



*KINGS COUNTY AREA
PUBLIC TRANSIT AGENCY*

TITLE VI PROGRAM UPDATE JUNE 2022 – 2025



KINGS COUNTY AREA PUBLIC TRANSIT AGENCY
610 W 7TH Street
Hanford CA 93230

Title VI Contact: Angie Dow, Executive Director
angie.dow@co.kings.ca.us
(559) 852-2691

Table of Contents

.....	1
1. INTRODUCTION.....	2
2. GENERAL REQUIREMENTS.....	2
Title VI Notice to Public	2
Title VI Complaint Procedures & Forms	3
List of Investigations, Complaints, or Lawsuits	3
Public Participation Plan	4
Language Assistance Plan For Persons with Limited English Proficiency	4
Membership of Non-elected Committees	5
Sub-recipient Assistance and Monitoring.....	5
Title VI Equity Analysis of Constructed Facilities.....	6
Additional Information Upon Request	6
3. FIXED ROUTE TRANSIT PROVIDER REQUIREMENTS.....	6
4. SYSTEM-WIDE SERVICE STANDARDS AND POLICIES	7
5. LIST OF ATTACHMENTS.....	9

1. INTRODUCTION

Kings County Area Public Transit Agency (KCAPTA) has prepared this Title VI Program (Program) update in compliance with Title 49 CFR Section 21.9(b) and the Federal Transit Administration's (FTA) Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients", issued on October 1, 2012. This update will cover the period from June 1, 2022 to July 1, 2025.

This Program is being submitted to FTA in accordance with their July 25, 2019, concurrence letter (**Attachment A**) informing KCAPTA that its Program status for the triennial cycle August 1, 2019 – July 31, 2022, was "concur," and establishing June 1, 2022 as the due date for KCAPTA's next Title VI Program update. While KCAPTA received concurrence on its Program, the review assessment included several comments on required elements that KCAPTA promptly addressed or clarified as instructed. KCAPTA's responses to these comments are included in **Attachment B** and are addressed where appropriate within the Program.

Due to the COVID-19 pandemic, beginning in March 2020 KCAPTA reduced operational hours and took steps to limit the virus from spreading; this included limiting the number of passenger on the bus at one time. To mitigate limiting the number of passengers on a bus at one time, local routes with 60-minute headways were reduced to 30-minute headways. Due to the pandemic, KCAPTA did not solicit public comment on these modifications.

On June 24, 2020, KCAPTA held a virtual public hearing to solicit public comment on service modification implemented in March, Eliminating Sunday service that was originally scheduled to start on July 1, 2020, and deleting a commuter route that had no ridership due to employees transition to working from home.

COVID-19 pandemic also had an effect on our ability to conduct outreach and hold in person meetings. Due to COVID-19 guidelines, all public meetings have been virtual since March 2020. There was no outreach conducted in 2020 and very limited outreach conducted in 2021. Beginning March 2022, KCAPTA Board meetings will return to in-person meeting, the public will be allowed to attend and comment virtually if they desire to.

The Program documents the steps KCAPTA has taken and will continue to take to ensure that its transit services are provided without discrimination against individuals on the basis of race, color, or national origin. In addition to Title VI protections, KCAPTA does not discriminate against any other class protected by federal or state law. A copy of Resolution 22-06 approving this 2022 Program update can be found in **Attachment C**.

Any questions regarding this Title VI Program update should be directed to:

Kings County Area Public Transit Agency
610 W 7th Street
Hanford, CA 93230

Title VI Contact: Angie Dow, Executive Director
angie.dow@co.kings.ca.us
(559) 852-2691

2. GENERAL REQUIREMENTS

This section addresses the general requirement outlined in Chapter III of FTA Circular 4702.1B Supporting documentation is identified within the document and as attachments to this report.

Title VI Notice to Public

KCAPTA is committed to ensuring that the public is aware of the rights and protections afforded to them under Title VI. In accordance with 49 CFR 21.9(d) and guidance provided in FTA Circular 4702.1B Chapter III-4, KCAPTA's Title VI Notice of Rights (Notice) includes:

1. A statement that the agency operates its programs without regard to race, color, or national origin;
2. A description of the procedures the public should follow in order to request additional information of the recipient's Title VI obligations;
3. A description of the procedures members of the public shall follow in order to file a Title VI discrimination complaint.

KCAPTA's Notice of Rights (Notice) has been translated into the one safe harbor language identified in KCAPTA's Language Assistance Plan (LAP); Spanish. The Notice also includes KCAPTA's Notice of Language Assistance and contact information for assistance obtaining information regarding KCAPTA's Title VI obligations and the procedures for filing a Title VI discrimination complaint.

In KCAPTA's July 25, 2019 concurrence letter, the FTA Region IV Civil Rights Officer (CRO) noted that KCAPTA's Notice of Rights did not include instructions on how to file a complaint. An internal review confirmed that KCAPTA's Title VI Notice instructed members of the public (in English and KCAPTA's Safe Harbor Language) to contact KCAPTA for a complaint form and process. The Notice also included KCAPTA's contact information (mail, website, telephone, and email). KCAPTA's complaint form and process explains in detail how to file a Title VI complaint.

KCAPTA, has however, revised its Notice of Rights to convey more clearly the required information. A copy of the revised Notice of Rights is include in KCAPTA's Title VI Program Update. KCAPTA will update all Title VI Notice, in all location, including on KCAPTA buses and on the website during FY 2022.

The revised Notice can be found on KCAPTA's website at <https://www.kartbus.org/title-vi-dbe/> a copy of KCAPTA revised Notice of Rights and list of posting locations is included in **Attachment D**.

Title VI Complaint Procedures & Forms

As part of KCAPTA's commitment to ensuring that no person is discriminated against on the basis of race, color, or national origin, and to ensure compliance with 49 CFR Section 21.9(b) and guidance provided in FTA Circular 4702.1B Chapter III-5, KCAPTA has developed a Title VI complaint process and complaint form for investigation and tracking all Title VI complaints.

KCAPTA investigates complaints that allege discrimination based on race, color, or national origin. Complaints must be filed in writing within 180 days from the date of the alleged discrimination, and all Title VI complaints are investigated according to KCAPTA Title VI complaint process.

KCAPTA's complaint form and process have been translated into our Safe Harbor language and can be viewed on KCAPTA website at <https://www.kartbus.org/title-vi-dbe/> . KCAPTA's Title VI complaint form and process is include in English in **Attachment E**.

List of Investigations, Complaints, or Lawsuits

To ensure compliance with 49 CFR Section 21.9(b) and guidance provided in FTA Circular 4702.1B Chapter III- 5, KCAPTA maintains a list of all complaints, investigations, and lawsuits alleging discrimination by KCAPTA on the basis of race, color, or national origin. As required, the list includes the date of the complaint, investigation, or lawsuit; a summary of the complaint, investigation, or lawsuit and the action taken in response to the complaint, investigation, or lawsuit.

Since April 2019, the date of KCAPTA's previous Title VI Program Update, KCAPTA has received, investigated, and closed a total of two Title VI complaints. No lawsuits have been filed against KCAPTA. KCAPTA customers most often interact with coach operators; therefore, it is to be expected that most Title VI complaints allege

discrimination by a coach operator. KCAPTA's Executive Director, Transit Manager, contract transportation services general manager and operation manager are also informed of complaints involving coach operators.

KCAPTA buses are equipped with video and audio recording devices. If a complaint is a valid Title VI concern, the Executive Director contacts the complainant and begins an investigation into the complaint. If a valid Title VI violation has occurred, the Executive Director forwards her findings to contract transportation services general manager, who then initiates appropriate disciplinary action in accordance with KCAPTA policy, Contractor's policy, and applicable Collective Bargaining Agreements (CBA).

If complaints are found to be invalid or when disciplinary action is not warranted, coach operators may be provided with guidance or updated training. Complaints that are incorrectly reported as Title VI complaints are re-routed to the appropriate employee for further investigation. Complaints naming KCAPTA employees other than coach operators would follow a similar process.

In all cases, whether a Title VI complaint is found to be substantiated or unsubstantiated, Executive Director closes the complaint with a letter, phone call, or email, depending on the complainant's request and available contact information. At all time, employee named in the discrimination complaint is provided an opportunity to have union or other representation present during all interviews and are afforded the right to appeal any decision according to applicable KCAPTA policy, Contractor's policy, employee handbook, manuals, and applicable CBAs.

KCAPTA's internal process for reviewing Title VI complaints is include in **Attachment E** A list of Title VI Complaints, Investigations, and lawsuits can be found in **Attachment F**.

Public Participation Plan

In accordance with 49 CFR Section 21.9 (b), FTA Circular 4702.1B Chapter III-5, KCAPTA has established Public Participation Plan (PPP, Plan) to identify effective methods to communicate with and engage all of its stakeholders regardless of race, color, or national origin, including populations and individuals who may be underserved because of limited English proficiency, minority or socioeconomic status, or disability. Additionally, KCAPTA's PPP reflects the principles of FTA Circular 4703.1 which guides public transit providers to integrate the principles of environmental justice into the transportation decision-making process.

A summary of public participation and outreach efforts since March 2019 are documented within the Public Participation Plan. It should be noted; the COVID-19 Pandemic had a direct effect on our public participation and outreach activities. As site begin to open up, KCAPTA staff will actively be focusing on our outreach activities.

Language Assistance Plan For Persons with Limited English Proficiency

KCAPTA upholds the goals of the Title VI of the Civil Rights Act of 1964, Federal Executive Order 13166, and the Department of Transportation's Limited English Proficiency Guidelines by ensuring that all persons, regardless of race, color, or national origin, are afforded meaningful access to its transit services.

In accordance with guidance provided in FTA Circular 47002.1B Chapter III-6, KCAPTA has conducted a Four Factor Analysis to determine the level of language assistance that will be provided to LEP individuals within its service area.

KCAPTA used the following required four factors to determine its obligation to accommodate LEP populations;

Factor 1: The number or proportion of LEP persons eligible to be serviced or likely to be encountered by a program, activity, or service of the recipient or grantee of federal funding;

Factor 2: The frequency with which LEP individuals come in contact with the program;

Factor 3: The nature and importance of the program, activity, or service provided by the recipient to peoples' lives; and

Factor 4: The resources available to the recipient.

KCAPTA updated its 2019 Four Factor Analysis to determine the current language assistance needs of its stakeholders. KCAPTA utilized the results of the analysis to create a Language Assistance Plan (LAP) that would provide the appropriate level and type of assistance for its customers.

KCAPTA's Language Assistance Plan and Four Factor Analysis can be found in **Attachment H**. Census data used to complete the LAP Four Factor Analysis is include within the LAP

Membership of Non-elected Committees

KCAPTA does not approve appointment to the one (1) non-elected committee: The Social Service Transportation Advisory Council (SSTAC) was established to provide broad representation of social services and transit providers representing the elderly, the disabled, and persons of limited means. Members of the SSTAC are appointed by Kings County Association of Governments (KCAG) Board of Directors. Table 1 indicates the racial/ethnicity breakdown of the 2022 membership of the SSTAC. The number of Hispanic members serving on the SSTAC is the second highest group, which has historically increased with recruitment efforts to encourage greater public participation from LEP groups.

Table 1 – Social Service Transportation Advisory Council

	Gender		Race/Ethnicity					
	Male	Female	White	African American	Native American	Asian American	Hispanic	Other
No.	9	14	13	2	0	0	8	0
Percent of Total Council	39%	61%	56%	9%	0%	0%	35%	0%

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. Responsibilities of the SSTAC include providing input to the TPC on the needs of current and potential fixed-route and paratransit users.

In KCAPTA's July 5, 2019, concurrence letter, the FTA Region IX Civil Rights Officer (CRO) did not see how KCAPTA encourages minorities to participate on boards. In addition to the efforts stated above, KCAPTA's staff will also make an effort to hold meetings at times and locations that are more convenient and accessible for minority and LEP communities, and to seek input on potential barriers or challenges exist that may prevent minority populations from participated in meetings.

Sub-recipient Assistance and Monitoring

Pursuant to 49 CFR 21.5(b)(1) (vii) and guidance provided in FTA Circular 4702.1B Chapter III-10 primary recipients must monitor their sub-recipients for compliance with Title VI regulations. KCAPTA does not allocate or pass through funding to sub-recipients; as such, there is no sub-recipient monitoring to report.

KCAPTA contracts with MV Transportation, Inc. (MV) to provide fix routed, paratransit, and demand response services, as well as reservation, dispatch, and revenue vehicle maintenance. KCAPTA ensures that this contractor complies with Title VI by monitoring the following activities:

1. KCAPTA provides its Title VI Program to MV and receives their acceptance upon each Program update.
2. KCAPTA's Executive Director has provided MV's administrative staff and operation supervisors with the same Title VI training it provides to its own employees. Special "train the trainer" sessions have been

provided to MV's general manager and operations supervisors who in turn provide the training to all new hires. Employees receive regular refresher training in Title VI regulations and responsibilities.

3. MV maintains a copy of KCAPTA's Title VI Program at both the KART Transit Station and Dispatch/Maintenance Facility in an area fully accessible to its employees. A copy of the Title VI complaint form and process are posted on the employee bulletin board.
4. KCAPTA's Title VI Notice of Rights is posted in all buses.
5. MV reports all Title VI complaints to KCAPTA within 24 hours and KCAPTA's Transit Manager handles all complaints following the same procedures outlined in **Attachment E**.

Title VI Equity Analysis of Constructed Facilities

In accordance with 49 CFR 21.9 and guidance provided in FTA Circular 4702.1B Chapter III-11, KCAPTA is required to conduct a Title VI equity analysis for new facilities to ensure that locations are selected without regard to race, color, or national origin.

FTA Title VI Circular 4702.1B requires that, "The recipient shall completed a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin."

KCAPTA bus terminal is operating above its capacity. With a growing population in need of transit service, increased bad air quality days, and increasing reliability issues resulting from freight train traffic KCAPTA began the process of planning and constructing a new transit center. In 2017, a site selection study was conducted that recommended a preferred location for the new transit center.

Kings County Association of Governments (KCAG) is the designated Metropolitan Planning Organization (MPO) for Kings County and was the lead agency for the KART Transit Center Site Selection Study. During the Site Selection Study, six public meetings were held, to provide information on the project, review site selection criteria, and recommended sites (**Attachment J**). On July 25, 2018, the Kings County Association of Governments accepted the report and recommendation. KCAPTA Board also took action to accept and recommendations (**Attachment K**).

In 2019, KCAPTA completed the Initial Study/Mitigated Negative Declaration for the New KART Transit Center; this included an Equity Analysis (Analysis) **Attachment I**. This project required land acquisition of twelve parcels and would displace three business, no residences were displaced. The Analysis was completed that reviewed a variety of impacts associated with the siting of the facility. Section 4 of the Analysis reviewed the Site Selection Study to ensure that the location was selected without regard to race, color, or national origin.

Additional Information Upon Request

At the discretion of FTA, information other than that required by the circular may be requested. FTA has not requested such information, and none have been provided at this time.

3. FIXED ROUTE TRANSIT PROVIDER REQUIREMENTS

In accordance with 49 CFR 21.9 and guidance provided in FTA Circular 4702.1B Chapter IV, service standards and policies are required for fixed route services, and are optional for demand response services. The standards and policies must address how services and amenities are distributed across the transit system and must ensure that service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Transit providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population are required to provide additional demographic and service data; however, KCAPTA does not meet this threshold.

4. SYSTEM-WIDE SERVICE STANDARDS AND POLICIES

Specific service standards are required for the following indicators: 1) vehicle load; 2) vehicle headways; 3) on-time performance; 4) service availability (a measure of how routes are distributed within the service area). In addition to the federal requirements for service allocation standards and policies, the Transportation Development Act in California mandates farebox recovery standards.

The successful delivery of transit service is based on two key components: density and demand.

- Density of land uses is one of the most important determinants of transit ridership. Population density is the number of people in a unit of area, such as a square mile or an acre, or more refined units for urban areas. Density can include both residents and employment within the area. The more people there are in an area, the more they will ride transit if it is available. Consequently, population density is considered when determining appropriate service levels. In general, successful transit routes serve corridors with higher population density. The Hanford Lacey Blvd / Centennial Drive area is an example of high employment centers, services and other trip attractors and generators warranting more frequent levels of service.
- Demand is defined as the frequency with which riders use a particular transit service. Demand is often measured in the number of passenger boarding or passenger trips. In areas where population density may be less concentrated, transit demand can occur if there are trip generators or attractors that make transit attractive to the rider.

KCAPTA's service area includes both high and low-density areas, and the demand for transit service varies significantly in the various communities within Kings County. Due to resource constraints, if demand and/or population density in a corridor fall below one half of KCAPTA's service area average, service may not operate within the standards outline below.

1. Service Availability

Fixed route bus service will serve 80 percent of the population in urban areas within half a mile. Service will be provided to all rural communities exceeding 1,000 in population.

2. Vehicle Load

The average of all loads during the peak operating period should not exceed vehicles' achievable capacities, which is 40 passengers for a low-floor 35 foot buses.

On-Time Performance

A vehicle is considered on time 1) if it departs at the schedule departure time or within five (5) minutes of the scheduled departure time and 2) if it arrives within five (5) minutes of the scheduled arrival time. KCAPTA's objective is 85% or greater.

Farebox Recovery Ratio

Per the California Transportation Development Act KCAPTA is required to achieve a fifteen (15) percent farebox recovery ratio.

Table 2: Vehicle Load, On-Time Performance, and Farebox Recovery Ratio

Mode	Vehicle Load	On-Time Performance	Farebox Recovery
Fixed Route			
Local	1.33		
Regional	1.33		
System-wide		85%	15%

3. *Vehicle Headways – Fixed Route*

KCAPTA has no headway standard for its routes, as its services are designed with input from the communities to be serviced. KCAPTA annually evaluates the productivity of its routes; if productivity falls below the performance goal established in the Transportation Development Plan KCAPTA works with the community to develop corrective actions to improve, consolidate, or cancel the service. Lemoore City Routes 30 & 31 is an example of staff working with the community to develop a corrective action.

