MEETING

Agency: KCAG Social Service Transportation Advisory Council (SSTAC)

Place: Kings County Area Public Transit Agency (KCAPTA)
Conference Room
610 W. Seventh Street, Hanford, CA
(Please note new location)

Time: 9:30 a.m., Tuesday, June 2, 2015

ITEM PAGE ACTION

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 Committee 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 three minutes.

B. Minutes of April 29, 2015 1-3 Action

II. TRANSPORTATION:

A. Unmet Transit Needs Testimony Review and Recommendation of a Finding 4-11 Action

III. MISCELLANEOUS:

V. ADJOURNMENT:
Kings County Association of Governments
339 W. "D" Street, Suite B, Lemoore, California 93245
(559) 852-2654  FAX (559) 924-5632
www.kingscog.org

Member Agencies: Cities of Avenal, Corcoran, Hanford and Lemoore, County of Kings

MINUTES
KCAG Social Service Transportation Advisory Council

Wednesday April 29, 2015

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. Teresa Nickell, KCAG Regional Planner, at 10:30 a.m. on April 29, 2015 in the Conference Room, Kings County Area Public Transit Agency, 629 Davis Street in Hanford, California.

MEMBERS PRESENT: Steve Mendoza
Katie Arnt
Omar Mostafa
Valerie Bega
Sir Lee Shoals
Dave Nave
Debra Ann Oliveira
Angie Dow

STAFF PRESENT: Teresa Nickell

VISITORS PRESENT None

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (Bega / Nave) to approve the Minutes of February 26, 2015 as submitted. Motion carried unanimously.

II. TRANSPORTATION

A. 2015 TRANSIT DEVELOPMENT PLAN

Ms. Nickell indicated the final Transit Development Plan (TDP) prepared by the consultant, LSC Transportation, has been approved for the Kings County Association of Governments (KCAG) to address public transit needs, capital and operating needs, and includes recommendations and strategies to improve services of the local public transit operators. The plan was reviewed by the Social Service Transportation Advisory Council (SSTAC) and adopted by the KCAG Transportation Policy Committee in April 2015 and is available on KCAG’s website at www.kingscog.org.
B. TRANSIT SYSTEM REVIEW

Ms. Nickell reported that KCAG staff completed an annual transit system review which included observance of the Kings Area Rural Transit (KART) and Corcoran Area Transit (CAT) systems. Bus surveys were conducted of Hanford fixed routes 5 and 6 and commuter routes Hanford-Corcoran, Hanford-Lemoore, and Hanford-Visalia. KART's Dial-a-Ride and Corcoran's Dial-a-Ride services were contacted and utilized for surveying. Ms. Nickell observed that all buses were timely and clean and drivers were courteous. Public hearing notice postings for the Unmet Needs process and Riders' Guides on all buses were recommended by staff.

Ms. Nickell discussed the transit system goals and performance evaluation based on annual ridership data from KART and CAT, noting both systems are operating efficiently and meet most all of the goals required by the Transportation Development Act (TDA). She indicated the performance evaluation paralleled the goals and performance analyses conducted for the 2015 Transit Development Plan. Ms. Dow indicated the goal for system cost per hour was increased to $80.00 with the 2015 Transit Development Plan, which is still above KART's cost per hour level which will not likely increase in the near future. Over the years, the KART system has grown from serving seniors and commuters to Avenal to include commuter routes to Visalia and Fresno and paratransit service to serve the growing population within Kings County. This has dramatically increased the costs of operations since the early 90's as indicated by the system analyses. Ms. Bega indicated CAT's cost per hour, which exceeds the $100 per hour goal, includes the transit salaries for the transit manager and dispatcher.

