

## CHAPTER 6

### PUBLIC TRANSPORTATION

#### I. OVERVIEW

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

Rural public transit plays a vital role in providing mobility for those with limited or fixed income. Typically, rural areas contain a higher percentage of lower income persons (per capita) living in smaller cities that are separated by long distances. While urban public transit systems serve a wide cross-section of riders, rural transit patrons have predominantly been the elderly and the physically and developmentally disabled, who in most instances have no other choice of transportation services other than those offered by the local public transit operator. In recent years, these particular transit groups have become a smaller percentage of the total ridership as public transportation continues to grow in services and ridership from the general public.

In Kings County, there are several private and public agencies providing transportation services. Among those providers considered in this chapter, the focus will be on the Kings Area Rural Transit (KART) system (the primary public transit operator in Kings County), Corcoran Area Transit, Amtrak *San Joaquins*, high speed rail, and commuter rail service. In addition, a section is devoted to the vanpool programs, sponsored by the California Vanpool Authority (CalVans) to provide vanpools to agricultural growers, employers, and students who commute long distances. A separate section addresses other sources of ridesharing and programs designed to reduce single-occupant vehicle commuting within Kings County and the central San Joaquin Valley region.

#### II. ASSUMPTIONS AND INVENTORIES

##### A. TRANSIT DEMANDS

1. Although most county residents can rely upon their own means for transportation, transportation needs will continue to exist, especially among elderly, disabled, and low-income groups who are unable to afford to operate motor vehicles. Many households having only one available vehicle are also challenged with transportation needs.
2. As a result of transit's growing public familiarity, KART and Corcoran Area Transit ridership will continue to increase. This will result in a higher farebox return, which can help decrease local public costs to operate the system.
3. The population growth of Kings County combined with the growth in employment opportunities over the next twenty years will increase ridership and transit demands for services in areas beyond the reach of existing KART routes. KART must remain flexible and responsive to the increasing demands.
4. A significant demand for intercity bus and rail services for the San Joaquin Valley will continue.

5. The Hanford intermodal station will continue being a major stop on the Amtrak *San Joaquin* line by drawing riders from Kings and Tulare counties. A much higher percentage of Kings County residents will ride the train than will residents of any other Valley county.
6. Because many Kings County residents commute long distances to work, ridesharing will continue as a viable alternative to single-occupant vehicle commuting.
7. Public transit, used as a transportation control measure (TCM) for air quality improvement, will help the region to attain both state and federal mandated air quality standards.
8. Transportation Networking Companies are not expected to have an impact on transit ridership in the near future. The cost of current transit services is lower in most census tracts than estimated for ridesourcing services according to the recently completed "Opportunities for Shared-Use Mobility Services in Rural Disadvantaged Communities in California's San Joaquin Valley".

**FIGURE 6-1**

**AVAILABLE VEHICLES BY HOUSING UNITS IN KINGS COUNTY  
2012-2016**

NO. OF VEHICLES	HOUSING UNITS	
	Number	%
0	2,989	7.14%
1	13,163	31.46%
2	16,334	39.03%
3+	9,359	22.37%
	<b>41,845</b>	<b>100.00%</b>

Source: 2012-2016 American Community Survey (5-year Estimate)

**FIGURE 6-2**

**PERSONS WITH A DISABILITY IN KINGS COUNTY\*  
2012-2016**

JURISDICTION	AGE GROUPS			TOTAL	% POPULATION
	5-17	18-64	65+		
Avenal	40	373	262	675	2.5%
Corcoran	160	954	457	1,571	5.9%
Hanford	801	3,715	2,630	7,146	26.6%
Lemoore	256	1,205	891	2,352	8.8%
Unincorporated	1,531	7,966	5,600	15,097	56.2%
<b>Total County</b>	<b>2,788</b>	<b>14,213</b>	<b>9,840</b>	<b>26,841</b>	<b>100.0%</b>

Source: 2012-2016 American Community Survey (5-year Estimate)

\* Defined as persons having a long lasting condition that substantially limits one or more basic physical activities. Disability status of the civilian non-institutionalized population.

**FIGURE 6-3****TRIP-TO-WORK PRIVATE VEHICLE OCCUPANCY  
FOR KINGS COUNTY  
2012-2016**

OCCUPANCY	AVENAL	CORCORAN	HANFORD	LEMOORE	KINGS COUNTY
	%	%	%	%	%
Drive Alone	60.4%	79.0%	83.9%	85.6%	82.8%
Carpools:	39.6%	21.0%	16.1%	14.4%	17.2%
2 Persons	31.6%	64.4%	59.5%	65.5%	57.1%
3 Persons	19.4%	8.0%	16.1%	7.8%	14.4%
4-6 Persons	31.0%	23.0%	13.1%	6.8%	16.3%
7 or more Persons	18.0%	4.6%	11.3%	19.9%	12.2%

Source: 2012-2016 American Community Survey (5-year Estimate)

**B. TRANSIT PROVIDERS**

Kings County area transportation providers belong to one of five classes:

- 1) Public Operators Providing Public Transit;
- 2) Public Operators Providing Passenger Rail Service;
- 3) Private Operators Providing Public Transit for Profit;
- 4) Nonprofit Operators Providing Special-Use Transit; and
- 5) Nonprofit Vanpools.

Kings County prepares an update to its inventory of transportation providers every four years. The "Social Services Transportation Inventory" from the latest Transit Development Plan (TDP) includes a detailed summary of each agency's services. The various transportation providers are arranged in five groups in Figure 6-4. Excluded from consideration are public school bus systems, and private or nonprofit providers such as churches, private schools, and clubs. Many of the nonprofit special-use providers prefer to maintain their transportation services as they exist now, but are willing to coordinate with other public and private providers as the needs arise. A nonprofit vanpool program serves the County and the region providing transportation to both public and agricultural workers for school and employment purposes.

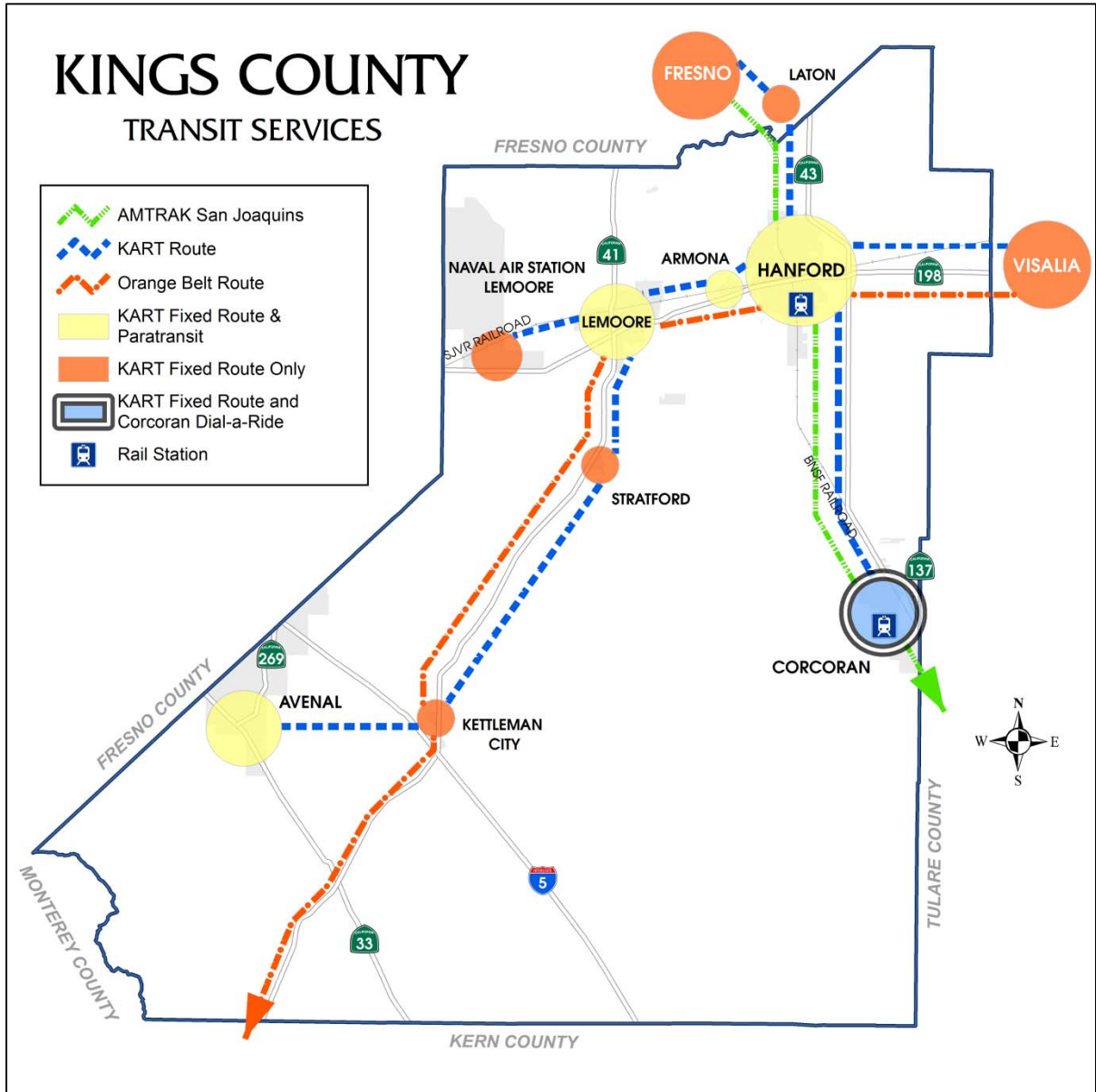
## FIGURE 6-4

### TRANSPORTATION PROVIDERS IN KINGS COUNTY

<b>PUBLIC OPERATOR: PUBLIC TRANSIT</b>
Kings Area Rural Transit (KART) Corcoran Area Transit (CAT)
<b>PUBLIC OPERATOR: PASSENGER RAIL</b>
AMTRAK San Joaquins
<b>PRIVATE OPERATOR: FOR PROFIT</b>
American Medical Response All Family Transportation Central Valley Health Transport On Point Medical Transport Wilson's Abbey Medi Cab The Remington Tri-County Medical Transport Valley Christian Home Marathon Cab Mendez Bros Kings Cab Taxi Taxi Steve Coach USA Central Orange Belt Stages Classic Charters
<b>NONPROFIT: SPECIAL USE</b>
American Cancer Society American Red Cross Armona Senior Center Best Care Home Health Agency Central Valley Regional Center Community Services and Employment Training Recreation Association of Corcoran Cornerstone Recovery Employ America Adult Care Kings Community Action Organization Kings County Human Services Agency Kings County Behavioral Health Kings County Public Health Kings County Commission on Aging Kings County Probation Kings Rehabilitation Services Kings County YMCA Kings/Tulare Area Agency on Aging Kings View Mental Health Oasis Visitor Center Owens Valley Career Development Center Santa Rosa Rancheria Lemoore Naval Air Station Salvation Army Corcoran State Prison
<b>NONPROFIT: VANPOOL</b>
California Vanpool Authority (CalVans)

Source: KCAG, 2015 Kings County Transit Development Plan

FIGURE 6-5



Source: KCAPTA, KCAG

### III. PUBLIC TRANSIT SERVICES

Services provided by the two local public transit operators in Kings County are detailed in the “2015 Kings County Transit Development Plan” and are summarized in this section, along with the intercity rail and bus services that are available as interregional transit options.

#### A. KINGS AREA RURAL TRANSIT

The largest single provider of public transportation within Kings County is the Kings County Area Public Transit Agency (KCAPTA), a joint powers agency comprised of the County and the cities of Hanford, Lemoore, and Avenal. (The City of Corcoran does not participate in the KART system.) KCAPTA oversees the operation of the Kings Area Rural Transit (KART) system and establishes the operating policies and defines the services to be provided by KART, including service hours and days, fares, and routes. KCAPTA’s organization is shown in Figure 6-6.

KCAPTA operates and manages a bus transfer facility located adjacent to the Amtrak Station in Hanford. The transit center has 10 bus bays with a supervisory office at the entrance of 7th Street. The day-to-day management and actual operations of the system are carried out under contract with a private firm, MV Transportation, Inc. All KART operating personnel (manager, dispatcher, mechanics, and drivers) are employees of MV Transportation. KCAPTA staff monitors and interfaces with MV Transportation on a daily basis.

KCAPTA’s administrative office is located offsite and staffed with an Executive Director, Transit Manager, Fiscal Specialist, two Transit Assistants, and a Fleet Management Specialist. KCAPTA staff is responsible for design and organization of marketing programs, count and deposit of the farebox receipts, review of invoices and service reports, and preparation of reports for the KCAPTA Board meetings. KCAPTA is also responsible for overseeing accounting functions and seeking all funding and financial sources available to nonprofit public transportation.

KART began operations in June of 1980 and has seen a steady increase in the number of riders and new services over the past 37 years. Since 2000, KART ridership has increased dramatically as services have expanded to meet growing transit needs of the public in Kings County.

Two levels of service are offered by KART: fixed-route and paratransit service. Paratransit service is available daily only in Hanford, Lemoore, and Armona. There are daily fixed route services in Hanford, Hanford-Lemoore, Hanford-Avenal, Hanford-Corcoran, Hanford-Visalia, Hanford-Laton, and Hanford-Fresno. Due to increases in inflation and operation expenses in past years, KART’s fare structure was recently modified to allow transfers using local and out-of-town fare passes, reduced general fare passes, unlimited day passes, and general trip cards for both fixed route and paratransit services. All paratransit riders must be certified Americans with Disabilities Act (ADA) and receive paratransit certification by KCAPTA. Paratransit riders can also utilize fixed route services at half of the fare price.

