In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting please contact the KCAG Office at (559) 852-2654 by 4:00 on the Friday prior to this meeting.

M E E T I N G

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

Time: 11:00 A.M., FRIDAY, April 18, 2014

Agency: KCAG Social Service Transportation Advisory Council (SSTAC)

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<td>I. CALL MEETING TO ORDER:</td>
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<td></td>
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<tr>
<td>A. Unscheduled Appearances</td>
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<tr>
<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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<tr>
<td>B. Minutes of May 29, 2013</td>
<td>1-3</td>
<td>Approve</td>
</tr>
<tr>
<td>II. TRANSPORTATION:</td>
<td></td>
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<tr>
<td>A. SSTAC New Member Orientation</td>
<td>4-10</td>
<td>Information</td>
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<td>B. Unmet Transit Needs</td>
<td>11-12</td>
<td>Information</td>
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<td>C. Transit System Review</td>
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<td>Information</td>
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<td>III. MISCELLANEOUS:</td>
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<td>V. ADJOURNMENT:</td>
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MINUTES

KCAG Social Service Transportation Advisory Council

Wednesday May 29, 2013

I. CALL MEETING TO ORDER

The meeting of the KCAG Social Service Transportation Advisory Council (SSTAC) was called to order by Ms. Teresa Nickell, KCAG Staff, at 10:00 a.m. on May 29, 2013 in the Conference Room, Kings County Association of Governments, 339 West D Street, Suite B in Lemoore, California.

MEMBERS PRESENT: Valerie Bega
Jim Christian
Debbie Grice
Jami Holloway, alternate for Angie Dow
Susan Long, alternate for Denise Cooper
David Madden, alternate for Sandra Scherr
Dave Nave

STAFF PRESENT: Teresa Nickell

VISITORS PRESENT None

A. UNSCHEDULED APPEARANCES

None

B. MINUTES

It was moved and seconded (Nave / Christian) to approve the Minutes of April 17, 2013 as submitted. Motion carried unanimously.

II. TRANSPORTATION

A. Transit System Review

Ms. Nickell indicated she surveyed all Kings Area Rural Transit (KART) downtown Hanford routes except Route 7, surveyed Laton, Avenal, Corcoran, and Visalia routes, Dial-a-Ride for KART, and Corcoran Area Transit (CAT) and Dial-a-Ride with the Amtrak return in March and April 2013. Staff observed that the buses were generally clean and well maintained, drivers were friendly and courteous, buses were stocked with rider guides and public hearing notices for unmet transit needs were posted, and KART's new Route 8 map was posted at bus shelters. Ms. Nickell recommended that KART ensure that current public hearing notices are posted on all buses and on the main kiosk at the KART Transfer Station.
B. Unmet Transit Needs Testimony and Determination

Ms. Nickell reported that the public hearing process for determining if there are any unmet transit needs must be conducted prior to allocations of Local Transportation Funds (LTF) for streets and roads. The KCAG Transportation Policy Committee (TPC) held two public meetings in April and May and received testimony, and KCAPTA held two public hearings and received transit requests. Corcoran held one public hearing and received no unmet needs requests.

Ms. Nickell reported that testimony provided at KCAPTA's hearings were received and determined not to be unmet transit needs at this time, as follows: 1) request for additional route/service to NAS Lemoore which KCAPTA staff will monitor as the current bus is not at full capacity with standing room still available; 2) request for additional route/service to Avenal which KCAPTA staff will monitor and will identify with Caltrans funding to purchase a new bus; 3) request for additional bus stops in Avenal which KART has nine bus stops on two main streets, San Joaquin and Skyline, that KCAPTA staff deemed adequate for the demand in Avenal; 4) request for additional route to West Hills College and College of the Sequoias which was an incomplete call; 5) request for bilingual bus drivers which KCAPTA provides a bilingual interpreter to the bus drivers via radio; 6) request for taxi service in Avenal which is a "for profit" enterprise and not a public transit service governed by TDA; and 7) request for bus stop on Houston Ave. in Home Garden which the route was changed recently to Garden St. to avoid Houston Ave. due to dangerous dogs, unfinished curb and roadway that made the bus stop non-compliant with ADA (American Disabilities Act) requirements, and prior reports of gang-related activity. Ms. Nickell also reviewed testimony received at the May TPC public hearing for night service to West Hills College which Mr. Nave indicated a Dial-a-Ride bus could be utilized within Lemoore with a KART transfer to Hanford that runs as late as 10:00 p.m. during week days.

Ms. Nickell indicated the TPC will hold a meeting in June to review the testimony and make one of three findings regarding unmet needs: 1) That 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 TPC will adopt resolutions for the unmet needs determination, to approve the LTF allocations to the jurisdictions, and to approve the State Transit Assistance allocations to the transit operators. A letter recommending the SSTAC's unmet transit needs determination for the FY 2013-14 LTF that there are no unmet transit needs that are reasonable to meet was signed by Mr. Christian.