C. UNMET TRANSIT NEEDS

Ms. Nickell mentioned during the months of April and May KCAG holds a public hearing for unmet transit needs for Kings County; KCAPTA held its meetings in February and April and Corcoran in February. Once the public testimony is complete, the SSTAC will determine whether there are no unmet transit needs, there are no unmet needs reasonable to meet, or there are unmet transit needs that may be reasonable to meet. The SSTAC will also provide a letter of recommendation signed by one of the representatives to the KCAG Transportation Policy Committee (TPC) in June following the public hearing. Ms. Nickell summarized the public testimonies received to date for the KART system, which includes:

- Transportation for seniors to attend Wednesday night Senior Dance at the Veterans Hall and the Thursday night Farmers Market in Hanford. Ms. Dow indicated there are bus stops nearby which serve both facilities and cannot be relocated closer due to road blocks during the Farmers Market, thus this request is not "reasonable to meet".

- Employees of the Lemoore Naval Air Station will no longer receive transit vouchers from LNAS and need a debit card system on the KART buses.

- Lemoore seniors request a regular KART bus stop at the Lemoore Senior Citizens Center on 18th Avenue.

- Students at West Hills College need half-hour service implemented to meet night time departures. Ms. Dow indicated the last pick-ups are around 9:30 p.m. and 10:00 p.m. and service changes to hourly after 6:30 p.m. Classes or library
use after 10:00 p.m. is not "reasonable to meet" since the KART system does not operate beyond 10:10 p.m.

Ms. Oliveira indicated those comments discussed at the SSTAC public meeting held on February 26, 2015, regarding unmet needs for transportation, should be forwarded to the TPC to review.

III. MISCELLANEOUS

Mr. Mostafa stated the FTA Section 5311 applications must be submitted to Caltrans by May 8, 2015. The FTA 5311 grant is for funds available to public and private non-profit transportation providers in rural areas for capital, operating, and administrative expenses.

Ms. Dow indicated KCAPTA is scheduled to conduct outreach in May to present KART system training to agencies and organizations. Outreach activities include focus on seniors, health fairs in Lemoore and Hanford, and paratransit services for health clients that need certification training and education regarding Dial-a-Ride qualifications.

Ms. Oliveira asked if anyone attended the Tulare County Association of Governments (TCAG) public hearing for unmet needs. There are unmet needs for transportation from Kings County to Tulare County for medical appointments but Tulare County will not reciprocate service into Kings County. Mr. Nave indicated intercounty transit has no obligation or funding specifically designed to pay for dual service. A petition by a group of interested parties might prove more beneficial than a single request to meet the definition of "reasonable to meet".

V. ADJOURNMENT

There being no further business before the KCAG Social Service Transportation Advisory Council, the meeting was adjourned on April 29, 2015 at 11:12 a.m.

Respectfully submitted,

Teresa Nickell, KCAG Staff
TO: KCAG Social Service Transportation Advisory Council  
FROM: Teresa Nickell, KCAG Staff  
DATE: May 28, 2015  

Introduction

Prior to approving an allocation of Local Transportation Funds (LTF) for street and road purposes, the KCAG Transportation Policy Committee (TPC) must hold public hearings to determine if there are any transit needs that are reasonable to meet within Kings County. After a review of the public hearing, the TPC will review all testimony given and consider the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the KCAG Technical Advisory Committee, and make a determination of either: (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 role of the SSTAC is to aid the TPC in its review of transit issues with emphasis on the annual identification of transit needs within Kings County. The SSTAC will make recommended findings that will be acknowledged by the Board through adoption of a resolution at the TPC meeting held in June. If KCAG adopts a finding that there are unmet transit needs, then proposals to meet those transit needs must be provided, and the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction, in accordance with Article 8, Section 99401.5 of the Transportation Development Act. The TPC board-adopted definitions of “unmet needs” and “reasonable to meet” are included on pages 6 and 7 of this report.

Unmet Transit Needs Testimony

The City of Corcoran conducted an unmet transit needs hearing on February 17th, 2015. There was no public testimony provided regarding the Corcoran Area Transit (CAT) services. The Kings County Area Public Transit Agency (KCAPTA) conducted its unmet transit needs public hearings on February 25th and March 25th, 2015. KCAG conducted unmet transit needs public hearings on April 22nd and May 27th, 2015. Both agencies received testimony indicated below, followed by KCAPTA’s response to each testimony:

1. Transportation for seniors to attend the Senior Dance at the Veterans Hall on Wednesday nights and the Farmers Market on Thursday nights in downtown Hanford.