KCAPTA has produced both a general KART Riders Guide and a KART Paratransit Guide which addresses ADA eligibility requirements, travel attendants, service area and hours, fares, reservations, and other policies for paratransit services. Both guides and informational flyers are made available at the KCAPTA office and at the bus transfer facility. The KART system has been, and will continue to be, dependable and responsive to its customers needs as stated in its service goal:

*“It is the goal of this agency to provide reliable Public Transportation service that is clean and convenient; focused on that portion of the public which is transit dependent; in a proactive manner, resulting in continued improvements and cost effectiveness.”*

KCAPTA's mission is to provide safe, accessible, convenient, and efficient public transportation services to Kings County. One way to meet these goals is to provide clean energy with updated buses and equipment. KCAPTA operates and manages a separate maintenance facility located on Davis Street in Hanford that contains a compressed natural gas (CNG) fueling station which enables KART to reduce operating costs by using a stable fueling source in lieu of gas or diesel fuel. The site has 14 fueling stations, a slow fuel system, and two compressors. KCAPTA plans to add bus electric charging stations in the near future. KCAPTA has converted all of its fixed route fleet to CNG.

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

KART's fixed route service currently consists of 20 routes and approximately 220 bus stops. Operating hours are 6:30 a.m. to 9:00 p.m., Monday through Friday, excluding holidays, and 9:00 a.m. to 5:00 p.m. on Saturdays. Sixteen (16) buses are operated during peak level service. This schedule results in an annual total of approximately 48,989 vehicle revenue hours, 764,366 vehicle revenue miles, and 724,811 trips based on FY 2016-17 data.

The paratransit service currently consists of 10 buses. Operating hours are aligned with the fixed route service hours, with transportation available up to 3/4-mile of service area. Annual usage totals approximately 5,923 vehicle revenue hours, 68,546 revenue miles, and 18,346 trips based on FY 2016-17 data. Figure 6-7 indicates KART annual ridership.

A microtransit service will begin in FY 2018-19 and will operate weekdays in the evening hours to fill a service gap for students commuting to night classes at West Hills College.

**FIGURE 6-6**  
**Kings County Area Public Transit Agency**  
**Organizational Chart**

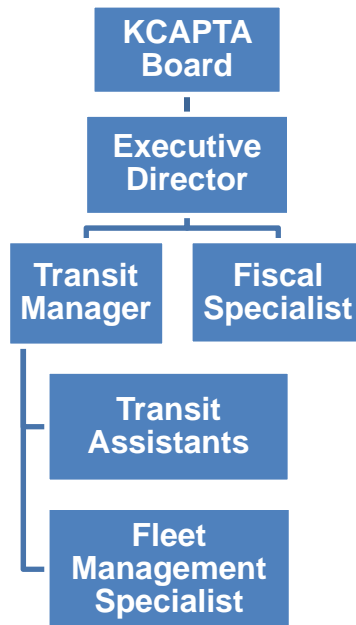
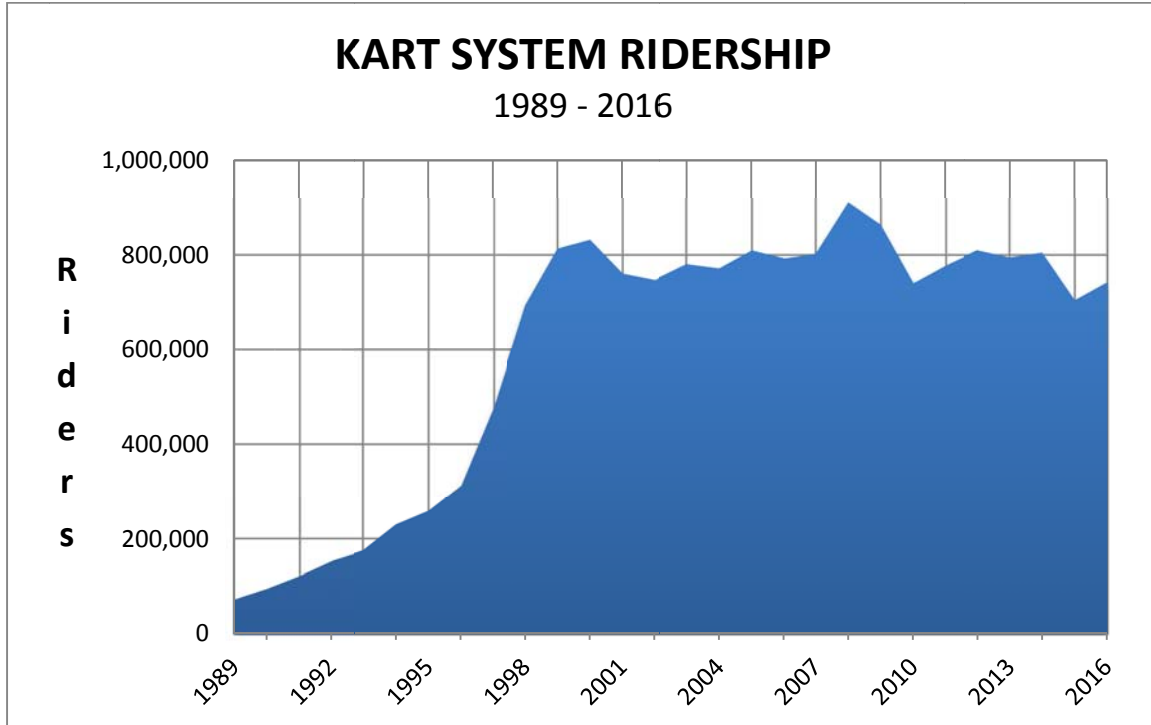




FIGURE 6-7



Source: KCAPTA

#### B. CORCORAN AREA TRANSIT

The City of Corcoran has provided its own Dial-A-Ride (DAR) transit service, Corcoran Area Transit (CAT), since 1975 for Corcoran residents and for those living in the rural fringe area surrounding Corcoran. Initially provided to senior citizens, the demand response service was expanded in 1989 to serve the general public. In 1999 a new Amtrak Train Depot was built, and the City made available to residents discounted one-way and round-trip Amtrak tickets to increase connectivity with rail and to support revenue retention. In 2013, KART bus tickets were made available for a discounted price for intercity travel between Corcoran and Hanford for access to County services. In the past, Corcoran combined its fares with discounted AMTRAK and KART tickets to meet Transportation Development Act (TDA) revenue threshold requirements, and sought new strategies to increase farebox return. In July 2017, the CAT fixed route service was started within city limits to replace the prior fixed route service for in-town stops provided by KART. Corcoran's new fixed route is available with a Day Pass that dually works to connect passengers to KART routes between Corcoran and Hanford and all day routes in Hanford. KART continues to provide its intercity routes between the cities of Hanford and Corcoran, primarily utilized by employees and visitors to the California State Prison and California Substance Abuse Treatment facility located in Corcoran.

CAT is operated by the Community Development Department of the City of Corcoran. The Community Development Director acts as the transit manager and is responsible for the daily operations and management of the system. The Corcoran City Council is responsible for addressing needs of the community which is acted upon by the transit administrator and staff. All CAT operating personnel (manager, dispatcher, mechanics, and drivers) are employees of the City. The transit coordinator and the senior assistant transit coordinator oversee the operation of the dispatch and services for the demand

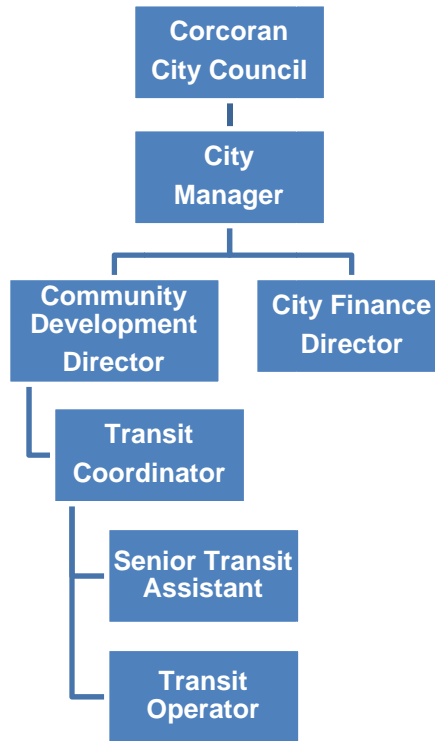
response and fixed route services through the multimodal center, for Amtrak and KART ticket sales, for the counting and deposit of farebox receipts, reviewing invoices and service reports, and preparing reports for the City Council meetings. Corcoran's organization is shown in Figure 6-8.

The majority of ridership in Corcoran consists of senior citizens, the disabled, students, and children who can ride at a reduced rate. CAT provides 5 demand response buses equipped with wheelchair lifts that operate from station-to-destination service and not door-to-door or curb-to-curb, and one bus for the fixed route. The fixed route service provides 38 stops within the city limits. Both Corcoran's fixed route service and Dial-a-Ride service operating times are synced with the KART Corcoran-Hanford route in order to provide bus connections during weekdays, as well as with Amtrak's schedule for passenger service. The Corcoran Depot is open Monday through Friday, 8:00 a.m. to 5:00 p.m. Hours of operation of Dial-a-Ride buses are 7:15 a.m. to 5:30 p.m. and 7:15 a.m. to 4:25 p.m. for the fixed route service.

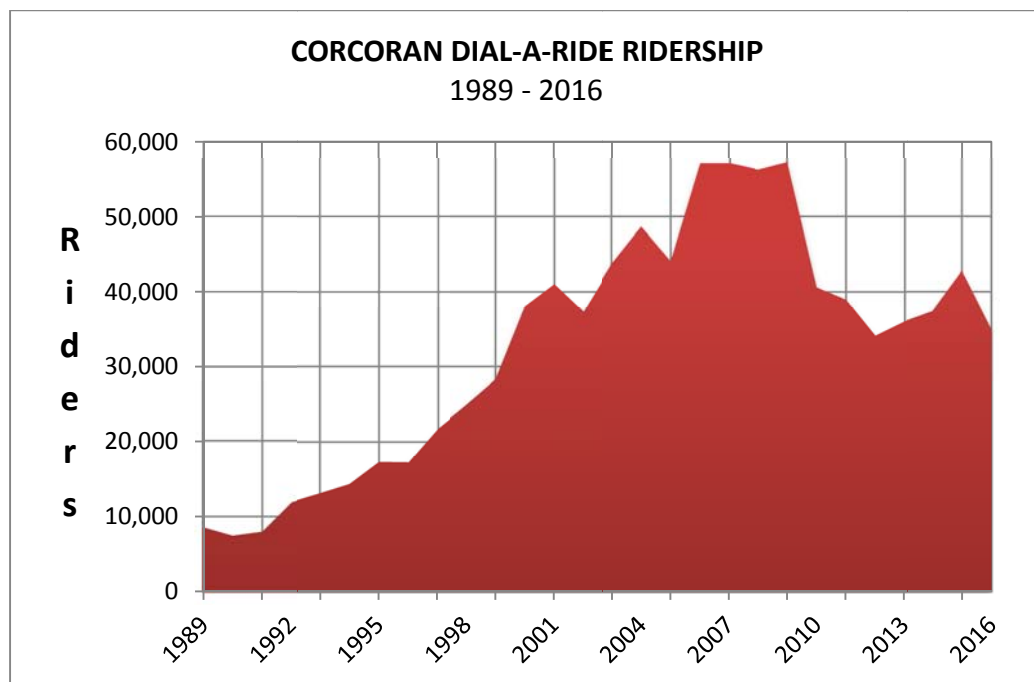
Annual usage for Corcoran's demand response totals approximately 5,562 vehicle revenue hours and 48,498 revenue miles, with 34,997 trips based on FY 2016-17 data. CAT's annual ridership is indicated in Figure 6-9. Additional services available at the Corcoran Depot include transfers to the Tachi Palace Casino in Lemoore. Recent changes to the Prison's visitation schedule during weekdays have reduced visitations to Saturdays only, when both transit services are unavailable. However, the Prison's Visitors Friends Outside Program provides its own vanpools to the Corcoran depot to transfer visitors coming to the prison via Amtrak. The City provides discount tickets for Amtrak service between Corcoran and Hanford with a variety of tickets for one way, round trip, or a ten ride pass. Corcoran's new fixed route is available with a Day Pass that dually works to connect passengers to KART routes between Corcoran and Hanford and all day routes in Hanford.