III. MISCELLANEOUS

Ms. Nickell reviewed the SSTAC's participation will be crucial to KCAG's update to the Regional Transportation Plan and the Transit Development Plan. There will be at least two additional meetings planned in conjunction with regular SSTAC meetings in the upcoming fiscal year for public outreach for the TDP update and staff will provide information as it develops.

Ms. Nickell reported the withdrawal of First 5 of Kings County from the SSTAC due to unavailable staff to replace Michael Hice.

Ms. Bega reported that Corcoran is selling KART tickets at a reduced rate of $30 for commuters from Corcoran to Hanford with a transfer. This will increase revenue and improve CAT's farebox recovery ratio.
V. ADJOURNMENT

There being no further business before the KCAG Social Service Transportation Advisory Council, the meeting was adjourned on May 29, 2013 at 10:33 a.m.

Respectfully submitted,

[Signature]

Teresa Nickell, KCAG Staff
TO: Social Service Transportation Advisory Council (SSTAC)
FROM: Teresa Nickell, KCAG Staff
DATE: April 15, 2014

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 98238 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 the 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) or 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 Dial-a-Ride, commuter, and fixed route bus services. Dial-a-Ride services are offered Monday through Friday and with reduced hours on 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. For Fiscal Year (FY) 2014-15, Kings County's LTF apportionment will be approximately $3,500,000. KCAPTA's budget will include approximately $1,400,000 in LTF funds. The City of Corcoran's transit budget will include approximately $533,127 in LTF funds. (KCAPTA anticipates a lower budget of $930,000 in May, which would allow more funds toward streets and roads).

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 2014-15, the STA allocation estimate is $954,566.

**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 2013-14 apportionment is an estimated $104,000 in FTA Section 5311 funds which will help fund operating assistance. The City of Corcoran will receive $483,422 for operating assistance and capital project expense incurred by its Dial-a-Ride system.

**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, 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>
</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></td>
<td>Dial-A-Ride service out of Hanford by KART Monday to Friday between 6:30 a.m. and 9:00 p.m. to 5:00 p.m. for Saturdays for persons who fall under the Americans with Disabilities Act (ADA).</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.</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 5:30 a.m. and 6:25 p.m.</td>
</tr>
<tr>
<td>Orangeville/Laton/</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>
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<tr>
<td>Hardwick</td>
<td></td>
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<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 9:00 p.m. Saturday service operates from 9:30 a.m. to 5:00 p.m.</td>
<td></td>
<td>Dial-A-Ride service by KART Monday to Friday between 6:30 a.m. and 9:00 p.m. to 5:00 p.m. on Saturdays for persons who fall under Americans with Disabilities Act (ADA).</td>
</tr>
<tr>
<td>Lemoore (S)</td>
<td>Route service operates every half-hour on KART's Hanford/Lemoore route.</td>
<td></td>
<td>Dial-A-Ride service out of Hanford by KART Monday to Friday between 6:30 a.m. and 9:00 p.m. to 5:00 p.m. for 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/</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>Stratford/ Avenal (S)</td>
<td></td>
<td></td>
<td></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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(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 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.

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 23 passengers and a useful life of ten years. 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 new 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 to help improve the farebox retention.

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 2014-15 LTF will be $3,500,000.

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).
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 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 (KCAG) is a Council of Governments (COC) 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 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.
TO: KCAG Social Service Transportation Advisory Council
FROM: Teresa Nickell, KCAG Staff
DATE: April 11, 2014

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 persons with limited means). 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 (TPC). 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).

A summary of all unmet transit needs testimonies stated during the March and April public hearings for the Kings County Area Public Transit Agency (KCAPTA) are summarized below. City of Corcoran held a public hearing for unmet needs in March and received no unmet transit needs testimony. To date, KCAG has received no unmet needs testimony, and staff will provide a summary of all unmet needs testimony at the May meeting.

Summary of Unmet: Transit Needs

KCAPTA received public testimony to add the following services to the KART system:

- Additional week day service to the Avenal/Kettleman City route with an afternoon stop to West Hills College and Lemoore schools;
- A stop at the Lemoore Kmart shopping center;
- A stop or San Joaquin Street in Avenal;
- Additional Saturday service to Avenal;
- Two shelters in Avenal on San Joaquin Street and on either Third or Sixth Street;
- A bus shelter/stop in front of the United Cerebral Palsy office located at 606 West 6th Street in Hanford to help clients with disabilities;
- Additional service to West Hills College from Lemoore for evening hours between 6:30 and 9:30 p.m.;
- A stop on Hume Avenue or Holt Avenue by the Sidonia Estates subdivision for senior residents
Schedule of Meetings

- April 23, 2014 - Unmet Needs public hearing (TPC)
- May 28, 2014 - Continued Unmet Needs public hearing (TPC)
- May 29, 2014 – SSTAC Unmet Transit Needs Testimony and Recommendation meeting
TO: Social Service Transportation Advisory Council (SSTAC)
FROM: Teresa Nickell, KCAG Staff
DATE: April 11, 2014

SUBJECT: Transit System Review

In March and April of 2014, KCAG staff surveyed the public transportation services provided in Kings County. Staff observed Kings Area Rural Transit (KART), which not only provides services for those who live within Kings County but also to those commuting in the surrounding areas such as Visalia, Avenal, and Fresno. Staff also observed Corcoran Area Transit (CAT) which uses the Dial-a-Ride service for members of the Corcoran area. This service provides direct, point to point transportation for area residents, as well as connecting service to KART and Amtrak. These services provided by KART and Corcoran Area Transit allow those who work, attend school and those who are transit dependent, to travel in an alternative way.

