a private firm, MV Transportation, Inc. KCAPTA staff is responsible for but not limited to design and organization of marketing programs, ridership outreach, transit surveys, review of invoices and service reports, and preparation of reports for the KCAPTA Board meetings. KCAPTA is also responsible for overseeing accounting functions and seeking all funding and financial sources available to nonprofit public transportation.

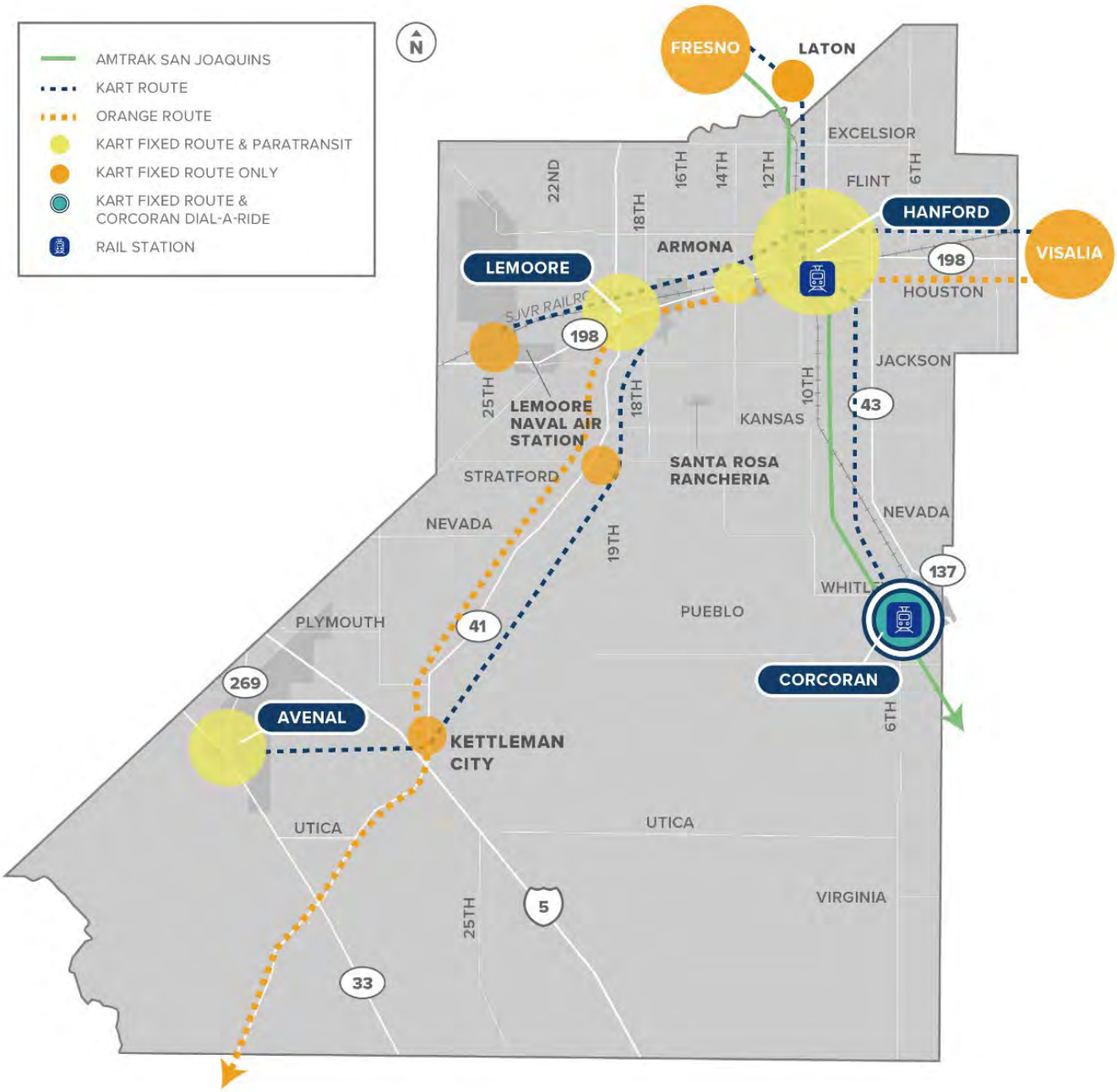


FIGURE 3-25: KINGS COUNTY PUBLIC TRANSIT SERVICES

Source: KCAPTA, KCAG

KART began operations in June of 1980 and has seen a steady increase in the number of riders and new services over the past decades. However, KART, like many other systems, felt the impact of the COVID-19 pandemic. During the pandemic KART ridership decreased overall by 58%. Ridership has been slowly increasing with KART's 2025 ridership 64% higher and now exceeding pre-COVID ridership levels.

Four levels of service are offered by KART: fixed-route, paratransit service, micro-transit, and vanpools. There are daily fixed route services in Hanford and Lemoore, limited service connecting Avenal, Corcoran, Hardwick, and Laton to Hanford and commuter service connecting Kings County to Visalia and Fresno.

KCAPTA's mission is to provide safe, accessible, convenient, and efficient public transportation services to Kings County and is able to do so through the following:

- KCAPTA has produced both a general KART Riders Guide and a KART Paratransit Guide which addresses ADA eligibility requirements, travel attendants, service area and hours, fares, reservations, and other policies for paratransit services.
- provide clean energy with updated buses and equipment.
- determine the appropriate and most efficient zero emission infrastructure system for each operator.
- hold unmet transit needs public hearings to gather feedback and address any gaps in service.

KCAPTA currently has a fleet of 24 fixed route buses, 10 cutaway buses, and 2 support vehicles for maintenance and supervision. All fixed route buses are equipped with radios, automated fare equipment, security cameras, wheelchair lifts, and bike racks. Cutaway buses are equipped with radios, cameras, mobile data terminals, automated fare equipment, and wheelchair lifts.

KART's fixed route service currently consists of 15 routes and over 200 bus stops. Operating hours are 6:30 a.m. to 8:00 p.m., Monday through Friday, excluding holidays, and 9:00 a.m. to 4:30 p.m. on Saturdays. This schedule results in an annual total of approximately 69,673 vehicle revenue hours, 1,613,928 vehicle revenue miles, and 635,639 trips based on 2024 data from the National Transit Database (NTD).

The paratransit and micro-transit fleets currently consist of 10 buses. Operating hours are aligned with the fixed route service hours, with transportation available up to ¾ of a mile of the current service area. Annual usage totals approximately 9,362 vehicle revenue hours, 92,282 revenue miles, and 21,999 trips based on 2024 NTD data. **Figure 3-26** indicates annual KART ridership.

During the COVID-19 pandemic, one of KCAPTA's primary efforts was to focus on the routes that best serve a lower transit population. All fixed routes were modified to provide a higher frequency of bus runs with shorter service times of 30 minutes and to allow for social distancing. This promoted more efficient service while allowing for riders' social distance of 6 feet with limited seating to 10 passengers. Late day service hours on Saturdays in addition to the flex route service to Lemoore College were temporarily stopped. KART has postponed its Sunday services indefinitely since 2020. These changes to KART services are still in effect as of 2025.

In 2020, KCAPTA began operating a new vanpool program. The day-to-day management and actual operations of the system is conducted under contract with a private firm, Enterprise. This service operates 7 days a week, and ridership continues to grow. In 2025, 50 vehicles were in operation with annual revenue miles of 1,031,747, revenue hours of 20,852, and annual ridership of 192,594. Total passenger miles trips traveled for 2025 were over six million[2].

KART provides limited general public demand-response service for Lemoore residents between designated bus stops in Lemoore. Lemoore also has fixed route service (Route 20) which provides half-hour service throughout the day. As of July 2022, KART's cutaway bus is utilized for the general public demand-response "flex" service with curb-

[2] National Transit Database, Annual Agency Profiles.

to-curb stops in Hanford using a mobile application “GoKART” to schedule rides. Micro-transit service has been expanded to Lemoore.

Data gathered by the California Integrated Travel Program (Cal-ITP), indicate that bus speeds and delays are minor along KART routes. Note that low speeds do not necessarily mean high delays, as schedules may account for congestion and slow speeds. **Figure 3-27** shows the average route speeds for an entire day. As shown, average speeds are higher on regional routes such as SR 41, SR 43, SR 198, and I-5; indicating that routes outside of Hanford and Lemoore are likely to experience less congestion and increased speed limits due to highway speeds. **Figure 3-28** illustrates the average route speeds for peak hour periods. As shown, average speeds during peak hour periods are lower than all day, particularly in Hanford and Lemoore, this is indicative of potential congestion and delay as transit fleet are circulating with private vehicles during peak hour periods.

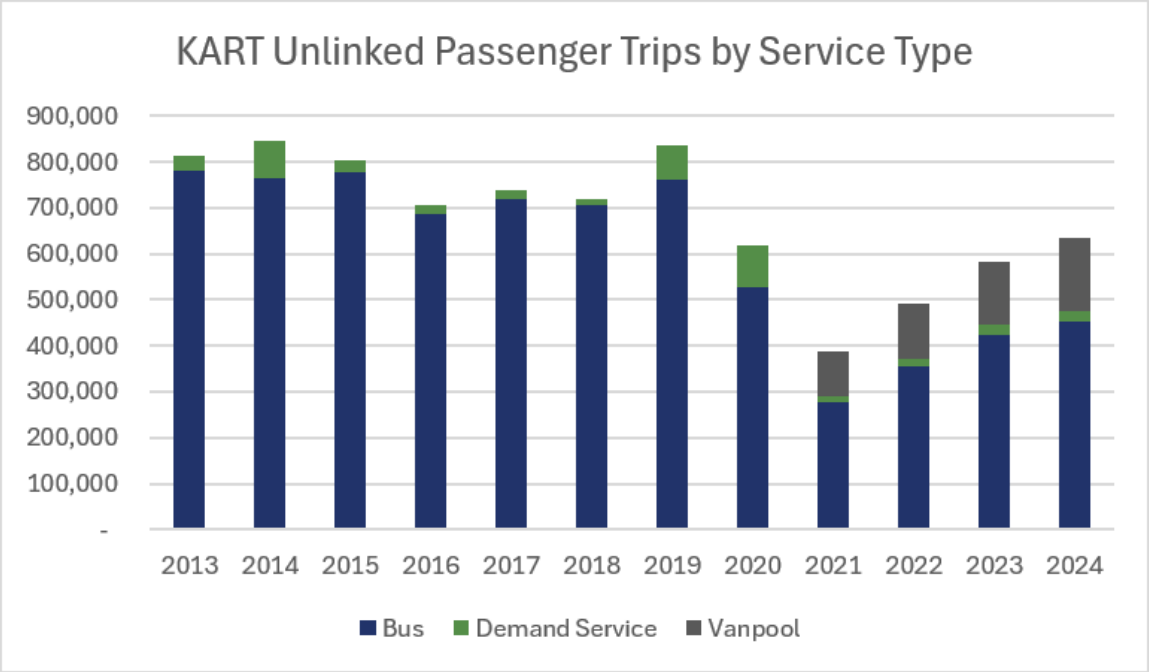


FIGURE 3-26: KART SYSTEM RIDERSHIP 2013-2024

Source: National Transit Database, 2024.

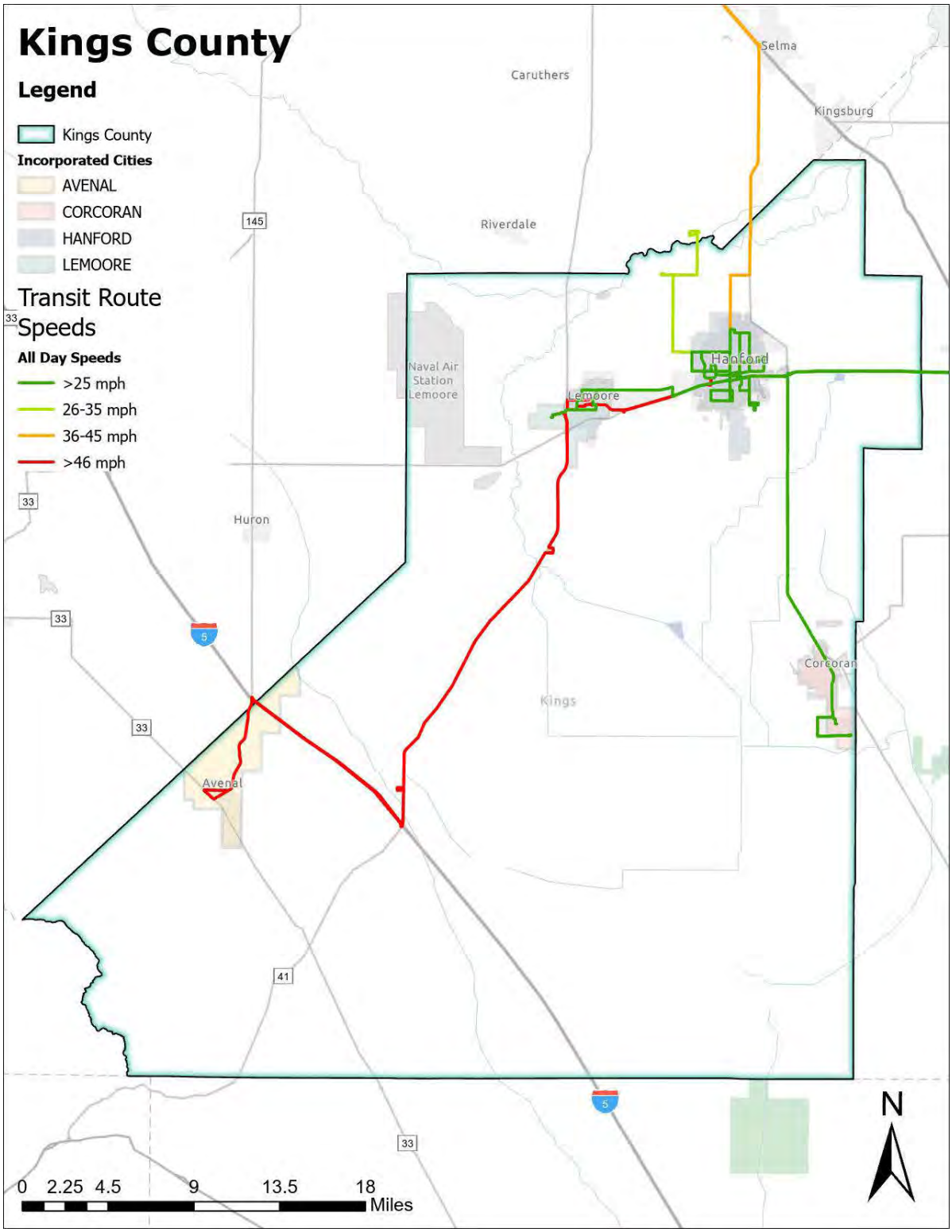


FIGURE 3-27: KART ROUTE AVERAGE ALL DAY SPEEDS

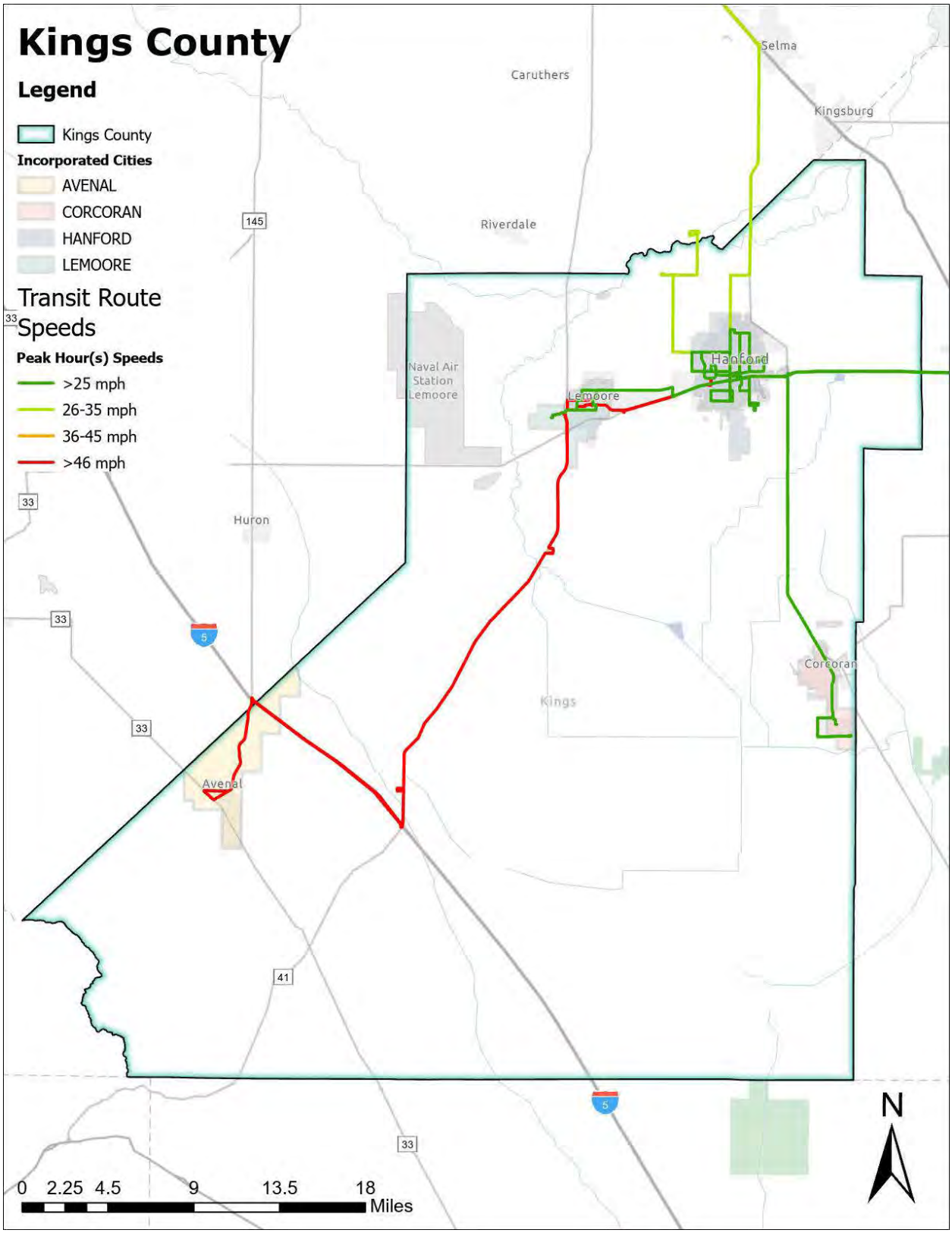


FIGURE 3-28: KART ROUTES AVERAGE PEAK HOUR SPEEDS

Based on NTD data, between 2021 to 2025, there is an average of 41 vehicles in operation with an annual average of 139,663 passenger trips. KART vanpool trips are illustrated in **Figure 3-29**.

As of 2022, preliminary discussions are in place for expanded cooperation between Caltrans and KCAPTA. In response to widening on SR-99, mitigation measures for Tulare County includes Caltrans-funded vanpools, with Caltrans contributing roughly $252,000 to fund 30 additional KART vanpools over two years and $2.885 million to fund an additional round trip transit service between Hanford and Visalia over 20 years.

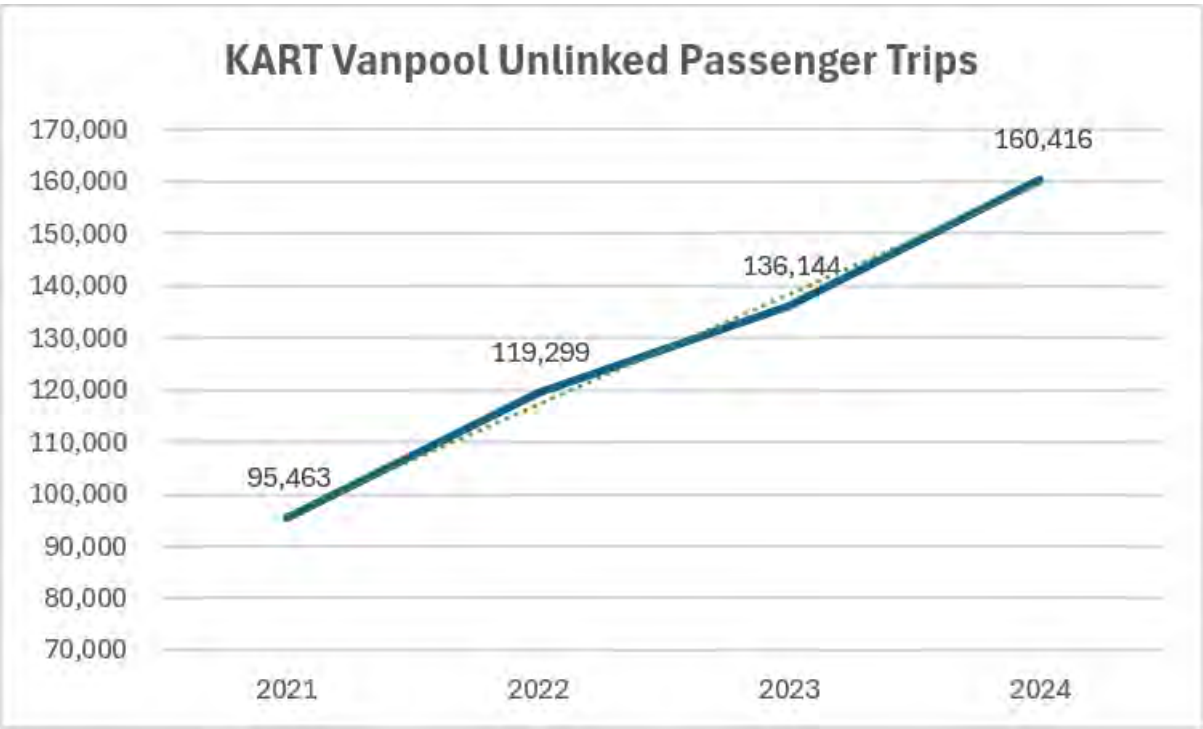


FIGURE 3-29: KART VANPOOL TRIPS (2021-2024)

Source: National Transit Database, 2024.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

As required by the Transportation Development Act (TDA), members of the Social Services Transportation Advisory Council (SSTAC) consist of representatives of transit dependent groups in Kings County including seniors, the developmentally disabled, persons with limited means, and representatives of both non-profit and for-profit agencies that serve these groups. The SSTAC acts as the advisory body through which transit needs are assessed and brought forward to KCAG, KCAPTA, and the City of Corcoran.

To evaluate the transit systems, the SSTAC uses definitions of “unmet transit need” and “reasonable to meet” criteria, as well as the following guidelines adopted by KCAG to help identify areas for improvement. These guidelines are also used to evaluate applications for federal grant funds from all eligible transit operators.

Dependability - The transit operator must demonstrate that its service is reliable, and it regularly meets its schedule. A dependable backup system must be available so that in normal circumstances only minor delays in the operating schedule will occur and service will not be unreasonably disrupted.

Accessibility - The transit operator must demonstrate that the system is accessible to the elderly and disabled. Each vehicle does not have to be fully accessible, but provisions must be made within the system to provide reasonable service to persons with special needs.

Affordability - The transit operator must demonstrate that the fare structure of the system provides for ridership by persons of limited income. This does not mean a fare cannot be charged, but that the fare may not be excessive in a manner which restricts the access of the poor.

Adequacy - The transit operator must demonstrate that it provides a reasonable level of service with sufficient range and capacity to allow any person who cannot provide their own transportation to have access to opportunities which will support an adequate standard of living. The minimum service should provide travel to medical appointments, shopping areas, social service agencies, and home again.

Economy - The transit operator must demonstrate that it has attempted to provide the most efficient and effective service possible and identify criteria used to establish a service cost limit. When suggested by performance measures analyses, the operator should present feasible alternative transit programs with projected costs vs. service levels.

Convenience - The transit operator must demonstrate that the service proposed will be such that it does not discourage use of the service. While service is not expected to be instantaneous or as convenient as travel by private automobile, reasonable headway time should be incorporated into scheduling and capacity considerations.

Coordination - The transit operator must demonstrate how its system is coordinated with other systems and travel modes to enhance, rather than detract from the effectiveness of each system.

Monitoring - The transit operator must have a plan for monitoring its service. Data required from the operator is listed with information on the performance audit.

Flexibility - The transit operator must demonstrate how the system can adjust its schedule and route to accommodate changes in community needs. When the operator has made an adjustment in its service, it will document the basis for the change and improved service which resulted from the change

Responsiveness - The transit operator must implement a Productivity Improvement Program designed to ensure that the system can anticipate demands for new service, expand service, and operate at the most efficient cost.

Requests for adjustments in local transit routes and service levels continue to be made by the public and social service providers. The KCAG Technical Advisory Committee also expresses its view on transit service. However, it is the SSTAC which represents the "voice" of transit dependent groups in the county. The SSTAC, by virtue of its membership who represent the actual transit user, is in the

unique position to access transit service and receive any unmet transit needs requests. Each year, KCAG actively recruits new agencies, social service providers, transportation providers, and/or members of the public interested in public transportation to participate on the SSTAC, which includes concerned citizens from both rural and local communities in representing the elderly, disabled, and/or low-income persons. Both KCAG and transit operators will continue to solicit input from the SSTAC for service adjustments based upon the needs of ridership groups.

TRIENNIAL PERFORMANCE AUDITS

A performance audit to evaluate the efficiency, effectiveness, and economy of each transit operator is required to be completed every three years under the Transportation Development Act (TDA). Each audit provides constructive and practical recommendations for transit service improvements in meeting TDA requirements, in addition to addressing the effectiveness and progress on the recommendations of the previous audit. These recommendations can be incorporated into KCAG's transit development plans.

TRANSIT DEVELOPMENT PLANS

The 2021 Kings County Transit Development Plan (TDP) provides a comprehensive view of public transit operations in Kings County and is considered the "blueprint" for transit planning for the two public transit providers in Kings County, for a planning horizon of five years through the year 2025. KCAG updates the Transit Development Plan every 4 years, the most recent Plan was completed in 2021, to provide a review of transit operations to assess the efficiency and effectiveness of the services, to identify capital and operating needs based on data and public outreach, and to review and develop performance goals based on system analyses.

KART MARKETING PLAN

The 1992 Marketing Plan developed for KART to improve public transit awareness and encourage the use of KART in Kings County. In 2016, KCAPTA updated the Marketing Plan with the Market Assessment and Marketing Plan. The updated Plan identified surveys and marketing analyses for KART patrons and targeted groups which are underrepresented in ridership figures. Recommended strategies, some of which had already been implemented for KART, include establishing regularly updated bus schedules, installation of a GTFS and real-time data system to provide electronic and online trip planning capabilities, website redesign, improved bus stop signage, information displays in high traffic areas, establishing a gatekeeper network for potential transit riders, establishing a client relationship management system (CRM) to maintain agency stakeholders, creating a new branding logo and vehicle graphics, and increasing advertising efforts to maximize and promote KART services.

ADA TRANSIT DESIGNS STANDARDS MANUAL

In 2019, KCAPTA completed an official manual for design guidance for the coordination of transit facilities and local development, with an emphasis on compliance with the Americans with Disabilities Act (ADA) and the Public Right-of-Way Accessibility Guidelines (PROWAG). The KCAPTA ADA Transit Designs Standards Manual serves as a living document for transportation facilities installation,

improvements, and maintenance system-wide in an effort to increase accessibility and enhance transit use by people with disabilities.

KART TRANSIT STATION SITE SELECTION STUDY

As KART outgrew its station site adjacent to the Amtrak Hanford Station, a new study was conducted to find and select a new transit station. The 2018 KART Transit Station Site Selection Study was conducted by a consultant team and identified a new site further east of the current station along 7th St in Hanford. The new transit site was completed in January 2026.

To support the new KART transit site, KCAPTA also sought funding for an additional Park & Ride lot. KCAPTA applied for CMAQ funds for this project, which was constructed just north of the new KART station.

Coordination of Transit Systems

While service overlaps are rare among the local area transit providers, KART and Corcoran Area Transit, when possible, do strive to further accommodate those transportation needs which are not fully met. For changes to service, including incorporating current service from smaller or social service transit providers, a feasibility study can be undertaken, and service contracts negotiated. The SSTAC is also responsible for advising KCAG on the coordination and consolidation of specialized transportation services. The 2021 update of the Transit Development Plan includes the Coordinated Public Transit – Human Services Transportation Plan, which addresses the coordination of social services transportation opportunities within Kings County.

Corcoran Intermodal Facility

The intermodal facility in Corcoran, the Corcoran Depot, was built in 2000 and maintained by the City of Corcoran, has provided a more convenient and attractive transportation hub for transit patrons

and providers. The facility is used as a transfer point for KART buses, Corcoran Area Transit, and Amtrak Gold Runner trains. The station was designed similar to the old Santa Fe station, and includes passenger ticket lobby and waiting areas, restrooms, vending machines for Amtrak tickets, and offices for Corcoran Area Transit staff.

CORCORAN AREA TRANSIT

The City of Corcoran has provided its own Dial-A-Ride (DAR) transit service, Corcoran Area Transit (CAT), since 1975 for Corcoran residents and for those living in the rural fringe area surrounding Corcoran. CAT is operated by the Community Development Department of the City of Corcoran. Initially provided to senior citizens, the demand response service was expanded in 1989 to serve the public.

In 1999 a new Amtrak Train Depot was built, and the City made available discounted one-way and round-trip Amtrak tickets to residents to increase connectivity with rail and to support revenue retention. In 2013, KART bus tickets were made available for a discounted price for intercity travel between Corcoran and Hanford for access to County services. Over the past years, Corcoran combined its fares with discounted AMTRAK and KART tickets to meet Transportation Development Act (TDA) revenue threshold requirements and sought new strategies to increase farebox return. KART continues to provide its intercity routes between the cities of Hanford and Corcoran, primarily utilized by employees to the California State Prison and California Substance Abuse Treatment facility located in Corcoran.

Most ridership in Corcoran consists of senior citizens, people with disabilities, students, and children who can ride at a reduced rate. CAT provides six demand response buses equipped with wheelchair lifts that operate from station–to-destination service and not door-to-door or curb-to-curb. Dial-a-Ride service operating times are synchronized with the KART Corcoran–Hanford route in order to provide bus connections during weekdays, as well as with Amtrak's schedule for passenger service.

Annual usage for Corcoran's demand response totals approximately 2,892 vehicle revenue hours and 28,834 revenue miles, with 23,319 trips based on 2024 NTD. CAT's annual ridership is indicated in **Figure 3-30**. Additional services available at the Corcoran Depot include transfers to the Tachi Palace Casino in Lemoore. Recent changes to the Prison's visitation schedule during weekdays have reduced visits to Saturdays only, when both transit services are unavailable. However, the Prison's Visitors Friends Outside Program provides its own vanpools to the Corcoran depot to transfer visitors coming to the prison via Amtrak.

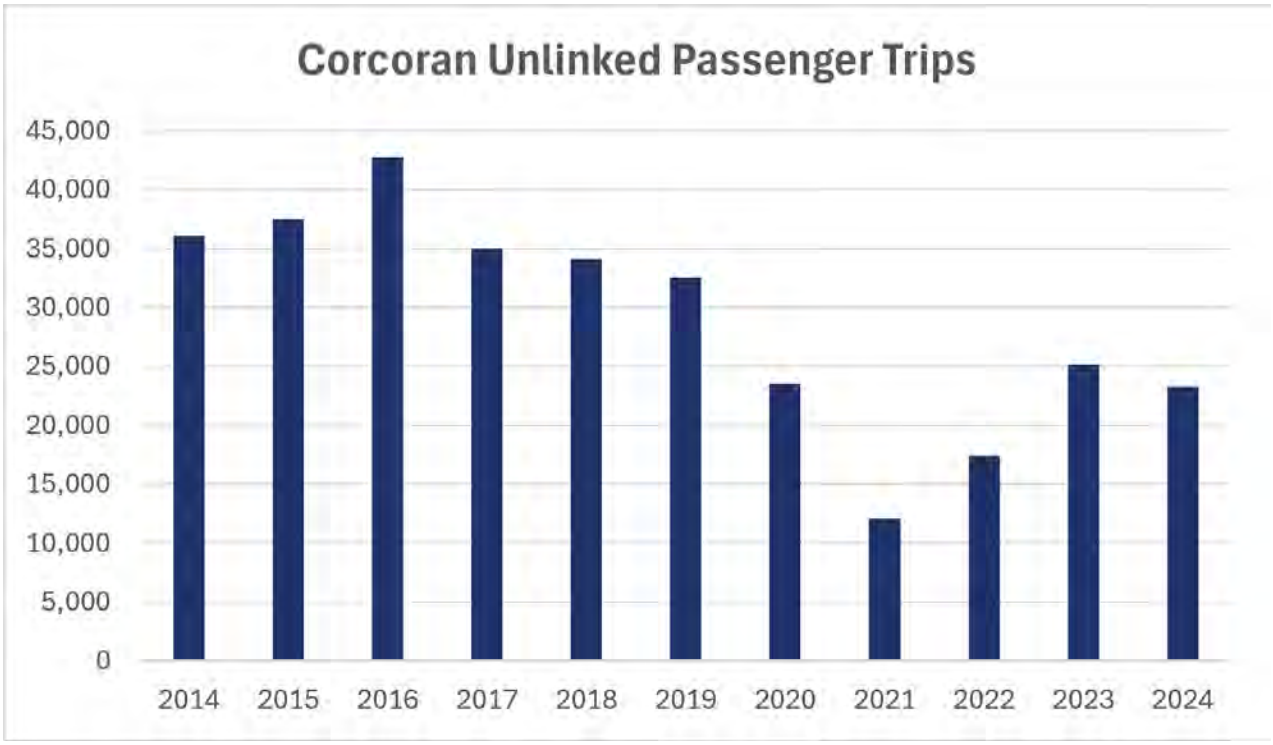


FIGURE 3-30: CORCORAN TRANSIT RIDERSHIP 2014-2024

Source: National Transit Database, 2024.

CALIFORNIA VANPOOL AUTHORITY (CALVANS)

Vanpooling is somewhat different than carpooling, though it is based upon the same principle: reducing single-occupant commuting. Vanpooling is defined as 7 to 15 persons who commute together in a van-type vehicle, and who share the operating expenses. The riders typically share the operations cost of the van, however there are variations of cost and ownership by either the riders or a sponsoring employer. Essentially, vanpooling serves the long-distance commute market of over 20 miles to an employer site. Increased use of vouchers or subsidized trips by employers is highly promoted by CalVans, resulting in higher vehicle miles traveled (VMT) reductions. By providing longer trips to more remote locations, in the instance of agricultural vanpools, CalVans is able to provide lower costs per revenue hour and passenger mile with the voucher system.

Originally in 2001, KCAPTA commenced a vanpool program for riders to the Corcoran and Avenal State Prisons when the California Department of Transportation (Caltrans) ceased operating vanpools to state facilities. KCAPTA purchased additional vans to implement new vanpools and under a pilot program to include farmworkers, Agricultural Industries Transportation Services (AITS), vanpooling grew to 180 vans in service in 2009 and has since extended into areas of Fresno, Imperial, Kern, Kings, Madera, Merced, Monterey, Riverside, San Benito, San Bernardino, San Joaquin, Santa Barbara, Santa Cruz, Stanislaus, Tulare, and Ventura counties. In 2012, the California Vanpool Authority (CalVans) was established as a joint powers agency, of which KCAG was a member.

CalVans has grown as a ridesharing service that meets the needs of commuters who cannot travel between home and work with local fixed-route or demand response service. Operating across multiple counties, CalVans now has capacity to administer over 800 vanpools to commuters of all types. These range from state and federal workers, as well as farmworkers. Those using the vanpool program must meet certain conditions and agree to manage and operate the vans in a non-profit manner. These vanpools are primarily used to serve two large markets: correctional institutions and farmworkers. In February of 2026, there were a total of 63 CalVans vehicles operating within Kings County and a total of 218,431 annualized vanpools trips reported in Kings County.

CalVans general and agricultural vanpools have had sustained growth over the past 7-year period, thus CalVans is planning to increase the number of available vans in its fleet. Affordable Housing and Sustainable Communities (AHSC) grant funds awarded to CalVans in 2015 have allowed for expansion of the agricultural worker vanpool program with the purchase of clean fuel vehicles for

agricultural workers in the San Joaquin Valley's disadvantaged communities. Additional Air Quality Improvement Program (AQIP) grant funds will be used to support the purchase of zero emission, plug-in hybrid, or hybrid passenger vans and electric charging equipment for low carbon transportation alternatives for the agricultural worker vanpool program. The expansion of this program has resulted in significant reductions in greenhouse gas emissions (GHGs) in Kings County, shown in **Figure 3-31** below.

In contrast to some privately operated vanpool providers, CalVans reports its operations data to the National Transit Database (NTD), which increases CalVans member agencies' federal formula funds. Reporting to the Federal NTD system includes tracked information regarding the accumulation of all miles traveled by each van, the number of passengers carried, how long they traveled, and the miles they traveled in each van.

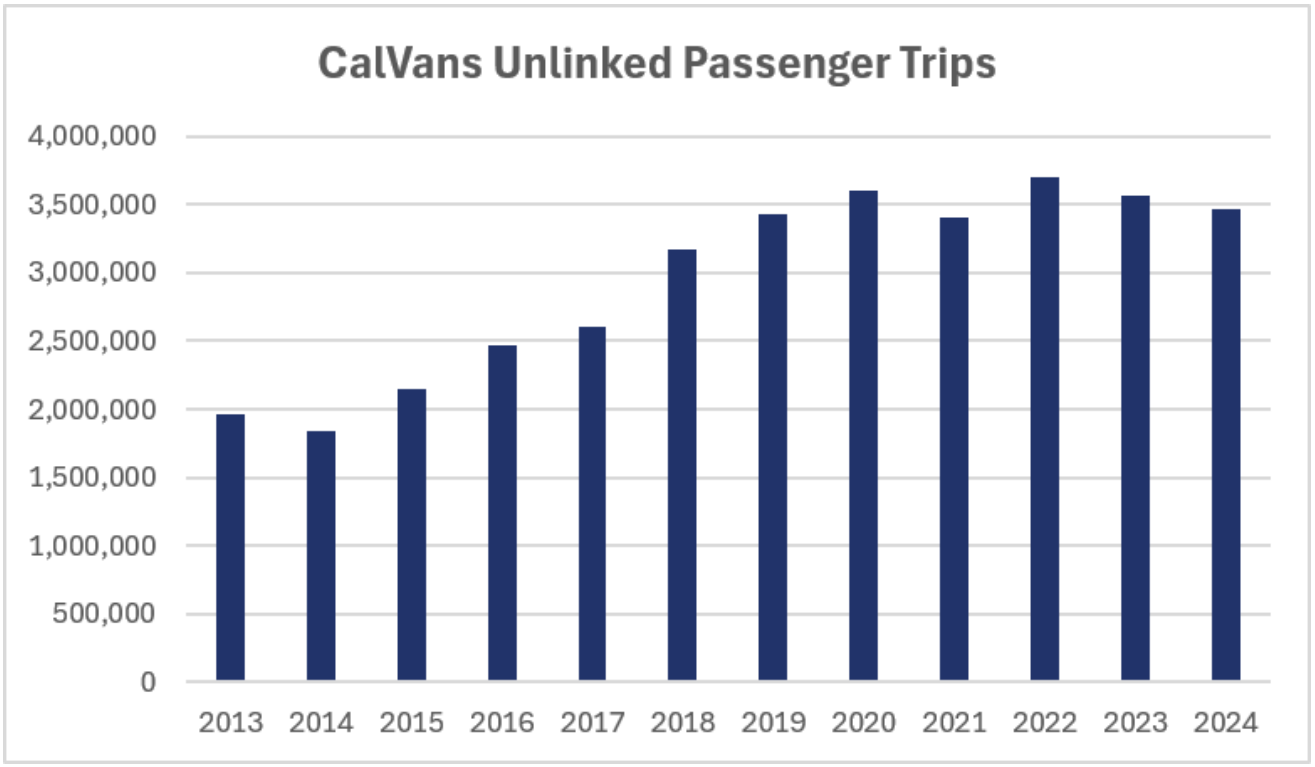


FIGURE 3-31: CALVANS RIDERSHIP 2013-2024

Note: Represents all CalVans service, not just those assigned to Kings County

Source: National Transit Database (NTD) 2024

RIDEHAILING, CARPOOLING, AND CARSHARING

Rideshare Programs

One of the rideshare programs within the Central San Joaquin Valley region is provided by Valley Rides, an incentive carpooling and vanpooling program between Fresno Council of Governments (Fresno COG) and California State University Fresno. A rideshare coordinator is responsible for developing and implementing the rideshare program which includes services to individuals and employers, public awareness activities, and special studies. These services include the Kings County area, a toll-free telephone number to receive rideshare matching services, and a website. Signs posting the toll-free number have been placed along major highway corridors in Kings County. Carpool, transit, rail, bicycling, and vanpool resources are provided to registered users.

As part of a FY 2016-17 Valley-wide study of transit conducted by the eight Valley MPOs in partnership with the UC Davis Institute of Transportation, the Rural Transit Alternatives Study, shared access services were evaluated for future car sharing or ridesharing options to rural disadvantaged communities. Active transportation options, such as car, bicycle, and ridesharing, were identified and analyzed for cost effectiveness for residents located within rural disadvantaged communities. Part of the effort was to develop a pilot model project to evaluate innovative transit solutions within selected communities which may serve to boost potential ridesharing alternatives in disadvantaged communities within the San Joaquin Valley, while encouraging owners of low or zero emission vehicles to become ride-sourcing or ride-splitting drivers. For Kings County, issues stem from the fact that transit agencies provide very cost-effective transit services to many communities, while ride-sourcing fares from companies such as Uber and Lyft, are less likely to attract drivers to serve remote rural communities within the Valley.

For Kings County, the community identified for review in the study was the City of Avenal, identified as a Rural Disadvantaged Community scoring above the 75th percentile of California census tracts burdened by environmental and socioeconomic challenges, as ranked by the CalEnviroScreen[3]. Carsharing versus other ridesharing options were evaluated and determined to be the best resource for a potential pilot program for rural residents of Avenal due to being the most cost-effective service. Compared with fixed route transit and Dial-a-Ride service, it was determined that split-carsharing was the least expensive option, through carsharing reservation systems and/or apps for carpools.

In 2022 KCAPTA and the City of Avenal partnered with MioCar to implement a carshare pilot program. This program is operated by MioCar utilizing a plug-in electric vehicle, to support the electric vehicle charging need of the program, KCAPTA installed a solar powered electric charging station. This station is open to the public and MioCar at no cost.

The issue of feasibility and profit for rideshare drivers to provide service to the more rural areas like those in Kings County prohibits this alternative as a viable option to those disadvantaged communities that are far from major destinations.

[3] California Environmental Protection Agency's, California Communities Environmental Health Screening Tool.

INTERCITY BUS SERVICE

Due to the COVID-19 pandemic, a major local intercity bus operator, Orange Belt Stages, has ceased operations. At this time, there are two non-Amtrak bus operators that serve Kings County, Greyhound and FlixBus. Greyhound was acquired by FlixBus in 2021. These operators have two stops in Kings County, Hanford and Lemoore. Details on Amtrak Thruway bus services are summarized in the following section.

ISSUES AND ONGOING IMPROVEMENT EFFORTS

PUBLIC TRANSIT

Kings Area Regional Transit

1) Both KCAG and the Kings County Area Public Transit Agency (KCAPTA) must continue to seek out and define transportation needs. It is vital that the KART system remain proactive to transit patrons' needs, who include the elderly, disabled, and persons with limited means, allowing both input and feedback for future transit route adjustments. KART management and the KCAPTA Board must remain accessible to those who need transit service in the community. They must ask themselves and the community: Who in Kings County needs transit services? Where are the needs located? What level of service will reasonably meet those needs?

   The annual "unmet transit needs" public hearing process conducted by the KCAG Transportation Policy Committee to allocate Local Transportation Fund (LTF) revenues to support KART will assist in determining the answers to these questions. Fortunately, there have been sufficient LTF revenues in the past to fund any transit needs identified through this process. However, decreases in other funding sources have occurred over the past several years, making LTF revenues even more critical to the transit system operations within the County.

2) KART's cost-sharing formula is based on 50 percent service hours and 50 percent population of each member. KCAPTA continually, on an on-going basis, reviews the formula to provide an equitable apportioning of transit costs among the member agencies.

3) Due to Kings County's rural nature, County residents must rely more on their own means for transportation than those living in the more densely populated areas of the state. Public transit services are well patronized by a small segment of the population, primarily by residents of limited means without access to a car and the elderly, yet public transit is generally considered a low-priority public expenditure.

   Although KART's ridership and fare revenues have increased, it still requires the public to subsidize about 85 percent of its costs. The intent of the Transportation Development Act is to ensure that all persons have access to transportation for both drivers and non-drivers.

4) Over the lifetime of the system, the KART system has improved its farebox return ratio. However, because of added cost to implement state and federal requirements such as the Americans with Disabilities Act (ADA) and Welfare-to-Work, as well as the impact of the COVID-19 pandemic, the farebox ratio has not been able to increase as steadily as it had in the past.

In addition, many transit agencies in California have seen decreasing ridership due to improving economic conditions, ride-hailing apps such as Uber and Lyft, and the passage of AB 60 in 2013 which removed restrictions for undocumented California residents to get a driver's license. These factors have served to reduce transit ridership particularly among small and/or rural transit providers which in turn has compromised many transit providers' ability to meet their TDA fair-box recovery targets; this can consequently lead to reduced funding, and ultimately, services. Kings County is not immune to these factors. Recent ridership has generally declined compromising fare-box recovery ratios and the transit agency's ability to remain eligible for TDA funding which is critical to simply maintain existing levels of transit service provided today.

KCAPTA continues to increase awareness of community ridership and to adjust routes to better serve the greatest number of people. Care should be taken to ensure that such adjustments, while appearing to be more economical, do not reduce service to the low-mobility groups KART is designed to serve. KCAPTA strives to comply with paratransit complementary service requirements and provides paratransit rider training to qualifying ADA riders. KCAPTA also conducts outreach and advertising to social service agencies and others with clientele who utilize KART services.

5) Due to prior budget cuts, some social service agencies have requested KART to supplement their clients' transportation needs. Because transit needs of the elderly and disabled are high priorities of KART, it will require additional services at an increased cost. The coordination of transportation services among KART and social service providers should be implemented where feasible. KCAPTA provides KART tickets to agencies and to the City of Corcoran to distribute to their clientele riders. KCAPTA also has agreement(s) to coordinate bus services with other agencies/organizations within Kings County, to provide emergency service and/or needed transit for special events.

6) KCAPTA began providing service to Visalia for educational and employment needs several years ago, but Tulare County has not proposed providing complimentary service to Hanford. KCAPTA will need to coordinate with TCAG to develop, fund, and operate a commuter service that will meet service needs and performance criteria. Implementation of the Cross Valley Corridor service is expected to provide the complimentary service between Visalia and Hanford.

7) Federal welfare reform law requires local transit providers to consider giving priority to enhancing services for welfare-to-work purposes.

   KCAPTA must work with public and private agencies to develop and equitably fund new routes and services that offer welfare recipients the ability to obtain employment and training opportunities. KART services are utilized by County social service agencies, such as the Kings County Human Services Agency – Employment Training Division, to provide such transportation.

8) KCAPTA developed the 7th Street Hanford transfer station near the Amtrak station in 1989, in response to KART's growing bus fleet. By 2017, the KART system had outgrown the existing transfer station.

Due to KART's growth in meeting the County's transit demand, KCAPTA completed a site selection study for a future regional multimodal transit center and acquired funding to construct the new transit center in Hanford. A KART Hanford Fixed Route Study analyzed the route system needs at the new transit center site to include modifying routes and introducing new routes in order to meet transit needs. KCAPTA must investigate all new sources of funding and submit grant applications to obtain required funds for various projects because currently used funding programs available to operators in rural counties are insufficient to meet these needs. The 2021 Transit Development Plan (TDP) identifies various public transit funding sources for coordinated transportation. The Study determined a final site of several parcels together in Hanford on 7th Street, east of the former station and on the corridor that provides access to the future High Speed Rail Kings/Tulare station. In 2026, the construction of the KCAPTA transit center was completed and ready for occupancy in January 2026.

9) Under the Moving Ahead for Progress in the 21st Century (MAP 21), KCAPTA is required to manage a comprehensive transit asset management plan.

   Since 2012, KCAPTA has installed and operated a compressed natural gas (CNG) station and converted its gas-powered bus fleet to CNG. More recently, KCAPTA established performance safety measures and developed a transit asset management plan in compliance with Federal law. KCAPTA handles transit system inventories and conditions assessments of assets, including infrastructure, mechanical malfunctions, repairs, and/or replacement of the CNG buses in order to maintain a state of good repair. KCAPTA also employs performance measures to monitor and report the safety and security of the buses and infrastructure. Having CNG buses allows KCAPTA to acquire additional sources of funding through air quality grant programs. KCAPTA is moving forward with plans to finalize a transition to a zero-emission fleet.

10) Efforts by the California Air Resource Board to reduce levels of noxious odors, fumes, and other air pollutants generated by transit fleet vehicles, in order to meet ozone air quality standards, have resulted in significant technological advancements in zero emission buses in the past few years. KCAPTA will have until the year 2040 to convert its entire compressed natural gas (CNG) fleet to zero emission. Employing charging stations along with conversion to zero emission vehicles creates higher preliminary costs. KCAPTA will need to apply for zero emission bus

incentive programs and obtain federal funding to subsidize the purchase of zero emission buses, charging station equipment, and installation and meet funding requirements.

11) The potential for high transit ridership remains in Kings County. Despite interruptions by the COVID-19 pandemic, KART ridership has returned to normal levels and continue to grow. Recovery efforts by KCAPTA to increase ridership have included seasonal passes at a reduced rate of $20 in 2021 and free transit for the public in December 2020 and 2021. KART seasonal passes are now sold at the City of Avenal to promote usage and sales of the passes from different locations. Despite the impacts to ridership from the COVID-19 pandemic, KCAPTA has implemented three projects that will help to maximize ridership potential:

    a. Built the new multimodal transit center that can accommodate other mobility options and enhance the customer experience;

    b. Redesign the fixed route system of frequent transit to simplify its use and improve customer experience, while maximizing effectiveness and efficiency and minimizing the impact on current customers; and

    c. Partner with Uber to utilize their on-demand platform to grow ridership and operate at maximum efficiency.

Corcoran Area Transit

1) The City of Corcoran's Dial-a-Ride service has provided residents with a dependable transit system for over 30 years. Both the prison and related facilities in Corcoran, along with the Corcoran Amtrak intermodal station, will increase transit demand. The ability of Corcoran Area Transit to meet this demand will require changes in transit routes and equipment and increase the need for additional funding.

2) Corcoran Area Transit (CAT) has experienced slow growth in their bus services, hovering in the low thirty-thousand mark until the onset of the COVID-19 pandemic. Corcoran relies on Local Transportation Funds (LTF) for most of the transit system. To supplement ridership and to support their revenue structure in meeting farebox requirements for LTF funding, the City has sold Amtrak and KART transfer tickets at discounted prices to its patrons. While the Dial-A-Ride and Amtrak ticket sales have increased within the past year, the number of KART ticket sales has decreased within the past 3 years, resulting in the downward trend. With the operation of the Corcoran Amtrak intermodal facility by the City and expanded Dial-a-Ride service within the Corcoran area to meet the needs of local residents, the City has created the need for funding that exceeds what is available from traditional transit funding sources.

3) Each year, depending on subsidized KART fare tickets for Corcoran-to-Hanford commutes, Corcoran was able to secure additional revenue to aid their TDA farebox requirements. To improve CAT's ability to meet the minimum 10 percent farebox requirement, the City recently approved raising general and senior priced fares upon recommendation of the King's County Transit Development Plan (TDP). Subsidized Amtrak tickets generally split 50/50, were also approved for raised cost to the general public, in order to reduce the subsidy cost to the City.

The City will need to monitor its additional revenues toward farebox calculations to remain in compliance.

4) The KART fixed Route 13 in-town service in Corcoran was discontinued in 2017, thus the City will have to fund and provide its own fixed route service to its residents. The 2020 Corcoran Transit Fixed Route Study has identified fixed route service through public outreach and transit data analyses, which the City will utilize in the near future. Both KCAPTA and Corcoran share a regional pass for service between Hanford and Corcoran through a subsidy program with shared revenue generated by the sale of day and monthly passes.

5) Efforts by the California Air Resource Board to reduce levels of noxious odors, fumes, and other air pollutants generated by transit fleet vehicles, in order to meet ozone air quality standards, have resulted in significant technological advancements in zero emission buses in the past few years. Corcoran will have until the year 2040 to convert its entire fleet to electric. However, the City is planning to convert its diesel buses to CNG within the next few years. In the future, Corcoran will need to apply for zero emission bus (ZEB) incentive programs and obtain federal funding to subsidize the purchase of battery electric buses, charging station equipment, and installation and meet funding requirements with conversion to electric fleet. The ZEB Implementation Plan being developed for 2023 will include the City's ZEB rollout and infrastructure plans.

Intercity Bus Issues

1) Regular intercity bus services will hinge on coordination with other counties in the region after Orange Belt Stages ceased operations in 2020 due to the impacts of the COVID-19 pandemic. The importance of this issue will be further discussed in the following section, Rail Passenger Transit.

Ridehailing and Carsharing Issues

By far, most of the unused transportation capacity in Kings County is in private automobiles. By doubling up on the number of persons in a car or van, many public benefits result. As is shown by **Figure 3-23**, many Kings County residents in urban areas already carpool. Due to the uncertainty caused by the pandemic, long-term efforts such as increased telework and an increase in solo driving as a means to physically distance from other households, are not yet clear. However, it is in the County's interest to continue to support ridesharing. From a consumer's perspective, ridesharing gives a higher level of convenience for daily commuters, saves money otherwise spent on gas, and reduces wear on owners' cars. From a regional standpoint, the use and formation of carpools would help to reduce noxious odors which attribute to vehicle emission and poor air quality in the Valley. Ridesharing should be promoted as a demand-regulating practice to reduce automobile congestion, fuel consumption, air pollution, and the need for additional road and parking capacity. Few would argue the value of these effects, though some point out that lower gas sales mean less tax money to fix deteriorated roads. Lowering the demand for new facilities, however, will mean that more can be spent on upgrading the existing roads and parking areas. Commute alternatives to improve the carbon footprint include: carpooling, vanpooling, public transit, bicycling, walking, alternative work schedules, park-and-ride lots, and the Emergency Guaranteed Ride Home Program.

RAIL PASSENGER TRANSIT

Amtrak

Kings County is fortunate in that it is linked with other areas of the state by Amtrak Gold Runner (formerly San Joaquins) trains. Ensuring the continuation of adequate intercity service is of considerable importance to Kings County.

1) Most of the equipment on the Gold Runner Corridor is owned by the State. Amtrak maintains the equipment, with oversight of equipment maintenance by the SJJPA and the Capitol Corridor Joint Powers Authority, working in partnership with Caltrans. In the Gold Runer Corridor, the rail rights-of-way (ROW) and infrastructure are owned by UPRR and BNSF. UPRR and BNSF grant trackage rights to each other depending on ownership and route segment. The Gold Runner Corridor comprises 365 route miles, 316 miles between Oakland and Bakersfield with 13 intermediate stops; and 49 miles between Sacramento and Stockton with one additional intermediate stop. Amtrak operates the San Joaquin's under provisions of its contracts with the BNSF and UPRR. The predominant right-of-way of the Gold Runner route serving Kings County is owned by the BNSF Railway Company.

2) State costs to support intercity rail operations have increased significantly due to reductions in Amtrak's federal funding. SB 1118 authorized the former "Steering Committee of the Caltrans Rail Task Force" to continue working with Caltrans to assist in the management and promotion of the service. This committee was renamed the San Joaquin Valley Rail Committee which represents the counties along the route.

3) Like virtually all Amtrak trains, the Gold Runner operates at a loss. With operating expenses exceeding ticket sales, a deficit remains to be shared by Amtrak and Caltrans under the 403(b)-agreement begun in 1979. Continued state support was on the condition that a farebox ratio of 55 percent would be maintained. This requirement could be waived for three years. However, as additional services were provided and changes were made in Amtrak's cost allocation formula, the previously attained high farebox ratios around 80 percent were no longer able to be achieved. As a requirement of SB 457, the state developed uniform performance standards for the state-supported rail corridors to control costs and improve efficiency. The performance standards reflect the total route ridership, cost efficiency, and quality of service and are no longer based solely on farebox ratios.

4) The Gold Runner saw declining on-time performance with 66 percent on-time rate in FY 23[4].

[4] Amtrak 2023 Route On-Time Performance

5) Improvement strategies to the San Joaquins route include adding new locomotives that would help to reduce air quality pollution, improving disjointed land uses with access constraints by encouraging transit-oriented development along the corridor, and providing study and infrastructure investments to improve access, especially to link intercity rail services to regional rail and transit.

6) As a result of SB 742 (2019), bus-only ticketing on the Amtrak Thruway Bus network is now available, bolstering the capacity of the SJJPA to serve smaller communities in the Valley. An opportunity also exists to provide coordinated feeder bus service by the KART and Corcoran Dial-a-Ride systems. The feeder bus network is a very important element of the San Joaquins since more than 55 percent of all passengers use a feeder bus during their trip.

7) In November of 1988, the Kings County electorate approved a ballot measure which made the county eligible under Article XIX, Section 4 of the California Constitution, for transit guideway funds for capital improvements to the Amtrak San Joaquins line. Each of the counties eligible for Article XIX funds was to receive a county minimum share of budgeted funds based on a percentage of each county's 1990 Census population to the total eligible county population. The amount of funding available to Kings County through the Transit Capital Improvement (TCI) Program ranged between $88,100 and $225,600. Funds were used for projects to construct the Hanford and Corcoran intermodal facilities and the Cross Valley Rail Feasibility Study.

   With the enactment of SB 45 and the elimination of the TCI Program, a minimum of funds is no longer available to Kings County. Intercity rail projects are now programmed through the Interregional Improvement Program (IIP) on a statewide competitive basis. However, with the start of high-speed rail service between Fresno and Madera, the Joint Powers Authority is looking to end San Joaquins service south of Madera. This deeply impacts Kings County, and KCAG will continue to work with partner agencies to ensure adequate bus bridging is available.

High Speed Rail

1) The unstable nature of finances available to the high-speed rail project, continual cost overruns, and the ever-continuing delays is of local planning concern.

2) The County continues to believe that the High Speed Rail project may bring its development patterns out of line from desired development patterns laid forth in local general plans, accelerate loss of farmland, and be in conflict with the spirit of the Bond Act.

   If a high-speed train comes to the Valley, it must be designed and operated so that it benefits the Valley economy. Benefits could include job creation, improved access to services available in major urban centers, and potentially greater economic output. Although a downtown station could be used as a catalyst to stimulate a comprehensive urban area revitalization program, the CAHSRA has proposed a station outside of the downtown area and in the County of Kings secondary sphere of influence away from an existing transportation hub. This could induce unplanned leapfrog development and is contrary to current concentric, agriculture sustaining planning documents, including the Sustainable Communities Strategy element of this document.

The City of Hanford applied for a Caltrans Sustainable Communities planning grant in 2021 to develop a Station Area Plan to plan land uses surrounding and associated with the High-Speed Rail station area, to promote connectivity to the Downtown core, and to promote an efficient, reliable, and effective multi-modal transportation system. Major deliverables would include a Plan that addresses infrastructure needs, transportation connectivity, and land use planning. A conceptual rendering of the station from the High-Speed Rail Authority is included as **Figure 3-32**. No grant funds were awarded.

3) At the start of interim revenue service between Merced and Bakersfield, the current intent of the SJJPA is to terminate high San Joaquins service at Merced. The impact on the county will be significant, as Hanford and Corcoran, which currently have dedicated rail stations, will instead be serviced by the aforementioned Kings/Tulare station. The SJJPA has explored possible service alternatives, including an integrated bus service, to replace current service provided by the San Joaquins. Consultation with local agencies ruled out using BNSF right-of-way to offer a rail replacement due to cost and inflexibility. The diagram of bus connections, as provided in the 2021 South of Merced Integration Study Report is provided as **Figure 3-33**, below. It should be noted that while in the interim bus connections are planned between Huron and Porterville, prior planning on the Cross Valley Rail Corridor remains and coordination continues across area stakeholders.

FIGURE 3-32: KINGS-TULARE STATION CONCEPTUAL RENDER

Source: California High Speed Rail Authority

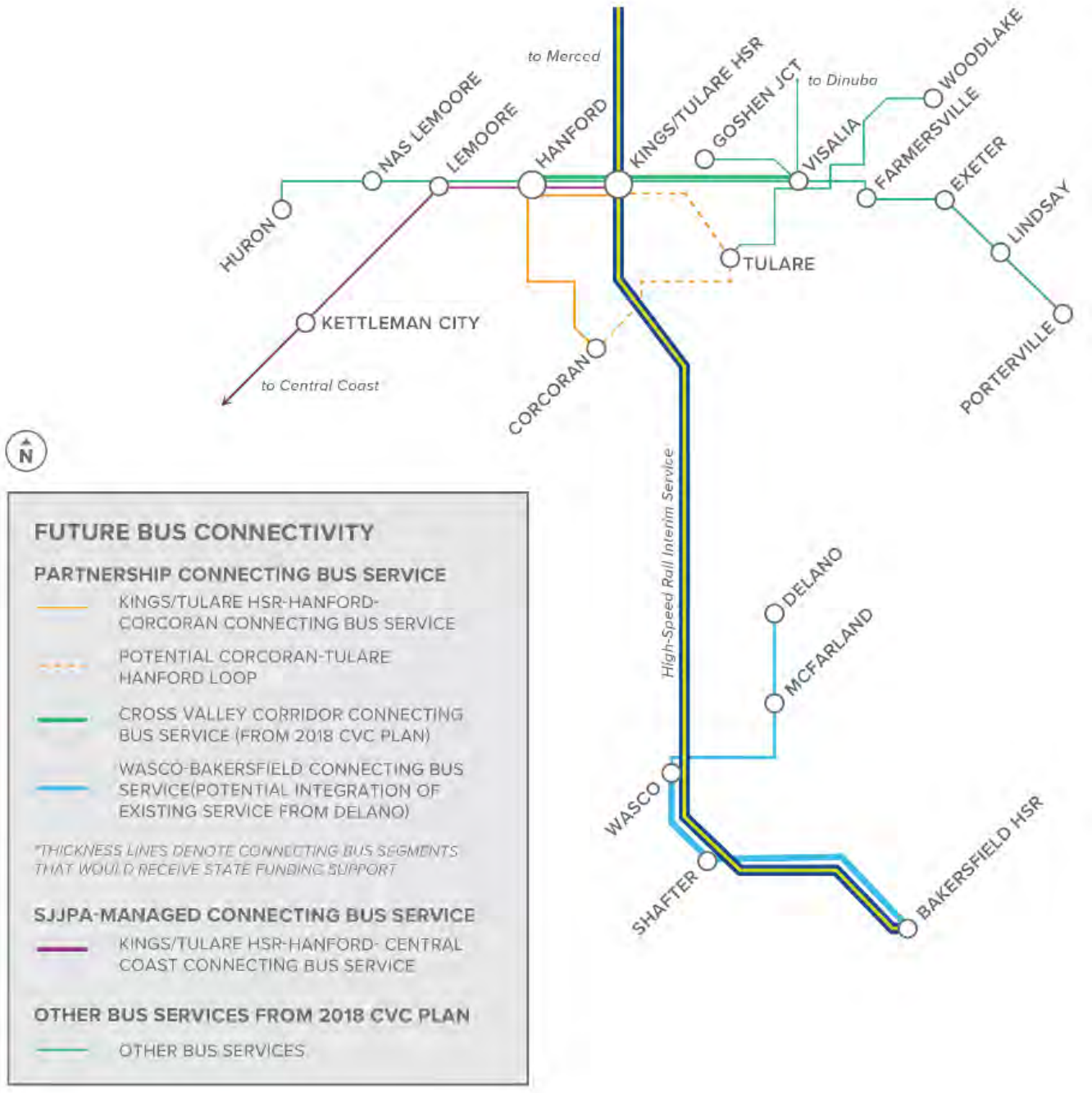


FIGURE 3-33: FUTURE BUS CONNECTIONS

Source: San Joaquin Joint Powers Authority South of Merced Integration Study

SOCIAL SERVICE TRANSPORTATION ISSUES

1) Recent KART surveys have determined that the types of trips most needed by these two transit-dependent groups are those related to medical, shopping, and personal business purposes. Access to jobs, health programs, and recreational activities are the largest transportation needs for these groups, based upon feedback provided by the Social Services Transportation Advisory Council (SSTAC) that is comprised of mostly social service providers. Work-related trips are needed by disabled clients of several social service organizations. Trip requests from elderly and disabled persons in Corcoran are almost exclusively for medical and personal business purposes to Hanford and Fresno.

2) As required by Section 99238 of the Public Utilities Code, the KCAG Transportation Policy Committee (TPC) appointed representatives of social service providers and transit users to serve as the SSTAC. The SSTAC's primary role is to advise the RTPA and to provide input in the identification of transit needs of the elderly, disabled, and persons with limited means. The SSTAC evaluates and recommends approval of applications for federal transit grants benefiting the elderly and disabled and reviews transit plans.

3) As previously documented, many agencies in Kings County provide transportation services for the elderly and disabled and are primarily funded with federal and state funds. The Lanterman Developmental Services Act requires agencies to make full use of existing services, such as public transit, whenever possible to meet client needs. Due to federal and state budget cutbacks, many of these agencies are having to reduce or discontinue service and are asking public transit agencies to supplement their clients' transportation needs. To meet the transportation needs of the elderly and disabled which are of high priority, KART has had to add services at an increased cost.

4) In 2021, KCAG prepared the Transit Development Plan (TDP), which assessed current and future trends in transit demand. Forecast analyses of the County's transit demand indicate the elderly population will outpace other age categories in the coming decades, increasing from 10.6 percent in 2020, 13.1 percent by 2030, and 14.0 percent by 2040. KCAG will be developing an update to the TDP in FY 2026-27.

5) Funding for elderly and disabled transit capital projects is available through the Federal Transit Act (FTA) Section 5310 grant program on a statewide competitive basis. Small agencies that need a bus and/or equipment are not able to compete effectively for funds based on the statewide criteria that are used to score projects and/or strict qualification requirements. Regional funds should be allocated on a more equitable funding basis, such as a formula apportionment to each regional transportation planning agency for allocation to area transit providers.

   The FTA Section 5310 program has been modified to include funding for mobility management to build coordination between existing public transportation providers and other transportation service providers. Area agencies, such as the Kings County Commission on Aging, who depend upon KART services for their clientele, may benefit from grant funds for travel training opportunities, but are subject to statewide competition.

AMTRAK

Amtrak provides vital connectivity in the San Joaquin Valley through its Gold Runner (formerly San Joaquins) service, established and offered jointly through Amtrak and Caltrans. Governance is through the San Joaquin Joint Powers Authority.

San Joaquin Joint Powers Authority

To protect the existing Gold Runner rail service and to promote its improvement, in 2012, local and regional agencies throughout most of the Gold Runner Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing San Joaquin rail service from the state. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support and was signed by Governor Brown on September 29, 2012. The first SJJPA Board meeting was held on March 22, 2013 in Merced.

AB 1779 defines the composition of the SJJPA and requires the execution of an interagency transfer agreement with the Department of Transportation and that the transfer must result in administrative or operating cost reductions. The SJJPA officially took over the management and administration of the Gold Runner service from the State on July 2, 2015. AB 1779 requires the SJJPA to protect the existing Gold Runner rail service and facilities and seek to expand service as warranted by ridership and available revenue. Increases in the Gold Runner rail service and ridership will result in more jobs, improved air quality, and will help promote sustainable development in the Gold Runner Corridor. Under the provisions of AB 1779, the state will continue to provide the funding necessary for service operations, administration and marketing. Furthermore, Caltrans Division of Rail will remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

Beyond cost-effective administration and operations, train riders and San Joaquin Valley residents have had a stronger voice in deciding what happens with the service since local decision-making is more responsive and adaptive to passenger issues. The SJJPA, which is made up of elected officials throughout the San Joaquin Corridor, will be a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. The SJJPA will take advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley.

The ten member agencies that make up the SJJPA are as follows:

- Alameda County
- Contra Costa Transportation Authority
- Fresno Council of Governments
- Kings County Association of Governments
- Madera County Transportation Commission
- Merced County Association of Governments
- Sacramento Regional Transit
- San Joaquin Regional Rail Commission
- Stanislaus Council of Governments
- Tulare County Association of Governments.

The San Joaquin Regional Rail Commission (SJRRC) was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting. As Managing Agency of the SJJPA, the SJRRC will provide all necessary administrative support for the SJJPA. The SJPPA along with its supporters and sponsors are working with other partner agencies to advocate for conventional intercity rail service improvements throughout California.

San Joaquin Valley Rail Committee

The purpose of the San Joaquin Valley Rail Committee (SJVRC) is to discuss and formulate suggestions and ideas for improvements to the Amtrak Gold Runner passenger train service. The SJVRC was established in 1987 and was managed by Caltrans until the San Joaquin Joint Powers Authority (SJJPA) took over management in 2015. The SJVRC is part of a larger grassroots effort by the SJJPA to engage and inform citizens about the Gold Runner Rail Service.

On October 9, 2015, the SJVRC met and adopted new bylaws. These bylaws changed the structure of the Committee. Elected officials no longer serve on the Committee, therefore the SJVRC is now a citizen-based committee.

Amtrak Gold Runner (San Joaquins) Service Information

Of the three Amtrak intercity corridors within California, the Gold Runner rail line is considered one of the busiest corridors in the United States. The Gold Runner Corridor currently has seven trains that provide daily roundtrips within 11 counties with 18 stops from Bakersfield to Sacramento or the Bay Area. The Gold Runner service is 37.5% of all Amtrak intercity rail ridership. Connecting Amtrak Thruway bus service is provided to Los Angeles, Sacramento, San Francisco, and 132 other destinations in California and Nevada. The Amtrak Thruway service supports intercity passenger rail by connecting service with guaranteed seating to markets without direct passenger rail service, using an integrated train and bus ticket program. Amtrak Thruway buses previously needed to sell a rail ticket with bus tickets, but SB 742 (2019) has allowed Amtrak to sell bus-only tickets. This is likely to increase ridership in the region by dramatically increasing route availability.

As a national enterprise, Amtrak continually seeks coordination of passenger rail services with other providers to increase connectivity and ridership. One method being examined by the San Joaquin Joint Powers Authority (SJJPA) is to coordinate non-riders with excess seating capacity in key corridors or with outside bus providers. Offering group discounts to riders, including seniors, students, and veterans, and group discounts through the “Friends and Family Program” to organizations, schools, and churches is a viable program for the Gold Runner. The trains are accessible to the people with disabilities and provide on-board bicycle racks, checked baggage, and food services.

Figure 3-34 shows the Gold Runner ridership from 2007 to 2024. Ridership on the Gold Runner was relatively constant from 2010 to 2019 with an annual average of over 1.1 million riders. The Gold Runner service experience a decline in ridership due to the COVID-19 pandemic in 2020 and 2021 and continues to see impacts today. However, as of 2024 the service is operating at 84% of pre-pandemic ridership and has had the fastest ridership recovery of any Amtrak service in the state.

The Gold Runner service annual ridership in FY 24 by station is listed in **Table 3-11**. Hanford is one of the most heavily trafficked stops on the Gold Runner, consistently ranking among the top ten stations in ridership. The Hanford Amtrak station recorded 129,465 boardings and alighting in FY 2024. The Corcoran station recorded 21,640 passenger boardings and alighting in FY 2024.

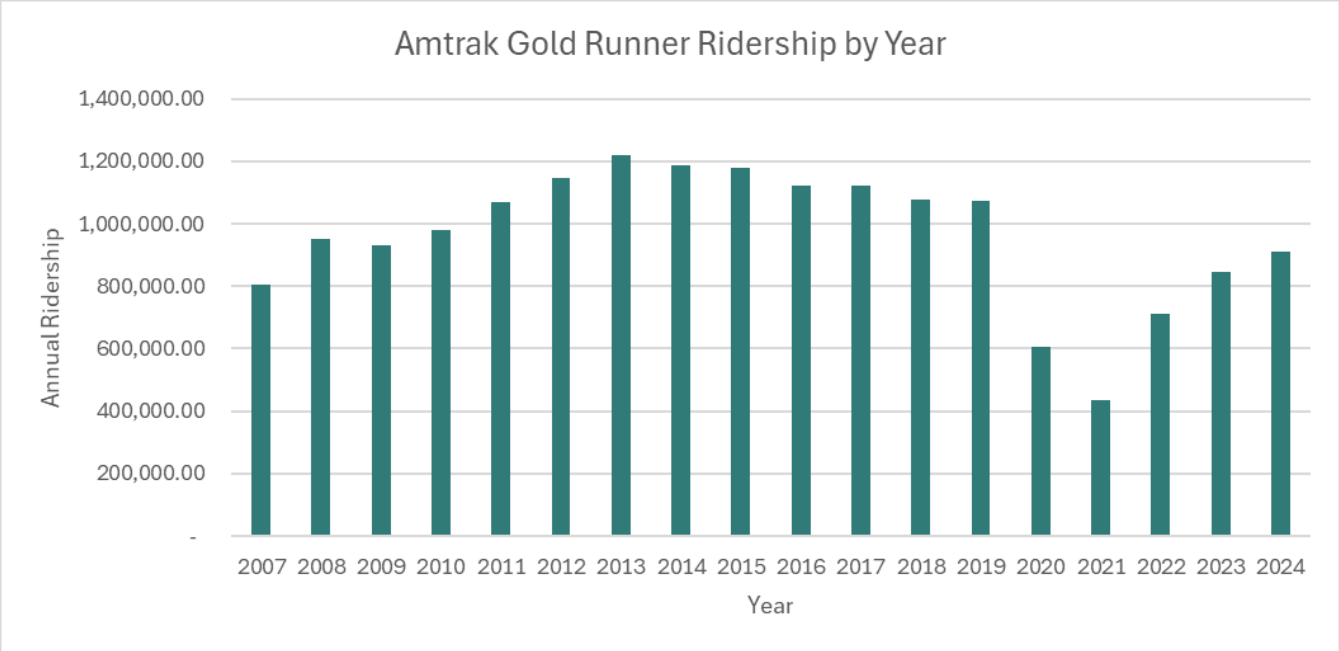


FIGURE 3-34: RIDERSHIP OVER TIME, GOLD RUNNER, 2007-2024

Source: Amtrak Year End Ridership Fact Sheet

TABLE 3-11: GOLD RUNNER RIDERSHIP BY STATION FY24

STATION	TOTAL RIDERSHIP (BOARDINGS AND ALIGHTINGS)
ANTIOCH-PITTSBURG	33,639
BAKERSFIELD	389,746
CORCORAN	**21,640**
EMERYVILLE	392,000
FRESNO	309,895
HANFORD	**129,465**
LODI	2,654
MADERA	26,412
MARTINEZ	254,586
MERCED	133,208
MODESTO	101,714
OAKLAND	237,938
RICHMOND	183,421
SACRAMENTO	699,279
STOCKTON	272,141
TURLOCK-DENAIR	30,546
WASCO	24,244
GOLD RUNNER TOTAL RIDERSHIP	3,185,084

** Since each trip contains two endpoints, total ridership is equal to half of total boardings and alighting's.*

Source: Amtrak Fact Sheet

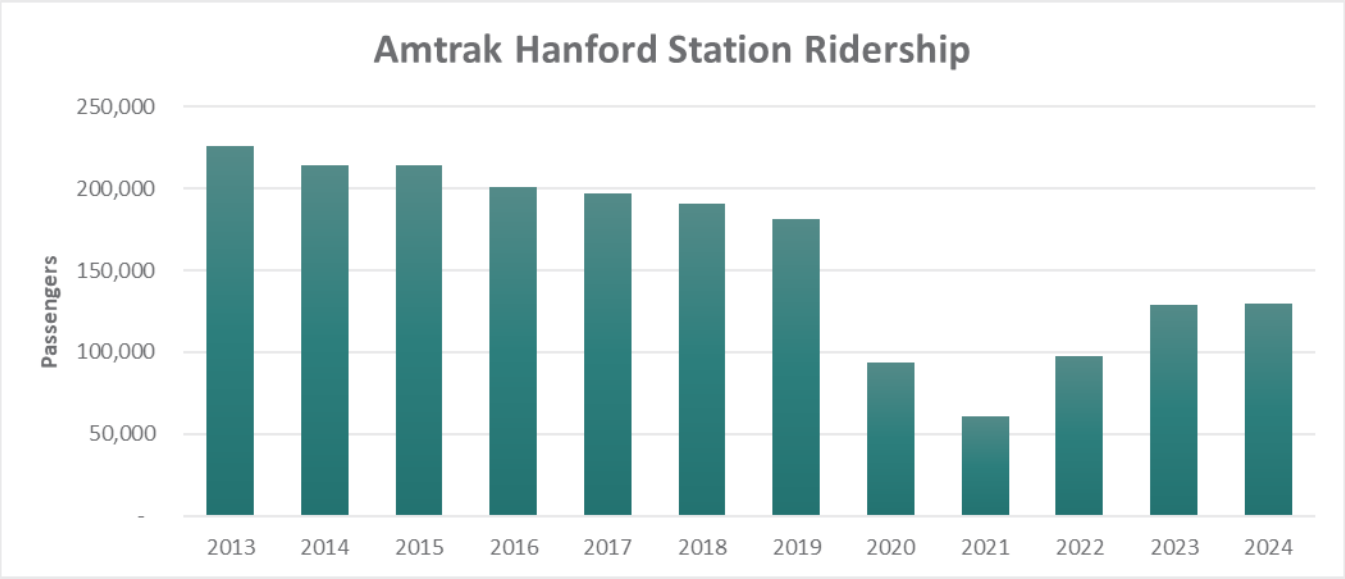


FIGURE 3-35: HANFORD AMTRAK STATION RIDERSHIP, 2013-2024

Source: Amtrak Year End Fact Seet

CALIFORNIA HIGH SPEED RAIL

Construction continues on a 119-mile segment of high-speed rail through the San Joaquin Valley. The Central Valley portion, 171 miles, is currently under construction from Shafter to Madera. Testing on this initial segment is slated to begin in 2028.

Kings County is in Construction Package 2-3. The planned station is near Hanford and is designed to serve the Hanford/Visalia catchment area and construction along the section has already begun. KCAG is committed to advocating for policies and transit service that benefit and serve the residents of Kings County and neighboring Valley communities. A map of current construction and the planned alignment is located below in **Figure 3-36**.

FIGURE 3-36: CALIFORNIA HIGH SPEED RAIL CENTRAL VALLEY SEGMENT PLANS

Source: California High Speed Rail Authority

GOODS MOVEMENT

This section examines ways to ensure that the transportation network in Kings County efficiently supports the needs of the region. Freight and commodities are efficiently transported through Kings County and the region. The two transportation modes of railroads and freight trucks are considered. Special attention is given to the needs of the agricultural industry in moving its products.

ASSUMPTIONS OF GROWTH AND DEMAND

Ground Transportation Demand

1) Since the pandemic, supply chain woes have underscored the need to ensure adequate capacity in intermodal goods movement. The Federal Highway Administration (FHWA) forecasts a 20-yr (2023-2043) baseline economic growth outlook of 1.0% and 2.1% growth in annual vehicle miles travelled (VMT) for combination and single unit trucks, respectively. Roughly one-third of the state's Gross State Product (GSP) relies on freight-intensive sectors, and support of these sectors is vital to the long-term economic health of the state and of Kings County. As the pandemic recovery began, the trucking sector has steadily outpaced pre-pandemic volumes, and continue a pattern of slow and sustained growth, as shown in **Figure 3-37**.

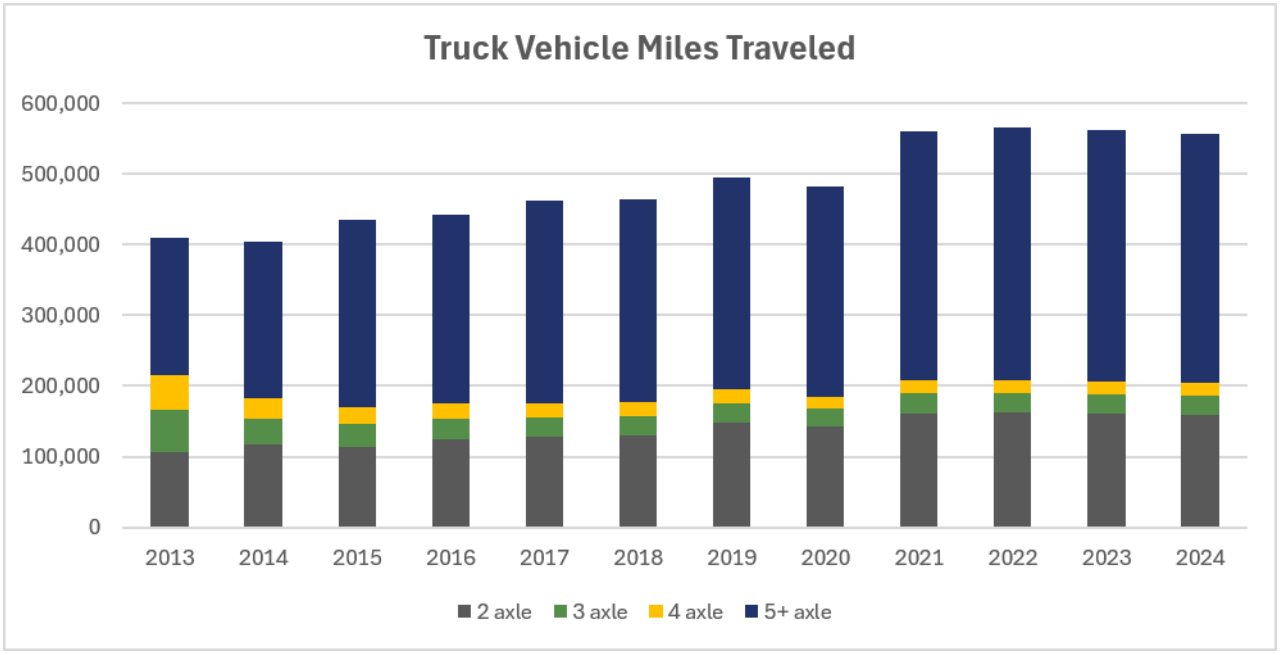


FIGURE 3-37: ESTIMATED ANNUAL TRUCK VMT, KINGS COUNTY 2013-2024

Source: Caltrans Public Road Data, 2013-2024

2) Kings County's agricultural economy will continue to generate a strong demand for adequate truck and rail facilities to move farm products to processing plants, markets, and ports.

3) **Figure 3-38** shows top farm produce by percentage and **Table 3-12** shows the top farm products by value in the county.

4) The vast quantity of agricultural products needing to be shipped in Kings County will contribute to a higher proportion of trucks on Kings County roadways relative to other counties in Kings County.

5) Truck routes (**Figure 3-39** through **Figure 3-43**) are specifically designated to carry heavyweight commercial and industrial vehicles through and around a city with minimum disruption to auto traffic and annoyance to residential areas. Truck routes are generally established on arterial and collector streets that provide direct access from regional routes to industrial areas within each community.

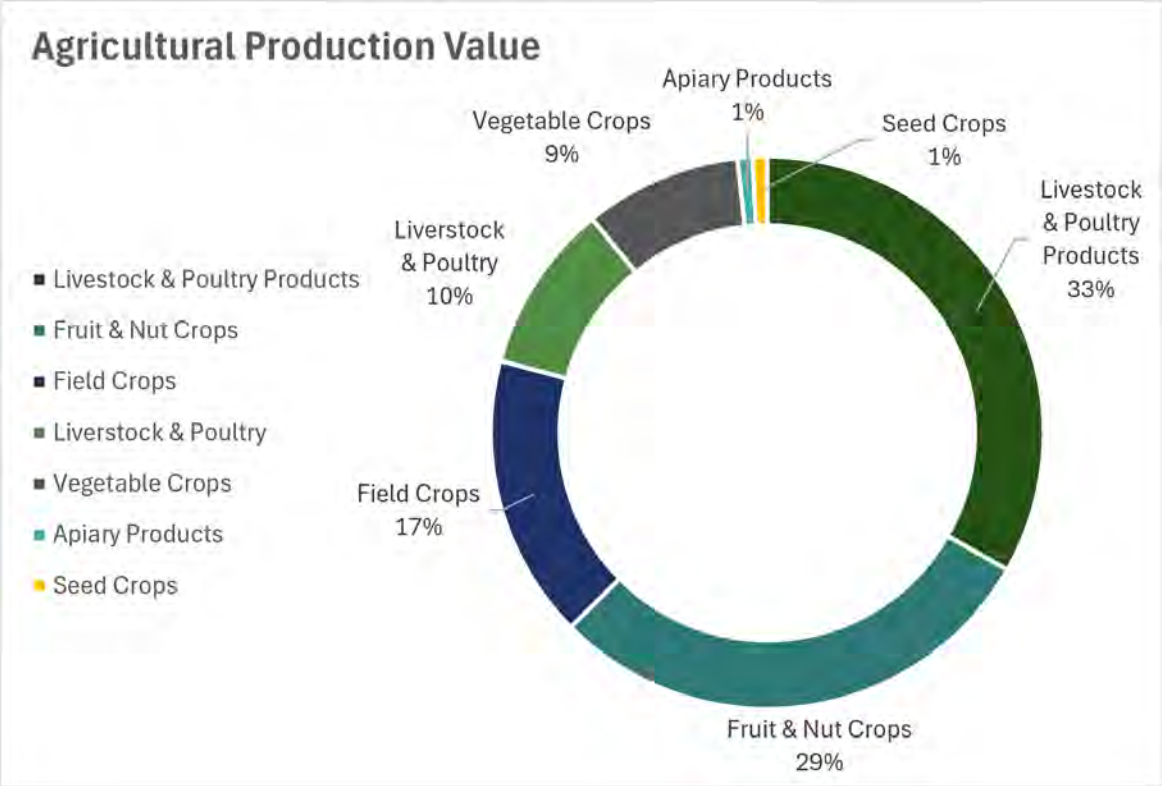


FIGURE 3-38: KINGS COUNTY FARM PRODUCE PERCENT OF TOTAL VALUE 2024

**Note that numbers may not sum to 100% due to rounding error*
Source: Kings County Agricultural Crop Report, 2024

TABLE 3-12: KINGS COUNTY LEADING FARM PRODUCTS* BY VALUE

PRODUCT	VALUE
LIVESTOCK & POULTRY PRODUCTS	$ 813,677,000
FRUIT & NUT CROPS	$ 716,646,000
FIELD CROPS	$ 406,505,000
LIVESTOCK & POULTRY	$ 241,622,000
VEGETABLE CROPS	$ 224,693,000
APIARY PRODUCTS	$ 21,233,000
SEED CROPS	$ 20,930,000
TOTAL	$ 2,445,306,000

**Excludes timber*

Source: 2024 Kings County Agricultural Crop Report

Air Cargo Demand

1) Kings County will generate relatively little demand for air cargo transportation. The regional cargo airfield is in Fresno County at the Fresno Yosemite International Airport. There are no major cargo airfields in Kings County. Additional information on aviation in the county is included in the Aviation section.

Rail Cargo Demand

1) The rail network in Kings County, shown in **Figure 3-44**, consists of approximately 67 miles of mainline and branchline railroad over which two railroad companies operate. The Burlington Northern Santa Fe (BNSF) mainline runs north-south through the county, and the San Joaquin Valley Railroad runs east-west on the leased Coalinga Branchline formerly operated by Union Pacific Railroad (UP).

2) Railroad companies will continue to seek abandonment of service on unprofitable rail lines. Freight previously shipped by rail would be shipped by trucks, increasing truck vehicle miles traveled (VMT) and emissions.