**FIGURE 6-8**

**Corcoran Area Transit  
Organizational Chart**



**FIGURE 6-9**



Source: City of Corcoran, KCAG

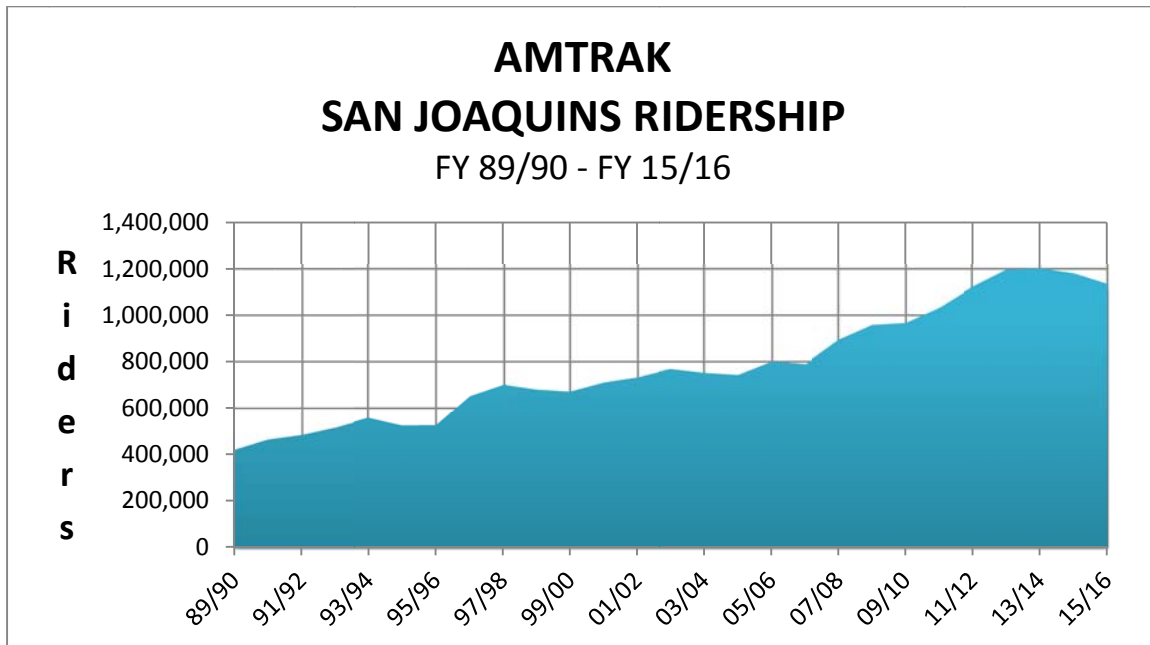
C. AMTRAK

Of the three Amtrak intercity corridors within California, the San Joaquin rail line ranks the seventh busiest corridor in the United States as of FY 2015-16. Currently, 7 trains (*San Joaquins*) provide daily round-trips within 11 counties with stops in Bakersfield, Wasco, Corcoran, Hanford, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, Oakland, and Sacramento. Two daily round-trips will be rerouted to start/end mid-corridor in Fresno with morning service to Oakland and Sacramento as the “Morning Express Service”. The Sacramento round-trip will commence by 2018 and the Bay Area round-trip by 2019. An eighth round-trip train will operate from Fresno to Sacramento later in 2018-19. Connecting Amtrak Thruway bus service is provided to Los Angeles, Sacramento, San Francisco, and 132 other destinations in California and Nevada. The Amtrak Thruway service supports intercity passenger rail by connecting service with guaranteed seating to markets without direct passenger rail service, using an integrated train and bus ticket program.

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

Hanford has always been one of the most important stops on the *San Joaquins* route, consistently ranking among the top ten stations in ridership. The Hanford Amtrak station registered 201,098 boardings and alightings in FY 2015-16 as the ninth busiest train depot along the San Joaquin corridor. For service to City of Corcoran, Amtrak provides 6 northbound and 6 southbound trains that stop in Corcoran. Corcoran Amtrak registered 30,104 passenger boardings and alightings in FY 2016. Station rankings shown in Figure 6-10 includes ridership for the *San Joaquin* corridor service only. Hanford averaged 550 passengers per day in FY 2015-16 while Corcoran averaged 82 passengers per day.

**FIGURE 6-10**



Caltrans, San Joaquin Route 2017 SJJPA Business Plan

**FIGURE 6-11****SAN JOAQUINS RIDERSHIP BY STATION  
FFY 2015-16**

Rank	Station	Total Boardings And Alightings
1	Sacramento	1,051,001
2	Emeryville	581,573
3	Bakersfield	491,824
4	Martinez	364,372
5	Oakland	344,112
6	Fresno	369,582
7	Richmond	269,838
8	Stockton	321,129
<b>9</b>	<b>Hanford</b>	<b>201,098</b>
10	Merced	121,137
11	Modesto	117,422
12	Antioch-Pittsburgh	39,995
<b>13</b>	<b>Corcoran</b>	<b>30,104</b>
14	Turlock-Denair	29,197
15	Madera	27,136
16	Wasco	41,424
	<b>TOTAL</b>	<b>4,400,944</b>
<b>Total Ridership</b>		<b>2,200,472</b>

Source: Amtrak, [Amtrak Government Affairs](#) November 2016

\* Since each trip contains two endpoints, total ridership is equal to half of total boardings and alightings.

**D. ORANGE BELT STAGE LINES**

Orange Belt Stages is the only transportation provider that fills the gap between Kings County and connections to Tulare County, Las Vegas, and the Central Coast via Paso Robles. This nationwide charter service, which has been in business since 1916, has regional fixed routes in Kings County that stop in Hanford, Lemoore, Lemoore Naval Air Station, and Kettleman City on its western route to Santa Maria and provides connective routes from Kings County to Visalia. Orange Belt also connects with Greyhound bus service provided in the San Joaquin Valley. Currently, Orange Belt coordinates with Amtrak for bus connections out of the Hanford Intermodal Station.

**E. CALIFORNIA VANPOOL AUTHORITY**

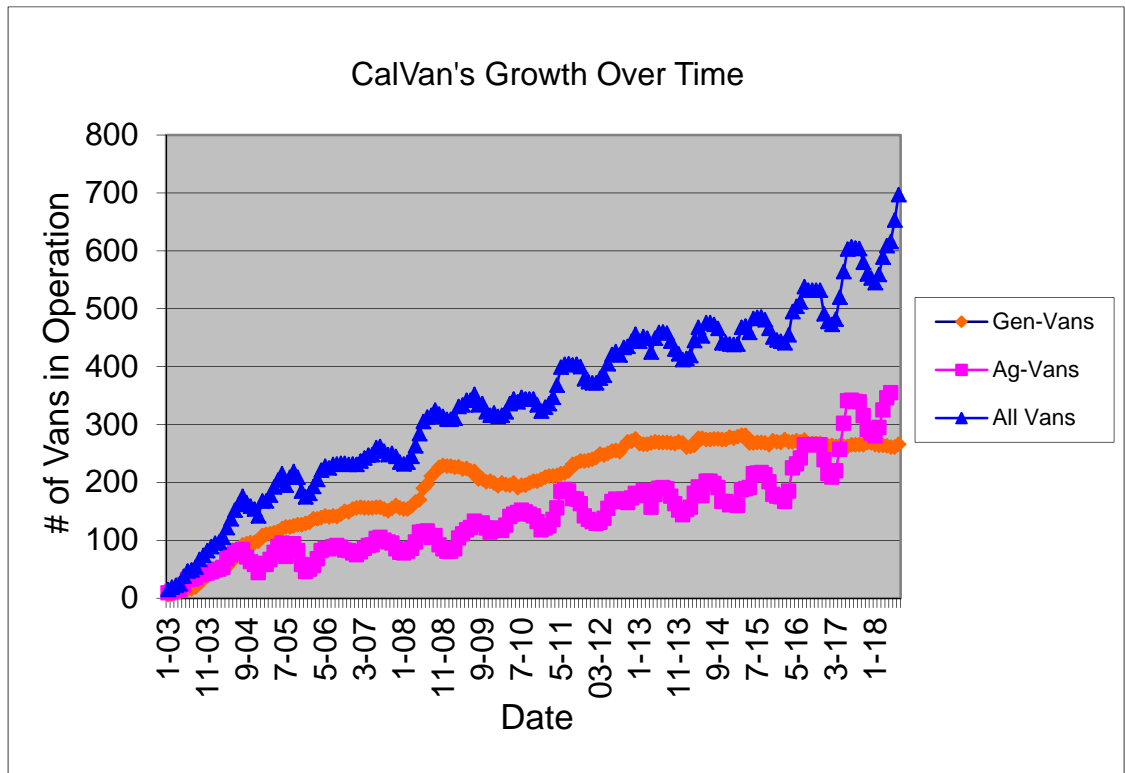
KCAPTA commenced a vanpool program for riders to the Corcoran and Avenal State Prisons in 2001 when the California Department of Transportation (Caltrans) ceased operating vanpools to state facilities. KCAPTA purchased additional vans to implement new vanpools and under a pilot program to include farmworkers,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

CalVans has grown as a ridesharing service meets the needs of commuters who cannot travel between home and work with local fixed-route or demand response service. Operating across multiple counties, CalVans now provides over 650 vanpools to commuters of all type. These range from state and federal workers as well as farmworkers. Those using the vanpool program must meet certain conditions and agree to manage and operate the vans in a non-profit manner. These vanpools are primarily used to serve two large markets: correctional institutions and farmworkers. A total of 9,041,778 vanpools trips were reported for FY 2016/17. These trips resulted in Vehicle Miles Traveled (VMP) reduction of 102 million miles.

CalVans' general and agricultural vanpools have had sustained growth over the past 7-year period, thus CalVans is planning to increase the number of available vans in its fleet. Affordable Housing and Sustainable Communities (AHSC) grant funds awarded to CalVans in 2015 has allowed for expansion of the agricultural worker vanpool program with the purchase of clean fuel vehicles for agricultural workers in the San Joaquin Valley's disadvantaged communities. Additional Air Quality Improvement Program (AQIP) grant funds will be used to support the purchase of zero emission, plug-in hybrid, or hybrid passenger vans and electric charging equipment for low carbon transportation alternatives for the agricultural worker vanpool program. The expansion of this program has resulted in significant reductions in greenhouse gas emissions (GHGs) in Kings County.

**FIGURE 6-12**

**CALVANS RIDERSHIP BY VANPOOL TYPE  
2003-2018**



Source: California Vanpool Authority, January 2018

Staff at CalVans actively market the vanpool programs and conduct campaigns for supportive funding. CalVans tracks demand for vanpools to allow potential users to express interest and to convert suggested routes to operating routes when sufficient demand exists. CalVans utilizes a GPS program to monitor its fleet of vehicles while tracking drivers, mileage, as well as vehicle performance and efficiency reports.

In contrast to some privately operated vanpool providers, CalVans reports operations data to the National Transit Database (NTD), which increases CalVans member agencies' federal formula funds. CalVans serves multiple Urbanized Areas (UZAs) in California and Arizona. Current members of the Joint Powers Authority governing CalVans include:

- Association of Monterey Bay Area Governments
- Fresno Council of Governments
- Imperial County Transportation Commission
- Kern Council of Governments
- Kings County Association of Governments
- Madera County Transportation Commission
- Merced County Association of Governments
- Riverside County Transportation Commission
- San Bernardino County Transportation Authority
- San Joaquin Council of Governments
- Santa Barbara County Association of Governments
- Stanislaus Council of Governments
- Tulare County Association of Governments
- Ventura County Transportation Commission

Reporting to the Federal NTD system includes tracked information regarding the accumulation of all miles traveled by each van, the number of passengers carried, how long they traveled, and the miles they traveled in each van. CalVans ridership has continued to climb year over year, with the largest growth being in the farmworker population. The average growth over the past 3 years has been 12%, which is expected to increase in future years given the new areas now served by the program. One of the primary benefits of NTD reporting is the ability to generate additional funds for transit agencies for which CalVans reports vanpool trip data. The reporting is now generating approximately \$9 million a year that is shared among the various transit agencies.

#### IV. ISSUES

##### A. PUBLIC TRANSIT

##### 1. Kings Area Rural Transit

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

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

- b. KART's cost-sharing formula is based on 50% service hours and 50% population of each member. KCAPTA continually, as an on-going basis, reviews the formula to provide an equitable apportioning of transit costs among the member agencies.
- c. Due to Kings County's rural nature, County residents have to rely more on their own means for transportation than those living in the more densely populated areas of the state. Public transit services are well patronized by a small segment of the population, primarily by residents of limited means without access to a car and the elderly, yet public transit is generally considered a low-priority public expenditure.

Although KART's ridership and fare revenues have increased, it still requires the public to subsidize about 85 percent of its costs. While the intent of the Transportation Development Act is to ensure that all persons have access to transportation for both drivers and non-drivers, some may view the expense to increase limited transit ridership as an inefficient use of public funds.

- d. Over the years, the KART system has improved its farebox return ratio. However, as a result of added cost to implement state and federal requirements such as the Americans with Disabilities Act (ADA) and Welfare-to-Work, the farebox ratio has not been able to increase as steadily as it had in the past.

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

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



- f. An inter-county transit needs study conducted by the Tulare County Association of Governments (TCAG) found that enough demand for service existed to justify operating a fixed route service between Hanford and Visalia.

KCAPTA began providing service to Visalia for educational and employment needs several years ago, but Tulare County has not proposed providing complimentary service to Hanford. KCAPTA will need to work together with TCAG to develop, fund, and operate a commuter service that will meet service needs and performance criteria.

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

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

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

Due to KART's growth in meeting the County's transit demand, KCAPTA is seeking a new site for a future multimodal transit station. However, current efforts include modifying routes and introducing new routes in order to meet transit needs. KCAPTA must investigate all new resources of funding and submit grant applications to obtain required funds for various projects because currently used funding programs available to operators in rural counties are insufficient to meet these needs. The 2014 Transit Development Plan (TDP) identifies various public transit funding sources for coordinated transportation. Funding sources and potential co-development opportunities for the future multimodal transit station will be explored and addressed with the 2018 KART Transit Station Site Selection Study.

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

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

- j. Efforts by the California Air Resource Board to reduce levels of noxious odors, fumes, and other air pollutants generated by transit fleet vehicles, in order to meet ozone air quality standards, have resulted in significant technological advancements in zero emission buses in the past few years. KCAPTA will have until the year 2040 to convert its entire compressed natural gas (CNG) fleet to electric. Employing battery charging stations along with conversion to battery electric vehicles creates higher preliminary costs. KCAPTA will need to apply for zero emission bus incentive programs and obtain federal funding to subsidize the purchase of battery electric buses, charging station equipment, and installation and meet funding requirements.
- k. Transit demand is growing within Kings County, but gaps in service remain with distant and expansive rural communities. New transit network companies (TNCs) provide private carpooling opportunities to the public, which has increased competition and limited the use of the public transit system. KCAPTA must strive to market its transit services to the public, including to the specialty segments of the County's population.

The 2014 Transit Development Plan (TDP) identifies service corridors and gaps in service, as well as duplication of services. In order to help meet gaps in service, each year KCAPTA and KCAG hold unmet transit needs public hearings to gather feedback and address any gaps in service. Among the strategies set forth in the TDP to increase the transportation coordination within Kings County, KCAPTA should employ marketing efforts to benefit all passengers, increase ridership, and meet the growing demands by the seniors, students, and social service organizations. In 2016, a marketing assessment was conducted and a new KART Marketing Plan was adopted for KCAPTA to conduct marketing strategies to increase ridership and meet future transit demand. KCAPTA has created a new website, installed a new mobile transit networking system, and installed alighting announcement marquee boards on buses. Public outreach opportunities and advertisement at local engagements are regularly conducted in order to solicit KART services. In order to entice riders, including the very young riders, a costumed KART mascot, "Ryder", makes regular appearances at public events. KCAPTA is currently working to increase visibility with a new logo and bus enhancements with repainting and/or advertisement wraps.

