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As a courtesy to those in attendance, please silence cell phones, pagers and electronic devices.

MEETING

Agenda: KCAG Social Services Transportation Advisory Council (SSTAC)

Place: In Person Meeting:
KCAG Conference Room
Kings County Association of Governments
210 E. 7th Street, Suite 202
Hanford, CA 93230

Zoom Virtual Meeting
Meeting ID: 599 973 9795, Passcode: 93245
<https://zoom.us/j/5999739795?pwd=Mk9jUDIUR1VCVUt6RDZGTHROSUpFUT09>

Phone Only
1-669-900-6833

Time: 10:00 a.m. – 11:00 a.m., Thursday, February 26, 2026

<u>ITEM</u>	<u>PAGE</u>	<u>ACTION</u>
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I. CALL MEETING TO ORDER:

- | | | | |
|----|--|-----|---------|
| A. | Roll Call | | |
| B. | Unscheduled Appearances | | |
| | Any person may address the Council on any subject matter within the jurisdiction or responsibility of the Council at the beginning of the meeting; or may elect to address the Council on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Council. Unscheduled comments will be limited to five minutes. | | |
| C. | Minutes | | |
| | 1. Minutes of May 29, 2025 | 1-2 | Approve |

II. TRANSPORTATION:

- | | | | |
|----|--|---|-------------|
| A. | Introductions | | |
| B. | Appointments and Reappointments to SSTAC | 3 | Information |

C.	SSTAC New Member Orientation	4-10	Information
D.	Transit Agency Updates	11-13	Information
E.	Unmet Transit Needs		Discussion
F.	Transit Meetings		Information

1. Public Hearings

- City of Corcoran – February 24 and March 24, 2026
- KCAPTA - February 25 & March 25, 2026
- KCAG Transportation Policy Committee – April 22 and May 27, 2026

2. SSTAC Meetings

- Unmet Transit Needs Review and Recommendation – May 29, 2026

III. MISCELLANEOUS:

IV. ADJOURNMENT:



MINUTES

KCAG Social Services Transportation Advisory Council Thursday, May 29, 2025

I. CALL MEETING TO ORDER

The meeting of the Kings County Association of Governments (KCAG) Social Services Transportation Advisory Council (SSTAC) was called to order by Ms. Teresa Nickell, KCAG Regional Planner, at 10:05 a.m. on May 29, 2025 at the Kings County Association of Governments conference room and via Zoom.

A. ROLL CALL

MEMBERS PRESENT: Leslie Corchado, Kings County Public Health
Brenda Tamayo-Pagan, Kings County Behavioral Health
Mark Pedreiro, Kings County Area Public Transit Agency
Heather Corder, Kings County Area Public Transit Agency
Jared Raper, MV Transportation

STAFF PRESENT: Teresa Nickell, Regional Planner

VISITORS PRESENT: Lorena Mendibles, Caltrans D-6
David Huff, Caltrans D-6

B. UNSCHEDULED APPEARANCES

None.

C. MINUTES

It was moved and seconded (Tamayo-Pagan / Corchado) to approve the Minutes of January 30, 2025, as submitted. Motion approved.

II. TRANSPORTATION

A. Kings Transit System Review

Ms. Nickell stated the KART ridership has increased since 2023 from 587,600 passenger trips to 725,235 trips in 2024 based on calendar year KART estimates. KART provides fixed route, paratransit, commuter route, flex route, and on-demand service. Paratransit service is offered to Hanford, Armona, and Lemoore residents. Avenal service for Saturday shopping and recreational needs is provided by KART. A flex route provides bus stop to bus stop service within Lemoore, and Hanford is served also with an on-demand route for curb-to-curb transport using the KART phone app to schedule. Ms. Nickell indicated the KCAPTA vanpool program with Enterprise has grown to 47 vanpools that provide trips for employment. The KART multimodal station on 7th Street is amidst construction with buildout expected by this December. KCAPTA is currently working on rerouting the fixed route buses to the new location.

Ms. Nickell stated the Corcoran Area Transit's ridership has decreased from 25,250 passenger trips in 2023 to 25,037 trips in 2024 based on calendar year estimates. The City continues to update the Corcoran Amtrak Depot building and parking lot as weather permits. Corcoran plans to purchase an electric passenger van, install solar panels on the bus canopy, and install a new bus shelter on 6 1/2 Avenue near the Whitley Gardens Apartments.