Table 3: Local Routes (as of March 1, 2022)

Route	Weekday Peak/Off Peak Headways
Hanford Routes 1 – 9	30/30
Lemoore Route 20	30/30

Table 4: Regional Routes (as of March 1, 2022)

Route	Weekday Peak/Off Peak Headways
Avenal Route 12	4 trips per weekday/ 2 trips Saturday
Corcoran Route 13	3 trips per weekday/0
Laton Route 14	2 trips per weekday/0
Visalia Route 15	3 trips per weekday/0
Fresno Route 17	2 trips per weekday/0

System-Wide Service Policies

KCAPTA service policies do not discriminate based on race, color, or national origin. KCAPTA System-wide service policies for the following service indicators ensures service design and operations practices do not result in discrimination on the base of race, color, or national origin: 1) distribution of transit amenities (including seating, shelters, printed and digital information and waste receptacles); and 2) vehicle assignment.

1. Distribution of Transit Amenities

KCAPTA transit amenities include bus stop signs, benches, shelters, waste receptacles, transit center, and information including printed signs, route maps, schedules, and digital equipment.

The following factors are considered in the determination of how bus stops are improved: passenger volume, access to major activity centers, site specific considerations, accessibility for persons with disabilities, safety, and availability of resources.

KCAPTA follows the following general guidelines for specific amenities:

- New bus shelters, benches and waste receptacles should be provided at stops where 10 passengers or more per day are expected to board buses (safety, space and resources permitting)
- Bus benches and waste receptacles should be provided at stops where 5 passengers or more per day are expected to board buses (safety space and resources permitting).

- Printed information, including route maps and schedule information are provided at the transit center. All bus stops in the system are identified by a standard bus stop sign and include a printed route schedule.
 - Real-time digital information signage is provided at the transit center.
2. *Vehicle Assignments*
 KCAPTA operates the fixed routes with CNG low floor 35 foot buses. Bus assignments take into account the operating characteristics of the bus and route. Typically newer buses are assigned to regional routes due to the distance traveled and response time to resolve mechanical issues.
3. *Performance Monitoring*
 KCAPTA will periodically review the performance of its routes and the distribution of its assets to assess adherence to its adopted standards and policies. A comprehensive evaluation will be conducted at least triennially, based on data collected for National Transit Database reporting. In addition to the triennial monitoring, KCAPTA will attempt to conduct the following monitoring activities:
- On-time performance and farebox recovery rates are reported to the Board of Directors on a monthly base.
 - Service availability, headways, and vehicle assignments will be evaluated during major service changes, comprehensive operation analysis, and other similar planning studies.

Based on the results of the performance monitoring, KCAPTA will prioritize its corrective actions for the lowest-performing routes.

5. LIST OF ATTACHMENTS

- ATTACHMENT A – FTA 2019 Concurrence Letter and Notice of 2022 Title VI Program Update Due Date
- ATTACHMENT B – Corrective Action and Responses to Concurrence Letter
- ATTACHMENT C - Board Approval of Title VI Program
- ATTACHMENT D – Notice of Rights and Posting Locations
- ATTACHMENT E – Title VI Complaint Form and Process; Internal Complaint Process
- ATTACHMENT F – Title VI Summary of Complaints, Investigations, and Lawsuits
- ATTACHMENT G – Public Participation Plan
- ATTACHMENT H – Language Assistance Plan and Four Factor Analysis
- ATTACHMENT I – Fixed Facility Analysis
- ATTACHMENT J – List of Meetings
- ATTACHMENT K – Site Selection Study

KCAPTA's procedures for filing a Title VI discrimination complaint have always been available on its website, within a dedicated Title VI web Page (<https://www.kartbus.org/title-vi-dbe/>) directly below its Notice of Rights. A complaint can be downloaded and printed in Safe Harbor language. Additionally, contact information was added to the Title VI web page.

Board Selections

Did you describe how they encourage minorities to participate on these boards, councils, and committees? **No**

KCAPTA Response and Corrective Action (s) Taken

KCAPTA does not appoint member to boards, councils, or committees. The Social Service Transportation Advisory Council (SSTAC) was established to provide board representation of social services and transit providers representing the elderly, disabled, and persons of limited means. Members of the SSTAC are appointed by Kings County Association of Governments (KCAG). Every year KCAG solicits member for the committee. KCAPTA post these notices on the bus and at our administrative office. During outreach, we will also encourage the public to become member of the committee to help shape how we deliver transit service in Kings County.

Title VI Program Review Assessment: KCAPTA's responses to and corrective actions taken for items identified as insufficient are provided below.

CHAPTER 3:

Public Notice

Does the public notice include how to file a complaint? **No**

KCAPTA Response and Corrective Action(s) Taken

KCAPTA's Title VI notice of rights directs members of the public in English and KCAPTA Safe Harbor language, "For more information or to obtain a Title VI complaint form and process, contact KCAPTA directly, below." At the bottom of the Notice, KCAPTA provided mail, website telephone, and email options for contacting KCAPTA to obtain a Title VI complaint form and complaint process, which explains in detail how to file a Title VI complaint.

However, KCAPTA has revised its Notice of Rights to convey more clearly the required information. A copy of the revised Notice of Rights is include in KCAPTA's Title VI Program. During FY 2022, KCAPTA will update all Title VI Notices, in all locations, including on KCAPTA buses and on its website.

Complaint Procedures

Did you include the (internal to the agency) procedures for investigating and tracking Title VI complaints filed against them? **No**

KCAPTA Response and Corrective Action(s) Taken

While KCAPTA has a uniform process for tracking customer complaints, an internal Title VI Complaint Process was created to specifically address responses to complaints of discrimination based on race, color, and national origin.

Complaint Procedures

Did you include the instructions it gives to members of the public about how to file a Title VI discrimination complaint? **Not Included**

KCPATA Response and Corrective Action(s) Taken

KCAPTA did include its complaint form and process (with detailed instructions) in Attachment E of its previous program. The process (instructions) are again included in Attachment E of this program update.

Complaint Procedures

Are the procedure for filing a Title VI discrimination complaint available on the agency website? **Not Included**

KCAPTA Response and Corrective Action(s) Taken

ATTACHMENT B:

Corrective Actions Taken and Responses to FTA Concurrence Letter

Service Policies

Are the current service policies included? *Yes*

Is there a description of how service policies are adopted to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin? *No*

Which service policies, if any, are NOT included? *None - All service policies are included*

FTA Reviewer Comments:

Kings County

-Need to add information in public notice about how to obtain more information.

-Not seeing INTERNAL complaint procedures.

-Not seeing how you encourage minority participation on boards.

-Did not see how your service policies do not discriminate.

Bonus points for providing monitoring information on your contractor as well as your public participation plan. It is clear this is important to you!

Also, please visit the FTA Civil Rights webpage for more information:

<https://www.transit.dot.gov/title6>

Facility Site Equity Analysis

Did you identify a site or location for a new facility (excluding bus shelters) or construct a facility during the period covered by your program? *No*

Did you complete and submit an equity analysis conducted during the planning stage for all projects requiring land acquisition and the displacement of persons from their residences and businesses? *Not Included*

Did the site analysis include outreach to persons potentially impacted by the siting of facilities? *Not Included*

Did the site analysis compare the equity impacts of alternative locations prior to selecting the preferred site? *Not Included*

Did you give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result? *Not Included*

Did you determine that the location of the project will result in a disparate impact on the basis of race, color, or national origin? *Not Included*

Did you provide a substantial legitimate justification for the project location? To do so, you must demonstrate that either 1) no alternative locations are available, or 2) any alternative locations, if identified, would result in the same or more disparate impact on the basis of race, color, or national origin. *Not Included*

Chapter 4: FIXED ROUTE TRANSIT PROVIDER REQUIREMENTS

Service Standards

Did you include your service standards and policies for each specific fixed route mode of service you provide? *Yes*

Which service standards, if any, are NOT included? *No service standards were missing from the submission*

Did you include a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and/or complaints naming the grantee? *N/A - no complaints received*

Public Participation Plan

Did you include a Public Participation Plan that describes the proactive strategies, procedures, and desired outcomes of public participation activities? *Yes*

Does the Public Participation Plan include information on how the grantee considers the needs of, and engages minority and LEP populations in public participation activities? *Yes*

Did you summarize the public outreach and involvement activities undertaken in the last 3 years? *Yes*

Board Selections

Did you select members to transit-related, non-elected planning boards, advisory councils or committees? *Yes*

If you select members, did you provide a table with a racial breakdown of the membership of those boards, councils, or committees? *Yes*

Did you describe how they encourage minorities to participate on these boards, councils, and committees? *No*

Subrecipient

Does the program indicate if you have subrecipients? *No - No subrecipients*

If you have subrecipients, did you provide the monitoring procedures and/or efforts you use to ensure subrecipients comply with Title VI? *Not Included*

Did you describe the process used to provide assistance to subrecipients, when needed? *Not Included*

LEP Four-Factor Analysis & Plan

Did you include a Language Assistance Plan? *Yes*

Does the Language Assistance Plan include a Four-Factor Analysis that determines the appropriate level of LEP assistance and outreach efforts needed? *Yes*

Did your Language Assistance Plan NOT include something? *Not Included*

Title VI Program Review Assessment:

Items below identified as "YES" are included in the Title VI program review, and no changes are needed. Items identified as "NO" were not included or were insufficient and must be corrected. Carefully address all insufficient items, as indicated in this review letter, to ensure you are implementing your Title VI program in accordance with the regulations.

Chapter 3: GENERAL REQUIREMENTS AND GUIDELINES

Does the program submission include appropriate documentation demonstrating that the transit board of directors has approved the Title VI program? *Yes*

Public Notice

Does the submission include a copy of the public notice informing the public of the protections against discrimination afforded to them under Title VI? *Yes*

Is there a list of public locations where the notice is posted? *Yes*

Did you verify the notice is posted on the agency's website and in public areas of the agency's offices? *Yes*

Does the public notice include how to request additional information on your Title VI obligations? *No*

Does the public notice include how to file a complaint? *Yes*

Complaint Procedures

Did you include the (internal to the agency) procedures for investigating and tracking Title VI complaints filed against them? *No*

Did you include the instructions it gives to members of the public about how to file a Title VI discrimination complaint? *Not Included*

Are the procedures for filing a Title VI discrimination complaint available on the agency website? *Not Included*

Complaint Form

Does the program include a copy of the complaint form that specifies the three classes protected by Title VI (race, color, and national origin)? *Yes*

Is the complaint form available on the agency's website? *Yes*



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION 9
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa, and the
Northern Mariana Islands

90 7th Street, Suite 15-300
San Francisco, CA 94103

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

July 25, 2019

Ms. Angie Dow
Kings County Area Public Transit Agency, Recipient ID: 6259
610 W 7th Street
Hanford, CA 93230

Re: Triennial Title VI Program Update Concur Letter

Dear Ms. Dow:

The Federal Transit Administration (FTA) has received and reviewed Kings County Area Public Transit Agency's Title VI program submitted on May 23, 2019. This Title VI program will be effective August 1, 2019 - July 31, 2022. The Department of Transportation (DOT) requires recipients of DOT funds to demonstrate compliance with Title VI of the Civil Rights Act of 1964 through regular compliance reports. The Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Grantees" sets forth the information that should be included in these updates, and requires they be submitted as Title VI Programs submitted every three years.

FTA's review of your Title VI program considered all elements required by the Department of Transportation regulations found at 49 C.F.R. § 21, as outlined in Circular 4702.1B. The Review Assessment attached to this letter identifies the specific areas reviewed, any concerns, and relevant reviewer comments. To assure you are implementing Title VI program requirements in accordance with the regulations, you must promptly address and correct any concerns identified with a "no" in the Review Assessment. Your program status is now *Concur*. Your next triennial Title VI program submission is due to FTA on June 1, 2022. Please retain documentation as needed to demonstrate the corrections noted have been addressed. FTA typically verifies corrections have been made and implemented at the next oversight opportunity, but can request this information at any time.

Your Title VI program demonstrates your agency has the procedures and resources to ensure public transportation services are provided in a nondiscriminatory manner, as required by Title VI of the Civil Rights Act of 1964. FTA's review and concurrence on a Title VI program does not relieve recipients from the requirements and responsibilities outlined in Circular 4702.1B or of the DOT Title VI regulation at 49 CFR part 21. You must properly implement your program to ensure nondiscriminatory service, including full and fair participation in public transportation decision-making, and meaningful access to transit-related programs and activities by persons with limited English proficiency. If you use contractors or have subrecipients, you must monitor their compliance with Title VI. You can find these monitoring responsibilities in Chapter 2,

ATTACHMENT A:

FTA Concurrence Letter and Notice of 2022 Title VI Program Due Date

ATTACHMENT C:

Board Approval of KCAPTA's 2022 Title VI Program Update

RESOLUTION NO. 22-06

BEFORE THE BOARD OF DIRECTORS
OF THE KINGS COUNTY AREA PUBLIC TRANSIT AGENCY

IN THE MATTER OF OF ADOPTION OF)
KINGS COUNTY AREA PUBLIC TRANSIT)
AGENCY TITLE VI PROGRAM)
2022 UPDATE)

RESOLUTION NO. 22-06

RE: TITLE VI PROGRAM
2022 UPDATE

WHEREAS, the Kings County Area Public Transit Agency ("KCAPTA") is a joint powers agency made up of the County of Kings, the City of Hanford, the City of Lemoore, and the City of Avenal (collectively, "member agencies", and individually, a "member agency"); and

WHEREAS, KCAPTA receives federal funds to provide public transportation to Kings County; and

WHEREAS, KCAPTA is committed to ensuring that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any KCAPTA programs, services or activity regardless of the funding sources; and

WHEREAS, KCAPTA must promote full and fair participation in public transportation decision-making; and

WHEREAS, KCAPTA must ensure meaningful access to transit-related programs and activities by persons with limited English proficiency; and

WHEREAS, KCAPTA is required by the Federal Transit Administration to prepare and submit a Title VI Program reaffirming its commitment to nondiscrimination every three years;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Kings County Area Public Transit Agency approves its 2022-2025 Title VI Program.

The forgoing Resolution was adopted on a motion by Commissioner Verboon, seconded by Commissioner Orth, at a special meeting held on March 23, 2022 by the following vote:

AYES: Sharp, Neves, Orth, Verboon
NOES: _____
ABSENT: Preciado
ABSTAIN: _____

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY
BOARD OF DIRECTORS

Joe Neves
Board Chairman

WITNESS, my hand this 23rd day of March, 2022

Mortiz
Clerk of the Board

Angie Dow
Angie Dow, Executive Director

ATTACHMENT D:

Title VI Notice of Rights and Posting Locations

Title VI Notice of Rights

KCAPTA operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964 and the Department of Transportation Regulations 49 CFR Part 21. If you believe you have been subjected to discrimination as prohibited by Title VI, you may file a written complaint with KCAPTA. For more information on KCAPTA's Civil rights program, and the procedures to file a complaint, contact KCAPTA below.

KCAPTA opera sus programas y servicios sin tener en cuenta la raza, el color o el origen nacional de acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y las Regulaciones del Departamento de Transporte 49 CFR Parte 21. Si cree que ha sido discriminado según lo prohibido por el Título VI, puede presentar una queja por escrito ante KCAPTA. Para obtener más información sobre el programa de derechos civiles de KCAPTA y los procedimientos para presentar una queja, comuníquese con KCAPTA a continuación.

Mail: KCAPTA, Civil Rights, 610 W 7th Street, Hanford CA 93230

Website: <https://www.kartbus.org/title-vi-dbe/> * **Phone:** (559) 852-2717 * **Email:** info@kartbus.org

You may also file a complaint directly with the Federal Transit Administration/ También puede presentar una queja directamente ante la Administración Federal de Tránsito



(559) 852 2717/ Free language assistance/ Asistencia de idioma, gratuita (559) 852-2717

List of Title VI Notice Posting Locations

1. KART Transit Station
 - a. Midway Kiosk
 - b. Ticket Sales/ Information Window
 - c. Driver Break Room
2. KCAPTA Administrative Office
 - a. Reception area
 - b. Employee Bulletin Board
3. KCAPTA Dispatch /Maintenance Facility
 - a. Reception Area
 - b. Break Room
 - c. Mechanic Break Room
4. KCAPTA website <https://www.kartbus.org/title-vi-dbe/>
5. All KCAPTA Buses

ATTACHMENT E:

Title VI Complaint Form, Complaint Process, and Title VI Customer Service Report Internal
Process

**KCAPTA**

Kings County Area Public Transit Agency

610 W. 7th St. • Hanford, CA 93230 • (559) 852-2692 • www.kartbus.org**KINGS COUNTY AREA PUBLIC TRANSIT AGENCY****TITLE VI****COMPLAINT FORM**

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Email Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "Yes" to this question, go to Section III				
If not, Please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III:				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you are discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				
Section IV:				
Have you previously filed a Title VI complaint with this agency?			Yes	No

**KCAPTA**

Kings County Area Public Transit Agency

610 W. 7th St. • Hanford, CA 93230 • (559) 852-2692 • www.kartbus.org**KINGS COUNTY AREA PUBLIC TRANSIT AGENCY****TITLE VI****COMPLAINT FORM****Section V:**

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State Court?

☐ Yes☐ No

If yes, check all that apply:

☐ Federal Agency: _____☐ Federal Court: _____ ☐ State Agency: _____☐ State Court: _____ ☐ Local Agency: _____**Continue on Next Page**

Please provide information about a contact person at the agency/court where the complaint was filed.

Name: _____

Title: _____

Agency: _____

Address: _____

Telephone: _____

Section VI

Name of agency complaint is against: _____

Contact person: _____

Title: _____

Telephone number : _____

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

Signature_____
Date

Please submit this form in person at the address below, or mail this form to:

Kings County Area Public Transit Agency

Title VI Complaint

610 W 7th Street

Hanford CA 93230

**KCAPTA****Kings County Area Public Transit Agency**610 W. 7th St. • Hanford, CA 93230 • (559) 852-2692 • www.kartbus.org**KINGS COUNTY AREA PUBLIC TRANSIT AGENCY****TITLE VI****COMPLAINT INSTRUCTION**

In compliance with U.S. Department of Transportation Title VI regulations (49 CFR Part 21), Kings County Area Public Transit Agency (KCAPTA) operates without regard to race, color, or national origin. Any person who believes he or she has been discriminated against by KCAPTA on the basis of race, color, or national origin may file a Title VI complaint.

A Title VI complaint form can be downloaded at <https://www.kartbus.org/title-vi-dbe/> or by calling (559) 852-2717. If the complainant is unable to write a complaint, a representative may file on his/her behalf, or KCAPTA staff will provide assistance. Complaints must be filed within 180 calendar days of the alleged incident.