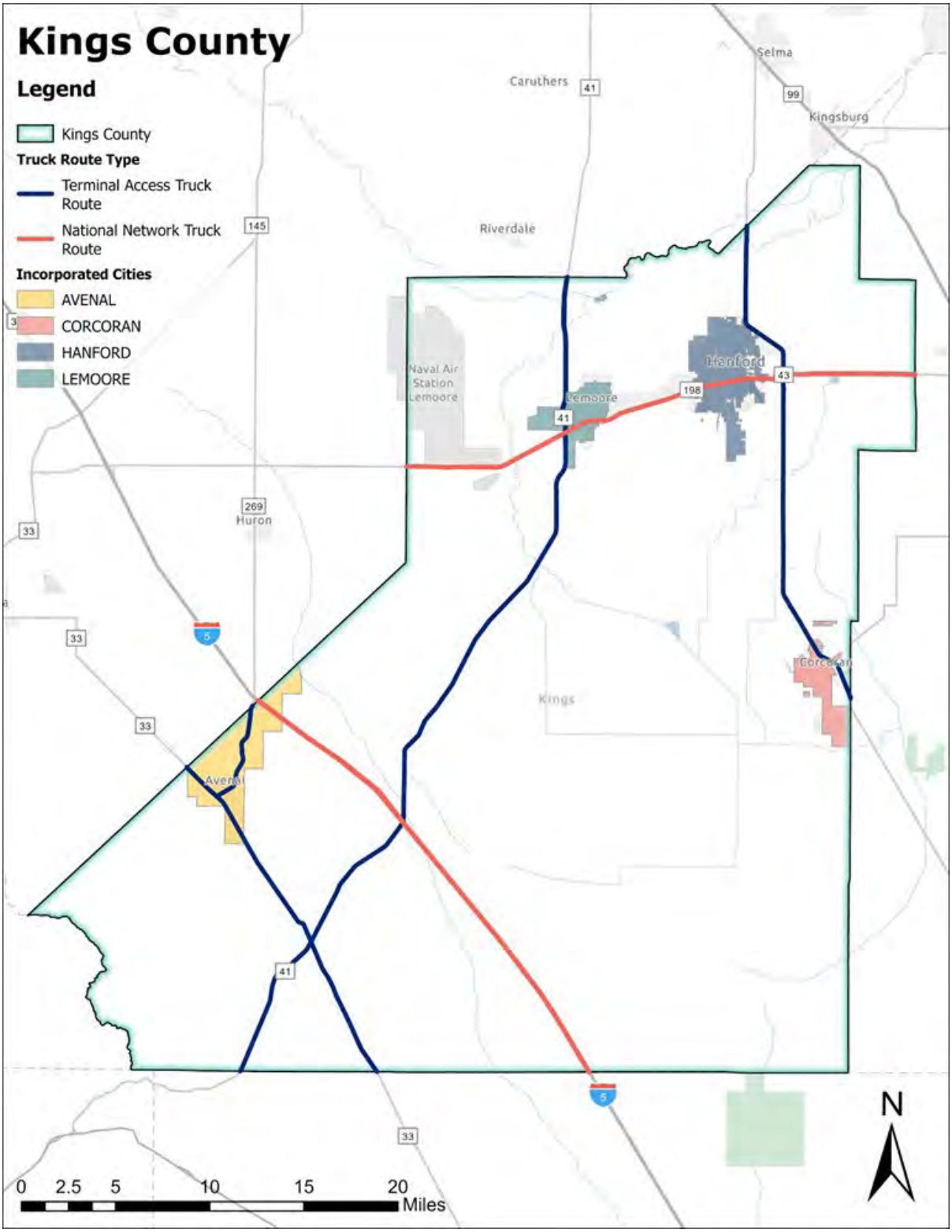


FIGURE 3-39: KINGS COUNTY OVERSIZE TRUCK ROUTES

Source: KCAG

FIGURE 3-40: AVENAL TRUCK ROUTES

Source: City of Avenal

FIGURE 3-41: CORCORAN TRUCK ROUTES

Source: City of Corcoran, County of Kings

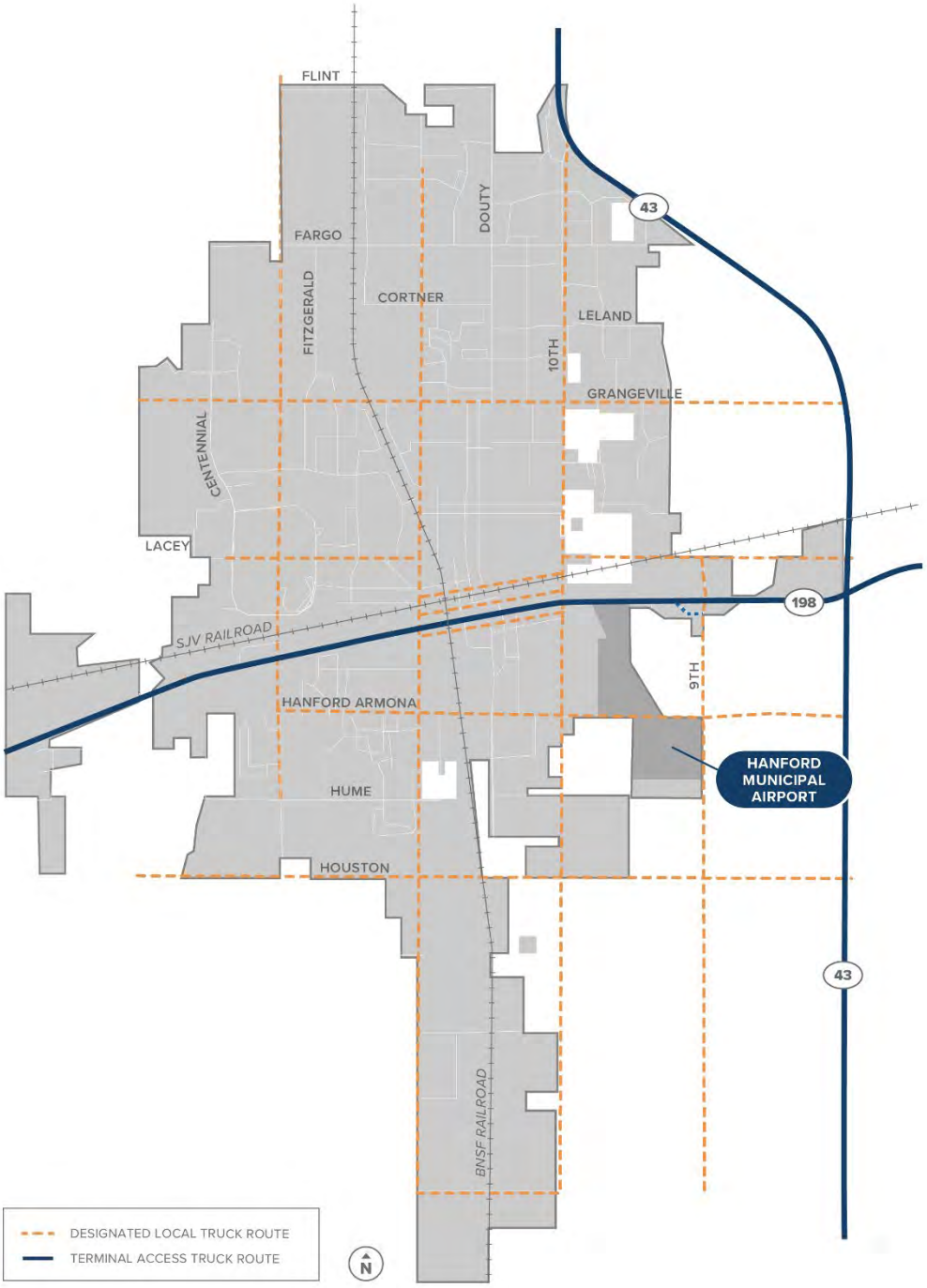


FIGURE 3-42: HANFORD TRUCK ROUTES

Source: City of Hanford

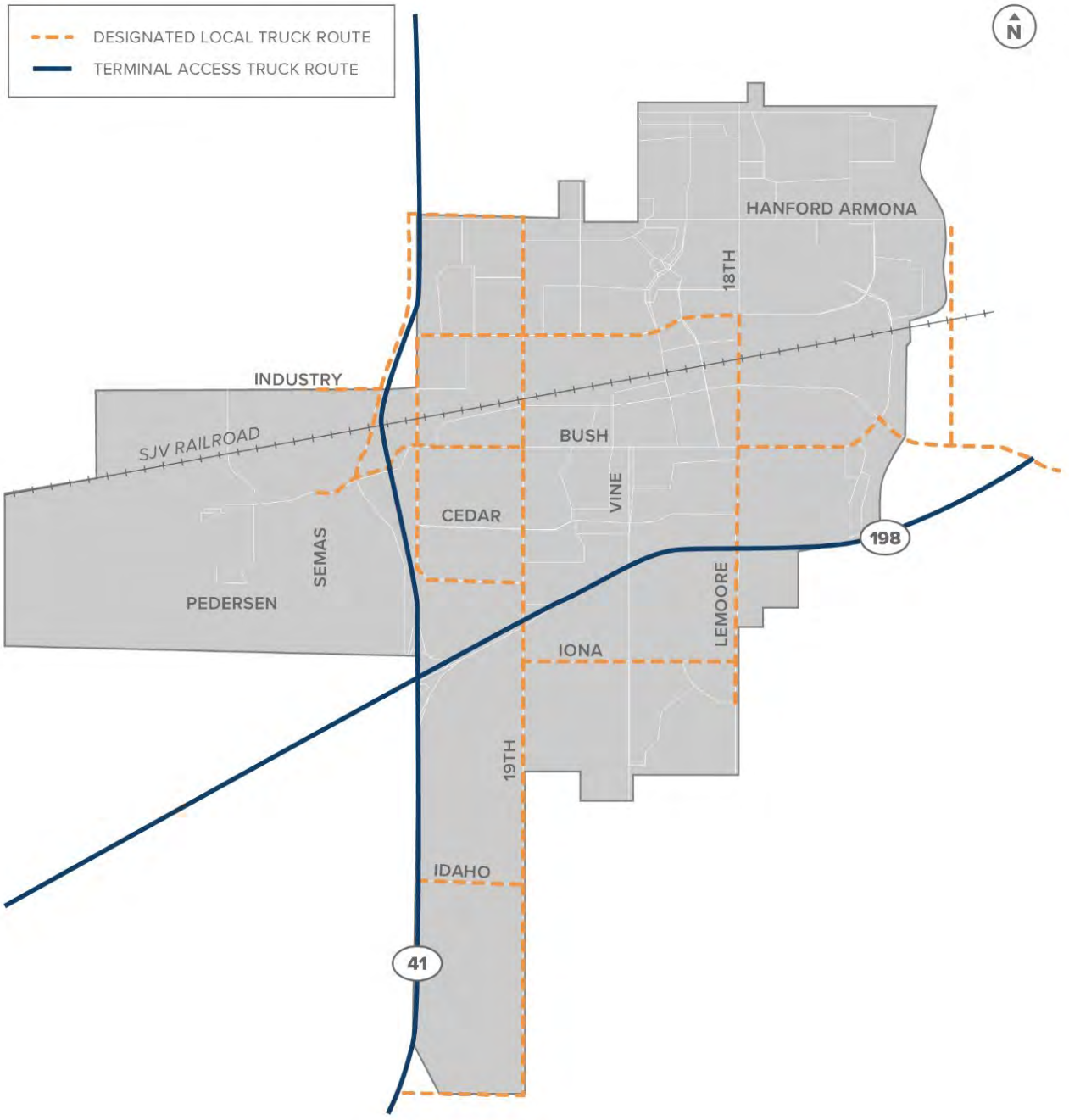


FIGURE 3-43: LEMOORE TRUCK ROUTES

Source: City of Lemoore

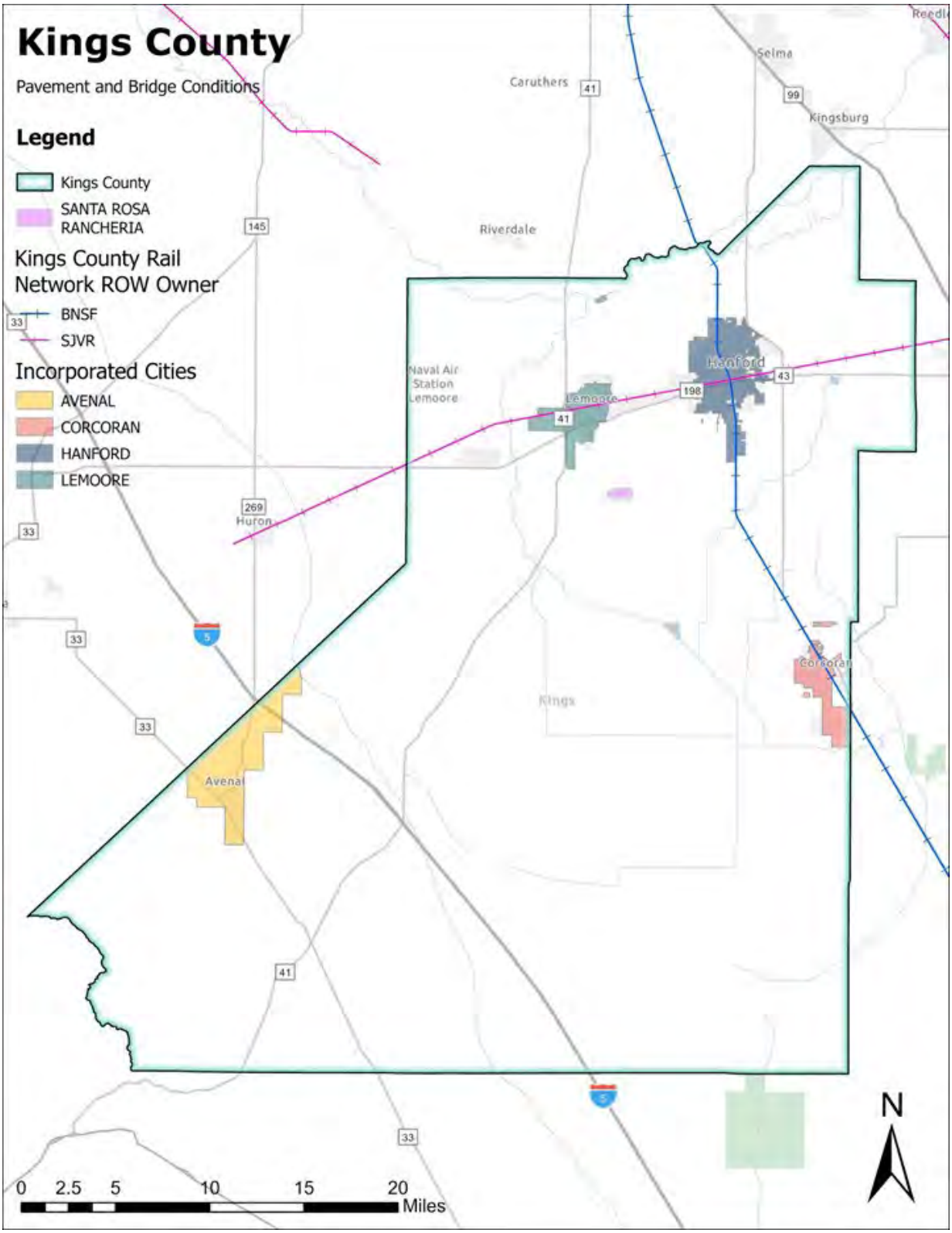


FIGURE 3-44: KINGS COUNTY RAILROADS

Source: KCAG

GOODS MOVEMENT STUDIES

San Joaquin Valley Goods Movement Study (2013)

The eight RTPAs within the central San Joaquin Valley, in conjunction with Caltrans and the San Joaquin Valley Air Pollution Control District (SJVAPCD), have completed a study to improve the understanding of truck transportation of commodities within and through the Valley. The study was completed in three phases; the first phase of the study, completed in 2000, focused on documenting the freight transportation system and identifying existing issues and problems of regional goods movement planning within the Valley; the second phase of the Study described the development of a model tool to forecast truck movement within and through the San Joaquin Valley; the third phase of the Study provided improvements to the San Joaquin Valley truck model and integration with local models.

The truck model is intended to forecast truck trips and vehicle miles traveled, analyze air quality and emissions from heavy-duty trucks, impacts of congestion on major truck routes, and safety and road maintenance issues associated with truck activity. This model will provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the San Joaquin Valley.

San Joaquin Valley Interregional Goods Movement Plan (2013)

The San Joaquin Valley Interregional Goods Movement Plan (2013) was developed to take the next steps in the progression and implementation of the region's freight transportation vision. The Interregional Goods Movement Plan identified 50 priority projects categorized by regional north-south highway capacity, east-west connectors, local "last mile" connectors, modal capacity for expected flows (rail and air cargo capacity increase or upgrades to support new freight flows), economic development opportunities, inland ports, and strategic programs.

This effort focused on developing actionable project recommendations and implementation plans. This study confirmed that goods movement-dependent industries remain the foundation for many local area economies within the San Joaquin Valley, providing over 44% (564,000) of the region's jobs in 2010. Projected growth by 2040 estimates over 813,000 new jobs throughout the region. The growing industries and population of the San Joaquin Valley will therefore increase demand for freight services. Freight volumes are projected to grow from 500 million tons in 2007 to almost 800 million tons by 2040. Goods movements will continue to rely heavily on trucks, and it is anticipated that by 2040, roughly 93% of all commodity movement will be transported by truck.

San Joaquin Valley I-5 / SR 99 Goods Movement Corridor Study (2017)

Completed in 2017, the San Joaquin Valley I-5 / SR 99 Goods Movement Corridor Study builds on prior studies and focuses primarily on the two main corridors that carry the highest truck volumes in the Valley. The study analyzes truck traffic patterns and freight facilities to better understand deficiencies that affect goods movement in the region. The analysis found that trucks are the primary mode of transportation for the agricultural, food, and beverage industries carrying over 97 percent of these commodities.

Strategic programs and corridor improvements were explored to assess goods movement benefits, such as shifting truck traffic from SR 99 to I-5 to improve efficiency on SR 99 which passes through urban centers. This study resulted in identifying corridor and connector projects that would improve economic efficiency, alleviate mobility and safety related goods movement issues, and support the growth of agricultural and industrial land uses. Road-to-rail shifts and technological advancements (e.g., truck platooning) were highlighted as future opportunities that should be monitored.

San Joaquin Valley Goods Movement Sustainable Implementation Plan (2017)

The San Joaquin Valley Goods Movement Sustainable Implementation Plan was developed in tandem with the San Joaquin Valley I-5 / SR 99 Goods Movement Corridor Study and completed in 2017.

The Plan reviewed STAA truck routes and parking needs, including the identification of first and last mile connectors within freight hubs. Priority rural corridors were also identified using the FAST Act criteria for Critical Rural Freight Corridors (CRFC). A list of priority rural corridors was developed and included routes were SR 41 and SR 198 with access to agriculture. With a growing demand for freight-related analyses, a review of the truck model was also conducted to explore available options for updating the existing Valley truck model.

California State Rail Plan (2024)

The 2024 California State Rail Plan considers the state's rail network as a key component of movement of goods. The Plan notes the shift of freight from truck to rail will reduce capacity strain at airports and freeways, therefore reducing congestion on these modes of travel. Additionally, rail can support goods movement from ports and allow for increased efficiency in moving goods from ports instead of trucks and will minimize health impacts to nearby communities.

California Freight Mobility Plan (2023)

The California Freight Mobility Plan includes peak hour truck parking space by Caltrans District, in the Central Valley, there is a truck parking supply of 3,249 and a demand of 2,797 therefore leaving approximately 14% surplus of truck parking is available in the Central Valley. The Freight Mobility Plan anticipates that truck miles traveled is anticipated to increase 20% by 2040, especially in the Central Valley.

SUMMARY OF GOODS MOVEMENT ISSUES

Deterioration of Highways

Given that Kings County experiences such a high level of truck travel, its streets and highways are subject to rapid deterioration and failure. City, county, and state road crews are well aware of this fact; most of their work involves repairing fatigued pavements. Roughly 60 cents out of every local transportation dollar in Kings County goes to road maintenance. Special attention must be given to the regional routes to keep them in a serviceable condition and to avoid major reconstruction costs.

Existing overweight truck fines are not devoted to enforcement of truck weight regulations, or the maintenance and rehabilitation of roads needed due to overweight truck damage. Legislation to increase truck weight penalties in order to provide added revenue for funding enforcement and road repair needs should be pursued. The amount of any penalty should relate to the damage done to the road and the cost of the repair.

Oversize Trucks

The Surface Transportation Assistance Act of 1982 authorized the use of longer, wider trucks on designated highways. In Kings County, I-5, SR 41, SR 43, SR 137, and SR 198, and SR 269 are designated oversize truck routes. The act also allowed trucking companies to establish terminals off the designated routes. While the law did not change the present 80,000 lb. limit, overloading of the vehicles is expected. The trucks' wider turning radii can lead to congestion problems in urban areas. Local officials have expressed concern over the impact that the trucks will have on state and local roads in Kings County. Policies have been adopted to regulate local access points, routes, terminals, and infrastructure improvements.

Truck Parking

The safe operation of large trucks requires sufficient rest on the part of truck operators. KCAG and Caltrans are interested in the safe shipment of goods. Ensuring that truckers have enough places to park and at intervals where safe parking is accessible is vitally important. Regional coordination on the issue of truck parking is ongoing.

Traffic Congestion

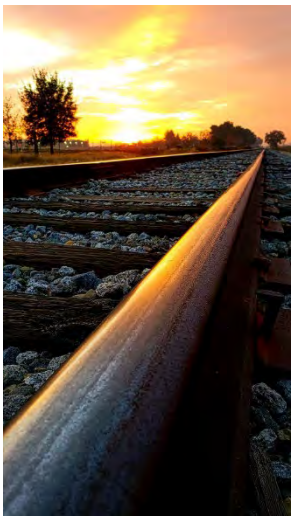
Due to their large size, trucks lead to reduced capacity on rural highways and to congestion on local streets. Each local agency has designated important collectors and arterials as "truck routes." Local street systems, however, are highly stressed by trucks because of their thinner pavements and base. Congestion results when large trucks attempt to maneuver on narrow urban streets with cramped intersections and on-street parking.

Cooperative efforts are needed between the trucking industry, the driving public, and local officials to assess the impacts that trucks have on local streets and to create regulatory guidelines for trucks in urban areas. Most of the cities will be phasing out truck routes through residential neighborhoods as the area population increases.

Port Access

Because many of Kings County's agricultural products are destined for world markets, efficient freight access at California's export points must be ensured. While the nearest ports to Kings County are in Northern and Southern California, private and state officials should determine solutions to reduce rail and truck congestion at the ports.

Rail Crossings



At-grade rail crossings produce several undesirable consequences: lengthy delays of local traffic at certain times; safety problems where automatic grade protection devices have not been installed; and unnecessary roughness which slows traffic and causes congestion. Ways to remedy these challenges should be identified, discussed, and solved by the local jurisdiction and the railroad company. Grade separated crossings are the ultimate fix but are expensive and geometrically challenging or infeasible in many locations. All jurisdictions within Kings County that have at-grade rail crossings should look to improve the operation and safety of their crossings.

Improving rail crossings has only been addressed for passenger rail grade crossings. The California Transportation Commission adopted guidelines for the development of a statewide inventory and methodologies for prioritizing grade crossing improvements that would enhance public safety. Criteria used to prioritize improvements include factors like train speed and frequencies, traffic volumes, and accident history. These guidelines would only affect the BNSF rail lines and are currently being implemented.

National guidelines have asked for the implementation of Positive Train Control (PTC). The deadline for implementing PTC was December 31, 2020. Per the Federal Railway Administration, PTC prevents train-to-train collision, unsafe high speed, increases worker safety, and movements of trains through incorrectly set rail switches.

Transportation of Hazardous Waste

Hazardous waste can be transported by rail, small or large trucks, and possibly by air and pipelines. Currently, and for the foreseeable future, the largest volume of hazardous waste is transported by large trucks.

In King's County, there is a Class I waste facility located in Kettleman Hills which draws trucks carrying hazardous materials from all western states. The presence of these vehicles alone increases the probability of spills. The Kings County Area Plan for Hazardous Materials and Emergency Response document details the protocols for handling hazardous spills. The Kettleman Hills Waste Facility is required to submit reports of spills to the California Department of Toxic Substances Control.

Many of the counties within California import hazardous waste to Kings County for treatment, storage, and disposal at the Waste Management - Kettleman Hills facility. Over the past 10 years,

Kettleman Hills facility received approximately 600,000 tons of hazardous waste a year. While current transported levels are much lower, it is anticipated that if expansion permits are approved, then shipments of hazardous waste would increase to historical levels.

Potential adverse effects associated with the transportation of hazardous waste can be partially mitigated by restricting roads available for hazardous waste trucking. The Kings County Area Plan for Hazardous Materials and Emergency Response includes a hazardous waste transportation plan that established policies that define preferred major and minor routes which connect to regional, state, and interstate highways and railroad systems. Caltrans recommends that specific hazardous waste sites should be located a minimum of one-half mile away from any state highway and that any access to a facility by county, city, or private road should be improved to provide a left-turn lane and any other improvement to reduce the possibility of an accident.

Railroad Abandonments

Railroad companies have ceased operating freight on several railroad corridors throughout the San Joaquin Valley due to low freight volumes and unprofitable lines.

KCAG prepared a "Rail Right-of-Way Inventory Report" in 1990 for Kings County as part of the statewide Commuter and Intercity Rail Right-of-Way Inventory. The following **Table 3-13**, lists the rail lines within Kings County and their status.

TABLE 3-13: RAIL RIGHT-OF-WAY INVENTORY

RAILROAD	STATUS	POTENTIAL TRANSPORTATION USE
UP STRAFORD SPURLINE	Abandoned (1996)	Yes
BNSF MAINLINE	Active	Yes
BNSF VISALIA BRANCHLINE	Abandoned (1994)	Yes
BNSF LATON BRANCHLINE	Abandoned	Yes
SJVRR HANFORD SUBDIVISION	Active; Previously UP Coalinga Branchline/Southern Pacific Branchline	Yes

Source: KCAG

AVIATION

OVERVIEW

General aviation aircraft and airports are essential to the viability and economy of communities and businesses in Kings County. Within Kings County, all public-use and private airports are utilized for General Aviation aircraft (i.e. smaller, recreational or business). There is no commercial airline passenger service within Kings County. Much of the flight activity in Kings County is germane to the county's dominant farming economy where aerial application aircraft make up a sizable portion of all business aircraft.

The majority of aircraft are based at the Hanford Municipal Airport and at a number of privately owned airstrips. Whereas past trends in Kings County have reflected decreased levels of general aviation activity since the 1960's recreational flying "boom", the contribution by general aviation airports to regional growth is expected to increase. The Federal Aviation Administration (FAA) forecasts an average annual growth of 1.0 percent in General Aviation hours flown nationwide over the next 20 years, according to the FAA Aerospace Forecast Fiscal Years 2021-2041, despite declining significantly during the COVID-19 pandemic. The FAA predicts demand increases as the economy recovers, with general aviation less affected than commercial aviation by economic measures used to contain the pandemic. While flight hours are expected to increase, a 20-year increase of only 0.1 percent is predicted for the general aviation fleet. Possible future trends, including a rise in transient corporate aircraft, or changes in future industrial and commercial land uses in Kings County, or a shift in the economics of small plane manufacturing could all conceivably impact Kings County.

According to the FAA Registry for aircraft, there are 141 General Aviation aircraft based in Kings County. Accommodating these aircraft are approximately 40 Basic Utility Airports and landing strips. Except for the Lemoore Naval Air Station (LNAS), these facilities generally belong to one of three classes: 1) publicly owned airports, open for public use; 2) privately-owned airports, open for public use; and 3) privately-owned airports for private use only. This section examines the role of airports in each category, giving special attention to the role of public airports and how they fit into the larger picture of regional and community development.

ASSUMPTIONS AND INVENTORIES

1) Hanford Municipal Airport will continue to satisfy the largest single portion of General Aviation demand in Kings County. Private airports and airstrips serving the remaining agri-business and recreational aviation demand will continue to support the regional economy, making sustainability of general aviation airports increasingly important.

2) **Figure 3-45** indicates airport facilities within Kings County.

3) **Table 3-14** provides descriptive data about several airports and airstrips within the region and **Figure 3-45** shows the location of airports and heliports in Kings County.
4) The future of General Aviation activity in Kings County will be intricately linked to the expansion of the Hanford Municipal Airport as the principal public-use airport serving the County.
5) **Figure 3-46** shows where aircraft are registered by address. As shown the majority of airplanes based within Kings County are based at Hanford Municipal Airport.
6) Hanford Municipal Airport is the only public aviation facility in Kings County and does not offer scheduled commercial flights. With the closure of the Visalia Municipal Airport to commercial flights in 2016, the Kings-Tulare County region will foreseeably need a new primary commercial service airport in the future.
7) Most commercial air passenger demand by Kings County residents will be satisfied by the Fresno Yosemite International Airport (IATA: FAT). The greatest interaction between Hanford air traffic in Kings County is with the Visalia Municipal Airport. The level and dependability of air passenger service from Fresno and Visalia airports have fluctuated as regional airlines end or begin service based on economic changes in the passenger airline industry, and with the closure of the Visalia Municipal Airport's commercial flight services. As a result, a majority of people are forced to drive to farther cities, such as Los Angeles or San Francisco, to obtain direct air service to both domestic and international major cities.
8) The LNAS will continue to play an important role in national defense. LNAS will continue to expand and remain the prominent military air base in the Western United States.
9) As its primary agricultural output relies on truck-based shipping, Kings County will generate relatively little demand for air cargo transportation.

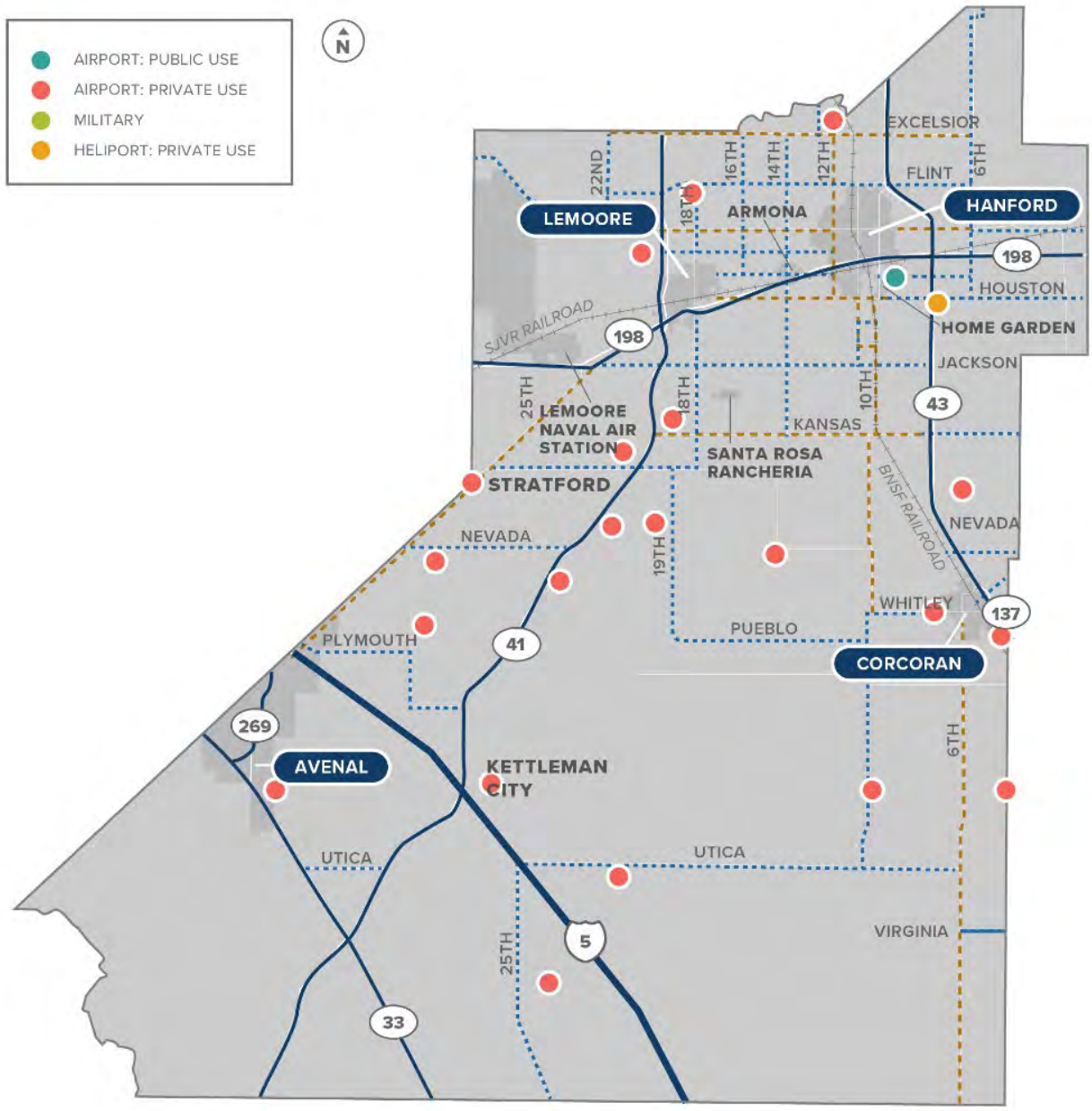


FIGURE 3-45: KINGS COUNTY AIRPORTS/HELIPORTS

Source: KCAG, FAA: https://www.faa.gov/airports/airport_safety/airportdata_5010/

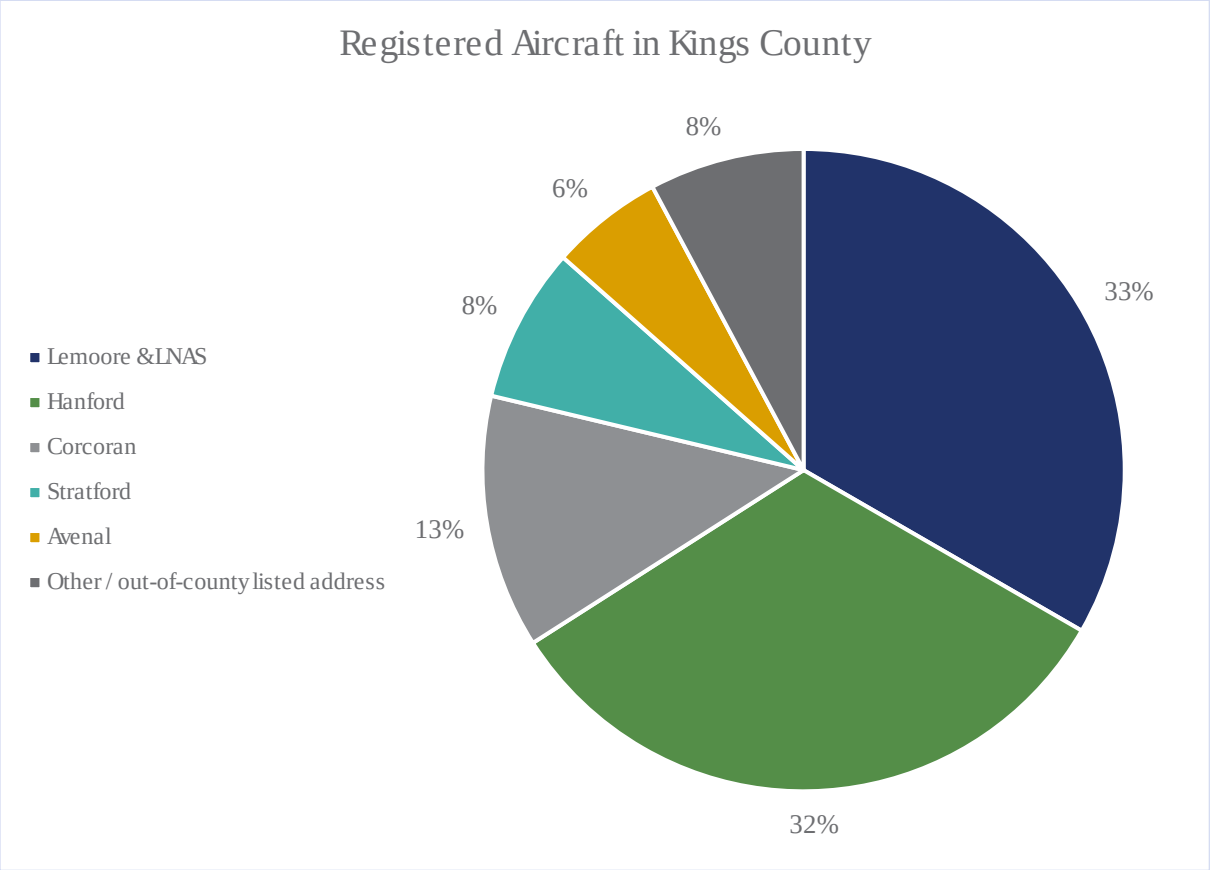


FIGURE 3-46: REGISTERED AIRCRAFT BY LISTED ADDRESS, KINGS COUNTY

Source: FAA Aircraft Inquiry.

TABLE 3-14: KINGS COUNTY AVIATION FACILITIES 2026

AIRPORT/OWNER NAME	FAA ID	ASSOCIATED PLACE	TYPE OF USE	OPEN TO PUBLIC	RUNWAY DESCRIPTION		
					LENGTH	WIDTH	SURFACE
1. HANFORD MUNICIPAL	HJO	Hanford	Public	Yes	5,179	75	Asphalt
2. CORCORAN (H & G FARMS / LAKELAND DUSTERS)	43CN	Corcoran	Private	No	3,800	50	Asphalt
3. SALYER FARMS (J.G. BOSWELL)	24CL	Corcoran	Private	No	6,815	75	Asphalt
4. LNAS REEVES FIELD (U.S. NAVY)	NLC	Lemoore	Navy	No	13,502	200	Concrete
5. STONE AIRSTRIP (W.T. STONE)	32CA	Lemoore	Private	No	2,540	30	Asphalt
6. STONE LAND COMPANY (W.T. STONE)	36CA	Stratford	Private	No	3,300	30	Asphalt
7. MACHADO DUSTERS	CA05	Stratford	Private	No	2,600	60	Asphalt
8. WESTLAKE FARMS	92CA	Stratford	Private	No	3,600	50	Asphalt
9. AVENAL	CA69	Avenal	Private	Yes	2,770	60	Dirt
10. JONES FARMS (L.W. NEWTON)	CA49	Stratford	Private	No	1,900	50	Asphalt
11. ADVENTIST MEDICAL CENTER HANFORD HELIPORT	15CN	Hanford	Private	No	48	48	Concrete
12. KINGS COUNTY HOUSTON AVE. HELIPORT	CN53	Hanford	Private	No	54	54	Concrete
13. HANFORD COMMUNITY MEDICAL CENTER HELISTOP	4CL8	Hanford	Private	No	55	55	Concrete
TOTAL							

**Excludes gliders, military, ultralight, and air taxi craft.*

Source: FAA Airport Data and Information Portal.

PUBLIC AIRPORTS: PUBLIC USE

Hanford Municipal Airport

The Hanford Municipal Airport is situated one mile southeast of the central business district of the city of Hanford. Serving the majority of aviation demand, the Hanford Municipal Airport is the only city-owned air facility in the County and will remain the most active public use, public airport for the foreseeable future. The airport is for general aviation and does not offer commercial flights.

Hanford Municipal Airport is located on 295 acres at 9½ Avenue and Hanford Armona Road. The City of Hanford acquired the site in 1950 by using Hanford general funds and a Federal Aviation Administration (FAA) grant to develop the airport. Today, the non-towered facility consists of one runway that is 5,180 feet in length with a 75-foot-wide paved parallel taxiway, transient and based tiedown aprons, and medium-intensity runway lights. The runway is designed to accommodate aircraft with wingspans of up to 79 feet and speeds of up to 121 knots. The runway can accommodate larger aircraft on an occasional basis.

The airport also serves as a base for the National Weather Service to provide current and forecasted weather conditions in the area. An Automated Surface Observation System (ASOS) may be reached 24-hours a day for up-to-the-minute weather information.

According to the Hanford Municipal Airport Master Plan (adopted 2010), approximately 70% of the annual aircraft operations will consist of itinerant operations. Annual operations are forecasted to reach 13,800 with 110 based aircraft by the year 2025.

PRIVATE AIRPORTS: OPEN TO PUBLIC USE

Avenal Airport

Located adjacent to the City of Avenal off State Route 33, the Avenal Airport is privately owned and operated by the Central Valley Soaring Club. Prior permission is required for public use of the facility. The Avenal airport encompasses 83 acres which includes one runway consisting of compacted earth with some stabilization in fair condition. Noise impacts are not considered a problem at Avenal Airport as daily aircraft operations are too infrequent to contribute significantly to any airport noise problems for residents in the area.

PRIVATE AIRPORTS: PRIVATE USE ONLY

There are approximately 10 other aircraft landing facilities in Kings County. The majority of these smaller landing strips are used by aerial applicator aircraft, although several are used for personal aircraft. These facilities range in size from 1,000-foot unnamed and unpaved landing strips to somewhat larger airfields with asphalt and lighted runways. Among these, the Corcoran Airport is utilized for agricultural aerial applicator aircraft by private companies. Other privately-owned airports include a few heliports utilized by private farms, local hospitals, and the County fire department for emergency response.

MILITARY AIR FACILITIES

Lemoore Naval Air Station

Commissioned in 1961, Lemoore Naval Air Station (LNAS) is the Navy's largest and only west coast Master Jet base. LNAS's mission is to support the US Navy fleet carrier strike fighter squadrons. The base hosts over 54 aviation tenants, including the Commander Strike Fighter Wing, US Pacific Fleet. On average, more than 210,000 flight operations occur at LNAS each year.

SUMMARY OF AVIATION ISSUES

CALIFORNIA AVIATION SYSTEM PLAN

Kings County participated in a demonstration project to coordinate regional, state and federal aviation system planning with the development of the California Aviation System Plan (CASP) in 2020. This plan is a comprehensive review of public use airports in California and is intended to complement the California Transportation Plan 2050. The California Aviation System Plan (CASP) identifies airport system requirements based on forecasted operations and number of based planes, and presents an action plan to implement the system improvements.

Issues impacting the aviation community and how they impacted each airport were identified; aviation goals, objectives and policies were summarized; aviation funding resources and needs were described; airport profiles were developed to identify existing facilities and the role each airport had in the community or region; forecasts of based planes, flight operations, commercial service passengers and cargo were developed; needs were identified to accommodate the forecasts; and, an action plan was developed to meet those needs. Airport projects included in future Capital Improvement Programs will reflect a more focused and accurate view of the airport's role to the community it serves.

PUBLIC AIRPORTS: PUBLIC USE

Hanford Municipal Airport

Regional Economic Importance

The improvements to Hanford Municipal Airport facilities are tied to the airport's role as a beneficiary to Kings County's projected population and employment growth. Any improvements for Hanford Municipal Airport should be implemented for Kings County's economic benefit.

Area of Influence

It is the primary responsibility of County Airport Land Use Commissions (ALUCs) to ensure that proposed land uses in the vicinity of airports are compatible with airport operations. The three

primary concerns for the ALUC are height restrictions to protect airspace around airports, reducing risk to the public from airport operation and accidents, and minimizing the effects of noise in the surrounding communities. Any project that falls within the boundaries of the airport's safety zone must be reviewed and approved by the Commission. The Federal Aviation Administration (FAA) makes determinations regarding potential height and safety violations, and the California Code Regulations (CCR's) contain noise standards governing airports and the operation of aircraft and aircraft engines. Planning airport improvement projects must comply with all regulations in addition to local zoning. With the changing of state law in 1993, county ALUCs were deemed optional, and Kings County decided that local zoning policies could adequately address airport/land use compatibility issues without an ALUC.

Both the City of Hanford and the County of Kings have utilized policies found in the Kings County Airport Land Use Compatibility Plan (KCALUCP) regarding land uses surrounding Hanford Municipal Airport. The KCALUCP provides airport zone designations for compatibility with land use development and establishes Compatibility Zones A, B1, B2, C and D to distinguish definitive zone dimensions and airfield criteria. Compatibility airport policies are used by the City of Hanford as the land use element of the Hanford Municipal Airport master plan to provide guidance for planning purposes.

Kings County and KCAG will continue to coordinate with the City of Hanford in order to promote further consistency in developing City and County land areas potentially affected by the Hanford Municipal Airport operations.

Hanford General Plan Update

The City of Hanford adopted its 2035 General Plan in April 2017, which added a new land use designation, Airport Protection, to promote the safe operation of Hanford Municipal Airport and protect its viability as a significant economic resource to the community by discouraging incompatible nearby land uses and densities, thereby reducing risk and nuisance to people and property. Allowable uses that are compatible with the noise, air quality, and traffic impacts associated with airports, such as aviation-oriented commercial and industrial uses, are encouraged near the airport whenever possible, such as agricultural and rural residential uses at very low densities. According to the Hanford 2035 General Plan, there are 638 acres of available land surrounding the Hanford Airport.

The Hanford General Plan requires the review of all new development in proximity to the Hanford Municipal Airport for compliance with Federal Aviation Administration (FAA) requirements and compatibility with the Hanford Airport Master Plan standards. The General Plan also requires the evaluation of compatibility of airport uses, activities, and operations with all new development in proximity to the airport prior to approval and to protect sensitive uses, such as residences, schools, and hospitals from over-flight areas.

PRIVATE AIRPORTS: OPEN TO PUBLIC USE

Avenal Airport

There are no facility changes or improvements to Avenal Airport planned in the foreseeable future. The privately-owned airport is considered in the City of Avenal General Plan for aircraft noise and public safety. There are scattered residences in the airport sphere of influence, especially in the area immediately south of the runway. This area has been zoned agricultural and very low-density residential uses. However, there is presently no threat to these residences by aircraft operations with very light, infrequent air traffic and glider activities which produce very low noise impacts, if any. The City of Avenal and Kings County will continue to monitor any changes in land uses in the proximity of the airport.

PRIVATE AIRPORTS: PRIVATE USE ONLY

Corcoran Airport

Ownership

At the Corcoran Airport, Lakeland Dusters operates pistachio groves around the airport which at full growth would interfere with FAA regulations for public use, and Lakeland Dusters has no future plans to open to the public. Nearly all of Corcoran's airport activity is by agricultural aircraft, and there is no long-range master plan that has been prepared regarding future use and development of Corcoran Airport.

Area of Influence

Adopted in November 2014, the Corcoran General Plan includes policies restricting development within airport approach zones to be compatible with airport operations. These policies limit development within 3,000 to 4,000 feet southeast of the end of the runway and restrict certain land uses within airport compatibility zones.

The City's Circulation Element designates land uses around public and private airports compatible with the health, safety, environmental and economic concerns of the community and in conjunction with the KCALUP.

The City's Land Use Element requires residential areas adjacent to the airport to meet certain setbacks and special soundproofing to ensure that exterior noise levels at the closest building façade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below. Mitigation measures such as compliance with performance standards of the Noise Element and the use of site design techniques for multi-family development are encouraged.

For aircraft overflight hazards, the Noise Element requires all projects within the impact area of the Corcoran Airport to the west of the community and the equivalent impact area around the Salyer Farms Airport to the east be evaluated for potential noise impacts from aircraft overflights based on the KCALUP standards. The City's Safety Element further requires building and land use restrictions of the KCALUP for the Corcoran Airport be applied, as specified by the Airport Environs Overlay Zone and to the extent feasible, to the Salyer Farms Airport.

Public Use Airport Planning Considerations

Kings County's exceptionally high ratio of aircraft to population is due to the intensive use of aircraft in the agricultural industry for aerial spraying and for business accounts. The land use discussions herein are meant to support local planning efforts and not usurp the authority of local jurisdictions. Land use planning for agricultural airports must be considered using the following factors:

1) The need to prohibit new air facilities where there is a danger to neighboring land uses. In Kings County's agricultural zone districts, developers of new private airports must obtain Conditional Use Permits. Aircraft crash potential, night operations, and the use of toxic chemicals have constituted the principal issues of debate in county zoning cases.

2) Noise impacts from crop dusters cannot be measured accurately due to the seasonal and varying nature of chemical application spraying. Noise impacts are greatest in the vicinity of agricultural fields and not necessarily in the immediate area of airports. These impacts should be considered in local government's land use and public safety planning on a case-by-case basis.

3) Consideration of interference with other air facilities, especially LNAS military air operations.

4) The need to provide agricultural airstrips in close proximity to intensive farming areas, such as the Tulare Lake Basin.

MILITARY AIR FACILITIES

Lemoore Naval Air Station

Area of Influence

The Lemoore Naval Air Station (LNAS) airfield is configured by the Navy into three zones with varying hazardous potential. Extending 3,000 feet immediately beyond the runway is the Clear Zone, which has the highest potential for accidents. The Clear Zone is required for all active runways and should remain undeveloped. The Navy's policy regarding the Clear Zone is to acquire sufficient real property interests in land within the Clear Zone to prohibit incompatible development with military aircraft operations. Outside of the Clear Zone lies the "accident potential zones" (APZs) and noise zones. The LNAS prohibits both noise-sensitive land uses, such as homes and churches, and high occupancy-intensive uses, such as food stores or shopping centers.

Air Installations Compatible Use Zones Study

To help ensure compatible development near its airfields, in 1978, LNAS prepared its Air Installations Compatible Use Zones Study (AICUZ). In 2010, LNAS updated its AICUZ Program to a 2020 Plan to support Federal, State, and local planning efforts and to consider expected changes in mission, aircraft, operational levels, and other aspects within the ten-year horizon. The AICUZ Program outlines current and foreseeable land use compatibility issues associated with Lemoore Naval Air Station operations that may affect regional planning in Fresno and Kings Counties.

Responsibility for land use and air base development decisions is shared between LNAS and local governments. Historically, military air facilities have influenced surrounding development patterns, which can affect regional infrastructure and transportation planning. The Navy intends to continue coordinating with planning agencies and local governments through outreach and intergovernmental reviews to support compatible development while preserving the defense mission.

Joint Land Use Study

A Final Joint Land Use Study (JLUS), released August 2011, was completed by local government partners in Fresno County, Kings County, and City of Lemoore, including LNAS, KCAG, and other agencies and interested parties, for use by local governments as a planning document to promote compatible land use around the LNAS base. Similar to the AICUZ but civilian-based in scope and application, the JLUS identifies current and foreseeable encroachment issues and provides recommendations for consideration and implementation in each jurisdiction's general plan and the local planning process for land use development to promote compatibility between the civilian community and the military installation. Current plans are to apply for a U.S. Department of Defense Compatible Use and Installation Resilience grant in 2022 to develop a Compatible Use Study Report, Base Redevelopment Plan, Infrastructure Analysis and Recommended Improvements, and a Military Installation Resilience review.

For Kings County, the JLUS identifies land use objectives in the 2035 Kings County General Plan, Open Space Element, and Health and Safety Element. Primarily, the goal is to maintain open space areas near LNAS and underlying low level military airspace corridors and ranges to prevent significant impacts to residents by mission activities. Potential impacts of noise, smoke, and dust generated by ground and air operations, and by aircraft crashes or other operational accidents at or near the airfield, exist and can negatively affect the quality of life for people living near an airfield. This goal is met with objectives and policies to maintain a restricted land use buffer around the naval air station to prevent encroachment of incompatible land uses and engage in coordinated efforts to plan for long term operations and safety. By designating, as Exclusive Agriculture, a 3-mile buffer surrounding the LNAS installation, applied as "Agriculture for Public Safety" territory, the potential risk to public safety is preserved over the long term and limits encroachment concerns and ensures compatible land uses near areas closest to flight operations. This zoning classification prohibits the creation of homesites on smaller (less than 40 acres) lots, agricultural production is protected, and the operational integrity of the strategic installation is preserved.

The City of Lemoore, located east of LNAS, has no areas within the 3-mile perimeter of the base installation. Currently, no land use compatibility issues associated with development near the boundary of LNAS exist. The City has both Agriculture and Light Industrial zones within the high aircraft noise contour, however both zone designations are compatible with conditions. The City of Lemoore created an Overlay Zone under the Navy's low-level flight path called the "Ground Control Approach Box", which limits structure heights and requires noise mitigation building standards for future incompatible developments.

LNAS complies with stringent non-attainment air quality regulations administered by the San Joaquin Valley Air Pollution Control District. The compliance program annually undergoes mandated federal, state, and local air district inspections in order for LNAS to continue operations.

LNAS Economic Impact

According to the JLUS, 751 military and contractor/civilian personnel were projected at LNAS, increasing Lemoore's population by approximately 2,320 persons by 2028. As of December 2021, LNAS employs approximately 8,500 military and civilian personnel and contributes an estimated $947 million to the local economy, according to a 2020 LNAS Economic Impact Assessment (EIA). It is the largest employer in Kings County.

Additionally, per the 2020 EIA, the base generates about 17,084 jobs for the county, which includes military personnel, Department of Defense civilians and contractors, contracts, payroll employees, transient personnel, and retirees/veterans. The naval hospital on base serves over 17,249 active and retired military, military dependents and personnel in the county. The installation feeds about 2,000 students to local college campuses and 1,600 students to the area's Central Union School District.

According to the LNAS Master Plan, the retirement community associated with LNAS contributes $253 million to the local economy, including those of Merced, Tulare and Fresno counties. Expenditures from 2010 to 2035 by LNAS are projected to exceed $468 million to the surrounding counties.

HELIPORTS

There are five heliport-helipads located in Kings County for private use only, and include the following:

- landing pad at JG Boswell Company in Corcoran;
- helistop at the Hanford Community Hospital;
- heliport at the Adventist Health Medical Center in Hanford;
- landing pad at Westlake Farms airfield in Stratford; and
- heliport for Kings County Fire Department at Houston Avenue.

Hanford Municipal Airport does not have a separate helipad for helicopter operations. However, helicopters are used for chemical applications, air ambulance service, and for private use. According to the 201, Hanford Municipal Airport Master Plan, the annual aircraft operations of helicopters utilizing Hanford Municipal Airport facilities is projected to be 2,000 in 2025.

CHAPTER 4: AIR QUALITY

OVERVIEW

The San Joaquin Valley Air Basin (SJVAB) experiences some of the poorest air quality in the nation. The Valley's long and narrow 250-mile bowl shape collects and holds emissions from vehicles, industry, agriculture, and various other sources. The long hot summers, ideal for agriculture production and stagnant foggy winters, contribute to the region's ability to produce and retain harmful air pollutants. The San Joaquin Valley Air Pollution Control District (SJVAPCD) was created as an agency with authority to regulate sources of air pollution and develop plans that will achieve and maintain air quality standards. SJVAPCD's monitoring stations are shown in **Figure 4-1** below.

The SJVAB exceeds many of the health-based standards set by both the United States Environmental Protection Agency (EPA) and California's Air Resources Board (CARB) for criteria pollutants such as ozone, carbon monoxide, nitrogen dioxide, and particulate matter 10 microns or less (PM 10) and particulate matter 2.5 microns or less (PM 2.5). Specifically, the Valley is designated as a nonattainment area for meeting federal and state 1-hour and 8-hour ground level ozone and nonattainment area for PM 2.5. Announced in October 2006 by the U.S. EPA, the previous status of Serious nonattainment for PM-10 has improved to the attainment level for the standard. The SJVAB continues to work towards achieving and maintaining the attainment status of all criteria pollutants.

For designated areas that do not meet established air quality standards including the SJVAB, the 1990 Federal Clean Air Act Amendments (FCAAA) and the California Clean Air Act (CCAA) of 1988 required the implementation of transportation control measures (TCM). The goal of a TCM is to bring a region into compliance with state and federal air quality standards. TCMs are defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling or traffic congestion for the purpose of reducing motor vehicle emissions. The remainder of this section will be devoted to TCMs that the San Joaquin Valley has identified.

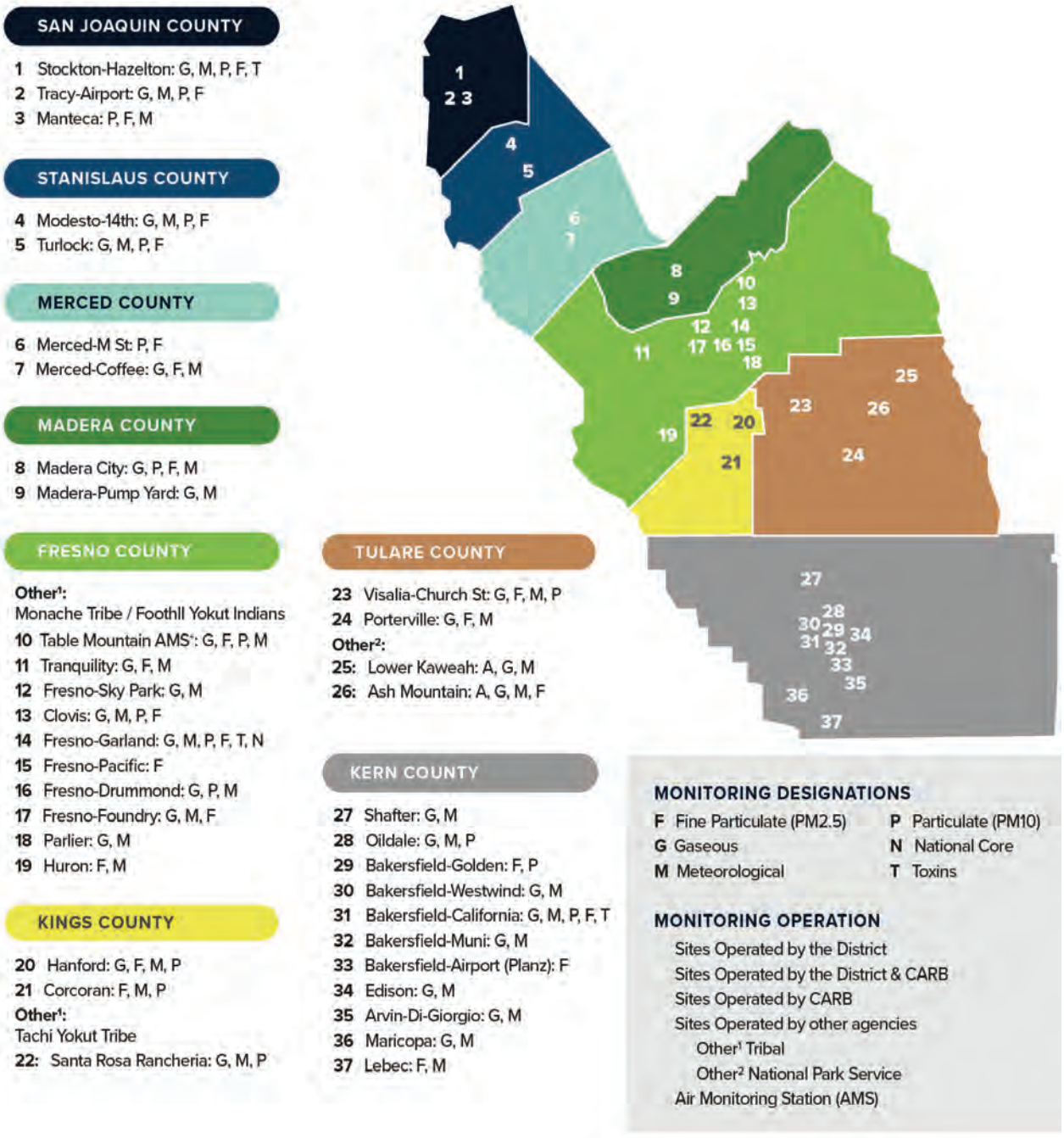


FIGURE 4-1: AIR MONITORING SITES IN THE SAN JOAQUIN VALLEY

Source: SJVAPCD

AIR QUALITY MANAGEMENT PLANS

The Regional Transportation Plan must provide for the expeditious implementation of TCMs included in the State Implementation Plan (SIP). Opportunities to support federal and statewide goals concerning air quality in transportation plans must also be identified. As a Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO), KCAG will continue to fulfill its responsibility in developing, funding, and implementing transportation control strategies that will collectively improve the Valley's air. Prior air quality control efforts are detailed in Appendix III.

TRANSPORTATION CONTROL MEASURES

The Federal Clean Air Act Amendments (FCAA) defines a TCM as including, but not limited to: programs for improved public transit; high occupancy vehicle lanes; employer-based transportation management plans; trip reduction ordinances; traffic flow improvements; park-and-ride lots; rideshare services; bicycle and pedestrian programs, etc. Best available control measures (BACM) are an example of a TCM.

AIR QUALITY PROGRAMS

KINGS COUNTY TCM PROGRAMS

KCAG and each local jurisdiction have undertaken TCM programs and projects to implement the SJVAPCD air quality plans at the local level. The following is a summary of those efforts.

Traffic Flow Improvements

Traffic flow improvements will ease congestion and reduce pollutants. New signals, signal synchronization, addition of turn lanes, construction of roundabouts, smoother railroad crossings, and construction of interchanges are being carried out to facilitate smooth, uncongested traffic flow. The process of paving and widening road shoulders will also reduce the amount of dust in the air that cars and trucks produce as they travel on roads.

Local jurisdictions have sought to improve traffic operating conditions by replacing four-way stop signs with traffic-actuated signals or by upgrading existing traffic signals. Other improvements that have been implemented include adding turn lanes and pockets, constructing roundabouts, median barriers, and other channelization techniques.

Actions to improve vehicle traffic flow should be carefully evaluated because they may become counterproductive to other methods in reducing air pollution by encouraging more VMT. Traffic flow improvements should be accompanied by actions to improve and encourage the use of transit and rideshare services.

Public Transit

Public transit is an alternative to the private automobile to reduce pollution. It is also an essential service that provides transportation to those of low mobility so that they may be able to take advantage of what the county offers in commercial, business, medical, educational, employment, and social/recreational opportunities. Increasing the ridership of local transit systems to reduce the use of single-occupant autos can be accomplished through monitoring transit routes and making changes where indications suggest they be made such as adding routes, providing better passenger information systems, increasing marketing efforts, and integrating transit modes for improved convenience.

Public transit improvements by the Kings Area Regional Transit (KART) and Corcoran Area Transit (CAT) systems have been implemented and are ongoing as a result of increased ridership from past successful improvements. Expanded fixed routes, changes in route schedules, addition of commuter routes, acquisition of newer and larger buses, and the placement of passenger amenities at bus stops have all made a positive impact on ridership. Both the Kings County Area Public Transit Agency (KCAPTA) and the city of Corcoran have integrated multimodal transit facilities with Amtrak service to provide centralized transportation services, thereby encouraging public use of transit while reducing potential air pollutants in the region. The City of Lemoore has a KART transit stop and an Amtrak bus stop located in the central business district next to the SJVRR tracks, which would also serve as a stop for the Cross Valley service in the future.

Contributions from the private sector can be utilized to reduce government cost in providing public transit. While new developments have traditionally provided parking facilities to accommodate vehicle trips, such developments have also provided facilities that encourage and accommodate transit as a means of mitigating increased vehicle traffic produced by their development.

Rideshare Programs

Ridesharing is an alternative and complementary to local public transit for reducing single-occupant vehicle travel. Ridesharing reduces air pollution, automobile congestion, fuel consumption, and the need for additional road and parking capacity by increasing the vehicle occupancy rate.

Kings County residents can utilize the convenient online ridesharing services through either the Valley Rides, KART vanpools, or CalVans services. These programs provide computerized commuter matching, employer outreach, and public awareness through marketing efforts. Signs along major highways provide the toll-free phone number for commuters to request rideshare information. KCAG staff take part in various special events to promote ridesharing and are involved in committees to develop commuter options. More information can be found online at www.valleyrides.com, www.kartbus.org, or www.calvans.org.

The County of Kings has implemented an “Emergency Ride Home Program” to encourage ridesharing by its employees. Often, people are not willing to carpool for fear that they could be stranded at their workplace and be unable to return home for an emergency. This

program offers a sense of security to potential rideshare participants by offering a choice of options for a return home for unexpected emergencies.

Employer-sponsored vanpools with tax incentives for vehicle purchase is another form of ridesharing. Local governments could make employers aware of these programs through their local development regulations. Where a large employer proposes a new plant or land use, part of the traffic and circulation concerns could be addressed through ridesharing and vanpool programs supported by the employer. KCAPTA implemented a vanpool program in 2001 that grew to over 200 employer vans and 150 farm worker vans in California and neighboring states, now known as the CalVans program and operated by the California Vanpool Authority. In 2021, KCAPTA developed a new KART Vanpool program and contracted with Enterprise to manage the vanpool.

Two studies, the South Valley Rideshare Study and the San Joaquin Valley Express Transit Study, were completed in 2009 to evaluate future transit needs and better coordinate vanpooling efforts throughout the San Joaquin Valley. These studies pointed to vanpooling as a means of reducing greenhouse gas emissions and increasing inter-county transportation choices with lower operating costs than traditional transit options.

California Vanpool Authority (CalVans)

As a result of the rideshare studies and the continued popularity of vanpooling, a new joint powers agency (JPA), the California Vanpool Authority (CalVans), was formed with several councils of government (COG) throughout the Valley and the state, creating a regional agency for vanpool services. CalVans started by providing vanpool services to transport workers from throughout the Central Valley to job sites. Most of the job sites of vanpool participants include the California State prisons in Avenal, Corcoran, Kern County, and Coalinga. However, due to the success of the program, it has now extended beyond the San Joaquin Valley and into several California counties. Currently, the following agencies are members of the JPA for CalVans:

- Association of Monterey Bay Area Governments
- Imperial County Transportation Commission
- Madera County Transportation Commission
- Riverside County Transportation Commission
- San Joaquin Council of Governments
- Santa Barbara County Association of Governments
- Stanislaus Council of Governments
- Tulare County Association of Governments
- Ventura County Transportation Commission

Bicycle and Pedestrian Facilities

The use of bicycle and walk mode can be promoted for commuter and recreational travel that has the primary benefits of reducing traffic congestion and providing a non-polluting transportation mode.

Bicycle facilities in the unincorporated county area consist mainly of bike routes on a shared-use basis with automobiles. Within the urban areas, Class II (Bike Lane) facilities have been provided, along with shared-use routes. Generally, road resurfacing improvements and the provision of wider road shoulders offer a good riding surface that benefits both the motorist and the cyclist.

The Kings County Bicyclists is a local bicycling group organized to encourage the implementation of bicycle facilities in Kings County. With their assistance, bicycle plans have been prepared for the region that guide the development and installation of bicycle facilities throughout the county and each city.

Since bicycles may share the roadway with automobiles, safety is imperative in bicycle use. Promoting bicycle safety is generally carried out by local police departments within Kings County. For example, each year the Hanford Police Department presents the “Stop on a Dime” Program to elementary schools in Hanford. Many police departments also provide bicycle registration programs on a continual basis with no fee charged. Bicycle safety programs are also offered at the request of local schools.

Measures to encourage the use of bicycle and walk modes along with measures to increase transit ridership mutually assist each other because the modes are often complimentary.

In addition, in enabling people to make short trips on foot instead of car, the use of walk mode contributes to improving air quality conditions. Creating safe opportunities for walking is critical to improving the safety of pedestrians, especially for young pedestrians with preference of walking to school. The County of Kings has completed the Safe Routes to School project for Kettleman City and Home Garden. In order to provide children with safer access to school, the projects involve constructing new sidewalk and curb/gutters, installing bicycle racks, installing lighted-in-ground crosswalks, and improving drainage facilities. The City of Corcoran received ATP grant funds in 2021 for Safe Routes to School infrastructure improvements.

Alternative Fuel Vehicles/ Electric Vehicles

Although it does not impact travel behavior, decreases in vehicle emissions can be achieved through the use of cleaner burning fuels.

A significant number of alternative fuel projects have been funded by KCAG, our local agencies, the SJVAPCD, and utility companies which have made it possible to further the implementation of alternative fuels throughout the Valley.

Kings County has constructed a compressed natural gas (CNG) fueling facility at its corporate yard and has converted a major portion of its vehicle fleet to CNG. KART has also converted its fleet to CNG use. Additionally, the City of Lemoore, in conjunction with the Lemoore Union High School District, Lemoore Union Elementary School District, Central Unified School District, and Island Union Elementary School District, constructed a CNG fueling facility for multiple agency use, which is also available to the public. Other public agencies and school districts within Kings County have

also constructed alternative fueling stations and are in the process of converting their vehicle fleets.

As for supporting the use of electric vehicles, local agencies have successfully purchased electric vehicles and installed electric vehicle charging stations through grant funds from the San Joaquin Valley Air Pollution Control District and Southern California Edison. KCAG has prepared the 2020 Electric Vehicle Readiness Plan and has identified regional needs for electric vehicles. Local agencies have added electric vehicle chargers to public facilities and encouraging the construction of electric vehicle charging stations on new projects. The City of Corcoran received a Caltrans SB 1 Sustainable Communities grant in FY 21-22 for the development of an Electric Vehicle Charging Infrastructure Plan that will evaluate the physical and financial feasibility of developing a public charging network within the city that will help the city meet its target for converting the city vehicle fleet to electric and lay the groundwork for a network to support residents' use of electric vehicles.

There has also been significant private EV charging facility investment in Kings County due to its strategic location between Silicon Valley and Los Angeles along I-5. In 2021, Tesla announced plans to expand its 40-supercharger facility in Kettleman City with an additional 56 chargers, creating one of the world's largest Tesla charging facilities.

KCAG has adopted a Zero Emission Bus Implementation Plan that provides guidance for KCAPTA and City of Corcoran to determine the appropriate and most efficient zero emission infrastructure system for each operator.

Passenger Rail and Support Facilities

Passenger rail and support facilities are provided to give travelers an alternative to the automobile for longer trips. Amtrak intercity passenger rail service is available with the "Gold Runner" service. This service provides an ideal opportunity for inter-modal connections in support of other regional public and private transportation providers at station locations.

Two stations are located within Kings County at Hanford and Corcoran. These stations have been upgraded into intermodal facilities that include options to transfer to other transportation providers for increased transit efficiency. Caltrans has implemented rail and signal projects to speed up the trains to reduce travel time in an effort to increase ridership. New passenger rail cars have been placed in service on the "Gold Runner", which include more modern passenger amenities. Over

time, trains have been added to the service to provide six daily round trips between Bakersfield and Oakland/Sacramento. Marketing campaigns are used to promote the Gold Runner's trains through television and radio advertisements. Fare promotions have also contributed to increased ridership.

Assembly Bill 1779 (AB 1779) authorized regional government agencies' ability to form the San Joaquin Joint Powers Authority (SJJPA), in order to move the governance/management of the existing San Joaquin intercity rail service to interregional control. The Hanford station has the fourth highest ridership on the "Gold Runner" rail corridor. The importance of keeping this corridor intact and available to Kings County and our neighbor counties prompted the participation of KCAG in the recently formed SJJPA. The intent of the SJJPA is to bring the decision-making for the corridor closer to the actual riders and to focus improvements where they will best benefit the riders.

Park-and-Ride Lots

Park-and-ride lots help to decrease emissions by reducing the number of single occupancy vehicles and promoting transit use.

KCAPTA also sought funding for an additional Park & Ride lot with CMAQ funds, which will be constructed just north of the new KART Hanford station in FY 2024-25.

Telecommunications / Teleworking

Caltrans and the SJVAPCD have developed telecommunications systems that may be used by other agencies to reduce the need for trips to meetings of a regional nature.

Teleconferencing websites such as Webex, Zoom, and Teams have allowed for the reduction in travel to attend meetings in person. The ability to allow employees to work remotely from home has also greatly reduced the need for travel.

Alternative Work Schedules

Alternative work schedules can decrease emissions by smoothing existing peak-hour traffic across more hours to decrease idling in congestion. Efforts should be made to maintain existing carpools and to encourage new carpools to increase the effectiveness of alternative work schedules.

VALLEYWIDE TCM PROGRAMS

Smoking Vehicle Program

To encourage vehicle operators to maintain their vehicles and improve tailpipe emissions, the SJVAPCD has implemented a program that will notify owners that their vehicle is visibly emitting excessive tailpipe smoke. A toll-free number is available for people to call and report "smoking vehicles". The SJVAPCD then contacts the vehicle owner and asks them to voluntarily have the vehicle checked or repaired.

This program is districtwide and includes Kings County. Since 1993, there have been more than 32,000 reports of smoking vehicles. About 50% of vehicle owners who respond to a notification sent to them say they have repaired their vehicles.

Employer Trip Reduction Programs

The SJVAPCD adopted Rule 9410 - Employer Based Trip Reduction in December of 2009 to help reduce mobile emissions sources. A menu-based program, employers select options to meet a point-based criteria to help their employees reduce their single occupant vehicle usage. Some of the programs eligible for use in an eTRIP are detailed in this chapter.

Healthy Air Living Program

The SJVAPCD developed an educational program to notify the public when unhealthy levels of air pollution are forecasted during the summer months. On these days, the public is encouraged to reduce emissions by avoiding the use of gas-powered garden equipment, aerosol spray cans, charcoal lighter fluid for barbecue grills, oil-based paint, and non-essential automobile use. The public is notified by radio and television and through employers who sign up to participate and notify their employees. This program has recently rebranded and expanded to include The Healthy Air Living, a multipronged outreach effort that offers support and tools to help Valley schools make informed decisions about outdoor activities in relation to air quality. There are nearly 700 employers, representing 300,000 employees that are participating in the Spare the Air Program within the Valley.

In the winter months, particulate matter pollution from lighting a fireplace or stove that burns wood, pellets, or manufactured logs contributes to unhealthy air quality. The “Check Before You Burn” Program is initiated between November and February each year. This program helps to discourage or prohibit the use of burning when the air quality is expected to be unhealthy. Residents who disregard the program may receive a Notice of Violation and be subject to fines. Fines for first-time violations start at $50. There are several exemptions to this program including homes in areas without natural gas service or homes above 3,000 feet elevation. More information on any program sponsored by the SJVAPCD can be found online at www.valleyair.org.

SJVAPCD INCENTIVE PROGRAMS

The SJVAPCD has developed programs for governmental entities, private businesses, residents, and technology improvements that have been implemented valley wide to affect emission reductions in Kings County. The following are *some* of the highlighted programs. More information on SJVAPCD programs that can help improve the air is available online at www.valleyair.org.

SB 836 Wildfire Smoke Clean Air Centers Pilot Program

The SB 836 (2019) Clean Air Centers Pilot Program distributes air filtration devices at low- or no-cost to facilities in areas that have had high cumulative smoke exposure in areas proximate to vulnerable populations. SJVAPCD has been allotted $693,750 to spend on this pilot program.

Emergency Vehicle Replacement Program

SJVAPCD works with local jurisdictions and emergency departments to replace older diesel emergency vehicles (e.g. ladder trucks for fire departments) with newer vehicles running cleaner engine technologies.

Alternate Fuel Mechanic Training

As the San Joaquin Valley moves towards cleaner-air technology, workforce development is needed to ensure that mechanics know how to service alternative fuel vehicles. Government agencies, private companies, or public educational institutions currently using alternative fuels programs, servicing an alternative fuels system, or making the transition to alternative fuel fleets (including the operation of alternative fuel infrastructure) are eligible for annual education/training grants.

Tune In, Tune Up Car Repair Program

The District, through Valley Clean Air Now (Valley CAN), a 501(c)(3) public charity, offers a free car emission test at Tune In, Tune Up events throughout the San Joaquin Valley. Residents in the Valley may have opportunity to be eligible to receive incentives to repair, replace, or be provided directions on scrapping their high polluting vehicle. These free Saturday events occur in various locations throughout the Valley all year long.

Public Benefit Grant Program

This general-purpose grant program assists local governments, public educational institutions, and special districts to purchase alternative fuel vehicles, enhance transportation strategies, implement community projects that reduce fuel use and emissions, and install electric vehicle and alternative fuel infrastructure.

Charge up! Program

The Charge up! Program provides incentives for public agencies and businesses in the Valley to install electric vehicle Level 2 chargers for public access to promote clean air alternative fuel technologies and the use of zero emission vehicles. Publicly accessible EV chargers must be available for the public at a minimum of 30 hours per week during hours that would be reasonably used by the public.

Vanpool Voucher Incentive Program

The purpose of this program is to encourage commuter rideshare practices among frequent long-distance riders in the Valley, thus reducing air pollution emission from passenger vehicles. Valley residents are provided with subsidies to participate in vanpool instead of using single occupant vehicle commutes to work.

Zero-Emission School Bus Replacement Incentive and Infrastructure Programs

These programs provide monetary incentives to replace existing yellow public school buses with clean replacements and money to install charging equipment.

Heavy Vehicle Replacement Programs

These programs provide incentives and grants to provide replacement or repowering across a wide variety of heavy vehicles, including waste haulers, tractors, heavy duty trucks, off-road mobile equipment, and yard vehicles.

CHAPTER 5 :
REVENUE FORECAST

OVERVIEW

This revenue forecast is intended to provide an overview of the revenues reasonably expected from specific federal, state, and local governmental funding programs to support the transportation investment identified during the 24-year planning period in the Regional Transportation Plan. The Plan assumes a total of roughly $2 billion in projected revenues to be available through 2049.

The RTP provides projections for local, state, and federal funds and distinguishes between formula and competitive funding sources. Formula funds were systematic and were projected based on previous funding cycles specific to each member agency with an assumed annual escalation of 3%. Competitive funding, such as grant programs, were less certain and were based on past performance by KCAG's member agencies, program applicability, and an assumed capture rate based on Kings County's proportion of population and state-maintained centerline miles of roadway.

Summaries of the revenue projections by type of funding (i.e., local, state, federal) and formula vs. competitive funding sources are provided in **Figure 5-1** and **Figure 5-2** respectively. The annualized breakdown is shown in **Figure 5-3**. The full numeric details are included at the end of this chapter as **Table 5-1**.

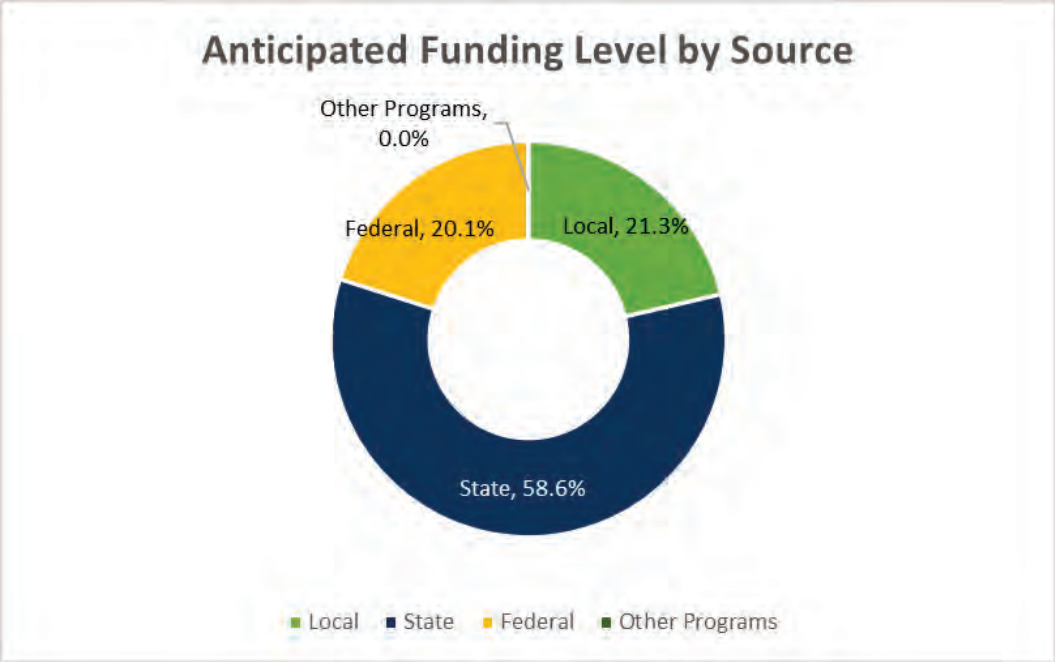


FIGURE 5-1: FORECAST REVENUES BY SOURCE

Source: KCAG

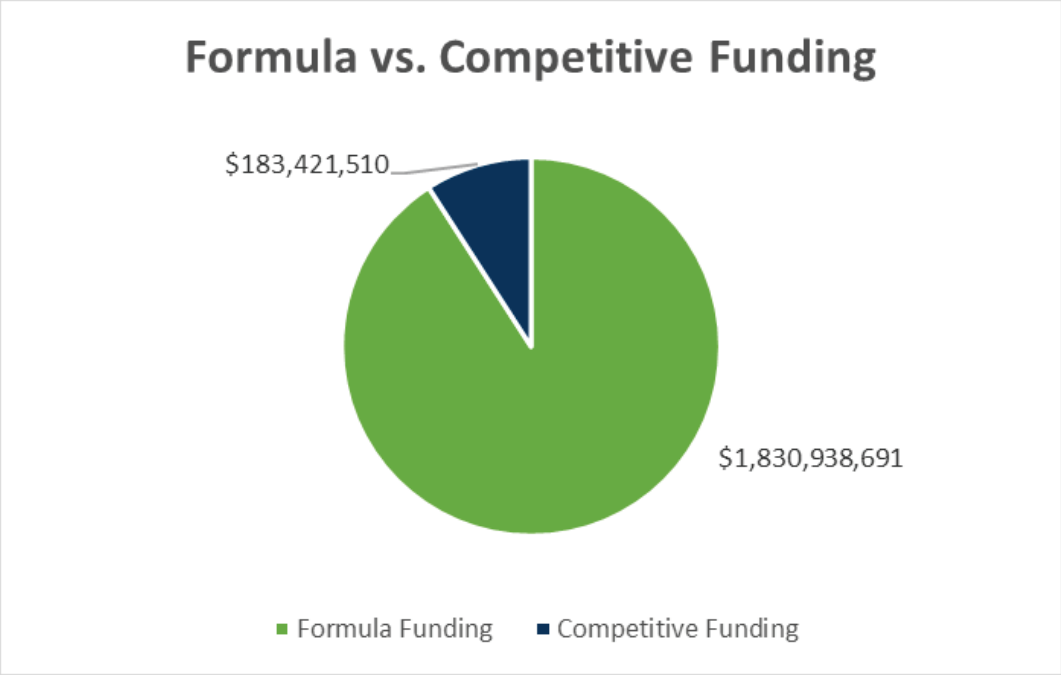


FIGURE 5-2: FORMULA VS COMPETITIVE FUNDS BREAKDOWN

Source: KCAG

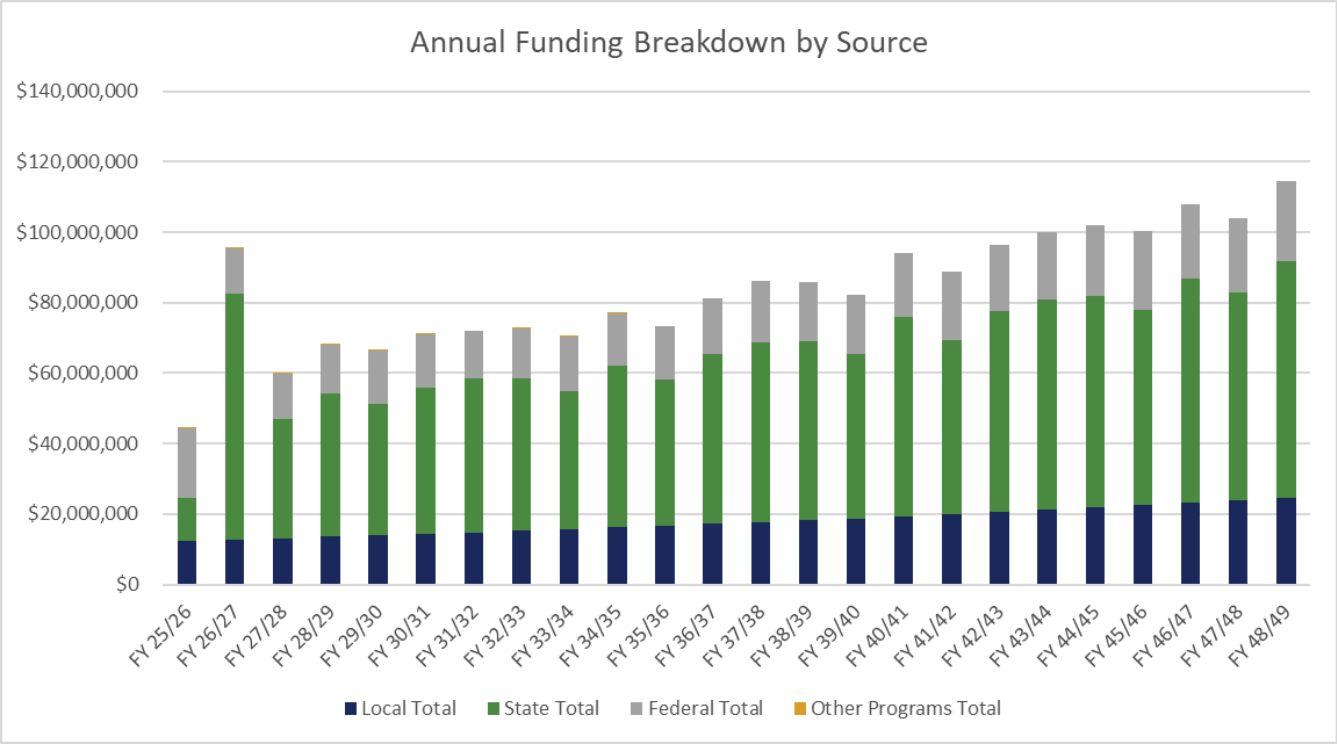


FIGURE 5-3: ANNUAL PROJECTED FUNDING BREAKDOWN BY SOURCE

Source: KCAG

KEY LEGISLATION

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The 2021 Infrastructure Investment and Jobs Act (IIJA) is a fully funded five-year surface transportation reauthorization bill, representing $1.2 trillion in transportation spending, with roughly $550 billion in new investment spending. Its provisions include an increase of funding to the Surface Transportation Block Grant Program (STBGP), a nearly $6 billion increase in Federal highway-aid dollars going to California from the previous surface reauthorization (the Fixing America's Surface Transportation (FAST) Act), $384 million to support California's efforts to build an electric vehicle charging network, and roughly $4 billion for a new bridge program. The IIJA is set to expire in September 2026, however funding can continue if Congress approves an extension or reauthorization.

CALIFORNIA SENATE BILL 862

Senate Bill (SB) 862 of 2014 is a California budget trailer bill that established long-term funding for the Greenhouse Gas Reduction Fund (GGRF) beginning in FY 2015-16. SB 862 directed Cap-and-Trade proceeds to support transit, affordable housing, and sustainable communities. The bill created the Affordable Housing and Sustainable Communities

Program (AHSCP), the Low Carbon Transit Operations Program (LCTOP), and the Transit and Intercity Rail Capital Program (TIRCP).

CALIFORNIA SENATE BILL 1

Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, commits $54 billion over ten years toward transportation spending in California. SB 1 established or expanded a number of popular grant programs, including the Active Transportation Program, Local Partnership Program, and the State Highway Operations Protection Program.

ASSUMPTIONS

The assumptions used for each of the various federal, state, and local revenue projections are based upon the best available data provided for KCAG and Caltrans. These assumptions are based upon current information and do not reflect any attempt to predict future federal, state, or local actions or to resolve current pending issues. Kings County, while primarily rural, is considered an urbanized area and is eligible for funding from additional programs not available to rural areas. Most funds assumed modest growth, that is, an assumption was made that funding sources would, on average, grow 3% year to year. The numbers are in constant 2025 dollars.

The following information was used to develop the funding forecast table:

LOCAL FUNDING

Information on local transportation funds and transit fares was from KCAG. Both were assumed to grow modestly over 24 years, as transit agencies recover from the COVID-19 pandemic and economic indicators show steady receipts from the statewide sales tax.

Gas tax distribution data was obtained from the California State Controller's Office. An average of recent years was used to develop a forecast, which was projected to grow modestly over the next 24 years.

STATE FUNDING

Information for the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP), and the Active Transportation Program (ATP) are from Caltrans. Estimates for the county are based on historic averages and assumed to grow modestly over time. STIP funds are marked as $0 until FY 2026/27 as KCAG draws down its STIP advance for the county.

Information about funding sources for the State Transit Assistance (STA), Public Transportation Account (PTA), and SB 862's Low Carbon Transit Operations Program are based on historical data from the State Controller's Office and are assumed to grow modestly over time.

After the county's high speed rail segment is completed (post 2029), it is anticipated that KCAG will pursue transit and intercity rail capital project funds in order to assist with the regional intercity replacements of the Gold Runner (formerly San Joaquin) service. Due to the acute need for intercity services, arising particularly from the loss of reliable service between Hanford and Corcoran, KCAG believes that it may be in good position to pursue these funds.

Data for the Local Streets and Roads and Sustainable Communities Planning Grant programs under SB1 comes from Caltrans. SB 1 programs are expected to last the lifetime of the revenue projection. Historic averages are used to calculate the estimate, which is likely to grow modestly over time. The cities of Hanford and Lemoore have implemented transportation impact fees, making them eligible for competitive Local Partnership Program (LLP) funds. It is assumed that in a few years' time, local agencies will be eligible for funds, and that their applications will net, on average, around $100,000 a year, based on pre-SB1 estimates. Historic information is used to inform the averages for the sustainable communities planning grant, which is then grown modestly over the projection timeframe.

For the Trade Corridor Enhancement Program and Solutions for Congested Corridors Program, it is assumed that future anticipated growth will require some funds in these areas, especially given the nature of regional goods movement in the San Joaquin Valley. These are assumed proportionate to the total share captured under the Local Streets and Roads Program, and only needed every three cycles similar to current planning cycles.

The limited number of aviation facilities in the county contributes to the small share of aviation funding. Hanford Municipal Airport is undergoing a multi-year upgrade including an Airport Land Use Compatibility Update (ALCUP), constructing new fuel tanks, pavement maintenance, and reconstructing ramps and its taxiway. Airport funds are categorized under State programs in **Table 5-1** but include Federal funding totals. Local match funds for the completion of the Hanford Municipal Airport runway reconstruction are included for completeness.

State rail assistance, which would go through the San Joaquin Valley Joint Powers Authority, is not considered as part of the estimates for Kings County.

FEDERAL FUNDING

Federal transit administration formula funding estimates are derived from historic funding levels and are assumed to grow modestly over time. Kings County is well-positioned to win FTA Section 5310 competitive grant funding for social service transit spending and is assumed to win the new fleet capital request and an ongoing allotment of similar size to its current operations grant request, grown modestly over time.

Funding for the Congestion Mitigation and Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBGP) (and any successor program), Highway Safety Improvement Program (HSIP), Highway Infrastructure Program (HIP), and Highway Bridge Program (HBP) are drawn from current funding levels. No funding is assumed for high priority projects and grade crossing protection (USC Section 130).

The impact of the Infrastructure Investment and Jobs Act (IIJA) is not yet clear. However, given the rural allotments available for construction funds and the completed Kings County Electric Vehicle Readiness Plan, it is reasonable to assume that Kings County will acquire some of these funds moving forward. The total estimates from these two programs are from Caltrans, and the funds flowing into Kings are estimated as appropriate from the proportion of centerline miles, proportion of highway bridges in the county, and proportion of population. These funds are forecast to be renewed for one highway authorization, for a total of ten program years.