B. Unmet Transit Needs Testimony Analysis and Recommendation

Ms. Nickell reviewed the annual Unmet Transit Needs (UTNs) process by KCAG and the SSTAC's role to help identify and assess UTNs following the public hearings and to provide a recommendation to the KCAG Transportation Policy Committee (TPC) with one of three findings: 1) That there are no unmet transit needs; 2) That there are no unmet transit needs that are reasonable to meet; or 3) That there are unmet transit needs, including needs that are reasonable to meet. As required by the Transportation Development Act, KCAG must annually identify and review unmet transit needs requested by transit dependent or disadvantaged persons, including the elderly, disabled, and persons with limited means through the public hearing process

Ms. Nickell indicated the KCAPTA held public hearings in February and March, and the City of Corcoran held public hearings in January and February. KCAG held a public hearing in April and extended it to May 28th for unmet transit needs. The public hearing process is closed, so KCAG is submitting all testimony and analysis of unmet transit needs testimony received to the SSTAC for consideration to make a recommendation by letter to be considered at the June TPC meeting by the KCAG Transportation Policy Committee. The resolutions to approve the TDA apportionments and allocation instructions to the County Auditor for the Local Transportation Fund and State Transit Assistance, along with the Unmet Transit Needs findings will be provided to the Committee by Staff as well.

KCAPTA received 5 transit requests, Corcoran and KCAG have received no requests. Mr. Pedreiro discussed the analysis of 5 transit requests, with 1 request that meets the 8 criteria to establish an unmet transit need that is reasonable to meet: Add an on-route bus stop at the Costco on Lacey Boulevard. This request is planned for 2026. Findings from the review and analysis of the received Unmet Transit Needs testimony were determined and unanimously approved. It was moved and seconded (Corchado / Mendibles), motion approved.

C. Unmet Transit Needs SSTAC Recommendation Letter

It was moved and seconded (Corchado / Pedreiro) and staff provided the draft Letter of Recommendation to Ms. Corchado for signature to recommend the findings and determination for the 2025 Unmet Transit Needs to the KCAG TPC on behalf of the SSTAC at the June meeting.

III. MISCELLANEOUS

None.

IV. ADJOURNMENT

There being no further business before the KCAG Social Services Transportation Advisory Council, the meeting was adjourned on May 29, 2025 at 10:27 a.m.

Respectfully submitted,

Teresa Nickell

Teresa Nickell, KCAG Regional Planner

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL 2026				
MEMBER	AGENCY	POSITION	TERM EXP.	
One potential transit user – 60 years or older / One potential transit user – Disabled				
1	Dorothy Callihan-Weiss	Hanford	Transit User - Senior	2028
2	James Chaney	Lemoore	Transit User – Senior	2027
Two representatives of social service providers for Seniors				
3	Bobbie Wartson	Kings County Commission on Aging	SSP – Seniors	2027
One representative of social service transportation providers for Seniors & Disabled				
4	Angie Dow	KC Area Public Transit Agency	Social Service Transit Provider	2028
5	Valerie Bega	Corcoran Area Transit	Social Service Transit Provider	2027
Two representatives of social service providers for Disabled				
6	Lisa Rogers	Kings View Counseling Services	SSP – Disabled	2029
7	Leslie Corchado	Kings County Public Health	SSP – Disabled	2029
8	Steve Mendoza	Kings Rehabilitation	SSP – Disabled	2027
9	Elaine Garcia	VA Central California Health Care System	SSP – Disabled	2027
10	Rebecca Russell	Adventist Health Hanford	SSP – Disabled	2027
11	Rebecca Donabed	Resources for Independence Central Valley	SSP – Disabled	2029
One representative of social service providers for Persons of Limited Means				
12	Rey Leon	SJV Latino Environmental Advancement & Policy	SSP – Limited Means	2028
13	Barbara Lemos	Kings County Human Services Agency	SSP – Limited Means	2029
14	Brenda Tamayo-Pagan	Kings County Behavioral Health	SSP – Limited Means	2028
15	Jennie Porter	Lily of The Valley Church	SSP – Limited Means	2027
16	Savino Perico	Kings County Action Organization	SSP – Limited Means	2027
Non-voting Members				
17	Chris Riddington	Classic Charter	For-Profit Transit Provider	2029
18	Jerad Raper	MV Transportation	Support - KART Contractor	2028
19	Lorena Mendibles	Caltrans – District 6	Support – Caltrans	N/A