## 2. Corcoran Area Transit

- a. The City of Corcoran's Dial-a-Ride service has provided residents with a dependable transit system for over 30 years. Both the prison and related facilities in Corcoran, along with the Corcoran Amtrak intermodal station, will increase transit demand. The ability of Corcoran Area Transit to meet this demand will require changes in transit routes and equipment and increase the need for additional funding.
- b. Corcoran Area Transit (CAT) has experienced slow growth in their bus services, trending upward in 2010 then decreasing within the past 5 years. Corcoran relies on Local Transportation Funds (LTF) for a majority of the transit system. To supplement ridership and to support their revenue structure in meeting farebox requirements for LTF funding, the City has sold Amtrak and KART transfer tickets at discounted prices to its patrons. While the Dial-A-Ride and Amtrak ticket sales have increased within the past year, the number of KART ticket sales has decreased within the past 3 years, resulting in the downward trend. With the operation of the Corcoran Amtrak

intermodal facility by the City and expanded Dial-a-Ride service within the Corcoran area to meet the needs of local residents, the City has created the need for funding that exceeds what is available from traditional transit funding sources.

- c. Each year, depending on subsidized KART fare tickets for Corcoran-to-Hanford commutes, Corcoran was able to secure additional revenue to aid their TDA farebox requirements. To improve CAT's ability to meet the minimum 10 percent farebox requirement, the City recently approved raising general and senior priced fares upon recommendation of the King's County Transit Development Plan (TDP). Subsidized Amtrak tickets generally split 50/50, were also approved for raised cost to the general public, in order to reduce the subsidy cost to the City. The City will need to monitor its additional revenues toward farebox calculations to remain in compliance.
- d. The KART in-town fixed Route 13 in Corcoran was discontinued in 2017, thus the City will have to fund and provide its own fixed route service to its residents. With the new fixed route in-town service, the City will monitor fares for the fiscal year and will need to determine how the farebox revenue ratio is met. Both KCAPTA and Corcoran will split revenue generated by the sale of day passes approved to be sold initially at \$8.00, with \$6.00 to KART and \$2.00 to CAT.
- e. Efforts by the California Air Resource Board to reduce levels of noxious odors, fumes, and other air pollutants generated by transit fleet vehicles, in order to meet ozone air quality standards, have resulted in significant technological advancements in zero emission buses in the past few years. Corcoran will have until the year 2040 to convert its entire fleet to electric. However, the City is planning to convert its diesel buses to CNG within the next few years. In the future, Corcoran will need to apply for zero emission bus incentive programs and obtain federal funding to subsidize the purchase of battery electric buses, charging station equipment, and installation and meet funding requirements with conversion to electric fleet.

### 3. AMTRAK

Kings County is fortunate in that it is linked with other areas of the state by Amtrak *San Joaquins* trains. Ensuring the continuation of this service is a matter of considerable regional significance.

- a. To protect the existing San Joaquin rail service and to promote its improvement, in 2012, local and regional agencies throughout most of the San Joaquin Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland) sponsored and supported Assembly Bill 1779 (AB 1779). This bill enabled regional government agencies to form the San Joaquin Joint Powers Authority (SJJPA) to take over the administration and management of the existing San Joaquin intercity passenger rail service from the State. AB 1779 was passed by the Legislature on August 30, 2012 with bi-partisan support, and was signed by Governor Brown on September 29, 2012. The first SJJPA Board meeting was held on March 22, 2013 in Merced. Kings County became a member on April 23, 2013. The SJJPA officially took over the management and administration of the *San Joaquin* service from the State on July 2, 2015.

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

- b. State costs to support intercity rail operations have increased significantly due to reductions in Amtrak's federal funding. SB 1118 authorized the former "Steering Committee of the Caltrans Rail Task Force" to continue working with Caltrans to assist in the management and promotion of the service. This committee was renamed the San Joaquin Valley Rail Committee which represents the counties along the route.
- c. Like virtually all Amtrak trains, the *San Joaquins* operates at a loss. With operating expenses exceeding ticket sales, a deficit remains to be shared by Amtrak and Caltrans under the 403(b) agreement begun in 1979. Continued state support was on the condition that a farebox ratio of 55% would be maintained. This requirement could be waived for three years. However, as additional services were provided and changes were made in Amtrak's cost allocation formula, the previously attained high farebox ratios around 80% were no longer able to be achieved. As a requirement of SB 457, the state developed uniform performance standards for the state-supported rail corridors to control costs and improve efficiency. The performance standards take into account the total route ridership, cost efficiency, and quality of service and are no longer based solely on farebox ratios. The FFY 2016 farebox ratio attained by the *San Joaquins* was 49.6%.
- d. Potential reasons for decreasing ticket sales of the *San Joaquins* include consistently low gas prices over the past few years, competition from new private intercity bus carriers, and declining on-time performance. In order to offset poor performance, the SJJPA has aggressively pursued several initiatives during FY 2016-17 to improve the on-time performance, employ collaborative strategies, and open channels of communication to resolve on-time performance issues. This has improved on-time performance by 10.4% since FY 2015. The FY 2016 on-time performance of the *San Joaquins* was 83.2%.
- e. Improvement strategies to the *San Joaquins* route include adding new locomotives that would help to reduce air quality pollution, improving disjointed land uses with access constraints by encouraging transit oriented development along the corridor, and providing study and infrastructure investments to improve access, especially to link intercity rail services to regional rail and transit.
- f. Feeder buses connecting the Hanford station with the major cities in Tulare County is available as part of the regular route structure of Orange Belt Stages. An opportunity also exists to provide coordinated feeder bus service by the KART and Corcoran Dial-a-Ride systems. The feeder bus network is

a very important element of the *San Joaquins* since more than 60% of all passengers use a feeder bus during their trip.

- g. In November of 1988, the Kings County electorate approved a ballot measure which made the county eligible under Article XIX, Section 4 of the California Constitution, for transit guideway funds for capital improvements to the Amtrak San Joaquins line. Each of the counties eligible for Article XIX funds was to receive a county minimum share of budgeted funds based on a percentage of each county's 1990 Census population to the total eligible county population. The amount of funding available to Kings County through the Transit Capital Improvement (TCI) Program ranged between \$88,100 and \$225,600. Funds were used for projects to construct the Hanford and Corcoran intermodal facilities and the Cross Valley Rail Feasibility Study.
- h. With the enactment of SB 45 and the elimination of the TCI Program, a minimum of funds is no longer available to Kings County. Intercity rail projects are now programmed through the Interregional Improvement Program (IIP) on a statewide competitive basis.
- i. If high speed rail between Los Angeles and the Bay Area is implemented, there would be a limited number of stations within the San Joaquin Valley. The continuation of the *San Joaquins* must be retained to continue to provide intercity rail service to the Kings County area.

## B. HIGH SPEED RAIL

The California High Speed Rail Authority (CAHSRA) is in the process of preparing a plan for the construction and operation of a high-speed rail network serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, and San Diego. There are significant impacts associated with a high-speed rail system through the San Joaquin Valley.

### 1. Station Locations

A key issue is the choice between stations located within the existing downtowns and stations located within suburban or newly developing areas. Most of the local governments support service to existing downtowns. Outlying suburban stations may require substantial local costs to provide connecting transit service to key activity centers downtown and may encourage premature development. It is important to note that the 2008 *Safe, Reliable High-Speed Train Bond Act for the 21st Century* sometimes referred to as Proposition 1A (the "Bond Act" – Streets and Highway Code section 2704, et seq.) indicates that in order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent feasible and that "stations shall be located in areas with good access to local mass transit or other modes of transportation." (St. & Hwy Code §2704.9(g) &(h).). While currently a station is planned for Fresno, a *potential* station is discussed within the environmental document for the Fresno-Bakersfield section of the overall system. The planned station is an attempt to serve the growing population of Kings and Tulare Counties and is simply conceptual at this point as there is no funding, design, or details included within the environmental document nor otherwise, except that the High Speed Rail Authority has invited the Kings County Association of Governments to apply to Partnership Program to plan a regional transportation hub at the *proposed* Kings/Tulare Regional Station. Hanford has an existing train/cab/bus/vanpool/ride-share transportation hub downtown situated on the BNSF rail line. Instead of coming down the BNSF through town, the proposed

alignment loops around the City of Hanford within the County of Kings in contradiction to its General Plan that centers on agriculture sustainability and is inconsistent with the City of Hanford's growth patterns and the Bond Act. The *proposed* high speed rail station indicated in the environmental document would be situated one-half mile east of the City of Hanford's current "Primary" Sphere of Influence in a "Secondary" sphere and away from the existing transportation hub. The "primary" sphere presently extends east to State Route 43 right of way. As the proposed station and alignment are outside the existing Hanford Primary Sphere, they are not eligible for annexation until and unless the City successfully receives LAFCO of Kings County approval of a Sphere amendment to expand the Hanford Primary Sphere of Influence east to encompass this area. In requesting this expansion, the City will be required to complete a detailed Municipal Service Review to comply with LAFCO law under the provisions of the Cortese-Knox-Herzberg Local Government Reorganization Act of 2000 (beginning with Government Code Section 56000).

2. Financing

The *Safe, Reliable High-Speed Train Bond Act for the 21st Century (aka "Proposition 1A")* was passed by California voters in 2008. This provides for the sale of \$10 billion in bonds, or so much thereof as is necessary to carry out the purposes expressed in the Bond Act. Recent litigation has resulted in declination by a judge to validate the bond sale based on failure to comply with some of the safeguards and accountability measures within the Bond Act. In 2009, the U.S. Department of Transportation (USDOT) through the American Recovery and Reinvestment Act (ARRA) program made a one-time allocation of \$2.25 billion to California High Speed Rail.

3. Farmland Impacts

High speed rail has the potential to accelerate the conversion of farmland to urban uses and will inhibit efficient farming practices adjacent to its alignment due to the restriction of cross movement of farm equipment, goods, and people. Additional residential construction could be induced because people will be able to live farther away from their places of employment in Los Angeles and the Bay Area and commute by high speed rail. While it is thought that improved local government land use policies and planning will be needed to mitigate these impacts, such policies may not be able to mitigate these impacts to a level of insignificance. Additionally, the location of the *proposed* station is in conflict with the general plans of the City of Hanford and County of Kings and in conflict with the Bond Act.

4. Growth and Economics

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

5. Level of Service

There is no guarantee of a station in Kings County, it is presently merely “proposed”, not designed and not financed. It therefore has no level of service benefits to the Kings/Tulare region. The conceptual operating plan for high speed rail proposes different levels of service which include express, suburban express, semi-express, and local. These service levels only provide for half of the trains stopping in two major Valley cities of Fresno and Bakersfield. Kings County will be damaged by a project that is inconsistent with its General Plan and that does not comply with the requirement that the rail project proceed along existing transportation corridors. The uncertainty whether there will ever be a station makes the benefits claimed in the environmental document speculative at best.

6. Public Outreach

Coordination of a project among all affected governmental entities is an important component of success. “Outreach” to inform the public is different than the interaction expected between governments through coordination in order to resolve inconsistencies in planning and to protect the health, safety and welfare of the communities. Both are imperative to success.

7. Current Status

Despite public opposition and contrary findings to the construction of a high speed rail (HSR) station in Kings County, the California High Speed Rail Authority (CAHSRA) is moving forward with developing the proposed location for a new HSR station. Tulare County is home to 441,000 residents, of which about a quarter live in Visalia. Kings County contains an estimated 152,000 residents, with about one-third living in the City of Hanford. In total, the catchment area around Hanford/Visalia is currently home to an estimated 593,000 residents, and is projected to increase to about 993,000 by 2030. A 2010 study conducted by Cambridge Systematics for the CAHSRA for Hanford Station scenarios, indicated that although the Hanford/Visalia station catchment area has a significant population base, most of the population actually resides a fair distance from the station. The proposed station site is about a 25 minute drive from Visalia and is not proximate to a substantial population or business base. By comparison, the proposed Fresno HSR station is geographically central to a population base of 942,000 residents, and is projected to increase to 1,429,000 by 2030. The station site is a 45-minute drive from Visalia and Hanford. In the absence of a Hanford/Visalia station, most residents of these two counties would choose the Fresno HSR station due to its proximity. Despite studies like this, current efforts by the CAHSRA for the official Kings/Tulare High Speed Rail Station include the start of new construction, as of September 2017, for an overpass, embankment, utilities, and bridge construction along County streets near the intersection of Highways 198 and 43 at the northeast corner. The CAHSRA examined the station location and environmentally cleared it for future construction in 2014, as part of the Fresno to Bakersfield section of the high speed rail project.

The preferred HSR Fresno to Bakersfield Project Section begins at the Fresno Station and will connect to a potential BNSF alternative site located northeast of Hanford (Hanford East site), then travel to the Kings/Tulare Regional Station, and south to Corcoran, Allensworth, Wasco-Shafter, then to Bakersfield.

To develop a regional connectivity plan with convenient access to the HSR station, Tulare County Association of Governments (TCAG) and the Authority are working together with cities in Kings and Tulare counties with the Cross Valley Rail Corridor Study. This plan includes infill development, transit-oriented development, economic development and better transit connections from surrounding communities to this regional high-speed rail station. This plan will also assess the feasibility and timing of developing future improvements such as Bus Rapid Transit and light-rail passenger service along the Cross Valley Rail Corridor.

C. INTERCITY BUS ISSUES

Orange Belt Stages is the intercity long-haul bus operator that serves Kings County. Increasing operations costs and low ridership figures are problems which Orange Belt Stages must contend with. In 2014, Orange Belt Adventure bus tours were added to its Bakersfield facility to provide individual recreational trips to promote ridership.

