

CHAPTER 6

PUBLIC TRANSPORTATION

I. OVERVIEW

Public transit is arguably 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.

FIGURE 6-1

**AVAILABLE VEHICLES BY HOUSING UNITS IN KINGS COUNTY
2010-2012**

NO. OF VEHICLES	HOUSING UNITS	
	Number	%
0	2,496	6.14%
1	12,135	29.83%
2	16,048	39.44%
3+	10,005	24.59%
	40,684	100.0%

Source: 2010-2012 American Community Survey (3-year Estimate)

FIGURE 6-2

**PERSONS WITH A DISABILITY IN KINGS COUNTY*
2012**

JURISDICTION	AGE GROUPS			TOTAL	% POPULATION
	5-18	18-64	65+		
Avenal	126	621	276	1,023	8.2%
Corcoran	63	1,106	384	1,553	12.3%
Hanford	530	3,203	2,025	5,758	11.1%
Lemoore	225	1,254	673	2,157	9.3%
Unincorporated	386	1,494	1,244	3,124	10.0%
Total County	1,330	7,683	4,602	13,615	10.4%

Source: 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
2009-2010**

OCCUPANCY	AVENAL	CORCORAN	HANFORD	LEMOORE	KINGS COUNTY
	%	%	%	%	%
Drive Alone	55.3%	86.1%	84.1%	83.5%	81.2%
Carpools:	44.7%	13.9%	15.9%	16.5%	18.8%
2 Persons	34.7%	53.2%	71.7%	75.8%	64.1%
3 Persons	13.8%	23.1%	14.1%	9.4%	13.9%
4-6 Persons	21.2%	17.3%	11.5%	12.9%	14.4%
7 or more Persons	30.3%	6.4%	2.7%	1.9%	7.6%

Source: 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” 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, ambulances, 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.