TO: Social Services Transportation Advisory Council (SSTAC)
FROM: Teresa Nickell, KCAG Staff
DATE: February 26, 2026

SUBJECT: SSTAC Member Orientation

Introduction

The Kings County Association of Governments (KCAG) Social Services Transportation Advisory Council, also known as the SSTAC, was created in 1988 when amendments to the Transportation Development Act (TDA) required each regional transportation planning agency (RTPA) to form a Social Services Transportation Advisory Council. Members of the SSTAC are appointed by the RTPA or the Kings County Board of Supervisors. According to Section 99238 of the California Code of Regulations, the SSTAC must consist of the following members:

- One representative of potential transit users who are 60 years of age or older;
- One representative of potential transit users who are disabled;
- Two representatives of local social service providers for seniors, including one representative from a social service transportation provider, if one exists;
- Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists;
- One representative of local social service provider for persons of limited means;
- Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator;
- Additional members may be appointed by the transportation planning agency.

The main purpose of the SSTAC is to serve as an advisory body to the KCAG Transportation Policy Committee (TPC) regarding the transit needs of the elderly, disabled, and low-income citizens. Part of your responsibilities as a member of the SSTAC is to participate annually in identifying transit needs, to review and recommend action to the TPC regarding transit needs, and to advise the RTPA on any other major transit issues, including the coordination and consolidation of specialized transportation services. Identification of transit needs can be accomplished by reviewing the testimony given at a public hearing to be held by the TPC or to solicit input from the group you are representing.

Each year, during the unmet transit needs hearing process, KCAG will produce a packet of information on annual performance of the Kings Area Regional Transit (KART) and Corcoran Area Transit (CAT) public transit systems. A staff report including any comments that have been made on transit needs will be provided to the SSTAC to review. After reviewing all information, the SSTAC will recommend action to KCAG's TPC that one of three findings be adopted by resolution. KCAG must then find by resolution, that:

- 1) There are no unmet transit needs; or
- 2) There are no unmet transit needs that are reasonable to meet; or
- 3) There are unmet transit needs, including needs that are reasonable to meet.

The first SSTAC meeting will occur prior to the TPC public hearing, and following the public hearing continued in May, the SSTAC will meet again to make its recommendation to the TPC.

Following are several orientation summary sheets providing information on the TDA, the Kings County Association of Governments (KCAG), Kings Area Regional Transit (KART), and Corcoran Area Transit (CAT) services. These sheets will help you to have a better understanding on how the transit services operate, and what is involved in the process.

Funding Sources for Public Transit

Transportation Development Act Fund – The Transportation Development Act (TDA) is the primary funding source of revenue for KART and CAT, received annually by the Kings County Area Public Transit Agency (KCAPTA) and City of Corcoran. The TDA Fund supplies county-generated revenues to provide public transportation and is available to public transit operators under two categories of funds:

1. **Local Transportation Fund (LTF)** – LTF funds are generated from California sales tax equal to 1/4 of one cent of the seven and one quarter cent sales tax collected in Kings County. LTF funds are used first for public transit then for transportation planning purposes and for streets and roads, provided that the public transit needs have been met. KCAPTA annually receives LTF money from each member agency. Each member agency's LTF contribution is their individual share of KCAPTA's annual budget, based on a formula of 50% number of service hours provided to that agency and 50% population.
2. **State Transit Assistance (STA) Funds** – STA funds are derived from diesel tax revenue and are intended primarily for public transit and may also be used for passenger rail service operations, or for administrative and planning costs or capital expenditures for transit services provided that all reasonable transit needs are met.

According to the TDA, the county, cities, and public transportation operators may claim portions of the LTF. The Kings County Auditor released the FY 2026-27 estimate of the LTF in January, which is \$6.4 million.

Before the KCAG Transportation Policy Committee (TPC) may allocate any portion of the LTF claimed for streets and roads, it must make certain specific findings concerning unmet transit needs, and whether the needs can be reasonably met. The TPC's decision will be based on the committee's evaluation of the services now provided, the testimony given at the public hearing, including those from KCAPTA and the City of Corcoran, and whether proposed expenditures of the LTF comply with the policies of the Kings County Regional Transportation Plan (RTP).

