MEETING

Place: Kings County Area Public Transit Agency (KCAPTA)
Conference Room
629 Davis Street, Hanford, CA

Time: 9:30 a.m., Thursday, February 26, 2015

Agency: KCAG Social Service Transportation Advisory Council (SSTAC)

I. CALL MEETING TO ORDER:

A. Unscheduled Appearances

Any person may address the Council on any subject matter within the jurisdiction or responsibility of the Council at the beginning of the meeting; or may elect to address the Council on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Council. Unscheduled comments will be limited to five minutes.

B. Minutes of July 10, 2014

2-6 Approve

II. TRANSPORTATION:

A. Introductions

B. SSTAC New Member Orientation

7-12 Information

C. KCAPTA Paratransit Guide

13 Information

D. Draft Transit Development Plan

14 Presentation

E. Future Meetings

- KCAG Final Transit Development Plan Public Hearing March 25, 2015
- KCAG Unmet Needs Public Hearing April 22 and May 27, 2015
- KCAPTA Unmet Needs Public Hearing March 25, 2015
- Tulare County Association of Governments (TCAG) Unmet Needs Public Hearing March 16, 2015 at 1:00 p.m., Visalia Convention Center

III. MISCELLANEOUS:

IV. ADJOURNMENT:
I. CALL MEETING TO ORDER

The meeting of the Kings County Association of Governments (KCAG) Social Service Transportation Advisory Council (SSTAC) was called to order by Ms. Terri King, KCAG Executive Director, at 1:38 p.m. on July 10, 2014 in the Conference Room, Kings County Area Public Transit Agency, 629 Davis Street in Hanford, California.

MEMBERS PRESENT: Valerie Bega
Angie Dow
Becky Durrenberger, Alternate for Debbie Grice
Scott Harvey, Alternate for Sharon DeMasters
Dave Nave
Sandra Scherr, Caltrans

STAFF PRESENT: Terri King, Teresa Nickell

VISITORS PRESENT: Selena McKinney, LSC Transportation
Omar Mostafa, Caltrans

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (Dow / Bega) to approve the Minutes of May 29, 2014 as submitted. Motion carried unanimously.

II. TRANSPORTATION

A. Introductions

Each of the attendees introduced themselves.
B. Transit Development Plan Technical Memorandum

1. Background Data and Demographics

Ms. McKinney presented a PowerPoint hand-out providing a brief overview of the Transit Development Plan (TDP) and the Technical Memorandum (TM). She reported that the TDP is a document plan required for Federal and State funding and subject to update every five years. The TM is the first part of the TDP update process and identifies the strengths and weaknesses of transit systems in order to meet performance goals, conditions and economies of transit systems, finance, demand for transit, estimates demand based on population, ridership, etc. The draft TM will include transit service analyses, financial analyses, and analysis of performance measures to determine service alternatives for both the Kings Area Rural Transit (KART) and Corcoran Area Transit (CAT) systems.

Ms. McKinney reviewed demographics, noting that current population of the county and cities (152,982) and transit-dependent percentage of the population, with Hanford as county seat having the majority of residents. She noted that the lower income residents concentrated in Hanford, Corcoran, and Avenal correlates to a high percentage of transit users having no vehicles. Commute patterns were evaluated with approximately 48% of commuters work within the County and 52% work outside the County, indicating a higher percentage of work commutes. Fresno is the largest source for work commutes. KART and CAT provide important service, meeting most of the County's transit needs. "Program demand" by social service-based programs is the area most needed for improvement. With projected population increase, senior population increasing 38% by 2020, increases in the cost of gasoline, continued changes in health care and college enrollment, service alternatives for transit systems will need to meet transit needs that will also inevitably change.

2. Review of Transit Systems and Performance

Ms. McKinney reported that KART has several hourly and half-hour headways in both fixed downtown area routes and within the County and that Dial-a-Ride (DAR) must be complementary service to the fixed route in compliance with the Americans Disability Act (ADA). Ms. Dow stated the "downtown routes" in Hanford will be renamed to "Hanford routes" for accuracy, to be included in the updated riders guide. Ms. McKinney indicated in Lemoore, the senior and disabled population is utilizing KART less, but is expected to improve as more senior housing is developed. The current fixed route for 18th Avenue extends beyond the ¾ mile service boundary to serve the senior center on the south end of 18th. The passengers/hour by route will be examined for a service alternative for this route. The Hanford/Lemoore route produced the highest passenger trips from July 2013 to April 2014 and more passengers rode the KART Hanford routes than any other route. The DAR usage system-wide indicates public support of the system, based on the amount of subsidy-per-passage trip. However, use of DAR is one of the least productive means of transit as well as NAS Lemoore in the County.