TABLE 5-1: REVENUE PROJECTION FOR KINGS COUNTY

	REVENUE SOURCES	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	FY 2031/32	FY 2032/33	FY 2033/34	FY 2034/35	FY 2035/36	FY 2036/37	FY 2037/38	FY 2038/39	FY 2039/40	FY 2040/41	FY 2041/42	FY 2042/43	FY 2043/44	FY 2044/45	FY 2045/46	FY 2046/47	FY 2047/48	FY 2048/49	TOTAL
LOCAL	Local funding (Gas Tax, Prop 42, Development Impact Fees, General Fund)	$4,225,775	$4,352,548	$4,483,125	$4,617,619	$4,756,147	$4,898,832	$5,045,797	$5,197,171	$5,353,086	$5,513,678	$5,679,089	$5,849,461	$6,024,945	$6,205,693	$6,391,864	$6,583,620	$6,781,129	$6,984,563	$7,194,099	$7,409,922	$7,632,220	$7,861,187	$8,097,022	$8,339,933	$145,478,525
	Transit Fares	$1,344,093	$1,384,415	$1,425,948	$1,468,726	$1,512,788	$1,558,172	$1,604,917	$1,653,064	$1,702,656	$1,753,736	$1,806,348	$1,860,539	$1,916,355	$1,973,845	$2,033,061	$2,094,053	$2,156,874	$2,221,580	$2,288,228	$2,356,875	$2,427,581	$2,500,408	$2,575,421	$2,652,683	$46,272,368
	Local Transportation Funds (LTF)	$6,862,266	$7,068,134	$7,280,178	$7,498,583	$7,723,541	$7,955,247	$8,193,904	$8,439,721	$8,692,913	$8,953,700	$9,222,311	$9,498,981	$9,783,950	$10,077,469	$10,379,793	$10,691,187	$11,011,922	$11,342,280	$11,682,548	$12,033,025	$12,394,015	$12,765,836	$13,148,811	$13,543,275	$236,243,590
	LOCAL TOTAL	**$12,432,134**	**$12,805,098**	**$13,189,251**	**$13,584,928**	**$13,992,476**	**$14,412,250**	**$14,844,618**	**$15,289,956**	**$15,748,655**	**$16,221,115**	**$16,707,748**	**$17,208,981**	**$17,725,250**	**$18,257,008**	**$18,804,718**	**$19,368,859**	**$19,949,925**	**$20,548,423**	**$21,164,876**	**$21,799,822**	**$22,453,816**	**$23,127,431**	**$23,821,254**	**$24,535,891**	**$427,994,482**
STATE	State Highway Operations and Protection Program (SHOPP)	$791,000	$59,240,000	$28,205,000	$29,051,150	$29,922,685	$30,820,365	$31,744,976	$32,697,325	$33,678,245	$34,688,592	$35,729,250	$36,801,128	$37,905,161	$39,042,316	$40,213,586	$41,419,993	$42,662,593	$43,942,471	$45,260,745	$46,618,567	$48,017,124	$49,457,638	$50,941,367	$52,469,608	$921,320,888
	State Transportation Improvement Program (STIP)																									
	STIP: RIP	$0	$3,900,000	$0	$4,017,000	$0	$4,137,510	$0	$4,261,635	$0	$4,389,484	$0	$4,521,169	$0	$4,656,804	$0	$4,796,508	$0	$4,940,403	$0	$5,088,615	$0	$5,241,274	$0	$5,398,512	$55,348,915
	STIP: IIP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Transportation Account (PTA) and State Transit Assistance (STA)	$1,892,952	$1,949,741	$2,008,233	$2,068,480	$2,130,534	$2,194,450	$2,260,284	$2,328,092	$2,397,935	$2,469,873	$2,543,969	$2,620,288	$2,698,897	$2,779,864	$2,863,260	$2,949,158	$3,037,632	$3,128,761	$3,222,624	$3,319,303	$3,418,882	$3,521,448	$3,627,092	$3,735,905	$65,167,656
	State and/or Federal Aviation Funds																									
	Federal Aviation Funds	$1,613,210	$831,600	$63,000	$2,111,400	$129,600	$712,800	$0	$225,000	$108,000	$270,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,064,610
	State Aviation Funds	$96,750	$41,580	$3,150	$105,570	$6,480	$35,640	$0	$11,250	$5,400	$13,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$319,320
	SB 862																									
	Low Carbon Transit Operations Program	$422,525	$435,200	$448,256	$461,704	$475,555	$489,822	$504,516	$519,652	$535,241	$551,299	$567,838	$584,873	$602,419	$620,492	$639,106	$658,279	$678,028	$698,369	$719,320	$740,899	$763,126	$786,020	$809,601	$833,889	$14,546,028
	Transit and Intercity Rail Capital Project	$4,001,049	$0	$0	$0	$2,500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,575,000	$0	$0	$0	$0	$0	$0	$0	$0	$9,076,049
	Zero Emission Transit Capital Program (ZETCP) SB125	$457,178	$464,025	$928,050																						$1,849,253
	ATP (Competitive)	$875,000	$875,000	$0	$901,250	$0	$928,288	$0	$956,136	$0	$984,820	$0	$1,014,365	$0	$1,044,796	$0	$1,076,140	$0	$1,108,424	$0	$1,141,677	$0	$1,175,927	$0	$1,211,205	$13,293,026
	SB1																									
	Local Streets and Roads	$1,513,712.53	$1,559,124	$1,605,898	$1,654,075	$1,703,697	$1,754,808	$1,807,452	$1,881,675	$1,917,526	$1,975,052	$2,034,303	$2,095,332	$2,158,192	$2,222,938	$2,289,626	$2,358,315	$2,429,064	$2,501,936	$2,576,994	$2,654,304	$2,733,933	$2,815,951	$2,900,430	$2,987,443	52,111,779.33
	Countywide Revenues (Local Partnership Program)	$79,568	$81,955	$84,413	$86,946	$89,554	$92,241	$95,008	$97,858	$100,794	$103,818	$106,932	$110,140	$113,444	$116,848	$120,353	$123,964	$127,682	$131,513	$135,458	$139,522	$143,708	$148,019	$152,460	$157,033	2,739,228.17
	State Rail Assistance[1]	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Trade Corridor Enhancement Program and Solutions for Congested Corridors	$0	$0	$0	$0	$0	$0	$7,025,038	$0	$0	$0	$0	$0	$7,235,789	$0	$0	$0	$0	$0	$7,452,863	$0	$0	$0	$0	$0	$21,713,691
	Sustainable Communities Planning Grant	$309,855	$319,151	$328,725	$338,587	$348,745	$359,207	$369,983	$381,083	$392,515	$404,290	$416,419	$428,912	$441,779	$455,033	$468,683	$482,744	$497,226	$512,143	$527,507	$543,333	$559,633	$576,422	$593,714	$611,526	$10,667,214
	STATE TOTAL	**$12,052,798**	**$69,697,375**	**$33,674,725**	**$40,796,161**	**$37,306,849**	**$41,525,130**	**$43,807,257**	**$43,339,707**	**$39,135,656**	**$45,850,728**	**$41,398,711**	**$48,176,206**	**$51,155,682**	**$50,939,089**	**$46,594,614**	**$56,440,100**	**$49,432,226**	**$56,964,020**	**$59,895,512**	**$60,246,220**	**$55,636,406**	**$63,722,699**	**$59,024,663**	**$67,405,120**	**$1,174,217,658**
FEDERAL	Federal Transit Formula (5307, 5311, 5339, 5340 Combined)																									
	5307, 5311, 5339, 5340 Total	$6,982,000	$6,982,000	$6,982,000	$7,407,204	$7,407,204	$7,858,303	$7,858,303	$8,336,873	$8,336,873	$8,844,589	$8,844,589	$9,383,224	$9,383,224	$9,954,663	$9,954,663	$10,560,901	$10,560,901	$11,204,060	$11,204,060	$11,886,388	$11,886,388	$12,610,269	$12,610,269	$13,378,234	$230,417,180
	Federal Transit Formula 5310	$440,000	$0	$0	$0	$0	$453,200	$0	$0	$0	$0	$466,796	$0	$0	$0	$0	$480,800	$0	$0	$0	$0	$0	$495,224	$0	$0	$2,336,020
	Federal Transit Total	**$7,422,000**	**$6,982,000**	**$6,982,000**	**$7,407,204**	**$7,407,204**	**$8,311,503**	**$7,858,303**	**$8,336,873**	**$8,336,873**	**$8,844,589**	**$9,311,385**	**$9,383,224**	**$9,383,224**	**$9,954,663**	**$9,954,663**	**$11,041,701**	**$10,560,901**	**$11,204,060**	**$11,204,060**	**$11,886,388**	**$12,381,612**	**$12,610,269**	**$12,610,269**	**$13,378,234**	**$232,753,200**
	Congestion Mitigation and Air Quality (CMAQ)	$5,007,000	$2,393,000	$2,478,000	$2,552,340	$2,628,910	$2,707,778	$2,789,011	$2,872,681	$2,958,862	$3,047,627	$3,139,056	$3,233,228	$3,330,225	$3,430,132	$3,533,035	$3,639,027	$3,748,197	$3,860,643	$3,976,463	$4,095,756	$4,218,629	$4,345,188	$4,475,544	$4,609,810	$83,070,142
	Surface Transportation Block Grant Program (STBGP)	$2,208,833	$2,209,489	$2,275,774	$2,344,047	$2,414,369	$2,486,800	$2,561,404	$2,638,246	$2,717,393	$2,798,915	$2,882,882	$2,969,369	$3,058,450	$3,150,203	$3,244,709	$3,342,051	$3,442,312	$3,545,582	$3,651,949	$3,761,507	$3,874,353	$3,990,583	$4,110,301	$4,233,610	$73,913,129
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)	$0	$242,050	$0	$253,337	$0	$249,312	$0	$260,937	$0	$256,791	$0	$268,765	$0	$264,495	$0	$276,828	$0	$272,429	$0	$285,133	$0	$280,602	$0	$293,687	$3,204,364
	Highway Bridge Program (HBP)	$1,420,907	$0	$0	$0	$1,463,534	$0	$0	$0	$1,507,440	$0	$0	$0	$1,552,663	$0	$0	$0	$1,599,243	$0	$0	$0	$1,647,221	$0	$0	$0	$9,191,009
	Rail/Highway Grade Crossing Protection (USC Section 130)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Priority Projects and Demo	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Highway Total	**$8,636,740**	**$4,844,539**	**$4,753,774**	**$5,149,724**	**$6,506,813**	**$5,443,889**	**$5,350,414**	**$5,771,864**	**$7,183,695**	**$6,103,333**	**$6,021,939**	**$6,471,362**	**$7,941,338**	**$6,844,829**	**$6,777,745**	**$7,257,905**	**$8,789,753**	**$7,678,654**	**$7,628,412**	**$8,142,397**	**$9,740,202**	**$8,616,374**	**$8,585,844**	**$9,137,106**	**$169,378,644**
	FEDERAL (Highway and Transit) TOTAL	**$16,058,740**	**$11,826,539**	**$11,735,774**	**$12,556,928**	**$13,914,017**	**$13,755,391**	**$13,208,717**	**$14,108,737**	**$15,520,568**	**$14,947,922**	**$15,333,323**	**$15,854,586**	**$17,324,562**	**$16,799,492**	**$16,732,407**	**$18,299,606**	**$19,350,654**	**$18,882,715**	**$18,832,472**	**$20,028,784**	**$22,121,814**	**$21,226,642**	**$21,196,113**	**$22,515,340**	**$402,131,844**
INFRASTRUCTURE BILL	Infrastructure Investment and Jobs Act (IIJA)																									
	Bridge Repair and Construction Funds	970,906.76	970,906.76	970,906.76	970,906.76	970,906.76	970,906.76																			5,825,440.58
	[2]Electric Vehicle Charging Infrastructure Money	$220,416	$220,416	$220,416	$220,416	$220,416	$220,416																			1,322,496.51
	Active Transportation Program	$2,478,000																								2,478,000.00
	Total Infrastructure Bill	**$3,669,322.85**	**$1,191,322.85**	**$1,191,322.85**	**$1,191,322.85**	**$1,191,322.85**	**$1,191,322.85**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**9,625,937.10**
OTHER PROGRAMS	Local Match for Aviation	$118,250	$50,820	$3,850	$129,030	$7,920	$43,560	$0	$13,750	$6,600	$16,500															$390,280
	Total Other Programs	**$118,250**	**$50,820**	**$3,850**	**$129,030**	**$7,920**	**$43,560**	**$0**	**$13,750**	**$6,600**	**$16,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$390,280**
	Total with SB1, ATP, IIJA	**$44,331,245**	**$95,571,155**	**$59,794,922**	**$68,258,369**	**$66,412,585**	**$70,927,654**	**$71,860,592**	**$72,752,150**	**$70,411,479**	**$77,036,265**	**$73,439,783**	**$81,239,773**	**$86,205,495**	**$85,995,589**	**$82,131,739**	**$94,108,566**	**$88,732,806**	**$96,395,158**	**$99,892,860**	**$102,074,826**	**$100,212,037**	**$108,076,772**	**$104,042,030**	**$114,456,352**	**2,014,360,201**

1 San Joaquin Joint Powers Authority spending in Kings and HSR funds that do not enter local jurisdiction not considered

[2] Assuming funding doesn't expire past 27/28

CHAPTER 6 :
REGIONAL TRANSPORTATION NEEDS

OVERVIEW

Kings County is committed to the improvement of its transportation network. This chapter details the financially-constrained list of planned multimodal improvements including capital and operational costs in Kings County. The complete list of financially constrained and unconstrained planned improvements is provided in **Appendix IV**.

As described in Chapter 5, the projected revenue estimate for the region is just over $2 billion over 25 years. The projected expenditure for the region over the same time period is $1.5 billion. The vast majority of expenditures are projected to be maintenance and operating costs for street and transit systems. As such, the fiscally constrained list falls below the projected revenue line for Kings County. **Table 6-1** shows projected expenditures by jurisdiction.

Projected revenue and expenditures are shown in **Figure 6-1.** Expenditures by project type are shown in **Figure 6-2**. The primary project type is roadway projects, with the primary roadway project consisting of rehabilitation, reconstruction, and overlay as shown in **Figure 6-3**. Investments by jurisdictions are shown in **Figure 6-4**, with the City of Hanford having the largest number of investments from projects.

Table 6-1: Projected Expenditures by Jurisdiction

Jurisdiction	Operating Costs[1] ($)	Capital Costs ($)	Total Expenditures ($)
Avenal	$68,305,673	$28,614,639	$96,920,312
Corcoran	$87,476,290	$25,485,921	$112,962,211
Hanford	$92,278,549	$93,362,770	$185,641,319
Lemoore	$19,412,526	$3,611,000	$23,023,526
County	$712,044,356	$32,615,800	$744,660,156
KART	$245,470,440	$37,683,101	$283,153,541
CAT	$42,772,966	$372,000	$43,144,966
Total	**$1,267,760,800**	**$221,745,231**	**$1,489,506,031**

[1] Includes operating, maintenance, and financially constrained project costs. Operating costs are estimated.
Source: KCAG, Cities of Avenal, Corcoran, Hanford, Lemoore, Kings County, KCAPTA

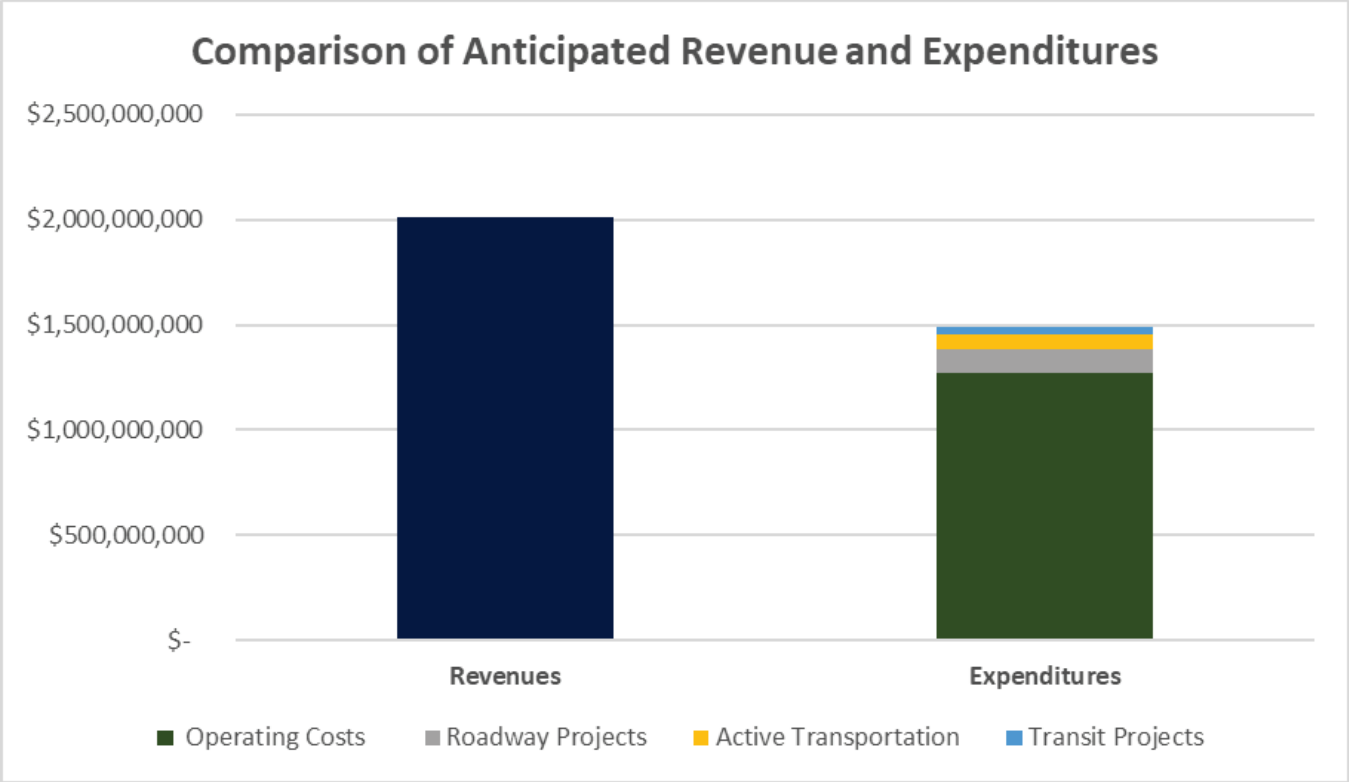


FIGURE 6-1: COMPARISON OF PROJECTED REVENUE AND EXPENDITURES
Source: KCAG, Cities of Avenal, Corcoran, Hanford, Lemoore, County of Kings, KCAPTA

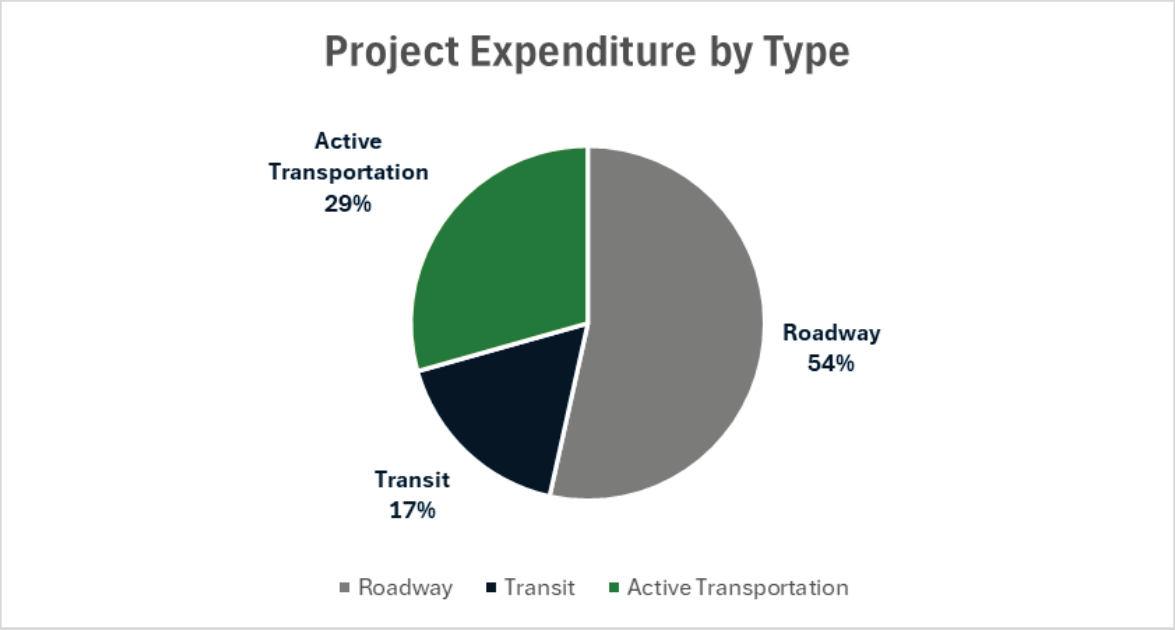


FIGURE 6-2: BREAKDOWN OF EXPENDITURES BY TYPE

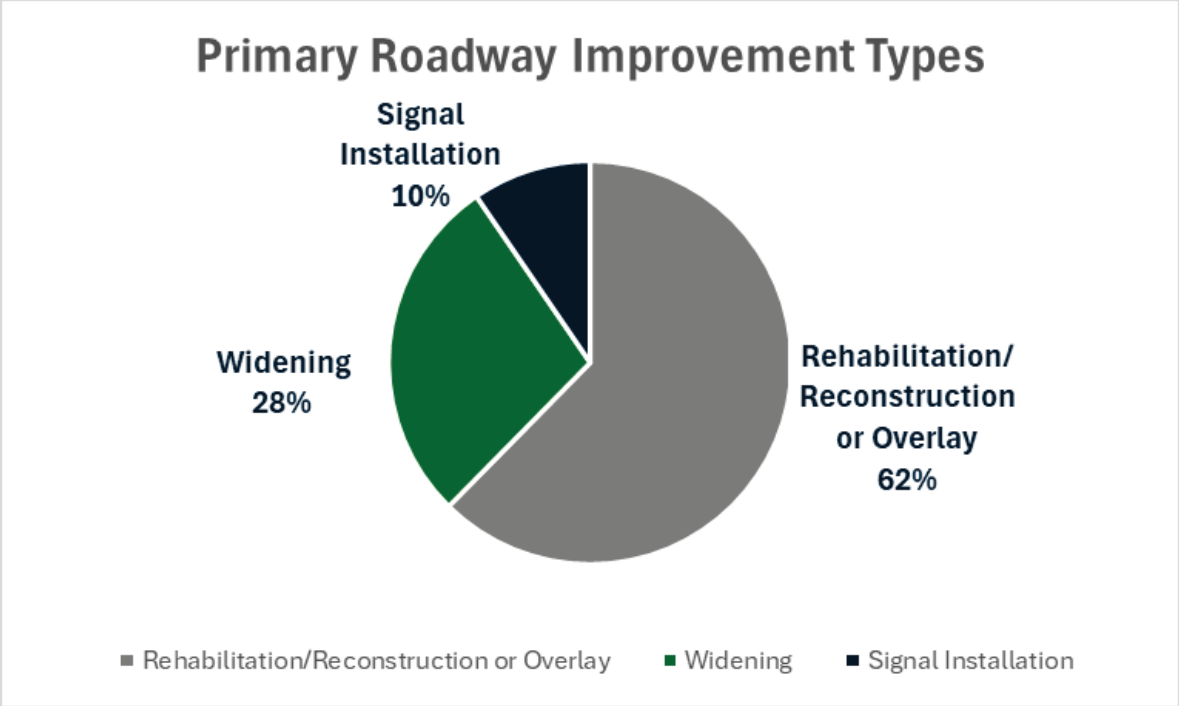


FIGURE 6-3: LISTED ROADWAY IMPROVEMENTS BY PRIMARY PROJECT TYPES

Note that operating costs are excluded

Source: KCAG, Cities of Avenal, Corcoran, Hanford, Lemoore, County of Kings, KCAPTA

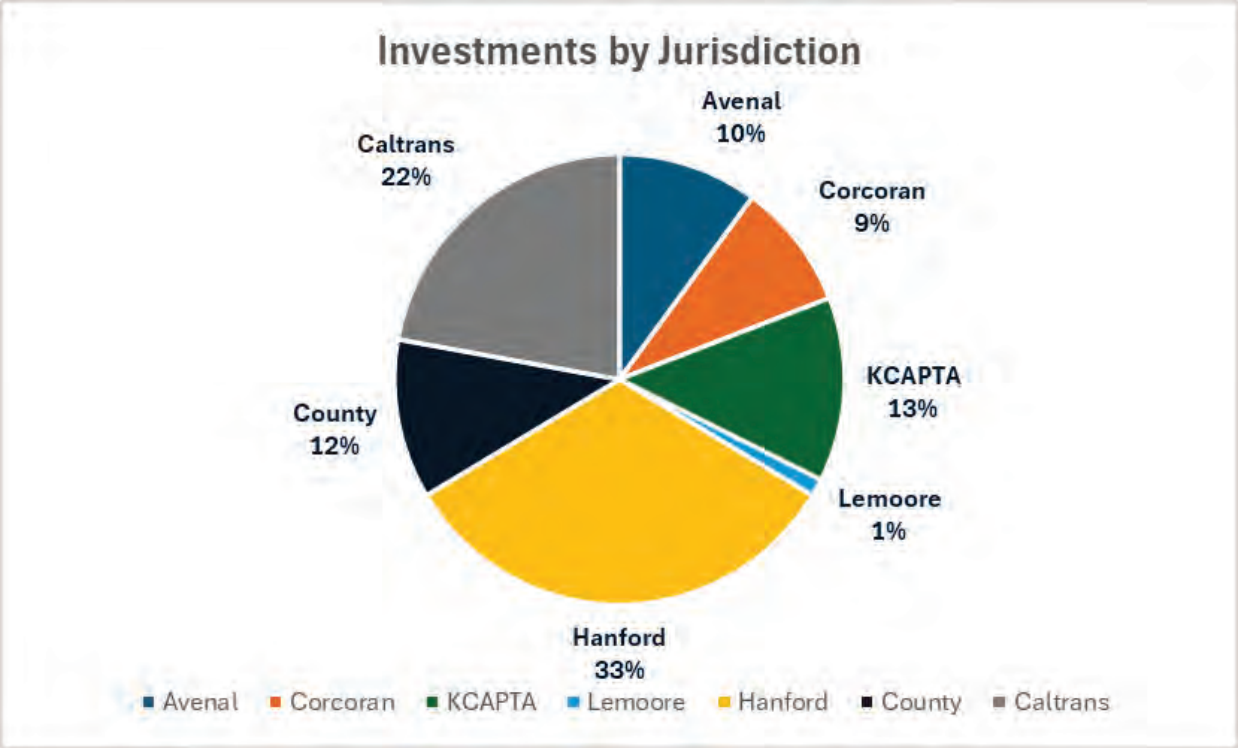


FIGURE 6-4: INVESTMENTS BY JURISDICTIONS

Note that operating costs are excluded.

Source: KCAG, Cities of Avenal, Corcoran, Hanford, Lemoore, County of Kings, KCAPTA, Caltrans

Table 6-2 through **Table 6-10** and **Figure 6-5** through **Figure 6-14** that follow show the breakdown of projects by jurisdiction and cost and type. Note that Corcoran does not include a roadway project map due to the lack of identified project limits.

AVENAL

TABLE 6-2: AVENAL TIER I FINANCIALLY CONSTRAINED PROJECTS

Avenal					
Type	**Location**	**Project Limits**	**Description**	**Estimated Cost**	**Open to Traffic**
Roadway Projects	Avenal Cutoff Road	Approaching California Aqueduct	Guardrail Replacement	$600,000	2028
Roadway Projects	7th Ave	Mariposa St to SR 269	Reconstruct and improve curb/ramps	$875,000	2030
Roadway Projects	Central Ave	San Joaquin St to Fresno St	Reconstruct and improve curb/ramps	$775,000	2030
Roadway Projects	Stanislaus St	San Joaquin St to SR 33	Reconstruct and improve curb/ramps	$2,640,000	2035
Roadway Projects	Merced St	San Joaquin St to SR 33	Reconstruct and improve curb/ramps	$2,640,000	2035
Roadway Projects	Avenal Cutoff Road	CA Aqueduct to I-5 Bridge Crossing	Reconstruct and stripe	$7,500,000	2035
Active Transportation Projects	7th Ave	Mariposa St to SR 269	Sidewalk Improvements	$3,114,639	2027
Active Transportation Projects	7th Ave	Mariposa St to Merced St	New bike facility (Class II)	$100,000	2027
Active Transportation Projects	First Avenue	Reef-Sunset Middle School to Laneva Blvd (SR 33)	Continuous bike lanes (Buffered Class II)	$250,000	2027
Active Transportation Projects	San Joaquin Street	Intersection with Park Ave	Pedestrian Crossing Improvements	$800,000	2028
Active Transportation Projects	Seventh Avenue	Mariposa St to Laneva Blvd (SR 33)	Continuous bike lanes (Class II)	$300,000	2030
Active Transportation Projects	Hanford Avenue	Fresno St to Tamarack E.S.	New bike route (Class III)	$10,000	2030
Active Transportation Projects	Monterey Street	7th Ave to Park Ave	New bike route (Class III)	$10,000	2030
Active Transportation Projects	Big Tar Canyon Road	7th Ave to Sports Complex	Paved multi-use path	$3,000,000	2035
Active Transportation Projects	San Joaquin Street	Skyline Blvd. (SR 269) to Lavena Blvd. (SR 33)	Multi-Use Path (Class I)	$3,000,000	2035
Active Transportation Projects	Hydril Road	Skyline Blvd. to Just west of Ave. 36	Paved multi-use path	$3,000,000	2035

Note: Excludes SHOPP and CMAQ Projects

Source: City of Avenal

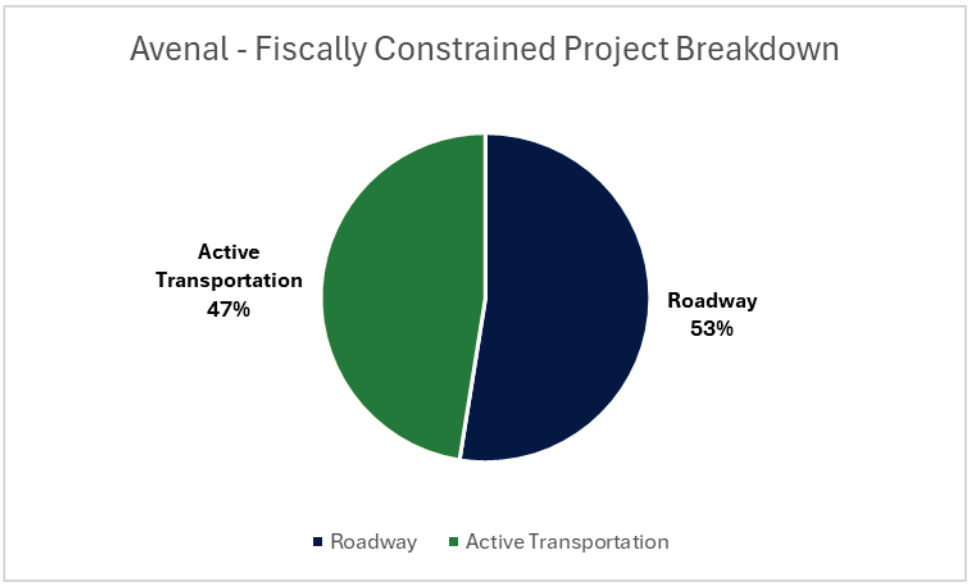


FIGURE 6-5: PROJECT COST BREAKDOWN BY TYPE, AVENAL
Source: City of Avenal

FIGURE 6-6: AVENAL ROADWAY PROJECT LOCATIONS
Source: City of Avenal

CORCORAN

TABLE 6-3: CORCORAN TIER I FINANCIALLY CONSTRAINED PROJECTS

Corcoran					
Type	**Location**	**Project Limits**	**Description**	**Estimated Cost**	**Open to Traffic**
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$529,200	2027
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$555,660	2029
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$583,443	2031
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$612,615	2033
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$643,246	2035
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$675,408	2037
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$709,179	2039
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$744,638	2041
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$781,869	2043
Roadway Projects	Various Locations	Various Locations	Pavement Maintenance Program	$820,963	2045
Active Transportation Projects	Orange Avenue	Seventh Ave to Dairy Ave.	Bike lanes (Class II) or bike route (Class III)	$79,200	2035
Active Transportation Projects	6 1/2 Avenue	Orange Ave. to Sherman Ave.	Bike lanes (Class II) or bike route (Class III)	$79,200	2035
Active Transportation Projects	Dairy Avenue	Niles Ave. to Orange Ave.	Bike lanes (Class II) or bike route (Class III)	$39,000	2035
Active Transportation Projects	Dairy Avenue	Oregon Ave. to Pueblo Ave.	Bike lanes (Class II) or bike route (Class III)	$39,000	2035
Active Transportation Projects	Letts Avenue	Sherman Ave. to Oregon Ave.	Bike lanes (Class II) or bike route (Class III)	$39,000	2035
Active Transportation Projects	Letts Avenue	North Ave. to Patterson Ave.	Bike lanes (Class II) or bike route (Class III)	$19,500	2035
Active Transportation Projects	Otis Avenue	Orange Ave. to Whitley Ave.	Shared-use Path (Class I or Class IV)	$6,750,000	2035
Active Transportation Projects	Chittenden Avenue	Brokaw Ave. to Bainum Ave.	Bike lanes (Class II) or bike route (Class III)	$54,000	2035
Active Transportation Projects	King Avenue	Bainum Ave. to Corcoran State Prison	Bike lanes (Class II) or bike route (Class III)	$139,500	2035

Active Transportation Projects	Dairy Avenue	Niles Ave. to Ottowa Ave.	Sidewalk gap closure	$1,518,000	2035
Active Transportation Projects	Josephine Avenue	Gable Ave. to Ottowa Ave.	Sidewalk gap closure	$2,428,800	2035
Active Transportation Projects	Letts Avenue	North Ave. to Oregon Ave.	Sidewalk gap closure	$990,000	2035
Active Transportation Projects	Otis Avenue	Cardoza Ave. to North of Patterson Ave.	Gap on the west side	$60,000	2035
Active Transportation Projects	Orange Avenue	Dairy Ave. to Letts Ave.	Gap on the south side	$156,000	2026
Active Transportation Projects	North Avenue	6 1/2 Ave. to Otis Ave.	Sidewalk gap closure	$660,000	2035
Active Transportation Projects	Patterson Avenue	Miller Ave. to Otis Ave.	Sidewalk gap closure	$1,716,000	2035
Active Transportation Projects	Sherman Avenue	6 1/2 Ave. to King Ave.	Sidewalk gap closure	$1,716,000	2035
Active Transportation Projects	Bainum Avenue	Dairy Ave. to King Ave.	Sidewalk gap closure	$500,000	2035
Active Transportation Projects	Oregon Avenue	Dairy Ave. to Yosemite Dr	Sidewalk gap closure	$862,500	2035
Corcoran Area Transit	Various Locations	Various Locations	Install bus shelters with advertising	$60,000	2026
Corcoran Area Transit	CAT Buses	CAT Buses	Purchase and install new electronic fare boxes	$96,000	2026
Corcoran Area Transit	CAT Buses	CAT Buses	Beginning stages of Implementation of Zero Emission fleet	$120,000	2024
Corcoran Area Transit	CAT Buses	CAT Buses	Beginning stages of Implementation of cashless fare box	$96,000	2029

Note: Excludes SHOPP, HSIP and CMAQ Projects

Source: City of Corcoran

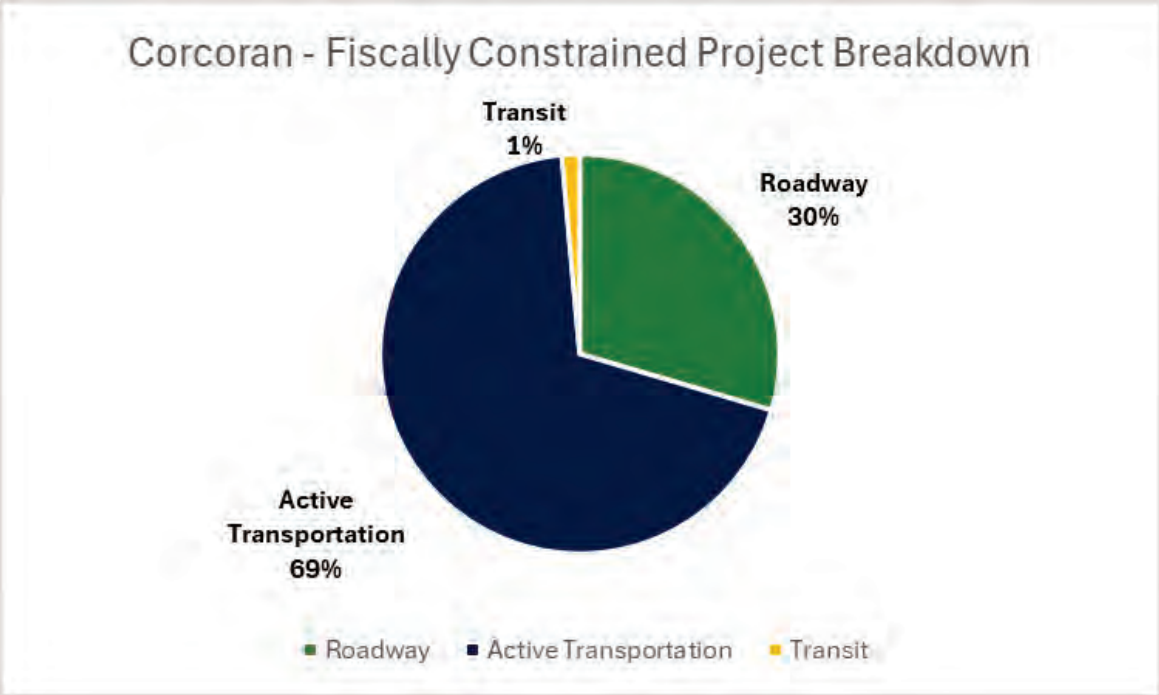


FIGURE 6-7: PROJECT COST BREAKDOWN BY TYPE, CORCORAN
Source: City of Corcoran

TABLE 6-4: HANFORD TIER I FINANCIALLY CONSTRAINED PROJECTS

Hanford					
Type	**Location**	**Project Limits**	**Description**	**Estimated Cost**	**Open to Traffic**
Roadway Projects	10th Avenue	Fargo Ave. to SR 43	Rehabilitate/Overlay	$2,828,800	2027
Roadway Projects	10th Avenue	Grangeville Blvd. to Fargo Ave.	Rehabilitate/Overlay	$1,200,000	2035
Roadway Projects	11th Avenue	Hanford Armona Rd. to 4th St.	Rehabilitate/Overlay	$1,443,100	2027
Roadway Projects	12th Avenue	Hayden Ave.	Install traffic signals and pedestrian facilities	$1,026,705	2030
Roadway Projects	12th Avenue	Houston Ave.	Install traffic signals and pedestrian facilities	$415,000	2027
Roadway Projects	12th Avenue	Butterfield Ave. to Houston Ave.	Widen from 2 to 4 lanes	$1,661,100	2027
Roadway Projects	9th Avenue	Lacey Blvd. to Grangeville Blvd.	New arterial roadway – 4 lanes w/ median	$11,433,162	2027
Roadway Projects	9th Avenue	UPRR Railroad Crossing	Construct Railroad Crossing	$2,374,546	2028
Roadway Projects	9 1/4 Avenue	Lacey Blvd. to Grangeville Blvd.	Rehabilitate/Overlay	$2,276,200	2029
Roadway Projects	Aspen Street	Fargo Ave. to Encore St.	Rehabilitate/Overlay	$545,800	2029
Roadway Projects	Campus Drive	Lacey Blvd. to Sixth St.	Rehabilitate/Overlay	$582,116	2027
Roadway Projects	Centennial Drive	Lacey Blvd. to Merrit St.	Rehabilitate/Overlay	$1,071,160	2027
Roadway Projects	E Lacey Boulevard	10th Ave. to 9th Ave.	Widen from 2 to 4 lanes w/ left turn pockets	$4,685,000	2027
Roadway Projects	E Lacey Boulevard	9th Ave. to Sierra Dr.	Widen from 2 to 4 lanes w/ left turn pockets	$4,685,000	2028
Roadway Projects	Florinda Street	9 1/4 Ave. to 9th Ave.	Construct Roadway	$10,364,600	2028
Roadway Projects	Garner Street	Lacey Blvd. to Goleta Way	Alignment and Road Reconstruction	$615,647	2027
Roadway Projects	Grangeville Boulevard	9th Ave.	Roundabout	$5,181,880	2027
Roadway Projects	Grangeville Boulevard	BN&SF	Preliminary Planning and Right of Way - Railroad Crossing Grade Separation	$4,070,000	2029

Roadway Projects	Greenfield Avenue	Elm St. to Campus Dr.	Rehabilitate/Overlay	$736,500	2029
Roadway Projects	Hanford-Armona Road	West of 11th Ave. (DMV)	Construct Center Median	$206,861	2029
Roadway Projects	Harold Street	Hanford-Armona Rd. to South End	Rehabilitate/Overlay	$396,700	2029
Roadway Projects	Hume Avenue	11th Ave. to Butternut St.	Rehabilitate/Overlay	$1,249,100	2029
Roadway Projects	Idaho Street	10th Ave. to 11th Ave.	Rehabilitate/Overlay	$1,249,100	2029
Roadway Projects	Iona Avenue	10th Ave. to 11th Ave.	Rehabilitate/Overlay	$1,246,900	2029
Roadway Projects	Mall Drive	12th Ave. to Lacey Blvd.	Rehabilitate/Overlay	$1,794,277	2027
Roadway Projects	Northstar Drive	11th Ave. to Aspen Ave.	Rehabilitate/Overlay	$856,300	2029
Roadway Projects	Rodgers Road	11th Ave.	Upgrade Traffic Signal	$179,133	2027
Active Transportation Projects	10th Avenue	Hwy. 43 to Houston Ave.	Buffered Bike Lane (Class IIB)	$3,082,620	2035
Active Transportation Projects	11 1/2 Avenue	Davis St. to State St.	Bike Boulevard (Class IIIB)	$651,000	2035
Active Transportation Projects	11th Avenue	Flint Ave. to Houston Ave.	Buffered Bike Lane (Class IIB)	$3,132,140	2035
Active Transportation Projects	11th Avenue	Ivy Street	Pedestrian Project-Preliminary Planning	$161,500	2030
Active Transportation Projects	12th Avenue	Flint Ave. to Houston Ave.	Buffered Bike Lane (Class IIB)	$3,132,140	2035
Active Transportation Projects	12th Avenue	Hanford-Armona Road	Pedestrian Project-Preliminary Planning	$490,000	2030
Active Transportation Projects	3rd Street	10th Ave. to 9th Ave.	Bike Route (Class III)	$12,000	2035
Active Transportation Projects	12th Avenue	Graham Street	Pedestrian Project-Preliminary Planning	$8,500	2035
Active Transportation Projects	13th Avenue	Fargo Ave. to Front Street	Buffered Bike Lane (Class IIB)	$1,658,920	2035
Active Transportation Projects	2nd Street	Phillips St. to 10th Ave.	Buffered Bike Lane (Class IIB)	$427,110	2035
Active Transportation Projects	3rd Street	11th Ave.	Pedestrian Project-Preliminary Planning	$170,000	2035
Active Transportation Projects	4th Street	11th Ave.	Pedestrian Project-Preliminary Planning	$55,000	2035
Active Transportation Projects	4th Street	11th Ave.	Pedestrian Project-Preliminary Planning	$170,000	2035
Active Transportation Projects	6th Street	11th Ave. to 10th Ave.	Buffered Bike Lane (Class IIB)	$637,570	2035

Active Transportation Projects	7th Street	Mall Dr. to Williams St.	Bike Lane (Class II)	$495,200	2035
Active Transportation Projects	8 1/2 Avenue	Leland Way to Florinda St.	Bikeway Separated (Class IV)	$1,750,000	2035
Active Transportation Projects	8th Street	Santa Fe Ave. to Phillips St.	Bike Boulevard (Class IIIB)	$42,000	2035
Active Transportation Projects	9 1/4 Avenue	Leland Way to Lacey Blvd.	Bike Boulevard (Class IIIB)	$1,057,000	2035
Active Transportation Projects	9th Avenue	Leland Way to Lacey Blvd.	Buffered Bike Lane (Class IIB)	$1,250,000	2035
Active Transportation Projects	9th Avenue	Douty St. to 10th Ave.	Bike Boulevard (Class IIIB)	$350,000	2035
Active Transportation Projects	Alpine Avenue	Hume Ave. to Houston Ave.	Buffered Bike Lane (Class IIB)	$315,690	2035
Active Transportation Projects	Aspen Avenue	Pepper Dr. to Fargo Ave	Bike Lane (Class II)	$185,700	2035
Active Transportation Projects	Berkshire Way/Kings Road	Grangeville Blvd. to Fitzgerald Ln.	Bike Boulevard (Class IIIB)	$203,000	2035
Active Transportation Projects	Cameron Street	11th Ave. to 10th Ave.	Bike Boulevard (Class IIIB)	$707,000	2035
Active Transportation Projects	Cameron Street	10th Ave.	Pedestrian Project-Preliminary Planning	$117,000	2035
Active Transportation Projects	Campus Drive	Lacey Blvd. to UPRR Railroad	Bikeway Separated (Class IV)	$717,500	2035
Active Transportation Projects	Centennial Drive	Lacey Blvd. to 12th Ave. / Mall Dr.	Shared Use Bike Path (Class 1)	$879,000	2035
Active Transportation Projects	Centennial Drive	Lacey Blvd. to Fargo Ave.	Buffered Bike Lane (Class IIB)	$1,238,000	2035
Active Transportation Projects	China Alley	Phillips St. to White St.	Shared Use Bike Path (Class 1)	$791,100	2035
Active Transportation Projects	Cortner Street	Glacier Way to Douty St.	Bike Boulevard (Class IIIB)	$630,000	2035
Active Transportation Projects	Court Street	Irwin St. to Douty St.	Shared Use Bike Path (Class 1)	$131,850	2035
Active Transportation Projects	Davis Street	Peoples Trail to 11th Ave.	Bike Boulevard (Class IIIB)	$700,000	2035
Active Transportation Projects	Davis Street	11th Ave.	Pedestrian Project-Preliminary Planning	$490,000	2035
Active Transportation Projects	Davis Street	Grant Street	Pedestrian Project-Preliminary Planning	$242,000	2035
Active Transportation Projects	Dawn Lane	Martin Luther King Elementary	Pedestrian Project-Preliminary Planning	$26,500	2035
Active Transportation Projects	Dawn Lane	Hume Ave.	Pedestrian Project-Preliminary Planning	$315,000	2035
Active Transportation Projects	Dawn Lane	11th Ave.	Pedestrian Project-Preliminary Planning	$444,000	2035

Active Transportation Projects	Devon Street	13th Ave. to Centennial Dr.	Buffered Bike Lane (Class IIB)	$309,500	2035
Active Transportation Projects	Douty Street	Flint Ave. to Hanford Armona Rd.	Buffered Bike Lane (Class IIB)	$2,519,330	2035
Active Transportation Projects	Douty Street	Court Street	Pedestrian Project-Preliminary Planning	$53,000	2035
Active Transportation Projects	Douty Street	8th Street	Pedestrian Project-Preliminary Planning	$64,000	2035
Active Transportation Projects	Douty Street	China Alley	Pedestrian Project-Preliminary Planning	$3,000	2035
Active Transportation Projects	Douty Street	Seventh Street	Pedestrian Project-Preliminary Planning	$40,000	2035
Active Transportation Projects	Douty Street	Longfield Center	Pedestrian Project-Preliminary Planning	$236,500	2035
Active Transportation Projects	Elm Street	Greenfield Ave. to 11th Ave.	Bikeway Separated (Class IV)	$227,500	2035
Active Transportation Projects	Encore Drive	Aspen St. to Fargo Ave.	Bike Boulevard (Class IIIB)	$889,000	2035
Active Transportation Projects	Fargo Avenue	13th Ave. to Hwy. 43	Buffered Bike Lane (Class IIB)	$1,826,050	2035
Active Transportation Projects	Fifth Street	Irwin Street	Pedestrian Project-Preliminary Planning	$8,500	2035
Active Transportation Projects	Fifth Street	Redington Street	Pedestrian Project-Preliminary Planning	$17,000	2035
Active Transportation Projects	Fifth Street	11th Ave.	Pedestrian Project-Preliminary Planning	$327,000	2035
Active Transportation Projects	Fitzgerald Lane	Fargo Ave. to Grangeville Blvd.	Bike Lane (Class II)	$631,380	2035
Active Transportation Projects	Flint Avenue	12th Ave. to Hwy. 43	Buffered Bike Lane (Class IIB)	$1,238,000	2035
Active Transportation Projects	Florinda Street	11th Ave. to 10th Ave.	Bike Lane (Class II)	$619,000	2035
Active Transportation Projects	Florinda Street	10th Ave. to 9 1/4 Ave.	Buffered Bike Lane (Class IIB)	$464,250	2035
Active Transportation Projects	Florinda Street	10th Ave. to 9 1/4 Ave.	Buffered Bike Lane (Class IIB)	$146,250	2035
Active Transportation Projects	Florinda Street	Whitmore Ave.	Pedestrian Project-Preliminary Planning	$15,000	2035
Active Transportation Projects	Garner Street	Seventh St./11th Ave. to Lacey Blvd	Bike Lane (Class II)	$191,890	2035
Active Transportation Projects	Glacier Way	Flint Ave. to Cortner St.	Bike Lane (Class II)	$854,220	2035
Active Transportation Projects	Grangeville Boulevard	13th Ave. to 9th Ave.	Buffered Bike Lane (Class IIB)	$2,475,000	2035

Active Transportation Projects	Grangeville Boulevard	9th Ave. to 7th Ave.	Bikeway Separated (Class IV)	$1,750,000	2035
Active Transportation Projects	Grangeville Boulevard	Douty Street	Pedestrian Project-Preliminary Planning	$184,000	2035
Active Transportation Projects	Grangeville Boulevard	N. Kensington Way	Pedestrian Project-Preliminary Planning	$10,000	2035
Active Transportation Projects	Grangeville Boulevard	10th Ave.	Pedestrian Project-Preliminary Planning	$7,000	2035
Active Transportation Projects	Green Street	China Alley (West) to China Alley (East)	Bike Boulevard (Class IIIB)	$7,000	2035
Active Transportation Projects	Greenfield Avenue	Centennial Dr. to Lacey Blvd.	Buffered Bike Lane (Class IIB)	$1,108,010	2035
Active Transportation Projects	Hanford-Armona Road	13th Ave. to 10th Ave.	Buffered Bike Lane (Class IIB)	$1,857,000	2035
Active Transportation Projects	Hanford-Armona Road	Harris Street	Pedestrian Project-Preliminary Planning	$230,000	2035
Active Transportation Projects	Hanford-Armona Road	11th Ave.	Pedestrian Project-Preliminary Planning	$640,000	2035
Active Transportation Projects	Hanford-Armona Road	Casa Del Sol Apartments	Pedestrian Project-Preliminary Planning	$83,500	2035
Active Transportation Projects	Harris Street	2nd St. to Hanford Armona Rd.	Bike Boulevard (Class IIIB)	$399,000	2035
Active Transportation Projects	Harris Street	Coe Park to Ball Park	Pedestrian Project-Preliminary Planning	$15,000	2035
Active Transportation Projects	Harris Street	Lincoln Elementary School	Pedestrian Project-Preliminary Planning	$175,000	2035
Active Transportation Projects	Hill Street	Harris Street	Pedestrian Project-Preliminary Planning	$8,500	2035
Active Transportation Projects	Hume Avenue	12th Ave. to 11th Ave.	Buffered Bike Lane (Class IIB)	$619,000	2035
Active Transportation Projects	Irwin Street	W. Lacey Blvd. to Civic Center Park	Bike Boulevard (Class IIIB)	$21,000	2035
Active Transportation Projects	Ivy Street	11th Ave. to 10th Ave.	Bike Boulevard (Class IIIB)	$707,000	2035
Active Transportation Projects	Kensington Way	Fargo Ave. to Grangeville Blvd.	Bike route (Class IIIB)	$700,000	2035
Active Transportation Projects	Kings County Drive / Mall Drive	12th Ave. / Liberty St. to 12th Ave. / Centennial Dr.	Bike Lane (Class II)	$315,690	2035
Active Transportation Projects	Lacey Boulevard	10th Street	Pedestrian Project-Preliminary Planning	$344,000	2035
Active Transportation Projects	Lacey Boulevard	11th Ave.	Pedestrian Project-Preliminary Planning	$585,500	2035

Active Transportation Projects	Lacey Boulevard	Campus Dr. (Peoples Trail)	Pedestrian Project-Preliminary Planning	$816,500	2035
Active Transportation Projects	Leland Way	Douty St. to 9 1/4 Ave.	Bike Boulevard (Class IIIB)	$840,000	2035
Active Transportation Projects	Leland Way	9 1/4 Ave. to 8 1/2 Ave.	Bikeway Separated (Class IV)	$1,400,000	2035
Active Transportation Projects	Leoni Drive	Cortner St. to Grangeville Blvd.	Bike Boulevard (Class IIIB)	$434,000	2035
Active Transportation Projects	Liberty Street	Centennial Dr. to 12th Ave.	Buffered Bike Lane (Class IIB)	$198,080	2035
Active Transportation Projects	Mall Drive	Lacey Blvd. to 12th Ave	Bike Lane (Class II)	$328,070	2035
Active Transportation Projects	McCreary Avenue	11th Ave. to Douty St.	Bike Boulevard (Class IIIB)	$357,000	2035
Active Transportation Projects	Muscat Place	12th Ave. to Fitzgerald Ln.	Bike Boulevard (Class IIIB)	$168,000	2035
Active Transportation Projects	Neill Way	Fargo Ave. to Leland Way	Bike Boulevard (Class IIIB)	$357,000	2035
Active Transportation Projects	Peoples Trail (Peoples Ditch)	Flint Ave. to Rodgers Rd.	Shared Use Bike Path (Class 1)	$3,809,000	2035
Active Transportation Projects	Peoples Trail (Peoples Ditch)	UPRR Railroad to Hume Ave.	Shared Use Bike Path (Class 1)	$2,007,050	2035
Active Transportation Projects	Peoples Trail (Peoples Ditch)	Greenfield Ave. to Lacey Blvd.	Shared Use Bike Path (Class 1)	$747,150	2035
Active Transportation Projects	Pepper Drive	Glacier Way to Aspen St.	Bike Lane (Class II)	$433,300	2035
Active Transportation Projects	Phillips Street	Fourth St. to Second St.	Bike Lane (Class II)	$123,800	2035
Active Transportation Projects	Phillips Street	Lacey Blvd. to Fourth St.	Buffered Bike Lane (Class IIB)	$216,650	2035
Active Transportation Projects	Redington Street	6th St. to Dewey St.	Bike Lane (Class II)	$173,320	2035
Active Transportation Projects	Rodgers Road	Grangeville Blvd. to Dead End North	Bike route (Class III)	$102,500	2035
Active Transportation Projects	Rodgers Road	11th Ave. to Grangeville Blvd.	Buffered Bike Lane (Class IIB)	$371,400	2035
Active Transportation Projects	Rodgers Road (Hidden Valley Park)	Dead End North to Cortner St.	Shared Use Bike Path (Class 1)	$146,500	2035
Active Transportation Projects	Sangiovese Street	Centennial Dr. to 12th Ave.	Buffered Bike Lane (Class IIB)	$309,500	2035
Active Transportation Projects	Scott Street	Phillips Street	Pedestrian Project-Preliminary Planning	$27,000	2035

Active Transportation Projects	Seventh Street	Santa Fe Ave.	Pedestrian Project-Preliminary Planning	$68,500	2035
Active Transportation Projects	Seventh Street	11th Ave.	Pedestrian Project-Preliminary Planning	$354,000	2035
Active Transportation Projects	Sixth Street	11th Ave.	Pedestrian Project-Preliminary Planning	$87,000	2035
Active Transportation Projects	Sixth Street	Douty Street	Pedestrian Project-Preliminary Planning	$34,000	2035
Active Transportation Projects	State-Kimball-Echo-Bonnyview	11 1/2 Ave. to 11th Ave.	Bike Boulevard (Class IIIB)	$686,000	2035
Active Transportation Projects	University Avenue	Grangeville Blvd. to Greenfield Ave.	Buffered Bike Lane (Class IIB)	$284,740	2035
Active Transportation Projects	White Street	China Alley to Seventh St.	Buffered Bike Lane (Class IIB)	$14,000	2035
Active Transportation Projects	W. Lacey Boulevard	13th Ave. to Irwin St.	Bike Lane (Class II)	$284,380	2035
Active Transportation Projects	White Street	China Alley to Seventh St.	Bike Boulevard (Class IIIB)	$8,000	2035

Note: Excludes SHOPP and CMAQ Projects

Source: City of Hanford

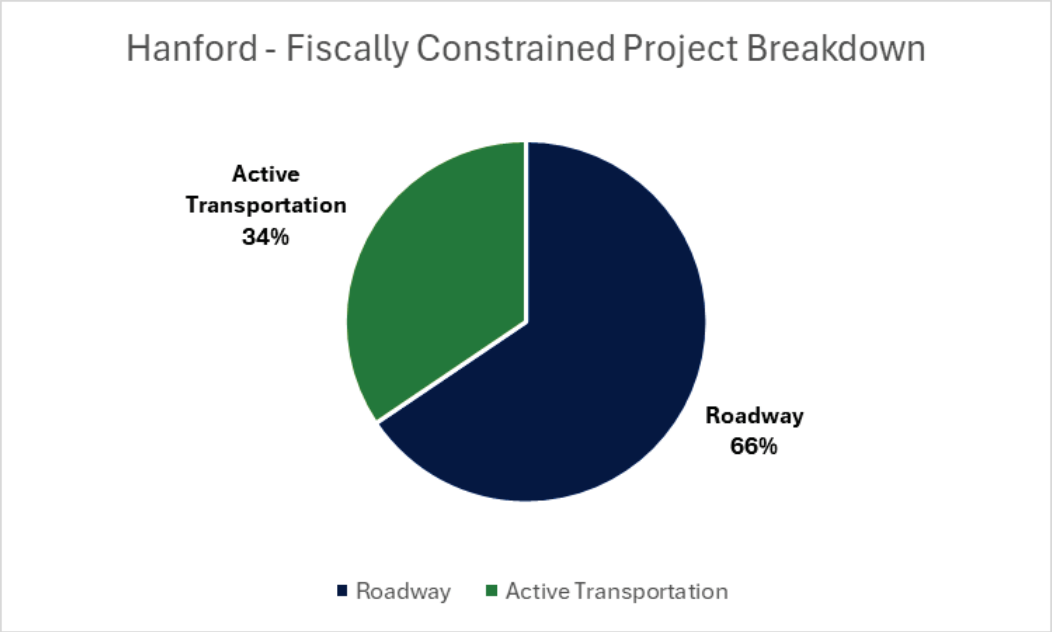


FIGURE 6-8: COST BREAKDOWN BY PROJECT TYPE, HANFORD
Source: City of Hanford

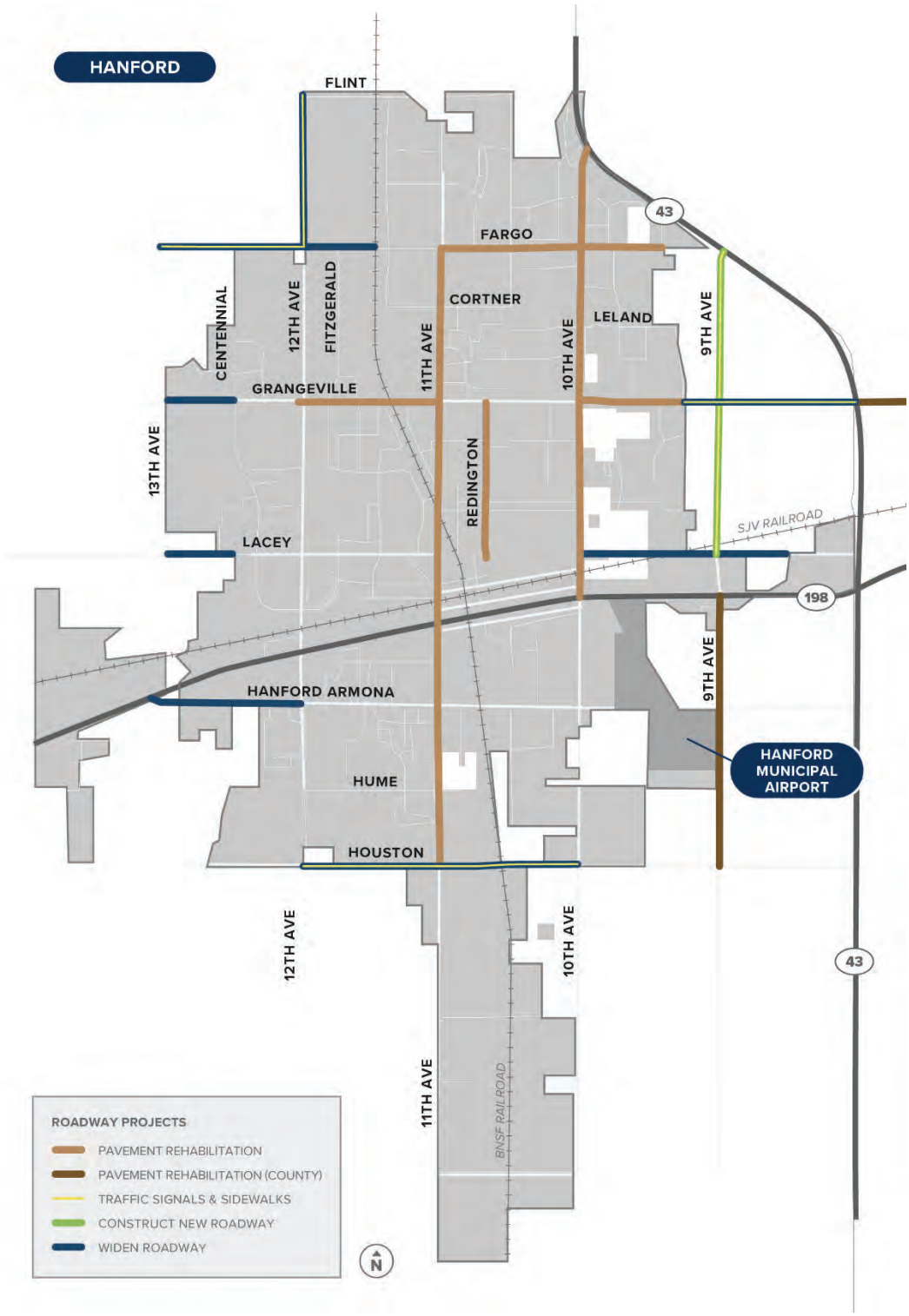


FIGURE 6-9: HANFORD ROADWAY PROJECT LOCATIONS

Source: City of Hanford

LEMOORE

TABLE 6-5: LEMOORE TIER I FINANCIALLY CONSTRAINED PROJECTS

Lemoore					
Type	**Location**	**Project Limits**	**Description**	**Estimated Cost**	**Open to Traffic**
Roadway Projects	Olive Ave	B St to Redwood Ln	Overlay	$150,000	2028
Roadway Projects	Oakdale Ln	Vine St to Lum Ave	Overlay	$150,000	2028
Roadway Projects	E St	Fox St to Follett	Overlay	$150,000	2028
Roadway Projects	W Deodar Ln	Spruce Ave to Glendale Ave	Overlay	$420,000	2030
Roadway Projects	S Byron Ave	Bush St to South End	Overlay	$85,000	2035
Roadway Projects	Cambridge Dr	Bush St to Olive St	Overlay	$90,000	2035
Roadway Projects	W Burlwood Ln	Lemoore Ave to Juniper Ln	Overlay	$108,000	2027
Roadway Projects	Bush St	Lemoore Ave to D St	Overlay	$198,000	2028
Roadway Projects	W D St	Lemoore Ave. to Olive St	Overlay	$240,000	2029
Roadway Projects	Hanford Armona Rd	Lemoore Ave to Liberty Dr	Overlay	$240,000	2028
Roadway Projects	Hanford Armona Rd	Liberty Dr to 19th Ave	Overlay	$210,000	2029
Roadway Projects	Hanford Armona Rd	19th Ave to SR 41	Overlay	$240,000	2030
Roadway Projects	Iona Ave	Vine St to 19th Ave	Overlay	$300,000	2033
Roadway Projects	Lemoore Ave	SR 198 to Bush St	Overlay	$240,000	2034
Roadway Projects	Lemoore Ave	UPRR to Cinnamon Dr	Overlay	$240,000	2035
Active Transportation Projects	19th Avenue	D St. to Silverado Dr.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Hill Street (east side)	E St. to Bush St.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Follett Street	Cinnamon Dr. to Bush St.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Cinnamon Dr. (south side)	Hill St. to Hanford Armona Rd.	Preliminary Planning	$25,000	2035

Active Transportation Projects	Bush Street (south side)	College Ave. to State Route 41	Preliminary Planning	$25,000	2035
Active Transportation Projects	Bush Street	Lemoore Ave. to Bush Pl. / Barcelona Dr.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Bush Street (east side)	Bush Pl. / Barcelona Dr. to E. D St.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Cedar Lane (north side)	19½ Ave. to Lum Dr.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Silverado Drive (south side)	19 1/2 Ave. to 19th Ave.	Preliminary Planning	$25,000	2035
Active Transportation Projects	19th Avenue	Hanford-Armona Rd. to Silverado Dr. / City Park	Preliminary Planning	$25,000	2035
Active Transportation Projects	Liberty Drive	Hanford-Armona Rd. to Cinnamon Dr.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Vine Street	Bush St. to Cedar Ln.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Fox Street	Hanford-Armona Rd. to Bush St.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Eton Avenue / Follett Street	Brentwood Dr. to Bush St.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Lemoore Avenue	Glendale Ave. to Bush St. / Lemoore H.S.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Daphne Lane (incl. extension)	Heritage Park to San Joaquin Valley R.R.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Hanford-Armona Road	Apricot Ave. to Cinnamon Dr.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Cinnamon Drive	19 1/2 Ave. to Hanford-Armona Rd.	Preliminary Planning	$25,000	2035
Active Transportation Projects	D Street	W. Bush St. to E. Bush St.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Bush Street (incl. extension)	19 ½ Ave. to San Joaquin Valley R.R.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Cedar Lane (incl. extensions)	19 ½ Ave. to Lemoore Ave.	Preliminary Planning	$25,000	2035
Active Transportation Projects	Silverado Avenue	19 ½ Ave. to 19th Ave. / City Park	Preliminary Planning	$25,000	2035

Note: Excludes SHOPP, HSIP and CMAQ Projects

Source: City of Lemoore

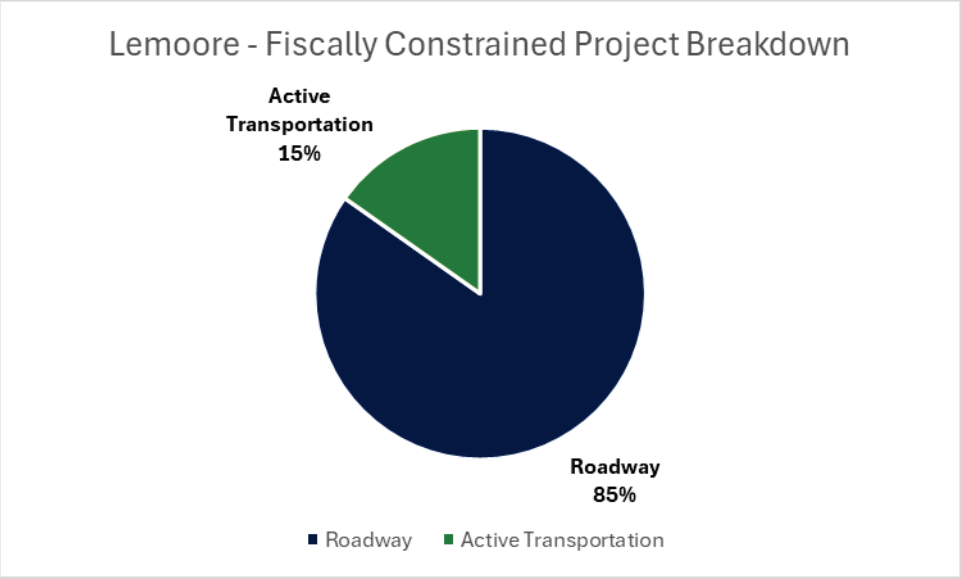


FIGURE 6-10: COST BREAKDOWN BY PROJECT TYPE, LEMOORE
Source: City of Lemoore

FIGURE 6-11: LEMOORE ROADWAY PROJECT LOCATIONS
Source: City of Lemoore

COUNTY OF KINGS (INCLUDING ARMONA, HOME GARDEN, STRATFORD, AND KETTLEMAN CITY)

TABLE 6-6: COUNTY OF KINGS TIER I FINANCIALLY CONSTRAINED PROJECTS

County of Kings					
Type	**Location**	**Project Limits**	**Description**	**Estimated Cost**	**Open to Traffic**
Roadway Projects	Grangeville Blvd	SR 43 to 6th Ave	Reconstruct	$ 2,500,000	2035
Roadway Projects	Grangeville Blvd	5th Ave to 6th Ave	Overlay	$ 591,600	2035
Roadway Projects	Grangeville Blvd	1st Ave to 2 1/2 Ave	Overlay	$ 382,800	2035
Roadway Projects	Grangeville Blvd	2 1/2 Ave to Highline Canal	Reconstruct	$ 591,600	2035
Roadway Projects	Grangeville Blvd	Highline Canal to 5th Ave	Overlay	$ 382,800	2035
Roadway Projects	18th Ave	Laurel Ave to Kansas Ave	Overlay	$ 500,000	2034
Roadway Projects	10th Ave	Nevada Ave to Whitley Ave	Overlay	$ 1,020,000	2030
Roadway Projects	10th Ave	Whitley Ave to Redding Ave	Reconstruction	$ 6,200,000	2026
Roadway Projects	10th Ave	Seattle Ave to Utica Ave	Seal Coat	$ 784,800	2026
Roadway Projects	14th Ave	Jersey Ave to Kansas Ave	Overlay	$ 534,000	2030
Roadway Projects	Excelsior Ave	SR 41 to 22nd Ave	Overlay	$ 774,000	2030
Roadway Projects	Excelsior Ave	SR 43 to 6th Ave	Reconstruct 1 mile	$ 1,521,600	2027
Roadway Projects	Laurel Ave	Avenal Cutoff Rd to SR 41	Overlay	$ 1,412,400	2029
Roadway Projects	Nevada Ave	Avenal Cutoff Rd to SR 41	Overlay	$ 1,632,000	2030
Roadway Projects	Avenal Cutoff Rd	29th Ave to CA Aqueduct	Reconstruction	$ 5,800,000	2026

Roadway Projects	9th Ave	SR 198 to Houston Ave	Overlay	$ 261,600	2029
Roadway Projects	Utica Ave	11th Ave to 16th Ave	Overlay	$ 1,082,400	2030
Roadway Projects	6th Ave	Utica Ave to Virginia Ave	Overlay	$ 682,800	2030
Roadway Projects	6th Ave	Virginia Ave to Xavier Ave	Overlay	$ 774,000	2030
Roadway Projects	6th Ave	Kern County Xavier Ave	Overlay	$ 886,800	2031
Roadway Projects	Virginia Ave	4th Ave to 6th Ave	Overlay	$ 1,020,000	2035
Roadway Projects	Utica Ave	16th Ave to 20th Ave	Overlay	$ 968,400	2031
Roadway Projects	Utica Ave	6th Ave to 11th Ave	Overlay	$ 1,350,000	2032
Active Transportation Projects	6th Avenue	Burris Park Dr. to Flint Ave	Class III with stripe	$ 56,400	2035
Active Transportation Projects	10th Avenue	Houston Ave. to Kansas Ave	Class III with stripe	$ 72,000	2035
Active Transportation Projects	10th Avenue	Nevada Ave to Whitney Ave	Class III with stripe	$ 33,600	2035
Active Transportation Projects	10 1/2 Avenue	Kansas Ave to Nevada Ave.	Class III with stripe	$ 60,000	2035
Active Transportation Projects	12 3/4 Avenue	Fresno County Line to Excelsior Ave.	Class III with stripe	$ 18,000	2035
Active Transportation Projects	18th Avenue	Lemoore City Limit to Jackson Ave	Class II	$ 38,400	2035
Active Transportation Projects	Fargo Avenue	14th Ave to BN Santa Fe RR / Hanford city limit	Class III with stripe	$ 30,000	2035
Active Transportation Projects	Flint Avenue	18th Ave to 6th Ave	Class III with stripe	$ 144,000	2035

Active Transportation Projects	Jackson Avenue	Avenal Cutoff Rd. to 18th Ave	Class III with stripe	$ 60,000	2035
Active Transportation Projects	Nevada Avenue	Avenal Cutoff Rd. to Hwy 41	Class III with stripe	$ 88,800	2035
Active Transportation Projects	Whitley Avenue	10th Ave. to 7th Ave. / Corcoran city limit	Class III with stripe	$ 36,000	2035
Unincorporated Kings County Priority Pedestrian Project - Armona	14th Ave to Front St	Sidewalks along 14th Avenue and Front Street	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Armona	14th Ave to North of Hwy 198	New or restriped crosswalks and crossing signs along 14th Avenue north of Highway 198 and near schools	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Armona	Ambrose/C Streets or at Railroad Avenue/D Street	Pedestrian crossings across the railroad ROW at Ambrose/C Streets or at Railroad Avenue/D Street	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Armona	East of 14th Ave to North of Front St	Footpaths in new developments east of 14th Avenue and north of Front Street	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Armona	Armona North to Front Street	Cut-throughs from cul-de-sacs in the Armona North subdivision onto Front Street	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Armona	Front St to W. Hanford	Multi-use path from Front Street to west Hanford	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Home Garden	Home Garden	Sidewalks and crosswalks along the major roads	Preliminary Concept Planning	$ 25,000	2035

Unincorporated Kings County Priority Pedestrian Project - Home Garden	Home Garden	Multi-use paths in new developments in the Northwest Growth Area	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Home Garden	10th/Home Avenues	Traffic-calming design for the intersection of 10th/Home Avenues	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Kettleman City	Kettleman City	Sidewalks along the major roads in the residential area	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Kettleman City	Ninth St	Multi-use path south of Ninth Street between the residential and highway commercial areas	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Stratford	Stratford	Sidewalks along the major roads	Preliminary Concept Planning	$ 25,000	2035
Unincorporated Kings County Priority Pedestrian Project - Stratford	Stratford	Multi-use path along 20 ½ Avenue south of 6th Street	Preliminary Concept Planning	$ 25,000	2035

Note: Excludes SHOPP, HSIP and CMAQ Projects

Source: County of Kings

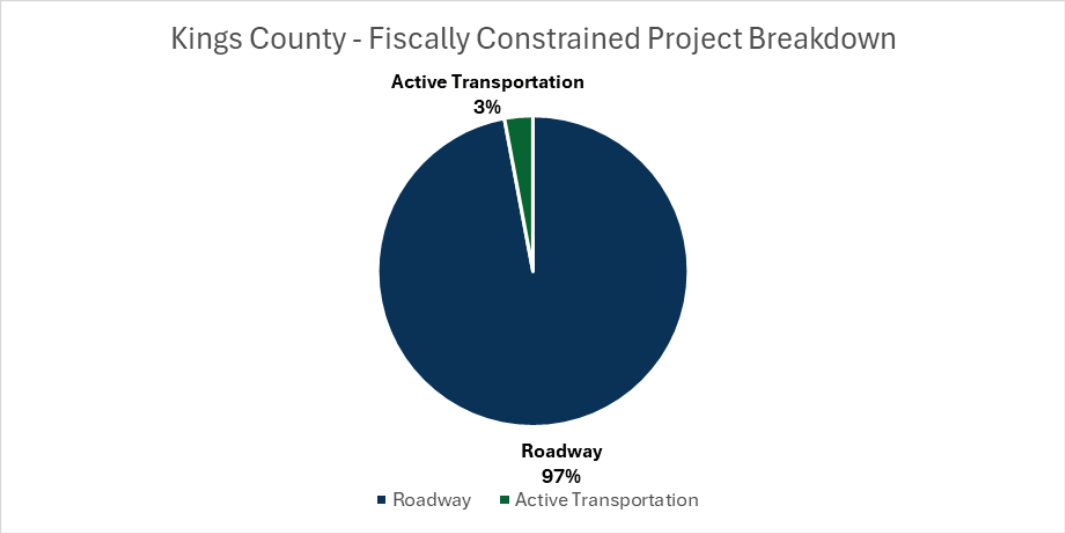


FIGURE 6-12: COST BREAKDOWN BY PROJECT TYPE, COUNTY OF KINGS
Source: County of Kings

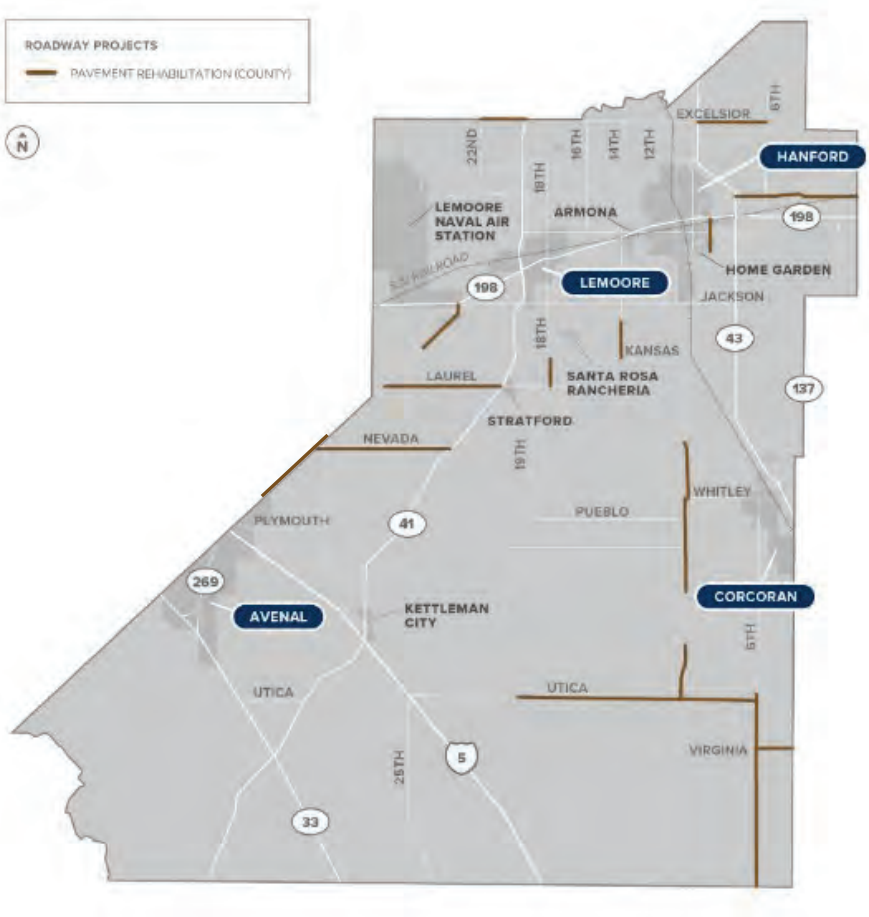


FIGURE 6-13: COUNTY OF KINGS ROADWAY PROJECT LOCATIONS
Note that only projects in unincorporated areas shown. Pavement Rehabilitation includes chip seal, overlay, and reconstruction. Source: County of Kings

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY (KCAPTA)

TABLE 6-7: KCAPTA TIER I FINANCIALLY CONSTRAINED PROJECTS

KCAPTA					
Type	**Location**	**Project Limits**	**Description**	**Estimated Cost**	**Open to Traffic**
KART Capital Projects	KART Fleet	Transit Capital Program	Replace CAD/AVL System on Fixed Route Buses	$1,000,000	2027
KART Capital Projects	KART Fleet	Transit Capital Program	Purchase Zero-Emission Buses (15)	$22,500,000	2030
KART Capital Projects	KART Fleet	Transit Capital Program	Bus Expansion Zero-Emission (4)	$4,000,000	2028
KART Capital Projects	New KART Intermodal Station	Transit Capital Program	Construct Zero-Emission Bus Fueling Station	$10,000,000	2030
KART Capital Projects	New KART Intermodal Station	Transit Capital Program	Purchase Equipment needed for Maintenance of Transit Center	$150,000	2026
KART Capital Projects	KART Fleet	Transit Capital Program	Replace Scrubber	$10,101	2026
KART Capital Projects	KART Fleet	Transit Capital Program	Replace A/C Recovery Machine	$7,000	2026
KART Capital Projects	KART Fleet	Transit Capital Program	Replace Tire Changer with Lift	$16,000	2026

Source: KCAPTA

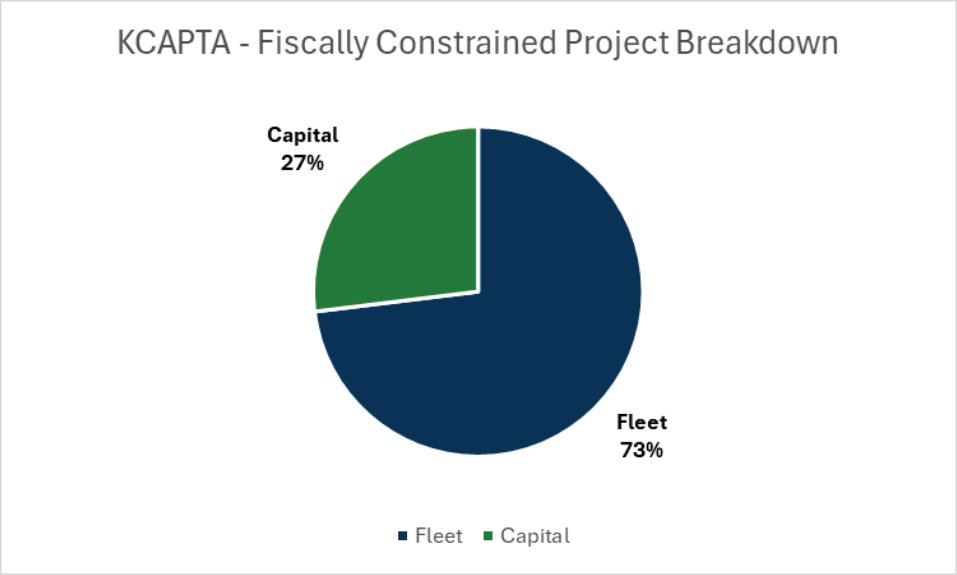


FIGURE 6-14: COST BREAKDOWN BY PROJECT TYPE, KCAPTA

CALTRANS STATE HIGHWAY OPERATION AND PROTECTION PROGRAM

Short-range state system projects are presented under several programs, including the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). Eligible interregional road system routes and intercity rail routes for the Interregional Transportation Improvement Program (ITIP) under the STIP program are identified in Sections 164.10 through 164.20 of the Streets and Highways Code. Within Kings County, Interstate 5 and State Highways 41 and 198 are specified as eligible routes, along with the Gold Runner intercity rail service. These routes are also categorized as high emphasis routes, focus routes, and gateways, which should be considered a priority for programming improvements in the STIP. Project improvements to meet the concepts of the Strategic Plan for each route are included in the short- and long-range highway plans. **Table 6-8** shows SHOPP program improvements in the County.

TABLE 6-8: KINGS COUNTY SHOPP PROJECT LIST

State Route	Post Miles	Location	Main Project Type	Programmed Year	Cost ($K)
41	28.400/R39.800	Near Stratford, from Nevada Avenue to Route 198.	Environmental mitigation for revegetation and monitoring for pavement rehabilitation project 0W820.	2025/26	$791
198	R14.800/R21.500	In and near Hanford, from 14th Avenue to 0.5 mile east of Route 43	Rehabilitate pavement, and bridge soffit and deck, and upgrade complete streets features, guardrail and Traffic Management System (TMS) elements.	2025/26 2027/28	$3,000 $100

State Route	Post Miles	Location	Main Project Type	Programmed Year	Cost ($K)
41	11.970/R48.200	In and near Kettleman City, from 0.3 mile north of Utica Avenue to the Fresno County line; also on Route 33, 43, 198, and 269 at various locations.	Rehabilitate drainage systems. Project will address 93 drainage system(s).	2025/26 2027/28	$1,750 $11,985
41	33/33.01	In the unincorporated community of Stratford, in Kings County, at the intersection of SR 41 and Laurel Ave./Main St.	Stratford Roundabout	2028/29	$5,450
5	16.2/26.7	Near Avenal from 0.4 mi south of Route 5/41 Separation to Fresno County Line.	Kettleman I-5 CAPM	2030/31	$38,700
198	5/12.11	In Kings County from Avenal Cut off OC to 14th Ave. under crossing.	Lemoore 198 CAPM	2031/32	$29,000
269	0/5.615	Near Avenal, on SR 263 from I-5 to SR 33	SHOPP Pavement Project	2033/34	$9,327

Source: Caltrans SHOPP Project List 2026/2027 through 2033/2034

CALTRANS HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a federal program that is distributed by State transportation agencies (Caltrans). The program focuses on highway improvements that reduce fatalities and serious injuries on public roads. HSIP projects are identified based on crash frequency, potential, and crash rates. **Table 6-9** lists HSIP projects within Kings County by jurisdiction. Note that shaded rows indicate that projects were previously included in the jurisdictions project lists, however project costs were not double counted.

TABLE 6-9: KINGS COUNTY HSIP PROJECT LIST

Jurisdiction	Location	Description	HSIP Cycle	Project Cost
Corcoran	Intersection of Whitley Ave and Pickerell Ave.	Install pedestrian crossing at an uncontrolled intersection with enhanced safety features.	Cycle 11	$250,000
Corcoran	Plymouth Avenue near 4th Avenue.	Upgrade existing guardrails and end treatments.	Cycle 11	$255,100

Jurisdiction	Location	Description	HSIP Cycle	Project Cost
Kings County	Intersections: Excelsior Avenue and 13 1/4th Avenue, Excelsior Avenue and 11th Avenue, Grangeville Avenue and 7th Avenue, Idaho Avenue and 17th Avenue, Jersey Avenue and 19th Avenue, and Jackson Avenue and 14th Avenue.	Install left-turn lane; upgrade intersection pavement markings; install flashing beacons at stop-controlled intersections; install flashing beacons as advance warning.	Cycle 11	$552,900
Avenal	The intersection of San Joaquin St and Park Ave.	Upgrade pedestrian crossing with rectangular rapid flashing beacons (RRFBs), curb extensions, traffic signs, stripes and pavement markings.	Cycle 12	$350,000
Avenal	Along First Avenue from Kings Street to Reef-Sunset Middle School.	Install buffered Class II bicycle lanes.	Cycle 12	$350,000
Avenal	On Avenal Cutoff Road approximately 100 feet southwest of the California Aqueduct.	Upgrade existing guardrails and end treatments.	Cycle 12	$600,000
Corcoran	The intersection of Bainum Avenue and Letts Avenue.	Upgrade pedestrian crossing at uncontrolled intersection with enhanced safety features including flashing beacons and curb extensions.	Cycle 12	$350,000
Corcoran	Paris Avenue/Plymouth Avenue.	Upgrade existing guardrails and end treatments.	Cycle 12	$510,000
Lemoore	The intersection of 19th Ave and Freedom Dr.	Upgrade pedestrian crossing with enhanced safety features including in-roadway warning lights, bulb-outs, signs, stripes and pavement markings.	Cycle 12	$350,000
Lemoore	Cedar Lane from Bluejay Avenue to Lum Drive.	Install buffered Class II bicycle lanes.	Cycle 12	$350,000

Source: HSIP Cycle 11 and 12 Project Lists, Caltrans.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM

The Congestion Mitigation and Air Quality (CMAQ) program prioritizes cost-effective methods of reducing airborne pollutants. **Table 6-10** shows CMAQ projects programmed for the next 4 years. Note that except for the KCAPTA park-and-ride project, these funds were not included in the local agency lists above.

TABLE 6-10: CMAQ PROJECTS

Jurisdiction	Description	Programmed Year	Cost ($)
Various Agencies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	25/26-29/30	$7,555,601
Various Agencies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Signalization Projects	25/26-26/27	$1,550,000

Source: KCAG

PUBLIC TRANSIT

Major changes to transportation in Kings County are in its public transit system. Having outgrown its former bus station, KCAPTA recently completed the construction of a new KART Transit Center in Hanford. The location is shown in **Figure 6-15**.

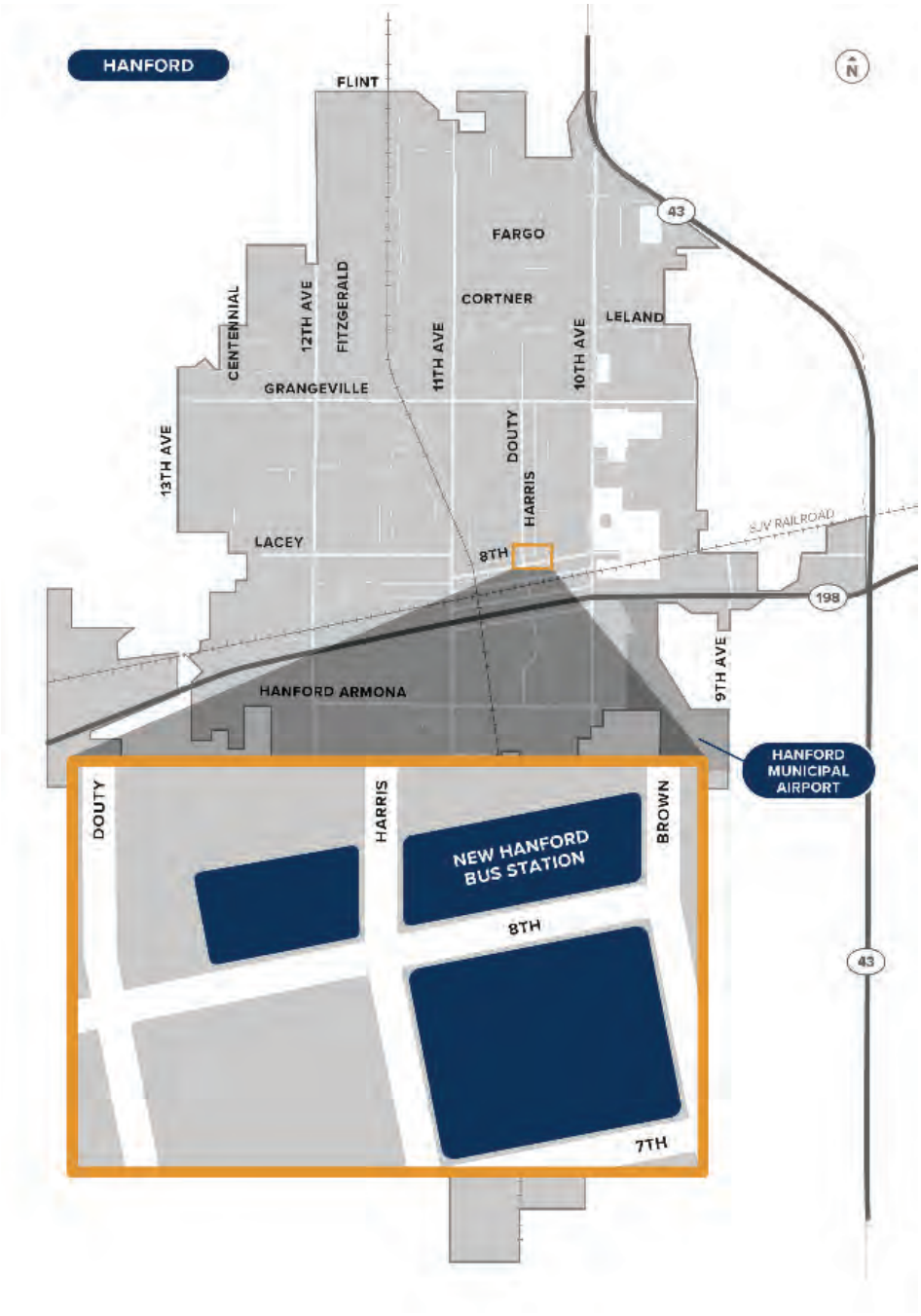


FIGURE 6-15: NEW KART HANFORD BUS STATION LOCATION
Source: KART Station Site Selection Study

THE FUTURE OF RAIL SERVICE IN KINGS COUNTY

California State Rail Plan

The State of California Department of Transportation Division of Rail has issued its "2024 California State Rail Plan". This Plan developed and implemented a statewide rail blueprint to guide future planning and investment decisions in the near and long term.