The TPC conducts public hearings annually to determine if any "unmet public transit needs" which are "reasonable to meet" exist in Kings County or the cities of Avenal, Corcoran, Hanford, and Lemoore. State law requires that KCAG determine its definitions of the following terms:

- A. "Unmet transit need"
- B. "Reasonable to meet".

KCAG has defined these terms in the RTP as follows:

- A) "Unmet transit need", at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or disability, for the purpose of traveling to medical care, shopping, social/recreational activities, education/training and employment.
- B) It is "reasonable to meet" the above needs if the proposed or planned service can be operated while maintaining, on a system wide basis, the adopted service goals for that type of service and meet the following criteria:

- 1) New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act funds available to Kings County.
- 2) The proposed transit service does not duplicate transit services currently provided by either public or private operators.
- 3) The proposed transit service has community support from the general public, community groups, and community leaders.
- 4) New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required applicable farebox revenue ratio.
- 5) There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
- 6) Implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service. Services not meeting the goals should be evaluated on a yearly basis to determine if modifications or cancellation of service should be implemented.
- 7) The proposed transit service shall have a reasonable expectation of future demand and available funding on a long term basis to maintain the service.
- 8) Is needed by and would benefit either the general public or the elderly and disabled population as a whole.

SB 1 State of Good Repair The State of Good Repair (SGR) Program is one of several programs that provides transportation funding for the repair of highways, bridges, local roads, and freight corridors. SGR funds will pay for eligible transit maintenance, rehabilitation and capital projects and are appropriated annually by the state legislation to the State Controllers Office for allocation in accordance with Public Utilities Code (PUC) formula distributions established through the State Transit Assistance Program. The goal is to keep transit systems in a state of good repair, which would lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants. The State Controller's Office released the FY 2026-27 SGR estimates on January 31, 2026 allocating approximately \$285,000 to Kings County operators.

FTA Section 5311 Federal grant funds of the Federal Transit Administration (FTA) are available to rural and small urban area public transportation providers such as KCAPTA and Corcoran. KCAG is charged with administering the 5311 apportionments. FY 2026/2027 5311 fund estimates will be released by April 2026.

FTA Section 5307/FTA 5339(a) Kings County's designation as an urbanized area has also entitled it to receive Federal grant funds of the FTA in split allocations available to small urban area public transportation providers such as KCAPTA. FTA 5307 and 5339(a) funds apply to performance-based planning, capital expenditures, and operating assistance.

FTA Section 5310 FTA 5310 provides federal grants to private nonprofit corporations and some public agencies for the purpose of providing transportation services to meet the needs of elderly persons and persons with disabilities for whom public mass transportation services are otherwise unavailable, insufficient, or inappropriate. Eligible projects are capital purchases, such as

wheelchair accessible vans and buses, communication equipment, vehicle rehabilitation, and microcomputer hardware and software; operating expenses, such as expansion of service area or hours; or mobility management activities, such as planning and implementation of coordinated transportation services. Funds are allocated on a statewide competitive basis. The Kings Rehabilitation Center applied for FFY 2024-26 funds for the purchase of 4 ambulatory vans for their transportation needs and has received the California Transportation Commission's decision to be funded.

FTA Sections 5339(b) and 5339(c) FTA 5339 funds are competitive, available to California with approximately \$398 million in FTA 5339(b) funds and \$1.1 billion in FTA 5339(c) funds for FY 2025, providing federal grants for bus and bus facilities on a statewide competitive basis. The FTA 5339(c) Low or No-Emission Grant Program provides federal grant funds for zero-emission and low-emission transit buses, electric bus charging infrastructure, and replacing equipment. FY 2026 fund allocations may be available in spring of 2026.

Low Carbon Transit Operations Program Proceeds from the Cap-and-Invest Program of the California Air Resource Board (CARB) provide greenhouse gas reduction funds for operating and capital assistance to transit operators. New legislation, SB 840, re-prioritizes Cap-and-Invest (formerly called Cap-and-Trade) auction revenue, rather than focusing on the market-driven trading of emission allowances for compliance, to be used to finance climate-friendly projects and utilize revenue towards affordable housing, public transit, and community air protection. SB 1207 extends the LCTOP to year 2045. These changes have capped and moved the allocation of Greenhouse Gas Reduction Funds to Tier 3 for the LCTOP, along with the Transit and Intercity Rail Capital Program (TIRCP), Affordable Housing and Sustainable Communities (AHSC) Program, Community Air Protection Programs, Fire Protection Program, and the Safe and Affordable Drinking Water Fund. These programs will only be funded once Tier 1 and Tier 2 programs are fully funded. The cap is the annual amount of \$200 million if auction proceeds exceed \$4.2 billion. The allocation schedule has changed to two phases per fiscal year starting FY 2026.