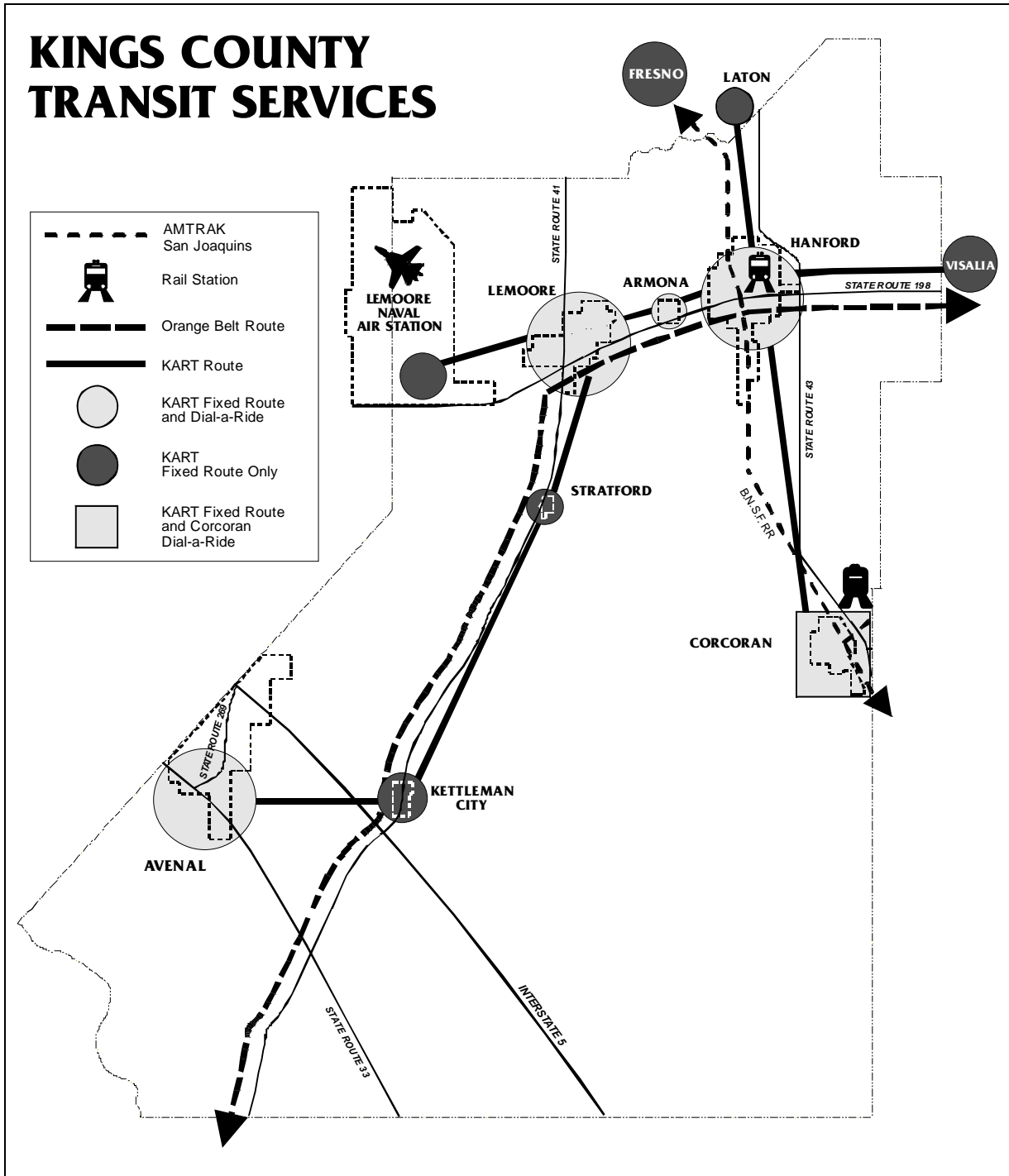
FIGURE 6-4

TRANSPORTATION PROVIDERS IN KINGS COUNTY

PUBLIC OPERATOR: PUBLIC TRANSIT
Kings Area Rural Transit Corcoran Area Transit
PUBLIC OPERATOR: PASSENGER RAIL
AMTRAK San Joaquins
PRIVATE OPERATOR: FOR PROFIT
Marathon Cab Central Valley Cab Mendez Bros Lemoore Taxi Cab Kings Cab Taxi Steve Nite Capper Limousine Taxi Express Taxi Circadian Taxi Coach USA Central Orange Belt Stages Classic Charters Kings County Medical Transport Employ America Adult Day Care Tri-County Medical Transport Valley Medical Transportation Community Home Care Kings Convalescent Center
NONPROFIT: SPECIAL USE
Kings Rehabilitation Center Kings View Mental Health Corcoran Family YMCA Kings County YMCA Kings Community Action Org. - Head Start Kings Community Action Org. - Respite Care Kings Community Action Org. - Teen Pregnancy Kings Community Action Org. - Emergency Services Valley Christian Home American Cancer Society American Red Cross Armona Senior Center Best Care Home Health Agency Central Valley Regional Center Kings County Human Services Agency Kings County Job Training Office Kings County Mental Health Kings County Public Health Kings/Tulare Area Agency on Aging Cornerstone Recovery Santa Rosa Rancheria Lemoore Naval Air Station Salvation Army Corcoran State Prison - Bien Venidos Visitor Shuttle Kings County Probation - Victim Witness Program
NONPROFIT: VANPOOL
California Vanpool Authority (CalVans)

Source: KCAG

FIGURE 6-5



Source: KCAPTA, KCAG

III. PUBLIC TRANSIT SERVICES

The services of the two local public transit operators in Kings County are detailed in the “2008 Kings County Transit Development Plan” and will be summarized in this section. The intercity rail and bus services will also be highlighted in this section.

A. KINGS AREA RURAL TRANSIT

The largest single provider of public transportation within Kings County is operated under the auspices of 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. This organization is shown in Figure 6-6.

KCAPTA operates and manages one 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 and bus ingress on 8th Street. The day-to-day management and actual operation 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, an office manager, and a transit coordinator. 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 34 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 demand response (Dial-a-Ride) service. Demand response service is available daily in Hanford, Lemoore, and Armona. There is daily fixed route service in Hanford, Hanford-Lemoore, Hanford-Avenal, Hanford-Corcoran, Hanford-Visalia, Hanford-Laton, and Hanford-Fresno. In addition to regular fares, KART offers monthly passes and a Value Card for all fixed route and demand-response services. KART also offers disability service to certified Americans with Disabilities Act (ADA) riders with half-priced passes on fixed routes. 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 is committed to clean energy with the fixed route system. KCAPTA operates and manages one Compressed Natural Gas (CNG) fueling station in Hanford, 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 one compressor. KCAPTA plans to expand the CNG system with an additional compressor and fueling post in the near future. KCAPTA has converted most of its fixed route fleet to CNG, and currently has two buses remaining to convert.

KCAPTA currently has a fleet of 21 fixed route buses, 12 demand response buses, and 2 to 3 support vehicles for maintenance and supervision. All fixed route buses are equipped with radios, automated fare equipment, security cameras, wheelchair lifts, and bike racks. Demand response (DAR) buses are equipped with radios, mobile data terminals, automated fare equipment, and wheelchair lifts.

The fixed route service currently consists of 19 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. Thirteen (13) buses are operated during peak level service. This schedule results in an annual total of approximately 38,700 vehicle revenue hours, 630,000 vehicle revenue miles, and 780,000 trips based on FY 12-13 data.

The demand response (DAR) service currently consists of 7 buses. Operating hours are aligned with the fixed route service hours. Annual usage totals approximately 14,300 vehicle revenue hours, 102,450 revenue miles, and 32,300 trips based on FY 2012-13 data.

FIGURE 6-6

**Kings County Area Public Transit Agency
Organizational Chart**

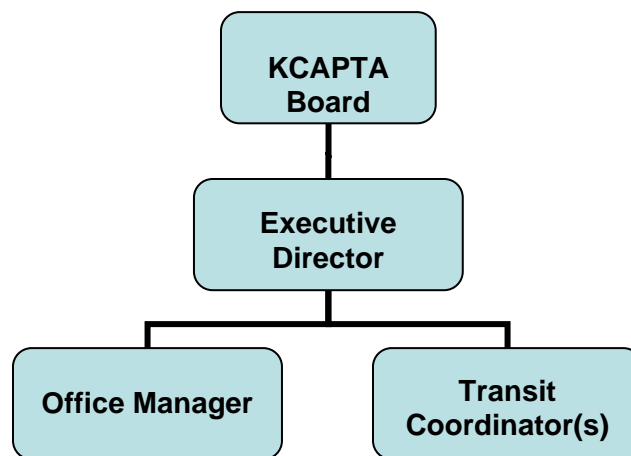
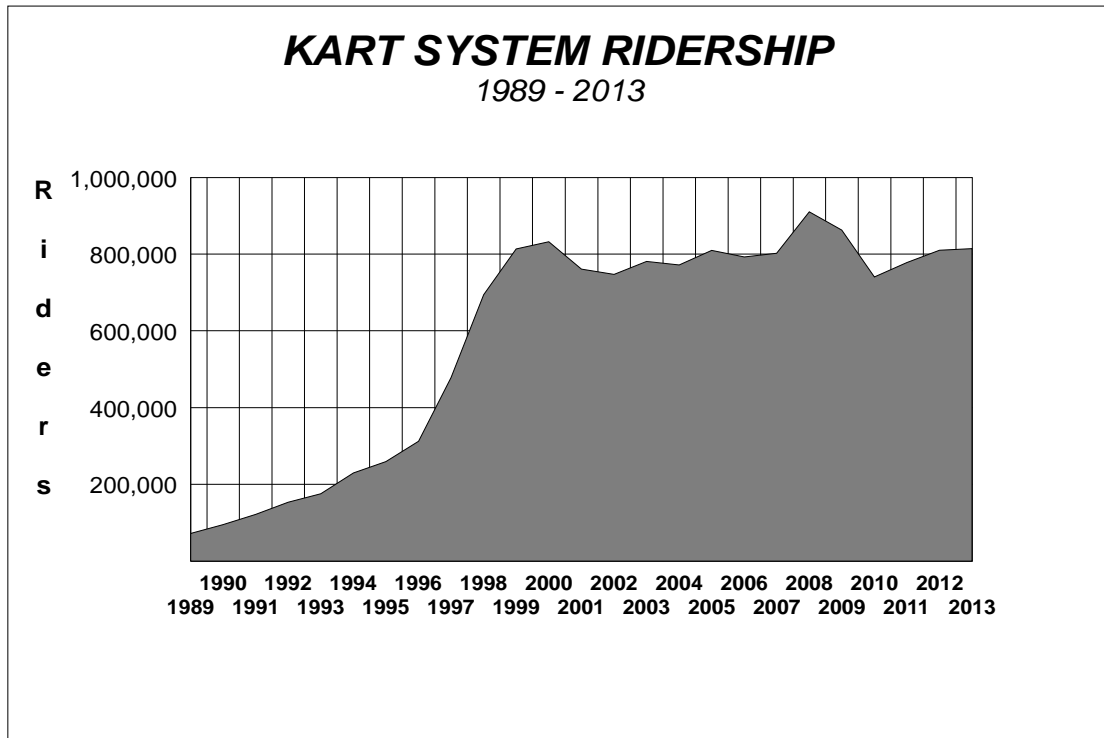


