**MEETING**

Place: Conference Room, Engineering Building  
Kings County Government Center,  
1400 W. Lacey Blvd., Hanford, CA

Time: 10:00 A.M., Wednesday, April 25, 2012

Agency: KCAG Social Service Transportation Advisory Council (SSTAC)

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<th>ITEM</th>
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<td><strong>I. CALL TO ORDER:</strong></td>
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<td>A. Unscheduled Appearances</td>
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<td>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 five minutes.</td>
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<td>B. Minutes of June 15, 2011</td>
<td>1-2</td>
<td>Approve</td>
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<td><strong>II. TRANSPORTATION:</strong></td>
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<td>A. SSTAC New Member Orientation</td>
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<td>Information</td>
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<td>B. Unmet Transit Needs</td>
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<td><strong>III. MISCELLANEOUS:</strong></td>
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<td><strong>V. ADJOURNMENT:</strong></td>
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MINUTES
KCAG Social Service Transportation Advisory Council (SSTAC)
Tuesday, June 15, 2011

I. CALL MEETING TO ORDER

The second meeting of the 2011 KCAG Social Services Transportation Advisory Committee (SSTAC) was called to order by Mr. Seth Eberhard, KCAG Staff at 10:08 a.m. on June 15, 2011, in the Conference Room, Engineering Building, Kings County Government Center, 1400 W. Lacey Blvd, Hanford, California.

MEMBERS PRESENT: Valerie Bega
Bill Christian
Sharon DeMasters
Angie Dow
Ron Hughes
Bessie Miller
Dave Nave
Arlene Santino

STAFF PRESENT: Seth Eberhard
Victoria Hall

VISITORS PRESENT None

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (Santino / Dow) to approve the Minutes of April 13, 2011 as submitted. Motion carried unanimously.

II. TRANSPORTATION

A. Transit System Review

Mr. Eberhard mentioned the main functions of the Social Services Technical Advisory Council (SSTAC) is to advise the KCAG Transportation Policy Committee on the transit needs and concerns of the elderly and disabled and to participate in identifying unmet needs.

In May KCAG staff conducted a transit survey for the KART system. The survey includes staff riding downtown Hanford, Laton, Corcoran, Lemoore, Avenal and the Visalia Route. Overall the buses were time efficient and improvement such as bus shelters, benches and marked stops continue to be made.
B. **Unmet Transit Needs Testimony and Determination**

Mr. Eberhard reported prior to allocating Local Transportation Funding (LTF) for streets and roads purposes, KCAG and KCAPTA hold unmet transit needs hearing during the months of March, April and May each year. Summaries of testimony heard are included in the agenda. The SSTAC will need to make a recommendation that will go to the KCAG board regarding unmet needs. Are there no unmet needs, no unmet needs reasonable to meet, or are there unmet needs reasonable to meet. Considering all testimony provided, KCAPTA staff is currently working on projects to help solve the reasonable issues brought up such as the installation of bus shelters, benches and marked stops.

Ms. Dow explained they have met with the Parking and Traffic Committee in Hanford who has approved all the marked stop signs. Next they are meeting to approve the benches and shelters. This has already been completed in Lemoore.

The letter provided states that there are no unmet needs reasonable to meeting with the added portion that KCAPTA will continue to work on solving the issues brought up in testimony. Ms. DeMasters commented on how the seniors are having growing pains with the new fast pass systems. Ms. Dow mentioned that KCAPTA will be at the picnic in September and will demo the new system and will be giving away a few free passes.

A motion was made and seconded (Christian / Nave) to prepare a letter with a recommendation on an unmet transit needs finding that there are no unmet needs reasonable to meet and present this letter to the TPC in June. Motion carried unanimously.

### III. MISCELLANEOUS

Mr. Nave invited everyone to visit the new dispatch center at the Train Station.

### V. ADJOURNMENT

There being no further business before the KCAG Social Service Transportation Advisory Council, the meeting was adjourned on June 15, 2011 at 11:00 a.m.

Respectfully submitted,

Seth Eberhard, KCAG Staff
TO: Social Service Transportation Advisory Council (SSTAC)
FROM: Seth Eberhard, KCAG Staff
DATE: April 11, 2012

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 SSTACs. 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 (i.e.: K/T AAA, KCAPTA);
- 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 Transportation Policy Committee (TPC) or to solicit input from the group you are representing.

Each year, during the unmet needs hearing process, Kings County Association of Governments (KCAG) will put together a packet of information on KART's and Corcoran Area Transit's annual performance. 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.

Attached are several orientation summary sheets providing information on Kings Area Rural Transit (KART), Corcoran Transit Services, the Local Transportation Fund (LTF) and the Kings County Association of Governments (KCAG). If you would like to have a better understanding on how the transit services operate or what is involved in the LTF process, read the enclosed material at your leisure. Staff will go over some of the information in the scheduled meetings.
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 65,000 rides per month. Service includes commute, Dial-a-Ride, and fixed route bus services. Dial-a-Ride services are offered Monday through Friday and reduced hours on Saturday. Saturday route service is offered in those cities that have weekday route service. 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. For Fiscal Year (FY) 2012-13, Kings County's LTF apportionment will be approximately $3,500,000. KCAPTA's budget will include approximately $1,894,055 in LTF funds. The City of Corcoran's transit budget will include approximately $464,058 in LTF funds.

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. For FY 2012-'3, the STA allocation estimate is $895,842.