KCAG ORGANIZATION AND MANAGEMENT

The Kings County Association of Governments (KCAG) is a Council of Governments (COG) responsible for addressing problems of inter-jurisdictional nature. KCAG is a voluntary organization whose members are the County of Kings and the cities of Avenal, Corcoran, Hanford, and Lemoore.

KCAG serves as a state-designated regional transportation planning agency (RTPA) recognized by the State's Business, Transportation and Housing Agency. The primary functions of an RTPA are in developing and updating a Regional Transportation Plan, preparing a Regional Transportation Improvement Program, preparing a Federal Transportation Improvement Program, and administering the Transportation Development Act. KCAG is also a Metropolitan Planning Organization (MPO) recognized by the Federal Highway Administration and Federal Transit Administration and receives federal funding to conduct several activities required of MPOs.

All RTPA activities are governed by the Transportation Policy Committee (TPC), which is the final approving authority. The TPC is a committee of the KCAG Commission and composed of members of the regular KCAG Commission, plus the Director of Caltrans, District 6 representing the Director of Caltrans Headquarters.

The Commission is advised by two committees. The first is a *Technical Advisory Committee* (TAC), whose members include county and city public works and planning directors, city managers, administrative officers, Caltrans District 6 staff, a Lemoore NAS representative, a San

Joaquin Valley Unified Air Pollution Control District representative, a Santa Rosa Rancheria Tachi Yokut Tribe representative, a Kings County Environmental Health representative, and a Kings County Area Public Transit Agency representative. The primary responsibility of the TAC is to review all issues that KCAG will consider and to provide technical input to advise the Commissioners in making their decisions.

The second committee is the *Social Services Transportation Advisory Council (SSTAC)*. Senate Bill 498 (Chapter 673, Statutes of 1987) requires each RTPA to provide for the establishment of a SSTAC and to utilize the SSTAC to solicit the input of transit needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and limited means (low income) persons. The SSTAC is to have the following responsibilities:

1. Annually participate in the identification of transit needs in Kings County, including unmet transit needs that may exist within Kings County and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annually review and recommend action by the RTPA which finds, by resolution, that a) there are no unmet transit needs, b) there are no unmet transit needs that are reasonable to meet, or c) there are unmet transit needs, including needs that are reasonable to meet.
3. Advise the RTPA on any other major transit issues, including the coordination and consolidation of specialized transportation services.

In addition to these committees, more citizen participation is accomplished through various other activities. KCAG uses news releases, public hearings, and public meetings to get public input into its planning activities. KCAG staff directly contacts citizens, businesses, commercial organizations, and the Tribal Council Chairman of the local Native American tribe for specific input into specific items. KCAG's website, www.kingscog.org, includes meeting agendas and meeting minutes, planning and programming documents, and other information that the public can access to assist in the planning process.

KINGS AREA REGIONAL TRANSIT (KART)

KART is the single largest provider of public transportation within Kings County, operated by the Kings County Area Public Transit Agency (KCAPTA), which is a joint powers agency consisting of the County of Kings and the cities of Avenal, Hanford, and Lemoore.

KCAPTA establishes the operating policies and defines the services to be provided by KART. The actual day-to-day management and operation of the bus system are carried out under contract with MV Transportation.

KART began service in June 1980 and provided up to an average of 57,662 rides per month across the system in 2025. The KART Free Fare Days and quarterly pass program have helped to improve KART ridership. KART service includes paratransit, commuter, and fixed route bus services. A summary of services available within the KART service areas is included below.