   The comment reflects a service request that is not an unmet transit need that is reasonable to meet.

   KCAPTA has 8 routes in Hanford with service from 6:30 a.m. to 9:30 p.m. KCAPTA staff has evaluated the request and determined that there is not supportive data to indicate sufficient ridership potential for expanded hours in Hanford. System-wide ridership peaks at 4:00 p.m. with almost 300 riders within Hanford. Ridership declines dramatically after 7:00 p.m. Without sufficient ridership, the requested
expanded service cannot generate enough revenue to meet the minimum farebox requirement.

2. Offer a loop shuttle during the fog season and allow people to leave their packages on the bus between stops.

_The comment reflects a service request that is not an unmet transit need._

KCAPTA has 8 routes in Hanford which connect the community with shopping, schools, medical offices, places of employment, and recreation centers. The system is designed to minimize the number of transfers an individual has to make in order to complete their trip needs. Almost all trips can be completed with only one transfer to another bus. KCAPTA allows a passenger to bring up to 4 packages on the bus. The number of packages is limited to prevent the aisles from being blocked or causing a safety hazard to riders.

3. Add half-hour service to West Hills College between 6:40 p.m. and 10:10 p.m.

_The comment reflects a service request that is an unmet transit need that is reasonable to meet._

KCAPTA provides half-hour service to West Hills College between the hours of 6:30 a.m. and 6:10 p.m. After 6:10 p.m., service is provided at intervals at 7:35 p.m., 9:40 p.m., and 10:10 p.m. Students must currently catch the 7:35 p.m. bus in order to make any connections to Hanford before the two-hour gap.

KCAPTA staff has evaluated the request and determined the following:

- The requested service has community support from the general public. Almost 100 individuals signed a petition requesting service at West Hills College between 6:10 p.m. and 9:40 p.m.
- Students catching the 9:40 p.m. bus will not arrive in Hanford in time to catch another Hanford route.

KCAPTA will work with West Hills College to modify the schedule to provide service during the evening gap when school starts again in August 2015.

4. Employees at the Lemoore Naval Air Station (LNAS) will no longer receive transit vouchers from LNAS and would like to know when or if a debit card system will be available to use on the KART buses (4 requests).

_The comment reflects bus stop infrastructure which is operational and not an unmet transit need._

Although this is not an unmet transit need, the KCAPTA Board approved a contract in April 2015 with FIS Global to install a credit/debit card system on buses scheduled for July 2015.

5. Lemoore seniors request a regular KART bus stop at the Lemoore Senior Citizens Center located on 18th Avenue (petition of 12).

_The comment reflects a service request that is an unmet transit need that is reasonable to meet._
The recently completed 2015 KCAG Transit Development Plan (TDP) recommends two new routes in Lemoore, with a stop at the Lemoore Senior Center. KCAPTA staff has applied for funding for two new routes in Lemoore with service to the Senior Center anticipated to begin in 2016.

6. The Kings County Velo Club submitted to KCAG a request for improvements to the County’s bicycle system, including signage and striping, roadway repairs, and an updated Bicycle Plan.

_The comment reflects roadway/infrastructure which is operational and not an unmet transit need._

Although this request is not an unmet transit need, the Velo Club members presented at the May 27th public hearing and were encouraged by the TPC to contact their local Board of Supervisors and City Councils to report roadway safety and bicycling issues they experience so that potential funding for maintaining bicycle facilities can be pursued. An example for potential funding was suggest by staff of the Congestion Mitigation and Air Quality (CMAQ) Fund for projects that help achieve air quality standards under the 1990 Clean Air Act that can be used for construction of pedestrian walkways, bicycle transportation facilities, and for carrying out non-construction projects related to safe bicycle use. Bicycle improvements to shoulder space, bike route indicator signs, riding surface repairs, etc. are constructed by each city’s and the county’s Public Works Division. Bicycle advisory and support groups should work closely with local officials in identifying and seeking solutions to bicycle problems.