1. KCAPTA will contact the complainant within 10 business days of receipt of complaint.
Any requested information must be received by KCAPTA within 5 days of request
2. KCAPTA will begin the investigation within 15 business days of receipt of complaint if the alleged discrimination is found to be a violation of Title VI regulations.
3. KCAPTA will complete the investigation within 60 calendar days of receipt of a complaint. If additional time is needed for the investigation, the complainant will be notified. A written investigation report will be prepared, including a summary of the incident, investigative findings, and recommended corrective action.
4. A closing letter will be provided to the complainant. The complainant will have 5 business days from the receipt of the closing letter to file an appeal. If no appeal is filed, the complaint will be closed.
5. KCAPTA will forward a copy of the investigation report to the appropriate federal agency, if required.

* KCAPTA will process and investigate all complaints that meet the requirements of Title VI discrimination. If the complainant fails to provide required information within the required timeframe, the complaint may be closed.

Complaint forms should be mailed to KCAPTA, Title VI Complaint, 610 W 7th Street, Hanford CA 93230.

Complaints may also be filed with the Federal Transit Administration, Office of Civil Rights, East Building, 5th Floor – TCR, 1200 New Jersey Ave., SE, Washington DC 20590 or online at <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/fta-civil-rights-complaint-form>

If you need assistance filling out the form or need language assistance contact KCAPTA at (559) 852-2717.

**KCAPTA****Kings County Area Public Transit Agency**610 W. 7th St. • Hanford, CA 93230 • (559) 852-2692 • www.kartbus.org

**KINGS COUNTY AREA PUBLIC TRANSIT AGENCY
TITLE VI
INTERNAL PROCEDURES FOR INVESTIGATING AND TRACKING**

The following is a summary of the complaint procedures:

Title VI Administrator Procedures

1. Maintain log of service reports that are potential Title VI claims. These are claims the customer or KCAPTA, Transit Assistant have identified as discrimination based on information available when the service report is entered or reviewed. At this initial notification and review stage, some complaints are determined to not be Title VI, mostly by virtue of not being a Title VI discrimination protected class. Discrimination allegations based on age, sex or disability are not Title VI and can be eliminated from further Title VI procedures.
2. Direct complainant to the Title VI Form (if not previously provided). Forms are available for download from the website or as hard copies sent by mail or picked up by complainant at KCAPTA administrative office. If complainant is unable to complete a written form, agency staff can fill one out on their behalf.
3. Once a Title VI Complaint Form is received, it is to be entered into a log, given a log number and entered into the Title VI Complaint Form Received database. Complaint form must be received within 180 days of alleged incident. If no investigation is initiated, clearly document the reason.
4. Inform complainant that a formal investigation is being conducted or that their complaint is not covered by Title VI. This must be done within 10 working days of receipt of the completed and signed Title VI Complaint Form.
5. Inform KCAPTA's Transit Assistant that the complaint has become a formal Title VI investigation or is not Title VI eligible. Be sure that non-Title VI issues associated with the complaint are being responded to by the appropriate manager (e.g. MV – driver re-training, discipline; KCAPTA staff education and/or discipline)
6. Research existing information and attempt to determine employee who is the subject of the complaint. Determine who will be conducting investigation (in most cases this will be the Operations Contactor, MV) to see what is known already.
7. Inform investigator that there is a formal Title VI complaint and what additional information, documentation, and investigation deadlines are involved. Send investigator and Investigation Form with Section 1 filled out. This should be done within 5 working days of receipt of the Title VI Complaint Form.
8. Investigators should conduct investigation as informed by procedures and policies. This could include contact and interviews with any witnesses. Actions could include counseling and discipline for employees. Investigation Forms should be completed and returned within 10 working days of receipt of the Investigation Form.
9. Draft Investigation Report.
10. Review Investigation Report with investigator. Discuss findings and/or recommendations for resolution.
11. Finalize Investigation Report
12. If finding of violation of Title VI discrimination, recommend appropriate corrective action. If no finding of Title VI discrimination, explain why not.
13. Notify Complainant of finding (issue determination letter) and right to appeal and appeal process. Complainant should be notified of finding with in 60 days of receipt of the complaint form.
14. Notify investigator of finding (including determination letter)
15. Send Investigation Report to Executive Director. Complainant has 60 days after receipt of determination letter to appeal findings to the Executive Director.
16. Update complaint file and log.

**KINGS COUNTY AREA PUBLIC TRANSIT AGENCY
TITLE VI
INTERNAL PROCEDURES FOR INVESTIGATING AND TRACKING**

Investigator Process

The person conducting the on the ground investigation will be informed that the complaint is a formal Title VI Investigation within 10 working days of receipt of a formal complaint.

Investigator must complete investigation (if necessary) and return completed Title VI Investigator Form within 10 working days of being informed of the formal complaint. Report must include names and titles of all who are contacted about the incident, any evidence reviewed (such as video tapes) and all other relevant information. Investigator is to state why the incident was not a case of discrimination or what action was taken regarding the person accused of acting in a discriminatory manner. Follow up information may be needed within a 60 day time frame to respond to the complainant with the findings.

The investigation may include discussion of the complaint with all affected parties to determine the nature of the problem. The complainant may be represented by an attorney or other representative of his/her choosing and may bring witnesses and present testimony and evidence in the course of the investigation.

ATTACHMENT F:

Title VI Summary of Complaints, Investigations, and Lawsuits

Title VI Summary of Complaints

#	ID	Date of Complaint	Basis	Complaint Summary	Date Closed	Finding
Lawsuits						
None						
Title VI Complaints						
1	292	1/14/2020	Race	I miscommunication situation, caused the driver to make passenger feel she was a burden to the driver. Her complaint is that the communication the driver was having with dispatch on the radio made her feel as if she was in the wrong for having a bit of miscommunication.	1/17/2020	Unsubstantated. Letter sent
2	372	6/25/2021	Race	Drive elected not to stop denying right to ride bus at the Corcoran Bus Staion (Amtrak) Alleged discrimination based on Race	7/1/2021	Unsubstantated. Letter sent

ATTACHMENT G:

Public Participation Plan



KINGS COUNTY
AREA PUBLIC
TRANSIT AGENCY

Kings County Area Public Transit Agency

PUBLIC PARTICIPATION PLAN

Effective: June 2022 – June 2025

Kings County Area Public Transit Agency
610 W 7th Street
Hanford CA 93230

Title VI Contact: Angie Dow, Executive Director
angie.dow@co.kings.ca.us
(559)852-2691



Table of Contents

1. INTRODUCTION	3
Profile	3
2. KCAPTA'S STAKEHOLDERS	4
3. KCAPTA'S STRATEGIC APPROACH TO PUBLIC PARTICIPATION	5
KCAPTA's Public Participation Goals	6
KCAPTA's Public Participation Guiding Principles	6
KCAPTA Public Participation Techniques	7
4. KCAPTA'S BASELINE METHODS FOR PUBLIC OUTREACH.....	11
Monthly Board Meetings	11
Public Hearings	11
Community Outreach	12
Paratransit Outreach	12
Routine Public Information.....	13
5. OUTREACH EFFORTS OVER PAST THREE YEARS.....	13
6. CONCLUSION.....	15
Appendix A: KCAPTA Public Hearing Policy.....	16

1. INTRODUCTION

This Public Participation Plan (PPP, Plan) has been developed in accordance with 49 U.S. C. Sections 5307 (b) and 5307(c) (1) (1); the requirements of the U.S. Department of Transportation (USDOT), including the Federal Transit Administration' (FTA) Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" issued on October 1, 2012, and Circular 4703.1 "Environmental Justice Policy Guidance for FTA Recipients" issued on December 11, 2012. The Plan also complies with Title VI of the Civil Rights Act of 1964. Compliance with these regulations and guidelines ensures that Kings County Area Public Transit Agency (KCAPTA) provides an opportunity for inclusive and accessible public engagement in its transportation decision – making process.

KCAPTA is committed to providing early, continuous, and meaningful public engagement processes for its stakeholders regardless of race, color, or national origin, including populations and individuals who may be underserved because of limited English proficiency (LEP), minority or socioeconomic status, or disability. This Plan has been developed to identify the strategic approach, goals, and guiding principles KCAPTA has established to foster public participation. The Plan also defines how KCAPTA incorporates these standards into its transportation decision making processes by identifying the techniques to use to help increase public participation rates, particularly among those individuals and populations that are often overlooked or underrepresented.

Because each transportation decision is unique and might affect populations and individuals within KCAPTA's service area differently, the techniques used during the public participation process may vary according to each circumstance and should be viewed as a "toolbox" of options, not rigid obligations, chosen with the goal of most effectively reaching out to KCAPTA's diverse communities. KCAPTA has also established baseline methods for its public outreach to ensure that every effort is made to achieve the standards it has set.

It is important to note that KCAPTA is required to implement and comply with specific policies for public engagement, such as Disadvantaged Business Enterprise goal-setting, that may require a departure from this Plan, but that are legitimate and reasonable. Additionally, this Public Participation Plan is a living document, which may evolve according to the demographic makeup of our communities and their unique needs, as well as KCAPTA's evaluation of its public participation effectiveness.

Profile

Kings County Area Public Transit Agency (KCAPTA) began operating the KART Transit System in June of 1980 as a Joint Powers Agency comprised of the County of Kings and the Cities of Hanford, Lemoore, and Avenal. KCAPTA is governed by a five-member Board of Directors (the Board), two of which are appointed from Kings County Board of Supervisors, one appointed from the City of Hanford, one appointed from the City of Lemoore, and one appointed from the City of Avenal.

KCAPTA currently employs 6 individuals. The coach operators, maintenance staff and dispatch staff is provided under contract with MV Transportation.

KCAPTA's Service Area Boundaries

KCAPTA provides public transportation to an approximate 201 square miles of Kings County. Although KCAPTA provides service connections to neighboring counties, its official jurisdictional boundary is confined to the 3 cities and unincorporated areas of Kings County. For the purposes of this LAP, population and other statistical data used to determine limited English proficiency has been limited to its official jurisdictional boundaries.

2. KCAPTA'S STAKEHOLDERS

KCAPTA considers all who reside, work, and travel within Kings County to be stakeholders of the Agency. Communication with the public is a multi-faceted effort of information sharing regarding changes, reductions, or loss of public transit services; fare increases; service planning and construction projects; environmental studies and other plans and projects. A vital component of this communication effort is to evaluate comments, request, and suggestions from the public and to integrate them, as appropriate and when feasible, into KCAPTA's projects and service-related decisions.

The American Community Survey (ACS) data estimates Kings County's population of 150,691 to be 55.1% Male and 44.9% Female, with a median age of 31.8 (Table 1). Kings County's population is 54.5% Hispanic or Latino, 32.2% White, and Black or African American 5.8% (Table 2).

Table 1: Kings County Population Estimates by Sex and Age

Subject	Kings County 2019
Sex/Age	
Total Population	150,691
Male	55.1%
Female	44.9%
Median Age	31.8
18 years and over	72.6%
Male	56.7%
Female	43.3%
21 years and over	68.5%
62 years and over	12.4%
65 years and over	10.0%
Male	46.1%
Female	53.9%

Table 2: Kings County Population Estimates by Race and Ethnicity

Subject	Kings County 2019
Race/Ethnicity	
Total Population	150,691
Hispanic or Latino (of any race)	54.5%
White	33.2%
Black or African American alone	5.8%
American Indian and Alaska Native	0.9%
Asian alone	3.7%
Native Hawaiian or Other Pacific Islander	0.2%
Some other race	0.1%
Two or more races	2.6%

USDOT has adopted the Department of Justice's (DOJ) Safe Harbor Provision, which stipulates that if a recipient of federal funds provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, the total population of persons eligible to be serviced or likely

to be affected or encountered, such action will be considered strong evidence of compliance with the recipient's written translation obligations.

KCAPTA has identified only one LEP population's who meet this threshold and for whom written translation of vital documents is provided in the following language: Spanish.

KCAPTA's stakeholders are, in general, the public-at-large of Kings County, although they can be identified as a broad range of individuals, legislative bodies, social service agencies, and community-based organizations that provide vital links between KCAPTA and its customers, such as:

- Transit customers
- Individuals or groups who are affected by a transit-related project or action
- Residents located within affected geographic areas
- Businesses located within affected geographic areas
- Traditionally under-served and/or under-represented communities or populations
 - Persons with limited English proficiency (LEP)
 - Minorities
 - Persons with disabilities
 - Seniors
 - Veterans
 - Low income communities
- Government agencies and municipalities
- Social service agencies and nonprofits
- Schools and colleges

KCAPTA values the partnership it has established with social service agencies that provide vital links between KCAPTA and its customers. Information sharing is a vital component of public outreach and KCAPTA will continue to preserve and increase its partnerships within our communities.

3. KCAPTA'S STRATEGIC APPROACH TO PUBLIC PARTICIPATION

KCAPTA defines public participation as the process through which stakeholders' concerns, needs and values are incorporated into the public transit decision-making process. Public outreach refers to the efforts made to enable stakeholders to affect and influence decision-making processes related to the delivery of public transportation services such as changes, reductions, or loss of public transit services; fare increases; service planning and construction projects; environmental studies and other plans and projects.

KCAPTA understands that including the public in service planning and project development can be challenging. A great deal of time and effort is required to plan and implement successful outreach efforts; the public may believe that decisions are already "made" and their input will not be considered, while others might have difficulty speaking in public or finding the time to participate. The U.S. Department of Transportation and Federal Transportation Administration has published "Public Involvement Techniques for Transportation Decision-making" to assist transportation entities in identifying myriad tools and techniques to design a public participation effort. KCAPTA has integrated many of these recommendations, as well as other best practices found to promote effective public participation and collaborative decision-making, into the Public Participation Plan.

KCAPTA has established goals and guiding principles for its public outreach efforts which provide a foundation on which KCAPTA can identify the appropriate outreach techniques to improve the public participation process. The ultimate goal of KCAPTA's strategic approach is to increase information sharing, encourage public participation, initiate public input, and integrate the priorities of KCAPTA's customers and stakeholders into its transit-related decision.

Because each transportation decision is unique and might affect populations and individuals within KCAPTA's service area to varying degree, the techniques used during the public participation process may vary according to each circumstance.

KCAPTA's Public Participation Goals

KCAPTA strives to ensure that its public participation efforts are early, continuous, and meaningful. The following public participation goals have been established to meet federal requirements for public participation and increase KCAPTA outreach success:

Implement Consistent Communication

KCAPTA is committed to providing it stakeholders with enough time to participate in the decision-making process to help improve overall participation rates and customer satisfaction.

Increase Diversity

KCAPTA understands that effective and legitimate public participation involves all stakeholders regardless of their race or ethnicity, language, socioeconomic status, or disability. Stakeholders who cannot or who find it difficult to participate because of accessibility issues or language barriers, will be considered and accommodated to the extent possible in all outreach efforts.

Make Public Participation Accessible

KCAPTA will make every effort to ensure public participation opportunities are accessible to persons with disabilities.

Maintain and Identify New Partnerships

KCAPTA values the partnerships it has established with social service agencies that provide vital links between KCAPTA and its customers. Information sharing is a vital component of public outreach and KCAPTA will continue to preserve and increase it partnerships within our communities.

Provide Relevant Information

Public participation is most effective when the information provided is relevant to the specific concerns, interests, and values of affected communities and stakeholders. Information provided to the public should be stated accurately and with an appropriate level of technical detail to be understood by the greatest number of participants.

Clearly Define Potential for Influence

KCAPTA will clearly identify how and to what degree the public's input will be able to influence and have a direct impact on the Agency's decision making. The public will also be clearly informed regarding issues such as budgetary constraints, staffing limitations, or other barriers that may limit KCAPTA's ability to implement certain requests.

Integrate Public Input Into the Decision Making Process

Public comments received by KCAPTA are valued. KCAPTA will record, analyze, and integrate public input to the extent it is relevant, constructive, financially and administratively possible and would result in improved plans, projects, programs, and decisions.

KCAPTA's Public Participation Guiding Principles

To assist KCAPTA in achieving its public participation goals, the following guiding principles have been identified to assist KCAPTA staff when planning for changes, reductions, or loss of public transit services; fare increases; service planning and construction projects; environmental studies and other plans and projects. These guiding principles create a "communication loop" of early, continuous, and meaningful public participation.

1. Identify: impacted stakeholders, outreach methods, meeting locations/frequency, outreach timeline

2. Notify: stakeholders of issues under consideration, participation opportunities, resource availability
3. Provide: relevant information and materials and potential for influence
4. Evaluate: all public input against financial, regulatory, or administrative constraints
5. Integrate: public input into the final transportation decision, as appropriate
6. Inform: stakeholders of evaluation and integration process and why final decisions were made

KCAPTA Public Participation Techniques

A one-size-fits-all approach to public outreach does not result in high participation rates; therefore, KCAPTA has identified a range of techniques to be considered at the beginning of its public participation process. Because each transportation decision is unique and might affect populations and individuals within KCAPTA's service area differently, the techniques used during the public participation process may vary according to each circumstance and should be viewed as a "toolbox" of options, not rigid obligations.

Each stage of KCAPTA's communication loop provides an opportunity to identify techniques that are best suited to the nature and scope of the issue under consideration in order to increase the success of the public participation process and result in better outcomes. This process is designed to be used for all of KCAPTA's outreach efforts including changes, reductions, or loss of public transit services; fare increases; service planning and construction projects; environmental studies and other plans and projects.

Each phase of the communication loop is specifically addressed below along with a variety of techniques that may be used to improve the process.

1. Identify

The first phase of KCAPTA's communication loop includes identifying impacted stakeholders, preferable outreach methods, meeting locations/frequency, and creating the overall outreach timeline.