Orange Belt coordinates with Amtrak for bus connections out of the Hanford intermodal station, serving as Amtrak Thruway connections to Visalia-Hanford-Lemoore-Kettleman City-San Luis Obispo, as well as to and from Las Vegas, Nevada. Efforts to coordinate services with other providers in the future are favorable with future demand of transit within Kings County.

D. ELDERLY AND DISABLED TRANSPORTATION ISSUES

1. Recent KART surveys have determined that the types of trips most needed by these two transit-dependent groups are those related to medical, shopping, and personal business purposes. Access to jobs, health programs, and recreational activities are considered to be the largest transportation needs for these groups, based upon feedback provided by the Social Services Transportation Advisory Council members who are comprised mostly of social service providers. Work-related trips are needed by disabled clients of several social service organizations. Trip requests from elderly and disabled persons in Corcoran are almost exclusively for medical and personal business purposes to Hanford and Fresno.
2. As required by Section 99238 of the Public Utilities Code, the KCAG Transportation Policy Committee (TPC) appointed representatives of social service providers and transit users to serve as the Social Services Transportation Advisory Council (SSTAC). The SSTAC's primary role is to advise the RTPA and to provide input in the identification of transit needs of the elderly, disabled, and persons with limited means. Members of the SSTAC also evaluate and recommend approval of applications for federal transit grants benefiting elderly and disabled transit users and provide input in the development of transit plans.
3. As shown in the inventory of transportation providers in Kings County, many agencies provide transportation services for the elderly and disabled and are primarily funded with federal and state funds. The Lanterman Developmental Services Act requires agencies to make full use of existing services, such as public transit, whenever possible to meet client needs. Due to federal and state budget cutbacks, many of these agencies are having to reduce or discontinue service and are asking public transit agencies to supplement their clients' transportation needs. To meet the transportation needs of the elderly and disabled which are of high priority, KART has had to add services at an increased cost.



4. In 2014, KCAG prepared the Transit Development Plan (TDP), which assessed current and future trends in transit demand. Forecast analyses of the County's transit demand indicate the elderly population will outpace other age categories in the coming decades, increasing from 7.9% in 2010 to 11.0% in 2020 and to 15.1% by year 2035. Based on ridership data of FY 2013-14, senior and/or disabled riders currently represent approximately 14% of the total KART ridership.
5. Funding for elderly and disabled transit capital projects is available through the Federal Transit Act (FTA) Section 5310 grant program on a statewide competitive basis. Small agencies that are in need of a bus and/or equipment are not able to compete effectively for funds based on the statewide criteria that are used to score projects and/or strict qualification requirements. Regional funds should be allocated on a more equitable funding basis, such as a formula apportionment to each regional transportation planning agency for allocation to area transit providers.
6. The FTA Section 5310 program has been modified to include funding for mobility management to build coordination between existing public transportation providers and other transportation service providers. Area agencies, such as the Kings County Commission on Aging, who depend upon KART services for their clientele, may benefit from grant funds for travel training opportunities, but are subject to statewide competition.

E. RIDESHARING ISSUES

By far, the majority of unused transportation capacity in Kings County is in private automobiles. By doubling up on the number of persons in a car or van, many public benefits result. As is shown by Figure 6-3, many Kings County residents already carpool. According to the American Community Survey (5-year estimate), yearly figures have grown to 83% of the workforce in Kings County who chose to drive alone to work, while carpools have slowly decreased from 18.8% to 16.9% in the past 4 years. From a consumer's perspective, ridesharing gives a higher level of convenience for daily commuters, saves money otherwise spent on gas, and reduces wear on owners' cars. From a regional standpoint, the use and formation of carpools would help to reduce noxious odors which attribute to vehicle emission and poor air quality in the Valley. Ridesharing should be promoted as a demand-regulating practice to reduce automobile congestion, fuel consumption, air pollution, and the need for additional road and parking capacity. Few would argue the value of these effects, though some point out that lower gas sales means less tax money to fix deteriorated roads. Lowering the demand for new facilities, however, will mean that more can be spent on upgrading the existing roads and parking areas. Commute alternatives to improve the carbon footprint include carpooling, vanpooling, public transit, bicycling, walking, alternative work schedules, park-and-ride lots, and the Emergency Guaranteed Ride Home Program. The following programs have been implemented in Kings County to promote ridesharing.

1. Vanpool Programs

Vanpooling is somewhat different than carpooling, though it is based upon the same principle: reducing single-occupant commuting. Vanpooling is defined as 7 to 15 persons who commute together in a van-type vehicle, and who share the operating expenses. The riders typically share in the operations cost of the van, however there are variations of cost and ownership by either the riders or a sponsoring employer. Essentially, vanpooling serves the long distance commute market of over 20 miles to an employer site. Within Kings County, most of the vanpool services are provided by CalVans for commuters to work and school. Also, increased use of vouchers or subsidized trips by employers is highly

promoted by CalVans, resulting in higher vehicle miles traveled (VMT) reductions. By providing longer trips to more remote locations, in the instance of agricultural vanpools, CalVans is able to provide lower costs per revenue hour and passenger mile with the voucher system. Other vanpool services are provided by Enterprise Rideshare through Rent-A-Car Enterprise, a for-profit rental company which recently acquired vRide commuter vanpools.

## 2. Rideshare Programs

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

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

For Kings County, the community identified for review in the study was the City of Avenal, identified as a Rural Disadvantaged Community scoring above the 75th percentile of California census tracts burdened by environmental and socioeconomic challenges, as ranked by the CalEnviroScreen (CES, version 2.0) - California Environmental Protection Agency's California Communities Environmental Health Screening Tool. Carsharing versus other ridesharing options were evaluated and determined to be the best resource for a potential pilot program for rural residents of Avenal due to being the most cost-effective service. Compared with fixed route transit and Dial-a-Ride service, it was determined that split-carsharing was the least expensive option, through carsharing reservation systems and/or apps for carpools. The city could potentially coordinate carsharing services with a ridesourcing company to close the gap for travelers who live beyond walking distance of the host location. Avenal would need funding sources to initiate a carsharing program as well as low or zero emission vehicles, which may be available in the near future.

Rideshare for-profit companies have developed within the state rapidly within the past four years. These ridesourcing companies utilize broadband coverage with smart-phone access and telephone dispatching services, encouraging drivers with low-emissions and zero-emissions vehicles to become ridesourcing drivers. The issue of feasibility and profit for rideshare drivers to provide service to the more

rural areas like those in Kings County prohibits this alternative as a viable option to those disadvantaged communities that are far from major destinations.

3. Emergency Ride Home Program

In 1994, KCAG staff developed and the Kings County Board of Supervisors adopted, an "Emergency Ride Home Program" as a trip reduction measure to encourage employees to rideshare. Many people are unwilling to try ridesharing because they do not want to be "stranded" at their place of work. This program provides transportation to all Kings County employees who regularly rideshare for a return home in case of certain unexpected emergencies. For those employees who are registered for the program, they have the opportunity to receive an emergency ride home by contacting the Program Coordinator and either have the Program Coordinator call another registered employee for a shared ride, obtain a rental car, schedule transit service, or call a taxi. The service chosen is generally dependent upon the distance to be traveled.

4. Park and Ride Lots

Park and Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park and Ride lots are generally located near community entrances near major highways or local arterials where conveniently scheduled transit service is provided. Lots are designed exclusively for commuters or they can consist of an area of parking spaces in complementary land uses such as shopping centers and churches.

Kings County has two official Park and Ride facilities. One is located at the northeastern entrance of the City of Hanford at 10th Avenue and SR 43. This location of the lot is ideal for those commuters who meet up with those traveling north and south along SR 43. Unfortunately, the lot is not currently utilized due to higher incidence of vandalism at this location. The other location is the Lemoore High School parking lot located at 18th Street and SR 198, a centralized park and ride lot serving other users, with up to 250 vehicles and about 20 CalVans vans. CalVans and the high school district have a parking agreement with a current annual fee of \$25,505, which is based on a percentage of the costs to resurface the lot every 5 years.

There are a number of informal Park and Ride lots located in various communities served by CalVans vanpools. In Hanford, the Wal-Mart shopping center located on the northwest corner of 12th Avenue and Lacey Boulevard in Hanford is utilized by approximately 3 to 4 vanpools; the Lowes center on Lacey Boulevard and Centennial Way is utilized by about 15 vanpools, although up to 30 vans are allowed to be parked per day per City use permit. In Lemoore, the Kmart shopping center located on Hanford Armona Road and Fox Street is utilized by vanpools, as well as the Lemoore Plaza shopping center located on Hanford Armona Road and Lemoore Avenue.

5. Employer Trip Reduction Programs

The San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted Rule 9410 - Employer Based Trip Reduction in December of 2009 as a requirement for certain employers to develop an Employer Trip Reduction Implementation Plan and create incentives for their employees to reduce single-occupant vehicle trips to work. Employers could choose from some of the options and programs noted above, and any others to meet specific point targets specified in the rule.

V. ACTION ELEMENT

A. RECOMMENDATIONS TO IMPROVE PUBLIC TRANSIT RIDERSHIP AND SERVICE

1. Social Service Transportation Advisory Council (SSTAC)

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

To evaluate the system, the SSTAC uses the following guidelines adopted by KCAG to help identify areas for improvement. These guidelines are also used to evaluate applications for federal grant funds from all eligible transit operators.

- Dependability - The transit operator must demonstrate that its service is reliable and it regularly meets its schedule. A dependable backup system must be available so that in normal circumstances only minor delays in the operating schedule will occur and service will not be unreasonably disrupted.
- Accessibility - The transit operator must demonstrate that the system is accessible to the elderly and disabled. Each vehicle does not have to be fully accessible, but provisions must be made within the system to provide reasonable service to persons with special needs.
- Affordability - The transit operator must demonstrate that the fare structure of the system provides for ridership by persons of limited income. This does not mean a fare cannot be charged, but that the fare may not be excessive in a manner which restricts the access of the poor.
- Adequacy - The transit operator must demonstrate that it provides a reasonable level of service with sufficient range and capacity to allow any person who cannot provide their own transportation to have access to opportunities which will support an adequate standard of living. The minimum service should provide travel to medical appointments, shopping areas, social service agencies, and home again.
- Economy - The transit operator must demonstrate that it has attempted to provide the most efficient and effective service possible and identify criteria used to establish a service cost limit. When suggested by the Productivity Improvement Committee, the operator should present feasible alternative transit programs with projected costs vs. service levels.
- Convenience - The transit operator must demonstrate that the service proposed will be such that it does not discourage use of the service. While service is not expected to be instantaneous or as convenient as travel by private automobile, reasonable headway time should be incorporated into scheduling and capacity considerations.
- Coordination - The transit operator must demonstrate how its system is coordinated with other systems and travel modes to enhance, rather than detract from the effectiveness of each system.

- Monitoring - The transit operator must have a plan for monitoring its service. Data required from the operator is listed with information on the performance audit.
- Flexibility - The transit operator must demonstrate how the system can adjust its schedule and route to accommodate changes in community needs. When the operator has made an adjustment in its service, it will document the basis for the change and improved service which resulted from the change.
- Responsiveness - The transit operator must implement a Productivity Improvement Program designed to ensure that the system can anticipate demands for new service, expand service, and operate at the most efficient cost.

Requests for adjustments in local transit routes and service levels continue to be made by the SSTAC. The KCAG Technical Advisory Committee also expresses its view on transit service. However, it is the SSTAC which has the opportunity to become the "voice" of transit dependent groups in the county. The SSTAC, by virtue of its membership who represent the actual transit user, is in the unique position to more accurately access transit service and uncover any unmet transit needs. Each year, KCAG actively recruits new agencies and/or members of the public interested in participating on the SSTAC or as a concerned citizen to seek a broader audience from both rural and local communities. Both KCAG and transit operators will continue to solicit input from the SSTAC for service adjustments based upon the needs of particular ridership groups. In addition, phone calls and petitions are regularly received by KCAPTA from private individuals and groups such as the American Association of Retired Persons. All previous SSTAC recommendations for KART and Corcoran Area Transit service changes have been implemented.

## 2. Triennial Performance Audits

A performance audit to evaluate the efficiency, effectiveness, and economy of transit operators is required to be completed every three years. Performance audits of KART and Corcoran Area Transit services covering the period of FY 2015-16 through 2017-18 are to be completed in May of 2019. The audits provide constructive and practical recommendations for transit service improvements. The performance audit will provide new recommendations and evaluate the effectiveness and progress of the previous audits recommendations.

## 3. Transit Development Plans

The Kings County Transit Development Plan (TDP) prepared by KCAG in 2015 provides a comprehensive view of public transit operations in Kings County and is considered the "blueprint" for transit planning for the two public transit providers in Kings County through the year 2019. KCAG updates the Transit Development Plan every 4 years to provide a review of transit services to assess the efficiency and effectiveness of the services, to identify capital and operating needs based on data and public outreach, assist the transit operators with development of their comprehensive transit asset management plans required by MAP-21 (Moving Ahead for Progress in the 21st Century) regulations, and to develop a transit marketing plan to provide transit operators with updated strategies to improve service. Transit operations provided by both Kings Area Rural Transit and Corcoran Area Transit and performance of the operators are covered by the TDP including proposed service changes needed to meet identified transit demand and the finances needed to carry them out.

4. KART Marketing Plan

The 1992 Marketing Plan developed for KART to improve public transit awareness and encourage the use of KART in Kings County was updated in 2016 with the Market Assessment and Marketing Plan for KCAPTA. Surveys and marketing analyses identified primary KART patrons and targeted those groups which are underrepresented in ridership figures. The largest benefit resulting from the marketing plan is the Marketing Implementation Plan which combines strategies with objectives subject to budget amounts for KCAPTA to employ during FY 2017-2018. Recommended strategies, some of which had already been implemented for KART, include establishing regularly updated bus schedules, installation of a GTFS and real-time data system to provide electronic and online trip planning capabilities, website redesign, improved bus stop signage, information displays in high traffic areas, establishing a gatekeeper network for potential transit riders, establishing a client relationship management system (CRM) to maintain agency stakeholders, branding logo and vehicle graphics, and increasing advertising efforts to maximize and promote KART services.