FIGURE 6-7



Source: KCAPTA

B. CORCORAN AREA TRANSIT

The City of Corcoran has provided its own transit service since 1975 for Corcoran residents and for those living in the rural “fringe” area surrounding Corcoran. Initially, the service was only for senior citizens, but in 1989 the service was expanded to include the general public. In addition to Dial-a-Ride, the City of Corcoran made available to residents discounted one-way and round-trip Amtrak tickets and KART bus tickets for intercity travel between Corcoran and Hanford for access to County services.

Corcoran Area Transit (CAT) is operated by the Public Works Department of the City of Corcoran. The Public Works 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. The Transit Coordinator and the Senior Transit Assistant oversee the operation of the dispatch for Dial-A-Ride bus service through the multimodal center, where KART tickets are available for purchase. City staff is responsible for monitoring the bus service, for counting and deposit of farebox receipts, reviewing invoices and service reports, and preparing reports for the City Council meetings.

The majority of ridership in Corcoran consists of senior citizens, the disabled, and children who can ride at a reduced rate. The city provides 6 demand response buses equipped with wheelchair lifts that operate from station-to-destination service and not door-to-door or curb-to-curb. The bus service is available Monday through Friday only, excluding holidays. Hours of operation of Dial-A-Ride buses are 6:30 a.m. to 5:30 p.m. The transit center is open Monday through Friday 8:00 a.m. to 5:00 p.m. Annual usage totals approximately 5,250 vehicle revenue hours and 48,400 revenue miles, with 36,700 trips based on FY 12-13 data.

Corcoran Dial-A-Ride has steadily improved its ridership over the years. KART has contributed two routes for commuting between the cities of Hanford and Corcoran, primarily by employees and visitors to the California State Prison and California Substance Abuse Treatment facility located in Corcoran. Corcoran offers its senior citizens discounted rates. In 2013, Corcoran Area Transit commenced a new KART ticket program for the Corcoran-Hanford route to purchase tickets at discounted prices. In the past, Corcoran combined its fares with discounted AMTRAK tickets to meet the revenue threshold. With recent security changes to the AMTRAK ticket program that required individual names on each ticket, Corcoran may no longer offer discounted tickets. The resulting gap in public transportation services between Hanford and Corcoran is currently being addressed by KCAPTA and City of Corcoran to provide an additional bus route between both cities to improve transit service. Corcoran is committed to seeking new strategies to increase farebox return to comply with the Transportation Development Act (TDA) requirements.