Certain demographic groups may be more impacted than others by a transportation policy or project; therefore, the following stakeholders should be identified during this phase:

- Transit customers
- Individuals or groups who are affected by a transit-related project or action
- Residents located within affected geographic areas
- Business located within affected geographic areas
- Traditionally under-served and/or under-represented communities or populations
 - Persons with limited English proficiency (LEP)
 - Minorities
 - Persons with disabilities
 - Seniors
 - Veterans
 - Low income communities
- Government agencies and municipalities
- Community organizations
- Social service agencies and nonprofits
- Schools and colleges

Techniques

KCAPTA staff may use a variety of techniques to identify impacted stakeholders, preferable outreach methods, determine meeting location frequency, and create the overall outreach timeline, such as:

- Review and analyze demographic maps, transit routes, etc.
- Solicit input from advisory committees and other groups who represent or serve underserved populations
- Create a database of meeting locations that are transit-convenient, ADA accessible, located within impacted communities, and familiar to impacted stakeholders
- Use Gantt charts or other project management tools to establish an outreach timeline
- Schedule meetings at locations and frequencies that are convenient and transit-accessible for minority and LEP communities
- Consider different meeting sizes and formats. Examples include:
 - Board meetings, public hearings
 - Community meetings, drop-in centers
 - Focus groups
 - Open houses, workshops
 - Information booths
- Determine the need for language translation or interpretation

2. Notify

The second phase of KCAPTA's communication loop includes notifying stakeholders of issues under consideration, participation opportunities, and resources availability.

Whether the goal is to reach a broad segment of KCAPTA's stakeholders or to reach a more targeted demographic, identifying the most effective notification methods for each demographic can improve public participation.

Techniques

KCAPTA staff may use a variety of techniques to notify stakeholders of the issues under consideration, the participation opportunities available to them, and how and where they can access resources such as:

- Create a database of media outlets and other non-traditional opportunities to notice public meetings, including those that target impacted stakeholders. Examples include:
 - Traditional media (print)
 - Social media (Facebook, Twitter)
 - Other publications that service minority and LEP populations
 - Schools, libraries, or other locations frequented by impacted stakeholders
 - Online public participation platforms
 - KCAPTA website
- Use alternative distribution formats to notice public meeting. Examples include:
 - Brochures, flyers
 - Direct mailers
 - Email list
 - Press releases
 - Social media (Facebook, Twitter)
 - KCAPTA website
 - Advisory committees and groups who represent or service underserved populations
- Provide opportunities for public comment other than attending meetings and clearly advertise the opportunities. Examples include:
 - Written
 - Email
 - Phone submission
 - Surveys
 - Social media
 - Website

3. Provide

The third phase of the communication loop involves providing the public with relevant information and materials and informing them of their potential for influence.

KCAPTA has determined that public participation is most effective when the public is provided information that is relevant to the specific concerns, interests, and values of affected communities and stakeholders and when they have multiple opportunities to receive information and provide input.

Information provided to the public should be stated accurately and with an appropriate level of technical detail so it can be understood by the greatest number of participants. Additionally, KCAPTA will clearly identify how, and what degree, the public's input will be able to influence and have a direct impact on the Agency's decisions. The public will also be clearly informed regarding issues such as budgetary constraints, staffing limitations, or other barriers that may limit KCAPTA's ability to implement certain requests.

Techniques

KCAPTA staff may use a variety of techniques to ensure informational materials are relevant and that the public understands their potential for influence. Examples include:

- Clearly summarize project or policy
- Provide specific project or policy options and clearly identify options that are not available due to financial, administrative, technical, or other reasons
- Avoid technical jargon and complexity
- Use summarized fact sheets to convey project or policy highlights
- Utilize images, photos, diagrams wherever possible
- Provide appropriate language translation of materials for LEP individuals
- Provide appropriate interpretation for LEP individuals
- PowerPoint presentations (emphasize bullet points and diagrams instead of lengthy paragraphs)
- Design surveys to offer specific and feasible project or policy preferences and avoid "open-ended input"
- Consider having meeting facilitated by a neutral party

4. Evaluate

The fourth phase of the communication loop includes evaluating all public input against financial, regulatory, and administrative constraints.

KCAPTA operates within a regulatory environment that may at times preclude certain requests from being implemented; additionally, there may be technical, budgetary, or other barriers that may limit KCAPTA's ability to implement certain requests. For this reason, the evaluation phase of the public participation process most often will be conducted by KCAPTA staff and/or consultants.

The goal of the public outreach effort is to ensure positive outcomes, better solutions, and a transit system that acknowledges the concerns, needs and values of its stakeholders. For this reason public input is evaluated for integration into the final project or decisions to the extent it is relevant, constructive, financially and administratively feasible.

Techniques

Following closure of the public comment period, KCAPTA staff will categorize and summarize all public input in formats conducive to staff review and evaluation, such as:

- Minutes of all public meetings
- List
- Tables
- Spreadsheets

KCAPTA staff and/or consultants will evaluate public input for integration into its final project or decision by analyzing the following dimensions:

- Administrative feasibility (staffing and labor availability)
- Ethical conformity (negative impacts on minorities, low income, or underserved populations)
- Financial feasibility (budget/funding availability)
- Project effectiveness (improve outcomes and efficiencies)
- Technical feasibility (technological/capacity/resource limitations/public safety)

KCAPTA staff and/or consultants may use the following techniques during their analysis:

- SWOT analysis (strengths, weaknesses, opportunities, and threats of proposed options)
- FOOD analysis (facts, outcomes, options, decision)
- Mapping, planning, and scheduling comparisons (efficiency/effectiveness of proposed options)
- Resources availability analysis (staff/labor, technological/capacity limitations)
- Budget analysis (cost/benefit analysis, budget/funding limitations)
- Legal review (regulatory requirements, equity and civil rights violations, industry best practices)

5. Integrate

The fifth phase of the communication loop involves integrating public input into the final transportation project or decision.

Following the evaluation phase, KCAPTA staff will integrate into the final project or decision the recommendations that have been found to result in positive outcomes, better solutions, and a transit system that acknowledges the concerns, needs, and values of its stakeholders.

Techniques

Examples of techniques to integrate changes and revisions in a manner that preserves the public record and prepares KCAPTA to inform the public of the influence their input resulted in include:

- Revise draft plans, programs, and policies for final approval by the KCAPTA Board of Directors
- Record all public comments received from relevant sources
 - Minutes of all public meetings
 - Written, email, or phone submissions
 - Surveys
 - Comments received from social media
 - Comments received on KCAPTA website
- Describe the mechanism(s) used to evaluate/analyze public comments
 - SWOT analysis
 - FOOD analysis
 - Mapping, planning, and scheduling comparisons
 - Resource availability analysis
 - Budget analysis
 - Legal review
- Include the reasons for accepting or rejecting public comments
 - Administrative feasibility
 - Ethical conformity
 - Financial feasibility
 - Project effectiveness
 - Technical feasibility

6. Inform

The sixth and final phase of the communication loop involves informing stakeholders of the evaluation and integration process and why final decisions were made.

To ensure transparency and complete the communication loop, KCAPTA has developed methods to inform the public of suggestions and requests that were or were not able to be included into the final project or decision, as well as a summary of why these determinations were made. Examples include:

- Include all public comments received:
 - In the appendix of the final plan/project
 - In staff memos presented to the KCAPTA Board
- Include the mechanism for evaluating/analyzing public comments:
 - In the appendix of the final plan/project
 - In staff memos presented to the KCPATA Board
- Include the reasons for accepting or rejecting public comments:
 - In the appendix of the final plan/project
 - In staff memos presented to the KCAPTA Board

4. KCAPTA'S BASELINE METHODS FOR PUBLIC OUTREACH

KCAPTA has established baseline methods for public outreach to comply with DOT, FTA, and title VI requirements and to ensure a process through which stakeholders' concerns, needs, and values are incorporated into the public transit decision-making process.

While this Plan is designed to assist KCAPTA staff in implementing a range of outreach techniques to increase public participation, a baseline of participation methods has been established do not ensue KCAPTA meets the basic requirements for public participation. All public outreach efforts incorporated the requirements of KCAPTA's Language Assistance Plan to ensure meaningful access to persons with limited English proficiency.

The following baseline public participation methods are provided by KCAPTA:

Monthly Board Meetings

The KCAPTA Board of Directors holds monthly public meetings. A public comment period is provided at every board meeting, allowing stakeholders the opportunity to comment on any issue of concern, whether on or not on the agenda.

- All board meetings are noticed at least 72 hours in advance on KCAPTA's website www.kartbus.org, at meeting location, and at the Administrative Office.
- Agendas are available to the public at least 72 hours in advance of board meetings on KCAPTA's website www.kartbus.org, at meeting locations, and at the Administrative Office.
- Accessible formats and language translation or interpretation is provided with advance notice, and instructions on obtaining these services are provided on every agenda.

Public Hearings

In accordance with 49 USC Chapter 53, Section 5307, recipients of federal grants must have a locally developed process to solicit and consider public comments before implementing a major reductions in service or an increase in bus fares. The Agency's Public Hearing Policy can be found in **Appendix A**.

Transit Service and Fares

KCAPTA conducts public hearing for major service changes or any increase in its fare structure.

- KCAPTA will hold one or more public hearings, depending on the nature of the service change or fare increase and the impacted population(s).
- At least two weeks notice will be provided for public hearings, and information on submitting written, email, verbal, or telephone comments is provided for those unable to physically attend the hearings.
- Public hearings will be noticed in both English and Spanish and will include KCAPTA's Safe Harbor notice of language service in English and Spanish.
- Public hearings will be advertised in local newspapers of record with broad distribution, as well as a targeted distribution to relevant language groups and affected communities, as appropriate.
- Public hearings will be advertised onboard KCAPTA buses and on the KCAPTA website www.kartbus.org during the two-week notice period.
- Bilingual (English/Spanish) Staff will be present at every public hearing.
- Accessible formats and language translation or interpretation will be provided with advance notice, and instruction on obtaining these services will be provided on every public notice.
- All public hearing presentation materials will be provided in English and Spanish.

Community Outreach

Stakeholder Surveys

KCAPTA conducts surveys in both English and Spanish to gauge the opinions of its customers and the community at large. These surveys allow KCAPTA to identify program strength and weakness while developing strategies for enhancing services, thereby improving mobility for all within KCAPTA's service area. Service planning and marketing decisions require a solid foundation of quality, current data regarding travel patterns, customer perceptions, the customer profile, and demand for public transit service.

Community Meetings

On occasion, KCAPTA staff conducts public educational/informational meetings on a variety of topics of interest to the general public. These meetings may also be used to supplement the public hearings process for projects that could benefit from additional outreach opportunities. Potential meeting formats may include, but are not limited to:

- Drop-in centers
- Focus groups
- Open houses
- Workshops
- Presentations at senior centers community organizations, etc.

In an attempt to maximize participation by the public, a variety of methods are utilized, including:

- Information booth at Transit Station
- Handing out Notices in English and Spanish on the bus and at the Transit Station.

KCAPTA Travel Trainers

KCAPTA Travel Trainers provide free fixed-route training to teach interested individuals how to safely and independently ride the KCAPTA bus system. KCAPTA offers this training to individuals or small groups. Training is tailored to the individuals/group's needs.

Paratransit Outreach

KCAPTA is committed to assisting persons with disabilities or other travel challenges to ensure that they receive the same level of mobility and travel independence on public transit that other customers enjoy.

In compliance with the Americans with Disabilities Act of 1990, KCAPTA offers ADA paratransit program to customers who have a disability that prevents them from using KCAPTA's regular fixed-route bus service. This service is a shared-ride program and its buses are fully accessible and equip with wheelchair lifts.

Public Notices

Notice will be mailed to our Paratransit Clients regarding Major Services Changes or Fare Increases that have a direct impact to our Paratransit Service. These notices will be sent in both English and Spanish.

Stakeholder Surveys

Occasionally, KCAPTA will conduct surveys via mail in both English and Spanish to gauge the opinions of our paratransit customers. These surveys allow KCAPTA to identify program strengths and weaknesses while developing strategies for enhancing services, thereby improving mobility for all within KCAPTA's service area. Service planning and marketing decisions require a solid foundation of quality, current data regarding travel patterns, customer perceptions, the customer profile, and demand for public transit service.

Routine Public Information

Social Media

KCAPTA uses several social media formats to keep its customers informed of issues such as holiday schedules, route detours, and other alerts. KCAPTA currently uses the following social media platforms:

- Facebook
- Twitter
- Instagram
- Snapchat

Printed Materials

KCAPTA provides a wide range of printed materials to educate, inform and promote its transit services to the public. Examples of KCAPTA's printed materials include:

- KART Riders Guide
- ADA Paratransit Guide

Website

KCAPTA maintains a website www.kartbus.org to provide a wealth of valuable information and is equipped with Google Translate to provide language translation in over 100 languages. Information included in the website includes, but not limited to the following:

- Complete Rider's Guide
- Trip Planner
- Route and Schedules
- Fares
- Real Time Bus Arrival Information

5. OUTREACH EFFORTS OVER PAST THREE YEARS

The following public hearings, scoping meetings, and request for public comment took place over the last three years (June 2019- March 2022).

- On June 26 2019, KCAPTA held a public hearing proposing route modifications and service changes.
- On September 25, and October 23, 2019, KCAPTA held public hearing proposing route modification and service hours

- On December 11, 2019, KCAPTA held a public hearing to received testimony concerning on Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the New KART Transit Station
- In 2020, KCAPTA held two public hearings to receive testimony concerning any unmet transit needs that may exist within our service area.
- On June 24, 2020, KCAPTA held a virtual public hearing proposing service hour reduction
- In 2021, KCAPTA held one virtual pubic hearing to receive testimony concerning any unmet transit needs that may exist within our service area.
- On April 28, and May 26, 2021 KCAPTA held a virtual public hearing proposing route modification and service hours modifications
- On July 28, 2021, KCAPTA held a virtual public hearing to receive testimony on propose 2022-2024 DBE /Small Business Goals
- On December 9, 2021 KCAPTA held a scoping meeting in the City of Avenal to discuss the transportation needs of the community
- In 2022, KCAPTA held one virtual public hearing to receive testimony concerning any unmet transit needs that may exist within our service area.

The following community events and presentations were attended by KCAPTA staff:

DATE:	EVENT:	SPONSOR/HELD BY:
3/25/2019	OUTREACH @ TERMINAL	KART
3/28/2019	OUTREACH @ TERMINAL	KART
3/29/2018	OUTREACH @ TERMINAL	KART
4/24/2019	OUTREACH @ TERMINAL	KART
4/25/2019	OUTREACH @ TERMINAL	KART
4/26/2019	OUTREACH @ LEMOORE DEPOT	KART
4/29/2019	LEMOORE RIDE ALONG	KART
4/30/2019	LEMOORE RIDE ALONG	KART
5/1/2019	LEMOORE RIDE ALONG	KART
5/2/2019	LEMOORE RIDE ALONG	KART
5/3/2019	LEMOORE RIDE ALONG	KART
5/22/2019	KCCOA SENIOR HEALTH FAIR	USDA/KCCOA/KCBH.ORG/PARKS AND REC/ADVENTIST HEALTH
5/29/2019	LEMOORE REC CNTR. NAT'L SENIOR HEALTH AND FITNESS DAY 8-11 AM	LEMOORE, AMERICAN LEGION POST 100
5/30/2019	KINGS COUNTY HOUSING SEARCH, CLASS SETTING FOR 30 2:30 P.M	KINGS COUNTY DEPT. OF HOUSING
6/10/2019	DAVITA COMM. RES. FAIR 8am-12pm	DAVITA DIALYSIS HANFORD
6/17/2019	ARMONA	KART
6/17/2019	OUTREACH @ TERMINAL	KART
6/18/2019	OUTREACH @ TERMINAL	KART
6/19/2019	OUTREACH @ TERMINAL	KART
6/20/2019	OUTREACH @ TERMINAL	KART
6/27/2019	OUTREACH @ TERMINAL	KART
7/1/2019	OUTREACH @ TERMINAL	KART
7/2/2019	OUTREACH @ TERMINAL	KART
7/3/2019	OUTREACH @ TERMINAL	KART

8/2/2019	AVENAL VETERANS HALL OUTREACH/CLARIFICATION FOR CITY RIDER'S ABOUT RT 2 P.M. UNTIL 3:30	CITY OF AVENAL
8/5-6/2019	Lemoore High School Walk through 12:30-3:30/8 am-3:30	LEMOORE HIGH SCHOOL
8/7-8/2019	HANFORD EAST ORIENTATION, WALK- THROUGH REGISTRATION 7:30-12:30/ 7:30-3:30	HANFORD HIGH SCHOOL
8/9/2019	SIERRA PACIFIC HIGH SCHOOL WALK THROUGH REGISTRATION	SIERRA PACIFIC HIGH SCHOOL
8/22/2019	COS HANFORD, RESOURCE FAIR 10 a.m.- 1 p.m	COS (Hanford)
8/28/2019	WEST HILLS COLLEGE WELCOME BACK BBQ 11:00-1PM	LEMOORE CAMPUS
8/29/2019	WEST HILLS COLLEGE WELCOME BACK BBQ 11:00-1PM	LEMOORE CAMPUS
9/13/2019	Avenal Food Distribution, High School Auditorium Parking lots 9-11A.M	Avenal
10/9/2019	OUTREACH @ TERMINAL	KART
10/3/2019	Kettlemen City Community Safety Event 5-7 P.M	Kettlemen City
10/11/2019	AVENAL HIGH SCHOOL PRESENTATION Spec. Ed Travel Training 11:00-12:00	Avenal
10/25/2019	Sierra Pacific Outreach, Spec. Ed Travel Training 1:15-2:15	Hanford
10/26/2019	Lemoore Red Ribbon Event@ Lions Park (Saturday Event)9:30-12:00	Lemoore
10/28/2019	Hanford COS Health Fair 10-1	Hanford
10/31/2019	WestHills College Disability Awareness 11:30-1	Lemoore

6. CONCLUSION

This Public Participation Plan must, first and foremost, be accountable to the public. The strategic approach, goals, and guiding principles KCAPTA has established are intended to foster public participation by providing early, continuous, and meaningful public engagement processes for its stakeholders regardless of race, color, or national origin, including populations and individuals who may be underserved because of limited English proficiency (LEP), minority or socioeconomic status, or disability. The methods and techniques employed by KCAPTA help increase public participation rates, particularly among those individuals and populations that are often overlooked or underrepresented.

The Plan has also been prepared to guide and support KCAPTA staff in complying with 49 U.S.C Sections 5307(b), and 5307 (c) (1)(1), USDOT requirements including the FTA Circular 4702.1B and Circular 4703.1, and Title VI of the Civil Rights Act of 1964. Compliance with these regulations and guidelines ensures that Kings County Area Public Transit Agency (KCAPTA) provides an opportunity for inclusive and accessible public engagement in its transportation decision-making process.