Some key objectives of proposed route improvements identified for the Gold Runner Route include:

- Connections to High Speed Rail in Merced
- Additional regional service to enhance High Speed Rail connections
- Increased passenger train frequencies

Cross Valley Rail Corridor Plan

In 2016, the Tulare County Association of Governments (TCAG), building off prior regional planning efforts, utilized the High Speed Rail (HSR) Authority's Station Area Partnership Program to develop the Cross Valley Rail Corridor Plan. That work, done in partnership with KCAG and other regional partners, is a long-term vision for connectivity and transit-oriented development in several cities along the Cross Valley Corridor. The Plan envisions improved intercity bus service and ultimately passenger rail service along an existing freight railroad, connecting cities between Huron, in Fresno County, and Porterville, in Tulare County. The service would then provide a connection for communities along this route to the proposed Kings/Tulare HSR in Hanford.

The Cross Valley Rail Corridor Plan identifies potential sites and other planning accommodations for passenger rail service, including walkable, mixed-use (residential and commercial uses developed together) communities with easy access to public transit facilities.

South of Merced Integration Study

After consideration of future high speed rail service, the proposed future route of the Gold Runner (formerly San Joaquins) will terminate in Merced, where passengers will transfer to the HSR to Bakersfield. KCAPTA and KCAG have worked in consultation with other governments and governing bodies in the region to develop an updated plan for future services.

Consultation between KCAG, KCAPTA, and other regional governing bodies focused on three objectives: bus connectivity from Corcoran, Hanford, and Wasco to rail service after the loss of the Gold Runner Service, integrating and assisting in implementation of the Cross Valley Rail, and finding complementary regional uses for existing BNSF slots that would no longer be used by the Gold Runners. A graphic of the bus network is available in Chapter 4.

The plan formalizes regional commitments to connectivity via multiple modes, even after the loss of rail service to downtown Hanford and Corcoran.

OTHER CONSIDERATIONS

ALTERNATIVE FUELS/ELECTRIC VEHICLE FACILITIES

In 2020, KCAG led an effort to create an Electric Vehicle Readiness Plan, assessing the ability of jurisdictions to create Electric Vehicle (EV) infrastructure within their boundaries. Kings County now hosts one of the world's largest Tesla supercharger facilities, located on both sides of I-5 south of Kettleman City. Local jurisdictions are advancing plans to build additional EV chargers, and growth of charger availability in the region is expected to increase rapidly in the near future.

In specific efforts, the City of Avenal is installing three EV chargers at City Hall using CMAQ funds and the City of Corcoran has won a grant to examine implementing EV charging citywide. The $320,479 grant, under the Sustainable Transportation Planning Grant program, will enable the city to better scope the technical details and facility needs for EVs in Corcoran. In 2024, KCAG completed the Zero Emission Vehicle Rollout and Implementation Plan for both KCAPTA and City of Corcoran to determine the appropriate and most efficient zero emission infrastructure system for each operator.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) is the application of advanced information processing, communications, vehicle sensing, and traffic control technologies to the surface transportation system. The objective of ITS is to promote more efficient use of the existing highway and transportation network, increase safety and mobility, and decrease the environmental impacts of congestion.

The impact of the pandemic has shown the capacity for increased work-from-home. Kings County is following the expansion of broadband in the State closely, particularly the open-source middle-mile broadband program of SB 156, which expects to lay 79 miles of fiber in Kings County. Expanding service in Kings County will decrease VMT by expanding work-from-home options and improving the ability of the county to deploy ITS interventions.

CONSISTENCY WITH OTHER PLANS

To the maximum extent practicable, this RTP/SCS is consistent with other planning documents produced by KCAG, including the STIP, ITIP, RTIP, and other financial documents.

CHAPTER 7:
SUSTAINABLE COMMUNITIES STRATEGY

INTRODUCTION

LEGISLATION

California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, requires Metropolitan Planning Organizations (MPOs), including the Kings County Association of Governments (KCAG), to prepare a Sustainable Communities Strategy (SCS) as an integrated component of the Regional Transportation Plan (RTP). The purpose of the SCS is to coordinate transportation, land use, and housing planning in a manner that supports reductions in greenhouse gas (GHG) emissions from passenger vehicles and light-duty trucks.

Assembly Bill 32, the California Global Warming Solutions Act of 2006, established the State's initial framework for reducing statewide GHG emissions. Senate Bill 32, adopted in 2016, strengthened this framework by requiring statewide GHG emissions to be reduced to 40 percent below 1990 levels by 2030. More recently, the 2022 Scoping Plan for Achieving Carbon Neutrality identifies a pathway for California to achieve carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045, consistent with Assembly Bill 1279. Transportation remains the largest source of statewide GHG emissions, accounting for roughly 40 percent of California's total emissions in recent years. However, additional state and local actions are needed to achieve the transportation system reductions necessary to meet our climate goals, which is approximately 25 percent reduction in statewide per capita GHG emissions by 2035 relative to 2005. **The per capita GHG emissions reduction target for Kings County is currently 13% by 2035.**

To help achieve necessary reductions from transportation sector, AB 32 scoping plan relies on regional planning as required by SB 375, which has three major components: 1) to use the regional transportation planning process to help achieve AB 32 goals; 2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG; and 3) to coordinate the regional housing needs allocation process with the regional transportation planning process. Although SB 375 requires consideration of land uses, transportation, and housing in concert, SB 375 does not infringe on the land use jurisdiction of the cities and counties.

SB 150 (Allen, Chapter 646, Statutes of 2017) requires the California Air Resources Board to prepare a progress report every four years evaluating implementation of SB 375. This progress report uses data-supported metrics to assess progress on transportation, housing, and land use strategies, identifies best practices and challenges to achieving greater reductions, and discusses the impact of State policies and funding.

Building on the existing regional transportation planning landscape, SB 375 requires MPOs to develop a "Sustainable Communities Strategy" incorporated to the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets by integrating transportation, land use and housing in the planning process. Specifically, SB 375 requires that the SCS:

- Identify the general location of uses, residential densities, and building intensities within the region;
- 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;
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
- Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emissions reductions target approved by the state board; and
- Quantify the reduction in greenhouse gas emissions projected to be achieved by the SCS and, if the SCS does not achieve the targeted reductions in greenhouse gas emissions, set forth the difference between the amount that the SCS would reduce greenhouse gas emissions and the target for the region.

BACKGROUND

Kings County is comprised of four incorporated cities Avenal, Corcoran, Hanford and Lemoore, and four unincorporated communities Armona, Home Garden, Kettleman City, and Stratford. While KCAG is a metropolitan planning organization, having one urbanized area with a population of 50,000 or more, Kings County is a predominantly rural, agriculture-based County, with the highest percentage of land enrolled in the protected farm-lands programs in California. The county covers 1,391 square miles with more than 90 percent of all land devoted to agricultural uses. The Kings County population is 153,754. The county and four cities have coincidental restrictions on growth outside the primary urban boundaries of the cities.

In developing the 2026 RTP/SCS, KCAG and the RTP Stakeholder Advisory Group considered the following:

- land use decisions of our local agencies as the foundation for sustainable development in our region;
- the direction of SB 375 to consider farmland transportation investments and farm-to-market transportation needs; and
- the recommendations of the reports noted above in developing the recommended scenarios through the public, our respective elected officials, and cities and county.

During the development of the SCS, KCAG reviewed the general plans with its member agencies on policy direction and land use patterns, which serve as the foundation for transportation planning and establishing the latest planning assumptions (LPA) for RTP/SCS updates. A consistent theme throughout all the general plans is the primary goal of preserving farmland through minimizing its conversion to residential or even commercial development. Other consistent themes particularly among cities were: incentivizing infill development; providing amenities such as shopping and transit access; preserving open spaces near housing, particularly high density developments; encouragement of using a good housing mix with emphasis on higher density residential development near existing employment centers, commercial development and parks; and connectivity of neighborhoods to services and facilities.

BLUEPRINT

The multi-jurisdictional Kings County Blueprint effort was initiated in September of 2005, when the KCAG Commission agreed to move forward with a joint grant application with the seven Councils of Governments (COGs) in the San Joaquin Valley. The grant was successfully awarded, and an unprecedented planning effort began. With both a regional Valleywide perspective and a local county focus, the Blueprint was the first significant land use planning effort to consider the future vision and important quality of life characteristics for 2050.

The Kings County Blueprint was spearheaded by KCAG staff who worked closely with the Cities of Avenal, Corcoran, Hanford, and Lemoore and the County of Kings. Naval Air Station (NAS) Lemoore also became a close partner in the latter part of the effort. The Kings County Blueprint Principles were developed by planners from the member agencies and NAS Lemoore that built upon and reflect the values of Kings County residents. The principles were adopted by the KCAG Commission on August 27, 2008 and include the following:

1. The cities and the County of Kings will retain local land use authority.
2. Direct future growth to existing urbanized areas within Kings County to ensure orderly and sufficient provision of services and infrastructure.
3. Concentrate urban growth within the Blueprint Urban Growth Boundaries for cities and Community Service Districts to minimize outward expansion into important farmlands.
4. Preservation of agricultural lands surrounding cities and communities shall serve as open space buffers that separate and maintain the individual identities and uniqueness of the cities and communities within Kings County.
5. Balance the countywide need for urban growth and economic development with reinforced preservation of the County's prioritized agricultural resources.
6. Enhance economic development connectivity through transportation highway infrastructure improvements that focus on expanding State Route 198 and State Route 43 to four lanes through Kings County.
7. Improve air quality through enhanced commuter connectivity by implementing alternative transportation modes and enhancing existing modes and supporting the continuation of Amtrak passenger rail service through Kings County on the existing BNSF alignment.
8. Create a range of housing alternatives and minimum and maximum densities that meet the changing needs of Kings County residents.
9. Protect the many natural resources and sensitive environmental habitats, such as the Kings River corridor and wetlands, from urban encroachment.
10. Provide for an encroachment-free operating environment for Naval Air Station Lemoore in coordination with the City of Lemoore and the County of Kings.

The Kings region will continue to benefit from the proactive and smart growth planning policies of our member agencies and collaborative planning efforts such as the Kings County Blueprint.

NAVAL AIR STATION LEMOORE JOINT LAND USE STUDY

The Naval Air Station Lemoore Joint Land Use Study (JLUS) is another example of a multi-jurisdictional planning collaboration in the Kings region. The JLUS grant program encourages cooperative land use planning between military installations and the adjacent communities so that future community growth and development are compatible with the training and operational missions of the installation. The initial JLUS planning effort focused primarily on policies and recommendations and entailed examining the existing and future planned land uses in the area surrounding Naval Air Station Lemoore, including the military training area. Kings County Association of Governments (KCAG) was the sponsor of the initial JLUS study participating on behalf of the City of Lemoore and the Counties of Fresno and Kings. KCAG worked in close partnership with the Naval Air Station Lemoore and was responsible for the leadership, coordination, and management of the overall grant as provided by the Department of Defense Office of Economic Adjustment. KCAG will again be a key stakeholder during the development of the JLUS update.

The Lemoore Naval Air Station (LNAS) and the City of Lemoore are conducting an Installation Readiness Study to inform the development of risk-based strategies and action plans, which may lead to further analysis and design solutions for shared infrastructure that serve LNAS and surrounding communities. A cornerstone of the project is the comprehensive NAS Lemoore Installation Readiness Review, analyzing vital infrastructure components of water availability, electrical infrastructure, wastewater infrastructure, and communications infrastructure.

REGIONAL HOUSING NEEDS ALLOCATION

SB 375 reinforces the linkage between Regional Housing Need Allocation (RHNA) and the RTP process to better integrate housing, land use, and transportation planning. The regional housing need projection determination (RHND) was received from the California Department of Housing and Community Development (HCD) during its 6th cycle. Based on the allocation determination by HCD and the subsequent consultation process, KCAG developed the RHNA Methodology and prepared the 2023 Kings County Regional Housing Need Assessment Plan to allocate each jurisdiction's fair share of new housing units that are projected to be needed from June 30, 2023 and ending on January 31, 2032. Given that the Housing Element cycle is eight years, the Kings County RHNA Plan is applicable to this 2026 RTP/SCS and the following 2030 RTP/SCS update cycle.

SB 375 requires the SCS to "identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region". SB 375 also requires consistency between the RHNA and the development pattern of the SCS. The Kings County RHNA and SCS are consistent in both development patterns and quantity of housing units. The two land use scenarios of the SCS meet this requirement and supplies enough residential housing capacity by jurisdiction to meet the housing need of 9,429 units projected for the June 30, 2023 through January 31, 2032 period for the KCAG region.

Available housing capacity in each KCAG member jurisdiction in the SCS preferred scenario will be adequate to accommodate each jurisdiction's respective share of housing need to be allocated by KCAG's proposed RHNA methodology. Available residential capacity in each jurisdiction will therefore be sufficient to accommodate at minimum that jurisdiction's share of the regional housing need and KCAG's RHNA allocation plan allocates housing units within the region consistent with the development pattern of the SCS. **Table 7-1** shows the identified housing need by jurisdiction, including very low- and low-income categories, in the RHND provided by HCD.

TABLE 7-1: REGIONAL HOUSING NEEDS DETERMINATION

INCOME CATEGORY	PERCENT	TOTAL HOUSING
VERY LOW	23.9%	2,257
LOW	17.7%	1,672
MODERATE	18.6%	1,753
ABOVE MODERATE	39.7%	3,747
TOTAL	100%	9,429

Source: Cycle 6 HCD RHNA Targets

PUBLIC ENGAGEMENT

SB 375 REQUIREMENTS FOR PUBLIC ENGAGEMENT

SB 375 requires the preparation of a public participation plan specifically for the SCS outreach prior to the development of the SCS. This requirement may be met by amending the existing federally required participation plan or by creating a supplemental participation plan. KCAG chose to adopt a supplemental document to the existing participation plan.The most recent version of the Supplemental Public Participation Plan for the 2026 RTP/SCS was adopted by the KCAG Transportation Policy Committee on October 22, 2025.

The 2026 Supplemental PPP established strategies for public outreach to encourage the active participation of a broad range of stakeholder groups in the planning process including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, representatives from the home building industry, broad-based business organizations, landowners, commercial property interests, all population sectors, and homeowner associations. These stakeholder groups were not only solicited to participate in the 2026 RTP/SCS update public workshops but were the foundation for the membership of the RTP Stakeholder Advisory Group.

SB 375 requires counties with a population of 500,000 or more to hold at least three workshops. Though our population is substantially smaller, KCAG held two in-person public workshops during the first phase of the outreach effort and an additional two workshops following the development of proposed SCS scenarios in the cities of Avenal and Hanford. Spanish interpretation services were provided at each workshop.

Public hearings will be held at two KCAG Commission meetings prior to adoption. These RTP/SCS hearings will be conducted on July 22, 2026 and August 26, 2026.

TECHNICAL ADVISORY COMMITTEE

The KCAG Technical Advisory Committee (TAC) membership consists of: 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, a Santa Rosa Rancheria Tachi Yokut Tribe representative, Kings County Environmental Health Department representative, and a California Highway Patrol representative. All meetings are open to the public and provide an opportunity for public comment.

The TAC was provided regular updates on the progress of the outreach efforts with the general public and the RTP/SCS Stakeholder Advisory Group. The monthly TAC meeting ensured regular communication with local member agencies and other stakeholders that had questions and concerns raised during the RTP/SCS development process were addressed in time. The TAC provided valuable information regarding land use policies and insight into the local needs of KCAG member agencies to inform the RTP/SCS development as well as recommendations to the KCAG policy board for selection of the preferred SCS scenario.

STAKEHOLDER ADVISORY GROUP

KCAG formed a Stakeholder Advisory Group that included representatives from affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations. KCAG also invited representatives of other segments of the population of Kings County, such as the agricultural community, goods movement, Native American Tribe, senior citizens, bicyclists, economic development interests, public health, elected representatives (at the local, state, and federal level), education, and the Lemoore Naval Air Station to help develop the alternative scenarios for the RTP/SCS.

The role of the Stakeholder Advisory Group was to inform the entire RTP/SCS development process on SCS scenario development and selection. The Stakeholder Advisory Group also provides recommendations to the KCAG policy board for selection of the preferred SCS scenario.

PUBLIC ENGAGEMENT PROGRAM

Public engagement was a key component of the 2026 RTP/SCS process. KCAG used a combination of in-person, online, and direct outreach methods to share information, gather feedback, and

understand transportation priorities from residents, community members, partner agencies, and stakeholders across Kings County.

Goals

The public engagement process was guided by the following goals:

- Build awareness of the 2026 RTP/SCS and explain how the Plan will guide regional transportation investments and policy decisions.
- Provide meaningful opportunities for residents, stakeholders, and partner agencies to share input throughout the planning process.
- Reach community members through both traditional public meetings and informal pop-up events held in locations where people already gather.
- Provide online participation options for people who cannot attend in-person events.
- Use public and stakeholder input to inform the development of the final RTP/SCS, including transportation priorities, policy direction, and investment strategies.

Engagement Approach

KCAG used a multi-pronged engagement approach to reach a broad cross-section of the Kings County community. This approach included both formal and informal participation opportunities. Public workshops provided a structured setting for sharing project information and gathering input, while pop-up events allowed the project team to meet residents at existing community events and have shorter, more casual conversations. The online survey provided another way for people to participate in their own time.

Engagement was conducted in phases to support the development of the RTP/SCS. Early outreach focused on introducing the project, building awareness, and gathering input on existing transportation conditions, challenges, and priorities. Later outreach focused on sharing draft concepts, confirming community priorities, and collecting feedback to help refine the final Plan. All in person engagement events included Spanish-speaking staff that were able to provide interpretation for those with Limited English Proficiency (LEP). All written materials including promotional materials, surveys, project cards, and the project website included Spanish translations.

OUTREACH ACTIVITIES COMPLETED

KCAG conducted the following outreach activities to support development of the 2026 RTP/SCS.

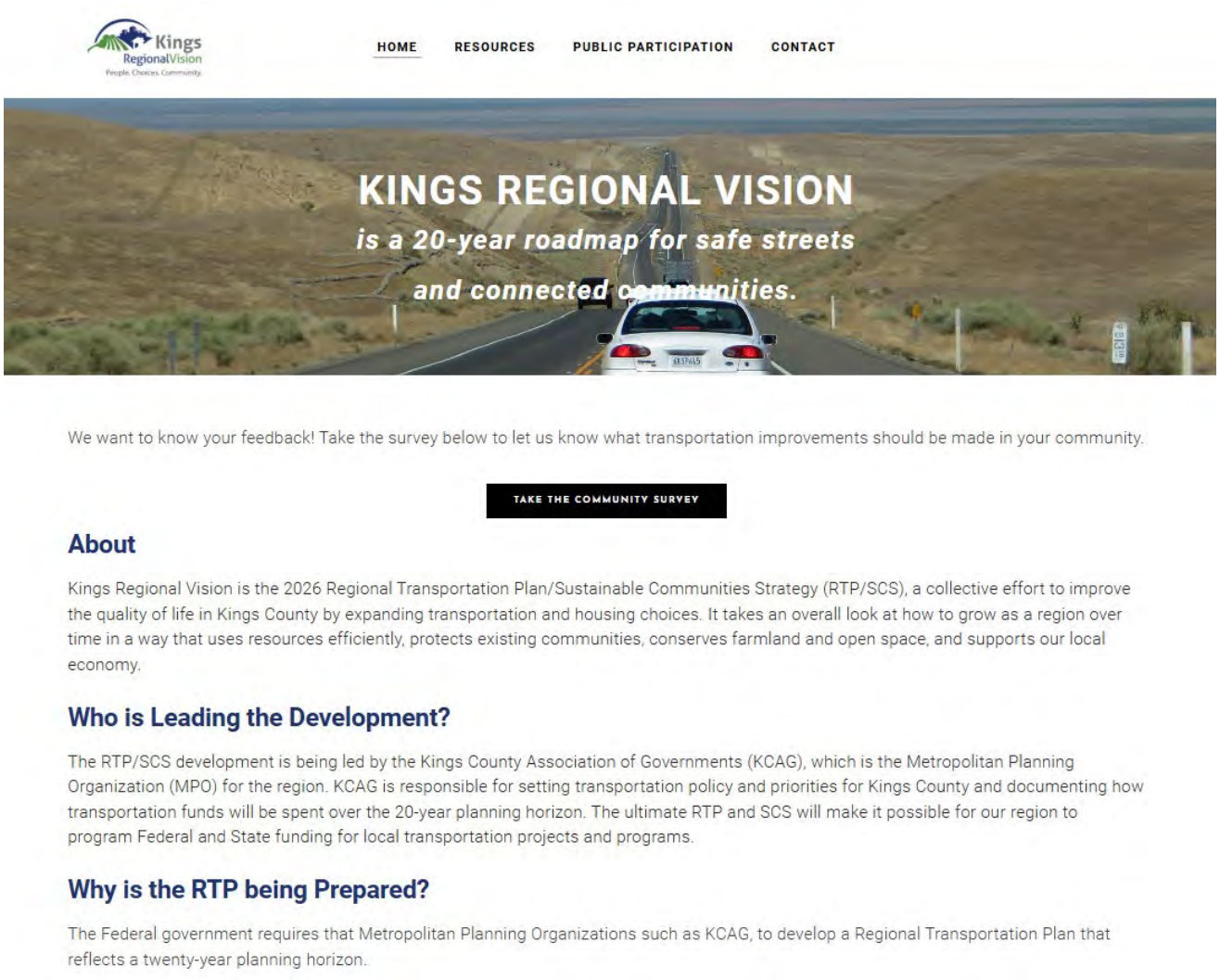
Project Website and Online Information

Project information was maintained by KCAG staff online at www.kings-regionalvision.com, which provided a central location for RTP/SCS materials, engagement opportunities, and project updates.

The project website included information about the purpose of the RTP/SCS, the planning process, upcoming events, and ways to provide feedback.

Website information included:

- Project overview and background
- RTP/SCS process and timeline
- Public workshop information
- Online survey link
- Project materials and resources
- Contact information for questions and comments



Online Survey

An online survey was developed to gather input from residents and stakeholders on transportation needs and priorities across Kings County. The survey provided an opportunity for people to share feedback even if they were unable to attend an in-person event or workshop.

Kings RegionalVision

Community Survey

The Kings County Association of Governments (KCAG) is updating its Regional Transportation Plan (RTP), which is a 25-year roadmap for transportation investments and improvements in Kings County. Your input will help shape priorities for roads, transit, biking, walking, and future growth in your community!

Visit our project website at www.kings-regionalvision.com to learn more.

1. What is your zip code?

2. How do you usually travel for most of your trips?

- Drive alone
- Carpool/Vanpool
- Walk
- Bike
- Public transit (bus or shuttle)
- Uber/Lyft or other rideshare
- Other (please specify)

The survey was available from October 2025 to April 2026 and received **104 responses**. Surveys were collected digitally through SurveyMonkey and from community members at pop-up events. The survey asked participants about their current travel patterns and behaviors, potential transportation improvements to meet their needs, and opinions on roadway safety, and transit use.

Survey promotion included social media posts through partner agencies and organizations, emails to the community project list, direct outreach to the stakeholder group, and promotion at in-person events include pop-ups and workshops.

A summary of survey findings is provided in **Appendix IX**.

Pop-Up Events

Project staff held pop-up events throughout Kings County to share information about the RTP/SCS and gather input from community members. Pop-ups were held at existing community events and locations where residents were already gathering. This approach helped reach people who may not typically attend public workshops or formal planning meetings.

At each pop-up event, project team members shared information about the RTP/SCS, answered questions, promoted the online survey, and gathered feedback on transportation needs and priorities. Materials included business cards with project information, flyers, and printed surveys.

Pop-up events were held at the following locations and times:

- **April 22, 2026** from 4 – 7 p.m.: Earth Day Resource Fair, Hanford
- **April 23, 2026** from 4 – 6 p.m.: Tabling at KART Transit Center, Hanford
- **April 24, 2026** from 5 – 8 p.m.: Farmers and Artisan Market, Corcoran
- **May 1, 2026** from 8 – 10 a.m.: Tabling at KART Transit Center, Hanford

- **May 1, 2026** from 4 – 9 p.m.: Old Timers Day, Avenal
- **May 2, 2026** from 12 – 8 p.m.: Salsa Festival, Lemoore

Public Workshops

KCAG hosted two rounds of public workshops to share information about the RTP/SCS and gather input at key points in the planning process. The first round introduced the RTP/SCS, provided background on regional transportation planning, and asked participants to share feedback on existing transportation needs, challenges, and priorities in their communities. The second round shared updated project information and gathered feedback on proposed SCS scenarios.

The workshops provided an opportunity for community members to ask questions, review project materials, and provide input through discussion, filling out the survey, and sharing notes on board exhibits with project information. Workshop feedback helped the project team better understand community priorities and refine the RTP/SCS. Workshops were held on the following dates and at the locations below.

- **October 28, 2025** 6 – 7:30 p.m., Avenal Theater, 233 East Kings Street, Avenal
- **October 29, 2025** 6 – 7:30 p.m., Training Room, Administrative Offices, Hanford
- **June 23, 2026** 5:30 – 7 p.m., Avenal Theater, 233 East Kings Street, Avenal
- **June 24, 2026** 5:30 – 7 p.m., Transit Center, Administrative Building, 210 East 7th Street, Hanford

Draft Plan Public Review

The Draft 2026 RTP/SCS was released for public review on July 13, 2026 and made available for a 55-day public review and comment period. During this period, KCAG will invite residents, partner agencies, stakeholders, and interested members of the public to review the Draft Plan and provide comments before the RTP/SCS is finalized and considered for adoption. The Draft Plan was made available through KCAG's website and KCAG's interagency-consultation procedures. KCAG will also hold two public hearing(s)/meeting(s) during the Draft Plan review period to provide an overview of the Draft RTP/SCS, answer questions, and receive public comments.

WHAT WE HEARD

Feedback received through the public engagement process was reviewed to identify common themes and priorities for the 2026 RTP/SCS. Input was gathered through the community survey, public workshops, pop-up events, and partner and stakeholder outreach. Overall, participants emphasized the need to maintain the existing transportation system, improve transit service, expand walking and biking options, address safety concerns, and strengthen connections to jobs, schools, services, and regional destinations. Key themes across all feedback sources include:

- **Roadway maintenance and operations:** Maintaining and repairing roads was one of the most frequently identified priorities. Participants raised concerns about pavement and roadway conditions, rail crossings, and the need for targeted roadway improvements in growing areas. Comments also identified needs for improved striping, signal timing, intersection safety, and roadway widening where appropriate.

- **Transit service and amenities:** Transit was a major theme across survey responses and open-ended comments. Participants requested more routes and stops, more frequent service, later service, weekend/Sunday service, and better regional connections to destinations such as Visalia, Fresno, Tulare County, Fresno State, College of the Sequoias, and Coalinga. Transit stop amenities were also frequently mentioned, including the need for shelters, benches, lighting, shade, and clearer information when stops are moved, or service changes occur.

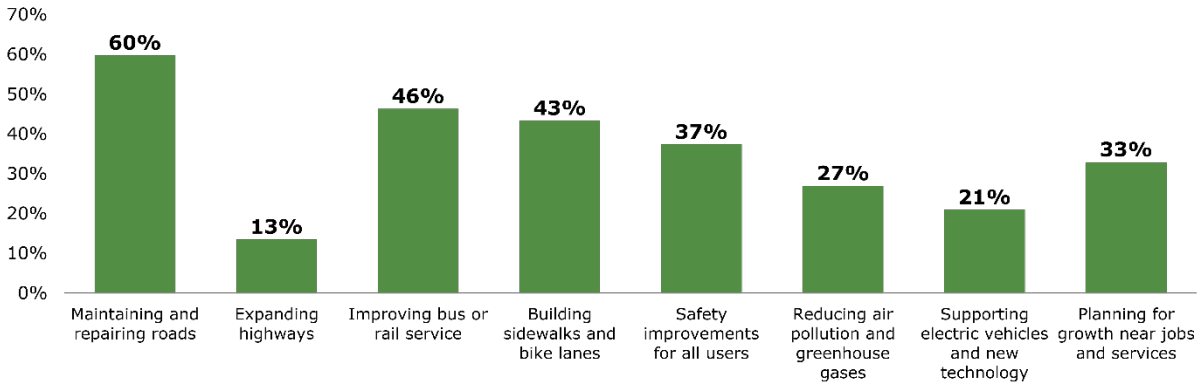
- **Walking, biking, and trails:** Participants frequently identified the need for more connected sidewalks, bike lanes, trails, safe crossings, and lighting. These needs were especially noted near schools, parks, transit stops, downtown areas, rural roads, and neighborhoods where people may walk or bike out of necessity. Workshop participants identified active transportation needs in multiple communities, including Avenal, Corcoran, Hanford, Home Garden, and other areas.

- **Safety for all users: Safety** is a recurring theme across comments about roads, transit, walking, and biking. Participants identified concerns related to speeding, pedestrian visibility, unsafe crossings, bicycle safety, lighting, and personal safety at or near transit stops. Many comments focused on the need to make transportation safer for children, older adults, people with disabilities, transit riders, pedestrians, and bicyclists.

- **Regional connectivity and access: Participants** emphasized the importance of transportation connections to jobs, schools, healthcare, shopping, and services. Survey responses identified the distance between housing, jobs, and services as a major transportation barrier. Comments also highlighted the need for stronger connections between smaller communities, rural areas, and larger regional destinations.

- **Growth, sustainability, and emerging mobility: Participants** generally support planning for growth in a way that improves access and reduces transportation impacts. Feedback also included support for reducing air pollution and greenhouse gas emissions through improved transit, active transportation, electric vehicle charging, clean vehicle technology, and other mobility strategies. Workshop participants identified potential electromobility improvements in Corcoran and Avenal, including near Corcoran Community Park, the Corcoran Train Station, East Kings Street, Hydril Road, and the Avenal Sand Drags area.

- **SCS Scenarios:** Feedback on the proposed scenarios during the second round of workshops was limited. Two participants provided input, with one selecting Scenario B, which focused on residential infill, and one selected Scenario D, which maintained Scenario A land use assumptions while increasing investment in enhanced mobility strategies.



The above graph shows preliminary results from one survey question: **Where do you think transportation funding should be focused?**

CONCLUSION

The most frequently mentioned priorities were road maintenance, improved transit service, expanded sidewalks and bike lanes, safer crossings and lighting, and stronger connections between communities and key destinations. Participants also emphasized the importance of considering rural communities, disadvantaged communities, and people who do not have reliable access to a car. This feedback helped confirm the need for a balanced transportation strategy that maintains the existing system while improving safety, mobility, access, and sustainability across Kings County.

MEMBER AGENCY COORDINATION

The SCS builds on existing land use plans from KCAG's member agencies and as per SB 375, may not supersede local land use decisions. KCAG collaborated closely with member agencies to incorporate current and evolving land use plans into the SCS document. This included coordination with tribal lands via the Tachi Indian Tribe and federally controlled land at the Lemoore Naval Air Station. Public agencies were also invited to provide baseline planning and land use information to the RTP Stakeholder Working Group as previously noted and were given the opportunity to analyze how the recommendations of the public and Stakeholder Working Group fit with their general plans and would affect future land use decisions.

KCAG regularly consulted and coordinated with the Standing Committees and Boards throughout the entire SCS development process. The following list of Committees were actively engaged in the development of the RTP and SCS.

KCAG Commission and Transportation Policy Committee (TPC)

The Transportation Policy Committee (TPC) serves as the governing board for KCAG with final approving authority on policy decisions and all RTPA activities. The TPC is a committee of the KCAG Commission and composed of members of the regular KCAG Commission with the addition of the Director of the Caltrans District 6 representing the Director of Caltrans Headquarters.

KCAG Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) is comprised of members from the cities of Avenal, Corcoran, Hanford, Lemoore, and the County of Kings, in addition to others. 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 on a broad range of planning issues. The Committee includes 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, Kings County Public Health representative, and a Santa Rosa Rancheria Tachi Yokut Tribe representative.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC 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 needs group listed previously, as well as citizens who are interested in the transit planning process.

ENVIRONMENTAL JUSTICE / SOCIAL EQUITY IN THE SCS

Setting

Kings County, as an agricultural area, consists of a mix of population types (with 12.4% senior citizen, 73.7% self-identified as minority, and 41.9% with a primary language other than English). The average annual income is more than 25% below the statewide median, with 14.4% of the population earning below the poverty line, and unemployment figures are nearly double that of the state level. These conditions complicate the distribution of benefits and burdens of the transportation investments in Kings County.

Definition

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. It is the identification and assessment of adverse effects of programs, policies, or activities on minority and low-income population groups. KCAG's goal is to ensure that all people, regardless of race, color, national origin or income, are protected from disproportionate negative or adverse impacts of transportation projects and that all populations share in the benefits of transportation improvements in Kings County. The emphasis on

EJ is intended to protect low-income and minority individuals across the Kings County region by identifying and addressing any disproportionately high and adverse effects of the Plan on minority and low-income populations (i.e., EJ communities).

A number of federal and state laws and regulations govern how EJ is incorporated into the 2026 RTP/SCS. These include:

- **Title VI of the Civil Rights Act of 1964**, which prohibits discrimination by recipients of federal funds on the basis of race, color or national origin and which ensures that no person is excluded from participation in or denied the benefits of federally funded programs.
- **Section 11135 of the California Government Code,** which expands Title VI protections to prevent discrimination in state activities on the basis of sex, religion, ancestry, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation.
- **2024 California Regional Transportation Plan Guidelines**, which provide guidance for incorporating Title VI, environmental justice, social equity, meaningful public participation, and consultation with disadvantaged and underserved communities into the development and evaluation of an RTP/SCS.
- **Federal metropolitan transportation-planning regulations, including 23 CFR Part 450**, which requires MPOs to maintain an open and accessible public-participation process and to seek out and consider the needs of populations traditionally underserved by existing transportation systems, including low-income and minority households.
- **FTA Circular 4702.1B**, which provides Title VI compliance guidance for recipients of Federal Transit Administration funding, including MPO requirements for Title VI programs, demographic analysis, public participation, language access, and the evaluation of transportation investments.

Based on federal and state requirements and guidance, KCAG has two primary responsibilities in addressing EJ while developing the 2026 RTP/SCS. First, KCAG must ensure there is equity in the distribution of potential benefits and burdens resulting from the proposed transportation investments identified in the Plan. Second, KCAG's planning process itself must provide an equal opportunity for all segments of the population to provide input into the transportation planning process.

KCAG's efforts to address EJ and provides results from three EJ specific performance measures, as well as a benefits and burdens analysis evaluating the equity of the Plan's decision-making and investment strategy. The Plan EJ benefits and burdens are compared against Scenario B ("Residential Infill Trend"). This chapter also provides an overview of the outreach efforts associated with the planning process for the 2026 RTP/SCS.

Assessing Equity: Performance Measures

To determine whether EJ Communities (i.e., low-income and minority populations) in Kings County have an equitable share in the 2026 RTP/SCS's transportation investments and are not

disproportionately impacted by such investments, KCAG analyzes demographic and travel data from the transportation demand model. This analysis evaluates how EJ Communities are considered in the transportation investment strategies compared to non-EJ Communities. This analysis involves three key steps:

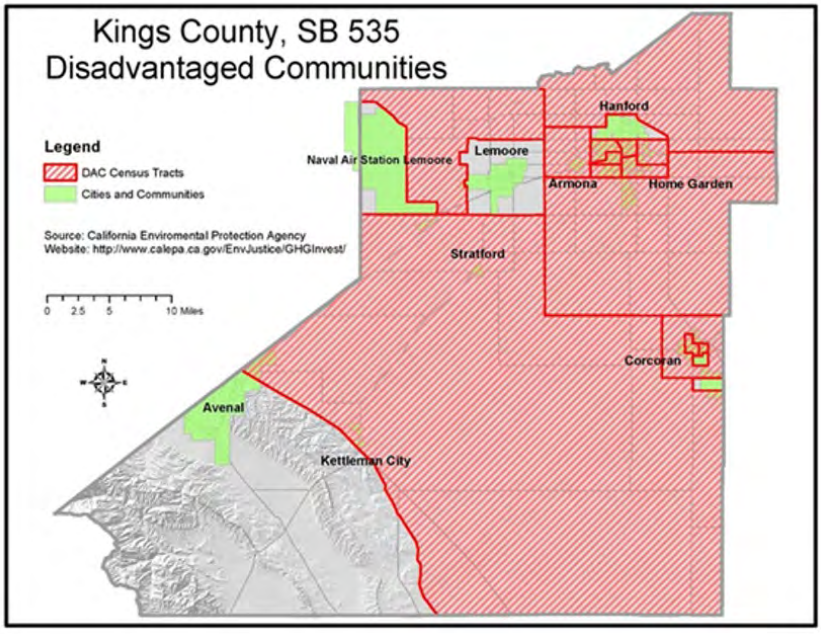
1. Collect socio-economic data on target populations

2. Identify and locate low-income and minority populations (i.e., EJ communities or EJ areas)

3. Quantitatively assess the benefits and burdens of the transportation plan with respect to EJ communities

Basic socio-economic information for Kings County was collected from the Census Bureau. Specifically, data from the 2020-2024 American Community Survey (ACS) was gathered to establish racial, ethnic, and income-distribution patterns in the region. Census data offers the advantage of providing a diverse demographic profile at the census block level that roughly corresponds to the Traffic Analysis Zones (TAZs) used in the travel-demand forecasting model.

The Census Block Group, which is the smallest level of geography for which both racial/ethnic and income data are available, was chosen as the geographic unit of analysis. Census Bureau definitions of racial and ethnic populations were used to identify minority status among persons living in Kings County. Minority persons are those who identify as Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, some other race, multiple races, or Hispanic/Latino of any race. The ACS estimates of median household income were used to define "low-income" populations for Kings County.



For the 2026 RTP/SCS, EJ areas are defined as those Census Block Groups that contained 60 percent or more of minority populations or had a median household income of $49,245 or less. These are Census Block Groups with slightly higher minority concentrations than the countywide average (47 percent) or with households making 80 percent or less of the median household income for the county ($61,556). Census Block Groups with populations less than one person per acre were eliminated from the analysis. EJ and non-EJ Census Block Groups were then translated into the traffic analysis zones (TAZs), which represent the basic geographical unit of the travel demand model. All TAZs that were more than 50 percent covered by an identified EJ Census Block Group were included as EJ TAZs.

To determine if the proposed plan investments unduly benefit or burden any one population under the Plan, three performance measures were developed to compare the social equity impacts expected by 2035 within EJ areas and non-EJ areas.

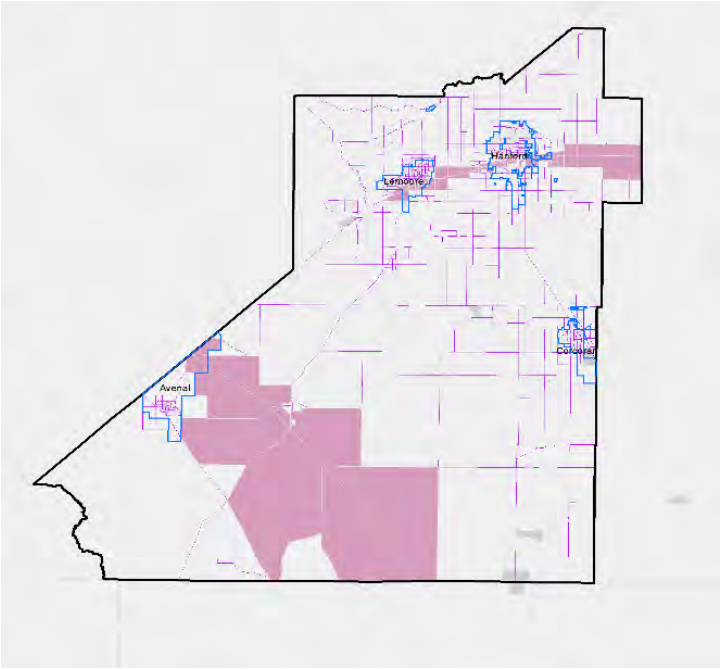
Percentage of Households in Disadvantaged Communities

An analysis of households found that the number of units in TAZs within disadvantaged communities was 37.5 percent using baseline conditions. Both land use scenarios developed for the SCS decreased the number of households within disadvantaged communities by half a percent to 37 percent.

Percentage of Low-Income Housing/Minority Population Within a Half-Mile of Major Regional Transit Center

For populations with limited financial, physical or other means, having convenient access to transit is critical. To analyze the equity of the Plan's transit investments, a comparison of households with walking access (i.e., within one half-mile) to a transit stop in EJ areas versus non-EJ areas was prepared. Under 2035 conditions, the percent of EJ households able to access a major regional transit station, ranged from 5.48 percent to 5.58 percent in the future - an increase from the 5.26 percent baseline.

Percentage of Housing Within 500 feet of a Major Transportation Corridor



Proximity to major transportation facilities can increase a population's exposure to health-based air contaminants emitted from motor vehicles, as well as from road dust. To determine the proportion of EJ communities that may be subject to these conditions, an analysis was performed to compare the percentage of the EJ households relative to non-EJ households located within 500 feet of a major transportation facility, defined as any interstate or Caltrans. Given that well over 90% of the planned housing growth out to 2035 will be within the incorporated areas versus unincorporated county, the percent of EJ households within 500 feet of a major transportation corridor will increase to 11.9 percent relative to 8.1% under baseline conditions. This is not the result of new roadway expenditures but more compact development patterns around existing infrastructure.

Benefits and Burdens Analysis

The 2026 RTP/SCS contains no capacity-increasing projects on state-owned highways or interstates. The overwhelming majority of roadway projects within the county are for roadway repair and

rehabilitation. While in many cases these are not closing the gap between disadvantaged and well-off communities, they do not add to the environmental burden faced by EJ communities. However, the plan makes significant funding available likely to benefit lower-income and minority communities. Significant funding is going towards active transportation, which is more likely to assist low-income and minority communities in safer alternatives for short-distance travel. In addition, KCAPTA is investing in additional service and has worked to bring Míocars to the community, better connecting the community and giving lower-income residents additional mobility opportunities through transit and electric vehicle carsharing.

Equity and Outreach

For our purposes, environmental justice refers to equity in the distribution of benefits and costs arising from transportation policies, programs and projects included in the 2026 Regional Transportation Plan (RTP) and the 2025 Federal Transportation Improvement Program (FTIP).

The KCAG Public Participation Plan (PPP), which was adopted in December 2011, includes the practices of environmental justice. A Supplemental PPP was developed and adopted on October 22, 2025 for the 2026 RTP/SCS efforts. The PPPs include enhanced outreach approaches to Environmental Justice populations to meet state and federal principles and to eliminate participation barriers to active participation in all populations.

KCAG's transportation decision making process has an inclusive approach to consider the human environment and the adverse impacts that transportation projects may have. This agency also looks at safety and mobility, which are key elements in achieving environmental justice.

The environmental justice impacts analyzed include: human health and safety, economic development, society and culture, and natural environment. The projects and programs included in the RTP and FTIP will not have a disproportionately adverse effect on the low-income or minority populations of Kings County.

In response to Title VI and Environmental Justice requirements, KCAG has placed an increased emphasis on reaching out to and soliciting input from the historically underserved populations in Kings County (i.e., low-income, minority, Native American, elderly, and persons with disabilities), as detailed in the Environmental Justice chapter of this document.

CONCLUSION

The region-wide EJ/Equity analysis, based on the three identified performance measures, indicates that the Plan will not have a disproportionate negative impact on the identified EJ communities. The plan also makes available funding to complete bicycle and pedestrian networks, expand transit service, and expand regional electric carsharing. These improvements are highly likely to improve mobility for EJ communities and lower overall emissions in the County. In addition, the planning and outreach process applied during the development of the 2026 RTP/SCS provided disadvantaged communities with equal and ample access to provide input and participate in the plan's development.

SCS IMPLEMENTATION, RECENT PROGRESS, AND ACHIEVEMENT

California has established ambitious climate change goals to reduce greenhouse gas emissions 40% below 1990 levels by 2030 and 80% under 1990 levels by 2050. KCAG has been collaborating with local agencies to ensure that the region is continuing to work toward the State's 2030 and 2050 climate change goals by encouraging land use and transportation decisions that minimize greenhouse gas emissions. The adopted scenario within the 2022 RTP/SCS incorporated land use policies from recently updated general plans and transportation policies that were included in the Transit Development Plan (TDP). KCAG built upon these ongoing efforts in the 2026 RTP/SCS. The adopted per capita GHG emission reduction target for KCAG is 13% for 2035.

Many of the projects listed in the 2022 RTP/SCS have been successfully completed or are currently in the process of implementation. The following projects highlight the efforts that Kings County is pursuing as part of the SCS implementation that clearly demonstrates how state visions and goals are realized on a local and regional level.

KART SERVICE IMPROVEMENTS

Fixed Route Service and Planning

KCAPTA has continued to improve KART fixed-route service through route planning, service coordination, and future expansion planning. The 2022 Hanford Fixed Route Schedule Study evaluated how KART routes could be updated following relocation of the Hanford Transit Center. The study recommended more direct and bi-directional routes, improved route spacing, fewer one-way loops, and continued timed transfers to make the system easier to use and more efficient.

Future Service Expansion

KCAPTA and the City of Hanford are coordinating on improvements along East Lacey Boulevard to support future fixed-route service. The corridor currently lacks some of the sidewalks, bus stops, and ADA-accessible infrastructure needed for reliable transit service. Planned corridor improvements will help prepare the area for future KART service while improving pedestrian, bicycle, and transit access.

Operations Improvements

KART has implemented technology and facility improvements to improve the rider experience and support more reliable operations. Riders can access real-time bus arrival information through the KART app, text messaging, route lookups, and stop-based arrival tools. The new Hanford Transit Center also improves transfers, provides better access to regional services, and supports future service growth.

New Mobility Services

KART continues to provide important regional connections between Hanford, Lemoore, Avenal, Corcoran, Laton, Visalia, Fresno, and Naval Air Station Lemoore. These services connect residents to jobs, schools, medical services, shopping, and regional transportation options, including Amtrak and other transit providers.

KART Vanpools

KCAPTA began operating a new vanpool program in Kings County in 2020 through non-exclusive operating contracts. The program provides a shared commute option for workers and helps reduce single-occupant vehicle trips, particularly for longer regional commutes. In 2025, 50 vehicles were in operation with annual revenue miles of 1,031,747, revenue hours of 20,852, and annual ridership of 192,594. Total passenger miles trips traveled for 2025 were 6,327,444. As of the FY 2026–27 KCAG Overall Work Program, the KCAPTA Vanpool Program includes 38 operating vans and has generated more than $2 million in additional federal transit funding through annual FTA apportionments. The program supports KART's broader role in improving regional mobility, expanding commute choices, and maintaining farebox revenue compliance for public transit operations.

Future Planning Efforts

KCAPTA has completed the new KART Multi-Modal Transit Center in downtown Hanford, with the facility scheduled to open for local and out-of-town routes in February 2026. The new transit center supports improved transfers, regional connections, and future service growth. With this major facility investment completed, KCAPTA's next capital priorities focus on transitioning the KART fleet to zero-emission vehicles and preparing the supporting infrastructure needed for electric bus operations.

Through KCAG's SB 125 transit funding strategy, KCAPTA has identified capital projects including electric bus charging infrastructure, battery-electric bus purchases, and a bus operator training simulator. The charging infrastructure project is planned for KCAPTA's maintenance

facility on Davis Street in Hanford and includes design, engineering, electric bus charging equipment, a charging management system, solar bus canopies, and related site improvements such as grading, drainage, and paving. These improvements will support the long-term transition from compressed natural gas vehicles to battery-electric buses. KCAPTA has also identified funding for new 35-foot battery-electric buses and electric micro-transit vehicles, helping modernize the fleet while supporting cleaner and more reliable transit service.

INTERCITY RAIL

Increased regional cooperation

KCAG continues to participate in regional planning efforts that strengthen Kings County's connection to the broader San Joaquin Valley and statewide passenger rail network. Regional cooperation has become increasingly important as agencies plan for the integration of Amtrak Gold Runner service, Gold Runner Thruway bus connections, the Cross Valley Corridor, and future high-speed rail. Partner agencies have established agreements and shared planning efforts to define roles, improve transfers, coordinate service planning, and support station-area access. Together, these efforts are intended to create a more seamless regional passenger transportation system that better connects Kings County residents to jobs, education, services, and statewide travel options.

High Speed Rail Planning

Kings County will play an important role in California's future high-speed rail system through the planned Kings/Tulare High-Speed Rail Station near Hanford. Local and regional partners are advancing station access, transit-oriented development, and connectivity planning to ensure the future station is integrated with local transit, active transportation, regional bus service, and surrounding land uses. The City of Hanford and partner agencies developed the Kings-Tulare HSR Station Transit-Oriented Development and Connectivity Plan, which is also being coordinated with Cross Valley Corridor service planning.

Cross Valley Corridor

The Cross Valley Corridor is a major regional mobility effort intended to improve east-west connections between Kings and Tulare counties. In the near term, the corridor is being advanced as phased bus service, including the Cross Valley Express, with service planned between Naval Air Station Lemoore, Hanford, Visalia, and Lindsay. The future Kings/Tulare High-Speed Rail Station is planned as the central connection point for the corridor. Over the long term, the corridor has been described as having potential for rail service between communities such as Huron and Porterville, but current implementation is focused on high-quality regional bus service that can connect to high-speed rail when service begins.

VANPOOLS

CalVans Growth

In 2012, the California Vanpool Authority (CalVans) was established as a joint powers agency and currently operates within 17 counties. CalVans is able to provide safe, affordable vans to eligible agricultural farmworkers traveling to the field and general vanpools for employment destinations and for students. CalVans' general and agricultural vanpools show a trend in growth over a 5-year period, and as a result, CalVans is planning to increase the number of available vans in its fleet.

MOBILITY ENHANCEMENTS

Traffic Signalization

KCAG continuously works with local jurisdictions to identify and address the local needs for traffic mitigation. Recent and programmed improvements include traffic signal projects, intersection upgrades, and operational enhancements funded through the FTIP. These projects help address localized congestion, improve traffic flow, and support emissions reductions by reducing vehicle idling and delay.

Roundabouts

KCAG and its partner agencies continue to evaluate and program roundabouts and other intersection improvements to improve safety, reduce delay, and support more efficient travel in the Kings region. Programmed improvements include a roundabout at 22nd Avenue and Grangeville Boulevard, an intersection heavily used by commuters traveling to Naval Air Station Lemoore and local agriculture uses. Caltrans is also advancing the Kettleman Roundabout Project at State Route 41 and Bernard

Drive, and at State Route 41 and Laurel Avenue in Stratford, which are planned to improve safety and traffic operations in an area affected by commercial traffic and regional travel demand. Together, these projects reflect a continued focus on improving high-demand intersections, reducing severe collision potential, and supporting more reliable travel for residents, workers, and visitors.

ACTIVE TRANSPORTATION

Safe Routes to Schools Projects and Active Transportation Plans

KCAG and its member agencies have continued to advance active transportation planning to support safer and more connected walking and bicycling throughout Kings County. KCAG completed the 2025 Regional Active Transportation Plan, which updates the prior regional plan and provides a countywide framework for bicycle, pedestrian, trail, and Safe Routes to School improvements in Kings County and the cities of Avenal, Corcoran, Hanford, and Lemoore. The plan identifies prioritized improvements that improve access to schools, jobs, transit, parks, shopping, health care, and other key destinations, and includes a regional Complete Streets Policy with a goal of reducing fatalities and serious injuries to zero by 2035. Additionally, the cities of Avenal and Corcoran have recently completed and adopted Active Transportation Plans to encourage walking and bicycling, improve safety, reduce pedestrian- and bicyclist-related collisions, and support reduced automobile use.

A number of grants in California and at the Federal level support the implementation of active transportation infrastructure either directly or indirectly. Agencies in Kings County have been fairly successful winning ATP and CMAQ grants and have programmed ATP projects extensively in the Tier I improvements list.

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Local Agency Implementation

As for supporting the use of electric vehicles, local agencies have successfully purchased electric vehicles and installed electric vehicle charging stations through grant funds from the San Joaquin Valley Air Pollution Control District and Southern California Edison. Local agencies have added electric vehicle chargers to public facilities and encouraging the construction of electric vehicle charging stations on new projects.

KCAG adopted the Kings County Electric Vehicle Readiness Plan in 2020 to guide the siting and implementation of plug-in electric vehicle charging infrastructure and to help local agencies identify best practices and funding opportunities. The plan supports KCAG's broader SB 375 greenhouse gas reduction efforts by preparing the region for increased electric vehicle use and future charging demand.

KCAPTA is also advancing EV charging infrastructure as part of KART's transition to zero-emission transit operations. Through the SB 125 transit funding strategy, KCAPTA identified electric bus charging infrastructure, charging management software, battery-electric bus purchases, and related capital improvements to support the transition from compressed natural gas buses to battery-electric buses. The electric bus charging project is planned for KCAPTA's maintenance facility on Davis Street in Hanford and includes design, engineering, charging equipment, charging management systems, and related site improvements.

KCAG supports the development of infrastructure for the use of alternative fuel vehicles in government and private business. Local agencies have applied for and received grant funds from the San Joaquin Valley Air Pollution Control District and Southern California Edison to purchase electric vehicles and install electric vehicle charging stations.

EFFICIENT AND EQUITABLE DEVELOPMENT

Climate Action Plan (CAP)

The cities of Avenal and Hanford collaborated to develop a Regional Climate Action Plan (CAP) in 2014 that identifies voluntary, cost-effective measures to reduce GHG emissions. It includes measures to encourage low carbon and alternative fuel vehicles, electric vehicle readiness, and employer-based transportation demand management. Elements of the CAP were incorporated into the Avenal and Hanford General Plan updates.

Public Health Partnership

KCAG, in collaboration with other Kings County organizations, participates in the Kings Partnership for Prevention efforts to develop a County Nutrition Action Plan in a way to achieve health equity through climate action. The goals are to promote active transportation, prioritizing infill and transit-oriented development, encourage local food systems and healthy diets, and green the built environment to provide access to trees, parks, and open spaces. Surveys during the community needs assessment process identified the lack of transportation as a barrier to eating healthy foods, participating in active living, access to health care, and having a healthy environment.

Telework and Other Flexible Working Arrangements

KCAG and local agencies continue to monitor broadband access as part of broader transportation demand management and equity efforts. Expanding broadband in rural and underserved communities can support telework, telehealth, online education, and access to public services, which may reduce some commute and service-related vehicle trips.

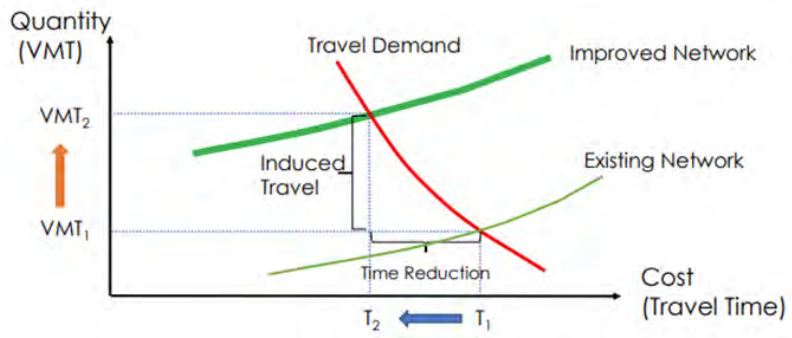
Since the prior RTP/SCS, California has continued to advance the Statewide Middle-Mile Broadband Initiative, including planned broadband corridors along major highways such as I-5 and SR 198. These investments could improve broadband access for communities such as Lemoore, Hanford, and unincorporated areas of Kings County.

Kings County has also continued to identify broadband expansion as a local priority, including recent broadband expansion projects announced in 2025. In addition, the San Joaquin Valley Air Pollution Control District continues to implement Rule 9410, the Employer Based Trip Reduction rule, which encourages larger employers to reduce single-occupant commute trips through strategies such as telecommuting, alternative work schedules, ridesharing, transit, bicycling, and walking.

Induced Demand Resulting from Roadway Capacity Increasing Projects

Since the implementation of Senate Bill (SB) 743 and California's broader climate and transportation policies focused on reducing greenhouse gas emissions and vehicle travel, transportation planning and environmental review in California have increasingly emphasized the relationship between roadway capacity expansion and induced vehicle miles traveled (VMT). State agencies including the California Air Resources Board (CARB), the Governor's Office of Planning and Research (OPR), and Caltrans have incorporated induced travel considerations into CEQA transportation analysis, Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) evaluations, and transportation funding and policy guidance for capacity-increasing projects.

Induced VMT refers to the increase in driving that occurs after roadway capacity is expanded. When new lanes or road improvements significantly reduce travel time or the perceived "cost" of driving, latent demand (i.e., people who previously suppressed taking trips, traveling longer distances, changing routes or destinations, or shifting travel from other modes or times of day) is released resulting in greater on-road activity (see induced demand graph below).



Source: Caltrans Traffic Analysis Framework 1st Edition

King County's travel characteristics are a critical consideration in interpreting induced VMT results and selecting an appropriate analytical approach. The County is predominantly suburban and rural in nature, with relatively low levels of recurring congestion and, therefore, correspondingly lower levels of suppressed (latent) travel demand compared to major metropolitan regions. Under these conditions, induced travel effects are expected to be more limited, as increases in roadway capacity are unlikely to generate the substantial travel time savings needed to significantly alter travel

behavior, as highlighted in recent research, including the Rural Induced Demand Study[1]. The Rural Induced Demand Study (California Rural County Task Force, 2025) and the recently released Investigating the Ability to Assess VMT Impacts of Rural Capacity-Enhancing Projects (Caltrans and UC Berkeley Institute of Transportation Studies, June 2026) indicate that induced demand is indeed less prevalent/likely in rural areas (i.e., sensitive to rural versus urban area type).

The 2026 RTP/SCS does include some new or widened lower-classification roadways. The need for these roadway projects is not for congestion relief but to provide necessary access to approved/planned residential parcels of which over 98% is occurring within city limits. Hence, all the local planned roadways in the 2026 RTP/SCS are growth serving – not growth inducing (i.e., will not serve to open up new land for unplanned development outside of established city boundaries). Given the nature of the existing land use, limited future growth patterns, and lack of congestion within Kings County, these lower functional classification of roadway improvements are not anticipated to generate long-term induced growth and therefore travel demand (i.e., residential or employment development). Also note, that short-term induced demand (i.e., route diversion, longer vehicle trip lengths, or mode shifts) due to improved accessibility is adequately captured by the KCAG travel demand model. Network plots showing expected network improvements relative to future planned growth are shown below in **Figure 7-1** and **Figure 7-2**.

[1] https://www.nctc.ca.gov/Reports/RCTF-Rural-Induced-Demand-Study/index.html

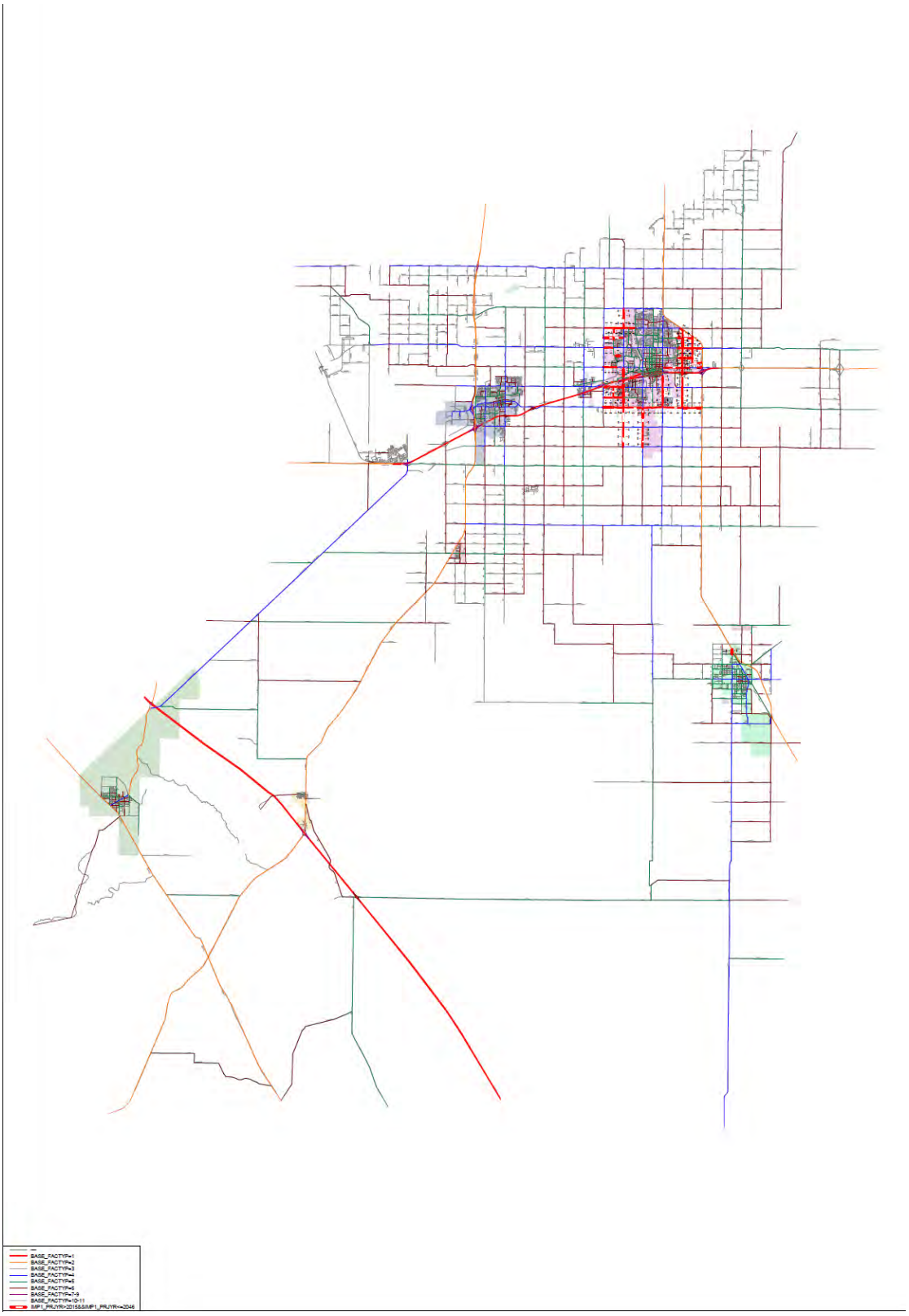


FIGURE 7-1: COUNTYWIDE EXPECTED IMPROVEMENTS

Source: KCAG Modeling Information

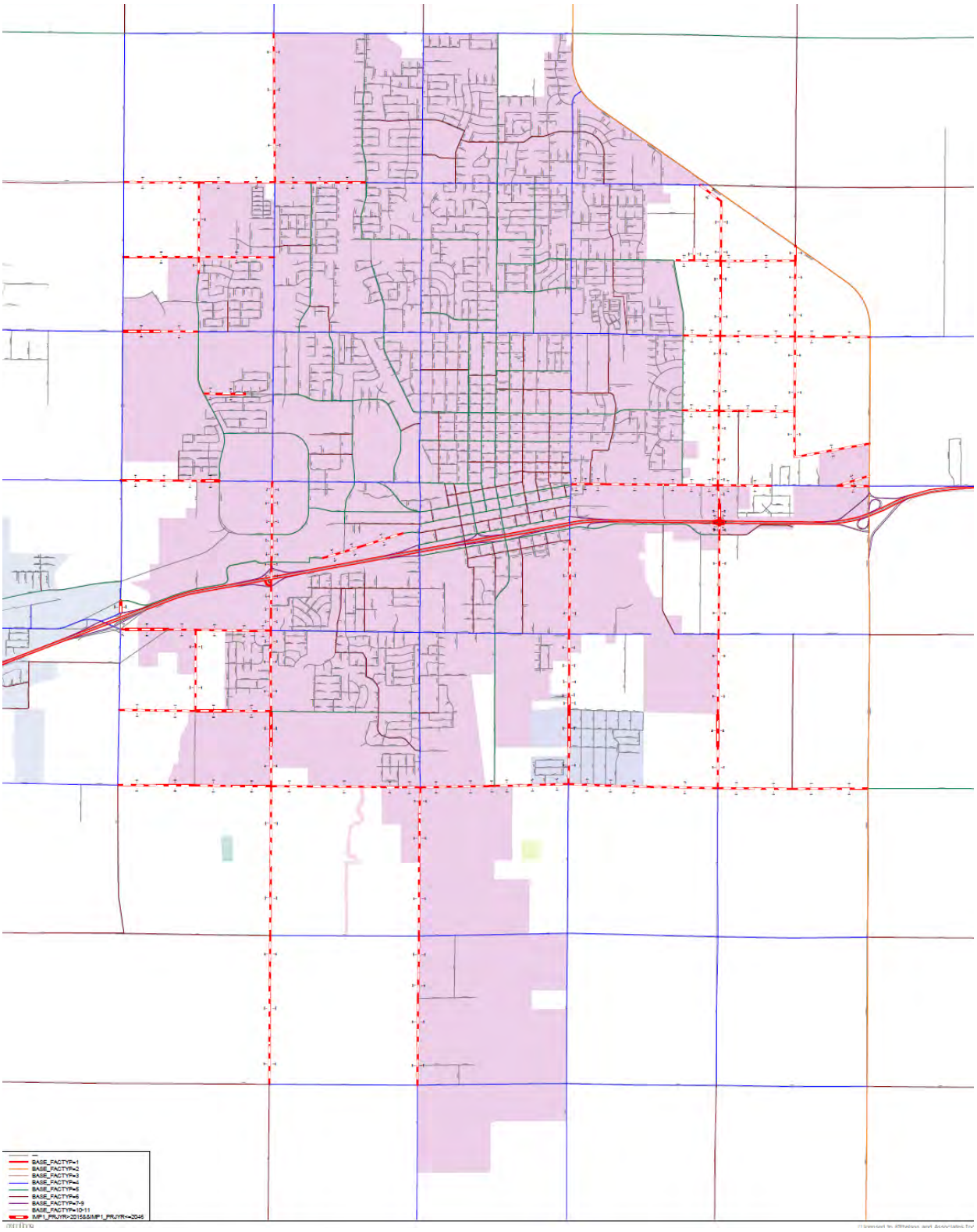


FIGURE 7-2: EXPECTED IMPROVEMENTS WITHIN HANFORD

Source: KCAG Modeling Information

SCENARIO DEVELOPMENT PROCESS

Scenario planning is a method by which several scenarios are developed, studied under future year conditions, and their relative performance evaluated. In the context of the KCAG 2026 RTP/SCS, scenario planning was used to study four different scenarios. A scenario can reflect a different set of land use patterns, development characteristics, and/or transportation investments. The analysis demonstrates how the different sets of investments and land uses create different future outcomes.

KCAG staff initiated the SCS development process in February 2026. In collaboration with the RTP/SCS Stakeholder Advisory Group members, KCAG explored various strategies that not only contribute to reducing GHG emission but also are practical given the rural setting in Kings County. KCAG met with each of the RTP/SCS Stakeholder Advisory Group members in May 2026 to finalize the scenarios for analysis.

The need to integrate transportation investments with land use decisions on growth and housing is an explicit feature of SB 375. As a result, MPO regions such as Kings County should achieve specified regional targets for reducing greenhouse gases from cars and light trucks and identify specific areas in the region to accommodate the projected population growth during the timeframe of the Plan.

Developing possible scenarios of land use and transportation investments starts with demographic growth forecasts. The 2026 RTP/SCS relies on a regional forecast of future demographics. As described in Chapter 1, the forecasts were developed from the Department of Finance population and the General Plans of KCAG's member local agencies. The forecasts were reviewed by the local agencies.

Although Kings County is relatively rural area, mixed-use infill development and higher density development are already seen in part of the urbanized areas. In addition, the mixed use and infill development projects are encouraged in the latest Hanford general plan update. Land use changes that were modeled in the scenarios above the base incorporated infill development projects within the cities of Lemoore and Hanford.

Using the demographic projections, three unique land use scenarios were developed. Each land use scenario was developed to help ensure that choices over land use transportation investments were consistent with one another. Land use choices in a scenario included decisions over development patterns, such as where to locate new housing, new commercial developments, and new mixed-use areas relative to existing communities (e.g., infill vs. converted farmland or open space). Transportation investments choices for a given scenario include decisions for spending levels on active transportation investments, roadway system management and operational investments, transit service improvements, vanpool formation, passenger rail enhancements, electric vehicle charging infrastructure investments, and broadband expansion to facilitate telecommuting, tele-shop and tele-health opportunities particularly for disadvantaged communities in Kings County.

Since the 2022 RTP/SCS, KCAG, in coordination with its member agencies have developed several regional plans to prioritize transportation investments and facilitate implementation. These key transportation investment areas are described below.

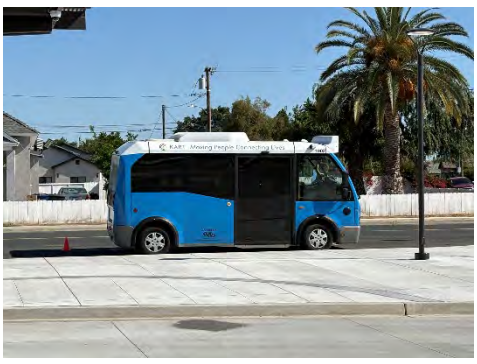
Active Transportation

Active transportation strategy is to encourage the construction of bicycle and pedestrian facilities. Altering people's travel behavior from driving to walking and biking not only is beneficial for their health but also contributes to the efforts in mitigating greenhouse gas emissions. KCAG developed the Kings County Regional Active Transportation Plan (2025) which identifies prioritized bicycle and pedestrian projects and provide support for local jurisdictions to apply for active transportation related grants. KCAG and its member agencies continuously collaborate to prepare active transportation related grant applications to secure funding for implementation of identified active transportation projects. Active transportation projects to install construction of bicycle and pedestrian facilities at various locations within the region have and will also continue to be funded through Congestion Mitigation Air Quality Program (CMAQ).

Alternative Fuel Vehicles

The deployment and market penetration of alternative fuel vehicles and the readiness of supporting infrastructures available throughout the region are critical to reduce greenhouse gases. In the past few years, our local member agencies have been active in applying for and successfully to secure funds for alternative fuel vehicle purchase, including Compressed Natural Gas vehicles and Plug-in Electric vehicles. To echo the state's ambitious action to promote zero emission vehicles, KCAG developed the Regional EV Readiness Plan (April 2020) to identify effective strategies to encourage the adoption of electric vehicles. In the meantime, local agencies will keep up the efforts to secure funds to purchase alternative vehicles for the public fleet and install supporting facilities, moving towards a cleaner energy future.

Mobility Improvement



Mobility improvement comprises transit system and ridesharing program. Pilot Flex Route Program for Hanford and Lemoore is expected to provide evening services for students and residents to request transportation between bus stop locations only. This will greatly improve connectivity with direct trips and ride times between destinations. Ridership is expected to increase by serving areas more frequently to meet growing needs while balancing operational costs. A passenger mobile app will be available to enable a better public transit

experience. Ridesharing programs include CalVans Vanpool Expansion program and Agricultural Vanpool program, and the KART Vanpool program to help reduce the single occupancy vehicle travels. Transit changes that were able to be modeled in the scenarios above the base incorporated increased transit stop coverage within the Lemoore Naval Air Station and service to the Santa Rosa Rancheria and Tachi Palace.

Operational Improvement

Operational improvement comprises traffic signal installation, signal synchronization and roundabout construction to mitigate traffic congestion. More traffic signalization projects are programmed and expected to be implemented to relieve traffic congestion in the region.

SCS SCENARIO ALTERNATIVES

Scenario A. Current Trend

Scenario A (Current Trend) reflects the planned general plan growth detailed in the local agency general plans. These growth patterns are consistent with growth historically seen in Kings County with most residential and non-residential growth occurring within the incorporated cities of Hanford, Lemoore, Corcoran, and Avenal. Although Kings County is a relatively rural area, mixed-use infill development and higher density development are already seen in part of the urbanized areas. In addition, the mixed use and infill development projects are encouraged in all the local agency general plans – most recently in the Hanford general plan update. This includes a mix of infill development in downtown areas with some development in new growth areas but still within urban growth lines. Over 98 percent of countywide housing growth is projected to occur within incorporated cities with less than 2 percent growth in unincorporated communities. Likewise, 95 percent of employment growth under the Current Trend scenario is in the cities while 5 percent is in existing unincorporated communities. Development Priority Areas are shown in **Figure 7-3** through **Figure 7-5** show the development areas in the County. These areas and their priority weights determine the allocation of future growth for Scenario A. **Figure 7-6** through **Figure 7-8** show the geographic distribution of residential housing unit increments out to 2050. The 2035 SCS Scenario A increments were interpolated using the 2023 model baseline and 2050.

The housing type distribution under Scenario A is approximately 77% detached single-family homes over multi-family housing which constitute 23% of residential land use. The distribution of new residential development reflects an 80/20 percent split of single-family housing relative to new multi-family housing.

Transportation investments in Scenario A prioritize roadway rehabilitation and roadway system preservation. No new roadway capacity of state highway facilities is planned prior to 2035. Transportation investment in Scenario A is dedicated to roadway maintenance with increased funding for alternative transportation improvements such as transit and bicycle/pedestrian improvements.

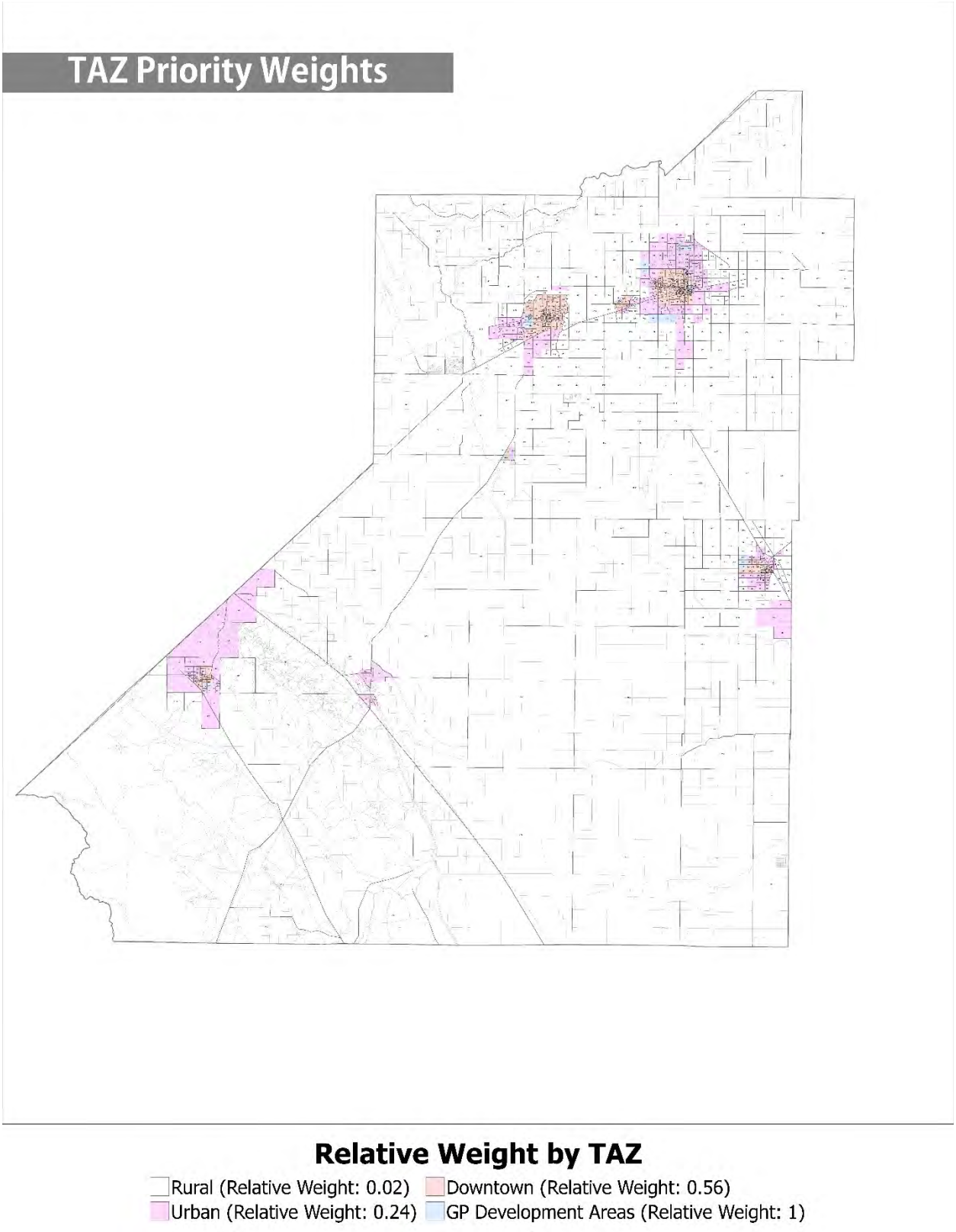


FIGURE 7-3: DEVELOPMENT PRIORITY AREAS (SCENARIO A)
Source: KCAG Model Information

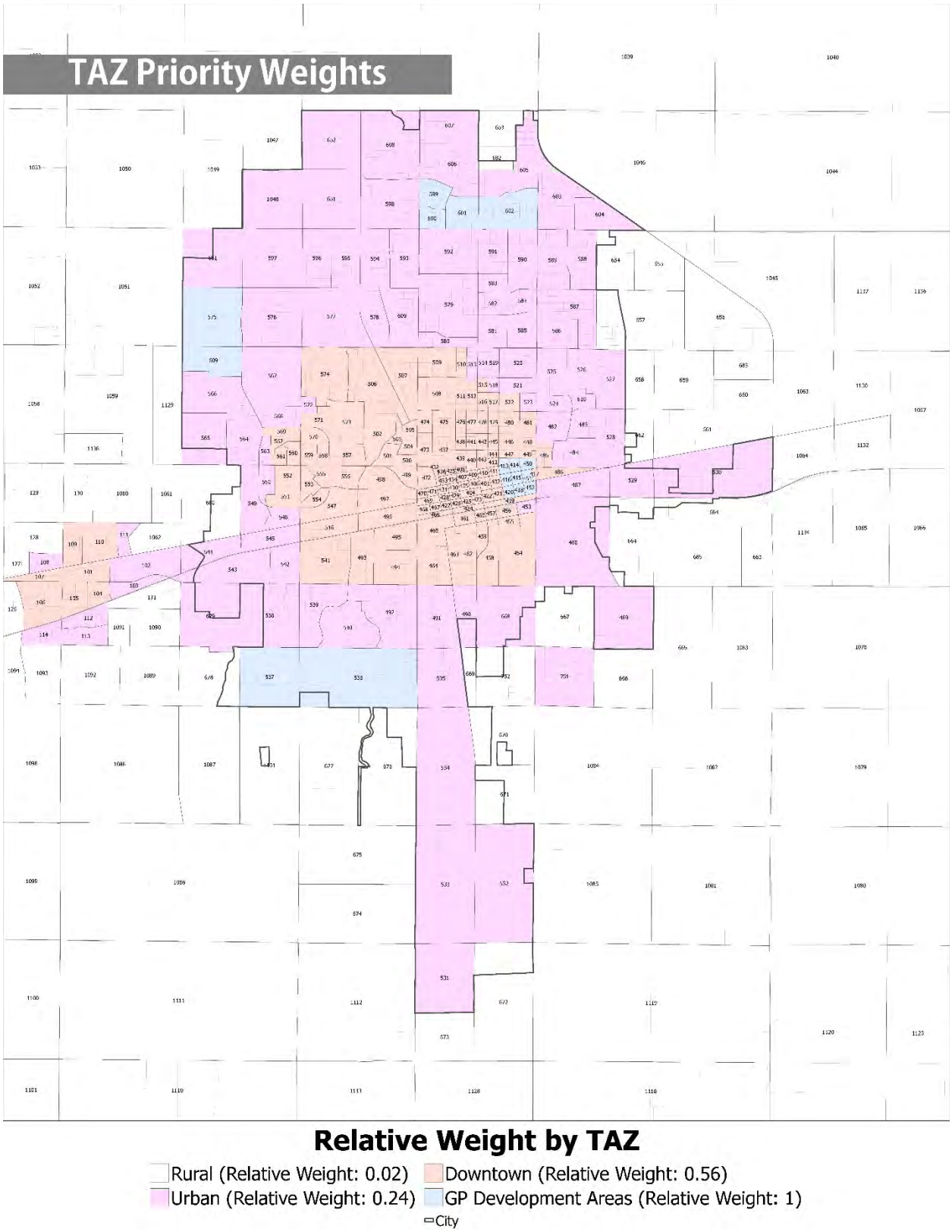


FIGURE 7-4: HANFORD DEVELOPMENT PRIORITY AREAS (SCENARIO A)

Source: KCAG Model Information

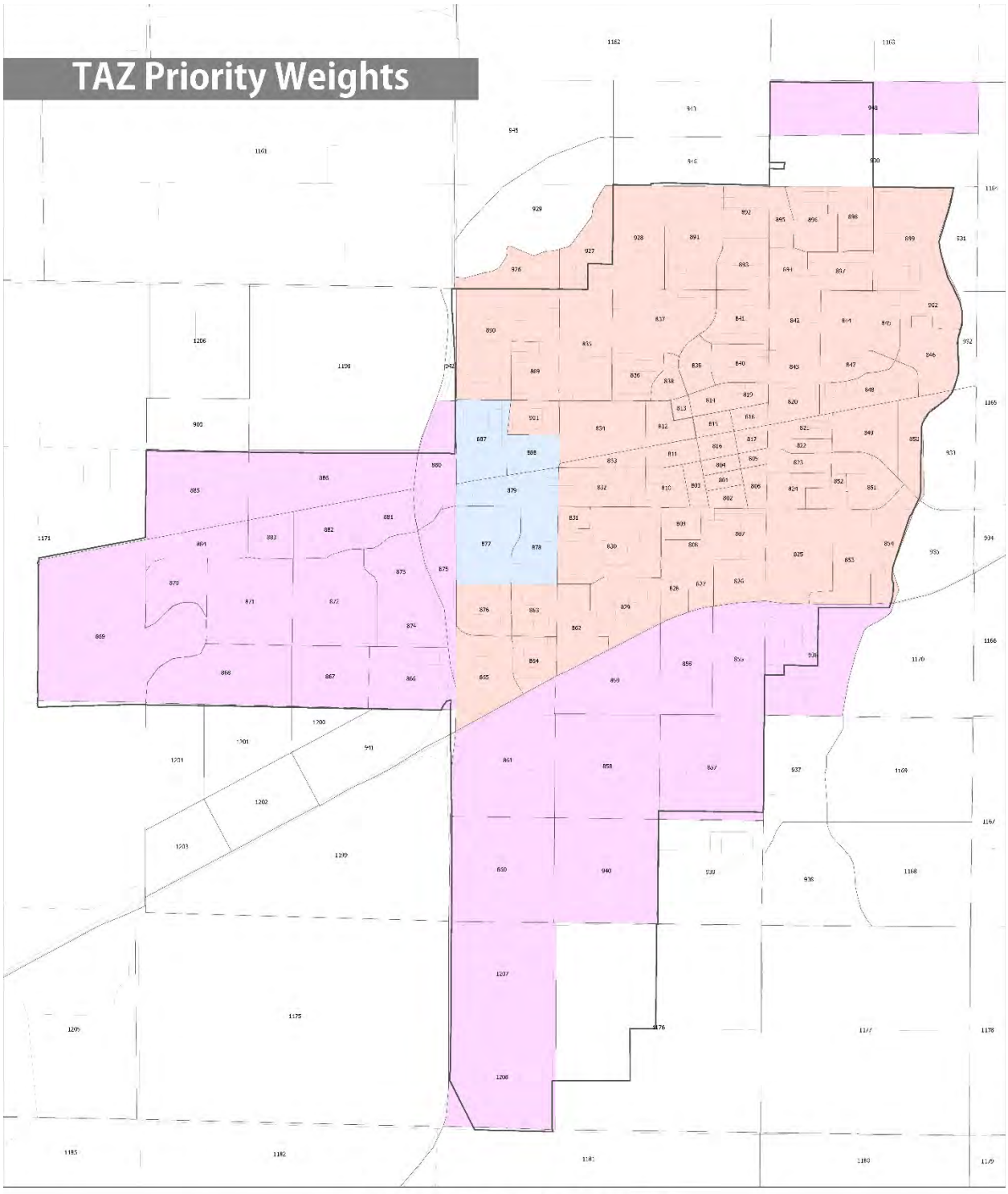


FIGURE 7-5: LEMOORE DEVELOPMENT PRIORITY AREAS (SCENARIO A)
Source: KCAG Model Information

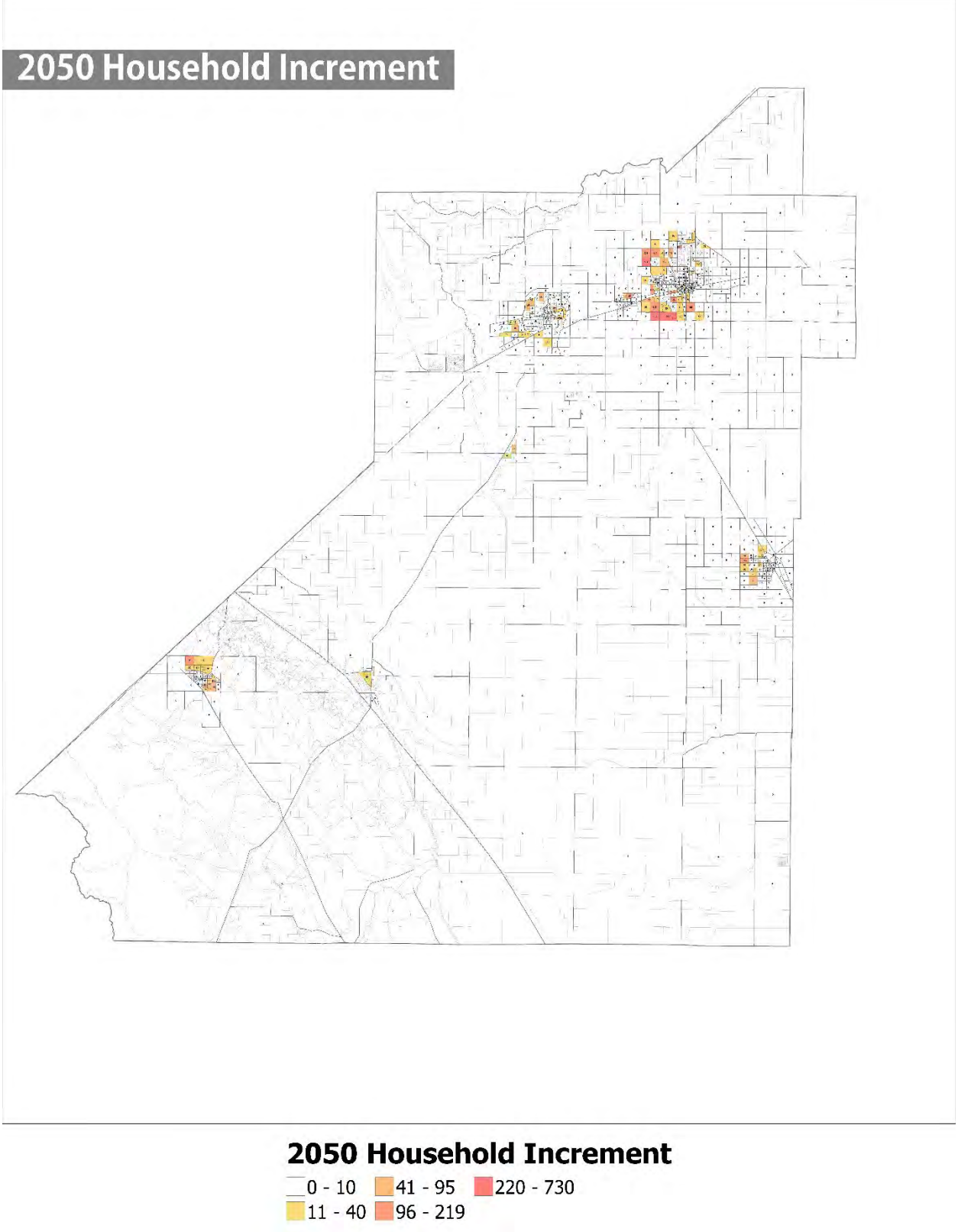


FIGURE 7-6: 2050 HOUSEHOLD INCREMENT (SCENARIO A: 2035 INTERPOLATED)
Source: KCAG Model Information

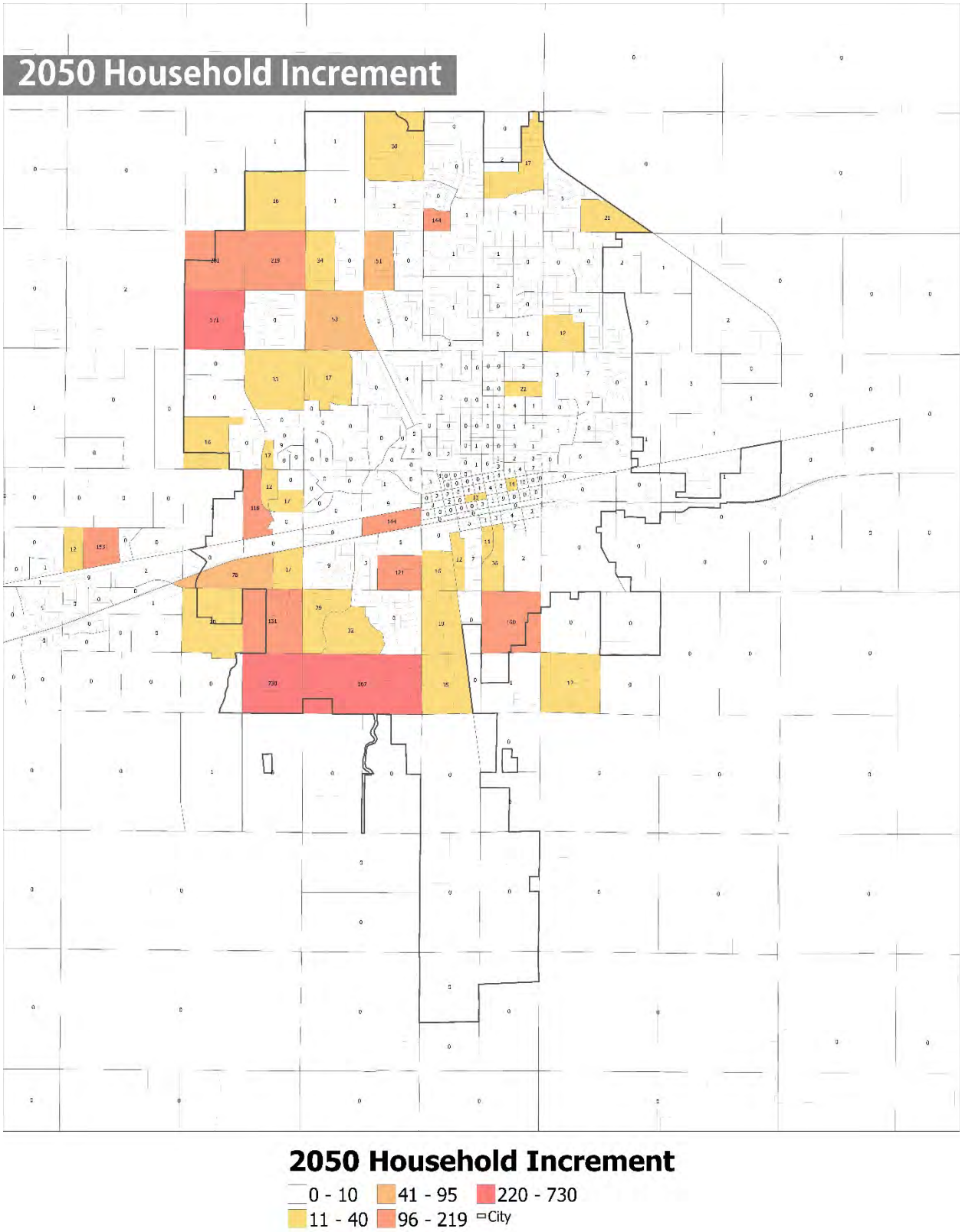


FIGURE 7-7: 2050 HANFORD HOUSEHOLD INCREMENT (SCENARIO A: 2035 INTERPOLATED)
Source: KCAG Model Information

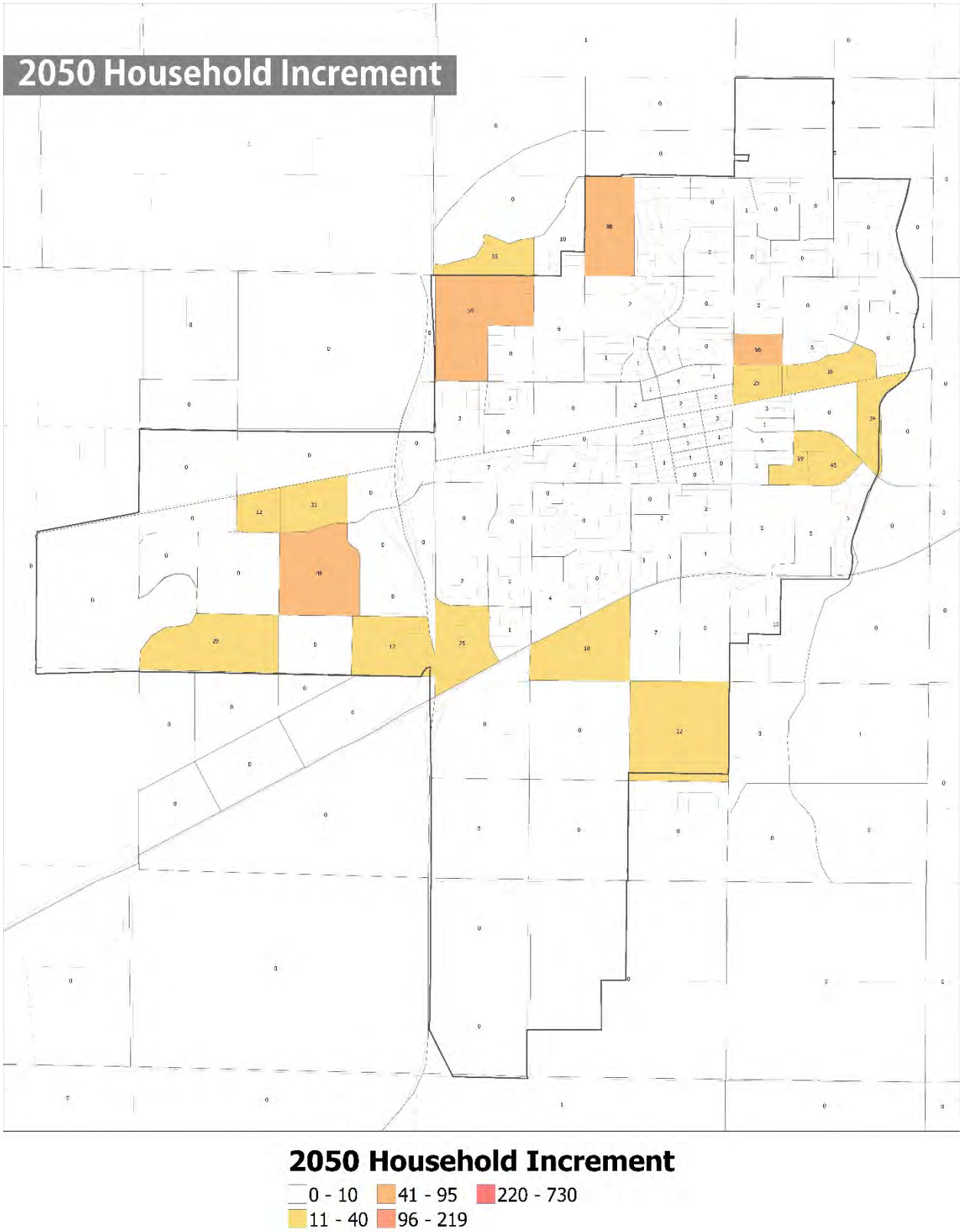


FIGURE 7-8: 2050 LEMOORE HOUSEHOLD INCREMENT (SCENARIO A:2035 INTERPOLATED)
Source: KCAG Model Information

Scenario A Summary:

- Current Trend Land Use (consistent with local agency General Plans)
- Tier I CIP list Investment Portfolio – with significant investments toward roadway maintenance, KART service enhancements and fleet replacement and maintenance, and construction of bicycle and pedestrian facilities. A summary of the Tier I CIP investment portfolio are shown in **Figure 7-9** and **Figure 7-10**.