FIGURE 6-8

**Corcoran Area Transit
Organizational Chart**

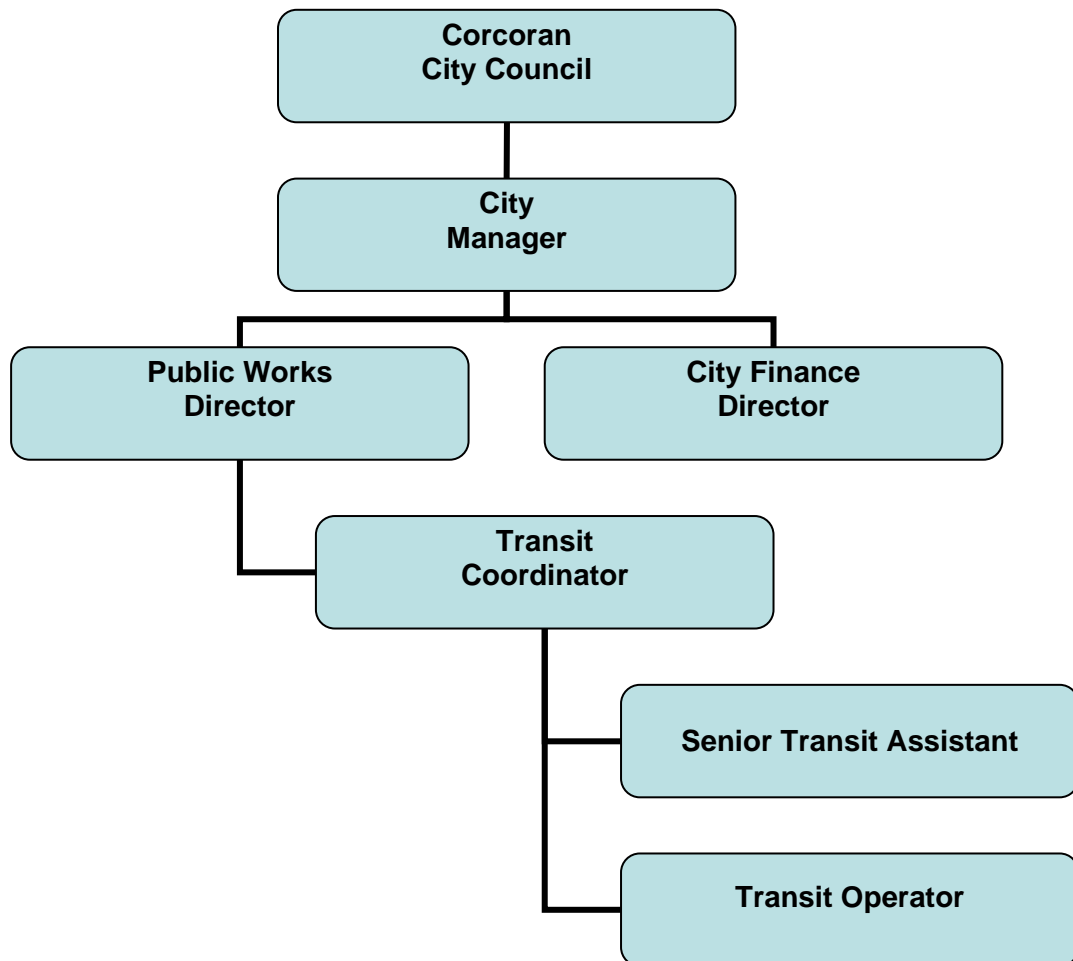
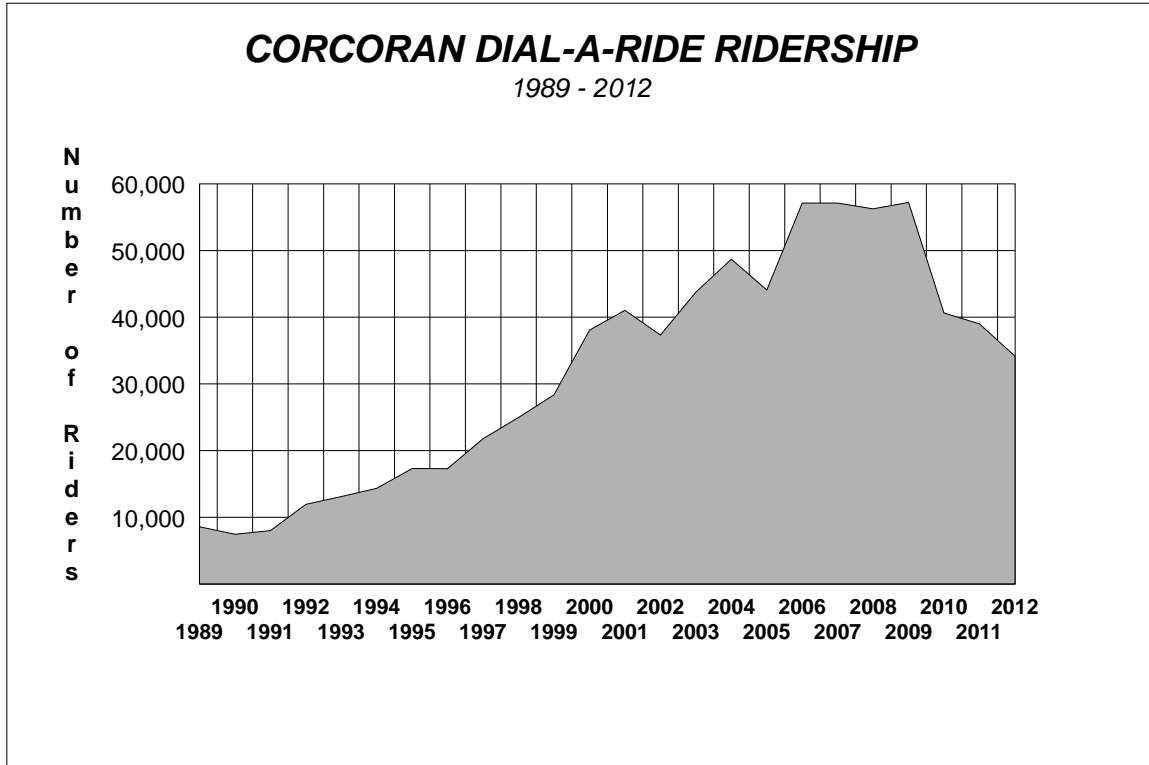