While the methods and techniques used during the public participation process may vary according to each circumstance, KCAPTA will make every effort to achieve the standards it has to set and design public outreach effort's with the goal of most effectively reaching out to the diverse population throughout KCAPTA's service area. As a living document, the Plan may evolve according to the demographic makeup of KCAPTA communities and their unique needs, as well as KCAPTA's evaluation of its public participation effectiveness.

Appendix A: KCAPTA Public Hearing Policy

Objective:

To establish a locally developed process for soliciting and considering public comments for major service changes and fare increases.

Definition of Public Hearing Requirements:

In accordance with 49 USC Chapter 53, Federal Transit Laws, Section 5307, a grantee must have a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction in service. The regulation does not require that fare decreases, service increases, or “special fares” be preceded by public comment. The grantee is not required to hold a public meeting, but must offer an opportunity for one. The grantee must establish guidelines or thresholds for what is considered a “major” change to be.

Threshold for Public Hearing Requirements:

The KCAPTA Board defines a major change as one that results in a 25% or greater decrease in vehicle service hours, changes in routing that result in KCAPTA vehicles utilizing new public streets and/or corridors not previously used by any route (excluding major arterial and collector streets, streets designated as a truck route, or a State-owned roadway), or any increase in fare structure. Changes not meeting this threshold do not require a public comment process.

Exceptions to the Public Hearing Requirements:

- a. A reassignment of route numbers resulting from combining existing routes, which results in the creation of a new route “number”.
- b. Standard seasonal variations, unless the variation, as compared to operations during the previous season, falls within the definitions of major adjustments of transit service listed above.
- c. Emergency service changes, including changes in routes or service frequencies which may be necessitated due to a disaster which severely impairs public health or safety, changes in access to public streets, or the ability of the Agency equipment to travel on public streets.
- d. The introduction or discontinuance of short-term or temporary service which will be/has been funded primarily through grants or third party contracts.
- e. Changes to service on a route with fewer than ten total trips in a typical service day.

Public Hearing Guidelines:

1. The Executive Director, Transit Manager or the KCAPTA Board of Directors will authorize the holding of a public hearing(s).
2. At least two weeks notice to the public shall be given prior to each hearing.
3. The public shall be invited to submit written, email, or verbal comments if they cannot attend the hearing.
4. Publicity for the hearing and written comments shall at a minimum include:
 - Advertisements in the Hanford Sentinel in both English and Spanish
 - Notice Posted on all Social Media in both English and Spanish
 - Notice Posted on the Buses in both English and Spanish
 - Notice Posted in the Information Area and at the Administrative Offices in both English and Spanish.

Consideration of Public Comments:

1. KCAPTA shall provide the Board of Directors with all comments submitted by the public.
2. The Board will consider all comments submitted during the public hearing process.
3. The Clerk to the Board shall document each speaker’s name and a brief summary of their comments.
4. The Board will take no final action until the public’s written and oral comments have been presented at the final public hearing.

ATTACHMENT H:

Language Assistance Plan and Four Factor Analysis

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY LANGUAGE ASSISTANCE PLAN

Effective: June 2022 – June 2025

Kings County Area Public Transit Agency
610 W 7th Street
Hanford Ca 93230

Title VI Contact: Angie Dow, Executive Director
angie.dow@co.kings.ca.us
(559) 852-2691

1. EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964, 49 U.S.C 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives federal financial assistance.

In compliance with the Title VI regulations, including U.S. Department of Justice (DOJ) 28 CFR § 42.401 et seq., and 28 CFR § 50.3; U.S. Department of Transportation (DOT) 49 CFR part 21; and Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” (2000), Kings County Area Public Transit Agency (KCAPTA) has developed this Language Assistance Plan (LAP). Per guidance found in FTA Circular 4702.1B and DOT LEP Guidance 70 FR 74087, December 14, 2005, KCAPTA has taken “reasonable steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who have limited-English proficiency.” Title VI regulations define limited English proficient (LEP) individuals as those who speak, read, write or understand English “less than very well.”

KCAPTA supports the goal of Title VI and believes that providing language assistance will have a positive impact on Kings County’s LEP population and its ridership in general. This Language Assistance Plan, effective June 1, 2022 to June 1, 2025, reflects KCAPTA’s compliance with federal Title VI regulations and its continuous efforts to ensure meaning full access to transit services for all persons, regardless of race, color, or national origin.

Using the four-factor analysis proscribed by USDOT, KCAPTA has asessed the language needs within its service area, which includes the Cities of Hanford, Lemoore, Avenal, Kettleman City, Stratford, Corcoran, Laton, and Kings County.

According to USDOT guidance and Circular 4702.1B Chapter III-7 Section 9 (a), the federally-funded recipient’s obligation to accommodate LEP populations is determined by balancing the flowing four factors:

- Factor 1:** the number of proportion of LEP persons eligible to be serviced, or likely to be encountered, by a program, activity, or service
- Factor 2:** the frequency with which LEP individuals come in contact with the program, activity, or service
- Factor 3:** the nature and importance of the program, activity, or service to people’s lives
- Factor 4:** the resources available to the recipient

To address Factor 1, KCAPTA incorporated the most recently available data from the 2019 U.S. Census American Community Survey (ACS) and the California Department of Education (CDE), which identified one (1) LEP language groups within the service area that meet the DOJ’s Safe Harbor threshold of “five percent or 1,000 persons, whichever is less, of the total population of persons eligible to be serviced or likely to be affected or encountered” by KCAPTA. The language identified is Spanish.

To address factors 2 and 3, KCAPTA reviewed employee survey responses and analyzed responses from its most recent 2020 Transit Development Plan update, and 2021 Fixed Route Study Onboard Survey to determine the frequency with which LEP individuals come in contact with it programs, activities, or services, and how important these programs, activities, or services are to their daily lives.

After assessing the first 3 factors, KCAPTA weighted the demand for language assistance against it current financial and personnel resources and developed a language assistance implementation plan that includes the following fore elements:

1. Identifying LEP individuals who need language assistance
2. Providing language assistance

3. Training KCAPTA staff
4. Providing notice of LEP customers
5. Monitoring and updating the LEP

The Language Assistance Plan will be a valuable resource to KCAPTA employees who work daily to provide Kings County residents and visitors meaningful access to public transportation and will help ensure these benefits, services, and information are equally shared by those with limited-English proficiency. A copy of all census data used to complete the Four Factor Analysis can be found in **Appendix A**.

2. INTRODUCTION

Kings County Area Public Transit Agency (KCAPTA) operations in Kings County began in June of 1980 as a joint powers agency comprised of the county of Kings and the Cities of Hanford, Lemoore, and Avenal. KCAPTA is governed by a five-member Board of Directors (the Board), two of which are appointed from the King County Board of Supervisors, one appointed from the City of Hanford, one appointed from the City of Lemoore and one appointed from the City of Avenal.

In 2021, KCAPTA's fixed route fleet of 24 buses boarded 276,949 passengers, while the demand response service carried 14,334 passengers with a fleet of 10 vehicles.

KCAPTA currently employs 6 administrative staff. All other staff is provided under contract with MV Inc.

SERVICE AREA BOUNDARIES

KCAPTA provides public transportation to Kings County. Although KCAPTA provides service connections within neighboring counties, its official jurisdictional boundary is confined to Kings County. For the purposes of this Language Assistance Plan, population and other statistical data used to determine limited English proficiency have been limited to its official jurisdictional boundaries.

SERVICE AREA POPULATION

KCAPTA is accountable to a diverse population of individuals who reside, work, and travel within Kings County. American Community Survey 2019 5-yr data estimates Kings County's population of 150,691 to be 55.1% male and 44.9% female, with a median age of 31.8 (Table 1)

Table 1: Kings County Population Estimates by Sex and Age

Subject	Kings County 2019
Sex/Age	
Total Population 150,691	
Male	55.1%
Female	44.9%
Median Age 31.8	
18 years and over	72.6%
Male	56.7%
Female	43.3%
21 years and over	68.5%
62 years and over	12.4%
65 years and over	10.0%
Male	46.1%
Female	53.9%

Table 2: Kings County Population Estimates by Race and Ethnicity

Subject	Kings County 2019
Race/Ethnicity	
Total Population 150,691	
Hispanic or Latino (of any race)	54.5%
White	32.2%
Black or African American alone	5.8%
American Indian and Alaska Native	0.9%
Asian alone	3.7%
Native Hawaiian or Other Pacific Islander	0.2%
Some other race	0.1%
Two or more races	2.6%

To determine KCAPTA's obligation to accommodate LEP population within its service area, the following FTA recommended four-factor analysis was conducted and is detailed in the following section.

3. FOUR-FACTOR ANALYSIS

The safe Harbor provision of FTA Circular 4702.1B stipulates that "if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, such action will be considered strong evidence of compliance with the recipient's written translation obligations."

KCAPTA has identified one (1) LEP population of that constitutes more the 5% and/or 1,000 or more individuals who speak English "less than very well" and for whom notices of language assistance and written translation of vital documents is required: Spanish.

According the USDOT guidance, the federally-funded recipient's obligation to accommodate LEP population is determined by balancing four factors:

- Factor 1:** the number of proportion of LEP persons eligible to be serviced or likely to be encountered, by a program, activity or service
- Factor 2:** the frequency with which LEP individuals come in contact with the program, activity, or service
- Factor 3:** the nature and importance of the program, activity, or service to people's lives
- Factor 4:** the resources available to the recipient

Factor 1: Identification of LEP Individuals

"The greater number or proportion of LEP individual from a particular language group served or encountered in the eligible service population, the more likely language services are needed...." (DOT LEP Guidance Section V (I)).

American Community Survey Data (ACS)

For Factor 1, KCAPTA analyzed census data from the ACS 2019 5-year estimates to determine the number or proportion of LEP persons eligible to be serviced or likely to be encountered by a program, activity, or service provided by KCAPTA. The ACS census data estimate that of the total population in KCPATA's service area aged five years and over who speak a language other the English, 28,795 individuals speak English less than very well. This number represents KCAPTA's LEP population and is 20.7% of the total KCAPTA service area population of 139,049.

The number of Spanish speaking persons who speak English less than “very well” (28,795) far exceeds the Safe Harbor threshold, which is strong evidence that the translation of documents by KCAPTA is a vital necessary practice.

Table 3: Kings County LEP Estimates for Population 5 Years and Over

	<i>ACS LEP Population (speaks English less than very well)</i>	<i>% of Total Population</i>	<i>% of Total LEP Population</i>
<i>Total Population ACS 2019</i>	<i>139,049</i>	<i>28,795</i>	<i>20.7%</i>
<i>Spanish or Spanish Creole:</i>	<i>26,337</i>	<i>18.9%</i>	<i>91.5%</i>
<i>French</i>	<i>42</i>	<i>0.0%</i>	<i>0.1%</i>
<i>German</i>	<i>40</i>	<i>0.0%</i>	<i>0.1%</i>
<i>Russian</i>	<i>-</i>	<i>0.0%</i>	<i>0.0%</i>
<i>Other Indo-European</i>	<i>385</i>	<i>0.3%</i>	<i>1.3%</i>
<i>Korean</i>	<i>97</i>	<i>0.1%</i>	<i>0.3%</i>
<i>Chinese</i>	<i>33</i>	<i>0.0%</i>	<i>0.1%</i>
<i>Vietnamese</i>	<i>83</i>	<i>0.1%</i>	<i>0.3%</i>
<i>Tagalog</i>	<i>986</i>	<i>0.7%</i>	<i>3.4%</i>
<i>Other Asian</i>	<i>371</i>	<i>0.3%</i>	<i>1.3%</i>
<i>Arabic</i>	<i>214</i>	<i>0.2%</i>	<i>0.7%</i>
<i>Other and unspecified languages</i>	<i>207</i>	<i>0.1%</i>	<i>0.7%</i>

Using ACS data, KCAPTA’s two (2) language groups were identified by their estimated population within each of KCAPTA’s cities (Table 4). This information will assist KCAPTA in identifying concentrations of specific language groups within its service area and providing appropriate language assistance for public hearings, meetings, written materials, and other outreach efforts.

Table 4: KCAPTA LEP Population by City

Geography	Spanish	LEP Percentage	Tagalog (Filipino)	LEP Percentage
Avenal	3,977	15.1	-	-
Corcoran	5,849	22.23%	-	-
Hanford	11,446	43.5%	351	35.6%
Hardwick	55	0.2%	-	-
Kettleman City	784	3.0%	-	-
Laton	572	2.2%	-	-
Lemoore	3,454	13.1%	635	64.4%
Stratford	200	0.8%	-	-
Total Kings County by Cities	26,337		986	

California Department of Education Data

FTA guidelines recommend that alternate and local sources of data are analyzed when conducting a four-factor analysis. KCAPTA reviewed data from the California Department of Education (CDE) to identify the number of English-learner students enrolled in Kings County’s school districts. Of Kings County’s total school population, 5,170 are English learners (Table 5)

Table 5: Total Kings County 2020-21 English Learner Enrollment

Total Kings County School Population	29,684
Total English learner population	5,261 (17.7 % of total school population)
Number of languages reported spoken by English learner population	17

KCAPTA also reviewed the 2020-21 CDE enrollment data which broke down the total number of English learner students by their primary languages (Table 6). This alternate data source supports the ACS analysis Spanish as the one language that falls outside of the Safe Harbor Provision.

Table 6: English Learner Students by Language

Language	English Learners	Percent of Total English Learners
Spanish	5,021	95.4%
Arabic	106	2.0%
Bengali	2	0.0%
Filipino	41	0.8%
French	1	0.0%

Hmong	15	0.3%
Ilocano	1	0.0%
Italian	1	0.0%
Japanese	11	0.2%
Khmer (Cambodian)	3	0.1%
Khmu	1	0.0%
Portuguese	13	0.2%
Punjabi	13	0.2%
Russian	1	0.0%
Thai	1	0.0%
Vietnamese	10	0.2%
Other non-English Languages	20	0.4%
Total	5,261	

Summary

KCAPTA began the Factor 1 assessment by reviewing the most recent U.S. Census American Community Survey estimate data. The results of this assessment confirmed that Spanish meet FTA's Safe Harbor threshold of 5% or 1,000 persons of the total population of persons eligible to be served or likely to be affected or encountered within KCAPTA's service area. Data from the California Department of Education identified Kings County's school Spanish population of English learners, which aligned with ACS data.

The Tagalog (Filipino) population estimates (986) was close to meeting the 1,000 person Safe Harbor threshold. U.S. Census Data estimates were used to identify concentrations within our service area and determine Tagalog (Filipino) population was very concentrated in Hanford and Lemoore, but was non-existence in other areas. Data from the California Department of Education did not support the population estimates with only 41 (0.02%) Tagalog (Filipino) English Learner Students.

Given the high population of LEP Spanish speakers within KCPATA's service area translation of documents by KCAPTA is a vital and necessary practice.

Factor 2: Frequency of Contact by LEP Persons with KCAPTA Services

"Recipients should assess, as accurately as possible, the frequency with which they have or should have contact with LEP individuals from different language groups seeking assistance, as the more frequent the contact, the more likely enhanced language services will be needed" (DOT LEP Guidance Section V (2)).

KCAPTA used two sources to determine how frequently LEP individuals use KCAPTA services and how often KCAPTA staff comes in contact with or assists LEP individuals:

1. KCAPTA Survey
2. KCAPTA prior experience

Transit Rider Survey

Surveys completed during the preparation of the 2021 Transit Development Plan and the 2022 Fixed Route Study were designed to quantify usage, measure satisfaction levels, track travel behavior, and identify service perceptions. The objective of the survey was to gain insight into KCAPTA customers' opinions spanning across KCAPTA service and compile a demographic profile of the typical KCAPTA rider. The only other language besides English identified was Spanish. 17% of the surveys completed (verbally or written) were in Spanish. No other alternative language was requested.

KCAPTA prior Experience

KCAPTA's prior experience with limited English proficiency persons has been with Spanish-speaking individuals. Staff has encountered Spanish-speaking individuals at outreach activities, at the customer service window, and at public meetings.

KCAPTA's Contractor, MV Transportation, staff has also only encountered Spanish-speaking individuals at the customer service window, at the bus terminal, on the bus, and on the phone.

Factor 2 assessment, the frequency with which LEP individuals come in contact with the program, activity, or service was determined by reviewing survey data.

Table 7: Survey results on the frequency with LEP individuals

Language	Daily	Frequently	Sometimes	Not at All
Spanish	72.2%	11.1%	11.1%	5.6%
Tagalog (Filipino)	0.0%	2.8%	36.1%	61.1%

This data aligned with ACS high population of LEP Spanish speakers but does not align his data did not align the ACS population estimates for Tagalog (Filipino) population estimates.

Factor 3: The Nature and Importance of the Program, Activity, or Service to People's Lives

"The more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed". (DOT LEP Guidance Section V (3))

There are a number of key interaction points with the bus system which could prove problematic for LEP populations:

- KCAPTA website
- Customer service phone lines
- Printed schedules
- Driver inquires

Ensuring that critical information at these interaction points is available in languages commonly spoken is crucial to providing equitable access to KCAPTA's bus services for LEP populations.

Summary

At this point in the Four Factor Analysis, factors 1, 2, and 3 have confirmed that:

- The most prevalent non-English language spoken in the KCAPTA service are is Spanish, accounting for 18.9% of KCAPTA's total population;
- KCAPTA's LEP language group, Spanish is represented as the top English-learner students in Kings County schools;
- Survey respondents 72% communicated in Spanish daily and 0% communicated in Tagalog (Filipino) daily
- Language assistance was not requested by LEP customers in any other language than Spanish

It can be concluded that KCATPA's LEP language group is Spanish. The final step of the required Four Factor analysis will discuss the resources available to develop a language implementation plan to ensure meaningful access for LEP individuals.

Factor 4: Resources Available to the Recipient and Cost

"A recipient's level of resources and the costs imposed may have an impact on the nature of the steps it should take in providing meaningful access for LEP persons." (DOT LEP Guidance Section V (4))

Factor 4 is designed to weigh the demand for language assistance against current and projected financial and personnel resources. According to the Department of Transportation, “Smaller recipients with more limited budgets are not expected to provide the same level of language services as larger recipients with larger budgets. In addition, “reasonable steps” may cease to be reasonable where the cost imposed substantially exceed the benefits.” USDOT has advised recipients to carefully explore the most cost-effective means of delivering “competent and accurate” language services to address resource concerns.