Corcoran utilizes a "first come, first serve" method to provide origin-to-destination service with advance reservation. No fixed route service has been established although schools are depending on CAT service. Productivity in Corcoran is low per Ms. McKinney, with only 36,700 passenger trips documented for FY 2012-13.
3. Outreach Efforts and Results

Ms. McKinney stated that they utilized a group of trained surveyors to complete onboard surveys of all routes for KART and CAT and conducted stakeholder interviews to gather information. An Appendix for survey comments is included in the TM and will be part of the TDP document.

Onboard surveys for public outreach provided important feedback for the County transit systems. However, the online surveys failed to produce feedback despite efforts to post flyers in 28+ locations throughout the County, with only 9 responses. Ms. McKinney noted that the Hanford routes provide service for day-to-day needs and improves lives of the transit dependent; the majority of trips were for work, then school, personal business, and medical needs. The majority of riders had no vehicles. Driver courtesy and system safety were ranked the highest by riders with lowest rankings for on-time performance and bus stops/shelters. The most desired improvements were for Sunday service and increased route frequency.

The majority of CAT riders used transit to shop, then for personal business, then work or medical needs. Half of the CAT riders also use KART. The majority of Corcoran’s riders did not have driver’s licenses (92%) nor had a vehicle. Bus comfort/cleanliness received the highest rankings while on-time performance and the city/transit website design received the lowest scores. Saturday service along with weekday service changes was mostly desired in Corcoran.

Ms. McKinney summarized the survey results, which identified more service in the evenings is needed for West Hills College, more service to Lemoore and Visalia, and riders want Sunday service on KART and Saturday service on CAT.

C. Brainstorming of Service Alternatives

1. Out of Town Routes

Ms. King noted that the Visalia route started with trips to COS, but Visalia doesn’t reciprocate service with Kings County. Another concern is the potential spending in Tulare County by Kings County residents, which leads to sales tax leakage. Ms. Dow indicated a funding agreement with Tulare County would support Kings County transit; developing out of the region is too much for now and modifying Kings routes is alternatively best. The analysis should address why KART would not serve Visalia since it is requested in the surveys.

The Corcoran route on Saturdays needs to be reevaluated and if transit needs arise, KCAPTA will work with Corcoran.

2. Lemoore-NAS Route

The north and west sides of Lemoore are not currently served by KART and would need to be analyzed. Mr. Nave suggested the upcoming 19th Avenue overpass may serve the senior center on 18th Avenue and route alternatives should be explored. The route also serves West Hills College in Lemoore. Ms. Dow reviewed that a service alternative will commence with a new stop at 7:10 p.m. to serve unmet needs requests for gap service for evening classes at the college.
3. **Hanford Routes**

Ms. Durrenberger has received public requests to provide transport for shopping after Sunday church services in Hanford. Mr. Nave indicated the DAR service is used more frequently for shopping. Adding the complementary DAR service to the fixed route would be expensive, as opposed to increasing frequency on weekday service to improve farebox. Route 8 was designed to take pressure off of Route 5 and 4 for people who had to wait, and by increasing frequency on those routes the on-time performance improved. The alternative would be to increase frequency on fixed route service rather than "doubling up" ADA service which would be cost prohibitive.

The new Bus Intelligent System will first be used as “proof of concept”, meaning it will be installed on some of the buses to test and data collected will indicate the actual and scheduled arrival times. This will allow KART to adjust the schedules to provide on-time performance and allow the system to be more consistent with the reality of performance on each route, according to Ms. Dow.

4. **Corcoran Area Transit Service**

The surveys indicate a desire for Saturday service in Corcoran. Ms. Bega indicated that CAT offered Saturday service in the past but it did not work without enough demand. Increased fares both in town and in fringe areas were requested to Council but not supported. Farebox retention is a major issue for Corcoran's system. High driver turnover is also an issue. The after school program requires extra licensing for transportation to/from a school site. If riders can be picked up off-site, then CAT drivers do not need the extra licensing and a wider audience would be available for bus driving. The school district decided not to pick up children living within 2 miles for this reason, and CAT fills the gap. Alternatives to revising the routes and increasing fares must be evaluated.

