

APPENDIX A: OVERVIEW OF PREVIOUS PLANS AND STUDIES

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REVIEW OF TRANSIT PLANNING DOCUMENTS, STUDIES AND PROJECTS

The Hanford Fixed Route study takes place on the heels of a recently completed county-wide Transportation Development Plan as well as other studies and projects which have relevance to the current plan. These plans and projects are discussed below, highlighting specific importance to the current efforts. Furthermore, it should be noted that all study products developed as part of this study will comply with pertinent transit regulations.

Kings County Transit Development Plan, LSC Transportation Consultants, Inc., April 2021

A countywide Transit Development Plan (TDP) was conducted by LSC and adopted in the spring of 2021. The report reviews existing conditions; describes the Kings Area Rural Transit (KART) and Corcoran Area Transit (CAT) transit programs; discusses the transit policies, goals, and objectives; summarizes available funding programs; and concludes with a Plan Chapter for implementing recommendations. The plan was undertaken concurrently with a Corcoran Fixed Route study and with the expectation of a pending project undertaking the KART Hanford Fixed Route study. Additionally, the study launched just as the Coronavirus pandemic began, and so the focus of the study was on evaluating COVID-19 and pre-COVID-19 conditions and determining steps for recovery and future growth. Recommendations for KART and their status are listed below.

KART

- ➔ The TDP recommended an update of KART performance standards, with annual adjustments based on recovery of COVID-19 conditions.

- ➔ The TDP service recommendations included:
 - KCAPTA should eliminate the Hanford Flex Route (mid- to long-term). The flex routes were introduced in part to determine the geographic areas of transit demand and the hour of demand in the non-peak hours. However, this service has not proven to be cost effective. While eliminating this service would reduce ridership by 3,500 trips annually, it would provide a cost savings of \$57,000, which could be better used for other needed services.

 - KCAPTA should consider reinstating later Saturday service on Hanford and Lemoore (by one hour, and up to two hours). *(Implemented)*

 - KCAPTA should consider reinstating later weekday fixed route and complementary paratransit service (by one hour, and up to two hours). *(Implemented)*

 - After surveying Fresno passengers, KCAPTA should consider implementing changes to the Fresno route to provide on-call service midday, while eliminating the poorly performing off-peak direction one-way runs.

- KCAPTA should develop a pilot volunteer driver program with mileage reimbursement.
- Despite the low productivity, KCAPTA should consider offering a Medi-Van service to bring passengers from remote Avenal and Kettleman City into Lemoore and Hanford for medical appointments.

➔ The TDP recommended an aggressive capital replacement plan due to many vehicles reaching the end of their useful life benchmark (ULB). Additionally, recommended moving forward with plans for relocation to the new Transit Center.

The current KART fixed route plan should take these recommendations into consideration, but the focus of the plan will be on route alignment in Hanford and supporting paratransit, microtransit or other potential solutions to optimize mobility options for Hanford while controlling costs.

KART Safety Performance Review, Kings County Area Public Transit Agency, June 2020

On July 19, 2018, FTA published the *Public Transportation Agency Safety Plan (PTASP) Final Rule*, which requires certain transit operators that receive FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The FTA alerted the transit industry of a July 20, 2020 safety compliance deadline (which was extended to December 31, 2020 considering the COVID-19 public emergency). The plan must include safety performance targets, and the plan must be updated and certified by the transit agency annually. KCAPTA has adopted a SMS plan that has been reviewed by the FTA.

The purpose of the SMS is to ensure that transit programs receiving funding through the FTA operate safely. The plan must:

- ◆ Include the documented processes and procedures for the transit agency's Safety Management System, which consists of four main elements: (1) Safety Management Policy, (2) Safety Risk Management, (3) Safety Assurance, and (4) Safety Promotion;
- ◆ Include performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan;
- ◆ Address all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and National Public Transportation Safety Plan; and
- ◆ Establish a process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.

2019 Tulare County Regional Transit Coordination Study Final Report, TSBLB, LLC in association with Multimodal Solutions, September 2019

This document includes references relevant to Kings County, including regional vanpools, and the Cross-Valley Corridor Rail Project. The study notes that it is important that the interaction among the six Tulare County communities served by transit and the Cross-Valley Corridor rail project be based on coordinated

assessment of needs and objective performance measurement. The first ten years of service are to be provided by regional bus service. The second phase is to provide the initial rail service from Visalia to Lemoore. The third phase is to provide regional rail service along the full alignment. It will be important that the Hanford Fixed Route Study consider long-term regional connections proposed in this study.

2019 Regional Transit Asset Management Plan for Kings County, Moore, and Associates, 2019

As recipients of federal funding, KCAPTA is required by the Federal Transit Administration (FTA) to prepare a Transit Asset Management (TAM) Plan to optimize the utilization of capital assets. Capital assets are defined to include rolling stock (revenue vehicles), equipment (non-revenue vehicles), and facilities.