KART SERVICE 2025-26

SERVICE AREA	ROUTE SERVICE	PARATRANSIT*
Lemoore Flex	<ul style="list-style-type: none"> • A flex route with flex stops to destinations not covered by regular fixed route service. This system operates as an on-demand system. Weekday from 7:30 a.m. to 5:30 p.m. Saturday from 9:30 a.m. to 4:30 p.m. 	
Lemoore GoKART	<ul style="list-style-type: none"> • On demand, origin-to-destination service within city limits of Lemoore, Monday-Friday 7:30 a.m. to 5:30 p.m. Saturday from 9:30 a.m. to 4:30 p.m. 	
Hanford GoKART	<ul style="list-style-type: none"> • On demand, origin-to-destination service within city limits of Hanford, Monday-Friday 7:00 a.m. to 8:00 p.m. Saturday from 9:30 a.m. to 4:30 p.m. 	
Avenal/Kettleman City /Stratford Route 12	<ul style="list-style-type: none"> • KART runs 4 times daily from Hanford to Avenal and twice on Saturdays 	<ul style="list-style-type: none"> • Deviated Fixed Route
Corcoran KART Route 13 Corcoran Area Transit (CAT) Dial-a-Ride	<ul style="list-style-type: none"> • CAT Dial-a-Ride in-town weekdays • KART offers 3 trips per day on Hanford to Corcoran RT 13 and runs from Hanford to Corcoran State Prison weekdays a.m./ p.m. 	<ul style="list-style-type: none"> • CAT Dial-a-Ride service in-town Monday-Friday from 6:30 a.m. to 7:30 p.m. and Saturdays 9:30 a.m. to 4:30 p.m.
Grangeville/Laton/ Hardwick Route 14	<ul style="list-style-type: none"> • KART RT 14 runs twice/day through these communities to Hanford 	<ul style="list-style-type: none"> • Deviated Fixed Route
Hanford Routes 1 – 7, 9 NEW – Route 8 (2/2026)	<ul style="list-style-type: none"> • KART runs 9 routes in Hanford on 30-minute intervals between 6:30 a.m. and 7:30 p.m. and Saturdays on hourly intervals from 9:30 a.m. to 4:30 p.m. 	<ul style="list-style-type: none"> • KART offers paratransit service Monday-Friday between 6:30 a.m. to 7:30 p.m. and 9:30 a.m. to 4:30 p.m. on Saturdays*
Lemoore / Armona Route 20 East/West	<ul style="list-style-type: none"> • KART runs every half-hour on Hanford to Lemoore RT 20 	<ul style="list-style-type: none"> • KART offers paratransit service from Hanford Monday - Friday 6:30 a.m. to 7:30 p.m. and Saturdays 9:30 a.m. to 4:30 p.m.
Hanford/Visalia Route 15	<ul style="list-style-type: none"> • KART runs RT 15 to Visalia 4 times daily to the COS campus, Kaweah Delta, and to Visalia Transit Center weekdays • KART runs twice on Saturdays 	
Hanford/Fresno Route 17	<ul style="list-style-type: none"> • KART runs twice a day on Wednesday and Friday to Selma, and Fresno with transfers to Fresno Area Express (FAX) 	<ul style="list-style-type: none"> • KART paratransit in Hanford, Lemoore and Armona connects to Route 17 at KART Terminal. Fresno FAX offers paratransit upon Route 17 arrival at FAX stop.
Lemoore NAS Route 21	<ul style="list-style-type: none"> • KART runs 3 times daily from Hanford to Lemoore Naval Air Station 	

* Paratransit service same as fixed route service hours; for Americans with Disabilities Act (ADA) riders

CORCORAN AREA TRANSIT (CAT)

The City of Corcoran provides its own transit service for Corcoran residents including the rural fringe area surrounding Corcoran. The service began in 1975 for senior citizens and expanded to include the general public by 1989. The Corcoran Area Transit (CAT) service and the Amtrak *Gold Runner* (previously the *San Joaquins*) service are housed in the Corcoran Depot that was constructed in 1999.

The City provides discount Amtrak rail tickets for individuals needing transportation between Corcoran and Hanford for county services. KART bus tickets are also available through the Corcoran Depot at a discounted price for intercity travel between Corcoran and Hanford for access to County services. Corcoran combines its fares with discounted AMTRAK and KART tickets to meet Transportation Development Act (TDA) revenue threshold requirements. Corcoran is also serviced by a KART intercity route between the cities of Hanford and Corcoran, primarily utilized by employees to the State prison facilities located in south Corcoran. The Prison Friends Outside Program has been discontinued at this site.