In FY 2014-15, KCAPTA installed advertisement displays in its bus shelters which are heavily used today. As of FY 14-15, advertising revenues were allowed to be used in the calculation of farebox ratios per Department of Transportation (DOT) guidelines, increasing KART revenues by approximately \$100,000 per year. Other promotions which target specific rider groups, such as youth groups, have been implemented by KART management through the on-site promotions of KART service at both businesses and schools, and by KART's participation in civic events which includes free bus rides. In addition, ridership surveys are conducted annually by KART which include suggestions from riders for improving service and provide KART with a mechanism to develop future marketing and advertising programs.

To further improve KART fare revenues, KCAPTA is planning a new fare collection system through mobile ticketing to offer remote system monitoring and real-time processing by eliminating printed bus passes and the inherent issues with physical paper passes. Mobile ticketing would provide incentives such as rider reward programs, using cell phones for boardings and purchasing fares without having to travel to a ticket station, allowing for faster boardings. The mobile ticketing program would take effect in FY 2018-19.

5. ADA Transit Designs Standards Manual

The recent undertaking to provide KCAPTA with an official manual for design guidance for the coordination of transit facilities and local development, with an emphasis on compliance with the Americans with Disabilities Act (ADA) and the Public Right-of-Way Accessibility Guidelines (PROWAG), will be completed by a consultant team by mid-2018. The KCAPTA ADA Transit Designs Standards Manual will serve as a guide for transportation facilities installation, improvements, and maintenance system-wide in an effort to increase accessibility and enhance transit use by the disabled community.

6. KART Transit Station Site Selection Study

KCAPTA is currently seeking a preferred site for a future multimodal transit center within the City of Hanford as the existing KART depot, constructed in 2009, has become overcrowded with an expanded bus fleet and pedestrian traffic, causing congestion and safety issues. The study will consider the long-term needs of the KART operations facilities, operational and maintenance issues and off-site

development requirements. An initial funding and revenue analysis with a capital cost estimate will be provided for KCAPTA's use. Completion of the study is expected mid-2018, while build-out is expected within the next five years.

The KART Transit Station Site Selection Study is conducted by a consultant team and will include conceptual design of the selected site. The ideal site which will help to alleviate concerns with traffic operations, safety problems, and public health concerns and which would provide ample room to build a full-scale multimodal transit station. The multimodal station will have high activity as a regional destination for the cities, communities, and rural area residents of Kings County, and for travelers and commuters from outside areas. The transit facility is visualized to be a transfer station for pedestrian, bicycle, and transit systems to connect to downtown Hanford and potential rail station sites, encouraging sustainable uses and connectivity to nearby neighborhoods, businesses, and shopping opportunities. The transit center will also serve to encourage economic development opportunities (public services, conference/public meeting center) through a vital civic space for connecting transit administration with public services and/or private businesses as a joint development component.

#### 7. Coordination of Transit Systems

As part of the "Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU) federal transportation act, RTPAs are now required to further assess the transportation coordination efforts in Kings County. In working with local social service providers and the Social Services Transportation Advisory Council, KCAG has developed a plan to address where and how service can be improved and identify any possible areas for coordination. KCAG prepared the "2007 Kings County Human Services Transportation Coordination Plan" to be in compliance with SAFETEA-LU regulations. With the 2014 update to the Transit Development Plan, a progress report was completed that identified coordination opportunities of transportation services to the elderly, disabled, and persons of limited means, in compliance with SB 826, and provided an inventory of current social services transportation agencies.

While service overlaps are rare among the local area transit providers, KART and Corcoran Area Transit could be capable of accommodating those transportation needs which are not fully met. KCAG recommends that any provider that would like to explore full or partial consolidation, should contact the appropriate transit operator. A feasibility study can be undertaken and service contracts negotiated. To prevent duplications, KCAG should closely monitor proposals for new transit system funding through its Areawide Clearinghouse review process. The Social Service Transportation Advisory Council is also responsible for advising KCAG on the coordination and consolidation of specialized transportation services. The biennial update of the Action Plan for the coordination of social service transportation prepared by KCAG also reviews services to identify any coordination opportunities.

Separate opportunities exist to coordinate paratransit services with for-profit companies, such as taxi services. KCAPTA has researched grants available to taxi companies for improving mobility options to residents within Kings County who require paratransit service. Coordination of services through a taxi voucher system for seniors and disabled individuals could be instituted for slack times when KART paratransit service hours are not available, such as during holidays, Sundays, and after hours. Such service coordination will help to improve performance goals for the KART system; however, transfers would require an ADA-accessible taxi vehicle.

8. Corcoran Intermodal Facility

Since 1997, the City of Corcoran has experienced an increase in population growth due the opening of a second prison which added 7,000 new inmates and 2,000 new employees. The increase in Corcoran's workforce and the subsequent housing demand, along with the increase in prison visitors, resulted in an increase in both Amtrak and Corcoran Area Transit ridership.

The intermodal facility in Corcoran, built in 2000 and maintained by the City of Corcoran, has provided a more convenient and attractive transportation hub for transit patrons and providers. The facility is used as a transfer point for KART buses, Corcoran Area Transit, and the Prison shuttle bus. The station was designed similar to the old Santa Fe station, and includes passenger ticket lobby and waiting areas, restrooms, vending machines for Amtrak tickets, and offices for Corcoran Area Transit staff. The facility allows the City of Corcoran to operate their dispatching and transit services more efficiently from a separate office with full-time and part-time staff persons. The improved dispatching services allow callers to dial directly to the Corcoran Area Transit office, rather than the City Hall where the calls could be handled by any number of persons and could result in slow response times.

9. Corcoran Fixed Route

With recent changes to the KART system, KCAPTA has discontinued the KART in-town route to Corcoran residents, and Corcoran has implemented a new fixed route service to replace the KART service within the incorporated area. Corcoran and KCAPTA have coordinated a new regional transit pass program to subsidize the fixed route and will share revenue generated. The regional pass allows for daily use of both Corcoran's fixed route and KART fixed route services. Corcoran will continue its demand response service but may gradually decrease Dial-a-Ride options as the new fixed route becomes more efficient.

10. Fleet Expansion

Corcoran Area Transit purchased one replacement bus to improve transit services within the community within the past four years. Future capital needs through the year 2022 includes the purchase of a new compressed natural gas (CNG) buses to convert the current fleet of gas and diesel buses. The City of Corcoran also plans to purchase a trolley bus to serve a new downtown route along Whitley and Dairy Avenues.

11. Capital Needs Program

The short term capital program for KART and Corcoran Area Transit is designed to provide adequate equipment to meet the projected service demands. Figure 6-12 shows the capital program for the next eight years.

12. Agricultural Industry Transportation Services

The California Vanpool Authority (CalVans) is the lead agency in the Agricultural Industry Transportation Services (AITS) project. This multi-county partnership is currently comprised of 12 counties. The project is managed out of the Hanford office with satellite offices in Ventura and Monterey. As a vanpool transit agency, CalVans is able to provide safe, affordable vans to qualified agricultural farmworkers traveling to the field. Participation in the vanpool program is voluntary with the employer able to assist in the cost of transportation through the use of



transportation vouchers, which are tickets that eligible riders give to CalVans in exchange for a ride. CalVans provides over 430 vanpools to residents in over 17 counties that include: El Dorado, Fresno, Kern, Kings, Madera, Merced, Monterey, Napa, Placer, Santa Barbara, Santa Cruz, Sutter, Tulare, Ventura, Yolo, and Yuba, Yuma and Imperial Valley in Arizona.

Increasing numbers of growers in the Salinas Valley encourage their workers to use vanpools for their winter operations in Arizona. The growers utilize vanpool vouchers for their workers to pass on savings to each rider each season. For FY 2016/17, growers in the AITS program represent a \$5 million investment while a \$5 million savings is afforded by the riders. The AITS program helps to ensure that growers have enough workers and ensure workers will remain with the growers throughout the harvest period. The economic value of the employer paid voucher system ensures an adequate work force while complying with Department of Labor regulations for agricultural vanpools.

### Figure 6-13

#### Capital Needs Program (2017/18 through 2026/27)

<b>Corcoran Area Transit</b>	
2018/19	Install Surveillance Cameras - Intermodal Facility and Parking Lot
2018/19	Upgrade Surveillance Cameras - Whitley Avenue
2019/20	Install Bus Shelters
2019/20	Install Bus Parking Shelters
2019/20	Install Solar Panels - Corp Yard
2019/20	Maintenance Facility Upgrades
2020/21	Intermodal Facility Upgrades
2021/22	Install/Upgrade Farebox System
2026/27	Purchase CNG Buses
2026/27	Purchase Electronic Fleet Management
2026/27	Install CNG Station – Corp Yard
<b>Kings Area Rural Transit</b>	
2017/18	Purchase Paratransit Vehicles
2017/18	Purchase Surveillance Cameras
2017/18	Upgrade Gate Access - Maintenance Facility
2018/19	Bus Engine Repower
2018/19	Bus Repainting (Rebranding)
2018/19	Purchase CNG Buses
2018/19	Land Acquisition for New Transit Center
2019/20	Bus Engine Repower
2019/20	Purchase Electric Buses
2019/20	Install Electric Charging Station - Maintenance Facility
2019/20	Purchase CNG Buses
2019/20	Design Transit Center/Administrative Office
2019/20	Purchase Administration Vehicle
2020/21	Construct Transit Center/Administrative Office
2020/21	Purchase Electric Buses
2021/22	Purchase Buses
2022/23	Purchase Administration Maintenance Vehicle
2023/24	Reseal Parking Lot – Maintenance Facility
2023/24	Purchase Buses
2024/25	Purchase Buses

C. SUGGESTED ACTIONS TO IMPROVE SAN JOAQUINS RIDERSHIP

1. San Joaquin Joint Powers Authority

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

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

In addition to more cost effective administration and operations, there will be many benefits to regional governance of San Joaquin rail service. Train riders and San Joaquin Valley residents will have a stronger voice in deciding what happens with the service since local decision-making is more responsive and adaptive to passenger issues. The SJJPA, which is made up of elected officials throughout the San Joaquin Corridor, will be a strong voice in advocating for service improvements and expansions – particularly in Washington D.C. and in Sacramento. The SJJPA will take advantage of joint marketing and partnerships with local agencies throughout the San Joaquin Valley. Since the SJJPA's board members are part of the communities in the San Joaquin Corridor, it will also be better able to engage local communities throughout the corridor to use and support the San Joaquin rail service.

The ten member agencies that make up the SJJPA are: Alameda County, Contra Costa Transportation Authority, Fresno Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, Sacramento Regional Transit, San Joaquin Regional Rail Commission, Stanislaus Council of Governments and Tulare County Association of Governments. The SJRRC was selected by the SJJPA Board to be the Managing Agency at the July 26, 2013 SJJPA Board Meeting. As Managing Agency of the SJJPA, the SJRRC will provide all necessary administrative support for the SJJPA. The SJPPA along with its supporters and sponsors are working with other partner agencies to advocate for conventional intercity rail service improvements throughout California.

2. San Joaquin Valley Rail Committee

The purpose of the San Joaquin Valley Rail Committee (SJVRC) is to discuss and formulate suggestions and ideas for improvements to the Amtrak San Joaquins

passenger train service. The SJVRC was established in 1987 and was managed by Caltrans until the San Joaquin Joint Powers Authority (SJJPA) took over management in 2015. The SJVRC is part of a larger grassroots effort by the SJJPA to engage and inform citizens about the San Joaquin Rail Service.

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

### 3. California State Rail Plan

The State of California Department of Transportation Division of Rail issued its “2013 California State Rail Plan”. This Plan developed and implemented a statewide rail blueprint to guide future planning and investment decisions in the near and long term.

Some key objectives of proposed route improvements identified in the Plan for the San Joaquins Route include:

- Increased passenger train frequencies
- Improving passenger safety systemwide
- Increasing ridership
- Improving multi-modal connectivity
- Increasing the maximum operating speed of conventional passenger trains in all corridor segments from 79 mph to 90 mph
- Installing new infrastructure, such as additional layover or maintenance facilities, to support expansion of future train operations

In order to carry out these objectives, the Plan includes planned investments in four categories:

- **Track and Signal / Train Control Improvements.** Includes double-tracking, additional mainline track, panelized turnouts, improved sidings to support intercity passenger rail service and service connections to the proposed high speed rail system. Improved and additional track could allow top speeds between 79-90 mph.
- **Grade Crossings.** There are over 210 grade crossings that may need to be upgraded to allow the *San Joaquins* route to operate at speeds in excess of 90 mph, although no specific grade crossing projects have yet been developed.
- **Bridges.** Improvements to existing bridges, increases in bridge capacity, and potentially new bridges.
- **Station Improvements.** Passenger station improvements include new platforms or extensions, covered shelters, lighting, improved bus circulation, and upgrades to passenger vehicle parking and loading areas.

The key documents describing projects and plans for the corridor are the *San Joaquin Corridor Strategic Plan* released by Caltrans in 2008 and the *San Joaquin Corridor Programmatic Environmental Impact Report – 2035 Vision – Initial Study* released November 2012, which examined expansion from 6 daily round trips to 8 or 11 round trips operating at speeds up to 90 mph on the Bakersfield-Stockton segment of the line, and to Oakland from 6 to 10 round trips were studied and to Sacramento from 3 to 6 round trips were studied. The 2013 California State Rail Plan was adopted in May 2013,

and included the *San Joaquin Corridor Service Development Plan*, a study prepared to evaluate the policy and physical state of the Corridor, assess operating conditions and identify issues such as capacity bottlenecks, and to identify funding or programmable capital investments. Key stakeholders included Caltrans, Amtrak, BNSF, UPRR, and the San Joaquin Valley regional transportation planning agencies. Public input included improving communications regarding passenger services and ensuring station safety and security in the short-term; adding more frequent service and more stations in the medium-term; and, providing passenger rail between Stockton and Bakersfield on the UPRR Fresno Subdivision, and direct connections to Los Angeles and the San Francisco Bay Area in the long-term.