FIGURE 6-9



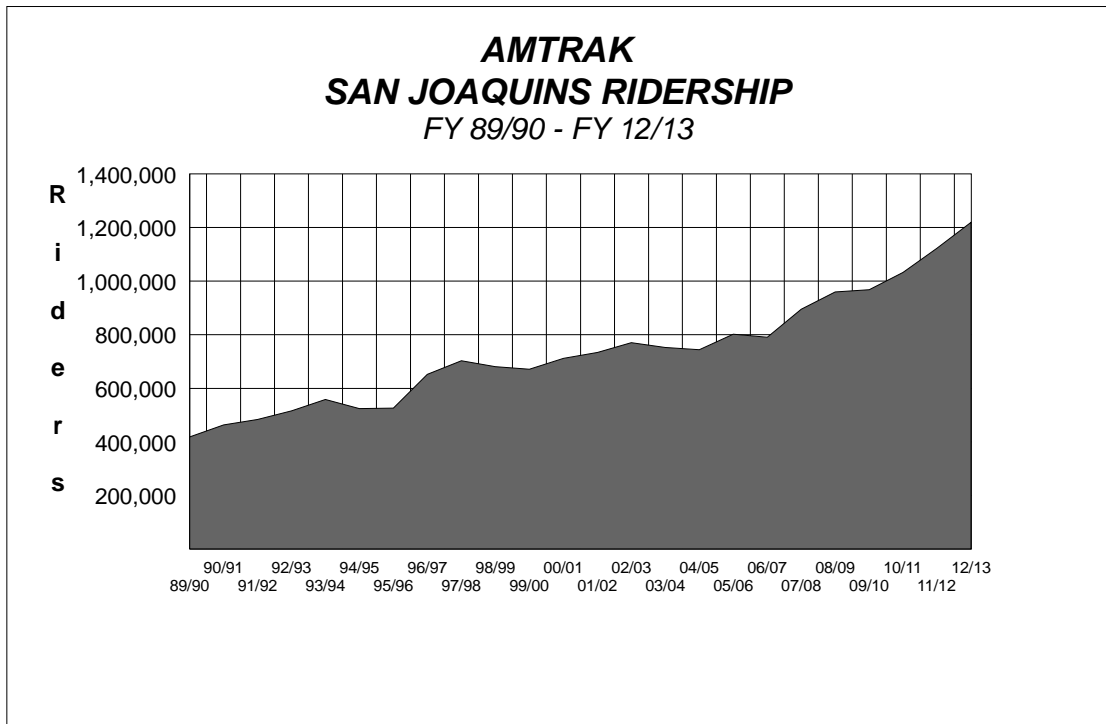
Source: City of Corcoran, KCAG

C. AMTRAK

Of the three Amtrak intercity corridors within California, the San Joaquin rail line ranks the sixth busiest corridor in the United States as of FY 2012-13. The trains (*San Joaquins*) provide six daily round-trips with stops in Bakersfield, Wasco, Corcoran, Hanford, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland. Connecting bus service is provided to Los Angeles, Sacramento, San Francisco, and many other points in Northern and Southern California. The trains are accessible to the disabled and provide on-board bicycle racks, checked baggage, and food services.

Because Amtrak is a national enterprise, connecting transit service at the Amtrak stations must be coordinated by the local transit operators. Kings Area Rural Transit (KART), Corcoran Area Transit (CAT), and Orange Belt Stages coordinate their bus service with the *San Joaquins* train schedules. Amtrak passengers can board feeder bus service provided by Orange Belt Stages as a part of their regular route at Hanford for Santa Maria and other central coast destinations. Hanford has always been one of the most important stops on the *San Joaquins* route, consistently ranking among the top four or five stations in ridership. Amtrak provides six northbound and six southbound trains that stop in Corcoran. Station rankings shown in Figure 6-11 includes ridership for the *San Joaquin* corridor service only. Hanford averaged 618 passengers per day in FFY 2012-13 while Corcoran averaged 86 passengers per day.

FIGURE 6-10



Caltrans, San Joaquin Route FFY 2012-13 Business Plan

FIGURE 6-11**SAN JOAQUINS RIDERSHIP BY STATION
FFY 2012-13**

Rank	Station	Total Boardings And Alightings
1	Sacramento	1,132,750
2	Emeryville	598,859
3	Bakersfield	546,439
4	Martinez	473,836
5	Oakland	405,627
6	Fresno	399,141
7	Richmond	266,237
8	Stockton	338,574
9	Hanford	225,708
10	Merced	134,138
11	Modesto	127,886
12	Antioch-Pittsburgh	43,953
13	Corcoran	31,542
14	Turlock-Denair	28,221
15	Madera	27,474
16	Wasco	49,245
	TOTAL	4,829,630
Total Ridership		2,414,815

Source: Amtrak, Amtrak Government Affairs November 2013

* 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 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.

Increasing operations costs and low ridership figures are problems which Orange Belt Stages must contend with. Efforts to coordinate services with other providers in the future are favorable. The City of Corcoran may obtain intercity bus service at the Corcoran Intermodal Facility in the future. Currently, Orange Belt coordinates with Amtrak for bus connections out of the Hanford Intermodal Station.

E. CALIFORNIA VANPOOL AUTHORITY

In 2001, KCAPTA commenced a vanpool program for riders to the Corcoran and Avenal State Prisons when Caltrans ceased operating vanpools to state facilities. KCAPTA purchased additional vans to implement new vanpools and under the pilot program to include farmworkers, Agricultural Industries Transportation Services (AITS), vanpooling grew to 180 vans in service in 2009 and extended into areas of Tulare, Kings, Kern, Madera, Ventura, Monterey, and Fresno counties. In 2012, the California Vanpool Authority (CalVans) was established as a joint powers agency. As a public 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 vouchers. Currently, CalVans provides over 430 vanpools to residents of 17 counties that include: El Dorado, Fresno, Kern, Kings, Madera, Merced, Monterey, Napa, Placer, San Benito, Santa Barbara, Santa Cruz, Sutter, Tulare, Ventura, Yolo, and Yuba.

CalVans also provides vanpools for employment destinations and for students. CalVans' general vanpools show a trend in growth due to work schedule changes at local prisons and the increased funding available from Fresno's Measure C program. As a result, CalVans has increased the number of vans in its fleet. Individuals who use CalVans will commute with co-workers and apply to form a vanpool and provide a driver, who must meet certain conditions and agree to manage and operate the van in a non-profit manner.