Current Language Assistance Measures and Costs

KCAPTA currently provides a wide range of information in Spanish

- At a minimum there is one (1) staff person available during operating hours that is bilingual in English and Spanish.
- A Spanish interpreter can be present at public meeting if requested.
- Public Hearings are noticed in English and Spanish
- Public Hearing materials are provided in English and Spanish
- KCAPTA’s website utilizes Google Translate, providing translation in nearly 100 languages
- KCAPTA vital documents are available in Spanish
- Nearly all of KCAPTA’s printed materials, including Rider’s Guides and brochures are available in English and Spanish.
- Information transit-related signage on buses is in English and Spanish

Currently, KCAPTA has been successful in utilizing staff in providing language assistance and translation for Spanish-Speakers; therefore there is not annual budget for this line item. The annual cost associated with the designing and printing of KCAPTA’s Riders Guides and other support materials is \$17,500.

Given the percentage of Spanish-speaking LEP individuals in KCATPA’s service area, and their reliance on KCAPTA’s transit services, it is fitting the KCAPTA continues to provide written translation and verbal interpretation services to this population.

Language Assistance Measures June 2022 – June 2025

Currently, most of the costs associated with providing Spanish-language translation and interpretations service are for printed materials and notices. KCAPTA will continue to utilize staff for the Spanish-language translation and interpretations. Language Line Solutions services will be used on an as needed bases. Section 4 below outlines KCAPTA’s Language Implementation Plan which is intended to support KCAPTA staff in complying with Title VI regulations.

4. LANGUAGE IMPLEMENTATION PLAN

Department of Transportation LEP guidance notes that effective language implementation plans typically included the following five elements: 1) identifying LEP individuals who need language assistance; 2) providing language assistance measures; 3) training staff; 4) providing notice to LEP persons and 5) monitoring and updating the plan.

ELEMENT 1: IDENTIFYING LEP INDIVIDUALS WHO NEED LANGUAGE ASSISTANCE

As discussed in the Four Factor Analysis, KCAPTA reviewed sources to identify its LEP population. One (1) LEP language groups (Spanish) met the Safe Harbor threshold of five percent or 1,000 persons, whichever is less, of the total population of persons eligible to be serviced or likely to be affected or encountered with KCAPTA's serves area.

ELEMENT 2: PROVIDING LANGUAGE ASSISTANCE MEASURES

KCAPTA uses a number of techniques and practices to provide productive opportunities for all interested Kings County residents to participate in relevant programs, activities, and services that are being offered or will continue to be offered by KCAPTA including the following:

- Maintain a list of employees who competently speak Spanish and are willing to provide translation and/or interpretation services and distribute this list to staff that regularly have contact with the public.
- Vital documents are available in both English and Spanish.
- Public Notices are available in both English and Spanish.
- General information, such as "Riders Guide" is available in both English and Spanish
- Transit Fares are posted in both English and Spanish
- Outreach meetings/forums are regularly conducted in the County to inform communities of the services offered by KCATPA. In areas identified with a high concentration of LEP KCAPTA staff will work with other agency to insure bilingual staff is available to translate information.
- If needed Language Line Solutions will provide translation.

ELEMENT 3: TRAINING STAFF

The following training procedure will be implemented by KCATPA:

- KCAPTA currently informs all newly-hired employees of Title VI regulations and their responsibility to assist LEP customers in obtaining language assistance.
- Contracted coach operators, operations supervisors, dispatch, and customer service receive regular Title VI refresher training throughout the year.
- Both KCAPTA staff and Contractor staff will be informed of the language assistance services offered to the public by KCAPTA.
- Staff will be trained on whom to contact when professional interpreter services are required.
- Staff will receive training on how to handle a potential Title VI/LEP complaint
- Staff will receive training on how to document language assistance request.

ELEMENT 4: PROVIDING NOTICE TO LEP PERSONS

KCAPTA will use a variety of methods to ensure LEP persons are aware of existing and new language assistance measures by:

- Notifications posted in KCAPTA's reception area and meeting rooms.

- Notification posted on the KCAPTA website.
- Flyers for major community workshops and similar meetings include instruction on how to request translation services.
- Notification posted in KCAPTA Riders' Guide

ELEMENT 5: MONITORING AND UPDATING THE PLAN

KCPATA will monitor its implementation of this Title VI Language Assistance Plan as follows:

- KCAPTA will survey employees annually regarding their interaction with LEP individuals
- Whenever public hearings are noticed, KCAPTA will consider the impact the proposed fare increase; service change, reduction, or loss; or major project will have on KCAPTA's Safe Harbor language populations and will provide notice in appropriate languages.
- KCAPTA's Notice of Language Assistance will be included in all notices of public meetings, including board agendas.
- KCAPTA will monitor requests for translation and adjust practices to meet demand while maintain a basic level of access by LEP populations.
- KCAPTA will monitor whether the need for translation services has changed
- KCAPTA will determine whether its financial resources are sufficient to fund language assistance resources needed.
- KCPATA will communicate with LEP individuals by including question about langue assistance and information needs on any community surveys.
- On a triennial basis, KCAPTA will review and update census and other LEP data and update its Language Assistance Plan accordingly.

APPENDIX A: CENSUS DATA

DO05: 5-Year Estimates Data Profiles	Kings County, California
	2019 -Estimate
SEX AND AGE	
Total population	150,691
Male	82,995
Female	67,696
Sex ratio (males per 100 females)	122.6
Under 5 years	11,642
5 to 9 years	11,400
10 to 14 years	11,679
15 to 19 years	10,359
20 to 24 years	12,695
25 to 34 years	25,371
35 to 44 years	20,661
45 to 54 years	17,679
55 to 59 years	7,733
60 to 64 years	6,409
65 to 74 years	8,748
75 to 84 years	4,745
85 years and over	1,570
Median age (years)	31.8
Under 18 years	41,039
16 years and over	113,805
18 years and over	109,652
21 years and over	103,231
62 years and over	18,714
65 years and over	15,063
18 years and over	109,652
Male	62,125
Female	47,527
Sex ratio (males per 100 females)	130.7
65 years and over	15,063
Male	6,945
Female	8,118
Sex ratio (males per 100 females)	85.6
RACE	
Total population	150,691
One race	144,548
Two or more races	6,143
One race	144,548
White	102,062
Black or African American	9,642
American Indian and Alaska Native	2,431
Cherokee tribal grouping	69
Chippewa tribal grouping	28
Navajo tribal grouping	57
Sioux tribal grouping	1
Asian	5,817
Asian Indian	395
Chinese	314
Filipino	3,287
Japanese	399
Korean	331

Vietnamese	299
Other Asian	792
Native Hawaiian and Other Pacific Islander	277
Native Hawaiian	29
Guamanian or Chamorro	39
Samoaan	55
Other Pacific Islander	154
Some other race	24,319
Two or more races	6,143
White and Black or African American	1,683
White and American Indian and Alaska Native	903
White and Asian	1,206
Black or African American and American Indian and Alaska Native	214
Race alone or in combination with one or more other races	
Total population	150,691
White	107,328
Black or African American	12,048
American Indian and Alaska Native	3,855
Asian	7,743
Native Hawaiian and Other Pacific Islander	858
Some other race	25,483
HISPANIC OR LATINO AND RACE	
Total population	150,691
Hispanic or Latino (of any race)	82,116
Mexican	77,705
Puerto Rican	729
Cuban	277
Other Hispanic or Latino	3,405
Not Hispanic or Latino	68,575
White alone	48,537
Black or African American alone	8,779
American Indian and Alaska Native alone	1,282
Asian alone	5,565
Native Hawaiian and Other Pacific Islander alone	241
Some other race alone	239
Two or more races	3,932
Two races including Some other race	111
Two races excluding Some other race, and Three or more races	3,821
Total housing units	46,181
CITIZEN, VOTING AGE POPULATION	
Citizen, 18 and over population	93,191
Male	52,673
Female	40,518

	Kings County, California	
C16001: 5-YEAR Language Spoken at Home for Population 5-Years and Over	Estimate	Margin of Error
Total:	139,049	±35
Speak only English	81,387	±1,511
Spanish:	50,960	±1,437
Speak English "very well"	24,623	±1,245
Speak English less than "very well"	26,337	±1,331
French, Haitian, or Cajun:	152	±97
Speak English "very well"	110	±84

Speak English less than "very well"	42	±38
German or other West Germanic languages:	366	±168
Speak English "very well"	326	±164
Speak English less than "very well"	40	±39
Russian, Polish, or other Slavic languages:	24	±32
Speak English "very well"	24	±32
Speak English less than "very well"	0	±29
Other Indo-European languages:	1,696	±446
Speak English "very well"	1,311	±424
Speak English less than "very well"	385	±116
Korean:	241	±241
Speak English "very well"	144	±138
Speak English less than "very well"	97	±110
Chinese (incl. Mandarin, Cantonese):	166	±101
Speak English "very well"	133	±85
Speak English less than "very well"	33	±41
Vietnamese:	257	±130
Speak English "very well"	174	±114
Speak English less than "very well"	83	±70
Tagalog (incl. Filipino):	2,262	±348
Speak English "very well"	1,276	±275
Speak English less than "very well"	986	±286
Other Asian and Pacific Island languages:	829	±284
Speak English "very well"	458	±203
Speak English less than "very well"	371	±153
Arabic:	331	±250
Speak English "very well"	117	±87
Speak English less than "very well"	214	±191
Other and unspecified languages:	378	±162
Speak English "very well"	171	±101
Speak English less than "very well"	207	±129

ATTACHMENT I:

Fixed Facility Analysis

APPENDIX B

KCAPTA TITLE VI ANALYSIS



**KCAPTA Title VI Analysis
for
Kings County Area Public Transit Agency
KART Transit Station**

Prepared for:



**Kings County Area Public Transit Agency
610 W. 7th Street
Hanford, CA 93230**

Prepared by:



**16431 Scientific Way
Irvine, CA 92618**

October 2019



1.0 INTRODUCTION

The purpose of this equity analysis is to demonstrate that the Kings County Area Public Transit Agency (KCAPTA), which plans to construct and operate the Kings Area Rural Transit (KART) Station in the City of Hanford, is in compliance with Title VI of the Civil Rights Act of 1964, its implementing regulations, and guidance from the Federal Transit Administration (FTA).

KCAPTA, responsible for the planning and operation of KART and KART Paratransit, is committed to ensuring that no person is excluded from participation in or denied the benefits of its service on the basis of race, color or national origin under Title VI of the Civil Rights Act of 1964. In addition to following Title VI of the Civil Rights Act of 1964, the Kings County Area Public Transit Agency prohibits discrimination based on gender, age, income, or disability.¹

2.0 REGULATORY BACKGROUND

2.1 Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964² states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” This statute applies to the KART Station project because KCAPTA is receiving partial funding for it from the FTA.³

2.2 Criteria for Facility Siting

Title 49, Part 21 of the Code of Federal Regulations (CFR) establishes criteria for compliance with Title VI in selecting transit facilities. FTA Circular FTA C 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*,⁴ gives guidance to public transit agencies in complying with Title VI and 49 CFR Part 21.

“Facilities” include, among other things, storage facilities, maintenance facilities, and operations centers.⁵ The proposed KART Station is clearly a facility under this regulation. In order to comply with 49 CFR Part 21:⁶

- The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin.

1 Kings County Area Public Transit Agency – Title VI Program Update, Revision 1, June 2019 - 2022.

www.kartbus.org/wp-content/uploads/2019/08/KCAPTA-Title-VI-Program-Rev_1.pdf. Accessed on October 10, 2019.

2 Public Law 88-352, Title VI, § 601, July 2, 1964; codified at 42 U.S. Code § 2000d - Prohibition against exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on ground of race, color, or national origin.

3 Email from Angie Dow, Executive Director, Kings County Area Public Transit Agency, Hanford, CA to Margaret Partridge, UltraSystems Environmental Incorporated, Irvine, CA. September 19, 2019.

4 Title VI Requirements and Guidelines for Federal Transit Administration Recipients. U.S. Department of Transportation. Federal Transit Administration. Circular FTA C 4702.1B, October 1, 2012. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf.

5 Circular FTA C 4702.1B, Chapter III-11.

6 Ibid.



- Recipients shall engage in outreach to persons potentially impacted by the siting of facilities.
- The Title VI equity analysis must compare the equity impacts of various siting alternatives.
- The analysis must occur before the selection of the preferred site.

2.3 Kings County Area Public Transit Agency Title VI Program

As a frequent recipient of federal funding for its public transit system, the Kings County Area Public Transit Agency has developed and periodically updates a formal program for complying with Title VI.⁷ Major elements of the program include complaints of discrimination procedure, a limited English proficiency plan, a public participation plan, and service standards and policies, each of which is described below.

2.3.1 Complaints of Discrimination Procedure

This section describes KCAPTA's procedures for investigating and resolving Title VI complaints and information on obtaining a complaint form. If a complainant is unable or incapable of providing a written statement, a representative can be used. Title VI complaints must be filed within 180 days of the date of the alleged discrimination. Upon receiving a complaint, KCAPTA will provide the complainant with a written acknowledgement of receipt within five working days. As of the time of this report release, KCAPTA has not received a Title VI complaint and no Title VI-related lawsuits have been filed against KCAPTA.

The investigator will respond as follows to a complaint:

- Contact the complainant of the status of the complaint within 10 days of its receipt.
- Request additional information, if the complaint is to be investigated. Additional information must be received within five days of the request.
- Begin investigation within 15 working days of receipt of the complaint, if it is to be investigated.
- Complete investigation and a written investigative report within 60 calendar days of receipt of the complaint.
- A closing letter will be sent to the complainant, who will have five working days to file an appeal. The complaint will be closed if no appeal is filed.
- A copy of the investigative report will be sent to appropriate federal agencies if necessary,

2.3.2 Limited English Proficiency Plan

Per Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency,"⁸ KCAPTA is federally mandated to develop and implement a Language Assistance Plan (Plan) by which limited English proficiency (LEP) persons can meaningfully access translations of

⁷ Kings County Area Public Transit Agency – Title VI Program. June, 2019.

⁸ Published at 65 Federal Register 50121-50122. Aug. 11, 2000.



written and oral information. Moreover, under Title VI of the Civil Rights Act, EO 13166, and various directives from the U.S. Department of Justice and U.S. Department of Transportation, recipients of federal financial assistance must take reasonable steps to ensure meaningful access to programs, services, and activities by those who do not speak English proficiently.

In compliance with these regulations, KCAPTA conducted a “four-factor analysis” to determine the extent to which LEP services are required and in which languages.⁹ To ensure non-discriminatory services to LEP persons, a four-factor analysis will be performed every three years. The four factors and a summary of the City of Hanford’s analyses thereunder are:

Factor 1 - The number or proportion of LEP persons eligible to be served or likely to be encountered by KCAPTA’s programs, services, or activities. Through review of U.S. Census Bureau American Community Survey data for 2011-2015, the City determined that 16.8% of the total population five years and older speak English “less than very well.” Of this population, the most prevalent group was identified as LEP persons who speak Spanish. Spanish speakers represent about 90.2% of the LEP group.

Factor 2 - The frequency with which LEP persons come into contact with the program. KCAPTA conducted a survey of LEP persons and used prior experience to determine the frequency of contact with LEP persons, as well as the language spoken. Results of the surveys indicate that Spanish is the most prevalent language spoken by the LEP population in Kings County.

Factor 3 - The nature and importance of the program, activity, or service provided by the program to people’s lives. KCAPTA acknowledges that important information on KCAPTA’s website, customer service phone lines, printed schedules, and driver inquiries must be presented in commonly spoken languages for equitable access amongst LEP populations.¹⁰

Factor 4 - The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach. KCAPTA created an inventory of language assistance measures currently provided and determined what, if any, additional services are needed to provide meaningful access. KCAPTA relevant programs activities and services that are being offered include:

- Maintain an inventory of employees who speak Spanish and are willing to provide translation and/or interpretation services. This list will be distributed to staff who regularly have contact with the public.
- Vital documents and most printed materials are available in both English and Spanish.
- During outreach meetings and forums in areas identified with a high concentration of LEP, KCAPTA staff will work to ensure that bilingual staff are available to provide translation services.

⁹ Circular FTA C 4702.1B, Chapter III-7.

¹⁰ Kings County Area Public Transit Agency – Title VI Program. June, 2019. p. 47



2.3.3 Public Participation Plan

As required by Circular 4702.1A, KCAPTA prepared a Public Participation Plan to promote public involvement in transit planning and decision making. The objectives of the Plan are:¹¹

- Implement consistent communication.
- Increase diversity.
- Make public participation accessible.
- Maintain and identify new partnerships.
- Provide relevant information.
- Clearly define potential for influence.
- Integrate public input into the decision-making process.

KCAPTA provides opportunities for public comment and strives to find new opportunities to solicit public comments from all segments of the population. Comments are accepted by phone, fax, email, U.S. mail, in person, or at any open meeting. Opportunities for comment include monthly KCAPTA Board meetings, KCAPTA and Kings County Association of Governments annual public hearings, and tri-annual rider surveys. Additionally, all public notices are available in English and Spanish. Moreover, accessibility services and special accommodations, including translators, special assistance, and/or transportation are provided for public meetings.

To engage Title VI protected groups, defined as groups of people that have been historically discriminated against based on their race, national origin, religion, ability, age and sex,¹² staff also attends various community events and presents at various organizations, school systems, and senior organizations to assist in information collection and feedback solicitation to see what services are sought by LEP population.

2.3.4 Service Standards and Policies

Circular FTA C 4702.1B requires federally funded transit agencies to develop and publish service standards and policies to serve as bases for determining whether there is discrimination by race, color, or national origin.¹³ To insure compliance with the Title VI Program, KCAPTA has adopted the following indicators to maintain consistency to all participants of public transportation.¹⁴

The measures implemented include:

- **Vehicle Load:** The average of loads at peak operating time will not surpass 40 passengers per low-floor 35-foot bus.

11 Kings County Area Public Transit Agency – Title VI Program. June, 2019. p. 27

12 Droste, M. What Are “Protected Classes.” Subscript Law, December 4, 2018. Internet Address: <https://www.subscriptlaw.com/blog/protected-classes>. Accessed September 17, 2019.