KCAG has implemented strategies for improvements to bicycle infrastructure in the 2014 Regional Transportation Plan (RTP) adopted by the TPC. The RTP addresses the 2011 Kings County Regional Bicycle Plan previously adopted and certified by the Caltrans Bicycle Facilities Unit as being consistent with the Regional Transportation Plan and the California Bikeways Act. This Plan was prepared under the guidance of a local Bicycle Advisory Committee and provides a coordinated and comprehensive bicycle plan that integrates the facilities in the unincorporated county area with those in each of the four cities within the county. KCAG will be implementing an Active Transportation Plan in FY 2015-16 which will include an update to the 2011 Bicycle Plan.

7. The Kings County Commission on Aging indicated seniors in Hanford need transportation from McFarland to Visalia for the annual May Senior Picnics held at Mooney Grove Park in Visalia and Burris Park in Hanford. The subcommittee is also looking to coordinate service to Dinuba and Porterville also so the TCAG unmet needs hearing would be ideal to attend.

_The comment reflects a service request which is not an unmet transit need that is reasonable to meet._

The Tulare County Area Transit (TCAT) system provides a loop bus that can be reserved for outlying areas that may provide service within Tulare County. Service for specific senior events in Tulare County would be served by TCAT. KCAPTA does provides transportation for the general public within Kings County and to Visalia on one commuter route.

For connectivity to the cities of Dinuba and Porterville, which are outside of KCAPTA’s service area in Tulare County, seniors can take the Hanford-Visalia commuter route (Route 15) to the Visalia Transit Center to connect to TCAT routes provided to those cities (Route 40 to Porterville and Route 10 to Dinuba).
8. The Kings County Public Health clients have made complaints for available service for visitors to the Hanford emergency room after hours.

The comment reflects a service request which is not an unmet transit need that is reasonable to meet.

Amtrak trains from Corcoran to Hanford could be beneficial to Corcoran residents available through Corcoran Area Transit (CAT) at half-price and the commuter bus from KART runs in the morning and afternoon to Selma Kaiser, Fresno Veterans, and Madera Children’s Hospital to coordinate transportation needs.

9. A few seniors have had emergencies without transportation from the hospitals in Visalia and Hanford when the train or taxis were not feasible to use during after-hours or early morning.

The comment reflects a service request which is not an unmet transit need that is reasonable to meet.

KCAPTA provides half-hour service to the Adventist Hospital located in Hanford and limited service to the Kaweah Delta Hospital in Visalia. Staff has evaluated the request and determined that there is not supporting data to indicate sufficient ridership potential for the expanded hour. Without sufficient ridership, the expanded service cannot generate enough revenue to meet the minimum farebox requirement.

10. Children with rehabilitative needs must board the bus to Madera Children’s Hospital on the early route which proves to be a hardship to due to length of the ride and multiple stops.

The comment reflects a service request which is not an unmet transit need that is reasonable to meet.

KCAPTA has coordinated the KART route with Amtrak connection to allow riders to choose what works best for them. Hospitals work with KCAPTA to identify ways to coordinate and improve services, including paratransit for persons who are qualified to ride, including those in the Fresno area who are not qualified but disabled. Temporary use of the KART service with qualified i.d. cards is available to families who need to visit their kids at Children’s. KCAPTA also provides presentations to agencies’ clients to use the KART system to meet their needs.

11. Some rural clients with domestic violence or mental health disabilities attend College of the Sequoias or West Hills College and need specialized volunteer transportation services, including Sunday service.

The comment reflects a service request which is not an unmet transit need that is reasonable to meet.