D. **Brainstorming of Other Alternatives**

1. **Capital**

Ms. McKinney stated that vehicle replacement needs for KART demand attention. The KART station also demands attention. The KART center on 6th Street in Hanford is not designed to handle growth and additional buses, being limited to six bus bays with the size of the lot. Ms. Dow indicated when planning for bus stations, you must plan for future growth. The transit building is large enough to house KART staff and station attendants, not the public. A security issue exists with allowing the public to use indoor facilities at this site.

In Corcoran, the DAR bus steps are higher for boarding and can present problems with the disabled. The drivers utilize the lifts for riders with boarding difficulty.

2. **Financial**

The Hanford-Corcoran route farebox is shared between KART and Corcoran; farebox reevaluation to provide financial support to the CAT system is needed. The Corcoran Amtrak subsidy program is changing and CAT will need to figure out other ticketing strategies to improve farebox.
Prop 1B funding is almost depleted. Ms. King indicated a new Cap and Trade program will provide funding from the State to invest in sustainable communities strategy projects, including communities that are disadvantaged (i.e. affordable housing). Projects that increase transit ridership as a source to reduce emissions may also receive funding. This will be an ongoing source, yet to be defined by guidelines for the program, to provide competitive funding for capital and operating projects for transit operators.

Ms. Dow indicated additional attention by KCAPTA to the KART-COS student pass program is necessary since providing discounted unlimited service to students while receiving a lesser share of funds as a provider has proven cost prohibitive. Alternatives need to be evaluated in the near future.

In addition, public works bus stop standards for ADA compliance within cities need to be documented for new development and large projects. This will allow KCAPTA to build transit improvements (bus stops, turn-outs, setbacks, etc.) without delays. The Avenal satellite hub proposed for a transfer station with real-time info for riders is necessary to provide bus management and safety in rural areas.

3. Management

No alternatives were noted.

E. Other Concerns/Comments

The Social Services Provider Plan will be updated and additional information will be forwarded to Ms. McKinney by KCAG.

F. Study Schedule/Next Steps

Comments for the draft TM are due to the Consultant August 1st in order to complete the draft TDP due in November. Consultant will develop alternatives for SSTAC at a future meeting. A Preferred Alternative will be developed for the Draft Transit Development Plan. Ms. Nickell will email the draft TM to SSTAC members to review and make comments on, due back to KCAG Tuesday July 29, 2014.

III. MISCELLANEOUS

None

V. ADJOURNMENT

There being no further business before the KCAG Social Service Transportation Advisory Council, the meeting was adjourned on July 11, 2014 at 3:20 p.m.

Respectfully submitted,

Teresa Nickell, KCAG Staff
TO: Social Service Transportation Advisory Council (SSTAC)  
FROM: Teresa Nickell, KCAG Staff  
DATE: February 26, 2015  
SUBJECT: SSTAC Member Orientation

Introduction

The Kings County Association of Governments (KCAG) Social Service Transportation Advisory Council, also known as the SSTAC, was created in 1988 when amendments to the Transportation Development Act (TDA) required each regional transportation planning agency (RTPA) to form a Social Service Transportation Advisory Council. Members of the SSTAC are appointed by the RTPA or the Kings County Board of Supervisors. According to Section 99238 of the California Code of Regulations, the SSTAC must consist of the following members:

- One representative of potential transit users who are 60 years of age or older;
- One representative of potential transit users who are disabled;
- Two representatives of local social service providers for seniors, including one representative of a social service transportation provider, if one exists;
- Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
- One representative of local social service provider for persons of limited means;
- Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator;
- Additional members may be appointed by the transportation planning agency.

The main purpose of the SSTAC is to serve as an advisory body to the KCAG Transportation Policy Committee regarding the transit needs of the elderly, disabled, and low-income citizens. As part of your responsibilities as a member of the SSTAC, you are to participate annually in identifying transit needs, review and recommend action to the KCAG Transportation Policy Committee (TPC) on transit needs, and advise the RTPA on any other major transit issues, including the coordination and consolidation of specialized transportation services. Identification of transit needs can be accomplished by reviewing the testimony given at a public hearing to be held by the TPC or to solicit input from the group you are representing.