13 Circular FTA C 4702.1B, Chapter IV-4.

14 Kings County Area Public Transit Agency – Title VI Program. June, 2019. p. 6-7



- **Vehicle Headways:** Defined as “the amount of time between two vehicles traveling the same direction on a given line or combination of lines.”¹⁵ KCAPTA does not have a headway standard for its routes. KCAPTA conducts an annual evaluation to determine demand on fixed routes and whether the frequency of headways needs to be adjusted and works with the community to do so.
- **On-time performance:** Defined as bus arrives within five minutes of the scheduled time and no later than five minutes after the scheduled departure time for fixed routes. The goal is 85% or higher.
- **Service availability:** A measure of the distribution of routes in City Transit’s service area. The fixed bus service will serve 80% of the urban area population within a half mile.
- **Farebox recovery ratio:** KCAPTA must achieve a 15% farebox recovery ratio, based on the California Transportation Development Act.
- **Distribution of transit amenities:** Defined as items of comfort and convenience, such as benches and shelters, available to the general riding public. KCAPTA developed benchmarks to determine placement of benches and shelters.
- **Vehicle Assignment:** Defined as the process by which transit vehicles are assigned to routes due to variation (age, type, size), type of service offered (express or local), timing of vehicle assignment, and other factors. Vehicles are distributed equally for each area.
- **Performance Monitoring:** KCAPTA will review route performance to determine if it is meeting the adopted standards and policies. Comprehensive evaluation will be held triennially.

3.0 PROJECT DESCRIPTION

The proposed project would include the demolition of existing structures and construction of a new transit station and commercial development. The approximately four-acre project site is located in the downtown area of the City of Hanford, CA, and has been previously developed. The proposed project would consist of an approximately 19,000-square-foot Transit Station Building, offsite parking, and onsite bus parking. The transit building includes 6,900 square feet on the first floor, 5,516 square feet on the second, and 6,557 square feet on the third floor, totaling approximately 19,000 square feet for the entire building. The ground floor includes space for KART bus operators, a training room, a large central waiting area with an information kiosk, and additional meeting spaces with movable walls to accommodate events of varying sizes. The open atrium in the center waiting area would extend to the second floor. The third floor would be similar to the second without the open atrium, and would contain office space leasable to tenants. The proposed project also includes 21 sawtooth bus bays, 17 staff parking spaces, eight secure staff parking spaces, and 105 park-and-ride spaces for transit users. Additionally, two electric bus chargers and two electric car chargers would be constructed onsite.

¹⁵ Circular FTA C 4702.1B, Chapter IV-5.



4.0 SITE SELECTION

In July 2018, Mott MacDonald prepared the KART Transit Station Site Selection Study for the Kings County Association of Governments (KCAG).¹⁶ KCAG performed the study to provide KCAPTA with a new location for the Kings Area Rural Transit system. The goals of the study were to identify the future location, footprint of the facility, and next steps for implementation. The study was completed in three phases: (1) Potential Site Identification; (2) Preferred Sites Selection; (3) Recommended Site Selection.

Although there were procedural departures, KCAG complied throughout the site selection study with the requirement to ensure that the location was selected without regard to race, color, or national origin. The four criteria in Section 2.2 of this equity analysis were taken into account as follows:

The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin.

Although a formal Title VI equity analysis was not prepared in the early planning stage of the project, the race, color or national origin of any group of Kings County citizens was completely disregarded.

Recipients shall engage in outreach to persons potentially impacted by the siting of facilities.

During Phase 3 of the site selection study, stakeholder interviews were conducted, and feedback was used to modify the boundaries of the three preferred project sites. The preferred sites were then subject to additional analysis and final screening. During Phase 2 of the study, points were assigned to each proposed site based on stated stakeholder preference. Three points were assigned if stakeholders indicated strong preference, one point if neutral, and none if there was strong objection. Additionally, public outreach has been planned for project implementation. The next steps include, “encourage strong community engagement including not-for-profit agencies in the planning process...”¹⁷ Therefore, the opinions of those community members who are potentially impacted will be considered and accounted for during the planning process.

The Title VI equity analysis must compare the equity impacts of various siting alternatives.

Potential impacts to disadvantaged communities were considered during all three phases of the site selection study. During Phase 1, designated disadvantaged communities were identified pursuant to Senate Bill 235. Five preliminary sites were shown to fall within disadvantaged communities. During Phase 2, points were assigned to these sites based on their potential to disproportionately negatively impact the identified disadvantaged communities. Lastly, during Phase 3, the three preferred sites were evaluated based on their potential to have disproportional negative impacts to low-income and minority communities. Of the three preferred sites, none was determined to impact these communities. Ultimately, Site 7 was chosen as the recommended site. As will be discussed below, no equity impacts are associated with the chosen site.

¹⁶ KART Transit Station Site Selection Study—Final. Prepared by Mott MacDonald for Kings County Association of Governments. July 3, 2018.

¹⁷ KART Transit Station Site Selection Study, p. 74.



The analysis must occur before the selection of the preferred site.

Sixteen potential sites were identified at the start of the study. Next, three preferred sites were screened, and one the recommended site was chosen. All analysis took place prior to selection of the preferred site.

5.0 DEMOGRAPHIC ANALYSIS

Demographic data from the U.S. Census Bureau's American Community Survey 5-Year Estimates¹⁸ are presented in **Table 5.0-1**. The project is in Block Group 5 of Census Tract 9. The location of the project with respect to local Census geographical units is shown in **Figure 5.0-1**. Block Group 5 and Census Tract 9 contain about 5% and 15% of the city's total population, respectively.

Table 5.0-1
COMPARISON OF RACIAL AND ETHNIC COMPOSITION,
CITY OF HANFORD AND PROJECT AREA

	Block Group 5 (Census Tract 9)	Census Tract 9	City of Hanford	Kings County
Total Population	2,805	8,546	55,599	150,183
White ^a	2,141	7,283	44,550	104,588
Non-White	664	1,263	11,049	45,595
Percent Non-White	23.7%	14.8%	19.9%	30.4%
Limited English Proficiency	844	1,985	8,922	25,680
Percent Limited English Proficiency	34.0%	25.4%	17.4%	18.6%

Source: (U.S. Census Bureau, 2018) 2013-2017 American Community Survey 5-Year Estimates.

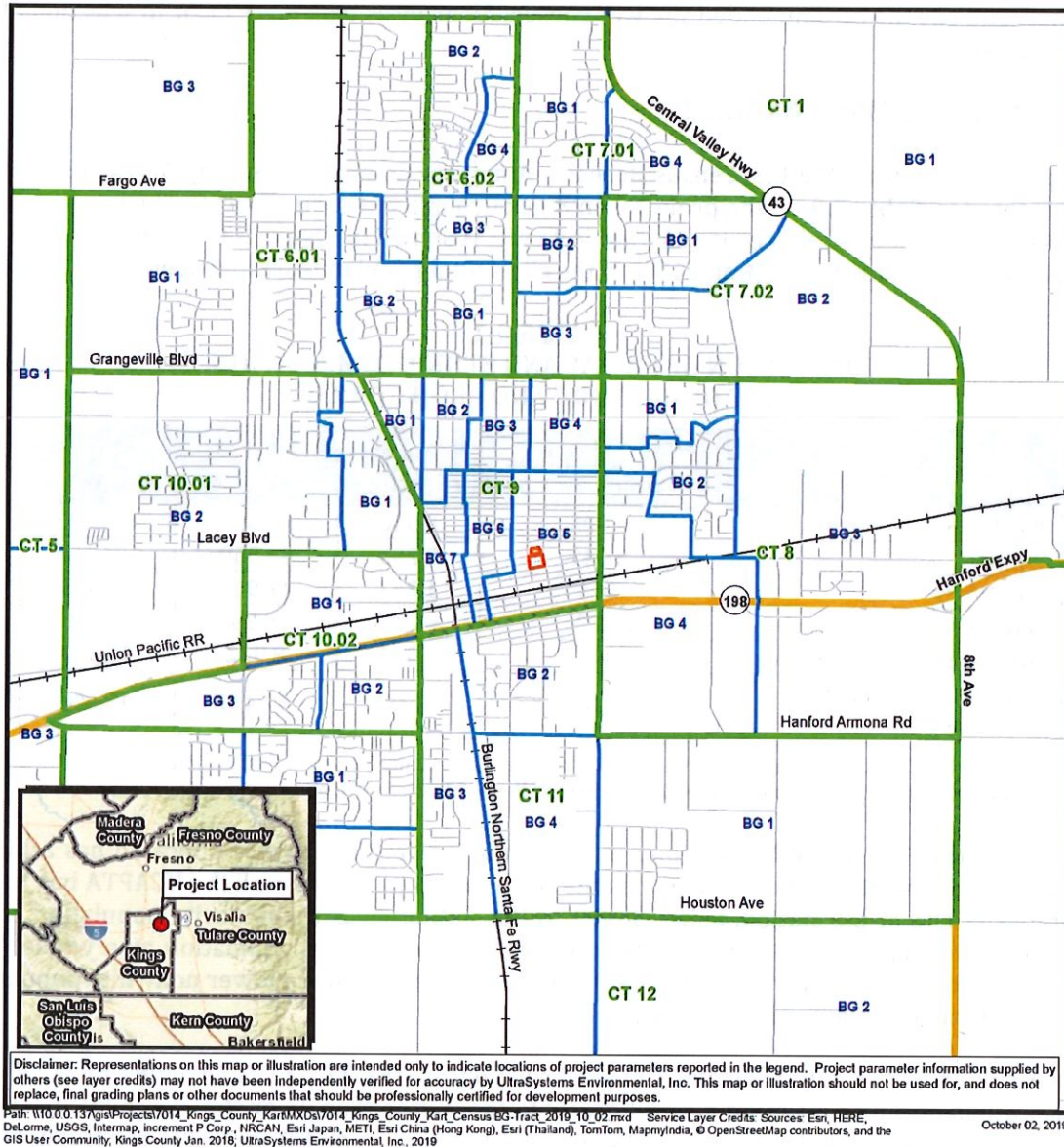
^aEstimate of white population includes white alone or in combination with one or more other races.

As seen in **Table 5.0-1**, the block group in which the KART station will be located has a higher percentage of nonwhite residents than does the city as a whole. Because all the KCAPTA bus routes will start and end at the station, being closest to the station gives the minority population easier access to more transportation services than is available to the city population as a whole. This relationship does not hold for Census Tract 9, however, because it has a lower nonwhite population percentage than does Hanford as a whole.

The new station will be only a few blocks from the old one, so that no one, of whatever race, color, or national origin, will be have more difficult access to the station than he or she does now. Similarly, the project does not include changes to any current bus routes, and it increases the frequency of service for passengers in all parts of the city of Hanford. Therefore, the project itself does not discriminate on the basis of race, color, or national origin.

18 U.S. Census Bureau, 2018. 2013-2017 American Community Survey 5-Year Estimates. Accessed online at: <https://www.census.gov/programs-surveys/acs> on September 25, 2019.

Figure 5.0-1
CENSUS TRACTS AND BLOCK GROUPS SURROUNDING PROJECT SITE



Scale: 1:48,000



0 2,000 4,000 Feet

0 500 1,000 Meters

Legend

- Project Boundary
- Census Tract (CT)
- Block Group (BG)

KART Transit Station

Census Tracts and
Block Groups





6.0 PUBLIC OUTREACH

KCAPTA's public outreach to date has included:

- **Stakeholder Interviews and Meetings:** February 2018
- **KCAPTA Board Public Meeting for Preliminary Site Selection:** February 28, 2018
- **KCAPTA Board Public Meeting for Site Selection:** June 27, 2018
- **Developed an informational meeting flyer for distribution:** June 21, 2019, for meeting held July 31, 2019
- **Informational Meeting:** July 31, 2019

Meetings were held in February 2018 with stakeholders to identify their preferences on project site location.¹⁹ Interviews were in person or over the phone. A standard set of 17 questions was used in order to gather valuable information about stakeholders' opinions and inside knowledge about the sites that were under consideration.

The KCAPTA Board held a public board meeting on February 28, 2018. The site selection study and three phases of the project were presented. The Board members reviewed the three potential sites and made comments asking the team to evaluate the cost of displacing businesses currently on the sites and the effect on traffic. After the discussion between the Board and KCAPTA staff, the public was invited to make comments. No public comments were made (Board Meeting Tapes February 27, 2018).

The KCAPTA Board held a public board meeting on June 27, 2018. The final site was presented and the process of the site selection was discussed. Site #7 was picked in part because it was close to a signalized intersection, near government and social services, and stakeholder preference. The next steps were discussed, mainly that NEPA would need to be completed before an offer could be made. Councilmembers made comments regarding adding an electric vehicle station, plants for landscaping, and if the property owners had been contacted yet. It was confirmed that the property owners were contacted and they were all willing to sell. After the discussion between the Board and KCAPTA staff, the public was invited to make comments. No public comments were made and the Board approved the motion to go forward with Site #7 (Board Meeting Tapes June 27, 2018).

At 5:00 p.m. on July 31, 2019, KCAPTA held its first and only public informational meeting to date. A flyer in English and Spanish announcing the meeting was distributed on June 21, 2019, and accommodations were offered to those who required extra assistance to attend. Twelve people signed in. From 5:15 p.m. to 5:30 p.m., an open house forum was conducted. The next 45 minutes were filled with a PowerPoint presentation, which covered project purpose, project background and description, and next steps. It also included an explanation of how to comment on the project. To conclude the meeting, 15 minutes were allotted for questions. Participants were allowed to leave their contact information and comment. No comments were left at the meeting.

Questions and concerns were brought up by attendees during the meeting. The first issue brought up was about the preference for the first floor to be all retail. It was explained, however, that funding for

¹⁹ KART Transit Station Site Selection Study, p. 42.



the project is only for transit. There was a concern about homeless issues in Kings County and it was confirmed that there will be paid security at the transit center to stop loitering. It was also confirmed that the existing transit station would have a bus stop to provide connectivity to the Amtrak station. People also had questions about the businesses currently on the property of the new transit station. It was confirmed that consultants would be hired to help businesses relocate and that property owners within a 500-foot radius were notified. Attendees were also concerned about dust from bus operations and it was confirmed that there would be no dust and that the plan is to change to energy-efficient vehicles by 2026.

In addition to these questions and concerns, attendees discussed project scheduling, the site plan, high-speed rail, and funding.

7.0 CONCLUSIONS

The site for the proposed KART facility was selected without regard to race, color, or national origin. KCAPTA is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its service on the basis of race, color or national origin under Title VI of the Civil Rights Act of 1964 and has a formal program to implement the provisions of Title VI, its implementing regulations, and Federal Transit Administration guidance. In conclusion, the KART project is not expected to result in disparate impacts to Title VI populations.

ATTACHMENT J:

List of Meetings

KART Station Site Selection Study - KCAG

PROJECT DESCRIPTION	AGENCY	MEETING TYPE	DECISION / INFO	DATE
KART Station Site Selection Study Consultant Kickoff Meeting	KCAPTA/KCAG/Consultants*	Consultation #1	Project vision/goals, opportunity site, project constraints, project mgmt. plan, stakeholder outreach, next steps	11/20/17
KART Station Site Selection Study Project Technical Advisory Committee	KCAPTA/KCAG/Consultants/ City of Hanford City Manager	Consultation #2	General update, information gathering, stakeholder outreach, prelim sites selection, KCAPTA Board presentation preparation	2/15/18
KART Station Site Selection Study Stakeholders Advisory Group Outreach	Consultants	n/a	Interview stakeholders	2/20/18
KART Station Site Selection Study Public presentation	Kings County Area Public Transit Agency Board/Consultants	Public Meeting / Information	3 preferred sites overview	2/28/18
KART Station Site Selection Study Site Plan Workshop	KCAPTA/KCAG/Consultants	Consultation #3	General update, site design development	4/12/18
KART Station Site Selection Study Technical Advisory Committee	KCAPTA/KCAG/Consultants	Consultation #4	General update, P3 overview, conceptual design of recommended site	4/18/18
KART Station Site Selection Study Public Draft	KCAG Technical Advisory Committee/KCAG staff	Public Meeting / Information	n/a	6/13/18
KART Station Site Selection Study Public Draft	KCAG Transportation Policy Committee/KCAG staff/Consultant MM	Public Meeting / Information	n/a	6/27/18
KART Station Site Selection Study – Authorization for Additional Services (extend scope of work & modify preliminary site plan)	KCAG Transportation Policy Committee/KCAG staff/Consultant MM	Public Meeting / Action	Approved	6/27/18
KART Station Site Selection Study Final	KCAG Technical Advisory Committee/KCAG staff	Public Meeting / Recommendation	Recommend Acceptance	7/11/18
KART Station Site Selection Study Final	KCAG Transportation Policy Committee/KCAG staff	Public Meeting / Action	Accepted	7/25/18

* Consultant Team – Mott MacDonald, GK Inc., VRPA Technologies Inc., EBM Design Group

ATTACHMENT K:

Site Selection Study

A large teal graphic on the left side of the page, consisting of a triangle pointing upwards and a rectangle below it, with a diagonal cutout in the upper right corner.