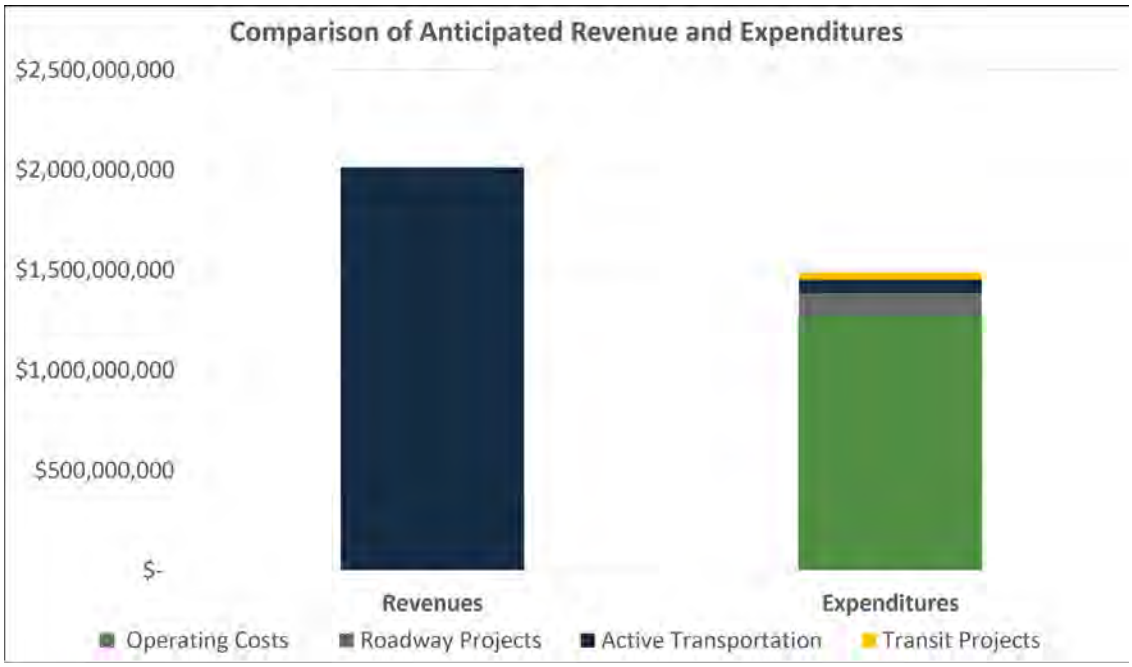


FIGURE 7-9: ANTICIPATED REVENUE AND EXPENDITURES (SCENARIOS A, B, C)

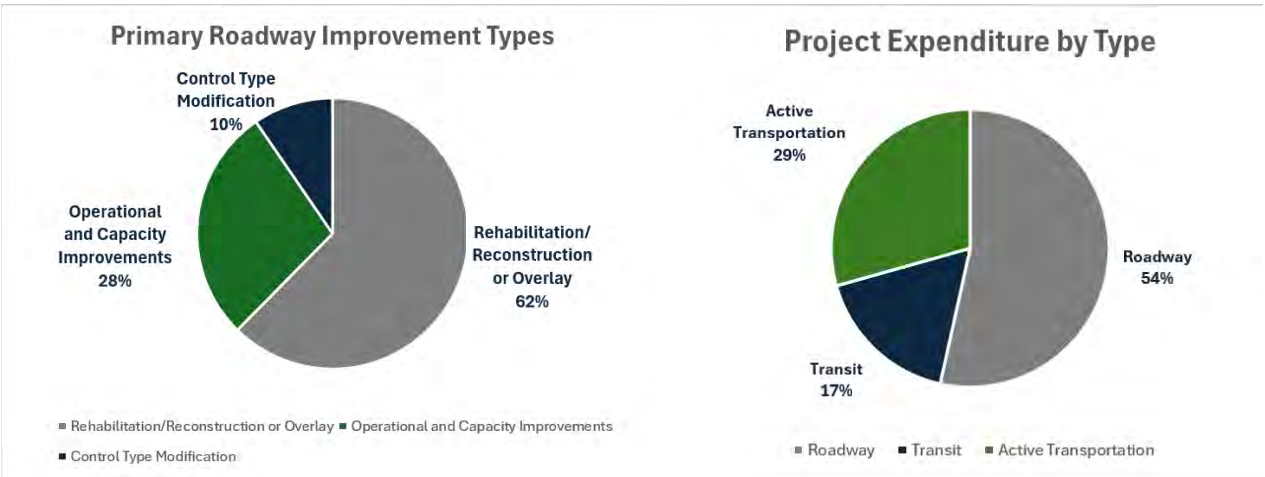


FIGURE 7-10: ANTICIPATED REVENUE AND EXPENDITURES (SCENARIOS A, B, C)

Scenario B. Residential Infill

Scenario B (Residential Infill) reflects efforts in several jurisdictions currently revising their zoning codes to accommodate new accessory dwelling units (AB 1584) and lot split (SB 9) flexibility. Since the 2022 RTP/SCS, every jurisdiction in Kings County has updated its zoning code to address these legislative changes. Each jurisdiction tracks the number of permitted ADUs and lot splits. This scenario reflects the potential market response for increases in Accessory Dwelling Unit (ADU) development and lot-split activity in established detached single family residential areas of Kings County. This scenario reflects a reallocation of single-family detached dwelling unit (SFDU) growth which will decrease the numbers of new SFDU assumed to be developed and increase the assumptions for ADUs within high probability neighborhoods within the cities and developed unincorporated areas of Kings County. This effectively focuses on more residential development nearer to downtown cores in close proximity to jobs and services. It also limits development in new growth areas by limiting the need for new residential development in unincorporated communities. As shown in **Figure 7-11**, compared to Scenario A, established residential neighborhoods in this scenario will absorb approximately 452 ADUs by 2035 providing a slightly higher residential density relative to Scenario A.

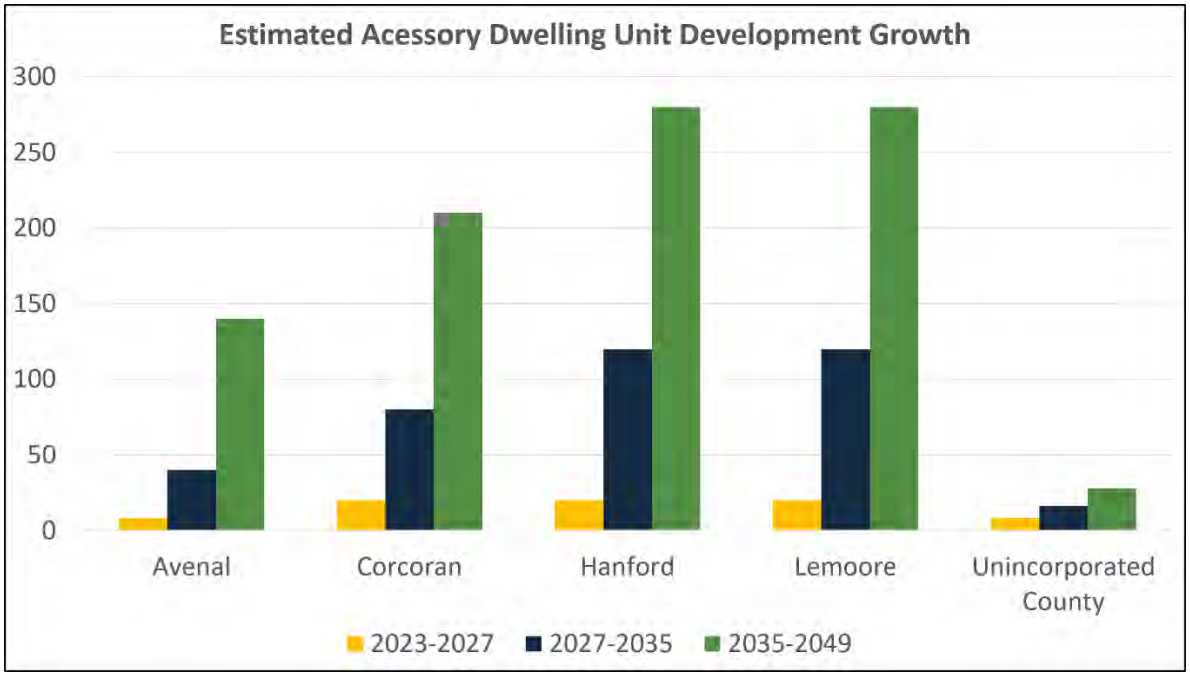


FIGURE 7-11: ADU GROWTH (SCENARIO B)

Identical to Scenario A, transportation investments in Scenario B prioritize roadway rehabilitation and roadway system preservation. No new roadway capacity of state highway facilities is assumed. Transportation investment in Scenario A is dedicated to roadway maintenance with increased funding for alternative transportation improvements such as transit and bicycle/pedestrian improvements.

Scenario B Summary:

- Residential Infill Land Use (consistent with local agency General Plans but recognizes moderate ADU and Lot Split Activity likely to occur).
- Tier I CIP list Investment Portfolio – with significant investments toward roadway maintenance, KART service enhancements and fleet replacement and maintenance, and construction of bicycle and pedestrian facilities. A summary of the Tier I CIP investment portfolio are shown in **Figure 7-9** and **Figure 7-10**.

Scenario C. Land Use Efficiency

Land Use Efficiency Scenario – assumes all future growth occurs in VMT Efficient areas (15 percent below countywide average VMT/capita (residential uses) and VMT/employee (non-residential uses). This scenario reflects the influence of SB 743 and CEQA streamlining to direct future growth that is VMT efficient. Using the KCAG travel demand model, all traffic analysis zones (TAZs) were analyzed for the VMT/capita and VMT/employee efficiency for residential and non-residential uses, respectively. Consistent with OPR's SB 743 implementation guidance, TAZs that generate VMT/capita or VMT/employee 85% or less of the countywide average for the same metrics were identified as VMT efficient. TAZs that generate between 85% and 100% of the countywide average are considered VMT neutral and TAZs that generate over 100% as VMT inefficient. The results were thematically mapped as "green," "yellow" and "red" respectively in **Figure 7-12** (VMT/capita) and **Figure 7-13** (VMT/employee). As shown, given the relative remoteness, the unincorporated areas as well as cites of Avenal and Corcoran have very few VMT efficient areas for residential development. Most VMT efficient areas for residential development are in areas in or surrounding the cities of Lemoore and Hanford. **Figure 7-13** reveals similar geographic characteristics for non-residential uses. These maps provided the guidance for reallocating any future development in Scenario A planned in VMT neutral (yellow) or inefficient (red) areas to VMT efficient (green) areas. Any reallocation of land use was conditioned on the VMT efficient TAZ had development capacity to "absorb" the additional growth and that the area contained developable land.

Identical to Scenario A, transportation investments in Scenario C prioritize roadway rehabilitation and roadway system preservation. No new roadway capacity of state highway facilities is assumed by 2035. Transportation investment in Scenario A is dedicated to roadway maintenance with increased funding for alternative transportation improvements such as transit and bicycle/pedestrian improvements.

Scenario C Summary

- Land Use Efficiency – growth in only VMT efficient areas.
- Tier I CIP list Investment Portfolio – with significant investments toward roadway maintenance, KART service enhancements and fleet replacement and maintenance, and construction of bicycle and pedestrian facilities. A summary of the Tier I CIP investment portfolio are shown in **Figure 7-9** and **Figure 7-10**.

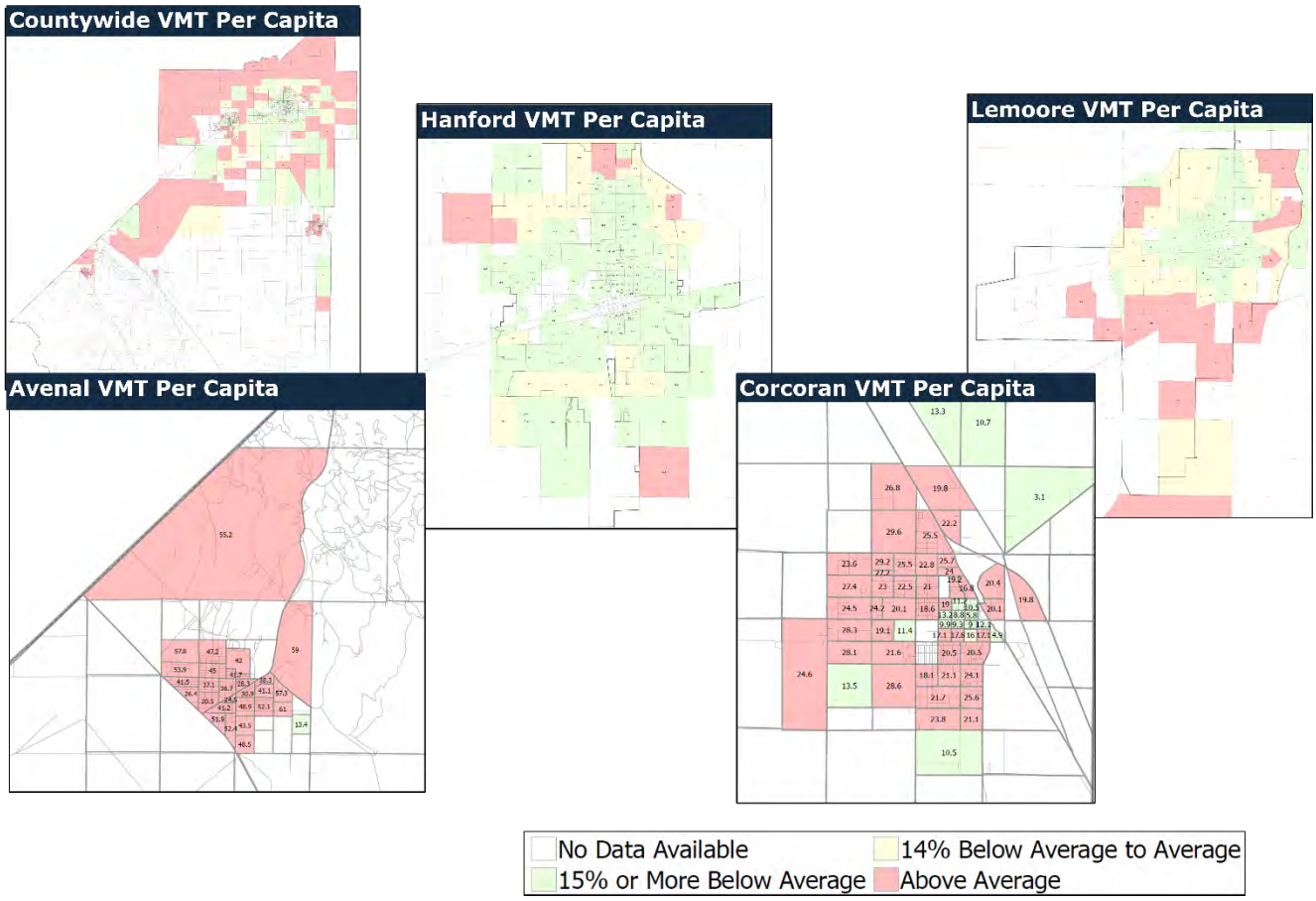


FIGURE 7-12: COUNTYWIDE VMT EFFICIENT TAZS – RESIDENTIAL GROWTH (SCENARIO C)

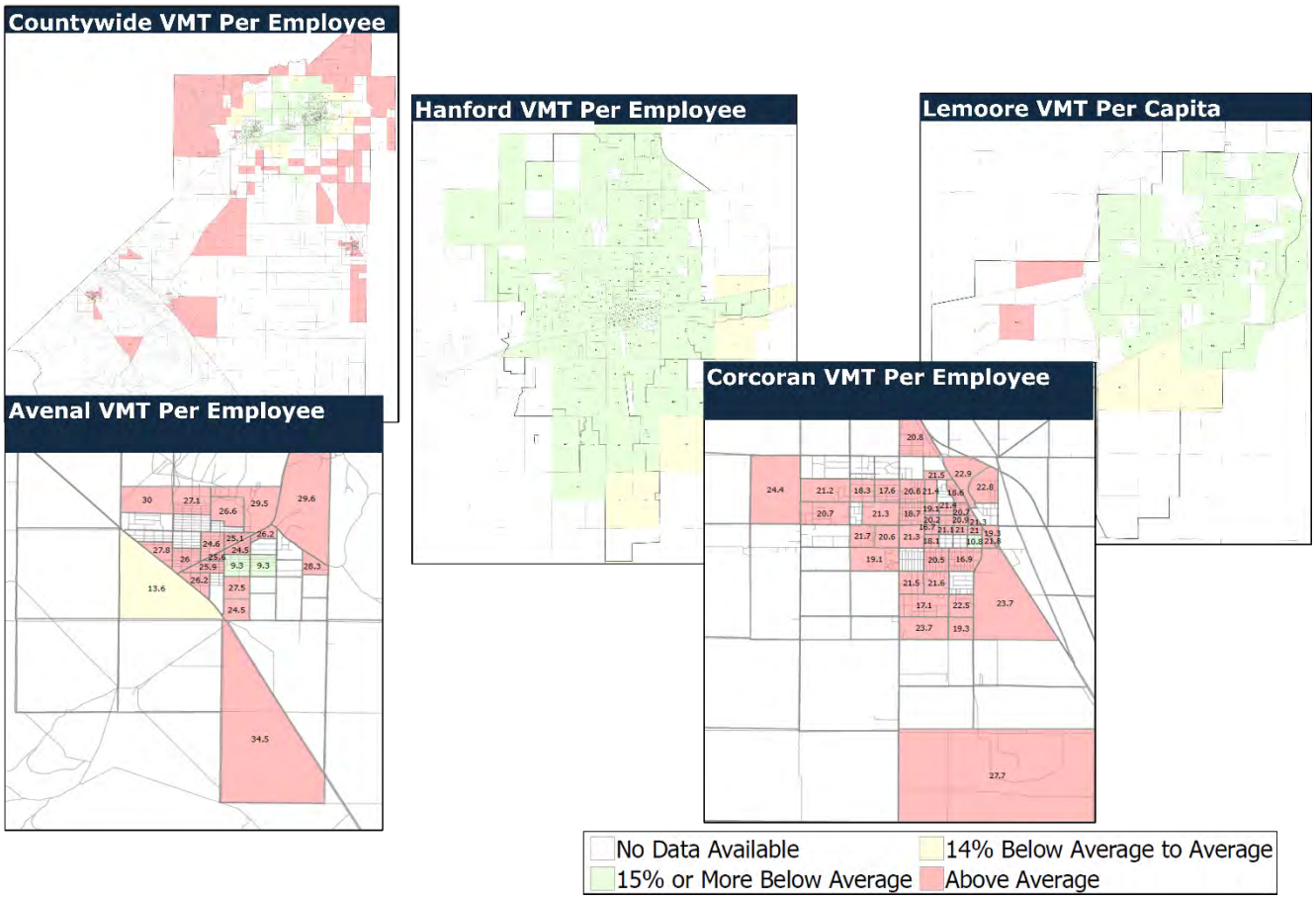


FIGURE 7-13: COUNTYWIDE VMT EFFICIENT TAZS - NON-RESIDENTIAL GROWTH (SCENARIO C)

Scenario D. Current Trend with Enhanced Transportation Investment

Scenario D couples the Current Trend (Scenario A) land use with the enhanced investments in electromobility (i.e., ZEV charging infrastructure), broadband expansion (serving areas that currently have no or poor broadband access), active transportation infrastructure (advancing more projects identified in the active transportation plans) and passenger rail (i.e., High Speed Rail).

Scenario D Summary

- Current Trend Land Use (consistent with local agency General Plans).
- Tier I CIP List with higher investment in Alternative Mode/ZEV Charging Infrastructure/Broadband Investment Focus and construction of bicycle and pedestrian facilities.

SCENARIO COMPARISONS

The comparison of the scenarios is shown in **Figure 7-14** to **Figure 7-20**. The comparisons include person trips by trip purpose, average trip length/distance, mode share percentages, daily VMT prior to applying the VMT reductions from VMT reducing projects and programs, daily VMT reductions

resulting from projects and programs, and daily CO2 emission reductions resulting from projects and programs.

As shown, there is not significant variation in travel characteristics between the four SCS scenarios. This includes trip purpose, average trip length/distance, and mode share percentages. This was anticipated given that these metrics reflect existing plus net new growth with the growth increment being just 6.25% for total households from 2023 to 2035 and 2.5% for total employees. Slight reductions in average trip lengths are projected to occur under Scenario C (Land Use Efficiency) with lower VMT relative to the other scenarios. However, this scenario only decreases daily VMT by 13,782 relative to Scenario A (Current Trend). This reflects the fact that much of the Current Trend growth is already planned in VMT efficient areas. It also suggests that with such limited planned growth, KCAG's member agencies are limited in generating significant VMT and GHG reduction benefits solely through directing future development in VMT efficient areas. Conversely, far greater VMT and GHG emission reductions are possible through implementing KCAG's RTP Tier I list of transportation improvements and strategies given that these strategies apply to both future and existing development.

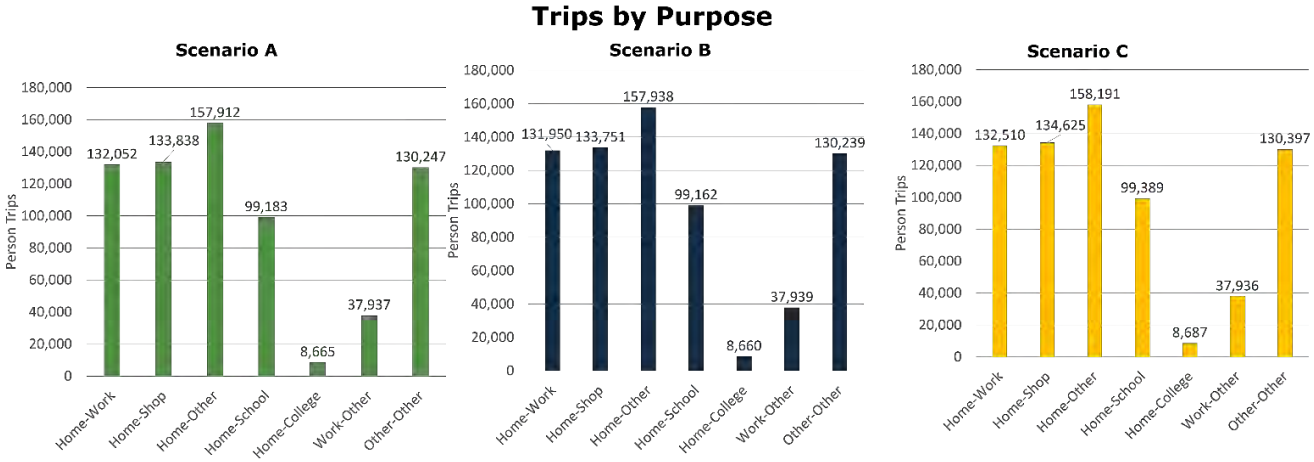


FIGURE 7-14: PERSON TRIPS BY PURPOSE (SCENARIOS A, B, C)
Scenario D is identical to Scenario A
Source: KCAG Model Information

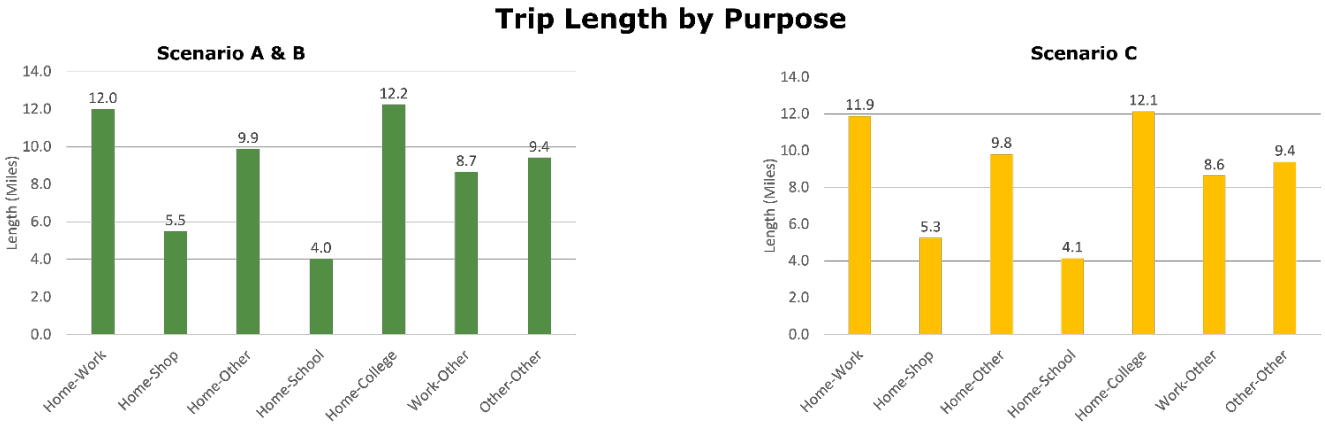


FIGURE 7-15: TRIPS BY TRIP LENGTH (SCENARIOS A, B, C)

Scenario D is identical to Scenario A
Source: KCAG Model Information

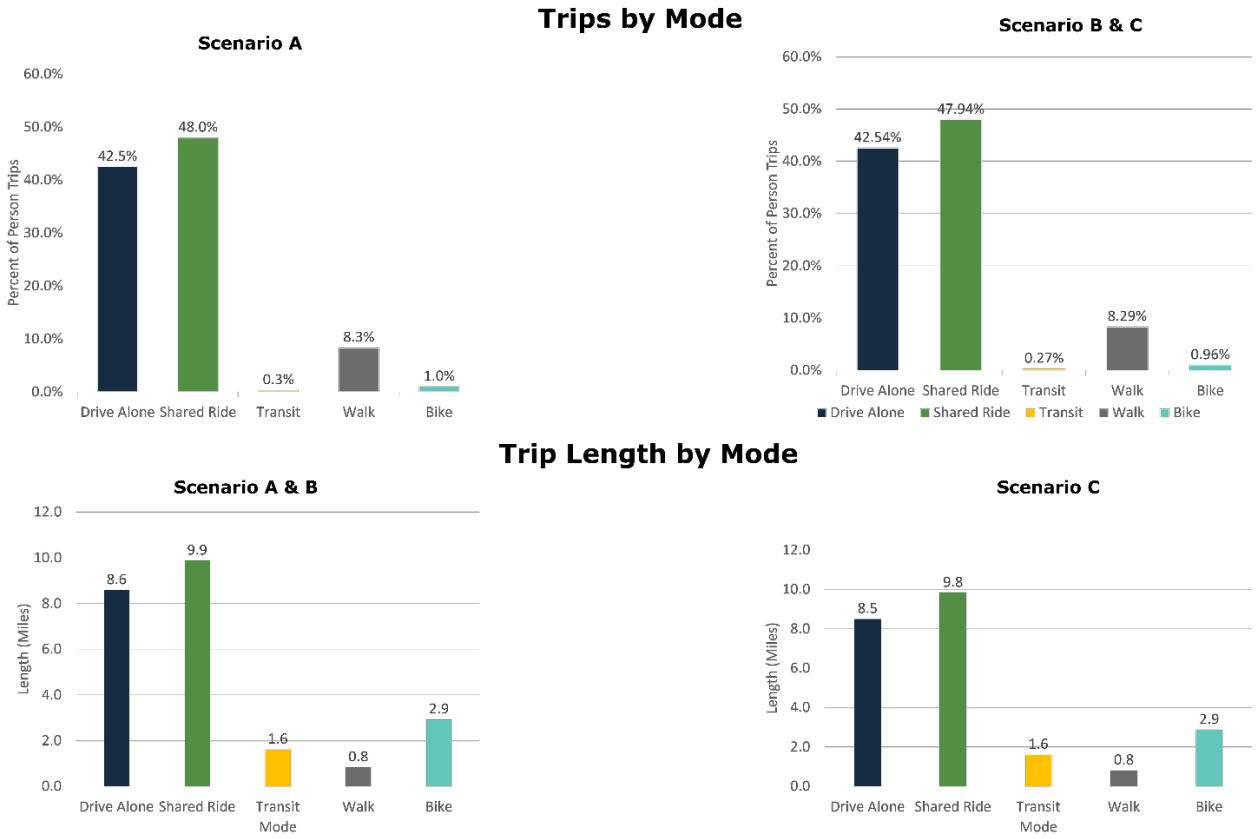
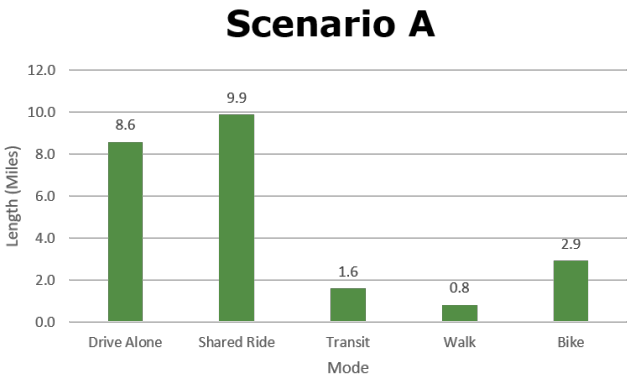
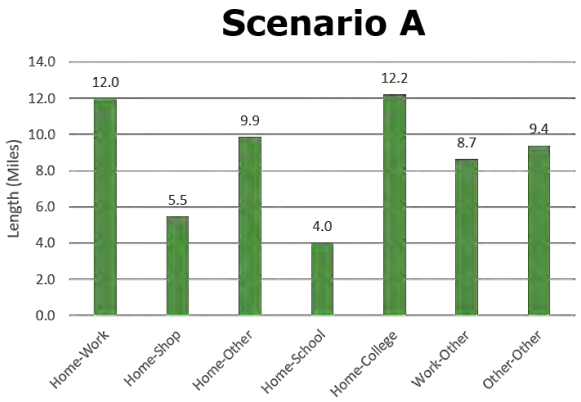
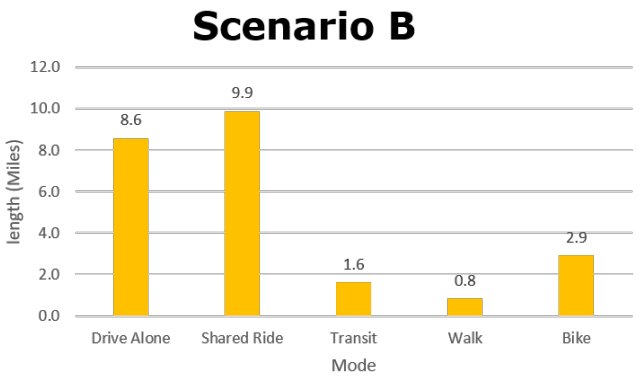


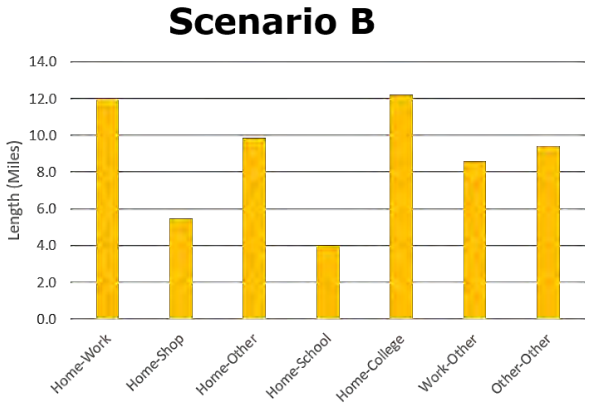
FIGURE 7-16: TRIPS BY MODE AND AVERAGE TRIP LENGTH (SCENARIOS A, B, C)

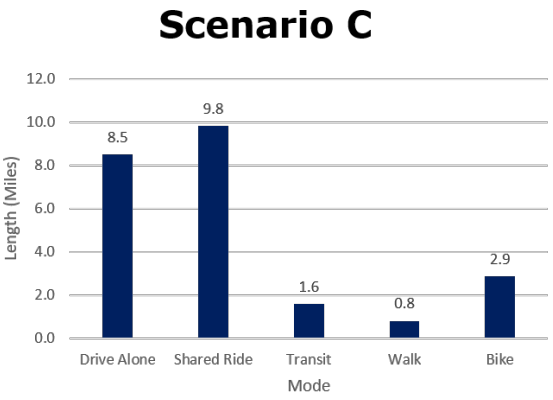
Scenario D identical to Scenario A – but with off-model adjustments show greater bike mode share
Source: KCAG Model Information











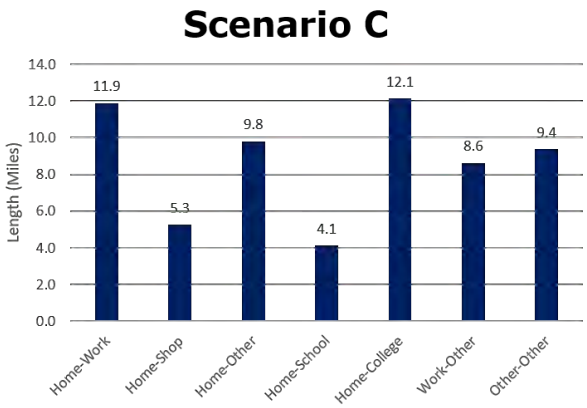


FIGURE 7-17: AVERAGE TRIP LENGTH BY MODE AND PURPOSE (SCENARIO A, B, C)

Scenario D identical to Scenario A
Source: KCAG Model Information

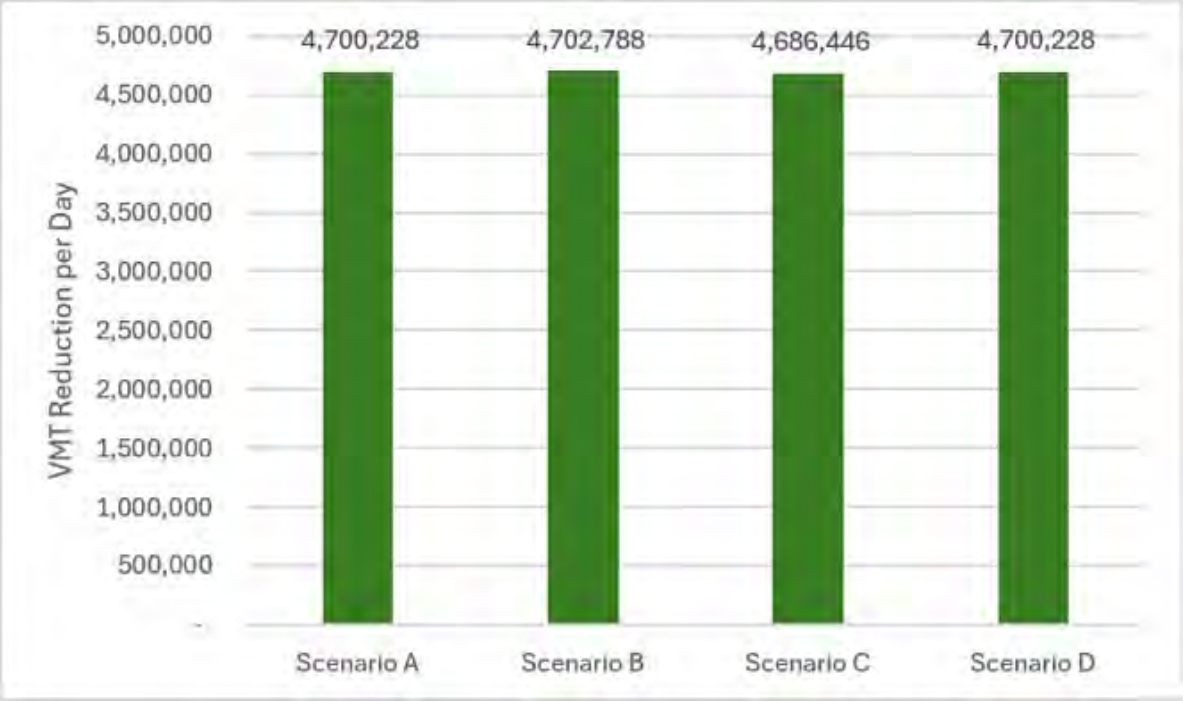


FIGURE 7-18: DAILY VMT – ISOLATING EFFECT OF LAND USE BY SCENARIO

Source: KCAG Model Information

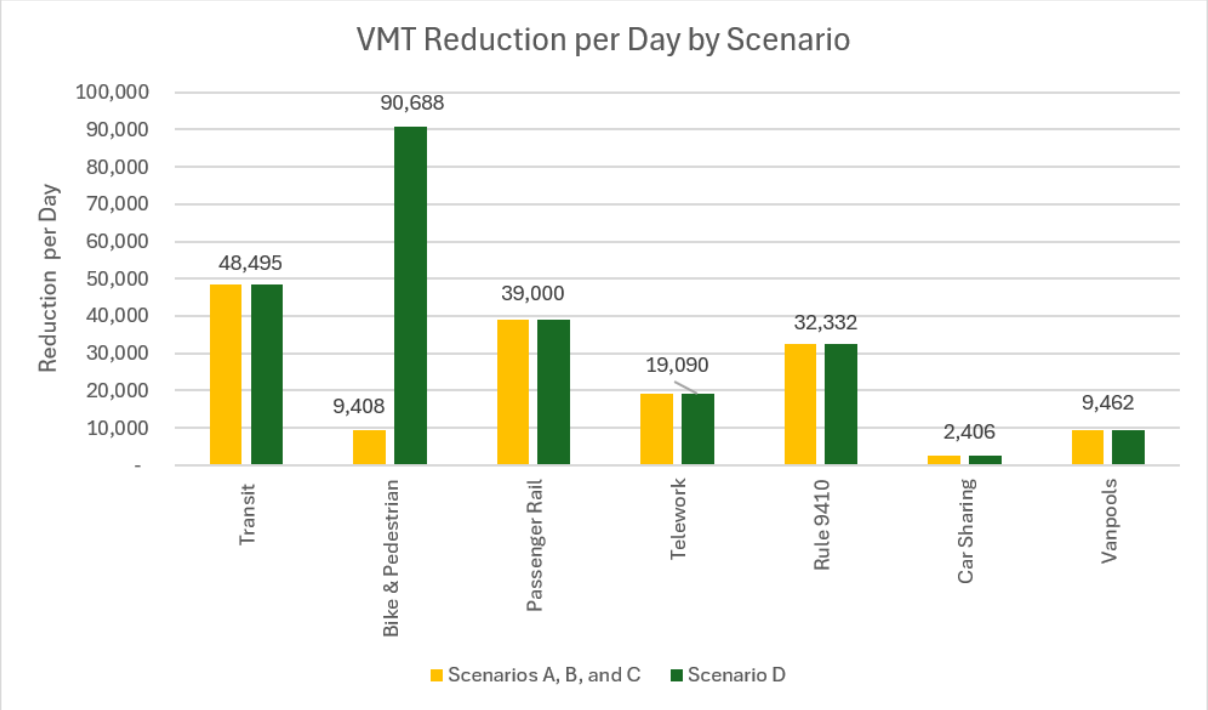


FIGURE 7-19: DAILY VMT REDUCTION BY PROJECT TYPE AND SCENARIO

Source: KCAG Off-Model Workbook Information

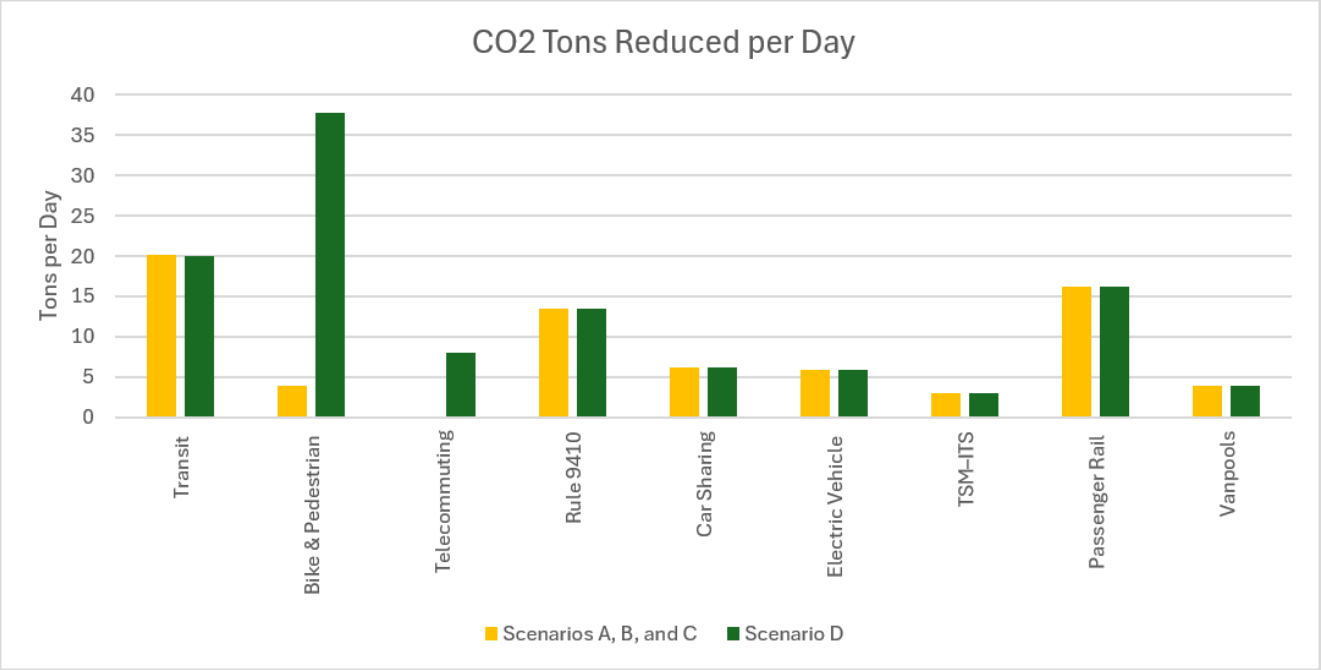


FIGURE 7-20: DAILY CO2 EMISSION REDUCTION RESULTS BY PROJECT TYPE & SCENARIO

Source: KCAG Off-Model Workbook

SCENARIO SELECTION

The four proposed scenarios were presented in public workshops in June 2026, with visualized tools to showcase the completed, ongoing and future projects to demonstrate the effectiveness of each of the strategies incorporated into the 2026 RTP/SCS. Feedback from the workshops and the modeling results were presented to KCAG's Technical Advisory Committee (TAC), the RTP/SCS Stakeholder Committee and the KCAG Board to select the preferred scenario for the 2026 RTP/SCS. The KCAG Stakeholder Advisory Committee met in May 2026 and again in June 2026 to discuss and review the SCS scenarios. Based on those meetings, KCAG Stakeholder Advisory Committee recommended Scenario A (Current Trend). The KCAG Transportation Policy Committee held public meetings on July 22, 2026 to review the four SCS scenarios and formally selected Scenario A as the preferred scenario on August 26, 2026.

TOOLS AND METHODS

In the simplest terms, the scenario inputs and the local agency land use information is developed and processed in GIS and Excel Workbooks then fed into the travel demand modeling software. The resulting data related to the interaction of land use and transportation and its effect on vehicle miles traveled is then provided as an output. This new output is subsequently entered into the EMFAC air quality modeling software, which measures the actual GHG reductions. Since the 2022 RTP/SCS, the KCAG MIP model has been updated to a 2023 base year with the new 2023 population information, employment data, traffic counts, travel data, transit coverage, including updated land use information from recent General Plan updates and amendments for local agencies. This is described in more detail below.

Modeling

KCAG will utilize the following tools to estimate GHG emissions for the 2026 RTP/SCS, each of which are described in more detail below:

1) Scenario Planning/Land Use Model;

2) MIP1 Travel Model;

3) EMFAC 2014 Emissions Factor Model;

4) Off-Model Adjustments.

Off-model adjustments are required to quantify reductions in vehicle miles of travel or direct GHG emissions reductions for strategies (i.e., projects or programs) that are beyond the sensitivity of the travel demand model to measure. The methodology describing off-model quantification is documented herein.

Scenario Planning/ Land Use Model

Scenario modeling allows evaluation of the impacts of the RTP/SCS policies on regional land use. In particular, the scenario planning approach is a way to explore what it would take to achieve the revised SB 375 per capita emissions targets. Scenario modeling tools use building blocks that describe the different types of land uses that exist within the metropolitan area or are planned for the future. The output of the scenario modeling tools forms the fundamental input to the MIP transportation model.

MIP1 Travel Demand Model

To address recommended model enhancements identified by ARB as part of the 2022 RTP/SCS process, the following improvements to the KCAG MIP1 model for the 2026 RTP/SCS were made:

- Updated the base year housing, population and demographic characteristic inputs based on the 2020 United States Census, the 2023 American Community Survey (ACS) and building permit information for 2020 to 2023 from local agencies in Kings County;
- Updated the base year employment by address and type using a database purchased from Data Axle;
- Updated developed acreage estimates based on GIS analysis;
- Updated auto operating cost assumptions consistent with all SJV travel models;
- Updated indicators of transit coverage for each TAZ in the model, which are used to estimate transit accessibility. These were estimated from available route mapping;
- Added a coded fixed-route transit network;
- Developed parcel-based land use forecasts and allocation using GIS tools;
- Recalibrated the auto ownership model based on 2020 Census ownership proportions;

- Calibrated new household trip generation rates based on the 2022 Central California Travel Survey (CCTS);
- Updated the MIP1 trip distribution process based on a composite impedance representing times and costs for all travel modes, as opposed to the more traditional process of using auto times only. The composite impedances are used with a traditional gravity model to determine trip destinations from each origin TAZ. The trip distribution calculations are done separately for households with no available vehicles and households with available vehicles, to represent the different choices made based on accessibility;
- Updated observed targets for mode choice calibration based on the 2022 Central California Travel Survey (CCTS) and observed transit ridership counts from the National Transit Database. The mode choice targets are stratified by trip purpose;
- Recalibrated the MIP1 mode choice model that identifies the shares of trips for each origin-destination pair and each trip purpose that would use each travel mode, including transit. The KCAG model currently does not assign these transit trips to a transit network, but the assigned auto trips do reflect reductions due to transit, bicycle and pedestrian trips. The mode choice model is sensitive to socioeconomic data such as income and vehicle availability. Different auto occupancy rates are applied by trip purpose, based on the results of the mode choice step; and
- Updated calibration of vehicle-miles of travel based on 2023 Highway Performance Monitoring System (HPMS) data.

Modeling Interregional Trips

The 2026 model update replaced the prior estimation of interregional trips which was based exclusively on the California Statewide Travel Demand Model (STM). The base year interregional trips are based on 2023 traffic counts (from Caltrans and other local sources) at each county boundary gateway road. The Replica data product, which is modeled based on tracking of cell phone and GPS devices as well as detailed demographic data, was applied to estimate the percentages of trips at each major gateway which have an origin or destination within Kings County versus trips which pass through Kings County. The Replica information was also used to estimate the percentages of trips to and from each county outside Kings County for each major gateway. Estimates of the proportions of through trips connecting each pair of Kings County gateways were derived from the current (2022) STM. Forecasts of interregional trips were developed by applying the DOF population growth rates for each external county to the trips to and from that county at each gateway, resulting in a weighted average growth forecast for each gateway.

For the purpose of preparing the GHG emissions analysis for the 2026 RTP/SCSs, all emissions from through trips (trips without an origin and a destination in the MPO region) are excluded. In addition, the portion of VMT attributable to trips that either begin or end within the region, but travel to/from neighboring regions (IX/XI) has been included for all portions of the trip within the MPO region.

Accounting for interregional travel, or travel that crosses MPO boundaries, continues to be a key issue for SB-375 implementation across the state. The issue is especially important when considering the area covered by SJV MPOs, which in aggregate experience a higher proportion of through traffic

relative to other regions (as a percent of total vehicle miles traveled). Statewide discussions to determine how to account for interregional travel across the state should continue.

Emissions Modeling

KCAG will use ARB's emissions modeling software EMFAC2014 to complete GHG emissions estimates for the SCS scenario and the alternatives. Choice of using EMFAC2014 (versus an updated version) is premised on achieving consistency with previous SCS cycles. For off-model estimation of GHG emission reductions at the project level, KCAG will use the latest version of EMFAC which is EMFAC2021.

EMFAC includes an "SB 375 Emission Analysis" mode that estimates and reports CO2 emissions in tons per day from appropriate light-duty vehicle classes (LDA, LDT1, LDT2 and MDV) without including impacts of existing statewide GHG reduction strategies, such as more stringent light-duty vehicle fuel economy standards. In order to ensure a coordinated approach and reduce potential for user errors, EMFAC2014 modeling instructions and EMFAC output post-processing worksheet have been developed for the SJV MPOs in consultation with ARB. The approach uses Transportation Data Templates that convert travel model outputs into EMFAC2014 inputs including VMT and speed distributions specific to the region. Per RTAC recommendation, the VMT modeled for SB 375 purposes does not include through trips.

In addition, the 2026 RTP/SCS emissions modeling approach incorporates ARB's "Methodology to Calculate CO2 Adjustment to EMFAC Output for SB 375 Target Demonstration." The EMFAC output post-processing worksheet calculates per capita CO2 reductions from 2005 base year for 2020, 2035, and RTP horizon year 2049 using CO2 emissions modeled with EMFAC2014 and the latest total population projections for the region. The spreadsheet also incorporates the ARB CO2 Adjustment Methodology by applying the difference between CO2 per capita reductions modeled with EMFAC2011 and EMFAC2014 using 2014 RTP activity data to reductions achieved by the 2018 RTP/SCS using EMFAC2014.

Auto operating costs were updated for the 2026 RTP/SCS consistent with the San Joaquin Valley AOC Update Methodology as detailed in **Appendix V**.

The 2023 Annual Energy Outlook (AEO) data was used to update future gasoline and diesel fuel price projections from 2023 to 2049. Specifically, the average projections between high and low oil scenarios of the AEO were used to develop fuel forecast factors that were then applied to 2023 California average retail fuel prices as reported by the EIA. Electricity costs were based on 2023 Transportation Energy Demand Forecast published by the California Energy Commission (CEC) and linearly forecast between 2035 through 2049 since CEC data was not available post 2035.

Non-fuel costs associated with vehicle maintenance were updated based on 2023 "Your Driving Costs" report from AAA depending on vehicle type and extrapolated through 2049 assuming 2% increase per year. All costs were then converted to 2023 dollars consistent with the travel model validation year.

Off-Model Adjustments

Similar to other traditional four-step travel demand models, the KCAG model is not sensitive to the impacts of Transportation Demand Management/Transportation Systems Management (TDM/TSM) projects such as Intelligent Transportation Systems (ITS), bike and pedestrian projects, passenger rail service, vanpool and rideshare programs, charging infrastructure and electric vehicle market penetration or factors contributing to greater telecommuting activity. In these instances, "off-model" strategies using methodologies commonly used in transportation research literature, previously approved or cited by ARB, and consistent with the other California MPOs must be applied. The measures/strategies that off-model adjustments were applied to a given SCS scenario, and the methodology reference source are provided in **Table 7-2**. Additional technical descriptions, assumptions and inputs of the electric vehicle charging infrastructure, regional transit, and broadband expansion off-model analyses are provided in **Appendix XV**. Inputs used to quantify all other off-model adjusts were based on the 2026 KCAG Tier I capital improvement list.

The GHG reductions that KCAG has been able to show from modeling and off-model adjustments are reflected below for each scenario in **Table 7-3** and **Table 7-4**. **Table 7-4** shows the GHG per Capita reductions relative to the GHG Target for Kings County. As shown, all Scenarios meet the 2035 GHG Reduction Target of 13 percent reduction in GHG per Capita relative to 2005.

TABLE 7-2: OFF-MODEL CATEGORIES

MEASURE/STRATEGY	SCENARIOS	REFERENCE
TRANSIT IMPROVEMENTS (NOT REFLECTED IN KCAG MODEL)	Scenarios A, BC, DD	CARB SB375 Guidelines, November 2019
BIKE & PEDESTRIAN FACILITY IMPROVEMENTS	Scenarios A, B, C, D	CARB SB375 Guidelines, November 2019
BIKE SHARE	*Not Quantified*	CARB SB375 Guidelines, November 2019
TELECOMMUTING	Scenario D	CARB SB375 Guidelines, November 2019
RULE 9410 (E-TRIP)	Scenarios A, BC, DD	SJVAPCD Rule9410
CAR SHARING	Scenarios A, B, C, D	CARB SB375 Guidelines, November 2019
PARKING MANAGEMENT	*Not Quantified*	CARB SB375 Guidelines, November 2019
ELECTRIC VEHICLE INCENTIVE	*Not Quantified*	CARB SB375 Guidelines, November 2019
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE	Scenarios A, BC, DD	CARB SB375 Guidelines, November 2019
TSM–ITS	Scenarios A, BC, DD	CARB SB375 Guidelines, November 2019
PASSENGER RAIL SERVICE (SAN JOAQUINS/AMTRAK)	Scenarios A, BC, DD	SJV Strategy
VANPOOLS/CALVANS	Scenarios A, B, C, D	CARB SB375 Guidelines, November 2019

TABLE 7-3: EMISSION REDUCTION PER SCENARIO

MEASURE/STRATEGY	2035 REDUCTION (TONS/DAY)			
	Scenario A	**Scenario B**	**Scenario C**	**Scenario D**
TRANSIT IMPROVEMENTS (NOT REFLECTED IN KCAG MODEL)	20.17	20.17	19.99	19.99
BIKE & PEDESTRIAN FACILITY IMPROVEMENTS	3.91	3.91	3.91	37.71
BIKE SHARE	*Not Quantified*	*Not Quantified*	*Not Quantified*	*Not Quantified*
TELECOMMUTING	*Not Quantified*	*Not Quantified*	*Not Quantified*	7.94
RULE 9410 (E-TRIP)	13.45	13.45	13.45	13.45
CAR SHARING	6.13	6.13	6.13	6.13
PARKING MANAGEMENT	*Not Quantified*	*Not Quantified*	*Not Quantified*	*Not Quantified*
ELECTRIC VEHICLE INCENTIVE	*Not Quantified*	*Not Quantified*	*Not Quantified*	*Not Quantified*
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE	5.82	5.82	5.82	5.82
TSM–ITS	3.05	3.05	3.05	3.05
PASSENGER RAIL SERVICE (SAN JOAQUINS/AMTRAK)	16.22	16.22	16.22	16.22
VANPOOLS/CALVANS	3.93	3.93	3.93	3.93
TOTAL REDUCTION	**72.68**	**72.68**	**72.50**	**114.24**

Source: DKS Associates, 2026.

TABLE 7-4: GREENHOUSE GAS PER CAPITA EMISSION REDUCTIONS OF SCS SCENARIOS

SCENARIO	GHG REDUCTIONS	
	2020[2]	**2035**
ARB GHG TARGETS	-5.99%	-13.00%
SCENARIO A	-10.3%	-14.2%
SCENARIO B	-10.3%	-14.2%
SCENARIO C	-10.3%	-14.1%
SCENARIO D	10.77%	-19.2%

Source: DKS Associates, 2026.

[2] Given that the 2020 modeled VMT for Kings County close matches the "ground truth" 2020 Highway Performance Management System (HPMS) VMT (within the 3% tolerance), continued compliance with the 2020 GHG per capita target as demonstrated in the KCAG 2018 RTP/SCS is assumed.

Pursuant to Section 176 (c)(4) of the 1990 Federal Clean Air Act Amendments (CAAA), MPOs such as KCAG must demonstrate that the RTP conforms to the applicable State Implementation Plan (SIP). This process is described in the Federal Transportation Air (FTA) Quality Conformity Rule. The purpose of conformity is to ensure that regional transportation planning and programming remain consistent with state and local air quality planning efforts to expeditiously achieve and/or maintain the health-based National Ambient Air Quality Standards (NAAQS). Analysis completed as part of the 2026 RTP/SCS indicates that all four SCS scenarios meet the established on-road mobile source emissions budgets for ozone (8-hour Standard), PM-10 (Annual Standard) and PM2.5 (Annual and 24-hour Standards). Federal conformity documentation of the 2026 RTP/SCS is provided in **Appendix VI**.

Mobile Source Pollutant	Measure Met by Scenario?
2008 and 2015 8-Hour Ozone	☑
PM-10	☑
1997 24-Hour PM 2.5	☑
1997 Annual PM 2.5	☑
2006 PM 2.5 Winter 24-Hour	☑
2012 Annual PM 2.5	☑
2012 Pending Annual 2.5	☑

PERFORMANCE MEASURES

TABLE 7-5: RTP/SCS PERFORMANCE MEASURES

Performance Measure	Description
Preservation of Agricultural and Resource Lands	The agricultural component of Kings County is part of America's best producing farmland and part of the culture of the San Joaquin Valley. It is the desire and the goal of every decision-making body to preserve it.
Environmental, Economic Opportunities, and Equity in access	The basic components of Sustainability.
Reduce Emissions	Meet not only the GHG reduction targets, but also the air quality improvement requirements of the state and federal air quality acts.
Improve Public Health	Increased active transportation options, improved community health outcomes through a decrease in obesity and diabetes and an improvement in cardiovascular health.
System Preservation	Maintain system pavement and bridges; improve system reliability, mobility, and safety. Implement appropriate elements of "fix-it-first" approach.
Economic Development	Consider Jobs/housing balance and proximity, commercial corridors and clusters, commute patterns, transit corridors, and highway access improvements

GOALS AND BENEFITS

SB 375 provides opportunities for streamlined review under the California Environmental Quality Act (CEQA) as an incentive for development that is consistent with an adopted Sustainable Communities Strategy (SCS) or Alternative Planning Strategy that CARB has accepted as meeting the applicable regional greenhouse gas reduction targets. Depending on project characteristics and eligibility requirements, streamlining provisions may apply to:

- Residential/mixed use projects streamlining (Public Resources Code Section 21159.28)
- Transit priority projects streamlining (Public Resources Code Sections 21155-21155.3)

Eligibility is determined on a project-specific basis and depends on factors such as land use, density, location near qualifying transit, consistency with the SCS, and applicable environmental and affordable housing requirements. KCAG will continue coordinating with its member agencies to identify and support the use of available CEQA streamlining provisions where appropriate

NEXT STEPS

Implementation of the 2026 RTP/SCS will continue in the form of delivering transportation projects designed and selected in the RTP to achieve, to the extent practicable, the modeled and off-model improvements in air quality and reductions in GHG emissions from passenger cars and light duty trucks. This SCS chapter will be subject to all future RTP updates as mandated every four years. KCAG looks forward to improving the RTP/SCS process and prolonging the stakeholder communication exchange for future updates.

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Approval of the Minutes of the June 16, 2026, Meeting

RECOMMENDATION:

Recommendation: Approve the minutes of the June 16, 2026, Meeting.

ATTACHMENTS:
1. June 16, 2026 Meeting Minutes

City Council Regular Meeting
Minutes
June 16, 2026 7:00 PM
Council Chambers
400 N. Douty St.

4:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

Mayor Kairis called the study session and closed session to order at 4:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Kimber Regan Council Member Nancy Howze	

PUBLIC COMMENT:

Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. A maximum of ***three minutes*** *is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Victor Chavarin Jr. provided his background and expressed concerns regarding a potential tax increase. He also stated that other city projects should be prioritized over developing additional parkland.

Mark Pratter commented on the polling results and stated that there are alternative ways to fund the project. He provided the Council with a property list, and questioned whether assessed land could be sold to generate revenue.

STUDY SESSION AND ACTION ITEMS:

A. New Employee introduction: Officer Alex Arciga, Dispatchers, Amanda Dominguez, Hyasha Crumpton, Oscar Escalera, CSO Armando Ornelas and K9 Ace (with partner Manuel Pasillas)

Police Chief Huddleston introduced the Police Department's newest employees, Officer Alex Arciga, Dispatchers, Amanda Dominguez, Hyasha Crumpton, Oscar Escalera, CSO Armando Ornelas and K9 Ace (with partner Manuel Pasillas).

B. Recreation and Community Services: Receive a presentation from FM3 Research and the Trust for Public Land, discuss the polling results, and provide policy direction regarding whether to proceed with a recreational funding measure for the November 2026 ballot, not proceed, or defer consideration to a future election cycle

Parks and Community Services Director Brad Albert provided background information on the project, and Deputy City Manager Jason Waters discussed its current status. Curtis Below, Partner with FM3, presented the polling results and findings. He stated that the polling indicated it would be challenging for a ballot measure to be approved in the November 2026 election but noted that the research provided valuable information for future planning. Nathan Henry, Finance Director with Western Conservation Finance, presented funding options and recommended deferring the ballot measure until 2028 to allow additional preparation. The Council discussed potential approaches for moving the project forward and considered the available options.

The Council directed staff to return to council at a future date with a proposed plan to move forward with a ballot measure in 2028 and an appropriation request for Council consideration and direction.

Motion to direct staff to move forward with the Council's direction.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Nancy Howze
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Nancy Howze, Kimber Regan, Lou Martinez

CLOSED SESSION FOR DISCUSSION:

A. CONFERENCE WITH LEGAL COUNSEL-PROPERTY NEGOTIATIONS (GC 54956.8)

APNs: 012045001, 012045010, 012045004, 012045005, 012046019, 012046005, 012046006, 012046007, 012045001, 012045009, 012045008, 012045007, 012045006, 012045007
Negotiating Party: Solis Martin Vieyra & Araujo Fanny Castro, Miya Farms, PRE 4 LLC, MCMASTER, WILLIAM T & KATHLEEN S H/W, EBERT JEANNINE, ALANIS, RICHARD & LINDA TRUST,
Agency Negotiators: Chris Tavarez, Jason Waters, and Nick Matoian

B. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION (54956.9 (d)(4))

1 Potential Case

C. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (GC 54956.9)(d)(1))

Viking Ready Mix Sales, LLC v. Rudy Rabino, et al. (Kings County Case No. 25CU0015)

CALL TO ORDER REGULAR SESSION:

Mayor Kairis called the meeting to order at 7:00 p.m.

ROLL CALL:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Kimber Regan Council Member Nancy Howze	

INVOCATION:

The invocation was led by Pastor Sylvia Gaston.

FLAG SALUTE:

The flag salute was led by Police Chief Huddleston.

CLOSED SESSION ACTION REPORT:

None.

RECOGNITION:

A. Recognition of the Sierra Pacific High School Girls Track and Field Team for Winning the CIF Central Section Division II Championship

The Council recognized the Sierra Pacific High School Girls Track and Field Team and Coaches with certificates of recognition.

B. Recognition of the Hanford West High School Varsity Softball Team for Winning the CIF State Division III Championship

The Council recognized the Hanford West High School Girls Softball Team and Coaches with certificates of recognition. Coach Hernandez and Coach Vasquez expressed gratitude to the athletes and thanked the Council.

During this time, the Council, by consensus, approved extending the meeting until 10:00 p.m.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

Dan Leon commented on an incident in 2001. He stated that he has evidence for this incident. Addressed the arrest of his son.

CONSENT CALENDAR:

Consent Calendar items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

The Council pulled Items I, J, L, M, N,O, and P. Motion to Approve the Consent Calendar except for the items pulled for separate consideration.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

A. Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.

B. Administration: Adoption of Resolution 26-40-R, Conflict of Interest Code, designating the filing obligations for designated employees.

C. City Clerk: Adoption of Resolutions 26-44-R and 26-45-R, authorizing the Consolidation of the Regular Municipal Election for Hanford City Council Districts A, D, and E on Tuesday, November 3, 2026, and request the Kings County Board of Supervisors to authorize the Kings County Registrar of Voters to conduct the election.

D. City Attorney: Approval of the Real Estate Purchase and Sale Agreement for $325,000 (Measure H Capital Fund - 0011) with Escrow Instructions and Authorization for the City Manager to Execute Necessary Documents for the Purchase of Kings County Assessor's Parcel Number 012-046-005 from Martin Vieyra Solis and Fanny Castro Araujo.

E. Community Development: Approval of Blanket Purchase Orders (BPO's) $50,000 or greater for the Community Development Department for a total amount of $200,000 for fiscal year 2026/2027.

F. Community Development: Adoption of Resolution No. 26-42-R, Authorization to Submit a HOME Investment Partnerships Program Income Application to Continue the First-Time Homebuyer Program and Allow for the Future Implementation of a HOME-Funded Owner-Occupied Rehabilitation Program in an amount not to exceed $3,100,000

G. Recreation and Community Services: Approval of a Blanket Purchase Order (BPO) for the Recreation and Community Services Dept with Sysco Foods for $102,000 for fiscal year 2026/2027.

H. Public Works: Approval of thirty-six (36) blanket purchase orders (BPO's) over $50,000, for divisions within Public Works Department and Utilities and Engineering Department, for a total amount of $10,283,533, previously approved in the adopted fiscal year 2026/2027 budget.

I. Public Works: Award a contract to Cal Valley Construction, Inc., of Fresno Ca., for the FY 26-27 Pavement Resurfacing Treatment (Manhole and Valve Cover Adjustment), funded by Measure H Capital Fund (0011), in the amount of $150,650.00 and approve a 15% contingency of $22,597.50.

J. Utilities and Engineering: Award a contract for the Project Development design phase for the Grangeville Boulevard at the BNSF Railroad Grade Separation Project to TRC Engineers, Inc. of Rancho Cordova, CA in the amount of $2,068,297.70, establish a project contingency of $210,000.00 and project management cost of $124,200.00 for a total project cost of $2,402,497.70; and appropriate $332,497.70 from the TDA Fund (0050) for the additional amount necessary to complete this phase.

K. Utilities and Engineering: Conditional authorization for staff to record the final subdivision map for Tract No. 881-3 Live Oak East Hidden Oaks Unit No. 3, a 128-lot subdivision located at the southeast corner of Hume Avenue and 12th Avenue.

L. Utilities and Engineering: Authorization to file a Notice of Completion (NOC) for the Site Preparation, Utility Coordination/Connection, and Paving for the Bob Hill - Youth Athletic Complex Prefabricated Restroom and Concession Building Project with Todd Companies of Visalia, California

M. Utilities and Engineering: Adoption of Resolution 26-38-R designating the Fiscal Year 2026/27 "Project List" for Road Maintenance and Rehabilitation Account (RMRA) gas tax funding; and Appropriation of Hanford's estimated RMRA funding projection of $1,718,248 from the Gas Tax-RMRA fund (0045)

N. Utilities and Engineering: Authorize the City Manager to enter into a professional

services agreement with Carollo Engineers of Fresno, CA as Owners Advisor to provide Plan Check and Construction Management Support Services for the Opterra Design-Build Wastewater Treatment Facilities (WWTF) Energy Upgrades and Improvements Project for a estimated fee of $2,691,390 funded partially by Wastewater Impact Fees Fund (0186) in the amount of $500,000 and the remaining by Wastewater Capital Fund (0362) contingent upon Prop 218 passing.

O. Police: Approval of annual contracts for fiscal year 2026-2027, with the Hanford Joint Union High School District, the Kings County Office of Education and Pioneer Union Elementary School District for their School Resource Officer Program in the total amount of $642,000 paid by the School Districts.

P. Police: Approval of Blanket Purchase Orders (BPO's) $50,000 or greater for the Police Department for a total amount of $705,000 for fiscal year 2026/2027.

Q. Finance: Approval of Blanket Purchase Orders (BPO's) $50,000 or greater for the Finance Division for a total amount of $256,000 for fiscal year 2026/2027.

PULLED CONSENT ITEMS:

A. Public Works: Approval of Resolution 26-37-R, authorizing the City Manager or Airport Manager to apply for, accept, and execute applications for the Federal Aviation Administration (FAA) Airport Improvement Grant (AIG) in the amount of $493,449, FAA Airport Improvement Program (AIP) in the amount of $2,779,228, and the California Department of Transportation Airport Improvement Program (AIP) Caltrans Matching Grant in the amount of $138,961; and amend the budget to recognize the grant funding, appropriate $3,479,563 from the Airport Capital Fund (0301) including a local match of $67,925 contingent on grant award.

[Item I]

Pulled by Council Member Paden to recuse himself from the vote.

Motion to Approve.

RESULT:	**Passed**
MOVER:	Council Member Nancy Howze
SECONDER:	Council Member Kimber Regan
AYES:	Mark Kairis, Lou Martinez, Kimber Regan, Nancy Howze
ABSTAIN:	Travis Paden

B. Public Works: Award a contract to VSS International, Inc., of West Sacramento, Ca., for the FY 26-27 Pavement Resurfacing Treatment (Single and Double Fiberized Slurry Overlay) funded by Measure H Capital Fund (0011), in the amount of $933,120.00 and approve a 15% contingency of $139,968.00.

[Item J]

Pulled by Council Member Paden. Public Works Director Sterling provided clarification.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze

AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

C. Public Works:
Award and authorization for the City Manager to enter into an annual contract for landscape maintenance of Landscape Assessment Districts within Coordinate 1 to Perfect Care Landscape and Maintenance, of Tulare, CA, for an annual not to exceed amount of $92,613.00.

[Item L]

Pulled by Council Member Paden.

Deputy Public Works Director Alvin Dias responded to the questions from Council Member Paden.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

D. Public Works: Award and authorization for the City Manager to enter into an annual contract for landscape maintenance of Landscape Assessment Districts within Coordinate 2 to Perfect Care Landscape and Maintenance, of Tulare, CA, for an annual not to exceed amount of $167,113.00.

[Item M]

Pulled by Council Member Paden.

Deputy Public Works Director Alvin Dias responded to the questions from Council Member Paden.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

E. Public Works: Award and authorization for the City Manager to enter into an annual contract for landscape maintenance of Landscape Assessment Districts within Coordinate 3 to Clean Cut Landscape Management, of Clovis, CA, for an annual not to exceed amount of $166,533.

[Item N]

Pulled by Council Member Paden.

Deputy Public Works Director Alvin Dias responded to the questions from Council Member Paden.

Motion to Approve.

RESULT:	**Passed**
MOVER:	Council Member Lou Martinez
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Lou Martinez, Kimber Regan, Nancy Howze
NAYS:	Travis Paden

F. Public Works:
Award and authorization for the City Manager to enter into an annual contract for landscape maintenance of Landscape Assessment Districts within Coordinate 4 to Clean Cut Landscape Management, of Clovis, CA, for an annual not to exceed amount of $221,239.00.

[Item O]

Pulled by Council Member Paden.

Deputy Public Works Director Alvin Dias responded to the questions from Council Member Paden.

Motion to Approve.

RESULT:	**Passed**
MOVER:	Council Member Lou Martinez
SECONDER:	Council Member Howze
AYES:	Mark Kairis, Lou Martinez, Kimber Regan, Nancy Howze
NAYS:	Travis Paden

G. Public Works:
Award and authorization for the City Manager to enter into an annual contract for landscape maintenance of Landscape Assessment Districts within Coordinate 5 to Dangi's Landscape & Tree Service, of Hanford, CA, for an annual not to exceed amount of $126,315.00.

[Item P]

Pulled by Council Member Paden.

Deputy Public Works Director Alvin Dias responded to the questions from Council Member Paden.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

PUBLIC HEARING:

A. Finance: Public Hearing and Adoption of Resolution 26-41-R to approve the comprehensive Master Fee Schedule for Fiscal Year 2026-27 which includes proposed new fees, deletions of fees and increases/adjustments to existing fees.

Mayor Kairis opened the public hearing at 7:47 p.m. and called for the staff report. Analyst Aubrey Balbina presented the staff report for the Council's review and approval. Staff answered questions from the Council. The Mayor closed the public hearing at 7:54 p.m.

Public Comment:
None

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Lou Martinez
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

B. Community Development: Community Development: Roadway Abandonment No. 2026-01, a request by San Joaquin Valley Homes to abandon approximately 8,145 square feet of right-of-way, Millerton Street, an undeveloped street. The project is located east of S. Alpine Avenue, along Millerton Street.

Mayor Kairis opened the public hearing at 7:55 p.m. and called for the staff report. Principal Planner Gabrielle Myers presented the staff report for the Council's review and approval. Staff responded to questions from the Council. Mayor Kairis closed the public hearing at 8:04 p.m.

Public Comment:
None.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Lou Martinez
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

GENERAL BUSINESS:

A. City Clerk: Adoption of Resolution 26-39-R, Amending the City Council Handbook of Rules and Procedures to Establish a Remote Participation Disruption Policy and Public Comment Registration Procedures

City Clerk Natalie Corral presented an overview of the recommended Handbook Amendments for the Council's review and approval. Staff answered questions from the Council.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Nancy Howze
SECONDER:	Council Member Travis Paden
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

B. Public Works: Adoption of Resolution No. 26-36-R, approving the Annual Engineer's Report and Intention to Levy and Collect Assessments as outlined, pursuant to Chapter 3 of the Landscape and Lighting Act of 1972. The proposed assessments outlined in the Engineer's Report are less than or equal to the authorized maximum assessment for each landscape assessment district, and set July 21, 2026, as the Public Hearing date to consider the increases in assessments as proposed.

Public Works Director Russ Sterling provided an overview of the Landscape Assessment Districts and the proposed assessments. Staff requested the Council's review and approval of Resolution No. 26-36-R, approving the Annual Engineer's Report, declaring the City's intention to levy and collect assessments, and setting July 21, 2026, as the public hearing date to consider the proposed assessment increases. Staff answered questions from the Council.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Kimber Regan
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

C. Utilities and Engineering: Presentation on a Wastewater Rate Study and Authorization to proceed with a Proposition 218 process and set the Hearing Date & Time for August 18, 2026 at 7pm for a proposed Wastewater Rate increase.

Utilities and Engineering Director Frank Senteno, Alison Lechowicz of Lechowicz & Tseng Municipal Consultants, and Christian Sprunger of NHA Advisors presented the Wastewater Rate Study and requested authorization to initiate the Proposition 218 process and set a public hearing date. Staff presented two options for the Council's consideration and provided a recommendation. Staff answered questions from the Council.

Motion to Approve Option 2: No Capitalized Interest.

RESULT:	**Passed**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Martinez
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan
NAYS:	Nancy Howze

Motion to approve the Prop 218 Process.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden

SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

D. Finance: Mid-Cycle 2026-27 Fiscal Year Budget Review and additional appropriation of $1,256,261 in the General Fund, maintaining a balanced budget with cost reductions, deferrals and increased revenues; and $10,629,688 across all Proprietary and Other Funds for necessary operational and capital needs; and addition of three (3) Full-Time Equivalent (FTE) - Senior Fire Inspector, Fire Inspector, and Senior Civil Engineer to the Personnel Master Budget that are offset by revenues and project funding.

Recess: 9:30 p.m. - 9:35 p.m.

During this time, the Council approved to extend the meeting to 10:30 p.m.

Finance Director Destiny Borba and Finance Manager Eekhong Franco presented the City's financial outlook, including the budget cycle, current budget status, general revenue trends, and summary budget changes. Staff answered questions from the Council.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Lou Martinez
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

COUNCIL REPORTS/GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

The Council discussed the meetings an events they attended.

A. INFORMATION REPORT — MAY WARRANT REGISTER

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

None.

A. Council Future Agenda Items

Council Member Paden requested a future agenda item to discuss Facebook monetization and a potential amendment to the City's Social Media Policy. The Council reached a consensus to bring the item back for future discussion.

B. Upcoming Events and Important Dates:

June 24: Candidate Information Night hosted by the Kings County Elections Department More Information
June 25: Hanford Connect Summer Safety Special 5:30 pm - 7:30 pm at the Civic Auditorium
July 3: City offices will be closed in observance of Independence Day
July 4: Hanford's Freedom Fest & Fireworks Show 6:00pm - 10:00pm at the Hanford Softball Complex Get Tickets Online
July 21: Regular City Council Meeting

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are

available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

Mayor Kairis adjourned the meeting at 10:15 p.m.

Respectfully submitted,
Natalie Corral
City Clerk

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Action to Declare Abandoned Right-of-Way as Exempt Surplus Property

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RECOMMENDATION:

Recommendation: It is recommended that the City Council, by motion, adopt Resolution No. 26-52-R, which will declare approximately eight thousand, one hundred forty-five (8,145) square feet of Millerton Street right-of-way to be exempt surplus property.

Recommended Motion: I move to approve Resolution No. 26-52-R, which will declare a portion of the Millerton Street right-of-way to be exempt surplus property.

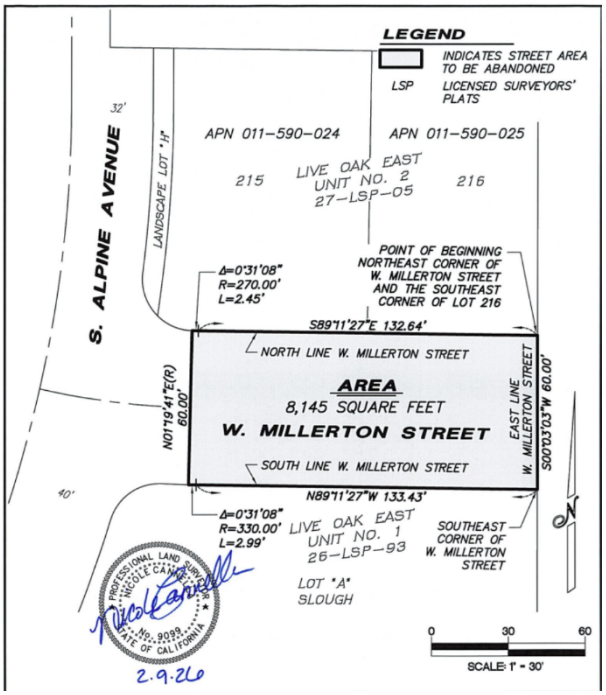
BACKGROUND:

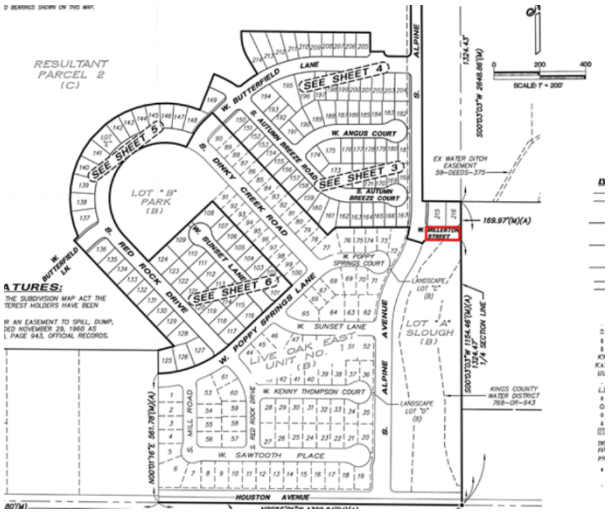
The City is in the process of abandoning a small section of Millerton Street right-of-way. The City Council considered the abandonment at its May 19, 2026 meeting.

The section of to-be-abandoned right-of-way is located south of lots 215 and 216 of Tract 865, Unit II. The right-of-way is being abandoned for the developer to finalize Tract 865, Unit II and allow issuance of a Notice of Completion for this tract. The cost of utility connection within Millerton Street to accommodate development of these two remaining lots exceeded the developer's ability, due to utility connection costs associated with only developing a portion of the street, and therefore, the intent is to abandon the right-of-way, merge the lots with the property to the east, and develop these lots with future Tract 912, when funds are in place to develop Millerton Street wholly. In order to ensure adequate access to the slough/basin to the south, an access easement will be granted to the City.

At the conclusion of the abandonment process, ownership of the right-of-way will be transferred by the developer that owns lots 215 and 216. The Millerton Street right-of-way will be dedicated back to the City after it is improved by the developer.

The location of the to-be-abandoned right-of-way is shown below.





The City must satisfy the requirements of the Surplus Land Act (Government Code Sections 54220-54234) whenever it disposes of land. In the present case, the Millerton St. right-of-way is eligible for "exempt surplus land" treatment because: (i) it is less than one-half (1/2) acre in area and is not contiguous to land owned by the state or the City that is used for open-space or low- and moderate-

income housing purposes; and (ii) the area is right-of-way that will be conveyed to the owner of adjacent properties. A determination of exempt surplus land status will allow the City to dispose of the right-of-way without having to satisfy typical Surplus Land Act requirements, including the requirement that the land be offered to other government agencies and “housing sponsors” for purchase.

If the Council adopts Resolution No. 26-52-R, a copy will be submitted to the California Department of Housing and Community Development (HCD) for verification that the right-of-way is exempt surplus property. Once HCD’s confirmation is received, the City may transfer the right-of-way to the owner of lots 215 and 216.

FISCAL IMPACT:

None

ATTACHMENTS:

1. Resolution 26-52-R for Exempt Surplus Property Finding - Millerton Street

RESOLUTION NO. 26-52-R
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD, CALIFORNIA, DECLARING UNUSED RIGHT-OF-WAY TO BE EXEMPT SURPLUS PROPERTY

At a regular meeting of the City Council of the City of Hanford, duly called and held on August 4, 2026, at 7:00 p.m., it was moved by Council Member _____, and seconded by Council Member _____, and duly carried that the following resolution be adopted:

WHEREAS, the City of Hanford ("City") owns approximately eight thousand, one hundred forty-five (8,145) square feet of right-of-way ("Right-of-Way") in fee simple; and

WHEREAS, the Right-of-Way comprises a portion of West Millerton Street; and

WHEREAS, Lots 215 and 216 ("Lots 215 and 216") of Kings County Tract No. 865, Unit 2 are located immediately north of the Right-of-Way, and a City storm drainage basin is located immediately south of the Right-of-Way; and

WHEREAS, the developer of Lots 215 and 216 has requested to defer the construction of required infrastructure improvements, including, without limitation, curb, gutter, sidewalk, drive approach, and paving of roadway (full road width extending from existing pavement), underground utilities of storm drain, sanitary sewer, and water main and services, dry utilities services of electric, telephone, gas, cable TV, and park strip landscaping and irrigation (collectively "Infrastructure Improvements"); and

WHEREAS, the developer of Lots 215 and 216 intends to develop the lots and the Infrastructure Improvements when Kings County Tract No. 912, which abuts Kings County Tract No. 865, Unit 2, is developed;

WHEREAS, as a condition of approval of the developer's request to defer construction of the Infrastructure Improvements, the City will abandon the unimproved Right-of-Way, which the City previously accepted through the final map for Kings County Tract No. 865, Unit 2; and

WHEREAS, the to-be-abandoned Right-of-Way is more particularly described in the attached Exhibit "A-1," which is incorporated herein by reference; and

WHEREAS, the developer will maintain and will be liable for the condition of the unimproved Right-of-Way area prior to the construction of the Infrastructure Improvement and rededication of the Right-of-Way to the City; and

WHEREAS, the Right-of-Way will be rededicated to the City after the construction of the Infrastructure Improvements and the City's acceptance of the same; and

WHEREAS, the City has no use for the Right-of-Way until the construction of the Infrastructure Improvements; and

WHEREAS, for purposes of Government Code Section 54221(f)(2), the Right-of-Way is not: (i) within a coastal zone; (ii) adjacent to a historical unit of the State Parks System; (iii) listed on, or determined by the State Office of Historic Preservation to be eligible for, the National Register of Historical Places; or (iv) within the Lake Tahoe region as defined by Government Code Section 66905.5.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Hanford finds the following for purposes of Government Code Section 54221(f)(1):

1. The Right-of-Way: (a) is less than one-half (1/2) acre in area; and (b) is not contiguous to land owned by the state or the City for open-space or low- and moderate-income housing purposes; and

2. The Right-of-Way will be abandoned and will be conveyed to the owner of abutting property through the right-of-way abandonment process described in Streets & Highways Code Section 8300, *et seq*.