Each year, during the unmet needs hearing process, KCAG will put together a packet of information on annual performance of the Kings Area Rural Transit (KART) and Corcoran Area Transit (CAT) systems. This staff report will also include any comments that have been made on transit needs. After reviewing all information, the SSTAC will recommend action to KCAG's TPC that one of three findings be adopted by resolution. KCAG then must find by resolution, that: 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet, or; 3) there are unmet transit needs, including needs that are reasonable to meet. The first scheduled meeting in April will occur prior to the TPC public hearing, and following the public hearing continued in May, the SSTAC will make its recommendation to the TPC.

Following are several orientation summary sheets providing information on the Local Transportation Fund (LTF), the Kings County Association of Governments (KCAG), Kings Area Rural Transit (KART), and Corcoran Transit Services. These sheets will help you to have a better understanding on how the transit services operate or what is involved in the LTF process.
BACKGROUND ON THE LOCAL TRANSPORTATION FUND (LTF)

The Local Transportation Fund (LTF) was created by the Transportation Development Act (TDA) of 1971. The fund equals 1/4 of one cent of the seven and one quarter cent sales tax collected in Kings County and supplies county-generated revenues to provide public transportation. According to the TDA, the county, cities, and public transportation operators may claim portions of the LTF. The Kings County Auditor-Controller stated that the FY 2015-16 LTF will be $3,900,000.

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

A. "Unmet transit need"
B. "Reasonable to meet"

KCAG has defined these terms in the RTP as follows:

A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.

B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:

1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.

2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.

3) The proposed transit service has community support from the general public, community groups, and community leaders.

4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.

5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.

6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.

8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

KCAG ORGANIZATION AND MANAGEMENT

The Kings County Association of Governments (KCAG) is a Council of Governments (COG) responsible for addressing problems of interjurisdictional nature. KCAG is a voluntary organization whose members are the County of Kings, Avenal, Corcoran, Hanford, and Lemoore.

KCAG serves as a state-designated regional transportation planning agency (RTPA) recognized by the State’s Business, Transportation and Housing Agency. The primary functions of an RTPA are in developing and updating a Regional Transportation Plan, preparing a Regional Transportation Improvement Program, preparing a Federal Transportation Improvement Program, and administering the Transportation Development Act. KCAG is also a Metropolitan Planning Organization (MPO) recognized by the Federal Highway Administration and Federal Transit Administration, and receives federal funding to conduct several activities required of MPOs.

All RTPA activities are governed by the Transportation Policy Committee (TPC), which is the final approving authority. The TPC is a committee of the KCAG Commission and composed of members of the regular KCAG Commission, plus the Director of Caltrans, District 6 representing the Director of Caltrans Headquarters.

The Commission is advised by two committees. The first is a Technical Advisory Committee (TAC), whose members include KCAG staff, county and city public works and planning directors, city managers, administrative officers, Caltrans District 6 staff, a Lemoore NAS representative, a San Joaquin Valley Unified Air Pollution Control District representative, and a Santa Rosa Rancheria Tachi Yokut Tribe representative. 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.

The second committee is the Social Service Transportation Advisory Council (SSTAC). Senate Bill 498 (Chapter 673, Statutes of 1987) requires each RTPA to provide for the establishment of a SSTAC and to utilize the SSTAC to solicit the input of transit needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and limited means (low income) persons. The SSTAC is to have the following responsibilities:

1. Annually participate in the identification of transit needs in Kings County, including unmet transit needs that may exist within Kings County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

2. Annually review and recommend action by the RTPA which finds, by resolution, that a) there are no unmet transit needs, b) there are no unmet transit needs that are reasonable to meet, or c) there are unmet transit needs, including needs that are reasonable to meet.

3. Advise the RTPA on any other major transit issues, including the coordination and consolidation of specialized transportation services.

In addition to these committees, more citizen participation is accomplished through various other activities. KCAG uses news releases, public hearings, and public meetings to get public input into its planning activities. KCAG staff directly contacts citizens, businesses, commercial organizations, and the Tribal Council Chairman of the local Native American tribe for specific input into specific
items. KCAG’s website, http://www.kingscog.org, includes meeting agendas and meeting minutes, planning and programming documents, and other information that the public can access to assist in the planning process.