KCAPTA rural routes provide service to colleges Monday through Friday. KCAPTA does not operate on Sundays or major holidays. The recently completed 2015 KCAG Transit Development Plan indicates there would be enough ridership to support Sunday service in the Hanford area; however, it did not indicate there would be enough ridership to support Sunday service in the rural areas within the next four year period.
Recommendation

The SSTAC should consider preparing a letter with its recommendation on an unmet transit needs finding and appoint a member to sign and present the recommendation to the TPC at its June meeting. A sample letter is attached for approval.
BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

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IN THE MATTER OF DEFINING

THE TERMS “UNMET TRANSIT

NEED” AND “REASONABLE

to meet”

RESOLUTION NO. 99-06

RE: TDA DEFINITIONS

WHEREAS, the California Transportation Development Act of 1971 established the Local

Transportation Fund (LTF), which is administered by the Kings County Association of Governments (KCAG)

Transportation Policy Committee (TPC); and

WHEREAS, pursuant to Public Utilities Code, Section 99401.5 (c), prior to making any allocation of

LTF money not directly related to public transportation services, specialized transportation services, or facilities

provided for the exclusive use of pedestrians and bicycles, KCAG must define the terms “unmet transit need”

and “reasonable to meet”. The definition adopted by the transportation planning agency for the terms “unmet

transit needs” and “reasonable to meet” shall be documented by resolution or in the minutes of the agency; and

WHEREAS, pursuant to the 1998 Kings County Transit Development Plan, countywide definitions for

the terms “unmet transit need” and “reasonable to meet” have been established.

NOW, THEREFORE, BE IT RESOLVED, that the Kings County Association of Governments

Transportation Policy Committee defines the term “unmet transit need” and “reasonable to meet” as follows:

a) “Unmet transit need”, at a minimum, exist where local residents do not have access to private

vehicles or other forms of transportation, due to age, income, or handicap, 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 rural area farebox and revenue ratio of 10%

for the overall system.

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.

The foregoing Resolution was adopted on a motion by Commissioner __Lakritz___, and seconded by Commissioner __Barba___, at a regular meeting held on the 23rd day of June, 1999, by the following vote:

AYES: Lakritz, Barba, McCuen, Neves, Allvin
NOES: None
ABSENT: Woolley, Quintanilla
ABSTAIN: None

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

Joe Neves, Chairman Pro Tem

WITNESS, my hand this 26th day of June, 1999.

William R. Zumwalt, Executive Secretary
June 2, 2015

Joe Neves, Chairman
KCAG Transportation Policy Committee
Kings County Association of Governments

RE: Social Service Transportation Advisory Council FY 2015-16 Unmet Transit Needs Recommendation

Dear Chairman Neves:

The Social Service Transportation Advisory Council (SSTAC) gladly presents its recommendation to the Kings County Association of Governments (KCAG) Transportation Policy Committee (TPC) concerning potential Unmet Transit Needs in Kings County. The SSTAC met in April to review past actions and prepare for this year’s unmet transit needs process. Testimony regarding transit needs in Kings County was received at the May TPC public hearing and during the public comment period. The SSTAC met again following the public hearing to discuss potential transit issues. Based on the testimony received, our recommendations to the Board are as follows:

- That the Transportation Policy Committee of the Kings County Association of Governments finds that there are no unmet transit needs that are reasonable to meet at this time in the FY 2015-16 within the jurisdiction of the City of Corcoran.

- That the Transportation Policy Committee of the Kings County Association of Governments finds that there are unmet transit needs that are reasonable to meet at this time in FY 2015-16 within the jurisdiction of Avenal, Hanford, Lemoore, and the County of Kings:
  
  **Half-hour service to West Hills College between 6:40 p.m. and 10:10 p.m. for students to have bus transit available during the two hour gap between 7:35 p.m. and 9:40 p.m. and still be able to make other connections in Hanford.**

  **A new route with a bus stop at the Lemoore Senior Center to provide service to seniors and families who routinely visit the center.**

Sincerely,

Jim Christian
KCAG, Social Service Transportation Advisory Council