**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 2012 apportionment is an estimated $73,580 in FTA Section 5311 funds which will help fund operations. KCAPTA will receive $49,428 for operating assistance expenses and the City of Corcoran will receive $24,154 for operating assistance incurred by its Dial-a-Ride services.

**Section 5307** Kings County’s recent 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. Included in KCAPTA's FY 2012 budget is an estimated $1,400,000 in FTA Section 5307 funds which will help fund operations and capital projects.

In addition to rider's fares and the above funding sources, KCAPTA receives annual contributions of equipment and/or money from the Kings/Tulare Area Agency on Aging (K/T-AAA) to assist riders in the ADA certification process to offset the cost of senior fares.
<table>
<thead>
<tr>
<th>SERVICE AREA</th>
<th>ROUTE SERVICE</th>
<th>COMMUTER SERVICE</th>
<th>DIAL-A-RIDE</th>
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<tr>
<td>Armona (S)</td>
<td>KART’s Hanford/LNAS route bus provides service every half-hour through downtown Armona. KART’s Hanford/Avenal route provides service five times per day.</td>
<td></td>
<td>Dial-A-Ride service is provided out of Hanford by KART Monday through Friday between 6:00 a.m. and 11:00 p.m. and 9:30 a.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).</td>
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<tr>
<td>Avenal (S)</td>
<td>KART provides service four times per day on the Hanford/Avenal route.</td>
<td>KART offers a commuter vanpool services between Avenal and Hanford/Lemoore for Avenal prison employees.</td>
<td>KART offers Dial-A-Ride Monday through Friday between 10:00 a.m. and 1:30 p.m.</td>
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<tr>
<td>Corcoran</td>
<td>KART offers two 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>The Corcoran Area Transit (CAT) provides a Dial-a-Ride service Monday through Friday between 6:30 a.m. and 6:15 p.m. and Saturdays between 8:00 a.m. and 5:00 p.m.</td>
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<td>Grangeville/Laton/Hardwick</td>
<td>KART runs twice per day through these communities to Hanford.</td>
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<td>Not offered by any transit operators in Kings County.</td>
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<td>Hanford (S)</td>
<td>There are seven routes offered by KART in Hanford that operate on 30-minute intervals between the hours of 8:00 a.m. and 6:30 p.m.</td>
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<td>KART provides Dial-a-Ride service to Hanford Monday through Friday between 6:00 a.m. and 11:00 p.m. and Saturday service from 9:00 a.m. to 3:30 p.m. Dial-a-Ride is for persons who fall under the ADA or for those who are more than ½ mile from a route.</td>
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<tr>
<td>Lemoore (S)</td>
<td>Route service operates every half-hour on KART’s Hanford/LNAS route. KART’s Hanford/Avenal route also stops in Lemoore five times a day.</td>
<td></td>
<td>KART’s Dial-A-Ride runs on weekdays in Lemoore between 6:30 a.m. and 5:30 p.m. and Saturday 9:00 a.m. to 3:30 p.m. for persons the ADA or for those who are more than ½ mile from a route.</td>
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<tr>
<td>Hanford/Visalia</td>
<td>Route service runs three times per day to COS and 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>
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<td>Kettleman City/ Stratford/ Avenal (S)</td>
<td>Kettleman City and Stratford are served by KART’s Hanford/Avenal route five times a day.</td>
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<td>Not offered by any transit operators in Kings County.</td>
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(S) - Saturday service offered
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 about 25,000 (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 6:30 p.m. and 8:00 a.m. to 5:00 p.m. on Saturdays.

From the original general public Dial-a-Ride service in 1989 until early 2002, Corcoran Area Transit operated "cutaway" buses, which are small buses built on a van chassis. These buses typically have a useful life of only five years before needing to be replaced. In early 2002, the City of Corcoran received delivery of its first medium duty bus, an El Dorado Transmark bus with a seating capacity of 28 passengers and a useful life of ten years. The City of Corcoran has five buses, including three 10-year medium duty buses and two five-year cutaway buses.

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

The City also provides discount tickets ($4.00 one way; $5.00 round trip) for Amtrak service between Corcoran and Hanford for use by its citizens. The Amtrak riders utilizing this program have increased steadily from its inception in 1990. The new Corcoran Amtrak intermodal facility has increased the visibility and presence of transit service within the city.
BACKGROUND ON THE LOCAL TRANSPORTATION FUND (LTF)

The Local Transportation Fund (LTF) was created by the Transportation Development Act 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 2012-13 LTF will be $3,500,000.

Before the 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 they 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, 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.

KCAG ORGANIZATION AND MANAGEMENT

The Kings County Association of Governments is a Council of Governments 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 (TDA). 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 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 citizen, business, 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. Staff of the Kings County Planning Department perform the daily
activities of KCAG.
TO: KCAG Social Service Transportation Advisory Council  
FROM: Seth Eberhard, KCAG Staff  
DATE: April 11, 2012  
SUBJECT: Unmet Transit Needs

Introduction

Every year the Social Service Transportation Advisory Council (SSTAC) helps identify unmet transit needs. The SSTAC tries to get input from transit dependent or transit disadvantaged persons (including the elderly, disabled, and low income). All input is brought forth during the public hearing process and preliminary meetings of the SSTAC. After the public hearings have been held, the SSTAC will review all testimony of any new transit issues and make a recommendation to the KCAG Transportation Policy Committee. The recommendation of the SSTAC must state one of three things: (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).

Recommendation

KCAG staff will review and observed KART and Corcoran Area Transit operations in the months of April and May, and will report findings to this committee at the June meeting. Staff will also provide a summary of all unmet transit needs testimonies stated during the March and April public hearings.