The Draft 2018 California State Rail Plan was released in October 2017 and will provide a new framework for planning and implementing California's rail network for the next 20 years and beyond. Key components will include prioritizing state investment in an efficient, effective passenger and freight rail system, which supports the goals and policies of the California Transportation Plan 2040. Some implementation highlights are for more bus connections to fill gaps, statewide service planning to connect train routes, the High Speed Rail Central Valley to Silicon Valley connection, more frequencies using available capacity, timed connections between services, fully operational integrated ticketing, and new regional rail system connections. The concept to integrate passenger rail into a network for intercity, commuter, and high speed rail, in coordination with local transit systems, will result in maximization of ridership and market potential, lending support to efficient movement of freight by rail, which ultimately benefits the public by reducing roadway congestion, air pollution, and greenhouse gas emissions.

4. Passenger Rail Corridor Upgrade Programs

Through the use of state and federal funds, there are a number of programs which have the intent of upgrading rail facilities in order to increase operational speeds and therefore improve the attractiveness of passenger rail service to potential riders. Ultimately, programs to improve or eliminate grade crossings will improve both ridership figures and safety. Track and signal projects, station projects, maintenance facility projects and rolling stock projects for this corridor are proposed for programming in the State Transportation Improvement Program (STIP).

a. ISTEA Section 1010

Under Section 1010 of the Intermodal Surface Transportation Efficiency Act of 1991, the rail corridors linking San Diego - Los Angeles - San Francisco Bay Area - Sacramento have been designated as high-speed rail corridors, with operational upgrading required to achieve passenger rail speeds of 90 to 110 miles per hour. At present, maximum speed on the Amtrak *San Joaquins* line is 79 miles per hour. There are 20 private and 94 public at-grade crossings along this segment. According to Caltrans, 96 of the 110 miles of track have potential to be upgraded to provide higher speed service.

The focus of the 1996 Section 1010 Program was the closing of private crossings through the Central Valley. There are 95 public and private grade crossings between Bakersfield and Fresno, many of these have no active warning device in place and most are related to agriculture activities. Caltrans has listed 14 projects in this rail segment for grade crossing redesign and the replacement of old gate closing equipment.

b. Section 130 Federal Crossing Improvement Program

This federal program currently provides \$10 million per year in federal highway funds for operational improvements at eligible grade crossings. The program funds 90 percent of the cost of upgrading with either the city or county matching 10 percent. These improvements include the reconfiguration of roads at grade crossings and installation of grade crossing equipment, such as flashers and gates. Many projects eligible for Section 130 funding are also eligible for Section 1010 funding under ISTEA.

c. Section 190 State Grade Separation Program

The Section 190 Program provides \$15 million annually in state funds. Approved projects come from the priority list that the California Transportation Commission produces annually. Each project can be no more than \$5 million, and the state will contribute 80 percent of the funding with 20 percent contributions by others for those projects which will eliminate grade crossing and redesign existing ones. Projects involving the proposed grade separations will be funded at a 50 percent state/local match arrangement.

D. FUTURE PASSENGER RAIL SERVICES

1. Cross Valley Passenger Rail Feasibility Study

The Cross Valley Passenger Rail Feasibility Study, completed by KCAG, determined the feasibility of developing passenger rail service between Huron in western Fresno County, across Kings County, through Visalia in Tulare County, to a southernmost terminus in Porterville. Passenger rail service could connect the most densely populated cities and major employment centers in Kings County, including the Lemoore Naval Air Station (LNAS) and the cities of Lemoore, Hanford, Visalia, and Porterville. Phase I of the study concluded that passenger rail service, given future estimates of potential ridership, was feasible. However, the costs involved with upgrading the existing Coalinga and Exeter Branch lines for passenger service would be cost prohibitive at this time due to the lack of funding available.

Phase II of the feasibility study identified rail corridor protection strategies that could be implemented by local jurisdictions and businesses to preserve the rail corridor for future public transportation use. About \$14 million was spent on improvements completed in 2004 to upgrade the railroad to increase speeds and increase freight use. The Cross Valley Rail Corridor Joint Powers Authority, created to manage the project, hired a consulting firm to complete a new feasibility study of passenger rail service on the corridor now that the rail improvements have been made. The study was completed in 2004. Grants funds were issued, but the project came to an impasse.

2. Cross Valley Rail Corridor Plan

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

Porterville, in Tulare County. The service would then provide a connection for communities along this route to the proposed Kings/Tulare High Speed Rail (HSR) in Hanford.

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

Phase I of the Plan completed extensive community engagement to develop a vision for the Cross Valley Rail Corridor, which included options to increase ridership for existing transit services, potential improvements to areas surrounding current transit centers, and the potential to increase housing, businesses, and services with proximity to the future HSR site.

Phase II developed envisionments of land use and economic development strategies to attract growth to existing city centers and promote development of other communities within the region, evaluated regional transit and transportation facilities and services to facilitate both the planned HSR station and active transportation alternatives. Key conceptual Station Area Plans were developed for the cities of Huron, Lemoore, Hanford, Visalia, Farmersville, Exeter, Lindsay, and Porterville and for Lemoore NAS based upon bus connectivity, common station area strategies, and specific station area strategies unique to each city.

Phase III, the final phase to be completed in 2018, will provide a detailed report of the findings, recommendations, and strategies for implementation.

E. RECOMMENDATIONS FOR PROMOTING RIDESHARING

1. Continue to work with area Councils of Government to manage the joint powers agency established as the California Vanpool Authority (CalVans).
2. Continue working with regional rideshare agencies, and CalVans to maintain rideshare activities in Kings County.
3. Encourage local agencies to participate in the "Rideshare Week" program each year. This annual program provides an opportunity to promote the benefits of ridesharing to employers and their employees.
4. KCAG will continue to develop strategies which further the goals of reduced traffic congestion through development of alternative transportation modes including vanpooling, carpooling, bicycling, and walking, among others.
5. Continue working with CalVans, or other rideshare agencies to obtain Outreach Assistance to contact Kings County area employers on a regular basis. Outreach efforts in Kings County have been a minimal effort due to the lack of staff to serve as outreach assistance. A larger number of employers in Kings County could be contacted and encouraged to assist their employees in participating in rideshare opportunities.
6. Provide assistance through KCAPTA, or CalVans, to employers to help develop employee ridesharing and vanpool participation. Each year federal legislation is introduced which would reinstate tax-free treatment of employer-provided vanpool transportation.

7. Encourage and support the establishment of additional secure Park and Ride lots in Kings County.
8. Publicizing the benefits of carpooling and vanpooling could promote ridesharing. Caltrans has installed signs bearing the toll free ridesharing number along state routes in Kings County.

KCAG has been involved with, and will continue to support, all ridesharing programs put forth by vRides, or the San Joaquin Valley Air Pollution Control District (SJVAPCD).

## VI. FINANCIAL ELEMENT

### A. PUBLIC TRANSIT

#### 1. Transportation Development Act

A primary source of revenue for KART and Corcoran Area Transit services originates from the Transportation Development Act (TDA) and is allocated annually by KCAG. TDA funds are generated from California sales tax revenues and are available to KCAPTA and the City of Corcoran under two categories of funding:

##### a. Local Transportation Fund

The Local Transportation Fund (LTF) is primarily for public transit and secondarily for streets and roads, provided that 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 KART's annual budget, based on the formula of half (50%) the number of service hours provided to that agency and half (50%) the population. The City of Corcoran is allocated an amount needed to meet the city's transit operations and services. LTF provides over half of the transit systems' revenues.

KCAG, as the designated Regional Transportation Planning Agency, monitors the LTF, determines the annual apportionments, notifies the claimants, and approves the apportionments, allocations, and uses of the Fund. This means that KCAG reviews LTF claims by KCAPTA and the City of Corcoran. As required by the Transportation Development Act, KCAG conducts public hearings each year to hear testimony considering transit needs before determining LTF allocations.

According to the TDA, public transit providers have claim to the LTF. However, that amount of the fund not required for public transit may be used for streets and roads. To do so, the TPC must find that there are:

". . .no unmet public transportation needs within the jurisdiction of the claimant which can reasonably be met through expansion of existing transportation systems, by establishing new systems, or by contracting for services. . ."

Section 99401.5(c) of the Public Utilities Code requires that KCAG determine its definitions of two important terms of this Act: **Unmet transit needs** and **Reasonable to meet**.

KCAG has defined these terms in the current Kings County Transit Development Plan which are outlined as follows:

- "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 handicap, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment.
- 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 system and meet the following criteria:
  - ✓ 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.
  - ✓ The proposed transit service does not duplicate transit services currently provided by either public or private operators.
  - ✓ The proposed transit service has community support from the general public, community groups, and community leaders.
  - ✓ The 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.
  - ✓ There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised transit service.
  - ✓ 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.
  - ✓ The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.
  - ✓ Is needed by and would benefit either the general public or the elderly and disabled population as a whole.



**FIGURE 6-14****PERCENT OF TOTAL COUNTY LTF SUPPORTING PUBLIC TRANSIT**

<b>YEAR</b>	<b>COUNTYWIDE LTF \$</b>	<b>AMOUNT DEVOTED TO TRANSIT \$</b>	<b>PERCENT DEVOTED TO TRANSIT %</b>
1980-81	968,902	50,911	5.25
1981-82	1,034,769	116,661	11.27
1982-83	982,748	151,003	15.36
1983-84	1,059,422	36,049	3.40
1998-85	1,148,453	58,517	5.10
1985-86	1,127,357	86,636	7.68
1986-87	1,156,787	173,708	15.02
1987-88	1,309,059	156,993	11.99
1988-89	1,345,763	230,117	17.10
1989-90	1,444,125	330,567	22.89
1990-91	1,493,327	320,178	21.44
1991-92	1,500,811	424,892	28.31
1992-93	1,574,502	616,166	39.13
1993-94	1,618,531	722,421	44.63
1994-95	1,746,628	856,135	49.02
1995-96	1,837,163	800,631	43.58
1996-97	1,944,528	964,253	49.59
1997-98	1,873,620	1,105,908	59.03
1998-99	1,814,927	1,007,538	55.51
1999-00	2,068,931	1,075,572	51.99
2000-01	2,341,143	1,604,380	68.53
2001-02	2,384,664	1,981,376	83.09
2002-03	2,615,126	2,002,179	76.56
2003-04	2,508,782	977,935	38.98
2004-05	2,533,340	1,517,653	59.91
2005-06	3,063,297	2,254,436	73.60
2006-07	3,179,325	2,455,474	77.23
2007-08	3,368,582	2,993,159	88.86
2008-09	3,379,228	2,559,651	75.75
2009-10	2,887,737	2,629,911	91.07
2010-11	3,037,706	2,508,673	82.58
2011-12	3,389,100	2,525,203	74.51
2012-13	3,488,124	1,988,577	57.01
2013-14	3,672,607	1,585,679	43.18
2014-15	4,006,299	468,011	11.68
2015-16	4,528,260	931,153	20.56
2016-17	4,051,988	1,394,533	34.42
2017-18	4,257,584	1,221,498	28.69
2018-19	4,100,000	1,558,570	38.01

Source: KCAG, Kings County Auditor

b. State Transit Assistance

Funds for the State Transit Assistance (STA) program are derived from the statewide sales tax on gasoline and diesel fuel. The funds are apportioned to each regional transportation planning agency by a formula based on population and operator revenues, which then reallocates the funds to public transit operators on the same basis. STA funds estimated to be apportioned to Kings County are allocated to KCAPTA and the City of Corcoran for transit operating costs.

**FIGURE 6-15**

**STA APPORTIONMENTS FOR PUBLIC TRANSIT**

YEAR	KCAPTA	CORCORAN
1981-82	\$101,588	\$0
1982-83	\$154,032	\$0
1983-84	\$193,256	\$0
1998-85	\$175,855	\$0
1985-86	\$157,735	\$0
1986-87	\$21,550	\$1,088
1987-88	\$3,819	\$346
1988-89	\$16,352	\$1,477
1989-90	\$8,411	\$1,077
1990-91	\$66,380	\$10,524
1991-92	\$86,928	\$14,311
1992-93	\$84,169	\$13,095
1993-94	\$85,306	\$12,851
1994-95	\$98,915	\$14,695
1995-96	\$115,513	\$17,017
1996-97	\$127,670	\$17,606
1997-98	\$140,176	\$19,072
1998-99	\$202,441	\$31,664
1999-00	\$168,215	\$32,000
2000-01	\$169,732	\$32,460
2001-02	\$318,105	\$60,836
2002-03	\$270,357	\$49,367
2003-04	\$177,605	\$32,255
2004-05	\$203,880	\$36,948
2005-06	\$348,284	\$63,338
2006-07	\$301,783	\$203,976
2007-08	\$634,552	\$144,203
2008-09	\$621,572	\$125,177
2009-10	\$775,678	\$141,307
2010-11	\$0	\$0
2011-12	\$664,372	\$114,509
2012-13	\$841,167	\$152,264
2013-14	\$703,569	\$127,359
2014-15	\$531,888	\$113,340
2015-16	\$682,989	\$115,952
2016-17	\$458,143	\$80,155
2017-18	\$804,095	\$133,718
2018-19	\$1,137,259	\$184,316

Source: KCAG, Kings County Auditor

Note: Prior to 1991, STA funds could be used for street and road purposes.

FY 2017-18 and 2018-19 apportionments Includes SB 1 revenues.