Corcoran's Dial-a-Ride service operating times are synced with the KART Corcoran–Hanford route to provide bus connections during weekdays, as well as with Amtrak's schedule for passenger service. The Corcoran Depot is open Monday through Friday, 8:00 a.m. to 5:00 p.m. Hours of operation of Dial-a-Ride buses are 7:15 a.m. to 4:00 p.m.

Discount tickets for Amtrak service between Corcoran and Hanford have increased to \$7.00 for one way, \$14.00 for round trip, and \$50.00 for a 10-ride pass. KART Day Passes (\$3.00) and Monthly Passes (\$40.00) between Corcoran and Hanford and all-day routes in Hanford are available from CAT. CAT bus rides are priced at \$1.50 within the City limit, \$3.50 to the fringe area, and \$5.00 to the State prisons for general riders, and for seniors and disabled, \$.75 within City limit, \$1.75 to the fringe area, and \$2.50 to the State prisons. Charter bus service to the Tachi Palace in Lemoore is no longer provided from the Corcoran Depot.



TO: Social Services Transportation Advisory Council (SSTAC)
FROM: Teresa Nickell, Regional Planner
DATE: February 26, 2026

SUBJECT: Transit Agency Updates

Introduction

Each year, KCAG provides the Social Services Transportation Advisory Council (SSTAC) with an update of the projects and activities of the local transit operators and the regional transportation planning agency in Kings County.

Transit Projects for FY 2026-27

Kings County Area Public Transit Agency (KCAPTA)

New Transit Station Update

The KCAPTA multimodal transit center, located at 210 East 7th Street between Harris and Brown Streets in downtown Hanford, opened February 9, 2026 to the public. The KART transit station includes a ticket booth, indoor cooling and heating area, administration and transit operation offices and training rooms, public meeting conference rooms, and public restrooms. The bus depot has 18 bus bays, micro-mobility options (bicycle storage and open racks), and a separate public parking lot with available ChargePoint electric vehicle chargers, parking stalls, and a dual Park and Ride lot. The transit center includes the KART Facility with lease space for both KCAPTA’s and KCAG’s offices on the west end and for Kings View Behavioral Health on the east end.

Zero Emission Planning

KCAPTA’s Zero Emission transition plan includes the installation of solar bus canopies at the bus bays of the new KART transit facility. KCAPTA will purchase and install electric bus charging equipment, a charging management system, required site improvements, and a battery backup and generator. KCAPTA’s plan includes a bus operator training simulator system designed to provide specialized training to the drivers on the operations of ZE buses.

KCAPTA has partnered with Southern California Edison to implement their Charge Ready Transport Program, a five-year program for public transit agencies to use SCE-provided infrastructure to support the installation of charging equipment at no cost. The planned installation will have 26 chargers for 26 battery-electric buses to be procured within 10 years of project completion. KCAPTA has hired ABM to design the electric bus system for the KART facility.

Transit Services

The relocation of the KART transit center to the east side of downtown Hanford required KCAPTA to conduct a fixed route service change to adjust all transit routes to maintain reliable service and enhance connectivity to ensure continued access to key destinations from the new location. All local service will begin at 6:30 a.m., except for Route 6 which will continue to start at 7:15 a.m.

Out-of-town routes that depart at the top and half-hour marks will leave 5 minutes later to help ease traffic flow in the downtown area. A new Route 8 has been added to reduce the lengthy run time of Route 9 to provide improved coverage to Hanford's underserved eastside. The LNAS route was reduced to 3 times daily. Route 15 from Hanford to Visalia runs 4 times weekdays and twice on Saturdays. In the future, Route 15 is planned to increase to 7 times weekdays and 4 weekend/holiday roundtrips to increase connectivity and mobility within the Cross Valley Corridor.

Since 2022, KCAPTA has provided vanpool service, "Commute with Enterprise", through Enterprise Rent-A-Car, LLC to help reduce vehicle miles traveled on highways and greenhouse gas emissions. Enterprise owns the 7-15 passenger vehicles, handles maintenance, billings, and manages the vanpool program. Subsidies have increased from \$500 to \$525 per month for existing vanpools. New vanpools are offered \$650 but KCAPTA currently has more existing than new vanpools. KCAPTA also works in coordination with Caltrans to maintain vanpool service through subsidies and highway mitigation efforts.