Hanford Downtown Fixed Routes

Hanford Routes 2, 5 and 7

KCAG staff rode KART Routes 2 and 7 in the mid-morning and Route 5 in the late morning of March 20. All three routes were running on time in their departure and within reasonable arrival times to the Transit Center. Delays were noted to be between 4 and 7 minutes for Routes 4 and 7 in arrival times. The buses were found to be clean and well maintained. Drivers were friendly and courteous to riders. Staff noted the bus drivers were diligent in their driving responsibilities and in being courteous to riders. Staff observed two drivers who assisted disabled riders with their wheelchairs with entry and lockdown safety procedures. The Transit Center attendant assisted a rider with providing a photocopy of bus schedules to Fresno since there were no rider’s guides available.

Hanford Routes 1, 3, 6 and 8

KCAG staff rode downtown Routes 1, 3, 6 and 8 on the morning of March 24. The buses arrived on time. All buses were very clean and arrived back to the Transit Center on schedule.

Hanford Route 4

KCAG staff rode Route 4 on the late morning of March 31. The bus departed and arrived on time to the Transit Center. The bus was clean.

Hanford Commuter Fixed Routes

Hanford-Laton Route

KCAG staff rode the 2:10 p.m. Laton Route on March 28. The bus was clean. The bus departed the Transit Center on time but was 18 minutes late arriving due to two R.R. crossing delays. This bus parks in front of the Transit Center along 7th Street so it has to cross the railroad tracks twice during its return.
Hanford-Avenal Route

KCAG staff rode the 10:00 a.m. to 2:10 p.m Hanford-Avenal route on April 4. Staff boarded the timely bus at the Hanford Transit Center and returned on time. The bus was new and very clean. Staff noted there were no other riders from Avenal on the return route until reaching Lemoore.

Hanford-Corcoran Route

On March 20, staff surveyed the Hanford-Corcoran route operated by KART and the Corcoran Area Transit (CAT) Dial-A-Ride service operated by the City of Corcoran. Staff boarded the KART bus departing on time at 6:15 a.m. Rider's guides were visibly accessible on the bus. When the bus arrived in Corcoran, KCAG staff exited at the Corcoran Depot on time.

Hanford-Visalia Route

KCAG staff surveyed the late afternoon Hanford-Visalia route operated by KART on April 4. Staff boarded the bus at the downtown Lemoore bus stop and arrived at the Hanford Transit Center on time. The Visalia bus left on time from the Transit Center. The bus was full and arrived back at the Hanford Transit Center at the scheduled arrival time.

Hanford-Lemoore Route

On March 31, staff rode the Lemoore route from the Hanford Transit Station. The bus was on time departing and arriving and clean.

Hanford-Fresno Route (not surveyed)

KART Dial-a-Ride Service

KCAG staff rode the KART Dial-a-Ride service on March 20. Staff surveyed one of the small buses. The bus was clean and the driver was attentive and timely in her scheduled pick-up time. Staff experienced ease in obtaining photo i.d. and temporary ADA pass to survey the KART D-A-R service.

Corcoran Area Transit

KCAG staff surveyed the Hanford-Corcoran route operated by KART and the Corcoran Area Transit (CAT) Dial-A-Ride service operated by the City of Corcoran on March 20. The KART bus driver was courteous and handed out KART price reminder-cards to the riders. The bus was on time and clean. Staff rode the CAT Dial-a-Ride bus which transported students to schools. Staff spoke to the driver about the school program CAT offers, which is a call-in for reservations prior to the school year for area students who live within two miles of a school. The driver was courteous and the bus was clean. Staff experienced ease in obtaining D-A-R service and the Amtrak ticket at the Corcoran Depot and the Depot was very clean.

Amtrak

KCAG staff rode the Amtrak train (bi-level) from the Corcoran Depot to the Hanford Amtrak Station on March 20. The Amtrak train arrived on time to Corcoran and arrived on time to Hanford.
**KCAG staff observations:**

- Overall KART drivers were friendly and helpful.
- KART buses were clean and comfortable.
- Drivers are knowledgeable and concerned about individual passenger needs.
- Riders guides were obsolete since KCAPTA is in the process of revising maps for distribution in the near future.
- Public transit is vital for those individuals, especially seniors, disabled, and students, who require transportation within Kings County.

**KCAG staff recommendations:**

- Make riders aware with advertisement of Corcoran’s KART subsidy program that provides an invaluable option for Corcoran residents desiring to travel between Corcoran and Hanford.
- Continue to stock rider’s guides on all buses once the updated guides are available.
- Continue to post Unmet Needs Public Hearing Notices on all buses through April.
- Post Unmet Needs Public Hearing Notices on the main kiosk at the KART Transit Center