BE IT FURTHER RESOLVED, the City Council hereby declares the Right-of-Way to be exempt surplus property for purposes of the Surplus Land Act (Government Code Section 54220, *et seq.*).

PASSED, ADOPTED AND APPROVED this _____ day of _____, 2026 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

Approved _____
MARK KAIRIS
Mayor

Attest:

_____
NATALIE CORRAL
CITY CLERK

STATE OF CALIFORNIA)

COUNTY OF KINGS) ss

CITY OF HANFORD)

I, Natalie Corral, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2026.

Date: _____ _____

City Clerk

EXHIBIT "A-1"

RIGHT OF WAY ABANDONMENT

(PORTION OF W. MILLERTON STREET)

LEGAL DESCRIPTION

Being a portion of W. Millerton Street as shown on that certain map entitled "Tract No. 865 Live Oak East Unit No. 2" recorded on June 2, 2022, in Volume 27 of Licensed Surveyors' Plats, at Page 05, Document No. 2210639, Kings County Records, situate in the Southwest Quarter of Section 2, Township 19 South, Range 21 East, Mount Diablo Meridian, County of Kings, California, said property being more particularly described as follows:

BEGINNING at the Northeast corner of said W. Millerton Street, said point being also the southeast corner of Lot 216 as shown on said Live Oak East Unit No. 2 final map; thence

Along the East line of said W. Millerton Street, South 00°03'03" West 60.00 feet to the Southeast corner of said W. Millerton Street; thence

Along the South line of said W. Millerton Street, North 89°11'27" West 133.43 feet to the beginning of a curve concave to the Northeast, having a radius of 330.00 feet and having a central angle of 00°31'08"; thence

Continuing along said South line of W. Millerton Street and along the arc of said curve, 2.99 feet to a radial line of said curve which bears North 01°19'41" East; thence

Leaving said South line of W. Millerton Street, on the prolongation of said radial 60.00 feet to a point on the North line of said W. Millerton Street, said point being also the beginning of a non-tangent curve concave to the Northeast, having a radius of 270.00 feet to which beginning a radial line bears South 01°19'41" West and having a central angle of 00°31'08"; thence

Along said North line of W. Millerton Street and being also the arc of said curve, 2.45 feet; thence

Continuing along said North line, South 89°11'27" East 132.64 feet to the **POINT OF BEGINNING**.

Containing 8,145 square feet, more or less.

SUBJECT TO all easements and/or rights-of-way of record.

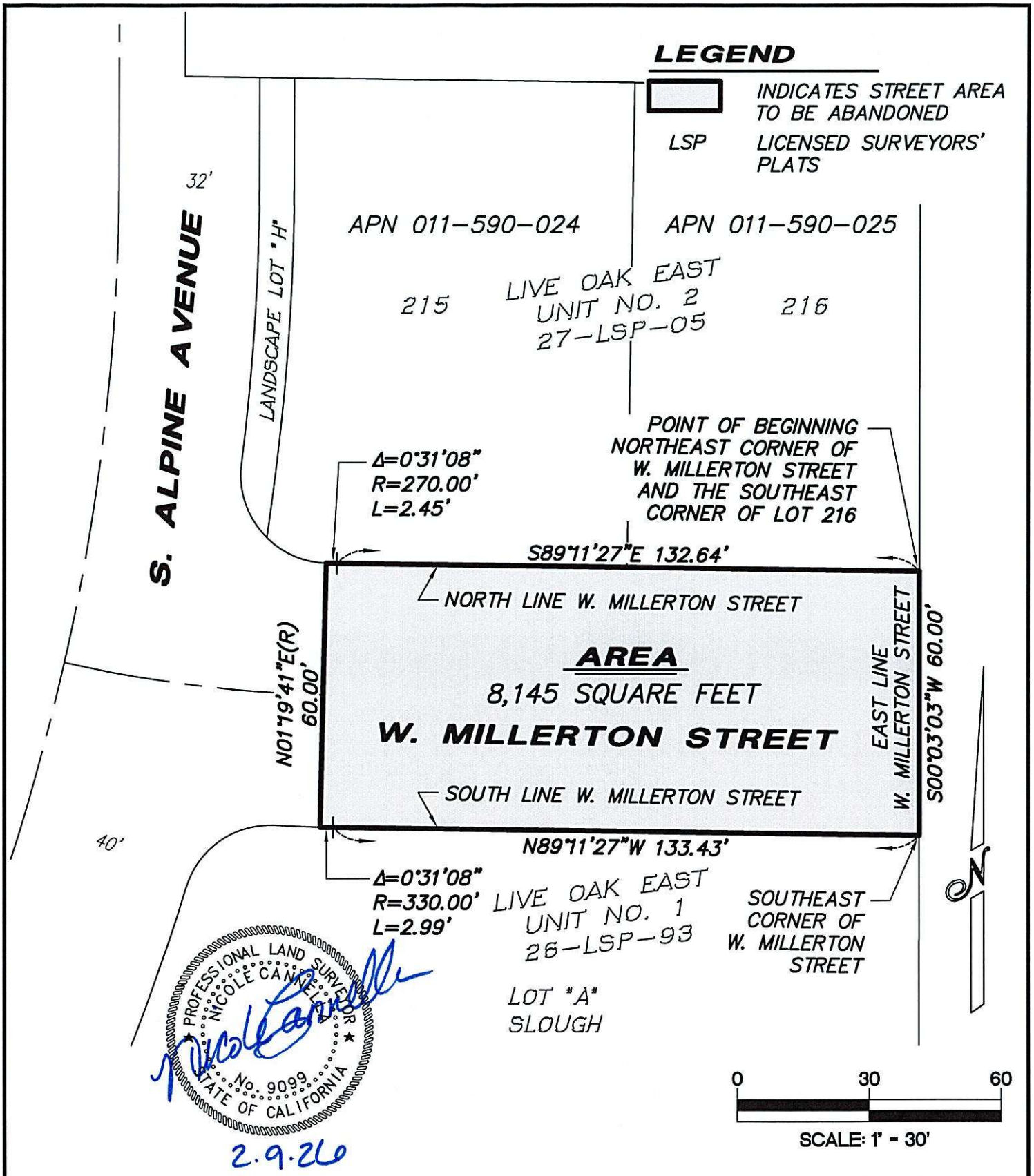
This legal description as described is delineated on the accompanying "Plat to Accompany Legal Description" and made a part hereof for reference purposes.

Nicole Cannella

Nicole Cannella, P.L.S. 9099

PROFESSIONAL LAND SURVEYOR
NICOLE CANNELLA
No. 9099
STATE OF CALIFORNIA

3.18.25



NorthStar Engineering Group, Inc.
• CIVIL ENGINEERING • SURVEYING • PLANNING •
620 12th Street Modesto, CA 95354
(209) 524-3525 Phone (209) 524-3526 Fax

PLAT TO ACCOMPANY LEGAL DESCRIPTION

LYING IN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO MERIDIAN.

CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA

JOB NO:	J13-1238
SCALE:	AS SHOWN
DR BY:	NC
FILE:	13-1238 lots 215-216 easements.dwg
DATE:	February 9, 2026

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Authorize a response to County of Kings Grand Jury Report, *Keeping Our Firefighters/EMS Safe in Kings County - Personnel Protective Equipment*

RECOMMENDATION:

Recommendation: Staff recommends that the City Council by motion, approve; (i) the attached HFD response to the 2025-2026 County of Kings Grand Jury Report, *Keeping Our Firefighters/EMS Safe in Kings County - Personnel Protective Equipment*, and (ii) the Mayor's signature of a transmittal letter under which the response will be sent to the Presiding Judge of the Kings County Superior Court.

Recommended Motion: I move to approve the response to the Grand Jury Report, *Keeping Our Firefighters/EMS Safe in Kings County* and that the cover letter be signed by the City Mayor.

BACKGROUND:

The 2025-2026 County of Kings Grand Jury issued the attached report *Keeping Our Firefighters/EMS Safe in Kings County - Personnel Protective Equipment,* which pertains to fire safety and medical personnel being equipped with ballistic gear when responding to dangerous incident calls. These ballistic items include ballistic vests and ballistic helmets.

As noted in the report, there has been a surge in first responders, including firefighters and medical personnel, being exposed to dangerous situations such as assault, shooting, terrorism and violent protest. As a result, the Grand Jury emphasizes the need for Kings County Fire Agencies to revise and update their personal protective equipment policies to ensure the mandated usage of ballistic gear during dangerous situations.

The Hanford Fire Department concurs with both of the findings outlined in the Grand Jury's report and has already implemented the attached Policy 905 which echoes the findings in the Grand Jury Report. Policy 905 states that personnel are authorized to utilize Department-issued ballistic PPE whenever there is reasonable belief circumstances warrant its use. Supervisors may also require the use of Ballistic PPE whenever known or anticipated hazards present an elevated risk of violence.

HFD Ballistic Personal Protective Equipment may include:

• NIJ-rated ballistic vest/body armor

• Ballistic helmet
• Rifle-rated plates (if equipped)
• Ballistic eye protection
• High-visibility FIRE/EMS identification
• Integrated Tactical Emergency Casualty Care (TECC) medical kit

FISCAL IMPACT:

There is no fiscal impact at this time.

ATTACHMENTS:

1. HFD Response to GJ Report re Fire Ballistic PPE.
2. Letter to Judge Ciuffini Re: City Response to HFD PPE Ballistic Gear.
3. Fire Department Vests
4. Ballistic Personal Protective Equipment POLICY 905

CITY OF HANFORD'S RESPONSE TO GRAND JURY REPORT 2025-2026

Keeping Our Firefighters/EMS Safe in Kings County
Personnel Protective Equipment

* * * * *

The following is the response of the Hanford City Council and the Chief of the Hanford Fire Department (collectively "the City") to the Grand Jury Report for the 2025-2026 session ("the Report") entitled "Keeping our (sic) Firefighters/EMS in Kings County – Personnel Protective Equipment."

Grand Jury Finding 1:

"Recent incidents involving violence toward emergency responders such as the incident in Idaho last year highlight the need for enhanced protective equipment to ensure that our firefighters and EMS are protected during high-risk calls. Our first responders must always be ready to face potential dangers with the equipment necessary to save the lives of all involved, including their own. This equipment should include ballistic vests and helmets for all county and city firefighters."

City's Response to Finding 1:

The City concurs with Finding 1.

Recommendation 1:

"Body armor and helmets should be required equipment available on each engine and worn in any scenario where there is potential for violence, domestic violence, gunfire, terrorism, and any situation where there is a possibility for escalation."

City's Response to Recommendation 1:

The City has implemented Recommendation 1.

Grand Jury Finding 2:

"There is a need for Kings County (including Corcoran which is covered by County Fire), Avenal, Hanford, and Lemoore Fire Departments to have policies and procedures in place for the use of ballistic vests and helmets by firefighters and EMS in dangerous situations such as assaults, shootings, terrorism, and violent protests. These safety items provide critical protection against firearms and other threats encountered during emergency responses."

City's Response to Finding 2:

The City concurs with Finding 2.

Recommendation 2:

"Kings County (including Corcoran which is covered by County Fire), Avenal, Hanford and Lemoore Fire Departments should update their policies and procedures to include for the use of ballistic vests and helmets by firefighters and EMS in dangerous situations such as assaults, shootings, terrorism, violent protests and any situations where there is potential for a dangerous situation to escalate. These changes should be completed by October 2026."

City's Response to Recommendation 2:

The City has implemented Recommendation 2. Policy 905 of the Hanford Fire Department's Policy Manual contains provisions regarding ballistic personal protective equipment. A copy of Policy 905 is attached hereto as Exhibit "A," which is incorporated herein by reference.

EXHIBIT "A"

Ballistic Personal Protective Equipment (Ballistic PPE)

905.1 PURPOSE AND SCOPE

The Hanford Fire Department is committed to reducing or eliminating occupational risks and hazards whenever possible to improve the safety of its members.

The purpose of this policy is to establish standards governing the deployment, use, inspection, maintenance, storage, replacement, accountability, and training requirements for Department-issued Ballistic Personal Protective Equipment (Ballistic PPE).

Ballistic PPE is intended to reduce the risk of injury to personnel operating during Active Shooter/Hostile Event Response (ASHER), Rescue Task Force (RTF) operations, civil disturbances, tactical law enforcement support incidents, and other incidents where ballistic threats may reasonably exist.

The use of Ballistic PPE is intended solely as a risk reduction measure and shall not replace sound tactical decision-making, scene security, law enforcement protection, Unified Command, or established Incident Command System (ICS) principles.

Nothing within this policy authorizes personnel to enter unsecured areas, assume unnecessary risk, or perform law enforcement functions.

905.2 POLICY

The Hanford Fire Department recognizes that violence directed toward emergency responders has increased nationwide. The Department shall provide Ballistic PPE to members assigned to duties where ballistic threats may reasonably be encountered.

Personnel are authorized to utilize Department-issued Ballistic PPE whenever they reasonably believe circumstances warrant its use. Supervisors may also require the use of Ballistic PPE whenever known or anticipated hazards present an elevated risk of violence.

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Personnel shall not self-deploy into Hot Zones or other unsecured areas. Ballistic PPE does not make personnel bulletproof and does not eliminate operational risk. Members shall continually evaluate risk versus benefit and withdraw whenever the threat exceeds the level of protection provided by assigned PPE or law enforcement protection is no longer available.

905.3 DEFINITIONS

Ballistic Personal Protective Equipment (Ballistic PPE)

Protective equipment designed to reduce injury from ballistic and fragmentation threats. Department issued equipment may include:

- NIJ-rated ballistic vest/body armor
- Ballistic helmet
- Rifle-rated plates (if equipped)
- Ballistic eye protection
- High-visibility FIRE/EMS identification
- Integrated Tactical Emergency Casualty Care (TECC) medical kit

Hot Zone

An area where an active threat exists and law enforcement contact teams are actively engaging the threat.

Warm Zone

An area cleared by law enforcement where a potential threat may still exist and where Rescue Task Force operations may occur under armed law enforcement protection.

Cold Zone

A secure area free from known threats.

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Rescue Task Force (RTF)

A coordinated team consisting of law enforcement officers and Fire/EMS personnel operating in the Warm Zone to provide rapid casualty care and evacuation.

905.4 AUTHORIZED USE

Ballistic PPE shall be worn when directed by Incident Command, Unified Command, a supervisor, or when responding to incidents including, but not limited to:

- Active Shooter/Hostile Event incidents
- Rescue Task Force operations
- Tactical law enforcement operations requiring Fire/EMS support
- Terrorism-related incidents
- Incidents involving credible threats against responders
- Civil unrest, riots, looting, or organized demonstrations with potential for violence
- Incidents involving gunfire or reports of ongoing shooting
- Incidents involving confrontations between rival gangs, motorcycle gangs, or organized criminal enterprises
- Incidents involving groups with a known history of violence
- Search warrant standbys or barricaded suspect incidents
- Hostage incidents
- High-risk law enforcement operations
- Any incident where law enforcement recommends Ballistic PPE
- Any incident where Unified Command determines ballistic protection is appropriate
- Any situation in which the Company Officer determines that enhanced protection is prudent based upon a risk assessment
- Personnel shall only enter Warm Zones following authorization by Unified Command and law enforcement.

905.5 OPERATIONAL USE

Personnel operating while wearing Ballistic PPE shall:

- Operate under the Incident Command System.
- Maintain accountability at all times.
- Operate only within assigned operational zones.

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- Remain assigned to an identified Rescue Task Force or operational group.
- Maintain continuous communication with Incident Command.
- Coordinate closely with law enforcement escorts.
- Utilize Tactical Emergency Casualty Care (TECC) principles.
- Limit time within Warm Zones to mission-essential activities.
- Continuously reassess hazards and report changing threat conditions.
- Withdraw immediately if law enforcement protection is withdrawn or scene conditions become unsafe.

Personnel shall not:

- Enter Hot Zones.
- Pursue suspects.
- Perform law enforcement functions.
- Separate from assigned law enforcement escorts.
- Enter uncleared structures or rooms.
- Initiate fire suppression in unsecured areas unless specifically authorized through Unified Command following a documented risk-benefit assessment.

905.6 EQUIPMENT REQUIREMENTS

Each Ballistic PPE deployment package shall include, at a minimum:

- NIJ-rated Level IIIA ballistic vest or Department-approved equivalent
- Ballistic helmet Ballistic eye protection
- High-visibility FIRE/EMS identification
- Protective gloves
- Integrated TECC medical kit

The TECC kit shall include, at a minimum:

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- Two tourniquets
- Hemostatic dressing
- Pressure dressing
- Chest seals
- Trauma shears
- Nasopharyngeal airway with lubricant
- Protective gloves

Equipment configurations may be modified by the Training Division to reflect operational needs and current TECC recommendations.

905.7 DONNING AND DOFFING

Prior to deployment personnel shall:

- Inspect Ballistic PPE for serviceability.
- Verify ballistic panels and plates are correctly installed.
- Confirm all straps and retention systems function properly.
- Verify TECC equipment is complete.
- Properly adjust the vest and helmet.
- Ensure identifying markings are visible.
- Conduct a buddy inspection whenever practical.
- Report deficiencies immediately.

Personnel should don Ballistic PPE before arrival whenever practical and operationally safe.

Ballistic PPE shall only be removed after personnel have returned to a Cold Zone and Incident Command authorizes demobilization.

Following deployment personnel shall:

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- Inspect equipment.
- Replace expended medical supplies.
- Report damage or deficiencies.
- Clean equipment in accordance with manufacturer recommendations.
- Return equipment to its assigned storage location.

905.8 INSPECTION, MAINTENANCE, AND STORAGE

Personnel assigned Ballistic PPE shall inspect equipment:

- At the beginning of each shift.
- Following each deployment.
- During monthly station equipment inspections.

Inspections shall include:

- Exterior carrier condition
- Ballistic panel integrity
- Plate condition
- Helmet shell and suspension
- Fasteners and retention systems
- Identification markings
- TECC medical inventory

Personnel shall clean equipment only in accordance with manufacturer instructions. Ballistic panels shall not be machine washed, submerged, or cleaned with bleach or harsh chemicals unless specifically authorized by the manufacturer.

Ballistic PPE shall be stored:

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- In a clean, dry environment.
- Protected from excessive heat, sunlight, moisture, chemicals, and physical damage.
- In a manner that prevents folding or deformation of ballistic panels.
- In an accessible location that permits rapid deployment during emergencies.

905.9 REMOVAL FROM SERVICE AND REPLACEMENT

Ballistic PPE shall immediately be removed from service when:

- Manufacturer service life has expired.
- Equipment sustains ballistic impact.
- Equipment sustains stab or puncture damage.
- Panels become cracked, torn, delaminated, or deformed.
- Helmet integrity is compromised.
- Equipment fails inspection.
- Equipment is contaminated or exposed to conditions that may compromise protective performance.

Any Ballistic PPE involved in a ballistic strike, significant blunt force impact, chemical contamination, or fire damage shall immediately be removed from service pending manufacturer evaluation or replacement.

The Training Division shall maintain records documenting:

- Date of purchase
- Date placed into service
- Inspection history
- Maintenance and repair history
- Replacement schedule

905.10 TRAINING

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Personnel issued Ballistic PPE shall successfully complete initial and annual refresher training that includes:

- Active Shooter/Hostile Event Response (ASHER)
- Rescue Task Force operations
- Incident Command System and Unified Command
- Tactical Emergency Casualty Care (TECC)
- Capabilities and limitations of Ballistic PPE
- Donning and doffing procedures
- Equipment inspection and maintenance
- Casualty evacuation techniques
- Warm Zone operations
- Scenario-based practical exercises
- Timed deployment drills

905.11 RESPONSIBILITIES

Fire Chief

The Fire Chief shall ensure adequate resources are available to maintain an effective Ballistic PPE program.

Training Division

The Training Division shall:

- Maintain issuance and training records.
- Coordinate inspections.
- Maintain replacement schedules.
- Evaluate equipment performance.
- Update procedures to reflect changes in applicable standards and best practices.
- Conduct an annual review of the Ballistic PPE program.

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Company Officers

Company Officers shall:

- Ensure personnel comply with this policy.
- Verify operational readiness.
- Conduct periodic inspections.
- Require Ballistic PPE whenever operational hazards warrant.
- Report deficiencies through the chain of command.

Members

Members shall:

- Properly maintain assigned equipment.
- Complete required inspections.
- Report deficiencies immediately.
- Participate in required training.
- Utilize Ballistic PPE in accordance with this policy.

905.12 REFERENCES

- Hanford Fire Department Active Shooter/Hostile Event Response (ASHER) Procedures
- Hanford Fire Department Rescue Task Force Procedures
- National Incident Management System (NIMS)
- California Incident Command System (ICS)
- NFPA 3000 – Standard for an Active Shooter/Hostile Event Response (ASHER) Program
- National Institute of Justice (NIJ) Ballistic Resistance Standards

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- Tactical Emergency Casualty Care (TECC) Guidelines
- U.S. Department of Homeland Security Active Shooter Preparedness Guidance
- International Association of Fire Chiefs Active Shooter Toolkit
- International Association of Fire Fighters Active Shooter Best Practices

HANFORD
CALIFORNIA

August 4, 2026

The Honorable Kathy Ciuffini, Presiding Judge
Kings County Superior Court
1640 Kings County Drive
Hanford, CA 93230

RE: City of Hanford Response to Grand Jury Report, *Keeping Our Firefighters/EMS Safe in Kings County Personnel Protective Equipment*

Dear Judge Ciuffini:

The City of Hanford ("City") hereby responds to the Kings County Grand Jury's 2025-2026 Report, Keeping Our Firefighters/EMS Safe in Kings County Personnel Protective Equipment. The enclosure represents the response of the Hanford City Council, City Manager, Christopher Tavarez, and Fire Chief, Daniel Perkins.

The City appreciates the Grand Jury's diligence and trusts that the enclosure addresses the Grand Jury's findings and recommendations.

Sincerely,

CITY OF HANFORD

By: _____
MARK KAIRIS
Mayor

Enclosure

Keeping our Firefighters/EMS Safe in Kings County
Personnel Protective Equipment
May 11, 2026

Summary

Firefighters, as first responders, are often exposed to dangerous situations such as assaults, shootings, terrorism, and violent protests. Given the rise in violent incidents targeting emergency personnel, it is essential for fire departments in Kings County, Avenal, Corcoran (within County Fire), Hanford, and Lemoore to reevaluate their safety policies, procedures and protocols and use the updated policies during all dangerous situations. These updated policies should include the use of ballistic vests and helmets during dangerous incidents. These safety items provide critical protection against firearms and other threats encountered during emergency responses.

Background

During the 1920's and 1930's, fire departments used their apparatus as roadblocks during dangerous incidents. The apparatus itself contained a 12-gauge shotgun, and a .38-caliber revolver, in case criminals were encountered before police officers arrived. These traditions continued until the late 1960's as there were anti-war protests and general civil unrest after the assassinations of President John Kennedy and Dr. Martin Luther King. Task forces were formed which consisted of several engines and ladders as well as a chief officer. They traveled with police or national guard escorts.

Historically, Emergency Medical Services (EMS) and medical first responders have worked in "cold zones" outside of active danger areas. As time progressed, they more often worked in semi-cleared "warm zones" under second line police coverage. This history is important as fire personnel are currently facing a resurgence of assaults, stabbings, shootings, protests, and potential terrorist attacks aimed at first responders even on routine calls. While attempting to give aid to patients, first responders were stabbed, shot, and attacked. It has become clear that these situations are no longer limited to urban settings as seen in Idaho's ambush last year. Two Idahoan firefighters were killed and another injured when they were ambushed while responding to a fire in June 2025. As a result, many fire departments are reevaluating their safety protocols and increasing training for personnel to better prepare for violent encounters on emergency calls.

Because of increased risks, firefighters require protective equipment to ensure their safety. Whether they are being singled out or because they are first responders, they must always

be ready to face potential dangers with the equipment necessary to save lives of innocent residents as well as their own. Due to increasing incidents where emergency personnel face potentially violent situations, there is a need for Kings County, Avenal, Hanford, and Lemoore Fire Departments to have policies and procedures for the use of ballistic vests and helmets by firefighters and EMS.

Nearby towns such as Fresno, Lodi and Stockton are taking a proactive approach to safety by including ballistic vests and helmets for first responders in the Central Valley. The trend follows national movements, with many California agencies utilizing this equipment for Rescue Task Force protocols, aimed at increasing survival rates in hostile environments. Fire departments have been preparing for dangerous situations for years and now have the gear to match their training. “The goal for any armor is to maximize ballistic protection while minimizing its impact on job performance.” It is important to choose armor that is not too bulky or too heavy.

Methodology (Investigative tech used-research, observations, interviews):

The Grand Jury interviewed members of several Kings County departments and reviewed various sources of information including:

Ballistic vests: Facing potential dangers in the fire service
https://www.firerescue1.com/fire-products/personal-protective-equipment-ppe/articles/ballistic-vests-facing-potential-dangers-in-the-fire-service-Bpnen5pNiX3GfPQg

California City Firefighters Get Body Armor
https://www.firefighterclosecalls.com/california-city-firefighters-get-body-armor

Fresno Fire Department now has ballistic helmets and vests
https://abc30.com/post/fresno-fire-department-now-has-ballistic-helmets-vests/17877819

The Case for Ballistic Protection in Fire and EMS https://www.narescue.com/nar-blog/the-case-for-ballistic-protection-in-fire-and-ems-part-1.html

Violence Against Firefighters and EMTs, Reports, Info (The Secret List)
https://www.firefighterclosecalls.com/violence-against-firefighters-and-emts-reports-info-the-secret-list/

Not Just for Cops: The importance of body armor for firefighters and medical first responders https://execdefense.com/not-just-for-cops-the-importance-of-body-armor-for-firefighters-and-medical-first-responders/

Rescue Task Force Vests/Ballistic Protection https://www.narescue.com/law-enforcement-tems-products/rescue-task-force-vests-ballistic-protection.html?srsltid=AfmBOooXzws349ritdKbvHlSpixOs-wKLvCShdlegOKEoAKY0-Gt0L1A
California Fire Foundation (CFF) grant opportunities
https://www.cafirefoundation.org/what-we-do/for-grant-seekers?gad_source=1&gad_campaignid=22328747644&gclid=CjwKCAjwhLPOBhBiEiwA8_wJHHPU9eaL01HIwK8YGxzNdAbI98zTT8fPBcqbaW1iGE_c5eu7MY3z9BoCqVAQAvD_BwE

Discussion

What has changed? Over the last few years there has been a decline in policing with many officers leaving the job. First responders need law enforcement present at any dangerous or hostile scene to keep responders and the scene safe. Without law enforcement presence, first responders are in increased danger.

Ballistic vests are designed to be worn during active shooters, civil unrest, and other potentially violent calls. They allow firefighters to address life-threatening emergencies and remove patients from hazardous areas without waiting for a scene to be fully secured. The first hour of a person's injury can be critical to their survival so it is important for patients to have care as fast as possible.

Presently there are no state regulations prohibiting firefighters from wearing body armor, and its use is considered an added measure of safety for personnel operating in dangerous "warm zones." After reviewing Kings County Municipal Codes and consulting with local fire service officials, the Grand Jury found that there are no ballistic vests or helmets required in fire engines, but fire investigators are allowed to use body armor in combination with prescribed safety procedures. Please see Appendix A for Kings County Fire Policies.

Hanford Fire Department Policy and Procedures Manual section 332.4(a)(1) addresses the wearing of Personal Protective Equipment (PPE) by merely stating the following: Members tasked with entry should wear PPE appropriate for the circumstances. Protective ballistic vests and helmets are not mentioned. Please see Appendix B for the current policy and procedures regarding Active Shooter and Other Violent Incidents.

Hemet, a city in San Jacinto Valley, Riverside County, purchased eighteen bullet-resistant protective vests in 2025 for their firefighters after there were nine attacks on Hemet police. The attacks were targeting the police but there were booby traps believed to be set to kill first responders. The body armor weighs about five pounds and will be worn when firefighters respond to threatening calls or deadly situations. The department spent

approximately $600 on each vest. Other departments have previously worn bullet-resistant vests such as Riverside County, Cal-Fire arson and law enforcement units.

As of September 2025, Fresno Fire Department has equipped their department with ballistic vests and helmets at a cost of approximately $128,000 funded from the general budget. They are used in high-risk, dangerous, or volatile situations and allow firefighters to enter hazardous scenes to treat patients before the scene is fully secured. The Fresno Mayor said, “It gives our firefighters the same level of protection as our police officers as they work side by side with those officers out in the field in some very dangerous situations”.

Other Fire agencies such as Stockton, Lodi, Sunnyvale, Vallejo, and Cal Fire Fresno-Kings County Fire Departments are making use of protective vests and helmets. (Vallejo and the Sunnyvale Department of Public Safety have had this safety equipment for years and even cross-trained police and fire fighters).

Pros of wearing ballistic vests and helmets:

- Crucial protection against firearms in active shooter situations, domestic violence incidents and other calls involving potential gunfire.

- Defense against edged weapons and blunt force trauma. Vests can be designed to protect against stabbing, slashing, and blunt force trauma from agitated individuals, falling debris, or shrapnel.

- Enhanced safety in hazardous environments. Offers additional layer of protection in unpredictable environments, allowing firefighters to operate in “warm zones” where immediate medical care can be provided to victims sooner, potentially saving lives.

- Increased confidence. Having this protective equipment can boost firefighter morale and confidence, allowing them to focus on their duties without constantly worrying about an unsecured scene.

- Alignment with standards. The National Fire Protection Agency (NFPA) and the International Association of Firefighters (IAFF) recommend the use of ballistic protective equipment as PPE in active shooter and hostile events response. This aligns with industry’s best practices.

Cons of wearing ballistic vests and helmets:

- Weight and bulk. Added weight and bulk can restrict movement and agility, which are essential for tasks like climbing, running, and carrying people to safety.

- Mobility restriction. The gear may interfere with the range of motion required to perform physically demanding firefighting and advanced medical care tasks.

- Heat stress. Wearing additional layers can contribute to heat stress and fatigue, which raises health concerns for firefighters already working in hot environments.

- Cost and logistics. Procuring, maintaining, storing, and transporting specialized ballistic gear for an entire department presents significant financial and logistical challenges.

- Policy and training issues. Many departments lack clear policies on when the gear should be worn, and insufficient training on its proper use and integration with existing PPE.

There are differences in body armor for police and first responders such as firefighters and EMS. Paramedic body armor often features flexible panels or cutaways at the shoulders to allow for greater arm mobility during CPR or patient lifting.

- Appearance. Usually bright red, yellow, or high-visibility orange, sometimes with reflective striping to resemble turnout gear.

- Design. Often “one size fits most” with wide adjustment straps, as they are often shared among multiple crew members.

- Key Features. Designed for rapid, intermittent use on violent scenes rather than all-day wear. They feature clear “Fire” or “EMS” patches to avoid being mistaken for law enforcement. They are designed to hold medical supplies.

- Mobility. Cut to allow for bending and reaching to perform medical skills. They sometimes feature four-panel designs that offer better protection for the sides compared to traditional two-piece clamshell police vests.

Police armor prioritizes all-day wearability, quick, heavy equipment access, and protection over flexibility.

- Appearance. Typically solid black, “LAPD Blue,” or grey. Often worn as an outer carrier with Modular Lightweight Load-carrying Equipment (Molle webbing) for gear. It is a standardized system of heavy-duty nylon stitching used to securely attach pouches, tools, and accessories.

- Design. Often fitted specifically to the officer for comfort during long shifts.

- Key Features. Designed for maximum concealability (under a shirt), quick access to gear-like radios and can carry a significant amount of extra ammunition.

- Protection Level. Soft armor, which protects against most handgun rounds, sometimes with hard plate pockets for rifle protection.

Vests may be worn over or under turnout gear and also come in different weights and fabrics to lessen heat stress. A quality bulletproof vest typically costs between $300 to $1,500 depending on the level of protection and any additional features.

Grants are available from the following:

- Assistance to Firefighters Grant (AFG-FEMA): Ballistic Protective Equipment (BPE)-defined as one vest, one helmet, a triage bag, and goggles is an eligible expense for fire and EMS agencies to support “warm zone” operations.

- Patrick Leahy Bulletproof Vests Partnership (BVP-DOJ): Reimburses up to 50% of the cost of body armor for law enforcement officers, which can apply to public safety officers in some departments.

- The California Fire Foundation (CFF): offers grant opportunities to fire departments, firefighter associations and community-based organizations whose vital projects focus on keeping California and our first responders safe.

- Firehouse Subs Public Safety Foundation Grants: Provides quarterly grants, often in the $15,000-$20,000 range for PPE, including body armor, for departments within sixty miles of a location.

- Gary Sinise Foundation: Offers grants for equipment for underfunded or volunteer fire/EMS departments.

- Cal Water Firefighter Grant: Supports fire departments in California with purchasing safety equipment.

- National Volunteer Fire Council (NVFC): Administers programs like the Good Neighbor Firefighter Safety Program, supported by State Farm, offering grants for gear.

Ballistic vests and helmets should be worn when there are signs of escalating hostility, such as threats of violence, presence of weapons, or aggressive behavior during domestic violence or active shooter situations. The following should be taken into consideration when purchasing PPE such as ballistic vests and helmets.

- Threat Level. The bullet-resistant vest or helmets should be rated to protect against the specific threats firefighters are likely to encounter. This includes ballistic threats, stabbing, slashing, blunt force trauma, and different rounds such as handguns or rifles.

- Comfort and Mobility. The gear must be comfortable and allow for unrestricted movement to ensure that firefighters can perform their duties effectively.

- Durability. The gear must be durable and able to withstand harsh conditions, heat, flames, and exposure to hazardous substances.

- Compatibility with other protective gear such as turnout gear, helmets, and SCBA (self-contained breathing apparatus). This ensures that firefighters can wear all necessary equipment without compromising their safety or performance.

Findings/Recommendations:

F1. Recent incidents involving violence toward emergency responders such as the incident in Idaho last year highlight the need for enhanced protective equipment to ensure that our firefighters and EMS are protected during high-risk calls. Our first responders must always be ready to face potential dangers with the equipment necessary to save the lives of all involved, including their own. This equipment should include ballistic vests and helmets for all county and city firefighters.

R1. Body armor and helmets should be required equipment available on each engine and worn in any scenario where there is potential for violence, domestic violence, gunfire, terrorism, and any situation where there is a possibility for escalation.

F2. There is a need for Kings County (including Corcoran which is covered by County Fire), Avenal, Hanford, and Lemoore Fire Departments to have policies and procedures in place for the use of ballistic vests and helmets by firefighters and EMS in dangerous situations such as assaults, shootings, terrorism, and violent protests. These safety items provide critical protection against firearms and other threats encountered during emergency responses.

R2. Kings County (including Corcoran which is covered by County Fire), Avenal, Hanford and Lemoore Fire Departments should update their policies and procedures to include for the use of ballistic vests and helmets by firefighters and EMS in dangerous situations such as assaults, shootings, terrorism, violent protests and any situations where there is potential for a dangerous situation to escalate. These changes should be completed by October 2026.

REQUIRED RESPONSE

Kings County Board of Supervisors
1400 W. Lacey Boulevard
Hanford, California 93230

Avenal City Council
919 Skyline Boulevard
Avenal, California 93204

Hanford City Council
319 N. Douty Street
Hanford, California 93230

Lemoore City Council
711 W. Cinnamon Drive
Lemoore, California 93245

INVITED RESPONSE

John Chamberlin, Fire Chief
Kings County Fire Department
280 Campus Drive
Hanford, California 93230

Jacob McAfee, Fire Chief
Avenal Fire Department
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Requirements and how to respond to a Grand Jury Report

§ 933. Findings and Recommendations (Excerpt)

No later than 90 days after the grand jury submits a final report on the operations of any public agency subject to its reviewing authority, the governing body of the public agency shall comment to the presiding judge of the superior court on the findings and recommendations pertaining to matters under the control of the governing body, and every elected county officer or agency head for which the grand jury has responsibility pursuant to Section 914.1 shall comment within 60 days to the presiding judge of the superior court, with an information copy sent to the board of supervisors, on the findings and recommendations pertaining to matters under the control of that county officer or agency head and any agency or agencies which that officer or agency head supervises or controls. In any city and county, the mayor shall also comment on the findings and recommendations. All of these comments and reports shall forthwith be submitted to the

presiding judge of the superior court who impaneled the grand jury. A copy of all responses to grand jury reports shall be placed on file with the clerk of the public agency and the office of the county clerk, or the mayor when applicable, and shall remain on file in those offices...
As used in this section, "agency" includes a department.

§ 933.05. Responses to Findings (Excerpt)

(a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall indicate one of the following:

(1) The respondent agrees with the finding.

(2) The respondent disagrees with wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.

(b) For purposes of subdivision (b) of Section 933, as to each grand jury's recommendation, the responding person or entity shall report one of the following actions:

(1) The recommendation has been implemented, with a summary regarding the implemented action.

(2) The recommendation has not yet been implemented, but will be implemented in the future, with a time frame for implementation.

(3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a time frame for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.

(4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation, therefore.

(c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the board of supervisors shall respond if requested by the grand jury, but the response of the board of supervisors shall address only those budgetary or personnel matters over which it has some decision making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.

(f) A grand jury shall provide the affected agency with a copy of the portion of the grand jury report relating to that person or entity two working days prior to its public release and after the approval of the presiding judge. No officer, agency, department, or governing body of a public agency shall disclose any contents of the report prior to the public release of the final report. (Emphasis added.)

Appendix A

Kings County Fire Department, Policy Manual

409.16 BODY ARMOR
It is the policy of the Kings County Fire Department to maximize investigator safety through the use of body armor in combination with prescribed safety procedures. While body armor provides a significant level of protection, it is not a substitute for the observance of investigator safety procedures.

409.16.1 ISSUANCE OF BODY ARMOR
The Fire Marshal shall ensure that body armor is issued to all investigators when the investigator begins service as a Peace Officer with the Fire Investigations Unit and that, when issued, the body armor meets or exceeds the standards of the National Institute of Justice. The Fire Marshall shall establish a body armor replacement schedule and ensure that replacement body armor is issued pursuant to the schedule or whenever the body armor becomes worn or damaged to the point that its effectiveness or functionality has been compromised.

409.16.2 USE OF SOFT BODY ARMOR
Generally, the use of body armor is required subject to the following:

a. Investigators shall only wear agency-approved body armor. The words “Fire Investigator” or Fire Marshal” shall be clearly displayed on the front and back of the vest in contrasting colors.
b. Investigators shall wear body armor anytime they are in a situation where they could reasonably be expected to take enforcement action.
c. Investigators may be excused from wearing body armor when they are functioning primarily in an administrative or support capacity and could not reasonably be expected to take enforcement action.
d. Body armor shall be worn when an Investigator is working in uniform or taking part in Department range training.
e. An investigator may be excused from wearing body armor when he/she is involved in undercover or plainclothes work that his/her supervisor determines could be compromised by wearing body armor, or when a supervisor determines that other circumstances make it inappropriate to mandate wearing body armor.

409.16.4 CARE AND MAINTENANCE OF SOFT BODY ARMOR
Soft body armor should never be stored for any period of time in an area where environmental conditions (e.g., temperature, light, humidity) are not reasonably controlled) e.g., normal ambient room temperature/humidity conditions). Such as in automobiles or automobile trunks.

Soft body armor should be cared for and cleaned pursuant to the manufacturer's care instructions provided with the soft body armor. The instructions can be found on labels located on the external surface of each ballistic panel. The carrier should also have a label that contains care instructions. Failure to follow these instructions may damage the ballistic performance capabilities of the armor. If care instructions for the soft body armor cannot be located, contact the manufacturer to request care instructions. Soft body armor should not be exposed to any cleaning agents or methods not specifically recommended by the manufacturer, as noted on the armor panel label.

Soft body armor should be replaced in accordance with the manufacturer's recommended replacement schedule.

Appendix B

Hanford City Fire Department Policy Manual, Fire Policy

332.1 PURPOSE AND SCOPE
Violence committed in schools, workplaces, and other locations by any individual or group of individuals who are determined to target or kill persons or to create mass causalities presents a difficult situation for Fire/Emergency Medical Services (EMS). The purpose of this policy is to identify guidelines and factors that will assist members in making decisions in these rapidly unfolding and tense situations.

332.2 POLICY
The Hanford City Fire department will endeavor to plan for a rapid response to violent incidents involving an active shooter or other violent situations. The Hanford City Fire Department is committed to preparing and planning for rapid responses to these incidents by coordinating with law enforcement and other EMS personnel, as well as with those responsible for operating sites that may be the potential target of a violent incident.

332.3 ACTIVE SHOOTERT/VIOLENT INCIDENT PLAN
The Fire Chief should designate a member who is responsible for developing and managing an active shooter/violent incident (AS/VI) plan to assist in the Hanford City Fire Department's response to an AS/VI.

The AS/VI plan should address:

a. Any applicable EMS Mass Casually Incident (MCI) protocols.
b. Identification of state, local, and regional agencies that are likely to respond to an AS? Kings County Fire Policy Manual 409.16-409.16.4 establishes that The Fire Marshal shall ensure that body armor is issued to all investigators when the investigator begins service as a Peace Officer with the Fire Investigations Unit and that, when issued, the body armor meets or exceeds the standards of the National Institute of Justice. The Fire Marshall shall establish a body armor replacement schedule and ensure that replacement body armor is issued pursuant to the schedule or whenever the body armor becomes worn or damaged to the point that its effectiveness or functionality has been compromised."
c. Procedures to facilitate interagency sharing of information related to AS/VI.
d. The joint development of protocols for responding to AS/Vis with fire, EMS, and law enforcement personnel, including but not limited to:
    1. Identification of likely critical incident target sites and the availability of plans or schematics of such locations and associated outcomes.
    2. Effects and outcomes of cascading or complex coordinated incidents.
    3. Rapid entry and evacuation routes.
    4. Equipment needs.
    5. Communication interoperability.
    6. Tactical EMS (TEMS) personnel or Rescue Task Forces (RTFs) deployment.
e. Any mutual aid agreements that may exist.
f. Integrated use of the National Incident Management System and Incident Command System approach by personnel is likely to respond to an AS/VI. Emphasis should be placed on the establishment of a Unified Command.
g. Any guidelines for an AS/VI that are established by the Federal Emergency Management Agency, the Interagency Board, and the National Fire Protection Association.
h. Common Communications and terminology to be utilized by responding personnel.
i. Use of readily identifiable and visible identification by responding personnel to make them easily discernible.
j. Procedures and agreements governing self-deployment of emergency response personnel.
k. Identification of which personnel will need additional personal protective equipment (PPE), including ballistic gear (e.g., vests, helmets) and what training will be needed for the use of such gear.
l. Coordination and planning with local hospitals regarding communication and patient distribution.
m. Procedures for dissemination of information to the public during and after an AS/VI.
n. Procedures for continuity of [agency department] operations during and after an AS/VI.
o. Establishing areas designated for victim reunification and recovery.
p. Procedures for completion of post-incident reviews of AS/Vis.

The AS/VI plan manager should, in conjunction with appropriate law enforcement and other EMS personnel, review the [agency name]'s plan annually and make any necessary updates.

332.4 FIRST RESPONDERS

When responding to AS/Vis, members must decide, often during difficult and rapidly evolving circumstances, whether to enter the scene or to stage at a safe area. When deciding on a course of action members should:

a. Determine whether law enforcement has secured the scene or developed a plan for entry. If the scene has not been secured, members should work in teams with law enforcement and other EMS personnel on scene to develop a plan for entry and contact with victims with life-threatening injuries.
    1. Members tasked with entry should wear PPE appropriate for the circumstances.
b. Coordinate with available law enforcement personnel to create a staging area for additional member resources.
c. Identify and prepare members for operations in areas of higher risk. If appropriate.
d. Decide whether individuals who are under imminent threat can be moved out of danger with reasonable safety.
e. Plan for rapid triage, treatment, and extraction of individuals with life=threatening injuries (e.g., in a warm zone).
f. Utilize TEMS support personnel or RTFs, if available.
    1. In areas where there is a known hazard or direct and immediate threat to life) i.e., a hot zone), members should await arrival of TEMS support personnel or RTFs.
    2. Members who unexpectedly find themselves in a hot zone should limit treatment to the control of life-threatening external hemorrhage by use of tourniquets or hemostatic gauze and the repositioning of airways.
g. Rapid extraction to safety is paramount.
h. Coordinate full triage and transport of patients to definitive care outside of the area of imminent threat.
i. Consider the risk of fire hazards and secondary devices at any main or secondary scenes if there is a reasonable belief that improvised explosive devices have been or may be used.

332.5 TRAINING

This AS/VI plan manager should coordinate with the Training Officer so that members are provided with AS/VI training. The training should include:

a. Review of the AS/VI plan.
b. Review of any applicable EMS MCI protocols.
c. Review of trauma care guidelines in high threat pre-hospital situations and the various treatment methods available during an AS/VI.
d. Interagency training with law enforcement and other EMS personnel.
e. Reality-based training at locations that may be a potential target of critical incidents.

The AS/VI plan manager should ensure that all training sessions and exercises are documented and that all training records are kept in accordance with the department Records Management Policy.

Ballistic Personal Protective Equipment (Ballistic PPE)

905.1 PURPOSE AND SCOPE

The Hanford Fire Department is committed to reducing or eliminating occupational risks and hazards whenever possible to improve the safety of its members.

The purpose of this policy is to establish standards governing the deployment, use, inspection, maintenance, storage, replacement, accountability, and training requirements for Department-issued Ballistic Personal Protective Equipment (Ballistic PPE).

Ballistic PPE is intended to reduce the risk of injury to personnel operating during Active Shooter/Hostile Event Response (ASHER), Rescue Task Force (RTF) operations, civil disturbances, tactical law enforcement support incidents, and other incidents where ballistic threats may reasonably exist.

The use of Ballistic PPE is intended solely as a risk reduction measure and shall not replace sound tactical decision-making, scene security, law enforcement protection, Unified Command, or established Incident Command System (ICS) principles.

Nothing within this policy authorizes personnel to enter unsecured areas, assume unnecessary risk, or perform law enforcement functions.

905.2 POLICY

The Hanford Fire Department recognizes that violence directed toward emergency responders has increased nationwide. The Department shall provide Ballistic PPE to members assigned to duties where ballistic threats may reasonably be encountered.

Personnel are authorized to utilize Department-issued Ballistic PPE whenever they reasonably believe circumstances warrant its use. Supervisors may also require the use of Ballistic PPE whenever known or anticipated hazards present an elevated risk of violence.

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Personnel shall not self-deploy into Hot Zones or other unsecured areas. Ballistic PPE does not make personnel bulletproof and does not eliminate operational risk. Members shall continually evaluate risk versus benefit and withdraw whenever the threat exceeds the level of protection provided by assigned PPE or law enforcement protection is no longer available.

905.3 DEFINITIONS

Ballistic Personal Protective Equipment (Ballistic PPE)

Protective equipment designed to reduce injury from ballistic and fragmentation threats. Department issued equipment may include:

- NIJ-rated ballistic vest/body armor
- Ballistic helmet
- Rifle-rated plates (if equipped)
- Ballistic eye protection
- High-visibility FIRE/EMS identification
- Integrated Tactical Emergency Casualty Care (TECC) medical kit

Hot Zone

An area where an active threat exists and law enforcement contact teams are actively engaging the threat.

Warm Zone

An area cleared by law enforcement where a potential threat may still exist and where Rescue Task Force operations may occur under armed law enforcement protection.

Cold Zone

A secure area free from known threats.

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Rescue Task Force (RTF)

A coordinated team consisting of law enforcement officers and Fire/EMS personnel operating in the Warm Zone to provide rapid casualty care and evacuation.

905.4 AUTHORIZED USE

Ballistic PPE shall be worn when directed by Incident Command, Unified Command, a supervisor, or when responding to incidents including, but not limited to:

- Active Shooter/Hostile Event incidents
- Rescue Task Force operations
- Tactical law enforcement operations requiring Fire/EMS support
- Terrorism-related incidents
- Incidents involving credible threats against responders
- Civil unrest, riots, looting, or organized demonstrations with potential for violence
- Incidents involving gunfire or reports of ongoing shooting
- Incidents involving confrontations between rival gangs, motorcycle gangs, or organized criminal enterprises
- Incidents involving groups with a known history of violence
- Search warrant standbys or barricaded suspect incidents
- Hostage incidents
- High-risk law enforcement operations
- Any incident where law enforcement recommends Ballistic PPE
- Any incident where Unified Command determines ballistic protection is appropriate
- Any situation in which the Company Officer determines that enhanced protection is prudent based upon a risk assessment
    - Personnel shall only enter Warm Zones following authorization by Unified Command and law enforcement.

905.5 OPERATIONAL USE

Personnel operating while wearing Ballistic PPE shall:

- Operate under the Incident Command System.
- Maintain accountability at all times.
- Operate only within assigned operational zones.

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- Remain assigned to an identified Rescue Task Force or operational group.
- Maintain continuous communication with Incident Command.
- Coordinate closely with law enforcement escorts.
- Utilize Tactical Emergency Casualty Care (TECC) principles.
- Limit time within Warm Zones to mission-essential activities.
- Continuously reassess hazards and report changing threat conditions.
- Withdraw immediately if law enforcement protection is withdrawn or scene conditions become unsafe.

Personnel shall not:

- Enter Hot Zones.
- Pursue suspects.
- Perform law enforcement functions.
- Separate from assigned law enforcement escorts.
- Enter uncleared structures or rooms.
- Initiate fire suppression in unsecured areas unless specifically authorized through Unified Command following a documented risk-benefit assessment.

905.6 EQUIPMENT REQUIREMENTS

Each Ballistic PPE deployment package shall include, at a minimum:

- NIJ-rated Level IIIA ballistic vest or Department-approved equivalent
- Ballistic helmet Ballistic eye protection
- High-visibility FIRE/EMS identification
- Protective gloves
- Integrated TECC medical kit

The TECC kit shall include, at a minimum:

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- Two tourniquets
- Hemostatic dressing
- Pressure dressing
- Chest seals
- Trauma shears
- Nasopharyngeal airway with lubricant
- Protective gloves

Equipment configurations may be modified by the Training Division to reflect operational needs and current TECC recommendations.

905.7 DONNING AND DOFFING

Prior to deployment personnel shall:

- Inspect Ballistic PPE for serviceability.
- Verify ballistic panels and plates are correctly installed.
- Confirm all straps and retention systems function properly.
- Verify TECC equipment is complete.
- Properly adjust the vest and helmet.
- Ensure identifying markings are visible.
- Conduct a buddy inspection whenever practical.
- Report deficiencies immediately.

Personnel should don Ballistic PPE before arrival whenever practical and operationally safe.

Ballistic PPE shall only be removed after personnel have returned to a Cold Zone and Incident Command authorizes demobilization.

Following deployment personnel shall:

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- Inspect equipment.
- Replace expended medical supplies.
- Report damage or deficiencies.
- Clean equipment in accordance with manufacturer recommendations.
- Return equipment to its assigned storage location.

905.8 INSPECTION, MAINTENANCE, AND STORAGE

Personnel assigned Ballistic PPE shall inspect equipment:

- At the beginning of each shift.
- Following each deployment.
- During monthly station equipment inspections.

Inspections shall include:

- Exterior carrier condition
- Ballistic panel integrity
- Plate condition
- Helmet shell and suspension
- Fasteners and retention systems
- Identification markings
- TECC medical inventory

Personnel shall clean equipment only in accordance with manufacturer instructions. Ballistic panels shall not be machine washed, submerged, or cleaned with bleach or harsh chemicals unless specifically authorized by the manufacturer.

Ballistic PPE shall be stored:

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- In a clean, dry environment.
- Protected from excessive heat, sunlight, moisture, chemicals, and physical damage.
- In a manner that prevents folding or deformation of ballistic panels.
- In an accessible location that permits rapid deployment during emergencies.

905.9 REMOVAL FROM SERVICE AND REPLACEMENT

Ballistic PPE shall immediately be removed from service when:

- Manufacturer service life has expired.
- Equipment sustains ballistic impact.
- Equipment sustains stab or puncture damage.
- Panels become cracked, torn, delaminated, or deformed.
- Helmet integrity is compromised.
- Equipment fails inspection.
- Equipment is contaminated or exposed to conditions that may compromise protective performance.

Any Ballistic PPE involved in a ballistic strike, significant blunt force impact, chemical contamination, or fire damage shall immediately be removed from service pending manufacturer evaluation or replacement.

The Training Division shall maintain records documenting:

- Date of purchase
- Date placed into service
- Inspection history
- Maintenance and repair history
- Replacement schedule

905.10 TRAINING

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Personnel issued Ballistic PPE shall successfully complete initial and annual refresher training that includes:

- Active Shooter/Hostile Event Response (ASHER)
- Rescue Task Force operations
- Incident Command System and Unified Command
- Tactical Emergency Casualty Care (TECC)
- Capabilities and limitations of Ballistic PPE
- Donning and doffing procedures
- Equipment inspection and maintenance
- Casualty evacuation techniques
- Warm Zone operations
- Scenario-based practical exercises
- Timed deployment drills

905.11 RESPONSIBILITIES

Fire Chief

The Fire Chief shall ensure adequate resources are available to maintain an effective Ballistic PPE program.

Training Division

The Training Division shall:

- Maintain issuance and training records.
- Coordinate inspections.
- Maintain replacement schedules.
- Evaluate equipment performance.
- Update procedures to reflect changes in applicable standards and best practices.
- Conduct an annual review of the Ballistic PPE program.

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Company Officers

Company Officers shall:

- Ensure personnel comply with this policy.
- Verify operational readiness.
- Conduct periodic inspections.
- Require Ballistic PPE whenever operational hazards warrant.
- Report deficiencies through the chain of command.

Members

Members shall:

- Properly maintain assigned equipment.
- Complete required inspections.
- Report deficiencies immediately.
- Participate in required training.
- Utilize Ballistic PPE in accordance with this policy.

905.12 REFERENCES

- Hanford Fire Department Active Shooter/Hostile Event Response (ASHER) Procedures
- Hanford Fire Department Rescue Task Force Procedures
- National Incident Management System (NIMS)
- California Incident Command System (ICS)
- NFPA 3000 – Standard for an Active Shooter/Hostile Event Response (ASHER) Program
- National Institute of Justice (NIJ) Ballistic Resistance Standards

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- Tactical Emergency Casualty Care (TECC) Guidelines
- U.S. Department of Homeland Security Active Shooter Preparedness Guidance
- International Association of Fire Chiefs Active Shooter Toolkit
- International Association of Fire Fighters Active Shooter Best Practices

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AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Authorize a response to the County of Kings Grand Jury Report, *Consolidated Fire Communications in Kings County*.

RECOMMENDATION:

Recommendation: Staff recommends that City Council by motion, approve; (i) the attached response to the 2025-2026 County of Kings Grand Jury Report *Consolidated Fire Communications in Kings County,* and (ii) the Mayor's signature of a transmittal letter under which the response will be sent to the Presiding Judge of the Kings County Superior Court.

Recommended Motion: I move to approve the response to the Grand Jury Report, *Consolidated Fire Communications in Kings County* and that the cover letter be signed by the City Mayor.

BACKGROUND:

The 2025-2026 County of Kings Grand Jury issued the attached report, *Consolidated Fire Communications in Kings County* which discusses inefficient communication infrastructures with first-responder agencies within Kings County, including fire, sheriff, police departments, out-of-county ambulance providers and state and federal emergency operators that may result in delays in resource deployment, prolonged response times, confusion/chaos among agencies, and a higher risk of firefighter injury or death. In response to this, the Grand Jury recommended the implementation of a county-wide radio channel trunking technology.

Although the Hanford Fire Department does concur with some of the findings of the Grand Jury, specifically, the inefficient communication infrastructure with first responder agencies. It does not agree nor will it implement a city-wide radio channel trunking technology. HFD has found that this technology, while popular, will not properly address the issues at hand. Rather, there are other more cost-effective and efficient means to address the issues identified by the Grand Jury. Like implementing IP linked simulcasted P-25 compliant radio core or P-25 cross band gateways that allow the UHF and VHF signals to be linked or patched in the communications center.

Therefore, HFD would request further analysis be completed through the development and potential formation of a committee made up of all segments of public safety, including HFD, whose aim is to evaluate the regional communications needs and work towards a collectively supported communications engineering study completed by a neutral third party expert.

FISCAL IMPACT:

There is no fiscal impact at this time.

ATTACHMENTS:

1. Response to GJ Report re Consolidated Fire Communications in Kings County
2. Letter to Judge Ciuffini re City Response to Consolidated Communications
3. Consolidated Fire Communication

CITY OF HANFORD'S RESPONSE TO GRAND JURY REPORT 2025-2026

Consolidated Fire Communications in Kings County

* * * * *

The following is the response of the Hanford City Council and the Chief of the Hanford Fire Department (collectively "the City") to the Grand Jury Report for the 2025-2026 session ("the Report") entitled "Consolidated Fire Communications in Kings County."

Grand Jury Finding 1:

"Kings County as well as its four cities of Avenal, Corcoran, Hanford, and Lemoore are unable to reliably communicate with other first responders such as sheriff, police departments, out-of-county ambulance providers and state and federal emergency operators. The lack of a duplex system where two-way communication is possible simultaneously, the use of outdated technology, lack of infrastructure in the valley, and incompatible radio frequencies prevents the seamless coordination between agencies during emergencies. This causes delays in resource deployment, prolonged response times, confusion/chaos among agencies, and a higher risk of firefighter injury or death."

City's Response to Finding 1:

The City concurs with Finding 1

The City has implemented the following multi-year, multi-phased plan to address the findings of the Grand Jury.

With recent voter approval of the City of Hanford's tax measure known as Measure H, one of the City's first year goals is to identify and fix communications abilities within the Fire Department, the Hanford Fire Department purchased (60) new handheld TRI-Band radios and (12) Apparatus TRI-Band radios.

These radios are part of a multi-phase multi-year approach to address known issues plaguing the department as well as the region. As the Grand Jury pointed out, first responders are "unable to reliably communicate with other first responders such as sheriff, police departments, out-of-county ambulance providers and state and federal emergency operators" as they operate on separate UHF frequencies.

With the addition of these specific radios, both on apparatus and carried by all members of the Hanford Fire Department ("HFD"), interoperability- using the law enforcement and EMS UHF channels that were not accessible with the older radios- has been achieved by HFD. These Tri-Band radios allow the end-user to create banks of channels with multiple frequencies, seamlessly allowing the end user to move from one frequency type to another, a function that could not be done with the older radio models.

The City agrees with the assertion by the Grand Jury that these types of issues are very prevalent within the Central Valley and also agrees that "the use of outdated technology, lack of infrastructure in the valley, and incompatible radio frequencies prevents the seamless coordination between agencies during emergencies."

Although the City is aware that HFD's actions to date do NOT solve all of the issues identified, it is but one piece of the MULTI-FACETED problem that HFD has addressed since the creation of the Grand Jury's report as the radios mentioned above were placed into service by HFD on 7/4/2026.

Lastly, with respect to the finding that the radio issue "causes delays in resource deployment, prolonged response times, confusion/chaos among agencies, and a higher risk of firefighter injury or death," the issue forms the basis of needed changes that HFD has undertaken to address these concerns and encourages its fellow agencies throughout Kings County to similarly act.

Grand Jury Finding 2:

"It is of the utmost importance that firefighters can easily communicate with each other and with Incident Command during fire emergency situations. According to the National Institute for Occupation Safety and Health (NIOSH) inadequate communications are one of the five most commonly causal factors that are present in nearly all of firefighter line-of-duty deaths."

City's Response to Finding 2:

The City concurs with Finding 2.

Recommendations 1 and 2:

"The communications systems in Kings County as well as its four cities – Avenal, Corcoran, Hanford, and Lemoore - should be on a universal duplex trunking system, as Kern County is establishing, which accommodates all public safety entities (local and statewide) in an emergency or disaster situation."

City's Response to Recommendations 1 and 2:

The City will not implement Recommendations 1 and 2.

Although radio channel trunking technology has grown in popularity, it is NOT the most cost effective and efficient means to address the items identified by the Grand Jury. This is due, in part, to the cost of trunking in general, as well as cost effectiveness and proprietary elements built into these types of complex systems. The trunking ability (although assisting in the VHF-known weaknesses regarding in-building coverage by utilizing UHF available channels) does not address the other elements that must also be dealt with to increase operational communications ability (i.e. the expansion and increased placement of communications towers that would house

the UHF and VHF receivers and transmitters as well as other microwave backhaul systems throughout the region that assist in the rural varied terrain areas).

Without addressing the tower and repeater transmitter issues, a trunking system has a limited capability of getting the trunked signal back from the end-user to those who need to hear the radio communications either on the emergency scene or in the communications center.

This weakened end-user transmitting signal is the PRIMARY issue inherent in all VHF radio systems. As the Grand Jury has noted within their own research, this weakness has led to serious injury and or death of firefighters as noted by NIOSH within the Grand Jury's research as well.

However, there are other options that address these known issues and increase functionality of the VHF/UHF backhauled system as well. Those options are as follows:

- IP linked Simulcasted P-25 Compliant Radio core (IP based radio-over-IP) or RoIP;

  And

- P-25 Cross Band gateways that allow the UHF and VHF signals to be linked or patched in the communications center. This allows the same functionality at a fraction of the price.

Additionally, if a trunked system were to be implemented a significant question is - Where and who would maintain the CORE?

The CORE is licensed and maintained typically by one agency in their communications center. An issue exists as to location of the communications center. For example, the center may be located within a City-operated facility as the City is the home to the majority of residents within Kings County. Additionally, another issue exists as there is currently no single entity that could absorb all the traffic for the separate agencies.

This then begs the question of the need to build a Common Communications Center with abilities to handle all regional public safety communications traffic. This is another expense that must also be considered as the estimated cost approaches $25-40 million dollars depending upon the size and complexity of the building.

There are currently options that would have similar functions that are more cost effective, allowing for better application of the communications infrastructure needs of each partner agency within Kings County. Therefore, the City does not intend to implement the recommendation that it participate in a trunking system unless the results of a collaborative regional communications study show that trunking is the best and most cost-effective means to upgrade the communications capabilities within the region.

Grand Jury Finding 3:

"Technology does exist to merge Ultra High Frequency, Very High Frequency, 700 MHz, and 800 MHz. Ultra-High Frequency and Very High Frequency are radio frequencies used by emergency services, and the use of a trunking system allows multiple agencies to communicate seamlessly across these frequencies. Kings County, Tulare County and Fresno County are some of the last to trend in this direction."

City's Response to Finding 3:

The City partially agrees with Finding 3.

It is true that trunking operates as described in the Grand Jury Report; however, alternative technology provides similar results.

The IP linked simulcasted P-25 compliant RoIP radio system and P-25 cross band gateways provide similar function at far less cost.

While the assertion that "Kings County, Tulare County and Fresno County are some of the last to trend in this direction" is true, the referenced counties have not completed the transition in large part due to significant costs associated with a trunking system.

The Central Valley has historically been sheltered from large catastrophic natural disasters that bring attention to this interoperability Achille's heel and which support requests for federal and state funding post-incident that is needed to complete large infrastructure projects like the one recommended by the Grand Jury. Furthermore, the lion's share of the agencies in Kings County do not have Transport Advanced Life Support Fire-Based ambulances that could allow for a secured revenue stream to support these actions. These enterprise functions in other comparable counties have been shown to free up additional monies that could be used to establish these types of infrastructure improvements.

Recommendation 3:

"The establishment of a county-wide trunking system should be a high priority within Kings County. All fire departments countywide and other first responders should be involved in creating a committee/commission to plan, create, coordinate, and implement a unified trunking system to benefit both our emergency responders as well as our citizens. First steps should be taken by October 2026."

City's Response to Recommendation 3:

The City will not implement Recommendation 3.

As stated above, a countywide trunking system is not the only answer to the interoperability issue experienced in Kings County. There is a myriad of viable answers to the problems presented

in the report.

Therefore, HFD suggests further analysis be completed through the development and formation of a committee made up of all segments of Public Safety, including HFD, whose aim is to evaluate the regional communications needs and work toward a collectively supported communications engineering study completed by neutral third-party communications experts to produce a non-biased, non-binding report of the communications needs of the region.

The results of the report would then be utilized by agencies within the region to best pursue regionalized monies in the form of grants, bonds, or other financing mechanisms to best address the identified issues.

HANFORD
CALIFORNIA

August 4, 2026

The Honorable Kathy Ciuffini, Presiding Judge
Kings County Superior Court
1640 Kings County Drive
Hanford, CA 93230

RE: City of Hanford Response to Grand Jury Report, *Consolidated Fire Communications in Kings County*

Dear Judge Ciuffini:

The City of Hanford ("City") hereby responds to the Kings County Grand Jury's 2025-2026 Report, *Consolidated Fire Communications in Kings County.* The enclosure represents the response of the Hanford City Council, City Manager Christopher Tavarez, and Fire Chief Daniel Perkins.

The City appreciates the Grand Jury's diligence and trusts that the enclosure addresses the Grand Jury's findings and recommendations.

Sincerely,

CITY OF HANFORD

By: _____
MARK KAIRIS
Mayor

Enclosure

Consolidated Fire Communications in Kings County
June 4, 2026

Summary

Coordination between Kings County and neighboring law enforcement agencies can be hindered when agencies are on different radio frequencies resulting in delayed resource deployment and prolonged response times. Inadequate communications are one of the five most commonly causal factors that are present in nearly all of firefighter line-of-duty deaths.

Technology does exist to merge Ultra High Frequency (UHF), Very High Frequency (VHF), 700 (digital) and 800 (analog). UHF, VHF, 700 and 800 are radio frequencies frequently used by emergency services. Merging these frequencies in a multi band approach is considered the best practice for interoperability and operational flexibility. The use of a trunking system allows multiple agencies to communicate seamlessly across these frequencies providing safety for emergency responders and citizens alike.

Background (choice of topic/general background):

In California's 58 counties there does not exist a single unified number of consolidated city-county-state communication systems, although there are efforts by Santa Clara County and San Mateo County at this time to consolidate their communication systems. Currently Kings County and the cities of Avenal, Corcoran, Hanford, and Lemoore fire departments cannot communicate with police departments or with other counties, the state, or the federal government during crisis situations. This lack of interoperability/coordination hampers emergency response coordination, resource deployment, resulting in potentially delaying or prolonging critical assistance and response times during fires or disasters. (Interoperability refers to the ability of different fire departments and agencies to communicate seamlessly across radio systems, networks, and Unified Command [all agencies working together] during emergencies such as crude oil derailments or active shooter situations).

The importance of reliable, state-of-the-art communication equipment cannot be overstated. Firefighters need to be able to communicate with each other, dispatch, and Incident Command whether they are in a commercial building, residence or outside in wildland areas. For this reason, the Grand Jury will focus on firefighter radio equipment such as multi-band radios, (while radio antennas and a country-wide consolidated dispatch are also crucial for safety, they will not be the primary subject of this report).

There are five commonly causal factors that are present in nearly all of firefighter line-of-duty deaths. They are:

- **Inadequate communication**
- Improper risk assessment
- Lack of incident command
- Lack of accountability
- Lack of, or failure to, follow standard operating procedures (SOPs)

In the past, Hanford Fire Department utilized a UHF (400-500 MHz) system for communicating between radios while Kings County Fire was using a VHF (155.250-155.610 MHz) frequency. The agencies were not able to talk with each other on the radio.

In April of 2013 Hanford Fire switched to a VHF (150-200 MHz) system. This brought the department in line with Kings County Fire and other state operators as mandated by Firescope California Multi-Agency Coordination System (MACS 441-1) Radio Communications Guidelines. Please see Firescope Radio Communications Guidelines MACS 441-1
https://firescope.caloes.ca.gov/ICS%20Documents/MACS%20441-1.pdf
However, the system is still inoperable with Hanford Police and Kings County Sheriff as they use a UHF (460.075-460.600 MHz) single band radio system that requires an encryption piece. They are in need of multi-brand radios.

VHF frequency ranges from 30 to 300 megahertz (MHz) and public safety radios often use 150-174 MHz. Their signals behave somewhat like a flashlight beam-traveling well in open areas such as wildland areas but reflecting off concrete walls, which can hinder communication inside large commercial buildings. When radio signals encounter obstacles like concrete walls, they can bounce back or become weakened, making it difficult for radios to send or receive messages inside buildings. Firefighters are not able to communicate out to dispatch or talk to each other in the same building or residence.

Residential LED lights/televisions and materials such as aluminum siding, steel framing, metal roofing, foil-backed insulation, radiant barriers, windows-coated with microscopic metallic oxides to reflect heat, poured concrete, cinder blocks, plaster with wire mesh all used in new home construction can severely interfere with, reflect, or absorb radio frequencies—including Wi-Fi, cellular, and emergency signals.

UHF radio frequencies range from 300 MHz to 3 GHz and travel in straight lines meaning they require a clear path between transmitter and receiver (known as line of sight without obstacles) and are blocked by hills or mountains. They penetrate certain materials, such as concrete, making them suitable for use in buildings. UHF and 800 MHz are popular for use in radios, walkie talkies, cordless phones, and Land-Mobile Radio (LMR) for public safety in urban environments. Please see Appendix A - UHF, VHF, and 800 MHz | The Frequency Differences and Applications

Hanford City Fire Department has an auto aid and mutual aid agreement with Kings County Fire. This means when there is a structure fire in Hanford the Hanford Police Department dispatches via VHF, UHF and potentially 800 MHz to Hanford Fire and Kings County Fire which then comes up on the Hanford Fire VHF channel. A simplex frequency (like a walkie talkie talk) is then assigned after arrival on scene. A simplex frequency is one channel that is used for both transmitting and receiving and is limited to the distance or range between the radios with only one person able to talk at a time. Firefighters on scene are not able to hear dispatches but are able only to talk between each other and Incident Command, because of limited range of their radios. This is an additional concern because only Incident Command is able to talk to both dispatchers and firefighters. This lack of a duplex system where two-way communication is possible simultaneously may and does cause problems for firefighters as this limits first responders' ability to communicate.

The merging of VHF, UHF, 700 (digital) and 800 (analog) MHz capabilities into a fire department's communication system is a multi-band approach and is considered the best practice for interoperability and operational flexibility. This is especially helpful for departments that provide mutual aid, operate across diverse jurisdictions, or need both wildland and structural coverage such as Kings County.

The use of modern multi-band radios would prevent "radio juggling" and allows Incident Command to focus on the fire, not communications. This would not only provide clear, consistent audio across varied networks but would allow agencies to operate across frequencies and communicate with neighboring agencies, dispatches, and hospitals regardless of the band they operate on. Merging bands would allow a single radio to act as a bridge between different systems, such as VHF in rural areas, UHF in urban environments and 700/800 MHz of modern trunked systems.

It has been expressed to the Grand Jury that in Kings County a county wide trunking system defined as "a type of radio or network technology that allows multiple users to share a limited pool of frequencies or channels automatically, rather than assigning a dedicated channel to each user group" would be beneficial to reduce complexity for not only fire departments but also for all emergency responders.

All branches of public safety in Kings County would benefit from collaborating on a trunking system and should do so by means of grants or financing as money is tight, especially for the Kings County. Putting off the designing and planning for a countywide trunking system will only become more outdated and expensive as time goes on. Within the next six months, a commission should be formed by Kings County, Avenal, Corcoran, Hanford, and Lemoore, to compare needs, define responsibilities and determine each agencies contribution. Some departments already have part of the necessary radios and equipment.

Methodology (Investigative tech used-research, observations, interviews):

The Grand Jury interviewed members of several Kings County departments and reviewed various sources of information including:

UHF, VHF and 800MHz | The Frequency Differences and Applications https://jkcomm.com/uhf-vhf-and-800mhz-the-frequency-differences-and-applications/

Firescope Governance Groups https://firescope.caloes.ca.gov/Governance/structure-fire-subcommittee

Firescope Radio Communications Guidelines MACS 441-1
https://firescope.caloes.ca.gov/ICS%20Documents/MACS%20441-1.pdf

National Institute Occupational Safety and Health (NIOS)
https://www.chelmsfordma.gov/1072/10209/National-Institute-for-Occupational-Safe

Definition of UHF https://en.wikipedia.org/wiki/Ultra_high_frequency

California Radio Interoperable System (CRIS) https://www.caloes.ca.gov/office-of-the-director/operations/public-safety-communications/radio-communications-branch/california-radio-interoperable-system-cris/

What is a Trunked System https://en.wikipedia.org/wiki/Trunked_radio_system
Project 25 Technology Interest Group https://project25.org/index.php/news-events/512-latest-list-of-p25-trunking-systems-now-available-state-by-state

Embracing Interoperability, Spectrum Efficiency and Cost Economies
https://www.apcointl.org/technology/interoperability/project-25

Discussion (facts-tells the story):

The Federal Communication Commission assigns all frequencies. The difference between VHF and UHF is as follows:

- VHF 30–300 MHz offers better range with less power and is ideal for long-distance, open outdoor communication.
- UHF 300–3000 MHz is best for city use, penetrating buildings, and 2-way radio. It provides better performance around concrete, steel, and indoor, crowded environments.

There exists in California an organization called Firescope. Firescope is made up of representatives of California firefighting agencies-Kings County has a member within the

Hanford Fire Department. Consolidated communications, emergency operations, incident technology, health and safety, special operations, air operations, and training/education is their scope of work. It was established to develop and review Incident Command documents, policies and procedures that are based on best practice models free of political or geographical bias while drawing upon the experience and knowledge gained in the delivery of public service by all of its members. One requirement of the Firescope Statewide VHF channel plan is that all mutual aid responding units must carry at least one Mobile and one Portable VHF radio with a channel capacity of at least 400 channels.

The goal is to enhance emergency response and safety and to keep up with current and future trends and technology in fire services such as merging UHF, VHF, 700 and 800 MHz's. This would be considered the "gold standard" and offer the best interoperability. The Hanford Fire department has recently purchased sixty duel multi-band radios that can be programed with UHF, 700, and 800 frequencies. For more information on Firescope California please visit:
Firescope Radio Communications Guidelines MACS 441-1
https://firescope.caloes.ca.gov/ICS%20Documents/MACS%20441-1.pdf

The State of California in 2019 introduced the California Radio Interoperable system (CRIS). This was an attempt by the State to leverage the more advanced radio technology available and to put a more robust and effective communication tool in the hands of Californias first responders. The key feature of the CRIS is Project 25 (P25) compliant trunked radio system which interfaces with similar local systems throughout California. This will provide radio coverage to over 90% of the State's population and over 60% of the States geographic footprint.

Goals of the CRIS system are as follows:

- Cover the greatest portion of the population
- Reach the broadest geographic footprint
- Maintain the highest network reliability, using advanced network technology
- Eliminate the need for a patchwork of multiple smaller systems
- Make efficient use of limited radio spectrum

Mission of the CRIS system is "to design and implement a statewide communication system with emphasis on providing interoperable communications between California's Public Safety Agencies while supporting normal day-to-day safety operations."

Features of the system would:

- Dedicate "talk groups" and interoperable channels
- Noise reduction
- Encryption
- IP backhaul. (the high-capacity infrastructure that connects a local network, such as a cellular tower or business office, to a central core network or the internet)
- Seamless communication between work groups

A trunked radio system (TRS) is a two-way radio system that uses a control channel to automatically assign frequency channels to groups of user radios. Traditionally, a group of users (talk group) with mobile and portable two-way radios communicate over a single shared radio channel. Only one user may talk at a time. Usually there needs to be 40-60 channels so multiple groups in a similar location can communicate at the same time. In this non-trunked system, one must manually select the channel to be used and manually switch all radios to that channel. This is inefficient and calls for exclusive use of scarce radio channels, regardless of how much or how little the group is transmitting. There is also the possibility that multiple groups would choose the same channel thus causing "crosstalk."

A trunked radio system presents an advanced alternative where the channel selection is done automatically thus eliminating conflicts and providing efficiency across multiple talk groups. Think of this as a central radio traffic controller that is handled by a computer system and eliminates intervention when operating the radio by a large number of users. An automatic idle radio channel is found by the system which sends packets of data to enable one talk group to talk together, regardless of frequency. The primary purpose of this type of system is efficiency as many people can carry many conversations over only a few distinct frequencies. (Kern County is going to a UHF, VHF and 800 trunking system.) This type of system is used by many government entities to provide two-way communication for fire departments, police, and other municipal services. Another benefit is that the system can accommodate radio interoperability.

Control Channels

A control channel is a dedicated frequency that a trunked radio system sends data packets to in order to request communication on a specific talk group. The radios will automatically switch to the frequency indicated by the system to monitor the transmission. After the user is finished speaking, the user's radios return to monitoring the control channel for additional transmissions.

Talk Groups

This is an assigned logical group of users on a trunked radio system which uses a number of frequencies allocated to the entire system. The control channel coordinates the system so talk groups can share these frequencies seamlessly. This dramatically increases the system capacity with optimal use of frequencies.

Fleet Maps and IDs

Talk groups are identified and may be added to as the system matures and new agencies or new requirements are identified. A fleet map is created for various talk groups such as:

- A hospital ER that ambulances interact with
- Communications with dispatches
- Special events or disasters

- Air medical transport
- Police and Fire services

Each talk group is assigned a unique digital ID on the system so that the controller can direct transmissions to the radios which are intended to receive them. This could be a fleet of ambulances, police users or firefighters. High priority users such as fire and police would be assigned priority levels sometimes with 'preemption' capabilities ensuring that communication between critical units is maintained. Additional layers could include pre-determined lower priority users such as animal control, public works, highways maintenance, correctional services, natural resources, etc. Federal agencies working in the area could also be added as could commercial users which provide assistance to general public safety (sub fleets).

A trunking system dispatch console operator can actually 'patch' two talk groups together making a new 'virtual' talk group to allow users from different agencies to communicate without having to switch channels. Especially helpful in an emergency situation. In planning a multi-agency (mutual aid or Inter-agency) trunking radio system, each agency is assigned a 'block' of talk group IDs based on the number of talk groups they anticipate requiring plus some for future expansion.

Advantages of trunking systems

A trunking radio looks similar to a conventional radio with a channel select switch. However, instead of switching frequencies, it uses internal software to connect to different talk groups. When a talk group is selected, the radio joins conversations involving that group. This also allows great flexibility in radio usage. The same radio model can be used for many different types of system users such as Police, Fire, Public Works, Animal Control, etc. simply by changing the software programming in the radio itself.

Hanford fire recently purchased sixty new dual band radios that need an encryption app which would allow interoperability with Hanford Police and Kings County Sheriff's offices. This is an expensive proposition as the cost per radio is $900 for a total of $54,000.

There are multiple federal and state grants to fund trunking radio systems for emergency responders, primarily focusing on improving interoperability and upgrading infrastructure to P25 standards.

- FEMA assistance to Firefighters Grant (AFG)
- Department of Homeland Security (DHS) Homeland Security Grant Program
- The Interoperable Emergency Communications Grant Program (IECGP)
- **Assistance to Firefighters Grant (AFG):** Provides significant funding for communication equipment, including radio systems, supporting 24-month projects

- **Homeland Security Grant Program (HSGP):** Funds projects for state, local, and tribal agencies to enhance interoperable communication systems

- **Interoperable Emergency Communications Grant Program (IECGP):** Specifically aimed at improving governance, planning, and equipment for emergency communications

- **Statewide Emergency Radio Infrastructure Grants:** Some states (e.g., Texas) offer dedicated grants specifically for upgrading radio towers and infrastructure

- **Next Generation Warning System Grant Program:** Focuses on enhancing public safety communication systems

P25 develops standards for Interoperable LMR systems so emergency responders can exchange critical communications across agencies and jurisdictions. P25 standardizes interfaces between the various components of the LMR systems emergency responders' use. Embracing Interoperability Spectrum Efficiency and Cost Economies. https://www.apcointl.org/technology/interoperability/project-25/

P25 Compliance**:** Grantees are strongly encouraged to ensure all systems and equipment purchased are compliant with P25 standards.

- Eligibility**:** Local, state, territorial, and tribal agencies responsible for emergency services are generally eligible

- System Focus**:** Funding is geared toward creating, upgrading, or expanding interoperable systems (like 800 MHz trunking) to ensure secure communication

Findings/Recommendations:

F1. Kings County as well as its four cities of Avenal, Corcoran, Hanford, and Lemoore are unable to reliably communicate with other first responders such as sheriff, police departments, out-of-county ambulance providers and state and federal emergency operators. The lack of a duplex system where two-way communication is possible simultaneously, the use of outdated technology, lack of infrastructure in the valley, and incompatible radio frequencies prevents the seamless coordination between agencies during emergencies. This causes delays in resource deployment, prolonged response times, confusion/chaos among agencies, and a higher risk of firefighter injury or death.

F2. It is of the utmost importance that firefighters can easily communicate with each other and with Incident Command during fire emergency situations. According to the National Institute for Occupation Safety and Health (NIOSH) inadequate communications are one of the five most commonly causal factors that are present in nearly all of firefighter line-of-duty deaths.

R1/2. The communications systems in Kings County as well as its four cities – Avenal, Corcoran, Hanford, and Lemoore - should be on a universal duplex trunking system, as Kern County is establishing, which accommodates all public safety entities (local and statewide) in an emergency or disaster situation.

F3. Technology does exist to merge Ultra High Frequency, Very High Frequency, 700 MHz, and 800 MHz. Ultra-High Frequency and Very High Frequency are radio frequencies used by emergency services, and the use of a trunking system allows multiple agencies to communicate seamlessly across these frequencies. Kings County, Tulare County and Fresno County are some of the last to trend in this direction.

R3. The establishment of a county-wide trunking system should be a high priority within Kings County. All fire departments countywide and other first responders should be involved in creating a committee/commission to plan, create, coordinate, and implement a unified trunking system to benefit both our emergency responders as well as our citizens. First steps should be taken by October 2026.

REQUIRED RESPONSE

Kings County Board of Supervisors
1400 W. Lacey Boulevard
Hanford, California 93230

Avenal City Council
919 Skyline Boulevard
Avenal, California 93204

Hanford City Council
319 N. Douty Street
Hanford, California 93230

Lemoore City Council
711 W. Cinnamon Drive
Lemoore, California 93245

INVITED RESPONSE

John Chamberlin, Fire Chief
Kings County Fire Department
280 Campus Drive
Hanford, California 93230

Jacob McAfee, Fire Chief
Avenal Fire Department
919 Skyline Boulevard
Avenal, California 93204

Daniel Perkins, Fire Chief
Hanford City Fire Department
350 W. Grangeville Boulevard
Hanford, California 93230

David Jones, Fire Chief
Lemoore Volunteer Fire Department
210 Fox Street
Lemoore, California 93245

Requirements and how to respond to a Grand Jury Report

§ 933. Findings and Recommendations (Excerpt)

No later than 90 days after the grand jury submits a final report on the operations of any public agency subject to its reviewing authority, the governing body of the public agency shall comment to the presiding judge of the superior court on the findings and recommendations pertaining to matters under the control of the governing body, and every elected county officer or agency head for which the grand jury has responsibility pursuant to Section 914.1 shall comment within 60 days to the presiding judge of the superior court, with an information copy sent to the board of supervisors, on the findings and recommendations pertaining to matters under the control of that county officer or agency head and any agency or agencies which that officer or agency head supervises or controls. In any city and county, the mayor shall also comment on the findings and recommendations. All of these comments and reports shall forthwith be submitted to the presiding judge of the superior court who impaneled the grand jury. A copy of all responses to grand jury reports shall be placed on file with the clerk of the public agency and the office of the county clerk, or the mayor when applicable, and shall remain on file in those offices...

As used in this section, “agency” includes a department.

§ 933.05. Responses to Findings (Excerpt)

(a) For purposes of subdivision (b) of Section 933, as to **each** grand jury **finding**, the responding person or entity shall indicate one of the following:

(1) The respondent agrees with the finding.

(2) The respondent disagrees with wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefor.

(b) For purposes of subdivision (b) of Section 933, as to **each** grand jury's **recommendation**, the responding person or entity shall report one of the following actions:

(1) The recommendation has been implemented, with a summary regarding the implemented action.

(2) The recommendation has not yet been implemented, but will be implemented in the future, with a time frame for implementation.

(3) The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a time frame for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.

(4) The recommendation will not be implemented because it is not warranted or is not reasonable, with an explanation, therefore.

(c) However, if a finding or recommendation of the grand jury addresses budgetary or personnel matters of a county agency or department headed by an elected officer, both the agency or department head and the board of supervisors shall respond if requested by the Grand Jury, but the response of the board of supervisors shall address only those budgetary or personnel matters over which it has some decision making authority. The response of the elected agency or department head shall address all aspects of the findings or recommendations affecting his or her agency or department.

…

(f) A grand jury shall provide the affected agency with a copy of the portion of the Grand Jury report relating to that person or entity two working days prior to its public release and after the approval of the presiding judge. No officer, agency, department, or governing body of a public agency shall disclose any contents of the report prior to the public release of the final report. (*Emphasis added*.)

Appendix A

UHF, VHF and 800MHz | The Frequency Differences and Applications

Choosing between UHF, VHF, and 800MHz radio frequencies depends on your environment, coverage needs, and industry use.

- **VHF** is best for long-range outdoor communication.
- **UHF** performs better in buildings and urban areas.
- **800MHz** is commonly used for public safety and large trunked systems.

In this guide, we break down the differences, advantages, and best use cases for each frequency band.

Frequency	Best For	Range	Environment
VHF	Outdoor / rural	Long	Open areas
UHF	Indoor / cities	Medium	Buildings
800MHz	Public safety	System-based	Wide-area networks

FCC

Every radio system transmits and receives on a specific radio frequency, called the operating frequency. Allocation and regulation of radio frequencies are supervised by specific government agencies in each country with the result that allowable (legal) frequencies and frequency bands differ from country to country. In addition to frequency, these government agencies typically specify other aspects of the equipment itself, including allowable transmitter power, maximum deviation, spurious emissions, etc.

Use of the radio frequency bands in the United States is regulated by the Federal Communication Commission (FCC). Certain frequencies within each band have been designated for use by radios as well as by other services. In the United States, the frequencies used for these systems may be grouped into four general bands or ranges: low-band VHF (49-108 MHz), high-band VHF (169-216 MHz), low-band UHF (450-806 MHz), and high-band UHF (900-952 MHz). VHF represents “Very High Frequency” while UHF represents “Ultra High Frequency.”

The FCC also determines who can operate in each band and who has priority if more than one user is operating. Primary users include licensed radio/television broadcasters and commercial communications services such as 2-way radio, pagers, and cellular telephones. Radio system users are always considered to be secondary users. In general, priority is given to primary users. Secondary users may not interfere with primary users, but secondary users may be subject to interference from primary users.

VHF

"Very high frequency" is commonly used for FM radio broadcast, two-way land mobile radio systems, long-range data communication, and marine communications, to name a few. Except for assistive listening systems, low-band VHF is not recommended for serious applications. Due to a large number of primary and secondary users, plus high levels of general radio frequency (RF) "noise," this band is prone to interference from many sources. Transmitter power is limited to less than 50 megawatts, except in the 72-76 MHz range where up to 1 watt is allowed for assistive listening systems. Finally, the minimum proper antenna size for units in this range can be over three feet long (1/4 wavelength), which can severely limit portability and/or efficiency.

In the U.S., the high-band VHF range is divided into two bands available to radio users. The first band, from 169 – 172 MHz, includes eight specific frequencies designated by the FCC for radio use by the public. These frequencies are often referred to as "traveling frequencies," because they can theoretically be used throughout the U.S. without concern for interference from broadcasting networks.

The possibility of interference from other secondary users and general RF noise exists, but it is much less than that for low-band VHF frequencies. Additionally, although this range includes the primary users of television channels 7 – 13, there are ample frequencies available, i.e., locally unused television channels, in almost any part of the U.S.

UHF

Like the VHF region, the UHF region contains several bands that are used for radio systems. However, certain physical, regulatory, and economic differences between VHF and UHF regions should be noted here. The primary physical characteristic of UHF radio waves is their much shorter wavelength of 12 inches to 24 inches. The most apparent result of this is the much shorter length of antennas for UHF radio systems. One less obvious consequence is reduced radio wave propagation, both through the air and other non-metallic materials, such as walls and organic matter. This results in potentially less transmitting range for comparable radiated power. Another consequence is the increased amount of radio wave reflections by smaller metal objects, resulting in comparatively more frequent and more severe interference due to multi-path dropouts.

The UHF frequencies are typically paired to provide a duplex pair for repeater operation thus giving much greater range radio to radio than possible without a repeater. There are repeaters in the VHF band as well, but the cost of duplexers and the limited availability of frequencies tilts the scale towards UHF. Since UHF tends to be more line of sight with fewer reflections of the wave from atmospheric changes, repeater systems can share frequencies at closer distances than VHF repeater systems.

700/800MHz

The 700/800 MHz frequency band is a portion of the electromagnetic spectrum, or frequency band, which encompasses 790–862 MHz. Public safety radio systems (such as those used by police, firefighters, and emergency medical technicians) operate in several portions of the 800

MHz band, which consists of spectrum at 806-824 MHz paired with spectrum at 851-869 MHz. The 800 MHz band is also home to commercial wireless carriers and private radio systems.

To address a growing problem of harmful interference to 800 MHz public safety communication systems caused by high-density commercial wireless systems, the FCC, in July 2004, adopted a comprehensive plan to reconfigure the band. This plan was designed to protect the lives of first responders and other emergency personnel and fulfills the Commission's obligation to promote safety of life and property through the use of wire and radio communications. So, the commercial wireless carriers were segregated from Public Safety and Industrial users in a process known as rebanding. Also, in 2012, the US Congress enacted legislation to provide spectrum for public safety users in two separate 700 blocks of frequencies. One block consists of paired frequencies in the 758-763 Mhz and 788-793Mhz bands for use in a broadband nationwide network called FirstNet. This would provide data, voice, geo-location, and other enhanced services to first responders as the network is built out. The other block of paired frequencies were allocated to public safety for use in frequency efficient systems for local and statewide communications systems, i.e., P25 trunking systems.

Even though the range is lessened in the 700/800 bands, there are ways to extend the coverage with a sophisticated system equipped with multiple transmitter and receiver sites working in conjunction to provide a wide area of communications coverage. In all frequency ranges, there are new digital modulation schemes and trunking systems that allow much better coverage and much better spectrum efficiency. From Moto-turbo to NXDN, to P25 systems, there are many ways to gain spectrum efficiency and a more consistent communications path for the men and women that put their health and safety on the line to protect and serve the general population. Many of these same systems are used to provide commercial and business communications systems to provide cost advantages, efficiencies, and safety for their employees and customers. In the end, there is no one solution to fit every need. Your communications system has to be tailored to fit your needs and budget.