2. Federal Grants

a. Federal Transit Act – Section 5303

MPOs with an urbanized area receive FTA Section 5303 funds each year to develop transportation plans and programs. KCAG has utilized this funding to prepare various plans and studies for local transit operators, including a marketing plan for KART, an ADA Transit Standards Design Manual, and a KART Transit Station Site Selection Study.

b. Federal Transit Act - Section 5311

Section 5311 of the Federal Transit Act provides for federal assistance to rural public transportation providers. Grants are awarded for capital and operating purposes to eligible providers. The Section 5311 program is designed to help enhance the access of persons in non-urbanized areas to health care, shopping, education, recreational, public services, and employment. This program provides funds for annual apportionments to counties, state funds programmed on a discretionary basis, and intercity bus projects. Private, non-profit agencies can only apply through a sponsoring public agency.

Kings County's FTA Section 5311 apportionments have been awarded by KCAG to the City of Corcoran and to KCAPTA for operating assistance based on a population formula. Since Kings County became an urbanized area with the 2000 Census, the calculation for the annual apportionment only includes the non-urban population. KCAG's formula for allocating the apportionment was revised to include only the non-urban population.

In order to comply with federal guidelines which strongly suggest that Section 5311 funds be distributed to eligible providers in an equitable manner, the KCAG Transportation Policy Committee (TPC) has adopted 10 criteria to evaluate Section 5311 fund requests. These are:

- The proposed project is consistent with the adopted Regional Transportation Plan.
- The proposed project involves no duplication of existing services. The funds requested will be used to cover a new transit service or the extension of an existing transit service.
- The proposed project can be expected to exhibit a desirable cost-benefit ratio.
- The project will improve traffic flow and safety. It will accommodate the greatest number of passenger trips for the money spent; it will provide the greatest reduction in accident rates.
- The project will cause minimal disruptive environmental effects. It will decrease concentrations of vehicle emissions; it will produce acceptable noise levels.
- The agency's transit system -- not necessarily a particular vehicle for which funding is being requested -- is accessible to the elderly and to the disabled.

- The agency's transit system is satisfying special transit needs of the elderly, disabled, poor, or minorities.
- The fare structure of the agency's transit system permits ridership by persons of limited income.
- The transit service offered by the operator is reliable and regularly meets its schedule.
- Funds available to the agency are being used for the entire area population on a fair and equitable basis.

**FIGURE 6-16**

**FTA SECTION 5311 APPORTIONMENTS**

<b>FY</b>	<b>KART</b>	<b>Corcoran Area Transit</b>
1981-82	\$32,400	\$0
1982-83	\$46,721	\$0
1983-84	\$35,128	\$0
1984-85	\$36,596	\$0
1985-86	\$31,386	\$0
1986-87	\$38,230	\$0
1987-88	\$32,658	\$0
1988-89	\$33,409	\$0
1989-90	\$33,400	\$0
1990-91	\$34,573	\$0
1991-92	\$33,400	\$60,000
1992-93	\$147,149*	\$5,004
1993-94	\$78,415	\$14,349
1994-95	\$79,764	\$14,276
1995-96	\$66,447	\$11,774
1996-97	\$70,191	\$11,774
1997-98	\$81,938	\$13,598
1998-99	\$106,210	\$20,412
1999-00	\$112,328	\$24,992
2000-01	\$119,981	\$26,856
2001-02	\$130,059	\$27,214
2002-03	\$95,845	\$38,971
2003-04	\$72,480	\$30,841
2004-05	\$68,295	\$34,667
2005-06	\$175,624	\$89,475
2006-07	\$153,904	\$80,930
2007-08	\$161,898	\$92,246
2008-09	\$178,957	\$89,778
2009-10	\$163,721	\$82,564
2010-11	\$164,383	\$81,422
2011-12	\$165,115	\$80,690
2012-13	\$329,167	\$159,134
2013-14	\$421,778**	\$202,981
2014-15	\$221,133	\$182,264**
2015-16	\$195,000	\$152,427
2016-17	\$234,371	\$116,537
2017-18	\$243,104	\$115,819

Source: KCAG, Caltrans

Note: \*Includes discretionary grant of \$72,000

\*\*Includes carryover amount

c. Federal Transit Act - Section 5311(f)

Each year the state sets aside at least 15 percent of the state apportionment of FTA Section 5311 funds for projects that develop and support connectivity of intercity bus transportation between non-urbanized areas and urbanized areas. Grants are available to public and private transportation operators for planning, capital, and operating assistance.

d. Federal Transit Act - Section 5310

Section 5310 of the Federal Transit Act provides for capital grants for the purpose of helping public and private nonprofit corporations that provide transportation for elderly and disabled persons for whom mass transportation services are generally unavailable, insufficient, or inappropriate. Section 5310 grants are made for up to 80 percent of the cost of vehicles and related equipment. For FFY 2015-2017, \$48 million was made available to eligible agencies that competed statewide for the funds, with about \$20 million available to Small Urban and Rural areas.

To evaluate project applications for the Section 5310 program, KCAG is required to score projects based on state and regional evaluation criteria. The criteria considers project need, project effectiveness, ability of the applicant to operationally and financially manage the project, and the extent of the applicants participation in the coordination of transportation services with other agencies.

e. Federal Transit Act - Section 5307

The Urbanized Area Formula Grants program provides operating assistance and capital funds to operators of small urban-area public transportation services. Funds are apportioned to urbanized areas with a population over 50,000 based on a formula of population and population density. KCAPTA is eligible to receive an apportionment of these funds. Kings County's FFY 2015 apportionment of FTA Section 5307 funds was \$2,566,846 including toll credits.

f. Congestion Mitigation and Air Quality

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created the Congestion Mitigation and Air Quality (CMAQ) program to provide funding for areas designated as nonattainment of air quality standards. MAP-21 continued and expanded this program. The funds are to be used to implement projects or programs that will have air quality benefits. These would include programs for expansion of public transit services, park and ride lots, trip reduction programs, and vanpools. Kings County receives an apportionment that is programmed by KCAG in the Federal Transportation Improvement Program (FTIP).

g. Federal Transit Act - Section 5339

The FTA Section 5339 Bus and Bus Facilities Infrastructure Investment Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive

grants on a statewide basis. For FFY 2014, KCAPTA received \$179,783 in FTA 5339 funds for the replacement of paratransit buses.

h. Low- or No-Emission Vehicle Program

As a sub-program to the FTA Section 5339 Bus and Bus Facilities program, the Low- or No-Low Emission Vehicle program provides competitive grants for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until FY 2020.

i. Federal Transit Act- Section 5312

To support research activities that improve the safety, reliability, efficiency, and sustainability of public transportation, the FTA Section 5312 program provides funds to Federal, State and local governments, transit operators, private or non-profit organizations, and institutions of higher education by investing in the development, testing, and deployment of innovative technologies and of low-emission and no-emission vehicles to promote clean energy and improve air quality. Funds are subject to requirements of Section 5307 and 80% of projects are funded by federal share.

j. Federal Transit Act- Section 5326

All transit asset management plans by FTA's grantees are subject to the requirements and reporting requirements established by FTA Section 5326 to promote accountability, to implement a strategic approach for assessing needs, and for prioritizing investments for bringing the nation's public transit systems into a state of good repair, in accordance with MAP-21. Under this program, transit operators are required to conduct the process of Transit Asset Management (TAM), a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their life cycle. In Kings County, both KCAPTA and the City of Corcoran must conduct capital asset inventories and condition assessments and investment prioritization, at a minimum, and report on the condition of their system, any change in condition since the last report, targets set under the performance measures, and progress toward meeting those goals. MPO's and states are required to coordinate their performance targets with the targets of state of good repair set by the grant recipients.

k. Federal Transit Act- Section 5329

Under the Transit Safety and Oversight program, the State Safety Oversight (SSO) program must be updated by the FTA to ensure that rail transit systems meet basic safety requirements, but also transit operators must comply with new safety performance standards with a new Pass/Fail rating system for bus testing. All FTA fund recipients must develop an agency safety plan with certification. For Section 5311 recipients, the plan may be drafted and certified by the recipient or the state, and for 5307 recipients FTA must issue a rule designating the small public transportation providers or systems that may have their safety plans drafted or certified by the state.

i. Federal Transit Act- Section 5304

The Transportation Planning Grant programs under Section 5304 promote a balanced, comprehensive multi-modal transportation system. Caltrans provides the program for distinct categories: Environmental Justice (EJ) and Community-Based Transportation Planning (CBTP), which are State funded; and the Partnership Planning and Transit Planning – Rural or Small Urban Transit Planning Studies, which are Federal funded. In FY 2013-14, KCAG received a Transit Planning grant of \$92,957 to complete the 2014 Transit Development Plan.

m. Federal Transit Act- Transit-Oriented Development Planning Pilot

Funding to state and local government agencies is provided to advance planning efforts that support transit-oriented development (TOD) associated with new fixed guideway and core capacity improvement projects, such as transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and to encourage local economic development. Funds are awarded competitively.

3. Fares

Fares represent about 15 percent of KART's and 10 percent of Corcoran Dial-a-Ride's total revenues. With increasing public familiarity and improved services, ridership increases are expected to boost fare revenues for each of these transit systems.

4. REMOVE II Grants

The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides annual grants through its REMOVE II program to fund projects that reduce motor vehicle emissions. The SJVAPCD has recently focused grant funds toward the Bikeway Incentive Program to increase commuter bicycle accessibility and utilization as an alternative transportation measure. KCAG has received past grants to develop the "Cross Valley Passenger Rail Feasibility Study" and the "Kings County Short Range Transit Development Plan". Other projects approved for other counties have included transit subsidies, transit bus retrofits, carpool incentives, and park and ride lots. Funds are derived from a \$4 vehicle registration fee and projects are selected for funding on a competitive basis.

5. Charge Up! Grants

The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides a new grant program, Charge Up!, to provide incentives for the purchase of new, publically accessible, eligible Level 2 Electric Vehicle (EV) chargers to promote clean air alternative fuel technologies and the use of low- or zero-emission vehicles.

6. Public Benefit Grants Program

The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides several funding opportunities under the Public Benefit Grants Program to local public agencies to support clean-air, public-benefit projects. Under the New Alternative Fuel Vehicle Purchase component, alternative fueled vehicles, such as electric, plug-in hybrid, CNG, LNG, etc., can be funded. Alternative Fuel Infrastructure

Program projects that provide longterm air quality benefits directly to the public may also be funded, such as for new and expanding alternative fuel stations and alternative fuels technology.

7. Active Transportation Program (ATP)

The Active Transportation Program combines two federal programs (Transportation Alternatives Program and Highway Safety Improvement Program) and three state programs (Safe Routes to Schools, Bicycle Transportation Account, and Environmental Enhancement and Mitigation programs) into a competitive grant program. The goal is to encourage increased use of active modes of transportation, such as biking and walking.

The ATP provides local agencies a funding source for projects that improve safety and convenience for bicycle commuters. Cities and counties are eligible to apply for funding for projects that are included in a current Active Transportation Plan. In most instances, the funds are used for the development of bicycle lanes or bicycle paths. For transit operators, funds can be used for the purchase of bicycle racks which can be placed either on the inside or outside of transit vehicles.

8. Transportation Improvement Program

Transit projects can be funded through the State Transportation Improvement Program (STIP). Eligible projects include the rehabilitation of transit buses, the development of intermodal facilities, and feasibility studies. Projects are proposed for the STIP through the Regional Transportation Improvement Program (RTIP). The 1998 RTIP for Kings County included funding to complete the Corcoran Intermodal Facility, which is now being used as the base for Corcoran City Transit dispatching services. The 2004 RTIP programmed \$400,000 to construct improvements at the KART transfer station, completed in Spring of 2008. No transit projects were proposed for the 2018 RTIP.

9. Regional Surface Transportation Program

The Surface Transportation Program (STP) provides funds for capital costs of mass transportation projects, roads, and other projects. Annual allocations are made to each county, and the funds are programmed by KCAG through the Federal Transportation Improvement Program (FTIP). Nonurbanized counties may exchange these federal funds with State funds for use on eligible projects. Kings County has elected to exchange each of its annual apportionments, but has not used the funds for transit purposes.

B. AMTRAK

The Public Transportation Account is a trust fund intended for transportation planning and mass transportation projects. Revenues are provided from sales tax on gasoline and diesel fuel, with 50% appropriated to the state for planning purposes and 50% to Caltrans for transportation purposes, including bus and passenger rail services.

Twenty-five percent of the STIP funds available for new programming is allocated to the Interregional Improvement Program (IIP) for which projects are nominated by Caltrans. A minimum of 2.25% of these funds must be programmed for intercity rail.



The Regional Transportation Improvement Program (RTIP) may propose eligible projects for rail, which include exclusive public mass transit guideway construction and acquisition of rolling stock, intermodal transfer stations, acquisition of abandoned railroad rights-of-way, shortline railroad rehabilitation, grade separations, and bus rehabilitation. Regional Improvement Program funds were used to finance the parking lot for the Corcoran Intermodal Facility.

C. RIDESHARING

Proposed state and federal legislative bills seek to institute a number of tax incentives for employer-sponsored ridesharing and vanpool programs. With the adoption of the San Joaquin Valley Unified Air Pollution Control District's Rule 9410 - Employer Based Trip Reduction in December of 2009 as a requirement for certain employers to develop an Employer Trip Reduction Implementation Plan and create incentives for their employees to reduce single-occupant vehicle trips to work, employers could choose ridesharing as an option to meet specific point targets specified in the rule.

KCAG will continue to work cooperatively with CalVans, and/or other rideshare agencies, and the San Joaquin Valley Unified Air Pollution Control District in developing strategies for the reduction of single-occupant commuting and the benefit of improving the region's air quality. The Avenal and Hanford General Plan updates include employer-based transportation demand management as reflected in the 2014 Regional Climate Action Plan.

Funding from programs such as the Regional Improvement Program (RIP) and Congestion Mitigation and Air Quality (CMAQ) can be programmed by KCAG for transportation demand management activities.