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 webtech program to monitor its fleet of vehicles, to track drivers and vans with GPS systems, accumulate activities, mileage, and driver habit/performance, 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 qualifies CalVans' member agencies for federal formula funds. CalVans serves multiple Urbanized Areas (UZAs) in California, and service can generate formula funds for member agencies which act as sponsors for CalVans. Members of the Joint Powers Authority governing CalVans include:

- Association of Monterey Bay Area Governments
- Fresno Area Council of Governments
- Kings County Association of Governments
- Madera County Transportation Commission
- Napa County Transportation and Planning Agency
- Santa Barbara County Association of Governments
- Tulare County Association of Governments
- Ventura County Transportation Commission
- Kern Council of Governments
- Merced County Association of Governments
- San Benito County Council of Governments

Reporting to the Federal NTD system includes tracked information regarding the accumulation of all miles travelled by each van, the number of passengers carried, how long they traveled, and the miles they traveled in each van. Between 2011 and 2012, Kings County experienced a low 12% increase in passenger lane miles, reduced by the use of CalVans vanpools by residents within the County, resulting in a positive impact on the disposable income of riders and on roadway congestion and greenhouse gas emissions.

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, 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 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.
- b. KART's cost-sharing formula is based on 50% service hours and 50% population of each member. KCAPTA will continue to review 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 will need to continue working to increase community ridership and adjusting 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.
- e. Due to budget cuts, some social service agencies are requesting 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.

- 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, 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.
- h. During fiscal year 2008/09, KCAPTA completed construction of the Hanford Transfer Station, located at 504 W. 7th Street in Hanford near the Amtrak station, in response to KART's growing bus fleet. Additional projects require KCAPTA to investigate all new resources of funding and submit grant applications to obtain the required funds because currently used funding programs available to operators in rural counties are insufficient to meet these needs. KCAPTA recently purchased a Intelligent Transportation System to improve and enhance ridership, and continually upgrades the fixed route buses with additional bus routes, bus stops, and benches as necessary.
- i. In 2012, KCAPTA completed construction of a new CNG fueling station. Efforts to establish and follow performance safety measures, properly handle mechanical malfunctions, and repair or replace CNG buses in compliance with federal laws will require KCAPTA to acquire additional sources of funding.
- j. New Federal transit laws under Moving Ahead for Progress in the 21st Century – MAP 21, require a comprehensive transit asset management plan for transit operators in rural areas larger than 50,000 in population. KCAPTA will be required to analyze transit system inventories and condition assessments, and to establish performance measures to monitor and report, to ensure the safety and security of the public transportation infrastructure, and assure that planning capital assets remain in a state of good repair.

2. Corcoran Area Transit

- a. Corcoran's Dial-a-Ride service has provided residents with a stable and efficient transit system. The prison and related facilities in Corcoran, along with the Corcoran Intermodal Facility will increase transit demand. The ability of Corcoran Area Transit to meet this demand will require changes in transit routes, equipment, and the need for additional funding.
- b. The operation of the Corcoran Intermodal Facility by the city and expanded Dial-a-Ride service within the Corcoran area to meet the needs of local residents have created the need for funding that exceeds what is available to the City of Corcoran from traditional transit funding sources. The City of Corcoran recently subsidized the sale of KART fare tickets for Corcoran-to-Hanford commutes. Although the additional revenue aids Corcoran in reaching TDA farebox requirements, the City of Corcoran will need to seek new funding sources to meet its total transit budget and continually review the fare system.

- c. Corcoran Area Transit offered round-trip tickets on Amtrak between Corcoran and Hanford at a reduced rate to improve its TDA farebox ratio. However, AMTRAK has recently changed its security measures and can no longer offer bulk tickets, therefore, the City of Corcoran will need to consider additional transit service between Corcoran and Hanford to fill the service gap.

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 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.
- 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 total route ridership, cost efficiency, and quality of service and are no longer based only on farebox ratios. The FFY 2011 farebox ratio attained by the *San Joaquins* was 54.2%.
- d. 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.

- e. 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.

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.

- f. 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

The 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 *proposed* 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 \$9,950,000,000 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 are 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.

C. INTERCITY BUS ISSUES

Orange Belt Stages is the intercity long-haul bus operator that serves Kings County.

D. ELDERLY AND DISABLED TRANSPORTATION ISSUES

1. In 1986-87, KCAG prepared the "Elderly and Disabled Transportation Needs Study," which assessed the transportation needs of these two transit-dependent groups. The study determined that the types of trips most needed by these two transit-dependent groups are those related to medical, shopping, social, and personal business purposes. Access to jobs, health programs, and recreational activities are considered to be the largest transportation needs for these groups. 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.
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 low income citizens. 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. Senior ridership represents approximately 3% 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. 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.

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), about 72% of the workforce in Kings County chose to drive alone to work and more people have participated in carpools since 1980. 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. In addition to vanpool services provided by CalVans, several private for-profit companies provide vanpool services in Kings County, such as Enterprise Rideshare Services.

2. Valley Rides Program

One of the rideshare programs within the Central San Joaquin Valley region is provided by Valley Rides, 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.

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 Highway 43. This location of the lot is ideal for those commuters who meet up with those traveling north and south along Highway 43. Unfortunately, the lot is not used as much as it could be due to vandalism. The Lemoore High School parking lot is the second location. KCAPTA and the City of Lemoore have entered into an agreement for commuter parking at the site located at 18th Street and SR 198 for an annual fee of \$16,000.

There are a number of informal Park and Ride lots located in various communities served by KCAPTA vanpools. One of the largest is the old Wal-Mart building located on the northwest corner of 12th Avenue and Lacey Avenue in Hanford. Approximately 30 vanpools use this site resulting in up to 250 vehicles being parked per day.

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, low income persons, and representatives of 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 of more accurately accessing transit service and uncovering any unmet transit needs. 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 2012-13 through 2014-15 are to be completed in May of 2016. 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" prepared by KCAG in 2008 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 2013. KCAG is updating the Transit Development Plan 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. This Transit Development Plan will cover a five-year period from FY 2014/2015 through FY 2018/2019 and will identify the present transit operations in Kings County, provided by both Kings Area Rural Transit and Corcoran Area Transit, and review the performance of the operators. This review will be used to outline the service changes needed to meet identified transit demand and the finances needed to carry them out.