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Approval of the purchase of sixty-five (65) rifles and required accessories from Proforce Law Enforcement for $147,715.91 from the General Fund as approved in the Capital Improvement Program for fiscal year 2026/2027.

RECOMMENDATION:

Recommendation: That the City Council, by motion, approve the purchase of sixty-five (65) rifles and required accessories from Proforce Law Enforcement for $147,715.91 from the General Fund as approved in the Capital Improvement Program for fiscal year 2026/2027.

Recommended Motion: I move to approve the purchase of sixty-five (65) rifles and required accessories from Proforce Law Enforcement for $147,715.91 from the General Fund as approved in the Capital Improvement Program for fiscal year 2026/2027.

BACKGROUND:

The Police Department is requesting to purchase sixty-five (65) Geissele rifles from Proforce Law Enforcement to replace the department's current rifle inventory for all sworn staff. The department's current rifle inventory is nearing the end of its planned service life. Approximately ninety (90) percent of the department's rifles are utilizing barrels that are nearly eighteen (18) years old. Each rifle in the current inventory has experienced extensive operation and training use, which has required an increase in maintenance and replacement parts to maintain reliability.

Replacing the department's patrol rifle inventory will improve operational reliability while establishing a standardized rifle platform for all sworn personnel. Standardizing the patrol rifle inventory will improve training consistency, simplify armorer maintenance, reduce the inventory of replacement parts, and improve long-term maintenance efficiency.

Department staff conducted extensive testing and evaluation of multiple patrol rifle platforms before selecting the proposed Geissele rifles. Based on performance, reliability, manufacturing quality, and manufacturer support, the Geissele platform was determined to provide the best overall value for the department's operational needs.

Staff solicited quotes from Proforce Law Enforcement and L C Action Police Supply for sixty-five (65) Geissele patrol rifles and necessary accessories for each rifle, such as slings, sights, and suppressors. Both vendors are the only direct suppliers of the rifle platform; other vendors purchase the rifles through either Proforce or L C Action and resell them to the City. For this reason, staff was only able to solicit two (2) quotes. Proforce Law Enforcement provided the lowest overall pricing and

is offering the department a trade-in credit for the current rifle inventory to offset the overall purchase cost. Proforce Law Enforcement provided a total quote of $147,715.91.

The rifle replacement project is an approved fiscal year 2027 Capital Improvement Program (CIP) purchase. As part of the FY 2026/2027 Mid-Cycle Budget Review approved by the City Council on June 16, 2026, an additional $22,210 was appropriated from the General Fund to the rifle replacement CIP to support the replacement of all the department's rifle inventory. When soliciting up-to-date quotes, Proforce informed the department that the total cost of the required accessories had increased by $505.91 compared to the previous quote staff had obtained. The remaining balance of $505.91 will be absorbed within the Police Department's operating budget.

FISCAL IMPACT:

The previously approved Capital Improvement Program for fiscal year 2027 currently has a total budget of $147,210 for the rifle replacement project. The remaining $505.91 is to be absorbed within the Police Department's operating budget. Following the application of the trade-in value of the department's existing patrol rifle inventory, the total purchase amount from Proforce Law Enforcement is $147,715.91.

ATTACHMENTS:

1. Proforce Rifle Quote
2. LC Action Rifle Quote
3. Capital Improvement Program Fiscal Years 26-27
4. General Fund- Detail of Changes

PROFORCE LAW ENFORCEMENT
2625 Stearman Drive. Prescott AZ, 86301
Tel: 928-776-7192 Fax: 928-445-3468
email: sales@proforceonline.com www.proforceonline.com

ORDER
QUOTE

QUOTE#	PAGE
754661	1

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CITY OF HANFORD
ACCOUNTS PAYABLE
315 N DOUTY STREET
HANFORD CA 93230

559-585-4792

SHIP TO

HANFORD POLICE DEPARTMENT
ATTN: CHANDLER WYAND
425 N IRWIN ST
HANFORD CA 93230

JOB #	ORD. DATE	CUST.#	LOC.	SALESMAN	SHIP VIA	FRT.
NA	07/20/26	000106	A	GREGG MCCLUNG	FX G-FOB ORIGIN	

QTY. ORDER	ITEM NO./DESC.	UNIT PRICE	UOM DISC.	NET PRICE
65	08-522B-XFET GEI SUPER DUTY MOD1 556 SBR 11.5" BLK **D/S ONLY**	1,436.08	EA .00	93,345.20
65	2448-DS HUX FLOW 556K 556 SUP FLSH CAP BLK D/S ONLY	844.56	EA .00	54,896.40
65	MAG247BLK MPI MBUS FRNT BLK	24.98	EA .00	1,623.70
65	MAG248BLK MPI MBUS REAR BLK	36.54	EA .00	2,375.10
65	MAG518BLK MPI MS4 DUAL QD SLNG G2 BLK	59.05	EA .00	3,838.25
1	TRADES-CA CREDIT FOR TRADES-IF NOT SENT AS SPECIFIED, MAY BE REDUCED *** TRADES TO BE SHIPPED AT AGENCY EXPENSE *** *** TRADES DESCRIBED AS *** 9-DANIEL DEFENSE WAVE SUPPRESSORS 1-DANIEL DEFENSE SOUND GUARD SUPPRESSOR RIFLE AVAILABLE TO ISSUE ARMORY RIFLE ISSUED ASSIGNED A0161018 COLT COMMANDO 11.5"	21,250.00-	EA .00	21,250.00CR

COMMENT

TERMS

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NA	07/20/26	000106	A	GREGG MCCLUNG	FX G-FOB ORIGIN	

QTY. ORDER	ITEM NO./DESC.	UNIT PRICE	UOM DISC.	NET PRICE
	RIFLE ISSUED ASSIGNED F009416 DPMS 16"			
	RIFLE AVAILABLE TO ISSUE ARMORY G6568250 REMINGTON 700			
	RIFLE ISSUED SWAT L119046 BUSHMASTER XM-15			
	RIFLE ISSUED ASSIGNED F009415 DPMS 14.5"			
	RIFLE ISSUED ASSIGNED LE036542 COLT 12.5"			
	RIFLE ISSUED ASSIGNED L068801 BUSHMASTER			
	RIFLE ISSUED ASSIGNED SP506132 COLT M4 14.5"			
	RIFLE ISSUED ASSIGNED LBD037110 COLT			
	RIFLE ISSUED ASSIGNED L119046 BUSHMASTER 9"			
	RIFLE ISSUED ASSIGNED A0161051 COLT 6"			
	RIFLE ISSUED ASSIGNED LE037130 DPMS			
	RIFLE ISSUED EQUIPMENT ROOM F009417 DPMS 14.5"			
	RIFLE ISSUED ASSIGNED LBD037130 COLT 14.5"			
	RIFLE ROOM ARG602770 BUSHMASTER MOD.XM15-E2S 16"			
	RIFLE ISSUED ASSI ARG302756 BUSHMASTER MOD.XM15-E2S			
	RIFLE ISSUED ASSI ARB25657 BUSHMASTER MOD.XM15-E2S 14.5"			
	RIFLE ISSUE ARG602785 BUSHMASTER MOD.XM15-E2S 11.5"			
	RIFLE ISSUED ASSIGNED 21H000454 SIG SAUR M400 16"			
	RIFLE AVAILABLE TO ISSUE EQUIP ROOM LE380972 COLT M4 16"			
	RIFLE ISSUED ARMORY LE344282 COLT M4			
	RIFLE ISSUED ASSIGNED 21H000459 SIG SAUR M400 6"			
	RIFLE ISSUED ASSIGNED 21H000624 SIG SAUER M400 16"			
	RIFLE EQUIPMENT ROOM HPD-001 AMMO DOGS AR-15 LOWER 16"			
	RIFLE EQUIPMENT ROOM HPD-0002 AMMO DOGS AR-15 LOER 14.5"			
	RIFLE EQUIPMENT ROOM HPD-0003 AMMO DOGS AR-15 14.5"			
	RIFLE ISSUED ASSIGNED HPD-0004 AMMO DOGS AR-15 LOWER 16"			
	RIFLE ARMORY HPD-0005 AMMO DOGS AR-15 LOWER 11.5"			

COMMENT

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NA	07/20/26	000106	A	GREGG MCCLUNG	FX G-FOB ORIGIN	

QTY. ORDER	ITEM NO./DESC.	UNIT PRICE	UOM DISC.	NET PRICE
	RIFLE EQUIP ROOM HPD-0006 AMMO DOGS AR-15 LOWER 11.5 RIFLE ISSUED ASSIGNED HPD-0007 AMMO DOGS AR-15 LOWER 16" RIFLE ASSIGNED HPD-0008 AMMO DOGS AR-15 LOWER 14.5" RIFLE ASSIGNED HPD-0009 AMMO DOGS AR-15 LOWER 14.5" RIFLE ISSUED ASSIGNED HPD-0010 AMMO DOGS AR-15 LOWER RIFLE ISSUED ASSIGNED HPD-0011 AMMO DOGS AR-15 LOWER 16" RIFLE EQUIP ROOM HPD-0012 AMMO DOGS AR-15 LOWER 14.5" RIFLE ASSIGNED HPD-0013 AMMO DOGS AR-15 LOWER 14.5" RIFLE ISSUED ASSIGNED HPD-0014 AMMO DOGS AR-15 LOWER RIFLE ASSIGNED HPD-0015 AMMO DOGS AR-15 LOWER 14.5" RIFLE ISSUED ARMORY HPD-0016 AMMO DOGS AR-15 LOWER 16" RIFLE ISSUED ASSIGNED HPD-0017 AMMO DOGS AR-15 LOWER RIFLE ISSUED ARMORY HPD-0018 AMMO DOGS AR-15 LOWER 14.5" RIFLE ISSUED ASSIGNED HPD-0019 AMMO DOGS AR-15 LOWER RIFLE ISSUE ARMORY HPD-0020 AMMO DOGS AR-15 LOWER 11.5" RIFLE ISSUED ASSIGNED HPD-0021 AMMO DOGS AR-15 LOWER 16" RIFLE ISSUED ASSIGN HPD-0022 AMMO DOGS AR-15 LOWER 14.5" RIFLE QUIPMENT ROOM HPD-0023 AMMO DOGS AR-15 LOWER 11.5" RIFLE ASSIGNED HPD-0024 AMMO DOGS AR-15 LOWER 14.5" RIFLE SHOP ARMORY HPD-0025 AMMO DOGS AR-015 LOWER 14.5" RIFLE ISSUED ASSIGNED HPD-0026 AMMO DOGS AR-15 LOWER RIFLE ISSU ASSIGNED HPD-0027 AMMO DOGS AR-15 LOWER 14.5" RIFLE ISSU ASSIGNED HPD-0028 AMMO DOGS AR-15 LOWER 14.5" RIFLE ISSUED ASSIGNED HPD-0029 AMMO DOGS AR-15 LOWER RIFLE ISSU ASSIGNED HPD-0030 AMMO DOGS AR-15 LOWER 14.5" RIFLE EQUIPMEN ROOM HPD-0031 AMMO DOGS AR-15 LOWER 14.5" RIFLE AVAILABLE TO ISSUE ARMORY B6770978 REMINGTON 700			

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QTY. ORDER	ITEM NO./DESC.	UNIT PRICE	UOM DISC.	NET PRICE
	RIFLE ISSUED ASSIGNED 23D006666 SIG SAUER SIG716			
	RIFLE ISSUED ASSIGNED ARB25646 BUSHMASTER XMI5-E29			
	RIFLE ISSUED ASSIGNED 22G016214 SIG SAUER 716 G-2			
	RIFLE ISSUED ARMORY 22G010225 SIG SAUER 716			
	RIFLE ISSUED ASSIGNED 23D006521 SIG SAUER 716			
	RIFLE ISSUED SWAT DDM4182235 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4181964 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4181967 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED ARMORY DDM 4181960 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4181965 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4182238 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4182237 DANIEL DEFENSE M18 10.3"			
	RIFLE TO ISSUE EQUIPMENT ROOM CR025764 COLT AR15 16"			
	RIFLE ISSUED ASSIGNED CR026425 COLT AR 15 16"			
	RIFLE ISSUED ASSIGNED CR026451 COLT AR15 16"			
	RIFLE AVAILABLE TO ISSUE SWAT CR025834 COLT AR15 14.5"			
	RIFLE ISSUED SWAT DDM4181962 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4181968 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT DDM4182233 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSUED SWAT TR34002 SMITH & WESSON M&P 15 14.5"			
	RIFLE TO ISSUE SWAT DDM4182236 DANIEL DEFENSE M18 10.3"			
	RIFLE ISSU ASSIGNED DDM4369070 DANIEL DEFENSE DDM4 16"			
	RIFLE ISSU ASSIGNED DDM4369069 DANIEL DEFENSE DDM4 16"			
	RIFLE ISSU ASSIGNED DDM4556765 DANIEL DEFENSE AR15 16"			
	RIFLE ISSU ASSIGNED DDM4556764 DANIEL DEFENSE AR15 16"			

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IMPORTANT NOTICES:
This quotation is based on the issuance of a department purchase order and F.E.T. form.
ATF or the manufacturer may require additional forms. Sample forms may be found at:
http://www.ProForceonline.com/forms.html

Standard Terms are Net 30 days. If department policy does not allow for partial shipments and payments, separate purchase orders for each item will be necessary.

Standard manufacturer's warranty applies to all department

This quote is valid UNTIL 7-30-2026, pending credit approval. The shortened validity period is due to recent economic shifts and the potential for new tariffs, which may impact pricing and availability. All items are subject to manufacturer availability and potential price changes. For updated pricing after the expiration date, please contact or sales representative or our support center at (800) 367-5855.

ProForce Law Enforcement agrees to defend, indemnify and hold harmless its customers from claims for personal injury or property damages, to the extent arising from the

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QTY. ORDER	ITEM NO./DESC.	UNIT PRICE	UOM DISC.	NET PRICE

negligent acts or omissions of ProForce Law Enforcement or its employees, agents or independent contractors.
ORDERING INSTRUCTIONS: Please reply to your sales representative in writing to process this order or send an email to sales@proforceonline.com. For orders over $5,000, a PO or signed quote is required to process the order.

Returned items are subject to 20% restocking fee. All sales are final on non-stocked/special order items
IMPORTANT: To order from this quotation, please sign below.

Printed Name: _____

Date: _____ P.O.:_____

Signature: _____

PLEASE NOTE: WHEN SHIPPING TRADE GUNS, PLEASE SUPPLY A LETTER STATING THAT THE GUNS HAVE BEEN INSPECTED BY AN ARMORER AND THAT THEY ARE SAFE AND FUNCTIONAL. ALL CONFISCATED WEAPONS MUST BE CLEARED BY AN NCIC CHECK AND STATED ON YOUR PAPERWORK PRIOR TO SHIPPING TO PROFORCE. NO SATURDAY DELIVERIES. AN ADULT SIGNATURE IS REQUIRED.

**PLEASE EMAIL THE COMPLETED TRADE WEAPONS FORM IN EXCEL FORMAT PRIOR TO SHIPPING THE TRADES TO PROFORCE LAW

COMMENT

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JOB #	ORD. DATE	CUST.#	LOC.	SALESMAN	SHIP VIA	FRT.
NA	07/20/26	000106	A	GREGG MCCLUNG	FX G-FOB ORIGIN	

QTY. ORDER	ITEM NO./DESC.	UNIT PRICE	UOM DISC.	NET PRICE
	ENFORCEMENT.** **NOTE: PROFORCE LAW ENFORCEMENT DOES NOT ACCEPT CLASS III WEAPONS TRADES. PLEASE DO NOT SHIP ANY CLASS III WEAPONS TO PROFORCE REGARDLESS OF THE CIRCUMSTANCES.** IMPORTANT: TRADE GUNS ARE TO BE DELIVERED AT THE DEPARTMENT'S EXPENSE WITHIN 45 DAYS OF ACCEPTANCE OF NEW PRODUCT. DELIVERY ADDRESS TO BE PROVIDED BY PROFORCE INSIDE SALES REPRESENTATIVE. PLEASE CONFIRM ADDRESS BEFORE SHIPPING TRADES.			

COMMENT
FOR JUSTIN GUSTIN
BY SHEA
QUOTE GOOD UNTIL 7-30-2026

TERMS DUE NET 30 DAYS

	SALES AMOUNT	134,828.65
	HANDLING	9.95
8.250%	SALES TAX	12,877.31
	SUB TOTAL	147,715.91

LC ACTION POLICE SUPPLY
1088 N FIRST STREET
SAN JOSE CA 95112
TEL: 408 294-2677 • FAX 408 294-6444
EMAIL: Kyle@LCAction.com

QUOTATION

Date Jul-20-2026

STATE OF CA SBE CERTIFICATION # 1017260

To:	Ship To:
JASON GUSTIN HANFORD POLICE DEPT PH: (559) 381-8970 EM: jgustin@hanfordca.gov	

CUST#	QUOTED BY	EST. DELIVERY	F.O.B.	TERMS
	KYLE MILLER			NET 30

QTY.	DESCRIPTION	PRICE	TOTAL
65	GEISSELE 08-522B SUPER DUTY MOD1 11.5" 5.56 SBR BLACK SEMI-AUTO	1557.11	101212.15
1	SALES TAX ON NEW ITEM SUBTOTAL @ 8.25%	8350.00	8350.00
			0.00
31	TRADE IN AMMO DOG AR-15 COMPLETE SEMI-AUTO VARYING BARREL LENGTHS	-25.00	-775.00
8	TRADE IN BUSHMASTER XM15 COMPLETE RIFLE SEMI-AUTO VARYING BARRELS	-250.00	-2000.00
12	TRADE IN COLT AR15/M4 RIFLES COMPLETE SEMI-AUTO VARYING BARRELS	-400.00	-4800.00
15	TRADE IN DANIEL DEFENSE MK18 & DDM4 RIFLES SEMI-AUTO VARYING BARRELS	-475.00	-7125.00
4	TRADE IN DPMS RIFLE SEMI-AUTO VARYING BARRELS	-200.00	-800.00
1	TRADE IN HK MP5SD, PARTS ONLY VALUE	-600.00	-600.00
2	TRADE IN REMINGTON 700	-300.00	-600.00
3	TRADE IN SIG SAUER M400 COMPLETE RIFLE SEMI-AUTO 16"	-400.00	-1200.00
4	TRADE IN SIG SAUER 716 COMPELTE RIFLE SEMI-ATUO	-475.00	-1900.00
1	TRADE IN SMITH & WESSON MP15 14.5" COMPLETE RIFLE SEMI-AUTO	-200.00	-200.00

Notes:

QUOTE VALID THROUGH 9/1/26

SUBTOTAL	$89,562.15
SHIPPING	0.00
TOTAL	**$89,562.15**

LC ACTION POLICE SUPPLY
1088 N FIRST STREET
SAN JOSE CA 95112
TEL: 408 294-2677 • FAX 408 294-6444
EMAIL: Kyle@LCAction.com

QUOTATION

Date Jul-20-2026

STATE OF CA SBE CERTIFICATION # 1017260

To:	Ship To:
JASON GUSTIN HANFORD POLICE DEPT PH: (559) 381-8970 EM: jgustin@hanfordca.gov	

CUST#	QUOTED BY	EST. DELIVERY	F.O.B.	TERMS
	KYLE MILLER			NET 30

QTY.	DESCRIPTION	PRICE	TOTAL
65	HUXWRX FLOW 556K SUPPRESSOR BLACK	840.00	54600.00
65	MAGPUL MAG1166 MBUS 3 FRONT FLIP SIGHT POLYMER	23.75	1543.75
65	MAGPUL MAG1167 MBUS 3 REAR FLIP SIGHT POLYMER	35.64	2316.60
65	MAGPUL MS3 SLING QD SLING GEN2 MAG515	49.16	3195.40
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00
			0.00

Notes:

QUOTE VALID THROUGH 9/1/26

SUBTOTAL	$61,655.75
SALES TAX RATE	8.250%
SALES TAX	5086.60
SHIPPING	0.00
TOTAL	**$66,742.35**

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
0001	**General Fund**								
		822649	G		HEROES PARK	11,947,892	3,747,892		
		NEW	G	M-F	GRADE SEPARATION DESIGN	1,656,000		676,000	980,000
		NEW	G	M-F	GRANGEVILLE BLVD AT 9TH AVE ROUNDABOUT	5,181,880		340,780	386,100
		NEW			AGRICULTURAL MITIGATION PROGRAM DEVELOPMENT	200,000		200,000	
		NEW			FIRE ENGINE 42 EQUIPMENT PURCHASE	170,000		170,000	
		NEW		M-F	COMMUNITY DEVELOPMENT REMODEL	150,000		150,000	
		NEW	G	M-F	12TH AVE AT HAYDEN AVE	821,364		107,664	713,700
		NEW			AUTO EXTRICATION EQUIPMENT REPLACEMENT	270,000		90,000	
		NEW			SEPARATE ELECTRIC SERVICE FROM COURTHOUSE TO BASTILLE (DUE TO SALE)	80,000		80,000	
		NEW			EVIDENCE 3D SCANNING MACHINE	75,000		75,000	
		823602	G	M-F	VETERANS BUILDING REHAB	709,530		58,530	651,000
		NEW			ADA PARKS/RECREATION MODIFICATIONS	133,500		44,500	
		NEW			ROMEO X SIGHTS	29,560		29,560	
		NEW			GENERATOR - CIVIC AUDITORIUM (PUBLIC SAFETY RADIOS)	20,000		20,000	
		NEW			SNIPER NIGHT VISION	18,800		18,800	
		NEW			LESS LETHAL SHOTGUNS	16,000		16,000	
		NEW		M-F	UTILITY TRUCK FOR USA POSITION	10,750		10,750	
		NEW		M-F	PUBLIC WORKS BUILDING REMODEL	48,000		5,500	42,500
		NEW		M-F	EQUIPMENT FOR CONSTRUCTION INSPECTORS AND USA POSITION	3,000		3,000	
		NEW	G		FAST TRACK HANFORD: HIGH SPEED RAIL CONNECTIVITY & HISTORIC DOWNTOWN	15,523,000			500,000
		NEW		M-F	CITY HALL GENERATOR/ RPL 379, SUPPORTS EOC	200,000			200,000
		NEW	G		ITS PLAN	183,000			183,000
		NEW			FIRE ENGINE 41 EQUIPMENT PURCHASE	170,000			170,000
		NEW			RIFLE REPLACEMENT	125,000			125,000
		NEW			IN CAR CAMERAS	241,680			120,840
		NEW			GENERATOR - PAL BUILDING DISASTER RECOVERY	20,000			20,000
		NEW			DRONE PROGRAM EXPANSION	69,000			19,000
					Total 0001 General Fund	**38,072,956**	**3,747,892**	**2,096,084**	**4,111,140**
0004	**Accumulated Capital Outlay**								
		821611/822609			YAC CONCESSION BLDG RESTORATION	305,541	305,541		
		820634			CITY HALL SECURITY PROJECT	46,495	46,495		
					Total 0004 Accumulated Capital Outlay	**352,036**	**352,036**	**0**	**0**
0011	**Measure H Capital**								
		NEW			MEASURE H: PUBLIC SAFETY BUILDING	48,000,000		6,000,000	7,000,000
		NEW			MEASURE H: ROAD REHABILITATION AND PAVEMENT PRESERVATION	36,900,000		6,000,000	6,180,000
		NEW			MEASURE H: FIRE COMMUNICATIONS UPDATE PROJECT	849,000		849,000	
		NEW			MEASURE H: EIGHT (8) NEW POLICE VEHICLES & UPFITTING FOR NEW SWORN STAFF	2,120,000		848,000	
		NEW			MEASURE H: FIRE STATION #4	8,720,000		600,000	295,000
		NEW			MEASURE H: EXISTING PARKS ADDITIONAL IMPROVEMENTS	1,695,000		280,000	283,000
		NEW			MEASURE H: EXISTING PARKS ADDITIONAL MAINTENANCE	970,000		160,000	162,000
		NEW			MEASURE H: CITY OWNED BUILDING MAINTENANCE IMPROVEMENT PROJECT	1,650,000		151,000	299,000
		NEW			MEASURE H: TWO (2) COMMUNITY SERVICE OFFICER VEHICLES	290,000		130,000	
		NEW			MEASURE H: TWO (2) PARK MAINTENANCE VEHICLES	120,000		120,000	
		NEW			MEASURE H: TWO (2) CODE ENFORCEMENT VEHICLES	120,000		120,000	
		NEW			MEASURE H: COMMUNITY CLEANUP AND ABATEMENT FOR CODE COMPLIANCE	600,000		100,000	100,000
		NEW			MEASURE H: FIRE STATION IMPROVEMENTS/EQUIPMENT	600,000		100,000	100,000
		NEW			MEASURE H: FIRE ENGINE	1,200,000			1,200,000

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
		NEW			MEASURE H: FIRE LADDER TRUCK	2,400,000			
					Total 0011 Measure H	**106,234,000**	**0**	**15,458,000**	**15,619,000**
0044	**Gas Tax**								
		823618			PAVEMENT RESURFACING TREATMENT	1,135,617	1,135,617		
		823615			STREET DIVISION MAINTENANCE	3,187,500	637,500	425,000	425,000
		823644			GRADE SEP FEASBLTY/GRGVL (MATCHING FUNDS)	302,801	302,801		
		825605		M-F	RECONSTRUCTION-GARNER AVE FROM LACEY TO GOLETA WAY	100,000	100,000		
		823614			NEW SIDEWALK/ADA IMPROVEMENTS	410,968	50,968	60,000	60,000
		825604			CITY STANDARD PLANS AND SPECS UPDATE	40,000	40,000		
		NEW			ANNUAL INTERSECTION UPGRADES	612,000		153,000	
		NEW		M-F	STREETS DEPT ASPHALT PATCH TRUCK /RPL 135	131,207		131,207	
		NEW			PLACE LANDSCAPE BARK IN CENTER MEDIANS	165,000		55,000	
		NEW		M-F	HARRIS STREET ABANDONMENT AT COE PARK	95,925		45,000	50,925
		NEW		M-F	STREETS DEPT ROLLER/ RPL 182	23,473		23,473	
		NEW			CENTER MEDIAN ON HANFORD ARMONA WEST OF 11TH AVE - DMV	206,861			40,000
		NEW			STREETS DEPT TILT TRAILER	30,000			30,000
					Total 0044 Gas Tax	**6,441,352**	**2,266,886**	**892,680**	**605,925**
0045	**RMRA**								
		824620			LACEY WIDEN/RECON/10TH-SIERRA P#2	750,000	750,000		
		823619			LACEY WIDEN/RECON/10TH-SIERRA	2,196,500	2,196,500		
					Total 0045 RMRA	**2,946,500**	**2,946,500**	**0**	**0**
0050	**T D A - Transportation**								
		823619			LACEY WIDEN/RECON/10TH-SIERRA	1,356,500	1,356,500		
		825605		M-F	RECONSTRUCTION-GARNER AVE FROM LACEY TO GOLETA WAY	515,647	515,647		
		823613			SIDEWALK/MISC CONCRETE REPAIRS	376,408	76,408	60,000	60,000
		NEW			VIDEO DETECTION DEVICES (30)	690,000		690,000	
		NEW			ZINC BLUE BACKUPS (50)	730,000		365,000	365,000
		NEW			RRFB CROSSWALKS RADAR SIGNS AT MULTIPLE LOCATIONS	352,481		352,481	
		NEW			MALL DR CIR FROM 12TH AVE TO LACEY BLVD.	1,794,277		300,000	1,494,277
		NEW			REPLACE AC SIDEWALK ON FLINT AVE BETWEEN 11TH AVE AND JOSHUA ST	253,701		253,701	
		NEW			CENTENNIAL DR CIR FROM LACEY BLVD TO MARRIT ST	1,071,160		178,527	892,633
		NEW	G	M-F	GRADE SEPARATION DESIGN	414,000		169,000	245,000
		NEW			COBALT CONTROLLERS (31)	131,750		131,750	
		NEW			INTERNALLY ILLUMINATED STREET SIGNS (16)	111,200		111,200	
		824607			GRANGEVILLE BLVD. - COMPLETE SIDEWALK BETWEEN DOUTY ST AND HARRIS ST	108,900		108,900	
		NEW			RADAR FEEDBACK SIGNS (22)	99,000		99,000	
		NEW			CAMPUS DR. CIR FROM LACEY BLVD TO 6TH ST	582,116		97,019	485,097
		825606			GRANGEVILLE MEDIAN AND CROSSWALKS FROM HARRIS TO KENSINGTON	592,794		95,201	497,593
		NEW		M-F	9TH AVE ST FRONTAGE AT HEROES PARK	2,618,306		90,639	158,639
		NEW			SPEED STUDY UPDATE (EVERY 5 YEARS)	187,000		85,000	
		NEW			FEASIBILITY STUDY - PROTECTED BIKE LANES ON DOUTY ST	160,000		85,000	
		NEW			FIRE STATION 3 SIGNAL PREEMTION DESIGN AND CONSTRUCTION	685,000		70,000	
		NEW			RFB CROSSWALKS/SIGNS	137,000		68,500	68,500
		NEW			E BIKE CHARGING STATIONS - DOWNTOWN	325,000		55,000	
		NEW			GRANGEVILLE BLVD. FROM MUSTANG TO WELL TANK 6	477,004		47,582	55,332
		NEW	G	M-F	12TH AVE AT HAYDEN AVE	205,341		26,916	178,425

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
		823618			PAVEMENT RESURFACING TREATMENT	4,875,000			975,000
		NEW			RODGERS RD AT 11TH AVE TRAFFIC SIGNAL UPGRADE	179,133			179,133
		NEW			SIGN MANUFACTURING PROGRAM	50,000			50,000
					Total 0050 T D A - Transportation	**19,078,718**	**1,948,555**	**3,540,416**	**5,704,629**
0055	**CMAQ**								
		823619			LACEY WIDEN/RECON/10TH-SIERRA	568,912	568,912		
		820644			TRAF SIGNAL/12TH AV TO HUME	357,000	357,000		
		822645			9TH AVE & LACEY SIGNAL	148,832	23,332	125,500	
		NEW	G	M-F	ANNUAL INTERSECTION SIGNALIZATION PROJECT	303,807		43,807	260,000
		NEW	G	M-F	12TH AT HOUSTON SIGNAL AND 12TH FROM BUTTERFIELD TO HOUSTON	415,275		35,377	45,011
					Total 0055 CMAQ	**1,793,826**	**949,244**	**204,684**	**305,011**
0058	**ARPA**								
		821611/822609			YAC CONCESSION BLDG RESTORATION	1,282,446	1,282,446		
		823647			ARPA HIDDEN VALLEY PARK CONCEPTUAL PLAN	69,400	69,400		
					Total 0058 ARPA	**1,351,846**	**1,351,846**	**0**	**0**
0161	**12th Ave Sewer Benefit AD**								
		823628			12TH AVE SEWER TRUNK MAIN OVERSIZING	203,911	203,911		
					Total 0161 12th Ave Sewer Benefit AD	**203,911**	**203,911**	**0**	**0**
0180	**Parks Facility Impact Fees**								
		822649	G		HEROES PARK - GF	1,788,858	1,788,858		
		823609			PARK DEV OVERSIZING REQUIREMNT	600,000	150,000	150,000	150,000
		825607		M-F	INDOOR MULTI-GENERATIONAL FACILITY	5,853,610	53,610		
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
		NEW		M-F	HARRIS STREET ABANDONMENT AT COE PARK	95,925		45,000	50,925
		NEW		M-F	DEVELOPER REIMBURSEMENT	5,021,000		21,000	1,000,000
					Total 0180 Parks Facility Impact Fees	**13,372,593**	**2,005,668**	**216,000**	**1,200,925**
0181	**Transportation Impact Fees**								
		823619			LACEY WIDEN/RECON/10TH-SIERRA	2,356,438	2,356,438		
		820644			TRAF SIGNAL/12TH AV TO HUME	1,487,269	1,487,269		
		822645			9TH AVE & LACEY SIGNAL	998,197	998,197		
		820640			12TH AVE SPRINGCREST TO HUME	606,700	472,057	134,643	
		823616			UNSCH ARTERIAL UPGR/TRAF SIGNL	1,800,000	450,000	450,000	450,000
		825604			CITY STANDARD PLANS AND SPECS UPDATE	80,000	80,000		
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
		NEW		M-F	DEVELOPER REIMBURSEMENT	5,000,000		1,000,000	800,000
		NEW			CONSTRUCT 9TH AVE. ACROSS UPRR WITH RAILROAD CROSSING	2,374,546		421,146	82,100
		NEW			CONSTRUCTION OF 9TH AVE BETWEEN E. LACEY AND GRANGEVILLE	11,433,162		328,916	250,000
		NEW	G	M-F	12TH AT HOUSTON SIGNAL AND 12TH FROM BUTTERFIELD TO HOUSTON	1,661,100		141,506	180,045
		NEW			9TH AVE. N OF LELAND WAY ALIGNMENT STUDY	120,000		120,000	
		NEW	G	M-F	GRANGEVILLE BLVD AT 9TH AVE ROUNDABOUT	706,620		46,470	52,650
		NEW			CONSTRUCT FLORINDA STREET FROM 9 1/4 AVE TO 9TH AVE	8,913,556			754,134
		NEW	G	M-F	ANNUAL INTERSECTION SIGNALIZATION PROJECT	1,215,228			175,228

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
		NEW		M-F	PRELIMINARY ENGINEERING	100,000			50,000
					Total 0181 Transportation Impact Fees	**38,866,016**	**5,857,161**	**2,642,681**	**2,794,157**
0182	**Fire Protection Impact Fee**								
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
					Total 0182 Fire Protection Impact Fee	**13,200**	**13,200**	**0**	**0**
0183	**Police Protection Impact Fee**								
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
					Total 0183 Police Protection Impact Fee	**13,200**	**13,200**	**0**	**0**
0184	**Storm Drain Impact Fee**								
		825611			UTILITY MASTER PLAN UPDATE	339,474	339,474		
		823624			HOUSTON AV PIPELIN/SAND SLOUGH	50,377	50,377		
		824604			CENTENNIAL DR STORM DRAIN IMPROVEMENTS SOUTH OF BERKSHIRE LN	24,000	24,000		
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
		NEW			10 1/2 AVE AND HOUSTON AVE SD PIPE TO HOUSTON	1,877,200		208,200	39,100
		NEW			HAYDEN ST. EAST OF 12TH AVE. - REGIONAL BASIN	2,532,975		148,200	46,200
		NEW			ACQUISITION AND CONST OF REGIONAL STORM BASIN AT GRAGEVILLE AT SH43	2,709,410		126,200	
		NEW			RELOCATION OF MALL OR HANSEN BASIN	4,983,000		30,000	
		NEW		M-F	PRELIMINARY ENGINEERING	100,000			50,000
					Total 0184 Storm Drain Impact Fee	**12,629,636**	**427,051**	**512,600**	**135,300**
0185	**Water System Impact Fee**								
		825611			UTILITY MASTER PLAN UPDATE	210,433	210,433		
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
		NEW		M-F	DEVELOPER REIMBURSEMENT	3,240,000		740,000	500,000
		NEW			NEW GROUNDWATER WELLS (W5, W9, W1)	26,878,000		708,400	
		NEW			3RD AND HANFORD MARKET PLACE WATER MAIN & WELL	4,131,800		387,300	161,600
		NEW		M-F	NEW WATER TANK RESERVOIR #6B	3,750,000		250,000	
		NEW		M-F	SEWER & WATER TRUNKLINE UTIL IN 9TH AVE BETWEEN E. LACEY & GRANGEVILLE	3,000,997		149,475	
		NEW			ANNUAL WATER MASTER PLAN CIP PROJECT	6,275,140			217,793
		NEW			CONSTRUCT FLORINDA STREET FROM 9 1/4 AVE TO 9TH AVE	1,451,044			122,766
		NEW		M-F	PRELIMINARY ENGINEERING	100,000			50,000
					Total 0185 Water System Impact Fee	**49,050,614**	**223,633**	**2,235,175**	**1,052,159**
0186	**Wastewater Impact Fee**								
		825609			WWTP 3RD INTERNAL LIFT ADDITION	1,433,209	1,383,209	50,000	
		825611			UTILITY MASTER PLAN UPDATE	240,883	240,883		
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
		NEW			ANNUAL SEWER MASTER PLAN CIP PROJECT	8,352,866		343,701	
		NEW		M-F	DEVELOPER REIMBURSEMENT	1,800,000		300,000	300,000
		NEW		M-F	SEWER & WATER TRUNKLINE UTIL IN 9TH AVE BETWEEN E. LACEY & GRANGEVILLE	4,267,219		212,543	
		NEW		M-F	PRELIMINARY ENGINEERING	100,000			50,000
					Total 0186 Wastewater Impact Fee	**16,207,377**	**1,637,292**	**906,244**	**350,000**

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
0187	**Refuse/Recycle Impact Fee**								
		825612		M-F	CITY'S DEV IMPACT FEES UPDATE	13,200	13,200		
					Total 0187 Refuse/Recycle Impact Fee	**13,200**	**13,200**	**0**	**0**
0301	**Airport Capital**								
		NEW			REPLACE 70 FT OF SEWER LINE AT THE AIRPORT FBO BUILDING	16,386		16,386	
		NEW		M-F	AIRPORT TRUCK (EV)/ RPL 63	40,366		40,366	
					Total 0301 Airport Capital	**56,752**	**0**	**56,752**	**0**
0307	**Refuse**								
		825303			FRONT LOAD REFUSE TRUCK (NEW)	450,000	450,000		
		823307			FRONT LOAD REFUSE TRUCK (NEW)	370,080	370,080		
		824001			COMMERCIAL/RECYCLE/ORG DUMPSTERS	1,144,119	264,119	440,000	440,000
		822606			REFUSE OFFICE BREAKROOM	223,504	223,504		
		823308			REFUSE SCALES/NEW	160,000	125,000		
		824002			AUTOMATED REFUSE CONTAINERS	647,340	103,340	272,000	272,000
		824303			REFUSE SERVICE TRUCK (NEW)	75,000	75,000		
		824605		M-F	CITY REFUSE ENCLOSURES REBUILD (13) LOCATIONS	586,966	75,000		
		825008			REFUSE CAMERA SYSTEM	149,000	50,000		
		825604			CITY STANDARD PLANS AND SPECS UPDATE	10,000	10,000		
		825001	G		REFUSE SOLAR COMPACTORS (GRANT FUNDED)	96,000		16,000	16,000
		NEW		M-F	PUBLIC WORKS BUILDING REMODEL	15,993		1,833	14,161
					Total 0307 Refuse	**3,928,002**	**1,746,043**	**729,833**	**742,161**
0340	**Building Safety**								
		NEW			COMMUNITY DEVELOPMENT REMODEL (MULTI-FUNDED)	460,000		460,000	
		NEW			ELECTRIC VAN FOR SENIOR BUILDING INSPECTOR	62,200		62,200	
		NEW			ELECTRIC VAN FOR BUILDING INSPECTOR	62,200		62,200	
					Total 0340 Building Safety	**584,400**	**0**	**584,400**	**0**
0359	**Storm Drain**								
		823619			LACEY WIDEN/RECON/10TH-SIERRA	792,230	792,230		
		825602			DOWNTOWN FLOOD CONTROL IMPROVEMENTS	1,312,650	488,400		
		823624			HOUSTON AV PIPELIN/SAND SLOUGH	463,852	463,852		
		825301			VACUUM TRUCK (REPL 174)	453,880	453,880		
		822621			TREE TRIM/REMOVAL PROGRAM	373,400	73,400	75,000	75,000
		823621			INCR FLOW CAP/PEOPLE DITCH	60,704	60,704		
		825604			CITY STANDARD PLANS AND SPECS UPDATE	30,000	30,000		
		823620			CURB AND GUTTER INSTALL	157,682	22,682	45,000	45,000
		NEW			BASIN 55 LAND ACQUISITION	450,000		450,000	
		NEW			ANNUAL STORM DRAIN IMP PROJECT	4,068,700		168,800	
		NEW			PLEASANT SOUTH OF GREENFIELD - STORMDRAIN	425,473		55,789	369,684
		NEW			LIFT STATION REHAB	100,000		50,000	
		NEW		M-F	UTILITY TRUCK FOR USA POSITION	10,750		10,750	
		NEW		M-F	EQUIPMENT FOR CONSTRUCTION INSPECTORS AND USA POSITION	7,500		7,500	
		NEW		M-F	PUBLIC WORKS BUILDING REMODEL	16,003		1,834	14,170
		NEW			LIFT STATION 31 UPGRADE	5,945,000			215,000
		NEW			MS4 PERMIT - ANNUAL PROJECT	487,718			90,200

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
		NEW			EIGHTH ST AT IRWIN ST STORM DRAIN	1,445,000			20,000
		NEW		M-F	CHINA ALLEY - UTILITY REPLACEMENT /RECONSTRUCTION	187,500			15,000
					Total 0359 Storm Drain	**16,788,042**	**2,385,148**	**864,673**	**844,054**
0362	**WWTP/Sewer**								
		825019			WWTF SWITCHGEAR	400,000	400,000		
		823619			LACEY WIDEN/RECON/10TH-SIERRA	399,280	399,280		
		825304			PICKUP TRUCK (NEW)	65,000	65,000		
		824302			PICKUP TRUCK (NEW) UNIT 109	64,855	64,855		
		825011			SPARE MOTOR SCREW PUMP	40,000	40,000		
		822627			PROTECTIVE GRATING	27,142	27,142		
		825604			CITY STANDARD PLANS AND SPECS UPDATE	20,000	20,000		
		824621			DESIGN & CONST OF SCE-OWNED FACILITY	13,038	13,038		
		823627			SEWER SYSTEM VIDEO INSP	10,953	10,953		
		NEW			ANNUAL SEWER MAINT. IMPROVEMENT PROJECT	4,551,188		223,300	
		NEW			LIFT STATION REHABILITATION	1,120,150		165,000	173,250
		NEW			SANITARY SEWER MANHOLE RECOATING	679,500		100,000	105,000
		NEW			CCTV INSPECTION SERVICES	408,200		60,000	63,000
		NEW		M-F	WWTP TRUCK (EV)/ RPL 334	40,546		40,546	
		NEW			STORAGE POND FENCING	40,250		40,250	
		NEW			SLUDGE LAGOON DREDGE PUMP REPLACEMENT	40,000		40,000	
		NEW			SPARE BARSCREEN MOTOR	40,000		40,000	
		NEW			PLANT HEADWORKS MCC ROOM A/C REPLACEMENT	35,000		35,000	
		NEW			COLLECTION LIFT STATION PUMP REPLACEMENT	222,500		32,500	34,100
		NEW			SANITARY SEWER MANHOLE ROACH CONTROL	170,050		25,000	26,250
		NEW			CHLORINE INJECTION MANIFOLD REBUILD	25,000		25,000	
		NEW			COLLECTION PORTABLE INSPECTION CAMERA	15,000		15,000	
		NEW			EFFLUENT PUMP STATION VALVE REHAB	15,000		15,000	
		NEW		M-F	UTILITY TRUCK FOR USA POSITION	10,750		10,750	
		NEW			COLLECTION STORAGE UNIT	10,000		10,000	
		NEW		M-F	EQUIPMENT FOR CONSTRUCTION INSPECTORS AND USA POSITION	7,500		7,500	
		NEW			INTERNAL LIFT PUMP TUBE #1	1,050,000			1,050,000
		NEW		M-F	CHINA ALLEY - UTILITY REPLACEMENT /RECONSTRUCTION	375,000			30,000
					Total 0362 WWTP/Sewer	**9,895,902**	**1,040,268**	**884,846**	**1,481,600**
0391	**Water**								
		825600			BADGER METER REPLACEMENT	16,526,600	16,526,600		
		823640		M-F	INDUSTRIAL PARK WATER STORAGE	7,595,846	7,595,846		
		823637			NEW WATER SUPPLY WELL 51 & 52	3,194,504	3,194,504		
		823619			LACEY WIDEN/RECON/10TH-SIERRA	950,660	950,660		
		822634			WATER SYS SECURITY UPGRADES	615,740	615,740		
		825608			WELL MEDIA FILTRATION	1,500,000	250,000	250,000	250,000
		824609			WELL PUMP REHAB/WELL 42 AND WELL 38	220,000	120,000	100,000	
		823635			METER REPAIR/REPLACEMENT PROGRAM	1,019,585	119,585	100,000	200,000
		825604			CITY STANDARD PLANS AND SPECS UPDATE	20,000	20,000		
		822635			WATER MAIN REPL PROGRAM	1,400,000		700,000	
		NEW	G		INDUSTRIAL PARK WATER MAIN LOOP AND 500K GAL TANK	5,177,994		606,552	4,571,442
		NEW			ANNUAL WATER INFRASTRUCTURE MAINT IMPROVEMENT PROJECT	9,774,600		236,600	2,864,000
		NEW			REPLACE CHLORINE PUMPS CITYWIDE	140,000		70,000	70,000
		NEW			WATER DEPT. TRUCK/ RPL 58	64,329		64,329	

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
		NEW			PURCHASE TWO REPLACEMENT WELL MOTORS	60,000		60,000	
		NEW			WATER DEPT. TRUCK (EV)/ RPL 75	58,366		58,366	
		NEW			WATER DEPT. TRUCK (EV)/ RPL 69	58,366		58,366	
		NEW			TANK 4 BOOSTER PUMP(S) UPGRADE	50,000		50,000	
		NEW		M-F	WATER DEPT. TRUCK 1-TON/ RPL 97	40,781		40,781	
		NEW		M-F	REPLACE GENERATOR TO WELL #35 AT FIRE STATION NO.1 / RPL 323	25,727		25,727	
		NEW		M-F	9TH AVE ST FRONTAGE AT HEROES PARK	654,577		22,660	39,660
		NEW			ANNUAL WELL INSPECTION	96,000		16,000	16,000
		NEW		M-F	UTILITY TRUCK FOR USA POSITION	10,750		10,750	
		NEW		M-F	EQUIPMENT FOR CONSTRUCTION INSPECTORS AND USA POSITION	7,500		7,500	
		NEW		M-F	PUBLIC WORKS BUILDING REMODEL	16,003		1,834	14,170
		NEW			WELL 45 ARSENIC TREATMENT	3,000,000			500,000
		NEW		M-F	CHINA ALLEY - UTILITY REPLACEMENT /RECONSTRUCTION	375,000			30,000
					Total 0391 Water	**52,652,928**	**29,392,935**	**2,479,465**	**8,555,272**
0414	**Computer Replacement Reserve**								
		800121			COMPUTER REPLACEMENTS	117,180	33,180	43,000	41,000
		NEW			VXRAIL SERVERS REPLACEMENT AND GENERATOR	250,000		250,000	
					Total 0414 Computer Replacement Reserve	**367,180**	**33,180**	**293,000**	**41,000**
0416	**Bldg Maint**								
		NEW			BUILDING MAINT. TRUCK/ RPL 94	64,329		64,329	
		NEW			(32) 8FT FOLDING TABLES (18) ROUND TABLES FOR CIVIC	17,205		17,205	
		NEW			BUILDING MAINT. TRUCK (EV)/ RPL 303	58,366			58,366
		NEW			(33) 8FT LONG FOLDING TABLES FOR CIVIC	10,708			10,708
					Total 0416 Building Maint	**150,608**	**0**	**81,534**	**69,074**
0417	**Building Reserves**								
		824603			CARNEGIE BUILDING ROOF UNDERLAYMENT REPLACEMENT	45,425	45,425		
		823602	G	M-F	VETERANS BUILDING REHAB	28,350	28,350		
		NEW			FACILITIES MASTER PLAN	310,000		140,000	170,000
		NEW		M-F	LONGFIELD CENTER - REPAINT EXTERIOR	65,160		65,160	
		NEW			ANNUAL FACILITY ADA IMPROVEMENTS	729,120		25,000	130,000
		NEW		M-F	CIVIC AUD - REPLACE RAMP DOORS (2 SETS)	19,080		19,080	
		NEW		M-F	CIVIC AUD - REPLACE CARPET IN EAST WING	18,416		18,416	
		NEW	G	M-F	CARNEGIE BUILDING REHAB	422,800		15,500	331,500
		NEW		M-F	COE PARK - REPAINT EXTERIOR	8,745		8,745	
		NEW			CITY HALL - REPAINT EXTERIOR AND REFINISH DOORS	32,791			32,791
		NEW			TRANSFER ALL CITY FACILITIES TO VALLEY ALARM FIRE	30,000			30,000
		NEW			TRANSFER ALL CITY FACILITIES TO VALLEY ALARM BURGLAR	17,500			17,500
					Total 0417 Building Reserves	**1,727,387**	**73,775**	**291,901**	**711,791**
0447	**Fleet Operations**								
		NEW			FLEET - FUEL DISPENSING CARD READER	150,000		150,000	
		NEW			FLEET SHOP EQUIPMENT	34,491		34,491	
		NEW			FLEET DEPT. VEHICLE/ RPL 329	36,835			36,835
					Total 0447 Fleet Operations	**221,326**	**0**	**184,491**	**36,835**

Fund	Fund Name	Project #			Request Title	Project Total	Historical	FY2026	FY2027
0448	**Fleet Reserve**								
		825301			VACUUM TRUCK (REPL 174)	346,120	346,120		
		825300			BATTALION CHIEF PICKUP (NEW)	80,000	80,000		
		824301			FIRE ENGINE PUMPER/REPL 161	41,344	41,344		
		823304			WATER TRENCH WKR/REPL 320	5,500	2,517	2,983	
		NEW			REFUSE DEPT. AUTOMATED TRUCK/ RPL 141	500,000		500,000	
		NEW			REFUSE DEPT. REAR LOAD TRUCK/ RPL 343	500,000		500,000	
		NEW			REFUSE DEPT. AUTOMATED TRUCK/ RPL 142	500,000		500,000	
		NEW			REFUSE DEPT. AUTOMATED TRUCK/ RPL 144	500,000		500,000	
		NEW		M-F	STREETS DEPT ASPHALT PATCH TRUCK /RPL 135	168,890		168,890	
		NEW		M-F	STREETS DEPT. ROLLER/ RPL 182	56,300		56,300	
		NEW		M-F	WATER DEPT. TRUCK 1-TON/ RPL 97	41,846		41,846	
		NEW		M-F	REPLACE GENERATOR TO WELL #35 AT FIRE STATION NO.1 / RPL 323	23,949		23,949	
		NEW		M-F	AIRPORT TRUCK (EV)/ RPL 63	18,000		18,000	
		NEW		M-F	WWTP TRUCK (EV)/ RPL 334	17,820		17,820	
		NEW		M-F	CITY HALL GENERATOR/ RPL 379, SUPPORTS EOC	12,870			12,870
					Total 0448 Fleet Reserve	**2,812,639**	**469,981**	**2,329,788**	**12,870**
0452	**Aquatics Cap/Eq Repl Res**								
		824617			PLUNGE WATER SLIDE REPAIR	185,000		175,000	5,000
					Total 0452 Aquatics Cap/Eq Repl Res	**185,000**	**0**	**175,000**	**5,000**
					Total Funding Sources	**396,011,148**	**59,098,605**	**37,660,247**	**44,377,903**

ATTACHMENT A

GENERAL FUND - DETAIL OF CHANGES
FY 2027

FUND	ORG	ACCT	ACCT DESCRIPTION	2027 BUDGET	2027 AMENDED BUDGET	ADDITIONAL APPROPRIATION	BUDGET AMENDMENT	NET CHANGE	DETAIL
CITY COUNCIL									
0001	11000000	777000	TRAINING/TRAVEL/MEETING	3,700	7,500	3,800		3,800	Increase for addtl training and conference opportunities for Council Members
0001	11000000	749500	PROF AND SPEC SERVICES	226,000	171,400		(54,600)	(54,600)	Reduce State lobbyist services-Nielsen Merksamer
				229,700	**178,900**	**3,800**	**(54,600)**	**(58,400)**	
CITY MANAGER - CITY CLERK									
0001	11100000	749500	PROF AND SPEC SERVICES	31,800	49,800	18,000		18,000	Strategic planning session for City Council
0001	11100000	701300	PART-TIME EMPLOYEES	-	60,000	60,000		60,000	PT employee to assist with Community Relations
TOTAL				**31,800**	**109,800**	**78,000**	**-**	**78,000**	
HUMAN RESOURCES									
0001	11110000	749500	PROF AND SPEC SERVICES	5,000	61,500	56,500		56,500	Legal prof services to review City Rules & Regulations/Addtl payroll software related services
TOTAL				**5,000**	**61,500**	**56,500**	**-**	**56,500**	
PLANNING OPERATIONS									
0001	14110000	492200	SUBDIVISION & ZONING FEES	(275,000)	(320,000)		(45,000)	(45,000)	
0001	14110000	749500	PROF & SPEC SERVICES	40,000	110,000	70,000		70,000	Increase for on-call consulting and environmental review services- mostly reimbursable, GIS enhancements
0001	14110000	777000	TRAINING/TRAVEL/MEETING	2,500	10,000	7,500		7,500	For addtl planning commissioner & staff travel & training
TOTAL				**(232,500)**	**(200,000)**	**77,500**	**(45,000)**	**32,500**	
CODE COMPLIANCE									
0001	14120000	496400	WEED ABATEMENT FEES	-	(6,800)		(6,800)	(6,800)	
0001	14120000	496700	WEED ABATEMENT ASSESSMENT	-	(5,250)		(5,250)	(5,250)	Xfer of weed abatement to Code Compliance
0001	14120000	741000	FLEET REPLACEMENT RESERVE	8,327	4,696		(3,631)	(3,631)	Reduction to balance deficit of additional appropriation requests
0001	14120000	749500	PROF AND SPEC SERVICES	1,500	4,000	2,500		2,500	GIS enhancements
TOTAL				**9,827**	**(3,354)**	**2,500**	**(15,681)**	**(13,181)**	
POLICE - SUPPORT SERVICE									
0001	15110000	741000	FLEET REPLACEMENT RESERVE	96,165	48,591		(47,574)	(47,574)	Reduction to balance deficit of additional appropriation requests
0001	15110000	749500	PROF AND SPEC SERVICES	116,000	119,000	3,000		3,000	GIS enhancements
TOTAL				**212,165**	**167,591**	**3,000**	**(47,574)**	**(44,574)**	
POLICE - OPERATIONS									
0001	15130000	741000	FLEET REPLACEMENT RESERVE	519,193	291,832		(227,361)	(227,361)	Reduction to balance deficit of additional appropriation requests
0001	15130000	8*	RIFLE REPLACEMENT	125,000	147,210	22,210		22,210	Full program-65 rifles. Cost includes trade-in of current rifles
0001	15130000	8*	DRONE PROGRAM EXPANSION	19,000	-		(19,000)	(19,000)	Defer expansion of drone program to offset rifle costs
TOTAL				**663,193**	**439,042**	**22,210**	**(246,361)**	**(224,151)**	
POLICE - TRAFFIC ENFORCEMENT									
0001	15140000	741000	FLEET REPLACEMENT RESERVE	27,226	15,355		(11,871)	(11,871)	Reduction to balance deficit of additional appropriation requests
TOTAL				**27,226**	**15,355**	**-**	**(11,871)**	**(11,871)**	
POLICE - SCHOOL OFFICER PROGRAM									
0001	15160000	473200	SRO PROGRAM REVENUE	(784,000)	(838,000)		(54,000)	(54,000)	Contract increases to offset increased costs of SRO's for 2026-2027 school year
TOTAL				**(784,000)**	**(838,000)**	**-**	**(54,000)**	**(54,000)**	
POLICE - HART									
0001	15190000	741000	FLEET REPLACEMENT RESERVE	17,512	9,877		(7,635)	(7,635)	Reduction to balance deficit of additional appropriation requests
TOTAL				**17,512**	**9,877**	**-**	**(7,635)**	**(7,635)**	
POLICE - CANINE									
0001	15200000	741000	FLEET REPLACEMENT RESERVE	20,686	11,667		(9,019)	(9,019)	Reduction to balance deficit of additional appropriation requests
0001	15200000	749500	PROF AND SPEC SERVICES	10,000	24,000	14,000		14,000	K9 training services. No longer shared cost with County. Trainers come to Hanford versus staff traveling
TOTAL				**30,686**	**35,667**	**14,000**	**(9,019)**	**4,981**	
FIRE ADMIN/SUPPRESSION									
0001	16100000	543100	FIRE/TRAINING REIM	(20,000)	(48,000)		(28,000)	(28,000)	ISA Reimbursements due to staff initiative to track eligible expenses
0001	16100000	741000	FLEET REPLACEMENT RESERVE	349,348	197,032		(152,316)	(152,316)	Reduction to balance deficit of additional appropriation requests
0001	16100000	741200	EQUIPMENT MAINTENANCE	37,500	53,000	15,500		15,500	SCBA annual maintenance & other repairs
0001	16100000	742100	BLDG CPTL/EQPT REPL RSRVE	-	10,000	10,000		10,000	Establishing Fire Dept contributions to Bldg Reserve
0001	16100000	749500	PROF AND SPEC SERVICES	53,000	60,000	7,000		7,000	GIS enhancements
0001	16100000	777000	TRAINING/TRAVEL/MEETING	33,000	39,000	6,000		6,000	Increase in training costs/more training opportunities for staff
0001	16100000	824009	TRAINING TOWER	-	22,000	22,000		22,000	C-Train training facility next to Station #2
0001	16100000	919900	ALOC-NON-GF	(250,000)	(260,000)		(10,000)	(10,000)	Reimbursement for fire hydrant maint supplies
TOTAL				**202,848**	**73,032**	**60,500**	**(190,316)**	**(129,816)**	

GENERAL FUND - DETAIL OF CHANGES
FY 2027

FUND	ORG	ACCT	ACCT DESCRIPTION	2027 BUDGET	2027 AMENDED BUDGET	ADDITIONAL APPROPRIATION	BUDGET AMENDMENT	NET CHANGE	DETAIL
FIRE PREVENTION									
0001	16110000	494002	LIFE/SAFETY/BLDG INS FEE	(15,000)	-		15,000	15,000	Xfer of inspections and other services to Building Safety
0001	16110000	494003	FIRE PLAN CHECKING FEES	(70,000)	-		70,000	70,000	
0001	16110000	494300	FIRE INSPECTN & OTHR FEES	(230,000)	-		230,000	230,000	
0001	16110000	496400	WEED ABATEMENT FEES	(6,800)	-		6,800	6,800	
0001	16110000	496700	WEED ABATEMENT ASSESSMENT	(5,250)	-		5,250	5,250	
0001	16110000	701000	REGULAR EMPLOYEES	90,000	157,290	67,290		67,290	Deputy Fire Chief
0001	16110000	701300	PART-TIME EMPLOYEES	99,530	65,000		(34,530)	(34,530)	Reduction of PT staff due to xfer of inspections and other services to Building Safety
0001	16110000	701800	INCENTIVE PAY	-	15,729	15,729		15,729	Deputy Fire Chief
0001	16110000	703300	UNIFORM ALLOWANCE	800	1,200	400		400	Deputy Fire Chief
0001	16110000	703400	CELL PHONE ALLOWANCE	-	1,200	1,200		1,200	Deputy Fire Chief
0001	16110000	707110	RETIREMENT	22,610	46,240	23,630		23,630	Deputy Fire Chief
0001	16110000	707149	OTHER PERSONNEL BENEFITS	4,510	3,726		(784)	(784)	Deputy Fire Chief
0001	16110000	749500	PROF AND SPEC SERVICES	40,000	5,000		(35,000)	(35,000)	Reduction due to xfer of inspections and other services to Building Safety
0001	16110000	744000	OFFICE EXPENSE	4,000	3,000		(1,000)	(1,000)	Reduction due to xfer of inspections and other services to Building Safety
0001	16110000	745000	PUBLICATIONS & DUES	4,000	2,500		(1,500)	(1,500)	Reduction due to xfer of inspections and other services to Building Safety
0001	16110000	760000	SPECIAL DEPT EXPENSE	7,500	4,000		(3,500)	(3,500)	Reduction due to xfer of inspections and other services to Building Safety
0001	16110000	7*	FIRE HYDRANT SUPPLIES	-	10,000	10,000		10,000	Fire hydrant maintenance supplies
TOTAL				**(54,100)**	**314,885**	**118,249**	**250,736**	**368,985**	
COMM SERV - ADMIN									
0001	17100000	701300	PART-TIME EMPLOYEES	10,000	27,000	17,000		17,000	Addition of PT Clerical Support for addtl counter coverage for Comm Serv & Rec (approved at mid-year)
TOTAL				**10,000**	**27,000**	**17,000**	**-**	**17,000**	
COMM SERV - SPORTS									
0001	17110000	447130	SOFTBALL CONCESSIONS	(320,000)	(384,000)		(64,000)	(64,000)	Baseball tournament revenue (July-Dec) (concessions & baseball)
0001	17110000	501104	SP-ADULT MISC SPORTS	(500)	(204,500)		(204,000)	(204,000)	Baseball tournament revenue (July-Dec) (concessions & baseball)
0001	17110000	701300	PART-TIME EMPLOYEES	-	286,000	286,000		286,000	Expanded maint requirements of sports fields due to program participation growth, baseball tournaments hosted at YAC
								-	PT sports coordinator & PT Field Monitors
0001	17110000	749500	PROF AND SPEC SERVICES	110,000	5,000		(105,000)	(105,000)	Transition from contract labor to PT staff
0001	17110000	767500	COMPLEX EXPENSES	17,000	60,000	43,000		43,000	Maintenance has increased with 10th Ave & Harris fields
0001	17110000	768000	CONCESSION SUPPLIES	96,000	140,000	44,000		44,000	Concession supplies to increase due to additional tournaments
TOTAL				**(97,500)**	**(97,500)**	**373,000**	**(373,000)**	**-**	
COMM SERV - FACILITIES									
0001	17160000	701300	PART-TIME EMPLOYEES	230,000	258,000	28,000		28,000	Addition of PT Aquatic Tech for the Plunge (approved at mid-year)
TOTAL				**230,000**	**258,000**	**28,000**	**-**	**28,000**	
COMM SERV - YOUTH/ADULT/SPC SERVICES									
0001	17190000	501701	TR-CONTRACTED CLASSES	-	(20,000)		(20,000)	(20,000)	Revenues fom addtl Youth & Senior Programming to offset PT costs
0001	17190000	701300	PART-TIME EMPLOYEES	105,000	125,000	20,000		20,000	PT staff to support the Youth & Senior Programming
0001	17190000	760000	SPECIAL DEPT EXPENSE	14,500	29,500	15,000		15,000	Youth & Senior program supplies
TOTAL				**119,500**	**134,500**	**35,000**	**(20,000)**	**15,000**	
COMM SERV - COM PROM/EVENTS									
0001	17210000	701300	PART-TIME EMPLOYEES	131,000	145,000	14,000		14,000	PT Staff for Winter-Wonderland (historical)
TOTAL				**131,000**	**145,000**	**14,000**	**-**	**14,000**	
PARKS									
0001	17220000	741000	FLEET REPLACEMENT RESERVE	130,686	73,707		(56,979)	(56,979)	Reduction to balance deficit of additional appropriation requests
0001	17220000	755000	OTHER CONTRACTUAL SERVICES	75,000	45,000		(30,000)	(30,000)	No longer leasing Soc-Com, elimination of mowing services
0001	17220000	765000	CHEMICAL AND CHEMICAL SUPP	25,000	20,000		(5,000)	(5,000)	Update based on actuals
0001	17220000	758500	RENTS AND LEASES-SI&G	24,000	-		(24,000)	(24,000)	No longer leasing Soc-Com
0001	17220000	8*	SURVEILLANCE CAMERAS	-	3,334	3,334		3,334	Multi-funded- Camera system at PW Corp Yard
TOTAL				**254,686**	**142,041**	**3,334**	**(115,979)**	**(112,645)**	
UTILITIES & ENGINEERING									
0001	20100000	420200	ENCROACHMENT PERMITS	(19,000)	(85,000)		(66,000)	(66,000)	Fee amount increase
0001	20100000	493700	ENGR/INSPECT FEES-SUBDIV	(225,000)	(370,000)		(145,000)	(145,000)	Increase in surveyor services, mostly reimbursable by developers. Temp addt of engineering inspector
0001	20100000	741000	FLEET REPLACEMENT RESERVE	12,087	6,817		(5,270)	(5,270)	Reduction to balance deficit of additional appropriation requests
0001	20100000	749500	PROF AND SPEC SERVICES	70,000	327,500	257,500		257,500	services due to vacancy, billable to projects. GIS Enhancements
0001	20100000	8*	SURVEILLANCE CAMERAS	-	3,334	3,334		3,334	Multi-funded- Camera system at PW Corp Yard
TOTAL				**(161,913)**	**(117,349)**	**260,834**	**(216,270)**	**44,564**	

ATTACHMENT A

GENERAL FUND - DETAIL OF CHANGES
FY 2027

FUND	ORG	ACCT	ACCT DESCRIPTION	2027 BUDGET	2027 AMENDED BUDGET	ADDITIONAL APPROPRIATION	BUDGET AMENDMENT	NET CHANGE	DETAIL
PW - STREET MAINTENANCE									
0001	20110000	701300	PART-TIME EMPLOYEES	50,000	63,000	13,000		13,000	PT Streets workers to assist during busy season July-December
0001	20110000	741000	FLEET REPLACEMENT RESERVE	228,648	128,957		(99,691)	(99,691)	Reduction to balance deficit of additional appropriation requests
0001	20110000	749500	PROF AND SPEC SERVICES	3,500	6,000	2,500		2,500	GIS enhancements
0001	20110000	760000	SPECIAL DEPT EXPENSE	75,000	145,000	70,000		70,000	Replace lights at intersections City-wide, Street Sweeper dump separation service
0001	20110000	8*	SURVEILLANCE CAMERAS	-	3,334	3,334		3,334	Multi-funded- Camera system at PW Corp Yard
TOTAL				**357,148**	**346,291**	**88,834**	**(99,691)**	**(10,857)**	

Total Requested Appropriations	Budget Amendments	**Total Net (Balanced) Deficit**
1,256,261	(1,256,261)	**-**

ATTACHMENT A

GENERAL FUND - DETAIL OF CHANGES
FY 2027

FUND	ORG	ACCT	ACCT DESCRIPTION	2027 BUDGET	2027 AMENDED BUDGET	ADDITIONAL APPROPRIATION	BUDGET AMENDMENT	NET CHANGE	DETAIL
MEASURE H OPERATIONS									
0010	0010	412000	SALES TAX	(18,523,670)	(16,400,000)		2,123,670	2,123,670	Decrease in projection
TOTAL	**TOTAL**			**(18,523,670)**	**(16,400,000)**	**-**	**2,123,670**	**2,123,670**	
MEASURE H CAPITAL									
0011	0011	826600	MH: PAVEMENT REHABILITATION	3,090,000	966,330		(2,123,670)	(2,123,670)	
TOTAL				**3,090,000**	**966,330**	**-**	**(2,123,670)**	**(2,123,670)**	
						Total Requested Appropriations	Budget Amendments	**Total Net (Balanced) Deficit**	
						-	-	-	

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** PUBLIC HEARING

SUBJECT:
Amended Annexation165: a request to reduce the previous proposed annexation boundary, in order to annex approximately 86.4 acres into the City of Hanford City Limits from the Kings County Jurisdiction. Amended Prezone No. 0013-24: a request to amend the previous prezoning scope, in order to coincide with the amended annexation boundary. The prezone will apply to the properties proposed to be annexed as a R-M Medium-Density Residential (80.95 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with previously approved General Plan Amendment No. 0009-24. The amended project area is located north of Grangeville Boulevard and east of 9 ¼ Avenue. The development site includes two parcels, comprising 83.61 acres (APNs 014-143-069 and 014-143-078). An additional parcel (APN 014-143-022) is also proposed to be annexed and prezoned as part of the project scope.

RECOMMENDATION:

Staff Recommends the City Council

1. Adopt Resolution No. 26-54-R, initiating proceedings for Amended Annexation No. 165 and direct staff to file the appropriate application with the Local Agency Formation Commission (LAFCO) of Kings County.

2. Introduce and waive the first reading of Ordinance No. 26-04, approving Amended Prezone No. 0013-24.

Recommended Motion:

1. I move to adopt Resolution No. 26-54-R, initiating proceedings for Amended Annexation No. 165 and direct staff to file the appropriate application with the Local Agency Formation Commission (LAFCO) of Kings County.

2. I move to introduce and waive the first reading of Ordinance No. 26-04, approving Amended Prezone No. 0013-24.

BACKGROUND:

On January 20, 2026, following a recommendation by the Planning Commission, the City Council approved/certified the following actions:

1. Certification of the Mitigated Negative Declaration No. 2025-73 (SCH# 2024121093) for the

project.

2. Adoption of Resolution No. 25-68-R, initiating proceedings for Annexation No. 165 and direction to staff to file the appropriate application with the Local Agency Formation Commission (LAFCO) of Kings County.

3. Adoption of Resolution No. 25-69-R, approving General Plan Amendment No. 0009-24.

4. Adoption of Ordinance No. 25-13, approving Prezone No. 0013-24. (Adopted on 2nd reading on February 3, 2026)

5. Adoption of Resolution No. 25-70-R, approving Tentative Subdivision No. 0012-24 (TT 945).

6. Adoption of Resolution No. 25-71-R, approving Planned Unit Development No 0037-24.

The original project request included:

Annexation165: a request to annex approximately 141.85 acres into the City of Hanford City Limits from the Kings County Jurisdiction. The annexation area is a combination of the Project Site (83.61 acres) and an area to the north, not proposed to be developed at this time (58.24 acres).

General Plan Amendment No. 0009-24: a request to change the land use designation from a combination of Low- and Medium-Density Residential to Medium-Density Residential (78.16 acres) and Neighborhood Mixed Use (5.45 acres) for 83.61 acres of the project site.

Prezone No. 0013-24: a request to prezone the properties as a R-M Medium-Density Residential (78.16 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with the proposed General Plan Amendment and R-L-5 Low-Density Residential (51.92 acres) and C-N Neighborhood Commercial (6.32 acres), consistent with the General Plan Designation.

Tentative Subdivision Map 00012-24: a request to subdivide 83.61 acres of the annexation area into a 650-unit multi-family (300 units) and single-family (350 units) residential subdivision and a 5.45-acre Neighborhood Mixed Use site with a planned unit development overlay.

Planned Unit Development No. 0037-24: a request to allow various deviations from the regulation of the R-M Medium-Density Residential zone district for the mixed use subdivision, proposed under Tentative Tract 945, including reduced lot size, lot width, lot depth, site area per dwelling unit requirements, setbacks, open space dimensions, and allow removal of the block wall requirement between MX-N Neighborhood Mixed Use and R-M Medium-Density Residential.

Mitigated Negative Declaration No. 2025-73 (SCH #2024121093): a request to certify that the project will have a less than significant adverse impacts on the environment with the incorporation of mitigation measures.

Amended Request

Following forwarding of the annexation application to the Local Agency Formation Commission (LAFCo) of Kings County, the City received a request to amend the original annexation request from the applicant, in order to reduce the area to be annexed into the City.

Amended Annexation165 is a request to reduce the previous proposed annexation boundary, in order to annex approximately 86.4 acres into the City of Hanford City Limits from the Kings County Jurisdiction.

Amended Prezone No. 0013-24 is a request to amend the previous prezoning scope, in order to coincide with the amended annexation boundary. The prezone will apply to the properties proposed to be annexed as a R-M Medium-Density Residential (80.95 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with previously approved General Plan Amendment No. 0009-24.

Background: A portion of the area proposed to be annexed has an approved subdivision map, Tentative Subdivision Map 00012-24, which was a request to subdivide 83.61 acres of the annexation area into a 650-unit multi-family (300 units) and single-family (350 units) residential subdivision and a 5.45-acre Neighborhood Mixed Use site. The subdivision has an approved planned unit development overlay, Planned Unit Development No. 0037-24, which was a request to allow various deviations from the regulation of the R-M Medium-Density Residential zone district for the residential subdivision, including reduced lot size, lot width, lot depth, setbacks, and increased driveway paved surface allowance.

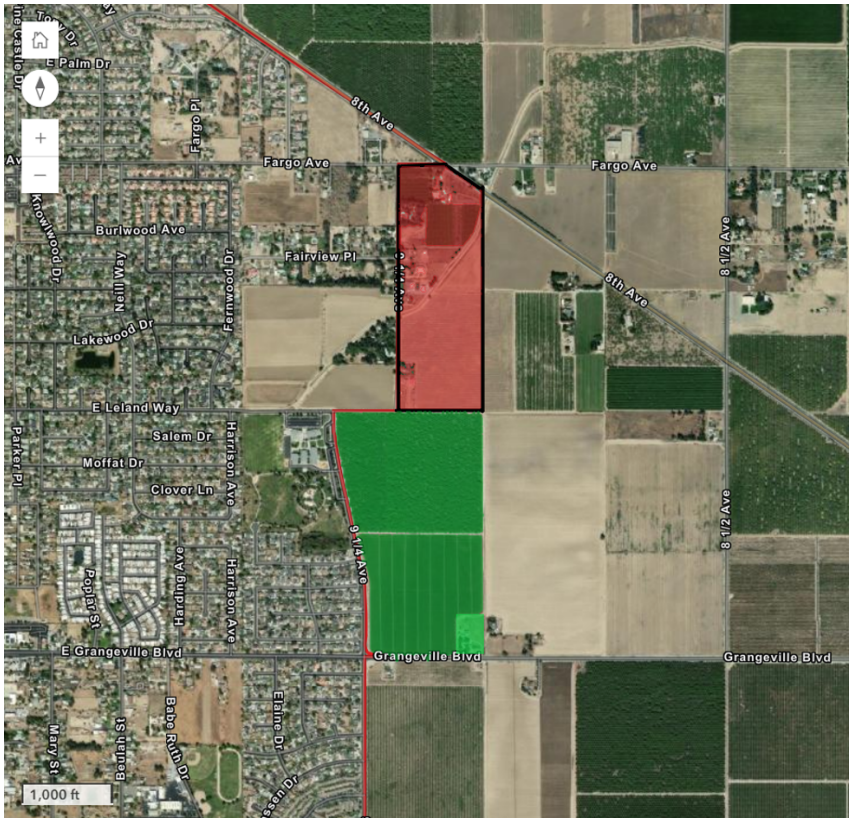
A Mitigated Negative Declaration was certified for the project (SCH # 2024121093). A Mitigation Monitoring and Reporting Program was required, and a Notice of Determination was filed for the project on January 28, 2026.

Location of Project: The amended project area is located north of Grangeville Boulevard and east of 9 ¼ Avenue. The development site includes two parcels, comprising 83.61 acres (APNs 014-143-069 and 014-143-078). An additional parcel (APN 014-143-022) is also proposed to be annexed and prezoned as part of the project scope.

Figure 1:
Project Location

The former additional annexation area boundary, encompassing 58.24 acres (APNs 014-143-022, 014-830-011, 014-830-010, 014-830-013, 014-830-014, 014-830-015, 014-830-016, 014-830-017, 014-830-018), has been removed from the annexation and prezone request and is proposed to remain within the Kings County Jurisdiction and Kings County's zoning designation.

Figure 2:
Parcels Excluded vs. Included in Annexation
(Parcels removed from original annexation request shown in red; parcels proposed to be annexed shown in green)

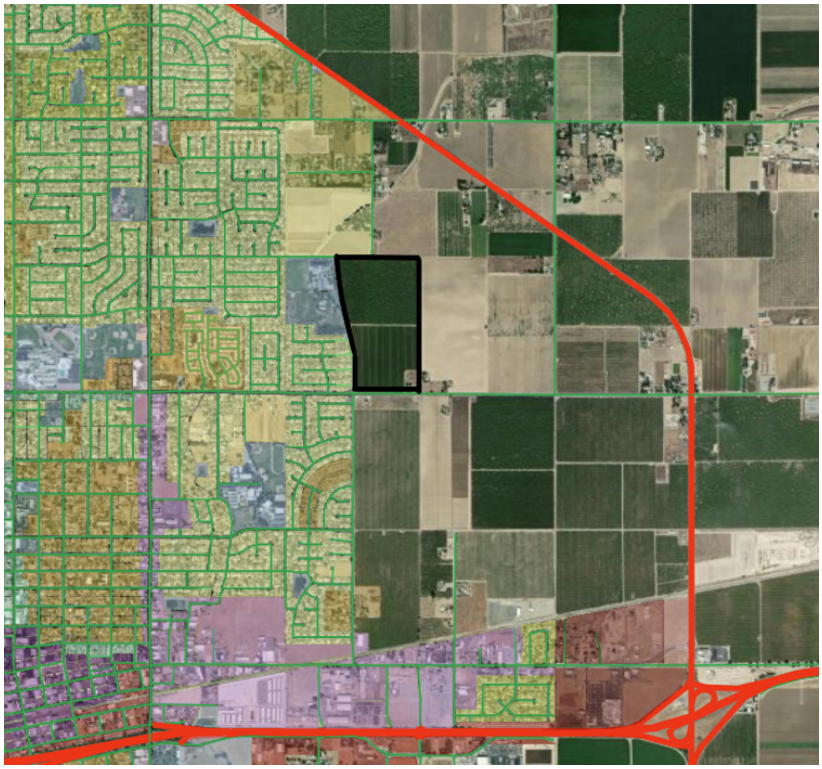


PROJECT DESCRIPTION

Amended Annexation 165

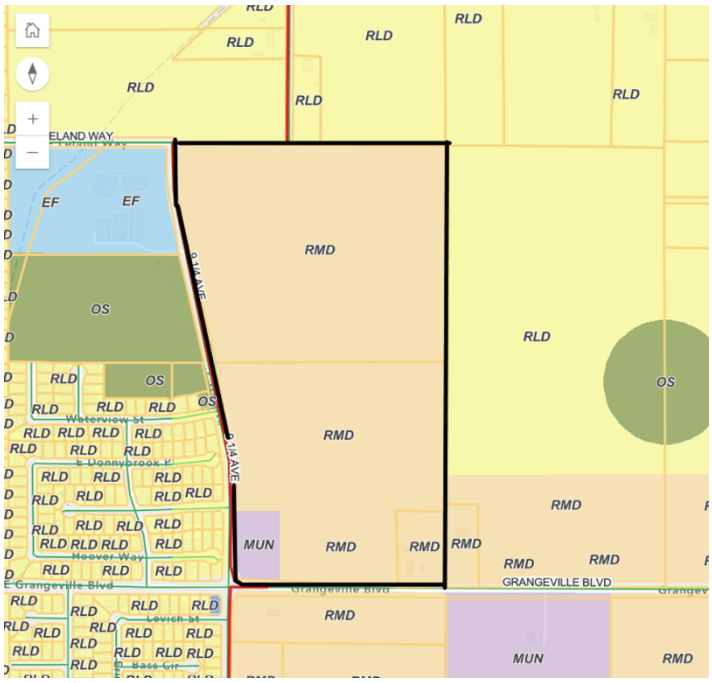
Amended Annexation 165 is a request to annex approximately 86.4 acres into the City of Hanford City Limits from the Kings County Jurisdiction. The annexation area is a combination of the Project Site (83.61 acres) and an area to the east, not proposed to be developed at this time (3.04 acres). See Figure 3 and **Attachment 1.**

Figure 3:
Amended Annexation Area (shown in bold)



General Plan Designation
General Plan Amendment No. 0009-24 was approved in January for the project area. General Plan Amendment No. 0009-24 was a request to change the land use designation from a combination of Low- and Medium-Density Residential to Medium-Density Residential (78.16 acres) and Neighborhood Mixed Use (5.45 acres) for 83.61 acres of the project site.

Figure 4: General Plan Designation
(as approved by General Plan Amendment No. 0009-24)

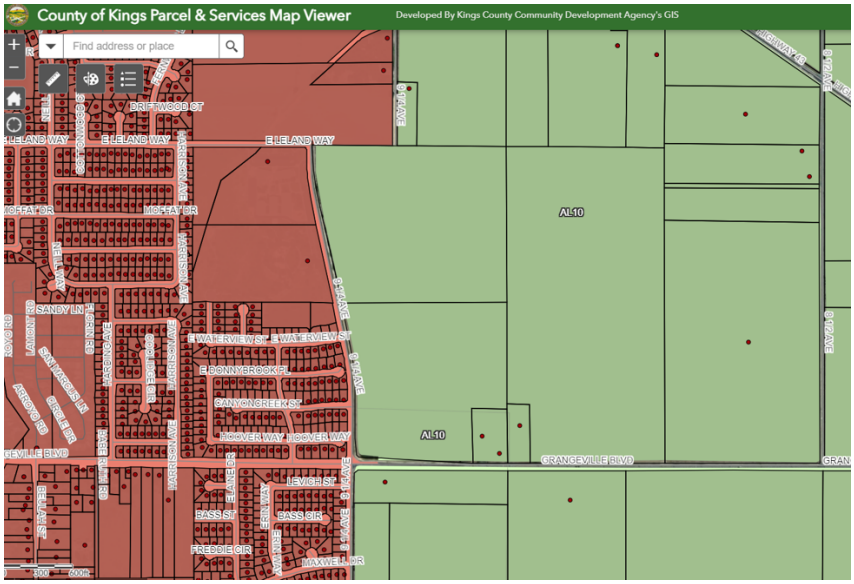


Zoning

Current

The property is currently in the Kings County Jurisdiction and zoned AL-10 Limited Agriculture.

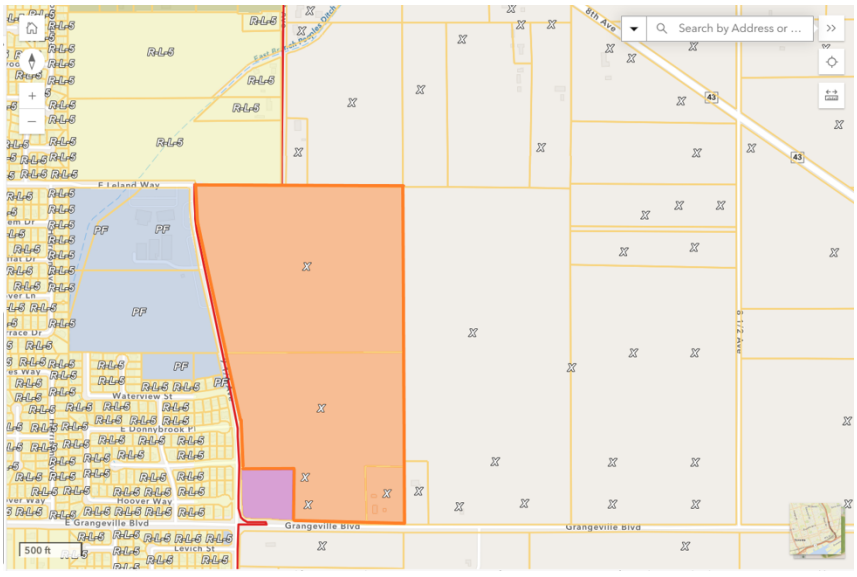
Figure 5: Kings County Zoning
AL-10



Amended Prezone No. 0013-24

Amended Prezone No. 0013-24 is a request to amend the previous prezoning scope, in order to coincide with the amended annexation boundary. The prezone will apply to the properties proposed to be annexed as a R-M Medium-Density Residential (80.95 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with previously approved General Plan Amendment No. 0009-24.

Figure 6: Amended Prezone No. 0013-24
(R-M Medium Density Residential and MX-N Neighborhood Mised Use)



Existing Land Use

The annexation area includes two parcels formerly utilized for agriculture and one large lot single-family residence.

Approved Entitlements:

Tentative Subdivision Map 00012-24 (TT 945) was approved for the project site. Tentative Tract 945 was a request to subdivide 83.61 acres of the annexation area into a 650-unit multi-family (300 units) and single-family (350 units) residential subdivision and a 5.45-acre Neighborhood Mixed Use site with a planned unit development overlay.
Planned Unit Development No. 0037-24 was also approved for the project site and was a request to allow various deviations from the regulation of the R-M Medium-Density Residential zone district for the mixed use subdivision, proposed under Tentative Tract 945, including reduced lot size, lot width, lot depth, site area per dwelling unit requirements, setbacks, open space dimensions, and allow removal of the block wall requirement between MX-N Neighborhood Mixed Use and R-M Medium-Density Residential.

Tentative Tract 00012-24 (TT 945) is attached for reference – **Attachment 2.**

Planning Commission Action

The amended annexation and prezone request were presented to the Planning Commission on Tuesday, July 28, 2026 during a public hearing item.

1 person spoke in favor of the project

0 person(s) spoke in opposition

The Planning Commission reviewed the project for consistency with the General Plan and voted 5-0 to find the proposed Annexation No. 165 (as amended) consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 165 (as amended) to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

The Planning Commission also voted 5-0 to adopt Resolution No. 2026-13, recommending approval of Amended Prezone No. 0013-24 to the City Council.

PROJECT EVALUATION

Amended Annexation No. 165

Amended Annexation 165 is a request to annex approximately 86.4 acres into the City of Hanford City Limits from the Kings County Jurisdiction. The annexation area is a combination of the Project Site (83.61 acres) and an area to the east, not proposed to be developed at this time (3.04 acres). See Figure 3 and **Attachment 1.**

Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool, by

limiting annexation to only the land that is needed for growth at the time.

The Hanford Planning Commission reviewed the proposed annexation at their meeting on July 28, 2026, and made a finding of consistency with the Hanford General Plan. The Planning Commission found Annexation 165 (as amended) is consistent with the Hanford General Plan Policy L15 and L17.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

   Analysis: The property proposed to be annexed is within the City's Primary Sphere of Influence, as shown in **Attachment 3.**

2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed or will be adequate at the time that development occurs.

   Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage – see **Attachment 4.**

   Fire and Police

   Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

   School

   Since the proposed area proposed to be annexed will be developed, as shown in approved Tentative Tract 945, which includes the addition of 650 residential units, the number of students in the school district will increase. The residential development project's developer will pay school development impact fees to the school districts at the time of building permit issuance in compliance with Education Code Section 17620 and Government Code Section 65995 et. Seq. These fees are used to construct new or expanded school facilities.

   The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area.

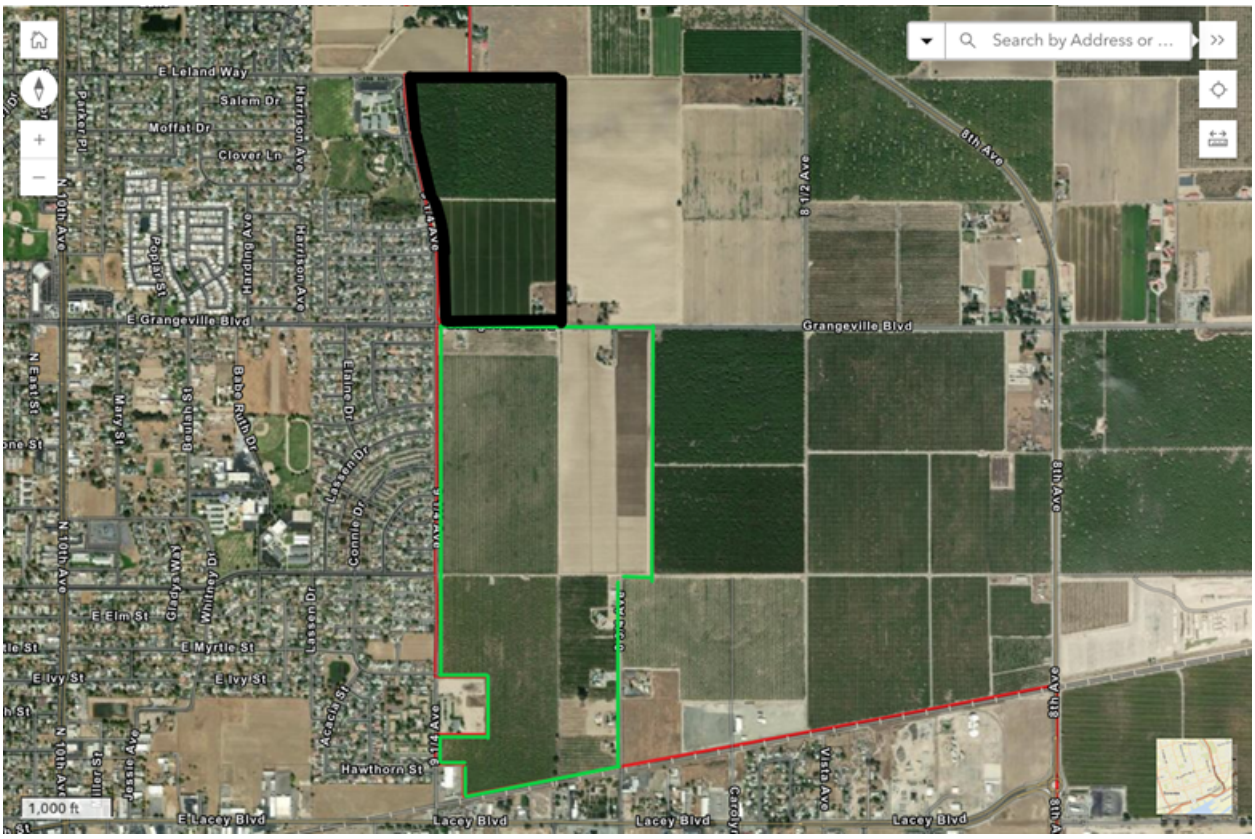
3. Land for development within the City limits is insufficient to meet the current land use needs.

   Analysis: The applicant proposes the development of an 83.61-acre development in the north-east planning area. Available land for new development within the City limits is limited. Within the existing City limits, the majority of the property available for residential development has been developed or has been entitled. The proposal is considered implementation of the General Plan.

4. The territory to be annexed is contiguous to existing developed areas.

   Analysis: The territory to be annexed is directly contiguous to the current City limits to the north (portion) and west. One annexation is in progress south of the project site – shown in green.

Figure 7: Annexation in Progress



Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: A Plan for Services is attached **(Attachment 4)**.

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

1. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

   Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as a combination of Medium-Density Residential and Neighborhood Mixed Use. This area has been considered for urban development by the General Plan and is necessary to accommodate growth within the City of Hanford.

2. The proposed annexation conforms to the adopted General Plan.

   Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as a combination of Medium-Density Residential and Neighborhood Mixed Use. This area has been considered for urban development by the General Plan and is necessary to accommodate growth within the City of Hanford. APN 014-143-078 and 014-143-069 of the annexation area are proposed to be developed as shown in Tentative Tract 945. Tentative Tract 945 proposes the development of 650 residential units (350 single-family and 300 multi-family), as well as 5.45 acres of commercial development. The development is consistent with the General Plan.