2025-26 Projects

KCAPTA's 2025-26 State of Good Repair (SGR) Program requests are for the replacement of a bus shelter, the replacement of multiple equipment for the Davis Street maintenance shop, and to upgrade the CAD/AVL Intelligent Transit Systems reporting software.

KCAPTA's 2025-26 Low Carbon Transit Operations Program (LCTOP) share and project(s) have not been determined due to changes in the LCTOP associated with SB 84. There will be two FY 25-26 Allocation Request cycles, one starting February/March 2026 and ending April/May 2026 and one starting in July/August 2026 and ending September/October 2026.

City of Corcoran – Corcoran Area Transit (CAT)

Zero Emission Planning

The City of Corcoran's transition plan for Corcoran Area Transit (CAT) will include the installation of an electric bus charging station complete with the purchase of equipment and charging management software to support their ZE buses and infrastructure needs. To improve CAT's fare system which currently requires riders to buy token passes at the depot or on the bus with cash, Corcoran will transition to integrated ticketing and contactless payments when boarding, which will improve the ridership experience and ease of payment for passengers. The transition plan also includes the replacement of four diesel buses with zero-emission buses. The transition is scheduled to start in 2028-2029.

2025-26 Projects

The City of Corcoran's 2024-25 Low Carbon Transit Operations Program funds will be used to install solar panels to the bus parking structure at 750 North Street, scheduled for March-April 2026.

The Corcoran Depot's wrought iron fence and parking blocks are almost completed and the parking lot chip sealed, funded with prior State of Good Repair funds.

Corcoran's 2025-26 State of Good Repair funds are used on an "as needed" basis for the rehabilitation of their bus wash infrastructure, the mechanics shop, and the depot building.

Corcoran's 2025-26 Low Carbon Transit Operations Program (LCTOP) share and project(s) have not been determined due to changes in the LCTOP associated with SB 840.

Regional Planning

Kings County Association of Governments

2025 Regional Active Transportation Plan

KCAG completed the update to the 2019 Regional Active Transportation Plan (RATP) with a regional bicycle and pedestrian plan for the County of Kings and the cities of Avenal and Lemoore, also incorporating the recent Hanford and Corcoran Active Transportation Plans. The RATP prioritizes road safety projects for bicycle and pedestrian use, adding or modifying bicycle lanes and sidewalks, street crossings, school crossings, and updating or introducing non-infrastructure projects, such as Safe Routes to School Programs, electric bike rental programs, and downtown public event street closures to encourage pedestrian passage in vibrant communities. The RATP is available on the KCAG website at <https://www.kingscog.org/2025ratp>.

2026 Regional Transportation Plan and Sustainable Communities Strategy

Every four years, KCAG, as federally designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA), must update the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which is a long-term, minimum 20-year planning document that guides investment within the County for the transportation system and land use, evaluates the impacts of future investments, and complies with financial and environmental planning requirements. KCAG has developed this multimodal plan in consultation with the local agencies of the County of Kings and the incorporated cities of Avenal, Corcoran, Lemoore, and Hanford, using robust public participation to ensure that this plan reflects regional priorities in all transportation modes including public transportation, active transportation, electromobility, goods movement, and aviation. The 2026 RTP/SCS Update process is currently undertaken and the public may participate and view surveys and planning information on the KCAG website at https://www.kingscog.org/2026rtp_update.

High Speed Rail and Transit-Oriented Development

KCAG is one of ten member agencies on the governing board of the San Joaquin Regional Rail Commission (SJRRRC). The SJRRRC is responsible for day-to-day management, planning, funding, and support services related to the *Gold Runner* Intercity Rail Service (formerly *San Joaquins*). The SJJPA is currently planning for the San Joaquin Valley network integration and transit-oriented development (TOD) with a study plan that will provide a high-level analysis of TOD and connectivity for the Valley with overlapping land use and passenger rail and transit services, which include the California high speed rail (HSR), Amtrak service, and ACE service planned along the new Valley Rail corridor and the Cross Valley Corridor within the eight-county region (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern). The final plan is scheduled for mid-2027.

Transit Development Plan Update

KCAG will update the 2021 Transit Development Plan (TDP), planned to start July 2026. The plan covers 5 years of transit planning, plus performance of the transit operations. The Kings County Coordinated Public Transit - Human Services Transportation Plan will also be updated, which inventories transportation providers for potential coordination of transportation services and provides strategies and potential funding opportunities.