4. KART Marketing Plan

In 1992, a marketing plan was developed for KART in order to improve public transit awareness and encourage the use of KART in Kings County. Surveys and marketing analyses were accomplished which identified primary KART patrons and targeted those groups which are underrepresented in ridership figures. The plan also identified marketing strategies which included improved graphic and layout design for KART brochures and suggestions for improved media promotions. The largest benefit resulting from the marketing plan appeared to be the redesign of KART's published bus schedule. Ridership increased as the schedules were easier to read and provided valuable information concerning KART and connections to other transportation providers.

In 2006, advertising wraps were developed for the side of the buses. Advertisers include local business as well as promoting new services being provided by KART. Advertising provides revenues around \$70,000 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 include free bus rides. In addition, ridership surveys are done annually by KART which include suggestions from riders for improving service and which provide KART a mechanism to develop future marketing and advertising programs.

KART will utilize the new transit marketing plan developed with the 2014 Transit Development Plan update to employ new marketing strategies targeting transit riders and outreach techniques for underserved populations to increase ridership of transit systems.

5. 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 will be provided to identify coordination opportunities of transportation services to the elderly, disabled, and persons of limited means, in compliance with SB 826 and 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.

6. Corcoran Intermodal Facility

The City of Corcoran has experienced an increase in population growth due the opening of a second prison within the city in late 1997. The new prison 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, has resulted in an increase in both Amtrak and Corcoran Area Transit ridership.

The new intermodal facility has provided a more convenient and attractive transportation hub for transit patrons and providers. The facility is being used as a transfer point for KART buses, Corcoran Area Transit, and the Prison shuttle bus. Construction of the Corcoran Intermodal Facility was completed in 2000. The station is owned and maintained by the City of Corcoran. The station was designed similar to the old Santa Fe station, and includes passenger waiting areas and lobby, restrooms, vending machines for Amtrak tickets, and offices for Corcoran Area Transit. It is hoped that another transit provider such as Orange Belt Stages will lease space at the facility and extend service to Corcoran, providing connecting passenger service from Tulare County. The Corcoran Chamber of Commerce also occupies office space within the intermodal facility.

The Corcoran Intermodal Facility allows the City of Corcoran to operate their services more efficiently from a separate office, have full-time and part-time staff persons at the facility, and dispatching services conducted at the facility. The improved dispatching services allows callers to dial directly to the Corcoran Area Transit office, rather than City Hall where the calls could be handled by any number of persons and could result in slow response times.

7. Corcoran Fixed Route

The City of Corcoran has discontinued the fixed route service due to its low productivity and cost.

8. Fleet Expansion

The expected increase in ridership for Corcoran Area Transit will necessitate the purchase of a replacement bus in the near future and require improved coordination of transit service within the community. Future capital needs through the year 2015 included the purchase of a sixth bus in its fleet, to accommodate increased ridership.

9. 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.

10. 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 has grown to include 18 counties. The project is managed out of the Hanford office with satellite offices in Ventura and Monterey. Approximately 450 vanpools provide transportation to farm workers traveling to one of many agricultural worksites within California and to 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. CalVans anticipates adding up to 50 more vanpools within California during 2014-15. Approximately 185 vanpools impact Kings County for those needing access to and between the major communities within the county.

Figure 6-12

**Capital Needs Program
(2014/15 through 2021/22)**

Corcoran Area Transit	
2014/15	Surveillance Cameras and Purchase Replacement Bus
2015/16	Purchase Replacement Bus
2016/17	Purchase Replacement Bus
2017/18	Purchase Replacement Bus
2018/19	Surveillance Cameras and Purchase Bus
2019/20	Install Bus Washing Facility, Surveillance Cameras, Purchase Buses
2020/21	Install Bus Washing Facility, Purchase Buses
2021/22	Purchase Buses
Kings Area Rural Transit	
2014/15	Purchase Buses
2014/15	Facility Improvements
2015/16	Purchase Bus and Work Vehicle
2016/17	Purchase Bus
2017/18	Purchase Bus
2018/19	Purchase Bus
2019/20	Purchase Computers
2020/21	Purchase Bus
2021/22	Purchase Bus

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 extends the time for executing an interagency transfer agreement with the Department of Transportation to June 30, 2015. The earliest the governance/management of the San Joaquin rail service can be transferred to the SJJPA is June 30, 2014, and AB 1779 requires that the transfer must result in administrative or operating cost reductions. 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. AB 1779 was sponsored by the San Joaquin Regional Rail Commission (SJRRRC), Sacramento Regional Transit, the Central Valley Rail Working Group, and the San Joaquin Valley Regional Policy Council.

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 SJRRRC 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 SJRRRC will provide all necessary administrative support for the SJJPA. The SJJPA 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

Amtrak ridership levels have increased over the years since several improvements were made on the *San Joaquins* that were recommended by the Steering Committee of the Caltrans Rail Task Force, now known as the San Joaquin Valley Rail Committee. These improvements include schedule changes for more convenient departures and arrivals in the San Francisco Bay Area and Bakersfield and additional feeder buses between Bakersfield and Los Angeles; additional feeder bus stops, food and beverage services with dining cars; and checked baggage were implemented; additional round trip trains; and a direct rail connection to Sacramento for one of the roundtrip trains.

This Committee continues to meet on a bimonthly basis and serves as an advisory body to Caltrans and Amtrak on issues pertaining to the service of the *San Joaquins*.

3. California State Rail Plan

The State of California Department of Transportation Division of Rail issued its "2013 California State Rail Plan". This Plan is to develop and implement a statewide rail blueprint that will 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. The remainder of the EIR is in progress. The Initial Study examines expansion from the current 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. To Oakland from 6 to 10 round trips are studied and to Sacramento from 3 to 6 round trips are studied.

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).

In 2006-07, a major accomplishment was the completion of the Shirley-Hanford double track project which allows increased on-time performance and reliability.