**KINGS AREA RURAL TRANSIT (KART)**

KART is the single largest provider of public transportation within Kings County and is operated by the Kings County Area Public Transit Agency (KCAPTA), a joint powers agency made up of the County of Kings, and the cities of Avenal, Hanford, and Lemoore.

KCAPTA establishes the operating policies and defines the services to be provided by KART. The actual day-to-day management and operation of the bus system are currently carried out under contract with MV Transit.

KART began service in June 1980 and now provides over 66,000 rides per month. Service includes Dial-a-Ride, commuter, and fixed route bus services. Dial-a-Ride services are offered Monday through Saturday. Saturday route service is offered in Armona, Hanford, and Lemoore. Listed on the following page is a summary of services available within the KART service areas.

A primary funding source of revenue for KART is from the Transportation Development Act (TDA) and is received annually by KCAPTA. TDA funds are generated from California sales tax revenues and are available to KCAPTA under two categories of funds:

1. **Local Transportation Fund (LTF)** is first used for public transit then for transportation planning purposes and for streets and roads, provided that the public transit needs have been met. KCAPTA annually receives LTF money from each member agency. Each member agency’s LTF contribution is their individual share of KCAPTA’s annual budget, based on a formula of 50% number of service hours provided to that agency and 50% population.

2. **State Transit Assistance (STA)** funds are intended primarily for public transit, but may also be used for passenger rail service operations, administrative and planning costs or capital expenditures for transit services provided that all reasonable transit needs are met.

**Section 5311** Federal grant funds of the Federal Transit Administration (FTA) are also available to rural and small urban area public transportation providers such as KCAPTA. Kings County’s FY 2014-15 apportionment is an estimated $104,000 in FTA Section 5311 funds which will help fund operating assistance. The City of Corcoran will receive $300,000 for operating assistance and capital project expense incurred by its Dial-a-Ride system.

**Section 5307** Kings County’s designation as an urbanized area has also entitled it to receive Federal grant funds of the Federal Transit Administration (FTA) available to small urban area public transportation providers such as KCAPTA, which will help fund operations and capital projects.
<table>
<thead>
<tr>
<th>SERVICE AREA</th>
<th>ROUTE SERVICE</th>
<th>COMMUTER SERVICE</th>
<th>DIAL-A-RIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armona (S)</td>
<td>KART’s Hanford/Lemoore route provides service every half-hour through downtown Armona. KART’s Hanford/Avenal route provides service to Armona 4 times per day.</td>
<td>Dial-A-Ride service out of Hanford by KART Monday to Friday between 6:30 a.m. and 9:30 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays for persons who fall under the Americans with Disabilities Act (ADA).*</td>
<td></td>
</tr>
<tr>
<td>Avenal (S)</td>
<td>KART provides service 3 times per day on the Hanford/Avenal route.</td>
<td></td>
<td>Not offered by any transit operators in Kings County</td>
</tr>
<tr>
<td>Corcoran</td>
<td>KART offers 2 trips per day on the Hanford/Corcoran route. Corcoran Area Transit (CAT) offers discounted Amtrak tickets between Hanford and Corcoran.</td>
<td>KART leaves Hanford in the morning for the Corcoran State Prison taking employees to work and picks them up after work for a return trip to Hanford in the afternoon.</td>
<td>Corcoran Area Transit (CAT) provides a Dial-a-Ride service Monday to Friday between 6:30 a.m. and 6:25 p.m.</td>
</tr>
<tr>
<td>Grangeville/Laton/ Hardwick</td>
<td>KART runs twice per day through these communities to Hanford.</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
</tr>
<tr>
<td>Hanford (S)</td>
<td>Eight routes by KART in Hanford operate on 30-minute and hourly intervals between 6:30 a.m. and 9:30 p.m. Saturday service operates from 9:00 a.m. to 5:00 p.m.</td>
<td>Dial-A-Ride service by KART Monday to Friday between 6:30 a.m. and 9:30 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).*</td>
<td></td>
</tr>
<tr>
<td>Lemoore (S)</td>
<td>Route service operates every half-hour on KART’s Hanford/Lemoore route. KART’s Hanford/ Avenal route also stops in Lemoore 4 times a day.</td>
<td></td>
<td>Dial-A-Ride service out of Hanford by KART Monday to Friday between 6:30 a.m. and 9:30 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).*</td>
</tr>
<tr>
<td>Hanford/Visalia</td>
<td>Route service runs 3 times per day to COS and to the Visalia Transit Center in downtown Visalia.</td>
<td>KART offers a Hanford/Visalia commuter route for employees that work in Visalia and for students.</td>
<td>Not offered by any transit operators in Kings County or Tulare County.</td>
</tr>
<tr>
<td>Kettleman City/ Stratford/ Avenal (S)</td>
<td>Kettleman City and Stratford served by KART’s Hanford/Avenal route 4 times a day.</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
</tr>
<tr>
<td>Hanford/Fresno</td>
<td>Route service runs 5 days per week, with transfers to Fresno Area Express (FAX)</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
</tr>
<tr>
<td>Lemoore/LNAS</td>
<td>Route service from Hanford to LNAS runs 5 times per day</td>
<td></td>
<td>Not offered by any transit operators in Kings County.</td>
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</table>