The Regional TAM Plan documents the condition of the various transit assets within Kings County and prepares for replacement based on each asset type's useful life. The Regional TAM Plan also provides a framework for effective decision-making with respect to capital assets. It is part of an overall strategy of continuous improvement and striving toward a high state of good repair for all capital assets. Unlike individual operator TAM Plans, the Regional TAM Plan combines all public transit assets to assess the region. This document will be referred to as appropriate when developing the capital plan portion of the KART Hanford Fixed Route study.

KART Transit Station Site Selection Study, Mott MacDonald, July 2018

This study was conducted to select the new location for the Kings Area Rural Transit (KART) system and is a major consideration in developing new route alignments in for the KART Hanford fixed route services. The KART Transit Station Site is envisioned to offer residents, travelers, and commuters a high-quality multimodal transit hub. The study identified the location, the footprint of the facility and next steps for implementation. The site is in the block formed by Seventh, Harris, Eighth and Brown Streets in the northeast portion of downtown Hanford. The project demolition has begun, and the project is moving in to a design phase. Project buildout expected by FY 2023.

Cross Valley Corridor Plan, Tulare County Association of Governments, Mott MacDonald, etcetera, June 2018

In 2016, the Tulare County Association of Governments (TCAG) initiated the Cross-Valley Corridor Plan to study connectivity and mobility improvements in the Central San Joaquin Valley in partnership with the California High-Speed Rail Authority (Authority). The Cross-Valley Corridor (CVC) is a vital existing east-west rail corridor between the cities of Huron in Fresno County and Porterville in Tulare County. With a proposed California High-Speed Rail (HSR) Station in the middle of the CVC near Hanford, there is an opportunity to improve connectivity and mobility throughout the communities and cities in Tulare, Kings, and Fresno counties.

The Plan aims to improve and expand transit service along and around the CVC, encourage nearby communities and cities to promote projects that support transit usage and economic development, and facilitate growth consistent with policies adopted by the California State Legislature.

ADA Transit Design Standards Manual, Sally Swanson Architects, Inc., March 2018

This design standards manual was developed to provide KCAPTA with guidance for the design and coordination of transit facilities with local development, with an emphasis on compliance with the Americans with Disabilities Act (ADA) requirements and the Public Rights-of-Way Accessibility Guidelines. The purpose is to help Kings County and jurisdictions streamline the implementation of accessible transit related development projects and coordinate such projects with KCAPTA's ADA infrastructure goals. This study should be referenced for compliance in the final production of the KART Hanford Fixed Route Study.

Kings County Regional Transportation Plan, Kings County Association of Governments, 2018

KCAG is required to develop a comprehensive long-range planning document or Regional Transportation Plan (RTP) every four years. The RTP establishes regional goals, identifies present and future needs, deficiencies and constraints, and fiscally constrained infrastructure improvements. The RTP discusses the major transportation issues in the Kings County region including state highways, transportation systems management, and transportation control measures. This document will be referenced during the development of the KART Hanford Fixed Route study to ensure compatibility between the two documents—referencing the RTP's Chapter 6, "Public Transportation," and Chapter 8, "Active Transportation," in particular.

Triennial Performance Audits of the Kings County Association of Governments and Kings County Area Public Transit Agency, FY 2016 to FY 2018, Moore and Associates, May 2019

As mandated by state law, Triennial Performance Audits were completed in May of 2019 for the Kings County Association of Governments and the Transit Providers (Kings Area Rural Transit and Corcoran Area Transit). The major findings from each audit are listed below:

[KCAG Triennial Performance Audit](#)

With one exception, the auditor found Kings County Association of Governments (KCAG), functioning as the RTPA, to follow the requirements of the Transportation Development Act. In addition, the entity was found to function in an efficient, effective, and economical manner. The only compliance finding was regarding late submittal of one of the fiscal audits.

[Kings Area Rural Transit Triennial Performance Audit](#)

The auditor found the Kings County Area Public Transit Agency (KCAPTA) to comply with the requirements of the Transportation Development Act, and functioning in an efficient, effective, and economical manner. Based on the findings, the audit made only a minor recommendation to ensure employee figures are reported for all modes on the State Controller Report (overlooked for paratransit).

Market Assessment and Marketing Plan for Kings County Area Public Transit Agency, Transit Marketing and Trillium Solutions, August 2016

The marketing assessment lays out the status of how customers and stakeholders experience learning about, riding, and working with KART. It provides an overview of how Kings County residents view KART, how they get information about KART services, and how KART communicates service information and

news to them. The marketing assessment used stakeholder interviews, a review of marketing collateral, site inspection of amenities and capital equipment, onboard surveys, and online surveys. Based on the marketing assessment, marketing improvements were recommended. The recommendations affected marketing materials, signage, branding, websites, and outreach activities. This document will be reviewed as part of the evaluation of the market conditions.