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

KCAG prepared a multi-phased Cross Valley Passenger Rail Feasibility Study, which as its name implies, estimated 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. Alternative options are currently being considered, focusing on right-of-way issues and possible improvements to existing systems.

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 either South Valley Rideshare, Valley Rides, the Commute Options Advisory Committee, 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 2008 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 6-13**PERCENT OF TOTAL COUNTY LTF SUPPORTING PUBLIC TRANSIT**

YEAR	COUNTYWIDE LTF \$	AMOUNT DEVOTED TO TRANSIT \$	PERCENT DEVOTED TO TRANSIT %
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	3,000,000	2,582,673	86.09
2011-12	3,389,100	2,525,203	74.51
2012-13	3,488,124	1,988,577	57.01
2013-14	3,400,000	1,911,105	56.21

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 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. Originally, due to State budget issues, STA funds were not available for apportionment in FY 2009-10. However, a budget change for an excise tax on fuel restored apportionments to the STA fund.

FIGURE 6-14

STA APPORTIONMENTS FOR PUBLIC TRANSIT

YEAR	KCAPTA	CORCORAN
1981-82	\$101,588	\$0
1982-83	\$154,032	\$0
1983-84	\$193,256	\$0
1988-85	\$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

Source: KCAG, Kings County Auditor

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

2. Federal Grants

a. Federal Transit Act – Section 5314

Caltrans administers the Federal Transit Administration's (FTA) Technical Planning Assistance Program, which funds projects focusing on public and intermodal transportation planning in non-urbanized areas. KCAG has utilized this program to fund on-board surveys of public and social service transit users, a marketing plan for KART, the Kings County Transit Development Plan, and the Inventory of Social Service Transportation Providers.

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 6-15

FTA SECTION 5311 APPORTIONMENTS

FY	KART	Corcoran Area Transit
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**	\$202,931

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 2012, \$15.05 million was made available to eligible agencies that competed statewide for the funds.

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 now eligible to receive an apportionment of these funds since Kings County became an urbanized area after the 2000 Census. Kings County's FFY 2013 apportionment of FTA Section 5307 funds was \$1,202,224.

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 5316

SAFETEA-LU, previously under TEA-21, also created the Job Access & Reverse Commute (JARC) discretionary grant program. In FFY 2013, MAP-21 repealed the JARC program. However, JARC-like projects are eligible for funding under the Section 5311 program to allow more flexibility and discretion. The program is aimed at developing services to transport former welfare recipients and low-income people to and from jobs. Local governments and nonprofit organizations may apply for funding and requires a local match from other than mass transportation funds, necessitating that project sponsors coordinate with nontransportation partners. Funds are allocated on a competitive basis with race neutral requirements.

h. Federal Transit Act- Section 5317

The New Freedom program, previously covered under the SAFETEA-LU program along with JARC, has been consolidated with the Section 5310 program. New Freedom was designed to address the transportation needs beyond the requirements of the Americans with Disabilities Act for seniors and individuals with disabilities. Funds are allocated based on the population of persons with a disability, with 20% going to non-urbanized areas.

i. Federal Transit Act- Section 5339

The Bus and Bus Facilities program, FTA 5339, replaces the Section 5309 program to supplement urban and rural formula grant programs 5307 and 5311, respectively. The program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funds are allocated based on population, vehicle revenue miles, and passenger miles.

j. Federal Transit Act- Section 5312

To support research activities that improve the safety, reliability, efficiency, and sustainability of public transportation, the 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.

k. Federal Transit Act- Section 5326

All transit asset management plans by FTA's grantees are subject to new requirements and new reporting requirements 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 will be required to include capital asset inventories and condition assessments and investment prioritization, at a minimum, and to 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.

i. 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 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.

m. 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 update to the 2008 Transit Development Plan.

n. 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 17 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. However, due to recent State budget cuts for transit, transit operators are having to reduce services, which could thereby reduce fare revenues.

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. 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. Active Transportation Program (ATP)

This is a competitive program. The 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 previous Bicycle Transportation Account (BTA) 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 bicycle 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. Promoting bicycle usage in the County is an established goal in the Kings County Regional Transportation Plan and the adopted Kings County Regional Bicycle Plan.

6. Regional Transportation Improvement Program

With the enactment of Senate Bill 45 (Chapter 622, Statutes of 1997), projects that have been funded through previous programs, like the Transit Capital Improvement (TCI) program, are now included in the State Transportation Improvement Program (STIP). Eligible projects under the old TCI program that could be programmed through the STIP process 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. The project was completed in Spring of 2008. No transit projects were proposed for the 2014 RTIP.

7. Regional Surface Transportation Program

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the Surface Transportation Program (STP) and provided funds for capital costs of mass transportation projects, roads, and other projects. MAP-21 continued this program. 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

1. AB 973 (Chapter 108, Statutes of 1989) authorized the submittal of three \$1 billion bond measures to the voters. The first bond measure, Proposition 108, passed in 1990 provided \$1 billion in general obligation bonds for capital expenditures for intercity rail, commuter rail, and other rail transit programs. The second and third bond measures in 1992 and 1994 failed to pass, and all funding from the first bond measure has been programmed.

An initiative also passed on the June 1990 ballot was Proposition 116, the Clean Air and Transportation Improvement Act of 1990, provided an additional \$1.99 billion for intercity and commuter rail services, and other rail transit programs. Included was an allocation of \$100 million to design and acquire new "California Cars" and locomotives which are now in use by the AMTRAK *San Joaquins*. All Proposition 116 funds have been programmed.

2. The Regional Transportation Improvement Program (RTIP) may propose projects eligible under the discontinued Transit Capital Improvement (TCI) program. Eligible projects for rail 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. Kings County entities applied for and received several grants from the TCI program to fund rail and transit projects. Regional Improvement Program funds were used to finance the parking lot for the new Corcoran Intermodal Facility.
3. 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.
4. 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.

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, 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.

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.