(S) - Saturday service offered

* D-A-R service same as fixed route service hours
CORCORAN AREA TRANSIT (CAT)

The City of Corcoran has provided its own transit service since 1975 for Corcoran residents and for those living in the rural fringe area surrounding Corcoran. Initially, the service was only for senior citizens, but in 1989 the service was expanded to include the general public. At the same time, the City of Corcoran also began providing discount Amtrak rail tickets for individuals needing transit service between Corcoran and Hanford to obtain county services.

The City's Dial-a-Ride service coordinates with Amtrak's schedule for passenger service to and from the station, with Kings Area Rural Transit (KART) for service at the Amtrak station and with the Prison’s Visitors Center, Bienvenidos, for service to the prison visitors.

The City of Corcoran operates a demand-response transit system serving a population of approximately 24,000 (incorporated City and unincorporated County Fringe), as well as visitors to the prison. The service is available to the general public and operates Monday through Friday, 6:30 a.m. to 6:25 p.m. The City of Corcoran currently has six buses, including 2 ten-year medium duty buses and 4 five-year cutaway buses.

Previously, Corcoran experimented with a fixed-route bus service through town every hour on the hour, offered as a free service. Only two daily runs had any ridership at all during a two-month period. All fixed-route services were eliminated after the two-month trial period.

The City also provides discount tickets ($3.25 one way; $6.50 round trip; $29.50 for a ten ride pass) for Amtrak service between Corcoran and Hanford for use by its citizens and commuters. The Amtrak riders utilizing this program have increased steadily from its inception in 1990. The Corcoran Amtrak intermodal facility has increased the visibility and presence of transit service within the city.

In addition to Amtrak discounted tickets, the City is providing KART tickets at discounted prices for the Hanford/Corcoran route.
Introduction

The Kings County Area Public Transit Agency (KCAPTA) has published a new Kings Area Rural Transit (KART) Paratransit Guide for riders who have a disability requiring Americans with Disabilities Act (ADA) paratransit service. KCAPTA will present an overview to include how ADA riders can apply to use the KART Dial-A-Ride (DAR) Service for prearranged transportation, what the eligibility requirements are, how to make trip reservations, and so forth. You will also receive the new Guide.
AGENDA

Kings County Transit Development Plan 2014

Presentation of the Draft Final Transit Development Plan, Marketing Plan, and Social Services Transportation Provider Action Plan

Kings County Area Public Transit Agency
629 Davis Street
Hanford, CA 93230
February 26, 2015 9:30 A.M.

1. Introductions

2. Study Process
   - Collected background data (demographics, local plans)
   - Reviewed transit systems and performance
   - Conducted Outreach:
     o Stakeholder Interviews
     o Onboard Surveys
     o SSTAC Meetings
   - Evaluated Alternatives
   - Developed Draft Plan

3. Presentation of Draft TDP
   - KART Service, Marketing and Capital Plan
   - KART Financial Plan
   - CAT Service, Marketing and Capital Plan
   - CAT Financial Plan
   - Social Service Transportation Action Plan

4. Next Steps
   - Public comments due by 3/6
   - Produce Final Plan by 3/20
   - Webinar Presentation of Final Plan to KCAG Technical Advisory Committee on 3/11
   - Presentation of Final Plan to KCAG Transportation Policy Committee on 3/25

5. Adjourn