   The annexation is consistent with the General Plan Section 3.2.4, which states, “Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services.” The annexation area is also consistent with Policy L15 and L17 of the General Plan, as analyzed above.

3. The proposed area is consistent with the sphere of influence.

   Analysis: The property proposed to be annexed is within the City’s Primary Sphere of Influence, as shown in **Attachment 3.**

4. The proposed annexation comes with 100% consent of all landowners.

   Analysis: The annexation area, as amended, comes with consent of all property owners - Consent to Annex form - **Attachment 6.**

FINDINGS FOR APPROVAL

Annexation No. 165

The Hanford Planning Commission reviewed the proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council, finding Amended Annexation 165 consistent with the Hanford General Plan Policy L15 and L17. (as described in the evaluation above)

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

The factors of annexation pertinent to Amended Annexation 165 appear in the evaluation above.

Amended Prezone No. 0013-24
In accordance with HMC Section 17.86.030, before a zone change may be approved, all of the following findings shall be made by the reviewing authority:

1. 1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.
2.

   Analysis: That Amended Prezone No. 0013-24 is internally consistent with the goals, objectives, and policies of the General Plan, including Medium-Density Residential Policies L34 – L37 and Neighborhood Mixed Use policies L60 – L64, and Annexation Policies L15 and L17. The development proposed in the annexation area, under Tentative Tract 945, conforms with the regulations pertaining to the R-M Medium-Density Residential zone district and MX-N Neighborhood Mixed Use zone district, except where expressly modified under Planned Unit Development No. 0037-24.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community.

   ANALYSIS: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program for Mitigated Negative Declaration No. 2025-73, for which a Notice of Determination was filed.

3. 3. That the amendment would maintain the appropriate balance of land uses within the City.
4.

   Analysis: That job-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the

General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a job-rich area.

The project conforms to the General Plan, as amended through General Plan Amendment No. 0009-24, which proposed the up-zoning of approximately 72.92 acres of Low-Density Residential to Medium-Density Residential and the addition of a 5.45-acre Neighborhood Mixed Use site. The site will increase both housing opportunity and commercial activity, thus maintaining an appropriate balance of land uses within the City.

4. 4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.
5.

Analysis: That the anticipated land uses on the subject site include one large-lot single family residence, small lot single-family residences, duplexes, low-rise apartments, and neighborhood commercial uses, as proposed under Tentative Tract 945. The anticipated land uses for the annexation area include medium-density residential and mixed-use development. The anticipated land uses are compatible with the surrounding land uses and planned land uses in the area, which include agricultural land, a future regional park, single-family and multi-family residential.

ENVIRONMENTAL ASSESSMENT

The original project's scope was evaluated in an initial study, in accordance with the California Environmental Quality Act (CEQA). The Initial Study analyzed the project's potential impacts on

Aesthetics
Agriculture and Forest Resources
Air Quality
Biological Resources
Cultural Resources
Energy
Geology and Soils
Greenhouse Gas Emissions
Hazards and Hazardous Materials
Hydrology and Water Quality
Land Use and Planning
Mineral Resources
Noise
Population and Housing
Public Services
Parks and Recreation
Transportation
Tribal Cultural Resources
Utilities and Service Systems
Wildfire

Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2025-73 was certified by the City Council on January 20, 2026. A Notice of Determination was filed for the project – **Attachment 5.**

The Mitigated Negative Declaration and associated documents can be viewed on CEQAnet: https://ceqanet.lci.ca.gov/2024121093/2

The environmental document covers the entire project boundary and development; therefore, additional environmental review is not required.

PUBLIC COMMENTS

Notice of Public Hearing for the amended project was published in the Hanford Sentinel and mailed to property owners within 300 ft. of the project site on July 8, 2026 and again on July 22, 2026. The Community Development Department has not received comments on the projects as of the date of preparation of this report.

FISCAL IMPACT:

The project will not create a fiscal impact associated with the annexation or prezone request.

ATTACHMENTS:

1. Resolution 26-54-R (Annexation)
2. Ordinance 04-26 (Prezone)
3. Annexation 165 (reduced scope)
4. Tentative Tract 945
5. Sphere of Influence
6. Plan for Services - Annexation 165
7. Notice of Determination 2025-73
8. Consent to Annex

RESOLUTION NO. 26-54-R

A RESOLUTION OF APPLICATION BY THE CITY OF HANFORD REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR AMENDED ANNEXATION NO. 165, A REQUEST TO ANNEX APPROXIMATELY 86.4 ACRES INTO THE CITY OF HANFORD CITY LIMITS FROM THE KINGS COUNTY JURISDICTION. THE PROJECT IS LOCATED NORTH OF GRANGEVILLE BOULEVARD AND EAST OF 9 ¼ AVENUE. (APNS 014-143-069, 014-143-078, 014-143-022)

RESOLVED by the City Council of the City of Hanford on August 4, 2026, that

WHEREAS, the City of Hanford desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Reorganization Act of 2000, Division 3, commencing with Section 5600 of the California Government Code, an affected City, as defined therein, may by resolution adopted by its legislative body make a proposal for a change of organization and request initiation of proceedings thereon; and

WHEREAS, notice of intent to adopt this resolution of application has been given, and this Council has conducted a public hearing based upon this notification; and

WHEREAS, the principal reasons for the proposed annexation are as follows:

1. The land will be within the Primary Sphere of Influence.
2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.
3. Land for development within the City limits is insufficient to meet the current land use needs.
4. The territory to be annexed is contiguous to existing developed areas.

WHEREAS, the following agency would be affected by the proposed jurisdictional changes:

Agency	**Nature of Change**
City of Hanford	Annexation

WHEREAS, the territory proposed to be annexed is uninhabited, and a map and description of the boundaries of the territory are attached hereto as **Exhibits A** (annexation map) and **B** (legal description) and by this reference incorporated herein, and,

WHEREAS, the proposal is consistent with the General Plan of the City of Hanford; and

WHEREAS, it is desired to provide that the proposed annexation be subject to the following terms and conditions:

1. That the annexation area be prezoned a combination of R-M Medium-Density Residential (78.16 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with the General Plan, as amended through Amendment 0009-24.

2. That the Williamson Act contract for APN 014-143-078 be cancelled upon annexation into the City limits.

WHEREAS, this proposal will be consistent with the spheres of influence for all agencies which would be affected by the annexation; and

WHEREAS, The Council certified that an Initial Study was prepared for the project, consistent with the California Environmental Quality Act; and

WHEREAS, on January 20, 2026, the City Council determined that the project would not result in significant impacts to the environment with the incorporation of mitigation measures and Mitigated Negative Declaration No. 2025-73 (SCH #2024121093) was certified and mitigations measures required, as included in the Mitigation Monitoring and Reporting Program, shown in **Exhibit C.**

NOW, THEREFORE, BE IT RESOLVED, this Resolution of Application is hereby adopted and approved by the City Council of the City of Hanford and the Local Agency Formation Commission of Kings County is hereby requested to take proceedings of the annexation of territory as authorized in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

NOW, THEREFORE, BE IT RESOLVED, this Resolution of Application is hereby adopted and approved by the City Council of the City of Hanford and the Local Agency Formation Commission of Kings County is hereby requested to take proceedings of the annexation of territory as authorized in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 4th day of August 2026 by the following vote:

AYES: Council Member _____

_____

_____

_____

_____

NOES: Council Member _____

ABSTAIN: Council Member _____

ABSENT: Council Member _____

_____

MAYOR

STATE OF CALIFORNIA)
COUNTY OF KINGS)
CITY OF HANFORD) SS

I, **Natalie Corral,** City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 4th day of August 2026.

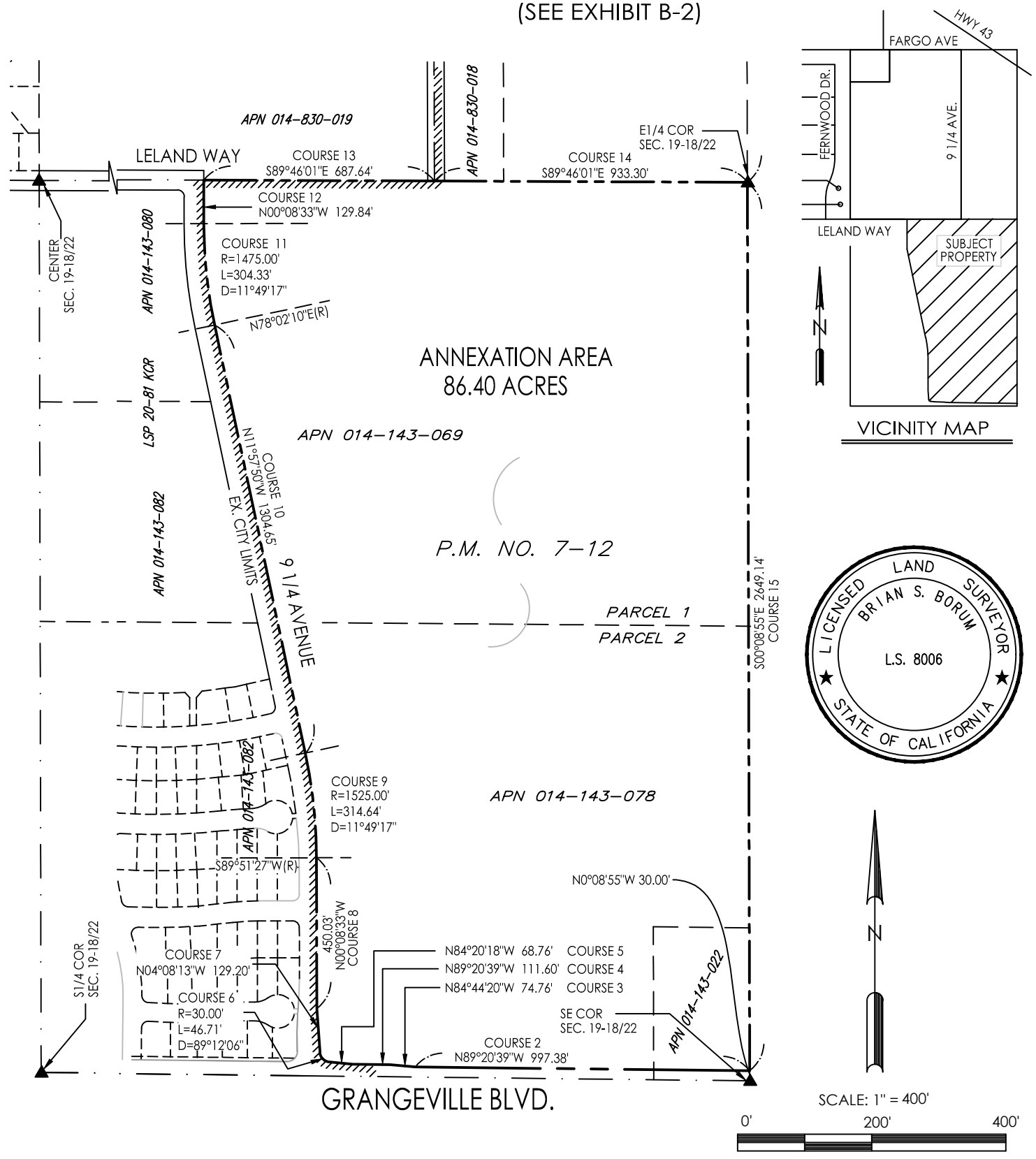
Dated: _____

_____

City Clerk

Exhibit A

Annexation Map



DATE:	7-2-26
DRAWN:	BM
CHECKED:	BB
PROJECT:	24186

EXHIBIT B-1
CITY OF HANFORD
ANNEXATION NO. 2025 - _____
ANNEXATION TO THE CITY OF HANFORD

//BLS
Borum Land Surveying Inc.
www.borumlandsurveying.com
810 W. ACEQUIA ST.
VISALIA, CA 93291

Exhibit B

Legal Description

Exhibit A
Geographic Description
City of Hanford

Annexation 2025-____

Annexation to the City of Hanford

That portion of the East Half of the Southeast quarter of Section 19, Township 18 South, Range 22 East, Mount Diablo Meridian in the County of Kings, State of California, described as follows:

Commencing at the Southeast quarter of said Section 19;

Course 1: Thence North 00˚08'55" West, along the East line of said Southeast quarter, 30.00 feet to the **TRUE POINT OF BEGINNING**;

Course 2: Thence N89°20’39”W along said North right of way line a distance of 997.38 feet, thence continuing along said North right of way the following courses;

Course 3: Thence N84°44’20”W a distance of 74.76;

Course 4: Thence N89°20’39”W a distance of 110.60 feet;

Course 5: Thence N84°20’18”W a distance of 68.76 feet to the termination of said North right of way line and the beginning of a tangent curve concave Northeasterly with a radius of 30 feet and a central angle of 89°12’06”;

Course 6: Thence northerly along said curve a distance of 46.71 feet;

Course 7: Thence N04°08’13”W along the Easterly right of way of 9 ¼ Ave a distance of 129.20 feet thence continuing along said Easterly right of way the following courses;

Course 8: Thence N00°08’33”W a distance of 450.03 feet to a tangent curve concave Westerly with a radius of 1525 feet and a central angle of 11°49’17”;

Course 9: Thence northerly along said curve a distance of 314.64 feet;

Course 10: Thence N11°57’50”W a distance of 1304.65 feet to the beginning of a tangent curve concave easterly with a radius of 1475.00 feet and a central angle of 11°49’17”;

Course 11: Thence northerly along said curve a distance of 304.33 feet;

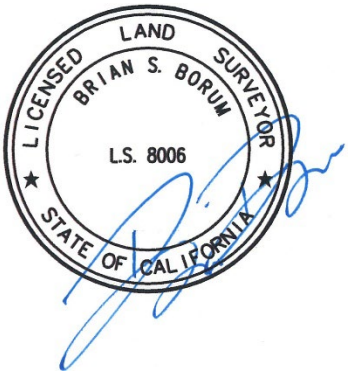
Course 12: Thence N00°08’33”W a distance of 129.84 feet to a point on the North line of the Southeast quarter of said Section 19 and the termination of said easterly right of way of 9 ¼ Ave.;

Course 13: Thence S89°46’01”E along the North line of said Southeast quarter a distance of 687.64 feet to the centerline of 9 ¼ Ave.;

Course 14: Thence S89°46’01”E along the North line of said Southeast quarter a distance of 933.30 feet to the centerline of 9 ¼ Ave. also being the East line of said Southeast quarter;

Course 15: Thence South 00˚08'55" East along the East line of said Southeast quarter, 2649.14 feet to the **TRUE POINT OF BEGINNING**.

Containing 86.40 acres, more or less.



Parcel Map Check Report

Client:	**Prepared by:**
Client	Preparer
Client Company	Your Company Name
Address 1	123 Main Street

Date: 7/2/2026 10:17:50 AM

Parcel Name: ANNEX
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:989.28'	East:27,335.19'

Segment# 1: Line

Course: S0° 08' 55"E	Length: 2,649.139'
North: -1,659.85'	East: 27,342.07'

Segment# 2: Line

Course: N89° 20' 39"W	Length: 997.379'
North: -1,648.44'	East: 26,344.75'

Segment# 3: Line

Course: N84° 44' 20"W	Length: 74.760'
North: -1,641.58'	East: 26,270.31'

Segment# 4: Line

Course: N89° 20' 40"W	Length: 111.598'
North: -1,640.30'	East: 26,158.72'

Segment# 5: Line

Course: N84° 20' 16"W	Length: 68.762'
North: -1,633.52'	East: 26,090.29'

Segment# 6: Curve

Length: 46.706'	Radius: 30.000'
Delta: 89°12'06"	Tangent: 29.585'
Chord: 42.130'	Course: N44° 44' 36"W

Course In: N0° 39' 21"E
Course Out: S89° 51' 27"W
RP North: -1,603.52'
East: 26,090.63'
End North: -1,603.60'
East: 26,060.63'

Segment# 7: Line
Course: N4° 08' 13"W
Length: 129.199'
North: -1,474.73'
East: 26,051.31'

Segment# 8: Line
Course: N0° 08' 33"W
Length: 450.030'
North: -1,024.70'
East: 26,050.19'

Segment# 9: Curve
Length: 314.641'
Radius: 1,525.000'
Delta: 11°49'17"
Tangent: 157.881'
Chord: 314.084'
Course: N6° 03' 11"W
Course In: S89° 51' 27"W
Course Out: N78° 02' 10"E
RP North: -1,028.50'
East: 24,525.20'
End North: -712.37'
East: 26,017.07'

Segment# 10: Line
Course: N11° 57' 50"W
Length: 1,304.651'
North: 563.94'
East: 25,746.63'

Segment# 11: Curve
Length: 304.325'
Radius: 1,475.000'
Delta: 11°49'17"
Tangent: 152.705'
Chord: 303.786'
Course: N6° 03' 11"W
Course In: N78° 02' 10"E
Course Out: S89° 51' 27"W
RP North: 869.70'
East: 27,189.59'
End North: 866.03'
East: 25,714.59'

Segment# 12: Line
Course: N0° 08' 33"W
Length: 129.840'
North: 995.87'
East: 25,714.27'

Segment# 13: Line
Course: S89° 46' 01"E
Length: 687.641'

North: 993.07'
East: 26,401.90'

Segment# 14: Line
Course: S89° 46' 01"E
Length: 933.302'
North: 989.28'
East: 27,335.20'

Perimeter: 8,201.974'
Area: 3,763,395.18Sq.Ft.
Error Closure: 0.00
Course: S72° 09' 37"E
Error North : -0.001
East: 0.002

Precision 1: 8,201,973,000.000

Exhibit C

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Project in order to monitor the implementation of the mitigation measures that have been adopted for the Project. This Mitigation Monitoring and Reporting Program (MMRP) has been created based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Copper Ridge Subdivision proposed by Quest Equity LLC in the City of Hanford.

The first column of the table identifies the mitigation measure. The second column names the party responsible for carrying out the required action. The third column, "Timing of Mitigation Measure" identifies the time the mitigation measure should be initiated. The fourth column, "Responsible Party forMonitoring," names the party ensuring that the mitigation measure is implemented. The last column willbe used by the City of Hanford to ensure that the individual mitigation measures have been monitored.

Plan checking and verification of mitigation compliance shall be the responsibility of the City of Hanford.

MITIGATION MEASURE	RESPONSIBLE PARTY FOR IMPLEMENTATION	IMPLEMENTATION TIMING	RESPONSIBLE PARTY FOR MONITORING	VERIFICATION
Biological Resources				
Mitigation Measure BIO 1 (Construction Timing). If feasible, future construction activities will take place entirely outside of the avian nesting season, defined as February 1 to August 31.	Applicant Developer Builder	Ongoing	City of Hanford	
Mitigation Measure BIO 2 (Preconstruction Surveys). If construction must occur between February 1 and August 31, a qualified biologist will conduct surveys for active bird nests within 7 days prior to the start of work during this period. The survey area will encompass the site and accessible surrounding lands within ¼ mile for nesting Swainson's hawks, 500 feet for other nesting raptors, 300 feet for the tricolored blackbird, and 250 feet for	Applicant Developer Builder	7 days prior to construction	City of Hanford	

other nesting birds.				
Mitigation Measure BIO 3 (Avoidance of Active Nests). Should any active nests be discovered in or near proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing and will be maintained until the biologist has determined that the young have fledged and are capable of foraging independently.	Applicant Developer Builder	Ongoing	City of Hanford	
Cultural Resources				
Mitigation Measure CUL-1: In the event of accidental discovery of unidentified archaeological remains during development or ground disturbing activities in the Project area, all work shall be halted in immediate vicinity (within a 100-foot radius) until a qualified archaeologist can identify the discovery and assess its significance.	Applicant/ Construction Contractor	Ongoing during construction	City of Hanford	
Mitigation Measure CUL 2: If human remains are uncovered during construction, work shall be halted, and the Kings County Coroner is to be notified to investigate the remains and arrange proper treatment and disposition. If the remains	Applicant/ Construction Contractor	Ongoing during construction	City of Hanford	

are identified on the basis of archaeological context, age, cultural associations, or biological traits to be those of a Native American, California Health and Safety Code 7050.5 and California Public Resources Code 5097.98 require that the coroner notify the Native American Heritage Commission (NAHC) within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent who will make recommendations regarding the treatment and disposition of the remains.				
Mitigation Measure CUL 3 A burial Treatment Plan shall be entered into by the Project applicant/property owner prior to any ground disturbing activities.	Applicant Construction Contractor	Prior to ground disturbing activities	City of Hanford	

ORDINANCE NO. 26-04

AMENDED PREZONE NO. 0013-24

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING CERTAIN PROPERTY ADJACENT TO THE CITY OF HANFORD FROM COUNTY ZONING AL-10 LIMITED AGRICULTURE TO A COMBINATION OF R-M MEDIUM-DENSITY RESIDENTIAL (78.16 ACRES) AND MX-N NEIGHBORHOOD MIXED USE (5.45 ACRES), CONSISTENT WITH THE GENERAL PLAN, AS AMENDED BY GENERAL PLAN AMENDMENT 0009-24

The City Council of the City of Hanford does ordain as follows:

Section 1: The following described territory situated in the City of Hanford is hereby prezoned under the terms of Chapter 17.86 of the Hanford Municipal Code:

Amended Annexation 165 filed by N&M Tulare, LLC

FROM: County zoning of AL-10 Limited Agriculture

TO: City zoning R-M Medium-Density Residential (78.16 acres) and MX-N Neighborhood Mixed Use (5.45 acres), as shown in **Exhibit A**

On property described in **Exhibit B,** containing approximately 86.4 acres, as depicted in attached **Exhibit C**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council certified Mitigated Negative Declaration No. 2025-73 on January 20, 2026 for the project, in conformance with the California Environmental Quality Act. The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 4th day of August 2026 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

Section 3: This Ordinance shall take effect thirty (30) days after its passage, and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage, and the zoning will apply to such property in the event of subsequent annexation to the City under the provisions of Section 65859 of the Government Code.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the ____ day of _____, by the following roll call vote:

APPROVED

_____

ATTEST: **MAYOR** of the City of Hanford

_____

Natalie Corral
CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

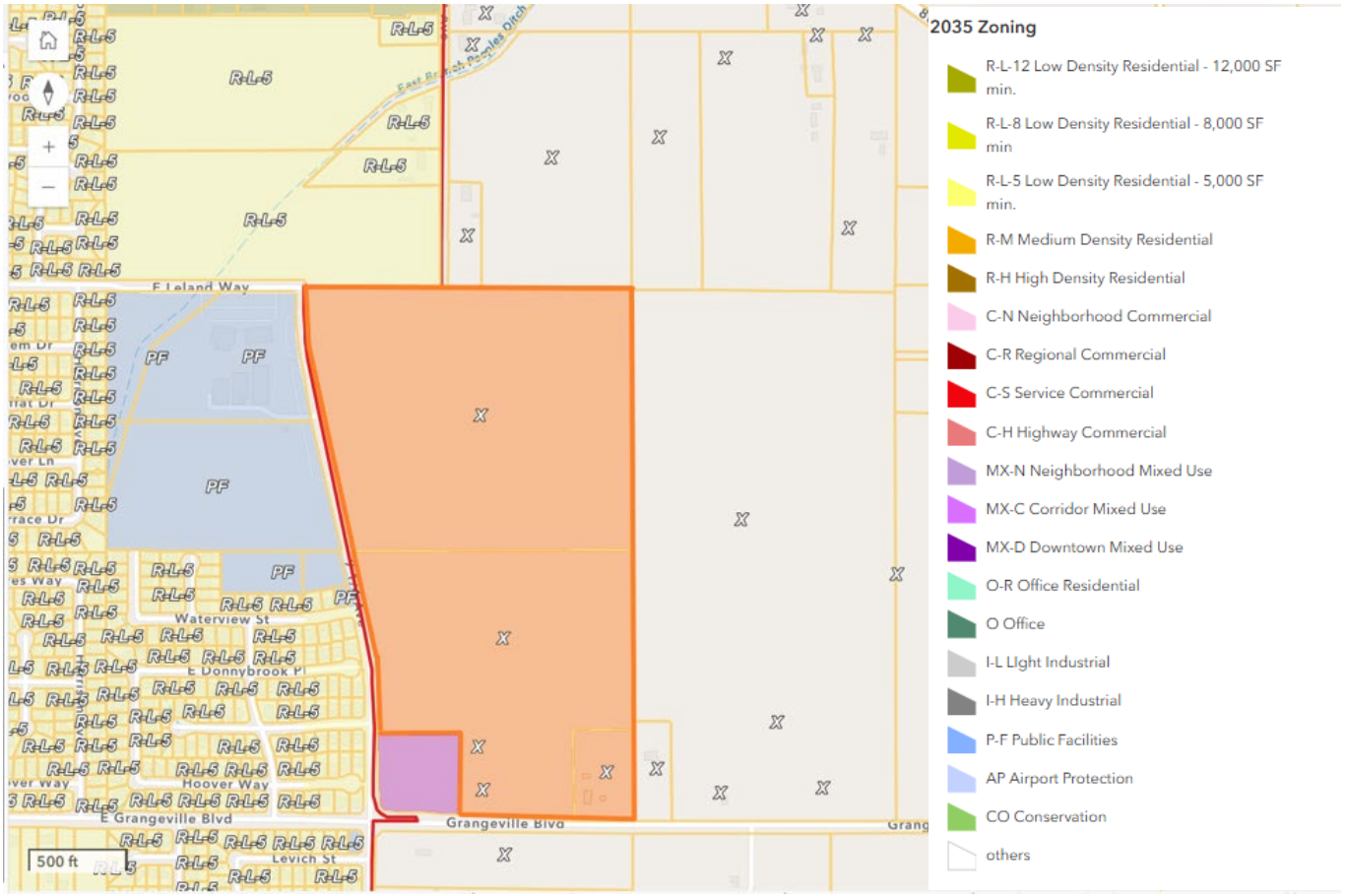
I, NATALIE CORRAL, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 4th day of August, 2026 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2026.

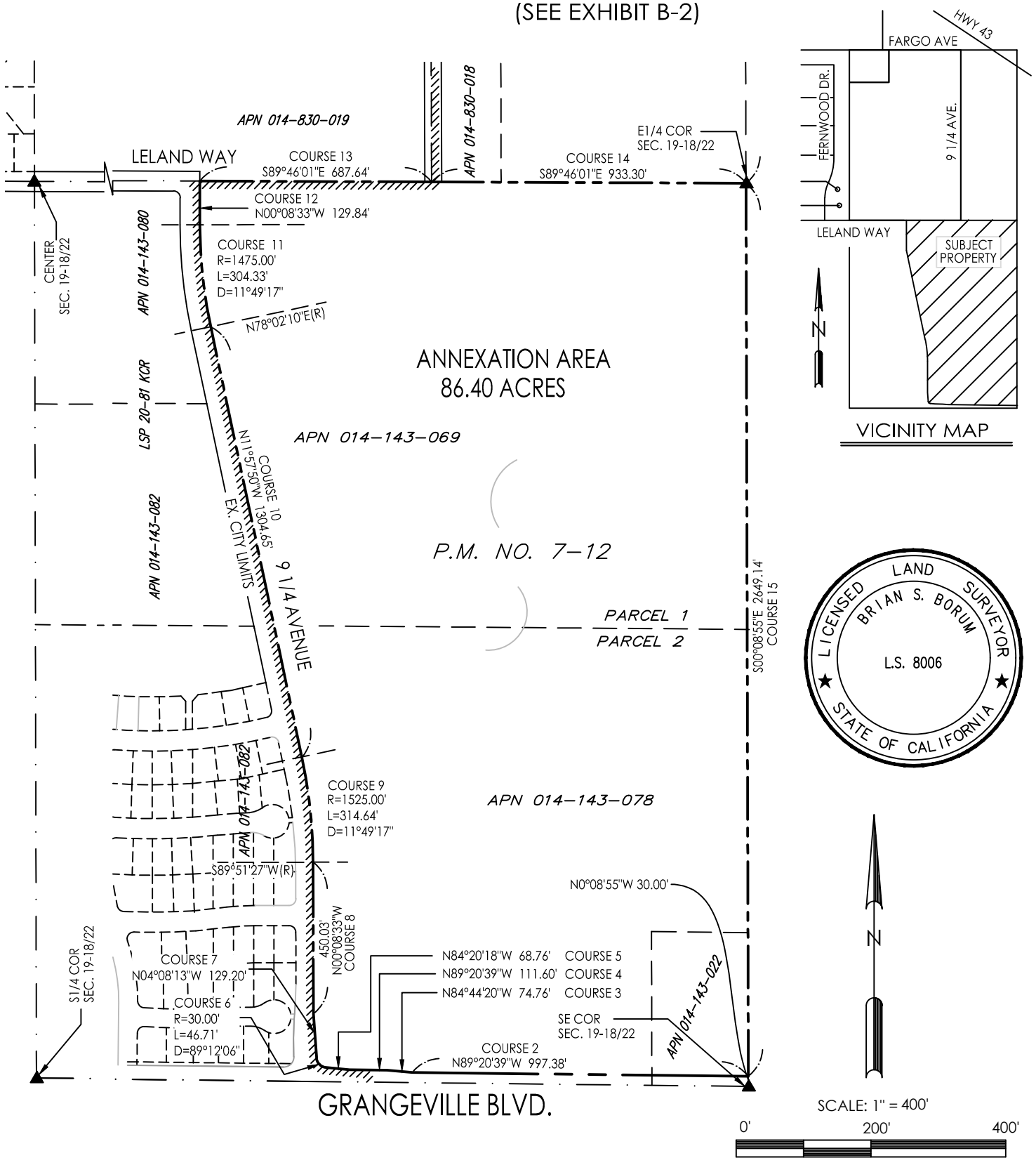
Dated: _____ _____

Natalie Corral
City Clerk

Exhibit A
Prezone No. 0013-24

A request to prezone the properties as a R-M Medium-Density Residential (78.16 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with the General Plan, as amended by General Plan Amendment 0009-24





DATE:	7-2-26
DRAWN:	BM
CHECKED:	BB
PROJECT:	24186

EXHIBIT B-1
CITY OF HANFORD
ANNEXATION NO. 2025 - _____
ANNEXATION TO THE CITY OF HANFORD

Borum Land Surveying Inc.
www.borumlandsurveying.com
810 W. ACEQUIA ST.
VISALIA, CA 93291

Exhibit C
Geographic Description
City of Hanford

Annexation 2025-____

Annexation to the City of Hanford

That portion of the East Half of the Southeast quarter of Section 19, Township 18 South, Range 22 East, Mount Diablo Meridian in the County of Kings, State of California, described as follows:

Commencing at the Southeast quarter of said Section 19;

Course 1: Thence North 00˚08'55" West, along the East line of said Southeast quarter, 30.00 feet to the **TRUE POINT OF BEGINNING**;

Course 2: Thence N89°20’39”W along said North right of way line a distance of 997.38 feet, thence continuing along said North right of way the following courses;

Course 3: Thence N84°44’20”W a distance of 74.76;

Course 4: Thence N89°20’39”W a distance of 110.60 feet;

Course 5: Thence N84°20’18”W a distance of 68.76 feet to the termination of said North right of way line and the beginning of a tangent curve concave Northeasterly with a radius of 30 feet and a central angle of 89°12’06”;

Course 6: Thence northerly along said curve a distance of 46.71 feet;

Course 7: Thence N04°08’13”W along the Easterly right of way of 9 ¼ Ave a distance of 129.20 feet thence continuing along said Easterly right of way the following courses;

Course 8: Thence N00°08’33”W a distance of 450.03 feet to a tangent curve concave Westerly with a radius of 1525 feet and a central angle of 11°49’17”;

Course 9: Thence northerly along said curve a distance of 314.64 feet;

Course 10: Thence N11°57’50”W a distance of 1304.65 feet to the beginning of a tangent curve concave easterly with a radius of 1475.00 feet and a central angle of 11°49’17”;

Course 11: Thence northerly along said curve a distance of 304.33 feet;

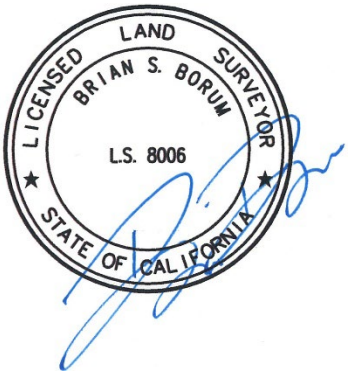
Course 12: Thence N00°08’33”W a distance of 129.84 feet to a point on the North line of the Southeast quarter of said Section 19 and the termination of said easterly right of way of 9 ¼ Ave.;

Course 13: Thence S89°46’01”E along the North line of said Southeast quarter a distance of 687.64 feet to the centerline of 9 ¼ Ave.;

Course 14: Thence S89°46’01”E along the North line of said Southeast quarter a distance of 933.30 feet to the centerline of 9 ¼ Ave. also being the East line of said Southeast quarter;

Course 15: Thence South 00˚08'55" East along the East line of said Southeast quarter, 2649.14 feet to the **TRUE POINT OF BEGINNING**.

Containing 86.40 acres, more or less.



Parcel Map Check Report

Client:	**Prepared by:**
Client	Preparer
Client Company	Your Company Name
Address 1	123 Main Street

Date: 7/2/2026 10:17:50 AM

Parcel Name: ANNEX
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:989.28'	East:27,335.19'

Segment# 1: Line

Course: S0° 08' 55"E	Length: 2,649.139'
North: -1,659.85'	East: 27,342.07'

Segment# 2: Line

Course: N89° 20' 39"W	Length: 997.379'
North: -1,648.44'	East: 26,344.75'

Segment# 3: Line

Course: N84° 44' 20"W	Length: 74.760'
North: -1,641.58'	East: 26,270.31'

Segment# 4: Line

Course: N89° 20' 40"W	Length: 111.598'
North: -1,640.30'	East: 26,158.72'

Segment# 5: Line

Course: N84° 20' 16"W	Length: 68.762'
North: -1,633.52'	East: 26,090.29'

Segment# 6: Curve

Length: 46.706'	Radius: 30.000'
Delta: 89°12'06"	Tangent: 29.585'
Chord: 42.130'	Course: N44° 44' 36"W

Course In: N0° 39' 21"E
Course Out: S89° 51' 27"W
RP North: -1,603.52'
East: 26,090.63'
End North: -1,603.60'
East: 26,060.63'

Segment# 7: Line
Course: N4° 08' 13"W
Length: 129.199'
North: -1,474.73'
East: 26,051.31'

Segment# 8: Line
Course: N0° 08' 33"W
Length: 450.030'
North: -1,024.70'
East: 26,050.19'

Segment# 9: Curve
Length: 314.641'
Radius: 1,525.000'
Delta: 11°49'17"
Tangent: 157.881'
Chord: 314.084'
Course: N6° 03' 11"W
Course In: S89° 51' 27"W
Course Out: N78° 02' 10"E
RP North: -1,028.50'
East: 24,525.20'
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Segment# 10: Line
Course: N11° 57' 50"W
Length: 1,304.651'
North: 563.94'
East: 25,746.63'

Segment# 11: Curve
Length: 304.325'
Radius: 1,475.000'
Delta: 11°49'17"
Tangent: 152.705'
Chord: 303.786'
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Length: 129.840'
North: 995.87'
East: 25,714.27'

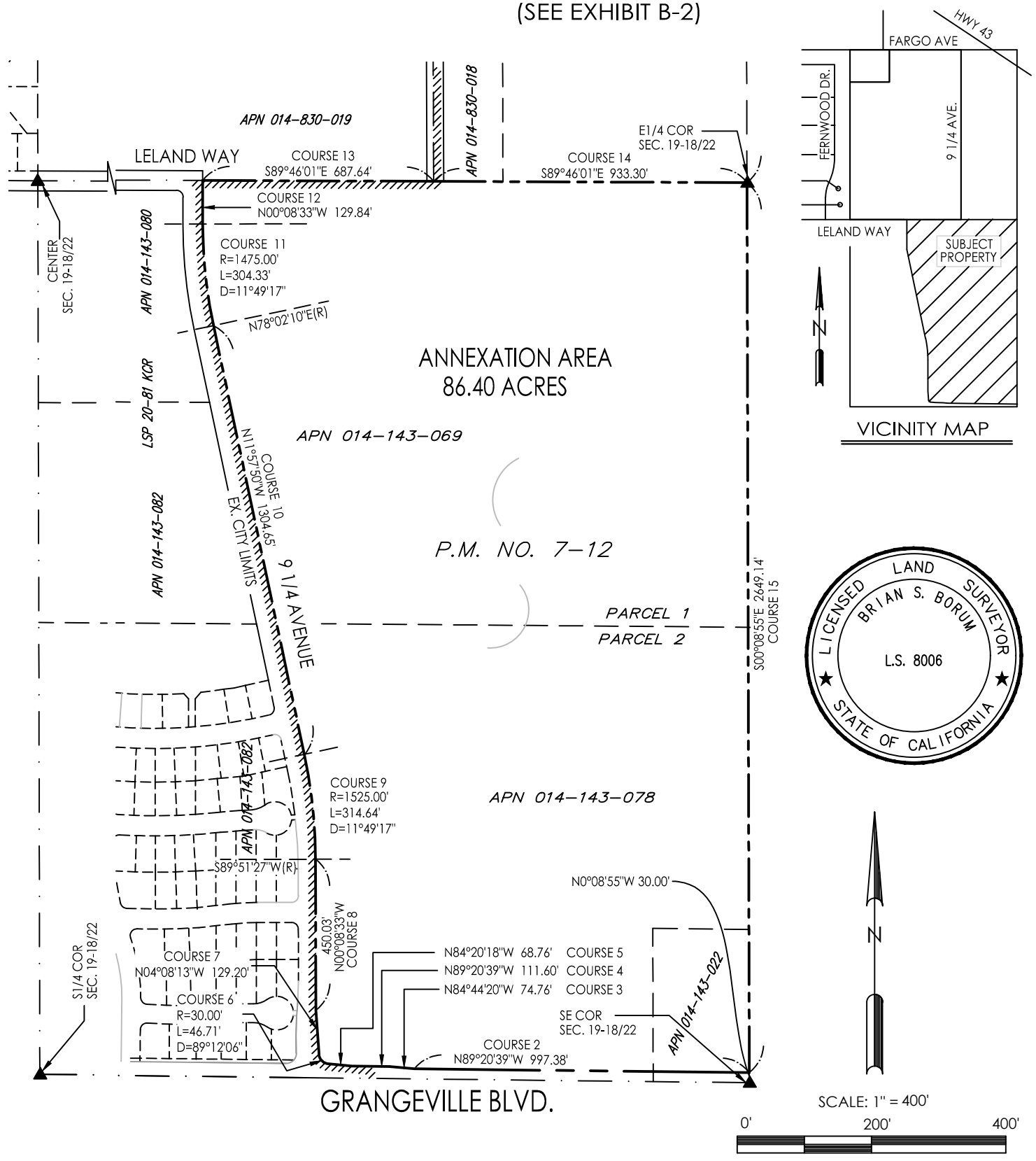
Segment# 13: Line
Course: S89° 46' 01"E
Length: 687.641'

North: 993.07'
East: 26,401.90'

Segment# 14: Line
Course: S89° 46' 01"E
Length: 933.302'
North: 989.28'
East: 27,335.20'

Perimeter: 8,201.974'
Area: 3,763,395.18Sq.Ft.
Error Closure: 0.00
Course: S72° 09' 37"E
Error North : -0.001
East: 0.002

Precision 1: 8,201,973,000.000



DATE:	7-2-26
DRAWN:	BM
CHECKED:	BB
PROJECT:	24186

EXHIBIT B-1
CITY OF HANFORD
ANNEXATION NO. 2025 - _____
ANNEXATION TO THE CITY OF HANFORD

//BLS
Borum Land Surveying Inc.
www.borumlandsurveying.com
810 W. ACEQUIA ST.
VISALIA, CA 93291

Exhibit A
Geographic Description
City of Hanford

Annexation 2025-____

Annexation to the City of Hanford

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Course 2: Thence N89°20’39”W along said North right of way line a distance of 997.38 feet, thence continuing along said North right of way the following courses;

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Course 10: Thence N11°57’50”W a distance of 1304.65 feet to the beginning of a tangent curve concave easterly with a radius of 1475.00 feet and a central angle of 11°49’17”;

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Course 13: Thence S89°46’01”E along the North line of said Southeast quarter a distance of 687.64 feet to the centerline of 9 ¼ Ave.;

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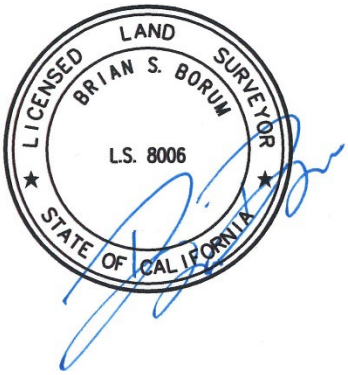
Containing 86.40 acres, more or less.



Parcel Map Check Report

Client:	**Prepared by:**
Client	Preparer
Client Company	Your Company Name
Address 1	123 Main Street

Date: 7/2/2026 10:17:50 AM

Parcel Name: ANNEX
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:989.28'	East:27,335.19'

Segment# 1: Line	
Course: S0° 08' 55"E	Length: 2,649.139'
North: -1,659.85'	East: 27,342.07'

Segment# 2: Line	
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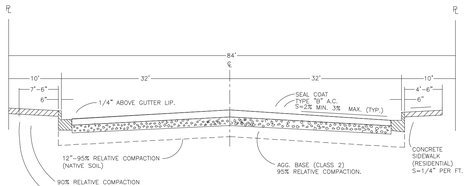
Perimeter: 8,201.974'
Area: 3,763,395.18Sq.Ft.
Error Closure: 0.00
Course: S72° 09' 37"E
Error North : -0.001
East: 0.002

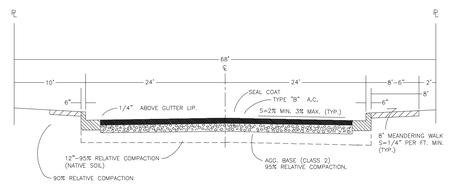
Precision 1: 8,201,973,000.000

TRACT NO. 945
TENTATIVE SUBDIVISION MAP
COPPER RIDGE

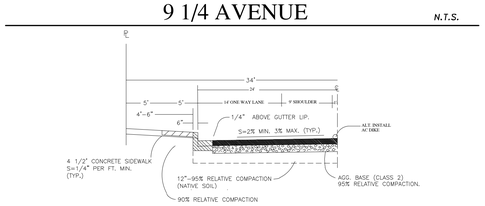
HANFORD CALIFORNIA
OCTOBER 8, 2025



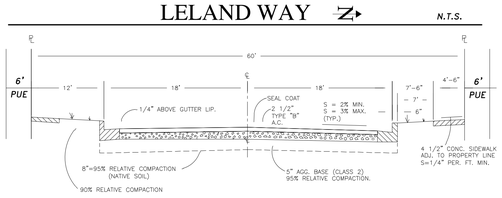
GRANGEVILLE BLVD
N.T.S.



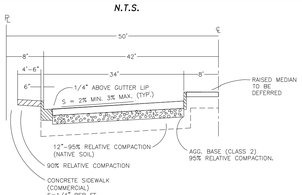
9 1/4 AVENUE
N.T.S.



LELAND WAY
N.T.S.



LOCAL STREETS
N.T.S.



9TH AVENUE
N.T.S.

OWNER
WARMERDAM FAMILY TRUST
10426 EXCELSIOR AVE. HANFORD, CA, 93230
DADIGIAN FAMILY TRUST 2001
2491 16TH AVE. KINGSBURG, CA, 93631

DEVELOPER
N & M CAPITAL LLC
GREG NUNLEY (559)799-6993
1878 N MOONEY BLVD SUITE J
TULARE, CA 93274

PROJECT INFO
NORTH EAST CORNER OF 9 1/4 AVENUE AND GRANGEVILLE BLVD
APN: 014-143-069, 014-143-078
TOTAL AREA: 83.61 AC
EXIST. USE: VACANT/ AG
PROPOSED USE: SINGLE FAMILY PUD, NEIGHBORHOOD COMMERCIAL
FLOOD ZONE: X
SEWER: CITY OF HANFORD
WATER: CITY OF HANFORD
STORM DRAIN: CITY OF HANFORD
MIN. LOT SIZE: 2,800 SF; MAX. LOT SIZE: 11,540 SF
SINGLE FAMILY UNITS: 350
MULTI FAMILY UNITS: 300
RESIDENTIAL ACREAGE: 78.16 AC
DENSITY: 8.31 UNITS/AC
COMMERCIAL ACREAGE: 5.45 AC
OUTLOTS A-I TO BE DEDICATED TO CITY OF HANFORD
B.M.: CITY OF HANFORD #45B-ELEV: 253.51 (2021 DATUM)

PHASES INFO

PHASE 1	181 UNITS	40' WIDE LOTS: 115	45' WIDE LOTS: 66	MULTI FAMILY UNITS: 0	RETAIL: 0 SF
PHASE 2	150 UNITS	40' WIDE LOTS: 91	45' WIDE LOTS: 59	MULTI FAMILY UNITS: 0	RETAIL: 0 SF
PHASE 3	89 UNITS	40' WIDE LOTS: 19	45' WIDE LOTS: 0	MULTI FAMILY UNITS: 74	RETAIL: 0 SF
PHASE 4	110 UNITS	40' WIDE LOTS: 0	45' WIDE LOTS: 0	MULTI FAMILY UNITS: 106	RETAIL: 0 SF
PHASE 5	120 UNITS	40' WIDE LOTS: 0	45' WIDE LOTS: 0	MULTI FAMILY UNITS: 120	RETAIL: 37,700 SF
TOTAL	650 UNITS	40' WIDE LOTS: 225	45' WIDE LOTS: 125	MULTI FAMILY UNITS: 300	RETAIL: 37,700 SF

LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Kings, State of California, described as follows:

ALL THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, SHOWN AS PARCEL 2 OF PARCEL MAP RECORDED IN BOOK 7 AT PAGE 12 OF PARCEL MAPS, KINGS COUNTY RECORDS.

EXCEPTING THEREFROM UNTO A. M. WARMERDAM AN UNDIVIDED ONE-FOURTH INTEREST IN AND TO ALL OF THE OIL, GAS, MINERALS AND MINERAL RIGHTS IN AND UNDER SAID LAND, AS EXCEPTED AND RESERVED IN DEED DATED JUNE 5, 1975 IN BOOK 1052 PAGE 649 AS DOCUMENT NO. 6992 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THE INTEREST CONVEYED TO HANFORD ELEMENTARY SCHOOL DISTRICT IN AND TO THAT PORTION OF SAID LAND DESCRIBED IN DEED RECORDED JANUARY 30, 2004 AS DOCUMENT NO. 0402584 KINGS COUNTY OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO MELLODDY DEVELOPMENT INC., A CALIFORNIA CORPORATION IN DEED RECORDED APRIL 25, 2005 AS INSTRUMENT NO. 05-12828 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THAT PORTION OF LAND CONVEYED TO THE CITY OF HANFORD, A MUNICIPAL CORPORATION, IN GRANT DEED RECORDED OCTOBER 09, 2013 AS INSTRUMENT NO. 1319006 OF OFFICIAL RECORDS.

APN: 014-143-078-000

LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Kings, State of California, described as follows:

Parcel No. 1 of Parcel Map (of that Parcel Map recorded in Book 2 of Parcel Maps at Page 93, Kings County Records in the Southeast Quarter of Section 19, Township 18 South, Range 22 East, Mount Diablo Base and Meridian) filed June 17, 1980 in Book 7 of Parcel Maps at Page 12, Kings County Records.

Excepting therefrom that portion conveyed to Hanford Elementary School District, described in Deed recorded January 29, 2004 as Instrument No. 2004-2362 of Official Records, Kings County.

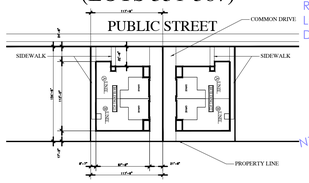
Also excepting therefrom that portion deeded to The City of Hanford, by Deed recorded February 06, 2004 as Instrument No. 2004-3241 of Official Records, Kings County.

Also excepting therefrom that portion deeded to The City of Hanford, *a* Municipal Corporation by Deed recorded October 25, 2004 as Instrument No. 2004-31953 of Official Records, Kings County.

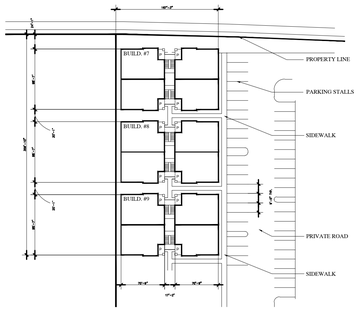
And also excepting therefrom unto A.M. Warmerdam an undivided one-fourth interest in and to all of the oil, gas, minerals and mineral rights in and under said land, as excepted and reserved in deed recorded July 2, 1975 as Instrument No. 6992 in Book 1052 at Page 649, Official Records.

APN: 014-143-069-000

TYP. ONE STORY DUPLEX SITE (LOTS 351-387)



TYP. TWO STORY 8-PLEX SITE



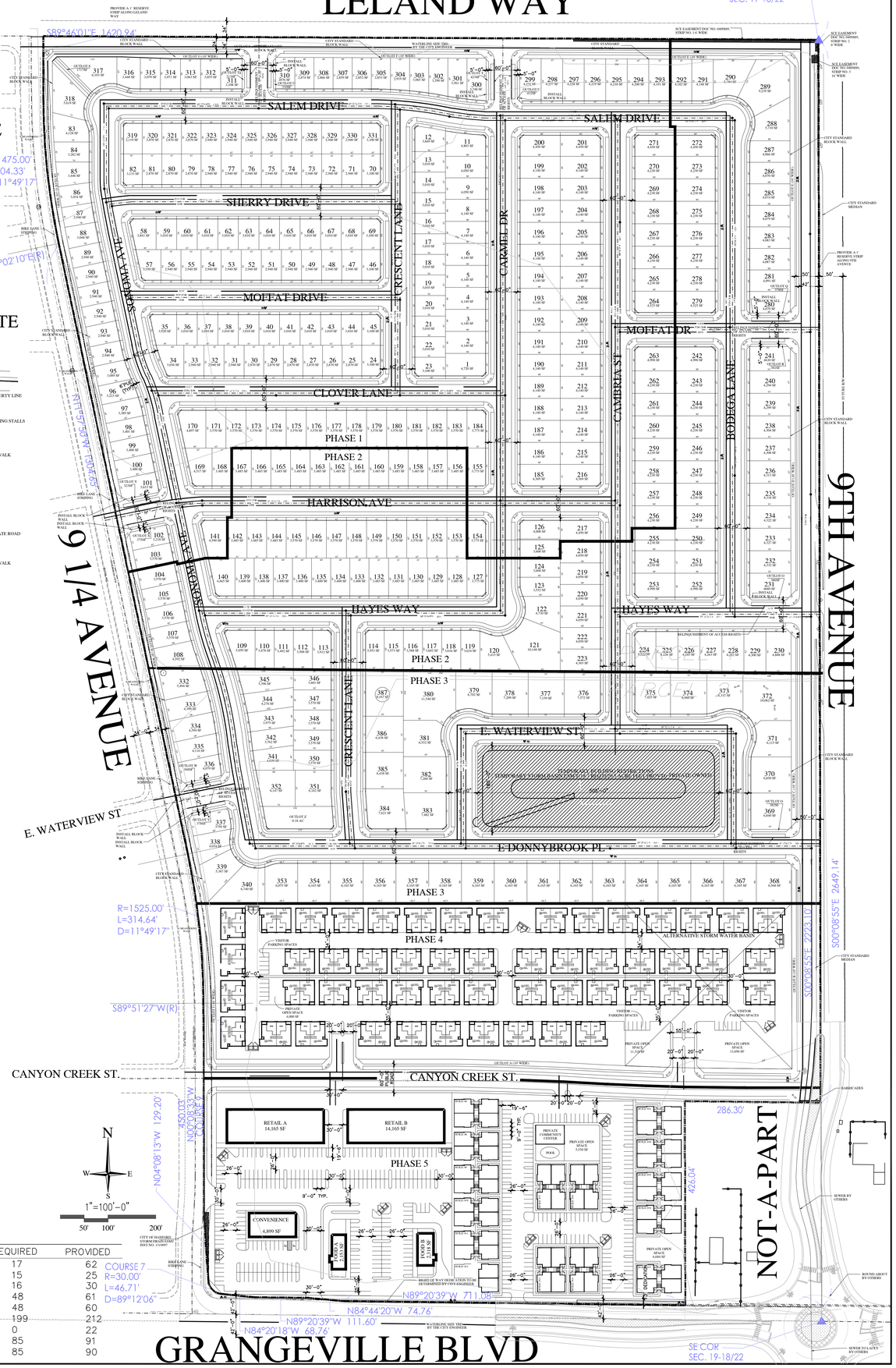
UNPLOTTABLE EASEMENTS

THE EFFECT OF RIGHT OF WAY OVER SAID PROPERTY AS DISCLOSED IN DEED FROM SAMUEL PAGE AND NANCY PAGE, HUSBAND AND WIFE, TO MARY A. GARVER, DATED JULY 5, 1892 AND RECORDED JULY 28, 1892 IN BK 54, PG 602 OF DEEDS, TULARE COUNTY.

VICINITY MAP
NOT TO SCALE

PARKING INFO

LAND USE	REQUIRED	PROVIDED
CONV.	17	62
FOOD A	15	25
FOOD B	16	30
RETAIL A	48	61
RETAIL B	48	60
PHASE 4 MULTIFAM. COVERED	199	212
PHASE 4 MULTIFAM. UNCOVERED	0	22
PHASE 5 MULTIFAM. COVERED	85	91
PHASE 5 MULTIFAM. UNCOVERED	85	90



REVISIONS		
MARK	DATE	
1		
2		
3		
4		

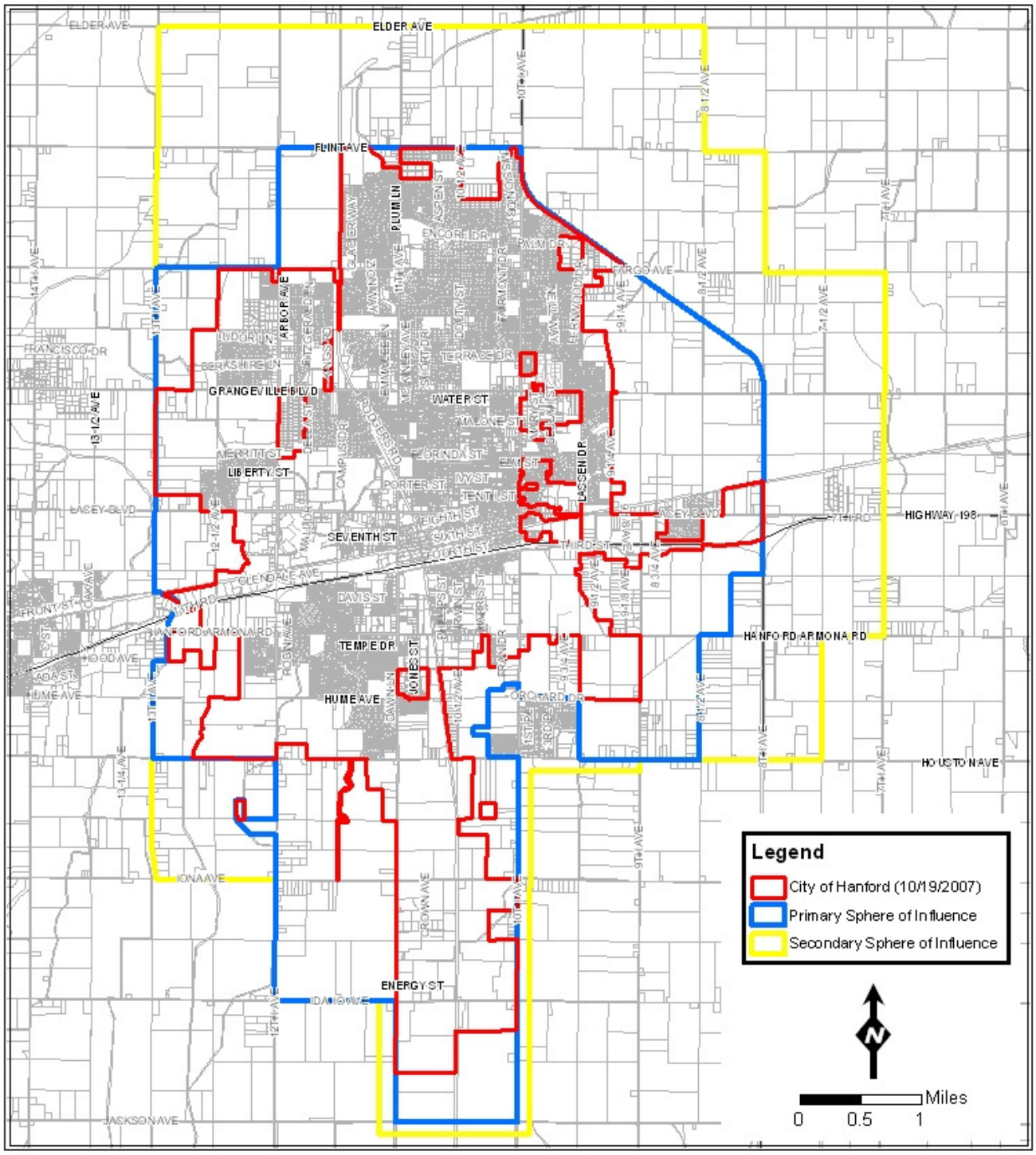
DRAWN BY: BN
DATE: OCT. 8, 2025
SCALE: 1"=100'-0"

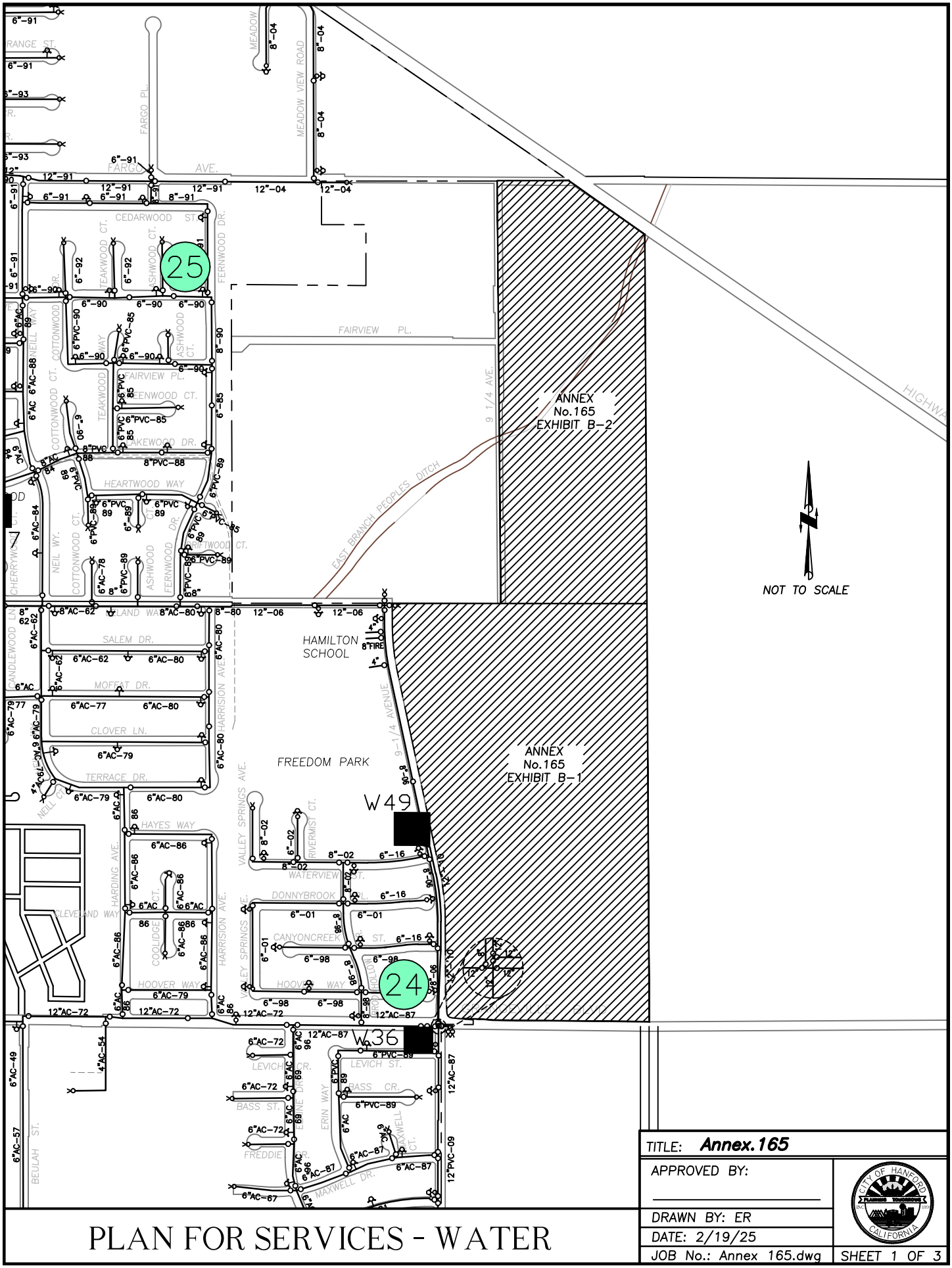
810 WEST ACEQUIA AVENUE
VISALIA, CA 93291
(559) 713-6139
owen@meiring09@gmail.com

TENTATIVE SUBDIVISION MAP
COPPER RIDGE
HANFORD CALIFORNIA

SHEET
SITE
JOB NUMBER:

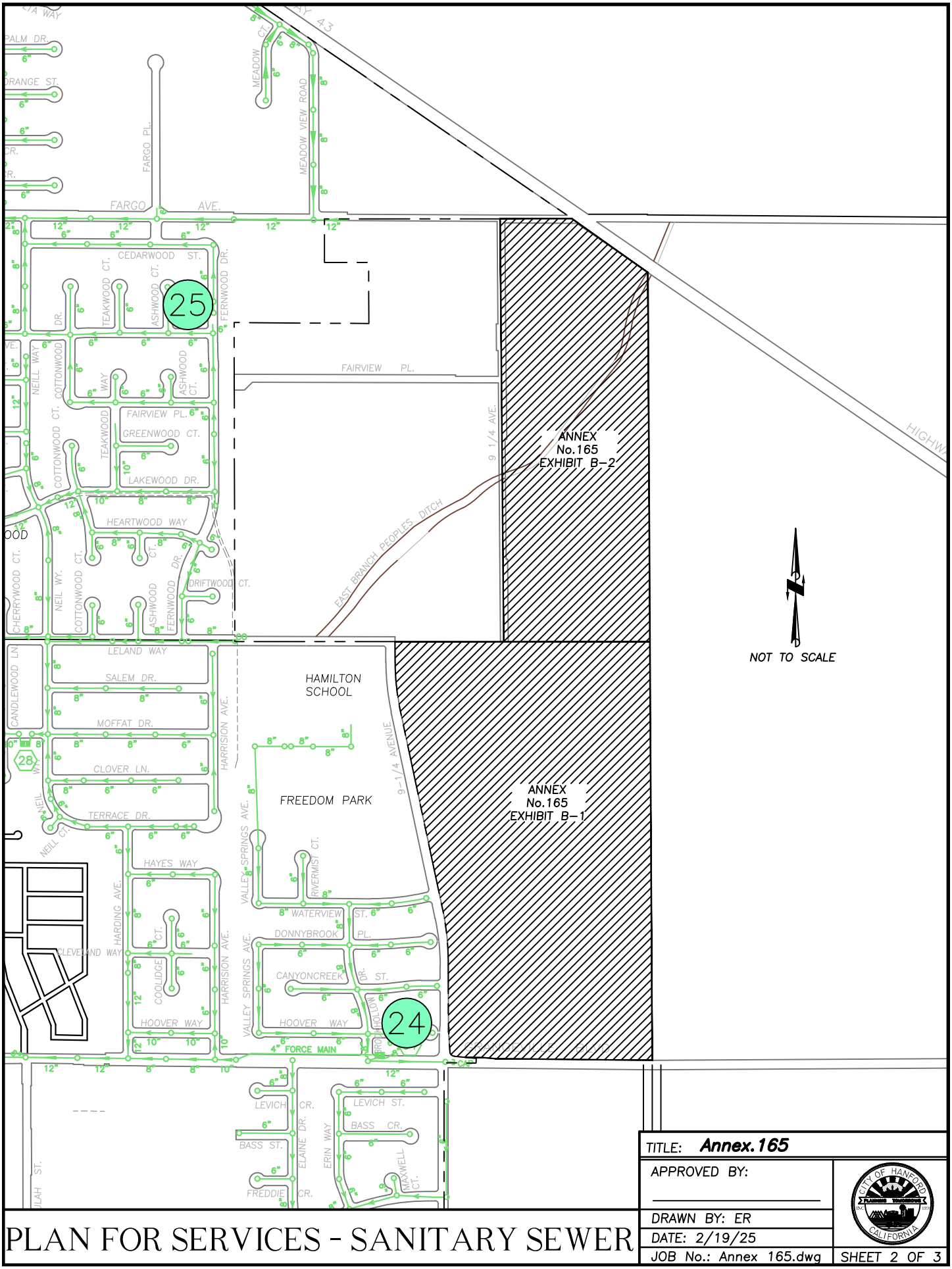
Exhibit C
CITY OF HANFORD
2008 SPHERE OF INFLUENCE





PLAN FOR SERVICES - WATER

TITLE:	***Annex.165***
APPROVED BY:	
DRAWN BY:	ER
DATE:	2/19/25
JOB No.:	Annex 165.dwg
	SHEET 1 OF 3



TITLE: **Annex.165**

APPROVED BY: _____

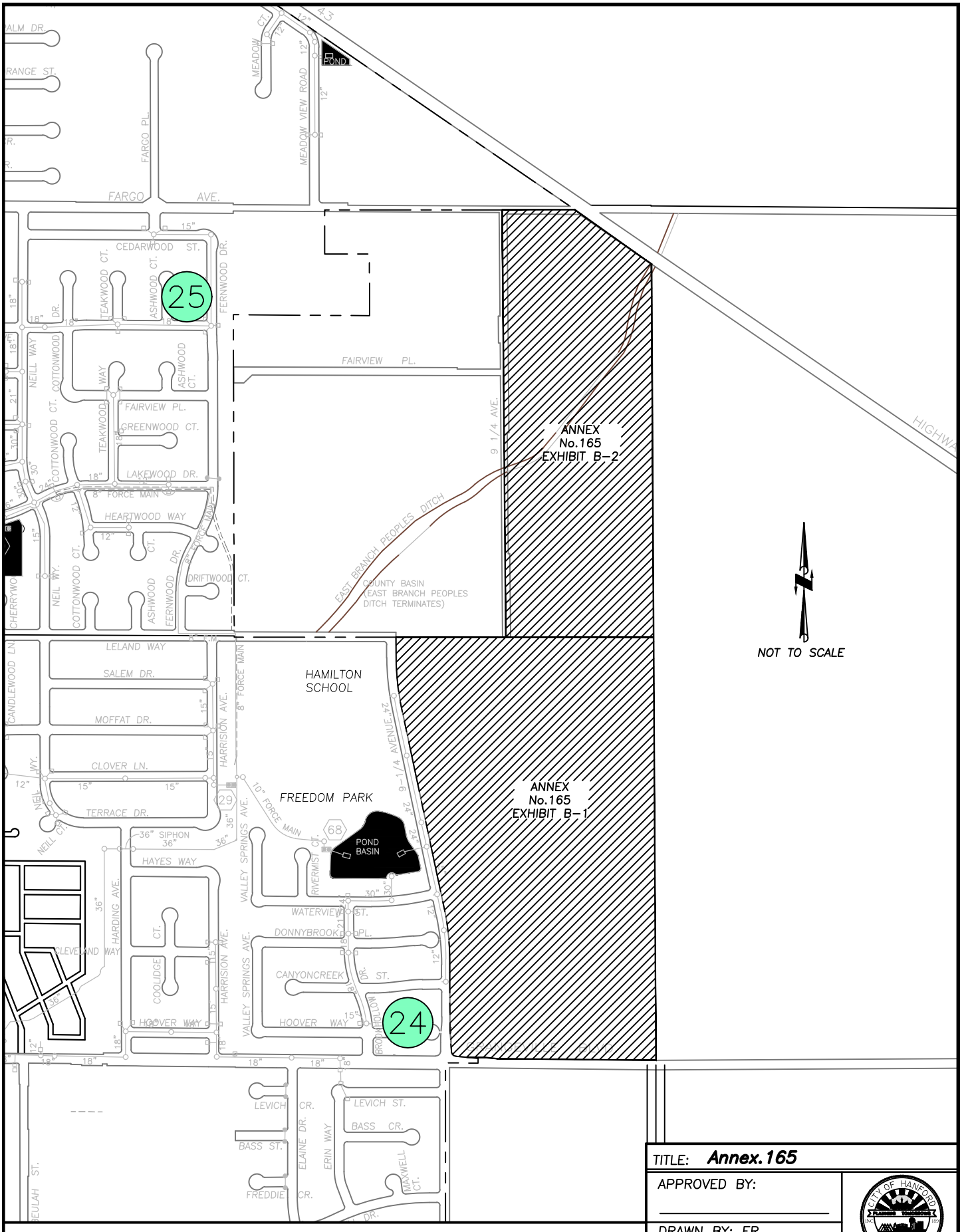
DRAWN BY: ER

DATE: 2/19/25

JOB No.: Annex 165.dwg

SHEET 2 OF 3

PLAN FOR SERVICES - SANITARY SEWER



PLAN FOR SERVICES - STORM DRAIN

TITLE:	***Annex.165***
APPROVED BY:	
DRAWN BY:	ER
DATE:	2/19/25
JOB No.:	Annex 165.dwg
SHEET	3 OF 3

CITY OF HANFORD CALIFORNIA

26-006

Notice of Determination – 2025-73; 2024121093

To: ☐ Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

☒ County Clerk
County of Kings
Kings County Government Center
Hanford, CA 93230

From: City of Hanford - Gabrielle Myers, Senior Planner (559)585-2578
317 North Douty Street
Hanford, CA 93230

ORIGINAL FILED

JAN 27 2026

KRISTINE LEE
KINGS COUNTY CLERK

I declare, under penalty of perjury, that on the date below I posted a copy of this notice in the office of the County Clerk that said notice remained posted for 30 days.
Date 1/27/2026
KRISTINE LEE, County Clerk Recorder
By _____ Deputy

Subject: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code

Lead Agency: City of Hanford **Responsible Agency:** n/a

Project Title: Copper Ridge Mixed Use Project (ANX 165, GPA 0009-24, PRZ00 13-24, TSM0012-24 [TT945], PUD0037-24)

Applicant: N&M Tulare, LLC
1878 N. Mooney Blvd
Tulare, CA 93274

Project Location – City: Hanford **Project Location – County:** Kings County

Project Location – The Project site is located north of Grangeville Boulevard and east of 9 ¼ Avenue. The development site includes two parcels, comprising 83.61 acres (APNs 014-143-069 and 014-143-078). The additional Annexation Area encompasses 58.24 acres (APNs 014-143-022, 014-830-011, 014-830-010, 014-830-013, 014-830-014, 014-830-015, 014-830-016, 014-830-017, 014-830-018).

Project Description: Annexation165 is a request to annex approximately 141.85 acres into the City of Hanford City Limits from the Kings County Jurisdiction. The annexation area is a combination of the Project Site (83.61 acres) and an area to the north, not proposed to be developed at this time (58.24 acres). **General Plan Amendment No. 0009-24** is a request to change the land use designation from a combination of Low- and Medium-Density Residential to Medium-Density Residential (78.16 acres) and Neighborhood Mixed Use (5.45 acres) for 83.61 acres of the project site. **Prezone No. 0013-24**: a request to prezone the properties as a R-M Medium-Density Residential (78.16 acres) and MX-N Neighborhood Mixed Use (5.45 acres), consistent with the proposed General Plan Amendment and R-L-5 Low-Density Residential (51.92 acres) and C-N Neighborhood Commercial (6.32 acres), consistent with the General Plan Designation. **Tentative Subdivision Map 00012-24**: a request to subdivide 83.61 acres of the annexation area into a 650-unit multi-family (300 units) and single-family (350 units) residential subdivision and a 5.45-acre Neighborhood Mixed Use site with a planned unit development overlay. **Planned Unit Development No. 0037-24:** a request to allow various deviations from the regulation of the R-M Medium-Density Residential zone district for the mixed use subdivision, proposed under Tentative Tract 945, including reduced lot size, lot width, lot depth, site area per dwelling unit requirements, setbacks, open space dimensions, and allow removal of the block wall requirement between MX-N Neighborhood Mixed Use and R-M Medium-Density Residential.

This is to advise that the **City of Hanford City Council, Lead Agency,** has approved the above described project on **January 20, 2026** and has made the following determination regarding the above described project:

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
4. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
5. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
6. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
7. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the Negative Declaration, or Mitigated Negative Declaration is available to the General Public at City of Hanford, Community Development Department, 317 N. Douty Street, Hanford, CA 93230.

Jason Waters, Deputy City Manager | January 26, 2026 Date | Date received for filing at OPR

Applicant Information:

Name: Barrett Nunley, L&M Tulare, LLC
Address: 1878 N. Mooney Boulevard, Tulare, CA 93274
Phone Number: (559)799-6990

PROPERTY OWNER CONSENT TO ANNEXATION

Kings County Local Agency Formation Commission (LAFCO)

Date: _____

To:
Kings County Local Agency Formation Commission (LAFCO)
1400 W. Lacey Blvd.
Hanford, CA 93230

RE: Property Owner Consent to Annexation

We, the undersigned owner(s) of the real property described below, hereby consent to the annexation of the property into the proposed jurisdiction as identified in the annexation application submitted to the Kings County Local Agency Formation Commission (LAFCO).

Project Name: Copper Ridge Subdivision

City or District to Annex Into: _____

Property Description:
annexation of 86.395 acres

Assessor's Parcel Number(s):
014134069000, 014143078000, 014143022000

Printed Name	Signature	Date
JOSEPH DIAS		7/17/26
Cynthia Diaz	Cynthia Diaz	7/17/26

The undersigned certify that they are the record owner(s) of the property identified above and voluntarily consent to the proposed annexation.

KINGS COUNTY LOCAL AGENCY FORMATION COMMISSION

CASE NO. _____

PETITION

FOR PROCEEDINGS PURSUANT TO THE CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT OF 2000

The undersigned hereby petitions the Kings County Local Agency Formation Commission for approval of a proposed change in organization or reorganization, and stipulates as follows:

1. The proposal is made pursuant to Part 3, Division 3, Title 5 of the California Government Code (commencing with Section 56000).

2. The specific change(s) of organization proposed (i.e., annexation, detachment, reorganization, etc.) is/are:

annexation into City of Hanford.

3. The boundaries of the territory, or territories, included in the proposal are as described in EXHIBIT "A" attached hereto and by this reference incorporated herein.

3. The territory, or territories, included in this proposal is/are generally described as

see exhibit.

5. The proposal ✓ is, or ____ is not, consistent with the sphere of influence of the affected city and/or district(s).

6. The reason(s) for the proposed change in organization or reorganization is/are:

→

7. The proposed change in organization or reorganization is requested subject to the following terms and conditions:

-

8. The persons signing this petition have signed as:
_____ Registered voters
__X__ Owners of land

9. If the formation of a new district, or districts, is proposed:

(a) The principal act(s) under which said district(s) is/are proposed to be formed is/are:

—

(b) The proposed name(s) of the new districts(s) is/are:

—

10. If an incorporation is included in the proposal:

(a) The name proposed for the new city is: _____

(b) Provisions are requested for appointment of:

(i) City Manager: _____YES _____NO
(ii) The City Clerk and City Treasurer: _____YES_____NO

11. If the proposal includes the consolidation of special districts, the proposed name of the consolidated district is:

—

Wherefore, petitioner(s) request(s) that proceedings be taken in accordance with the provisions of Section 56000, et seq. of the Government Code and herewith affix signature(s) as follows:

Chief Petitioners (not to exceed three):

	DATE	PRINTED NAME	SIGNATURE	RESIDENCE ADDRESS
1.	8/20/24	Bruce Dadigian	Bruce Dadigian, Trustee Dadigian Family Trust 2001	389 Terrace Court Buellton, CA 93427
2.				
3.				

Date Received _____ by _____

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** GENERAL BUSINESS

SUBJECT:
Receive a presentation on the "It's Not Worth It" Illegal Fireworks Campaign and appropriate $11,000 for continuation of the campaign for media and outreach costs from the General Fund for fiscal year 2026/2027; and establish an ongoing policy to continue the campaign for a total estimated cost of $49,000 to be budgeted next fiscal year to be offset by citation revenues.

RECOMMENDATION:

Recommendation: Staff recommends that the City Council receive a presentation on the "It's Not Worth It" Illegal Fireworks Campaign and appropriate $11,000 for continuation of the campaign for media and outreach costs from the General Fund for fiscal year 2026/2027; and establish an ongoing policy to continue the campaign for a total estimated cost of $49,000 to be budgeted next fiscal year to be offset by citation revenues.

Recommended Motion: I motion for City Council to receive a presentation on the "It's Not Worth It" Illegal Fireworks Campaign and appropriate $11,000 for continuation of the campaign for media and outreach costs from the General Fund for fiscal year 2026/2027; and establish an ongoing policy to continue the campaign for a total estimated cost of $49,000 to be budgeted next fiscal year to be offset by citation revenues.

BACKGROUND:

In September of 2025, City Council approved the "It's Not Worth It" Campaign, providing $60,000 in funding to deter the usage of illegal fireworks during the 4th of July weekend within city limits. This provided an increase in staffing for Hanford Fire (HFD) and Hanford Police (HPD) personnel to further monitor and assist with the increase in call volume during the 4th of July weekend. As well as allowing Hanford Fire personnel, with assistance from the Code Compliance Division, to issue administrative citations for the distribution, selling, possession and usage of illegal fireworks. Including the usage of sane fireworks outside the permissible timeframes. With each infraction resulting in a $1,000 administrative citation for a total of up to $10,000 per day.

Throughout the 4th of July weekend from July 3rd to July 5th, HFD received a total of 128 calls, with 87 of those calls pertaining to fireworks. Reflecting an 18% overall call volume increase in comparison to 2025. With the increase in activity throughout the 4thof July weekend, there were 10 fires of significance with 8 fires being directly attributed to illegal fireworks.

Although the calls increased, the manner in which the calls were prioritized and handled was

significantly different from previous years. This year marked the second time and more successful effort of implementing enforcement of illegal fireworks activity via unmanned aerial vehicles (drone) usage.

For perspective, HFD staff were able to count the total number of illegal fireworks on July 4th between the hours of 8pm and 12am. In those 4 hours, the northern area that comprised all areas of the city north of Lacey Blvd had 126 illegal fireworks visible by drones. In contrast, the area south of Lacey on July 4th between the hours of 8pm and 12am had 221 illegal fireworks visible by drones.

To ensure staff safety and avoid escalating conflict, staff used drones to locate and capture evidence of who and where the usage of illegal fireworks was taking place. The ability for HFD staff to issue administrative citations was limited to the total number of concurrent fireworks being ignited at any one time (i.e. more fireworks simultaneously not enough drones to capture the activity). This was due to the drone operator needing to be in close enough proximity for a long enough time to gather sufficient video evidence that tied the fireworks to a specific address.

During the 4th of July weekend, Hanford Fire staff issued 34 administrative citations, totaling $105,000 (see attachment 1 for the breakdown). Since then, HFD staff utilized the Geographic Information System Database to locate the mailing address of the property owners where the illegal activity was taking place and has mailed all issued administrative citations accordingly. With the assistance of the Finance Department, Community Development Department and the City Clerk's Office, staff will be working with the constituents who have received citations to develop their options for payment or go through the appeal process. Including, the option of a 3-month payment plan as needed by the constituents. Staff will also be mailing a 30-day notice to delinquent accounts before further collection efforts are made.

Additionally, staff will be making efforts to communicate with homeowners who are leasing their property to tenants to ensure they are aware of these enforcement efforts, as ultimately they will be held responsible for any violations of the Hanford Municipal Code that occur on their property. Such as the implementation of lease agreements identifying who the responsible party will be if such instances were to happen.

Year one of the "It's Not Worth It" Campaign proved to be fruitful. HFD successfully flew drones, captured footage of illegal fireworks activity and was able to process the footage creating evidence to back up the administrative citations that were sent to the property owners found to have the illegal fireworks activity on their property. All with no injuries or violent incidents as had been the result of similar efforts in previous years attempting to curtail this illegal activity.

The "It's Not Worth It" Campaign also came in under budget from the original $60,000 City Council approved; approximately $38,628.55 was utilized resulting in a remaining balance of approximately $21,371.45. This was primarily due to higher budget estimates for HPD overtime costs, HFD overtime costs for investigators and social media expenses. Staff will be utilizing the remaining monies to purchase a new drone, drone accessories, drone operator certification and a reusable "It's Not Worth It" Campaign banner if Council approves the continuance of the campaign.

Below is the breakdown of the projected revenues from citations issued and total known expenditures:

Revenue	
34 Administrative Citations Total	$ 105,000.00

Total Revenue	**$ 105,000.00**
Expenditures	
HFD Overtime Cost	$ 20,482.52
HPD Overtime Cost	$ 4,031.52
Disposable Yard Signs	$ 5,128.34
Annual Drone License	$ 5,000.00
Apparatus Equipment	$ 1,471.85
Printing & Outreach Material Costs	$ 1,200.00
Miscellaneous Items	$ 1,314.32
Total Expenses	**$ 38,628.55**
Net Total	**$ 66,371.45**

Lastly, if Council desires to continue the 4th of July "Its Not Worth It" campaign, staff requests an appropriation of $11,000 from the General Fund in fiscal year 2026/2027 to fund media and outreach costs. Staff also requests that $38,000 for personnel overtime be included in the fiscal year 2028 General Fund budget during the upcoming budget development process. The total campaign cost of $49,000 is to be offset by citation revenue. Continuing the campaign will enhance the City's ability to identify, investigate, and enforce illegal fireworks violations.

FISCAL IMPACT:

To prepare for the next 4th of July, an appropriation of $11,000 for media and outreach costs from the General Fund is requested for the current fiscal year 2027.

For continuation of the campaign in fiscal year 2027/2028, an estimated total budget of $49,000 will be required, which may be offset by citation revenue. Staff will draft campaign costs into the future budget for City Council approval in June 2027. This estimated budget would include costs of materials, supplies, and personnel costs (including overtime).

The costs in this fiscal year and future budget years may be offset by citation revenues (if cited and collected). Any collected citation revenue could offset the costs of the campaign and will help the City maintain a balanced General Fund budget while working to improve health, safety, and quality of life for the community. Should citation revenue exceed the total cost of the campaign, any remaining revenue could be used to offset the Recreation and Community Services Department's Fourth of July fireworks event, further reducing the impact on the General Fund.

ATTACHMENTS:

1. HFD 2026 Illegal Firework Citations

Citation Amount	Number of Citations	Monetary Total
$ 1,000.00	16	$ 16,000.00
$ 2,000.00	7	$ 14,000.00
$ 3,000.00	1	$ 3,000.00
$ 4,000.00	2	$ 8,000.00
$ 5,000.00	2	$ 10,000.00
$ 6,000.00	0	$ -
$ 7,000.00	1	$ 7,000.00
$ 8,000.00	1	$ 8,000.00
$ 9,000.00	1	$ 9,000.00
$ 10,000.00	3	$ 30,000.00
Total	**34**	**$ 105,000.00**

AGENDA
STAFF REPORT

MEETING DATE: 8/4/2026	**AGENDA SECTION:** GENERAL BUSINESS

SUBJECT:
Receive a presentation and provide direction on future July 4th events. If a future July 4th event is desired, appropriate $77,000 from the General Fund, to be offset by event revenue, including but not limited to ticket sales, sponsorships, illegal firework citations, and vendor sales.

RECOMMENDATION:

Recommendation: Council receives the presentation and provides staff direction on future July 4th events. If a future July 4th event is desired, appropriate $77,000 from the General Fund, to be offset by event revenue including but not limited to ticket sales, sponsorships, illegal firework citations and vendor sales.

Recommended Motion: I move to proceed with planning the July 4th 2027 Freedom Fest and appropriate $77,000 from the General Fund, to be offset by event revenue, including but not limited to ticket sales, sponsorships, illegal firework citations and vendor sales.

BACKGROUND:

For a first-time event, the overwhelming consensus from the community has been very positive regarding the Freedom Fest and Fireworks event that took place on July 4th at the Hanford Softball Complex. 3,701 people attended the event despite regional competition from surrounding communities. The venue proved to be a good fit for this event by providing ample space for parking, food vendors, restroom facilities, Kidz Zone play area, and live entertainment.

The live entertainment was kicked off by Travis Brooks, followed by Tammy Pemerton's line dancing. Mayor Kairis welcomed the crowd and introduced the main act, In-Kahootz. The evening concluded with a live fireworks show produced by Fireworks America, which closely synced with patriotic music.

During event planning, parking and traffic were concerns.The decision to temporarily close Centennial Drive proved to be a good one. Enrique Ramirez (Engineering Technician) and the Streets Division developed a detailed entry and exit traffic plan that worked smoothly. In addition, the CERT Team and Ag Land Security managed both parking and traffic effectively. As with most large-scale events, this was a coordinated team effort by many City departments, including:

Department	Role
Public Works Department	Streets Division-traffic signage placement. Refuse - temporary trash container delivery and pick-up
Utilities & Engineering	Creation of the traffic plan
Hanford Fire Department	CERT Team volunteers, on-site monitoring of the fireworks launch area, and fire suppression
Hanford Police Department	Overall public safety and traffic control
Recreation & Comm. Srvs. Department	Planning, marketing, sponsorship solicitation, event Set-up and tear down, vendor management, event staffing, and procurement of services.

Sponsorships and Marketing

The City is very appreciative of the sponsoring organizations and businesses, which include:

- 1776 Sons of Liberty
- Valley Strong Credit Union
- FAST Credit Union
- Bueno Beverage
- JH Tackett Marketing
- QK Engineering
- Hanford Online Charter School

Marketing included a variety of strategies, with a strong focus on social media. We also placed thirty mini-billboards in highly visible locations throughout the City. Upon analysis of the Placer,ai location analytics software, we found the visitor origin was predominantly local; however, we had 470 visitors travel from Visalia. The origin of visits is as follows:

Hanford	50.1%
Visalia	12.7%
Lemoore	8.9%
Corcoran	3%
Armona	1.8%
Tulare	1.7%
All Others	21.8%

Revenue and Expense

REVENUE	
TICKETS	$12,897.75
SPONSORSHIPS	$8,500.00
VENDORS	$4,152.70
KIDS ZONE	$3,360.00
CONCESSIONS	$2,662.00
MERCH	$619.00

TOTAL REVENUE	$32,191.45
EXPENSES	
FIREWORKS	$30,000.00
RENTALS*	$8,923.74
ENTERTAINMENT	$8,339.91
SIGNS & DECOR	$7,520.37
PT STAFF	$5,513.50
SECURITY	$3,080.00
CONCESSIONS	$2,110.11
MARKETING	$1,086.55
MISCELLANEOUS**	$5,089.40
TOTAL EXPENSES	**$71,663.58**
PROFIT (LOSS)	**($39,472.13)**
COST RECOVERY	**44.9%**

* Rentals: Stage, sound, canopies, porta-potties, inflatables
** Misc: Insurance, merchandise, postcards, Square fees

Summary
Staff is seeking Council direction on future July 4th celebrations, as a long lead time is needed to secure a fireworks vendor and live entertainment. Event expenses are offset by revenues generated from, but not limited to, the sources identified in the table above, with the potential for additional revenue from illegal fireworks citations, reducing the burden on General Fund reserves. If the Council desires to continue this event on a recurring basis, staff will include the necessary funding considerations during future budget development for FY 2028 & 2029.

Many lessons were learned throughout the planning and execution of this event. These lessons will result in improved logistics and operations. One minor complaint we heard was that the fireworks were too low. In speaking with Fireworks America, the reason was the proximity of the fireworks launch site and minimal visual obstructions, which allowed a denser concentration of explosives that provided literally more bang for the buck. Prior to the event, there were also concerns about the planned closure of Centennial Drive, which proved to be unwarranted. The detailed parking and traffic plan ensured safe, efficient movement of vehicles with minimal delays.

For a first-time event, Freedom Fest went very well. The venue, planning, and coordination with many departments proved to be the recipe for success. Despite the competition from other celebrations, the marketing, social media, and placement of mini billboards attracted 3,701 people to the event. Coupled with the City's ***It's not Worth It*** campaign, the live fireworks show may have contributed to a reduction of illegal fireworks throughout the City. Events such as Freedom Fest bring the community together, strengthen community pride, and enhance the quality of life for Hanford residents.

FISCAL IMPACT:

This is currently not a budgeted event for fiscal year 2027/2028 (July 2027) and if approved by Council, it would be funded by the General Fund. The projected event revenue of $33,500 will offset expenses, resulting in an overall impact on the General Fund of approximately $ 43,121. This could further be offset in whole or partially with illegal firework citations collected (net revenue after expenses paid for in ***It's Not Worth It*** program costs). With the potential revenues coming in from these areas and policy direction on the use of citation revenues by City Council, this event could be a "net zero" impact to the General Fund and help to maintain a balanced budget while promoting the

community.

There are other options at the City Council's discretion. A listing of options includes, but is not limited to:
- Defer 4th of July event to another year
- Defer 4th of July event to another organization to lead

ATTACHMENTS:
None

Council Future Agenda Items				
Originated Date	**Item**	**Originator**	**Staff Lead**	**Date Estimate**
11/4/2025	Artificial Intelligence Policy Discussion	City Council	Chris Tavarez Brian Johnson	TBD
11/18/2025	RFP for City Attorney Services	City Council	Chris Tavarez	Mid 2027
6/16/2026	Discussion of potential social media policy amendments regarding monetization of the Council's social media platforms	City Council	Chris Tavarez Brian Johnson	TBD
7/21/2026	Overview of the Flock Safety Camera Program	City Council	Chief Huddleston	9/2026
7/21/2026	Data Centers: City Zoning, Potential Impacts, and Council Discussion	City Council	Chris Tavarez Jason Waters	8/18/2026