KART Transit Station Site Selection Study

Site Selection Study - Final

July 3, 2018

Kings County Association of Governments

Contents

1	Introduction	1
1.1	Study Objectives	1
1.2	Purpose	1
2	Phase 1	2
3	Needs Assessment	5
3.1	Site Requirements	5
3.2	Building Requirements	5
3.3	Operational Requirements	6
4	Existing Conditions	7
4.1	Location	7
4.2	Development History	7
4.3	Existing Roadways	7
4.4	Existing Businesses	9
4.5	Land Uses	11
4.6	Brownfield Sites and Environmental Constraints	21
4.7	Disadvantaged Communities	22
4.8	Property Values	22
4.9	Public Transit	23
4.10	Active Transportation	26
4.11	Schools	28
4.12	Current Plans and Policies	28
5	Phase 2	33
5.1	Methodology	33
5.2	Screening	37
5.3	Results	44
6	Phase 3	49
6.1	Conceptual Site Plans	49
6.2	Screening	51
6.3	Results	56
7	Conceptual Design	57
7.1	Capital Cost Estimates	62

8	Implementation	64
8.1	Next Steps	64
8.2	Funding/Revenue Analysis	65
9	Conclusion	76
A.	Site Designs	77

List of Tables

Table 2-1: Preliminary Site Descriptions	4
Table 4-1: Existing Arterial and Collector Streets	8
Table 4-2: Preliminary Site Businesses	10
Table 4-3: Preliminary Site Descriptions	11
Table 4-4: Preliminary Site Characteristics	12
Table 4-5: Adjacency to Transportation Connections	13
Table 4-6: Adjacency to Nearby Destinations	13
Table 4-7: October 2015 – September 2016 Amtrak Boardings and Alightings	25
Table 5-1: Screening Methodology	33
Table 5-2: Phase 2 Screening Results	44
Table 6-1: Operational Requirements Scoring	51
Table 6-2: Parking Considerations Scoring	52
Table 6-3: Locational Attributes Scoring	53
Table 6-4: Multi-Modal Connectivity Scoring	54
Table 6-5: Regulatory Compliance and Public Acceptance Scoring	54
Table 6-6: Environmental Considerations Scoring	55
Table 6-7: Cost Scoring	55
Table 6-8: Phase 3 Total Scores	56
Table 7-1: Rough Order-of-Magnitude Capital Cost Estimate	63
Table 8-1: Local, State, and Contractual Actions	64
Table 8-2: Funding Actions	66

List of Figures

Figure 2-1: Preliminary Sites	3
Figure 4-1: Traffic Signals and Stop Sign Locations	9
Figure 4-2: Hanford General Plan Land Use Map	16
Figure 4-3: City of Hanford Zoning Map	18
Figure 4-4: Airport Compatibility Zone Map	20
Figure 4-5: Site Cleanup Locations	21
Figure 4-6: Disadvantaged Communities - CalEPA	22
Figure 4-7: Median Sale Price per Square Foot	22
Figure 4-8: Existing KART Station from Seventh Street	23
Figure 4-9: KART Routes and Stops	23
Figure 4-10: Hanford Amtrak Station	24
Figure 4-11: Hanford Amtrak Station - Bus Transfer	24
Figure 4-12: Existing and Future Bikeways	27
Figure 4-13: Existing Sidewalks and ADA Curb Ramps	28
Figure 5-1: Preferred Sites	45
Figure 5-2: Preferred Site 1 Area	46
Figure 5-3: Preferred Site 7 Area	47
Figure 5-4: Preferred Site 9 Area	48
Figure 6-1: Site 1 Plan Concept	49
Figure 6-2: Site 7 Plan Concept	50
Figure 6-3: Site 9 Plan Concept	51
Figure 7-1: Recommended Site Concept Layout	57
Figure 7-2: Site Plan	58
Figure 7-3: Overall Recommended Site Plan	59
Figure 7-4: Transit Building Floor Plans	60
Figure 7-5: Transit Center from the Southeast	61
Figure 7-6: Transit Center from the South	61
Figure 8-1: Project Implementation Stages	73

Acronyms

CalEPA	California Environmental Protection Agency
CCA	Crossroads Charter Academy
CFD.....	Community Facilities District
CVC	Cross Valley Corridor
DEPP	Downtown East Precise Plan
DoD.....	Department of Defense
DOT	Department of Transportation
EDA.....	Economic Development Administration
EIFD.....	Enhanced Infrastructure Financing Districts
JPA	Joint Powers Authority
KART	Kings Area Rural Transit
KCAG.....	Kings County Association of Governments
KCAPTA.....	Kings County Area Public Transit Agency
NAS.....	Naval Air Station
P3.....	Public Private Partnership
ROM.....	Rough Order-of-Magnitude
RTP.....	Regional Transportation Plan
SB	Senate Bill
SCS.....	Sustainable Communities Strategy
SR	State Route
TAC.....	Technical Advisory Committee
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER.....	Transportation Investment Generating Economic Recovery

1 Introduction

Kings County Association of Governments (KCAG) is performing this study to select a site to provide the Kings County Area Public Transit Agency (KCAPTA) with a new location for the Kings Area Rural Transit (KART) system. The KART Transit Station Site Selection Study (Study) is envisioned to be a multimodal center ideally located within the City of Hanford to offer residents, travelers, and commuters a high quality multimodal transit hub. The overall goal of this Study will be to identify the future location, footprint of the facility and next steps for implementation.

The existing KART transfer station (1.1 acres, located at 504 West Seventh Street, Hanford) is conveniently located adjacent to the Amtrak station. It currently supports 2,000 daily riders with its 10 bus bays and one street-side bus shelter. The existing site is confined either by the BNSF Railway, commercial businesses, or a major roadway on all sides. With limited space on the existing site and a desire to add more service, the existing KART transfer station is no longer able to accommodate the communities' and KART's needs. The end result of the Study will be to identify a new multimodal station location that can enhance KART ridership while also ensuring existing riders of Amtrak and future ridership of the Cross Valley Rail Corridor and California High-Speed Rail are also supported.

The KART Transit Station Site Selection Study will be completed in three Phases:

- **Phase 1: Potential Site Identification** – Identify potential transit facility sites to accommodate KCAPTA's transit and administrative needs.
- **Phase 2: Preferred Sites Selection** – Evaluate the initially identified sites and narrow down the initial sites to three preferred site alternatives to be refined and shared with stakeholders.
- **Phase 3: Recommended Site Selection** – Evaluate the preferred sites and select one recommended site to be carried forward into further design and implementation.

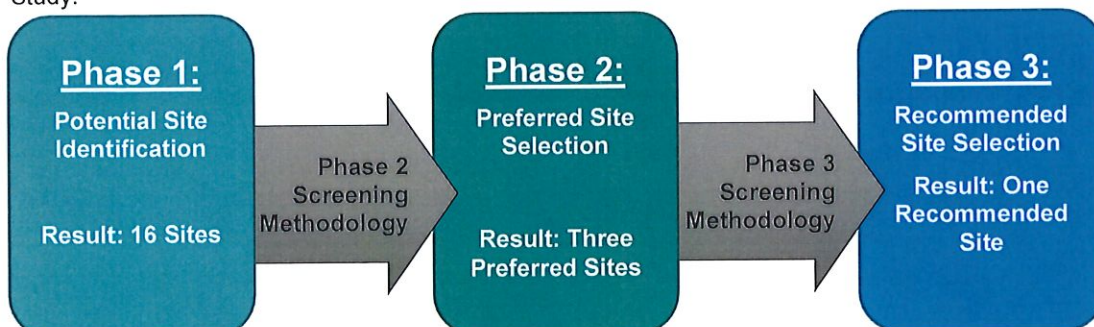
1.1 Study Objectives

By analyzing and conceptualizing a relocated transit station in this Study, the new KART Station will strive to:

- improve transit service efficiency,
- enhance access to social services, and
- encourage revitalization and economic development in the City of Hanford.

1.2 Purpose

The purpose of this document is to introduce and describe the work completed to-date through Phase 3. This document will be updated and will be the foundation of the final report of the Study.



2 Phase 1

The study area is defined as the area bordered by Ford Street to the north, 9¼ Avenue to the east, Second Street to the south, and 11th Avenue to the west, including the northeast section of 11th Avenue and Davis Street.

During the Study's first Technical Advisory Committee (TAC) meeting and subsequent work, the group identified 16 preliminary sites for consideration for Phase 1 of the Study, shown in Figure 2-1 and listed in Table 2-1. These sites were identified based on the following:

- Site can accommodate needed functions including expansion potential
- Signalized vehicular access and traffic impacts including safety
- Compatible with existing and planned land uses
- Access to bicycle and pedestrian routes
- Impact on development or redevelopment
- Potential joint development opportunities
- Land ownership and availability
- Impact on public transit image and public visibility
- User security
- Environmental or historical resources
- Ability for connectivity with Cross Valley Rail and High-Speed Rail station or platform
- Utility compatibility with facility needs

These sites will undergo a screening methodology that considers the cost, environmental, and operational impacts, as well as other criteria described in the following section to narrow down the potential sites to three preferred site alternatives, and ultimately, to one recommended site to be carried forward into design and implementation.

Figure 2-1: Preliminary Sites

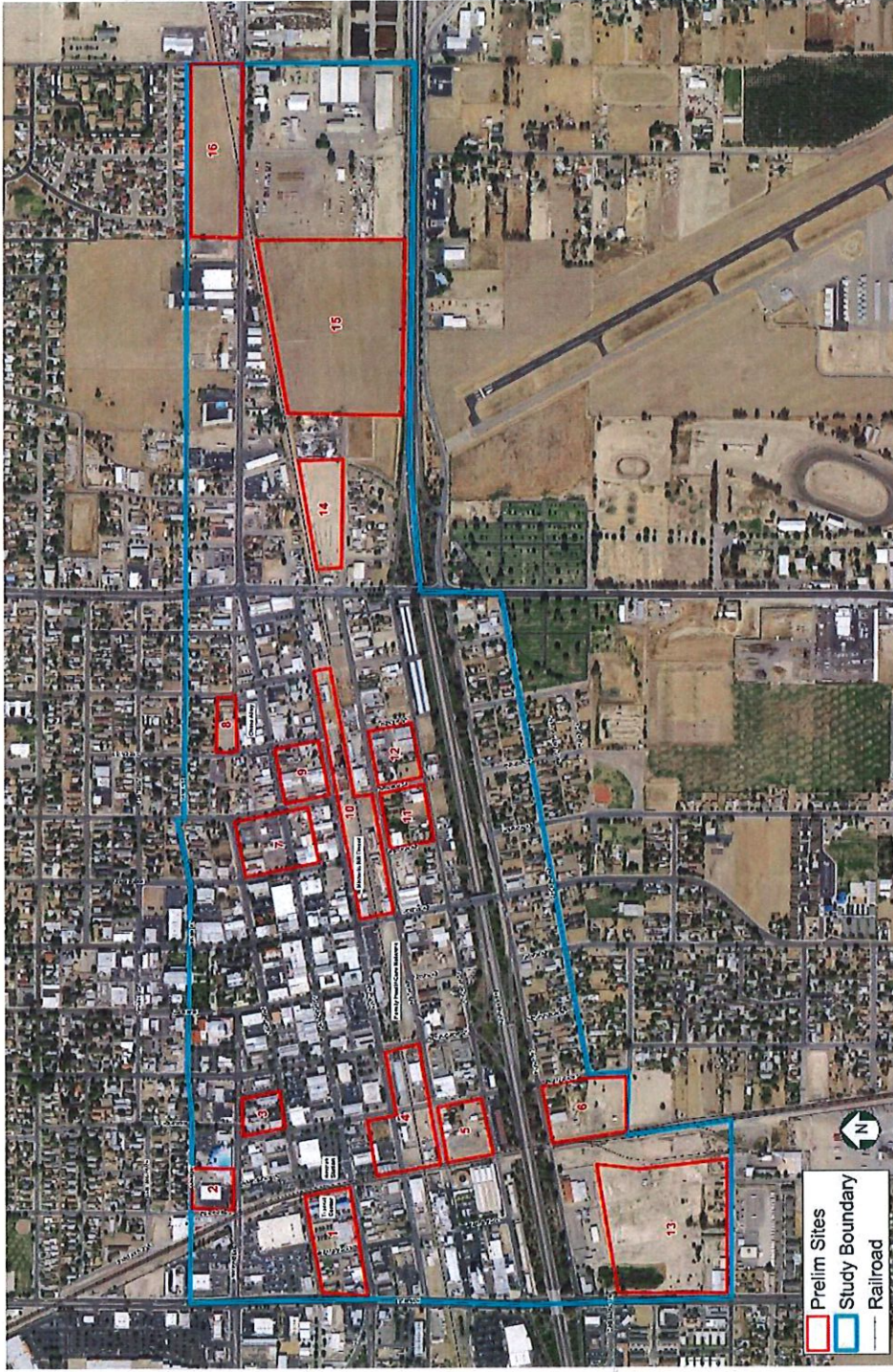


Table 2-1: Preliminary Site Descriptions

Site #	Location	Current Land Use(s)	Size (acres)
1	Existing Transit Center and adjacent properties	Existing Transit Center, gym, gas station, small businesses	5.8
2	Northeast corner of Park Avenue and Lacey Boulevard	Vacant	2.1
3	Southeast corner of Phillips Street and Lacey Boulevard	Fast food restaurant, small businesses	1.7
4	Northwest, southwest, and southeast corners of Phillips Street and Sixth Street	Auto businesses, vacant, Division of Adult Parole Operations	7.5
5	Southwest corner of Phillips Street and Fifth Street	Vacant, light industrial, single-family residential	3.2
6	Southwest corner of Phillips Street and Third Street	Vacant, storage business, single-family residential	5.3
7	Northeast and southeast corners of Harris Street and Seventh Street	Vacant, audio business, Kings View Community Services	4.9
8	Northeast corner of Green Street and Visalia Street	Vacant, multi-family residential	1.4
9	Southeast corner of Brown Street and Seventh Street	Retail businesses, restaurant	3.0
10	Southern blocks between Douty Street and White Street on Sixth Street	Historic railroad depot, light industrial, George Verhoeven Feed Company, Acton, vacant	7.6
11	Southwest corner of Brown Street and Fifth Street	Auto business, single-family residential, vacant	3.0
12	Southeast corner of Brown Street and Fifth Street	Retail businesses, light industrial, vacant	3.0
13	Northeast corner of 11th Avenue and Davis Street	Vacant, single-family residential	19.7
14	Northeast of Miller Street and Fifth Street	Vacant	4.8
15	Greenfield at the end of E Fifth Street	Agriculture and/or vacant	28.3
16	Northwest corner of 9½ Avenue and Lacey Boulevard	Agriculture and/or vacant	10.6

3 Needs Assessment

The existing KART Transit Station is located adjacent to the Hanford Amtrak Station in Downtown Hanford. Approximately 2,000 riders access the station each day. All but two KART bus routes service the station, and are all timed to meet the station in 30-minute loops. The existing railroad tracks are served by 22 trains per day, and the at-grade crossing at Seventh Street is a cause of delays for bus routes that must access and egress the bus station. Each bus route that crosses the tracks does so at least twice, causing bus delays at the KART station and route delays when trains are slow.

KCAPTA is looking to expand bus routes but there is very limited space at the existing bus station to layover. There are sixteen routes daily at the station, not including the two routes in Lemoore. Of these, fourteen routes are at peak hours and an additional route may be added to Downtown Hanford which may increase congestion at the station. In addition, the entry point to the station is not signalized, resulting in traffic delays along Seventh Street all the way back to Eighth Street.

The purpose of this section is to define the specific spacing and location needs of a new Hanford Transit Site to mitigate the constraints that are currently impacting KART service.

3.1 Site Requirements

In identifying potential relocation sites, the agency is considering, at a minimum, city block-sized parcels generally located east of the existing bus station. The relocation site should be able to accommodate the following:

- Twenty on- or off-site bus bays to accommodate future bus fleets
- Four in-line electric charging stations/docks for electric buses
- Parking:
 - Public and park & ride parking facilities (similar to the existing parking capacity)
 - Secured parking for KART and KCAPTA staff (20 spaces minimum)
 - Parking for any additional office space not related to KART or KCAPTA
 - Potential expansion (parking garage) for high-speed rail passengers and Cross Valley Rail passengers
- Minimum site width of 100 feet to allow for bus movements and building footprint

3.2 Building Requirements

To support transit users and to accommodate future funding sources for the operation of the site, the transit building should also consider a mixed-use building. This would likely include ground floor transit amenities and up to two additional stories of office, commercial, retail, residential and/or government space. The minimal requirements for the building include:

- Relief area for transit drivers
- Ticketing area for transit riders
- Waiting area for transit riders
- Solar panels (i.e., on covered parking, on building roof)
- Cooling center assemblage of 100 capacity

- Bike locker or bikeshare amenities
- Ground floor area of not less than 5,000 square feet
- Minimum building width of 50 feet

3.3 Operational Requirements

As the current station has constrained operation due to the mixing of transit bus, private automobiles, and pedestrians, it is important to ensure a design that segregates these conflicting movements. The following needs are desired for the operation of the site:

- Pedestrian and public auto traffic should be separated from bus traffic within the relocated transit station. Preferably, passengers would be dropped off at the front of the transit station and walk through the station to access bus routes on the opposite end to allow for safer passage.
- The location should be near a signalized intersection to allow for easy access/egress for buses. KCAPTA may have to invest in providing signalization if required, but having to install a new traffic signal at a relocated transit station could drastically increase the construction costs of the project
- The facility should be programmed in a way that does not inhibit bus movement (bus bays versus straight curbs, etc.). The existing fleet includes 35' buses.
- Okay to incorporate, where possible, pull out lanes in the public right-of-way/street

4 Existing Conditions

The information gathered in this section serve the development and evaluation of the next phase of site selection screening: Phase 2.

4.1 Location

Hanford is located in Kings County, California, along both sides of State Route (SR) 198 and roughly midway between SR 41 and SR 99. The City of Fresno is located approximately 40-miles north; Lemoore is six miles to the west; and Visalia is seventeen miles to the east. The study area is approximately 544-acres located south of Ninth Street, east of 11th Avenue, north of Second Street and SR 198, and west of 9¼ Avenue. Another site within the study area is located north of Davis Street, west of the railroad tracks, east of 11th Avenue, and south of SR 198. The sites that will be considered in the next chapters are referred to as **Preliminary Sites**. All proposed preliminary sites are located less than one mile from the downtown core and a majority of them are less than one-half mile to the downtown core. For the purpose of this study, the downtown core is considered to be the Civic Center Park, city hall, auditorium, and council chambers.

4.2 Development History

The Historic Downtown District (the City's commercial and institutional core) is characterized by a variety of brick, wood frame, and stucco structures comprising the center of Hanford's commercial area. Land uses in this district consist of a mixture of retail stores, offices, public and institutional buildings, and some single-family and multi-family housing. The downtown is characterized by old historic buildings from as early as 1900 mixed with newer buildings.

The streetscape consists primarily of 10-foot wide sidewalks and on-street parallel or diagonal parking along the street grid. The streetscape is accented by a variety of street furniture (including both simple and ornate benches); awnings, acorn streetlights, hanging business signs, arbors, and arbors.

One of downtown's prominent landmarks includes the historic Fox Theater. This building, with its landmark tower, architectural detailing, and visual prominence and heritage, forms an important part of Hanford's history. The building helps to denote the downtown core as do other buildings in its vicinity. Other landmark buildings include, but are not limited to, the Carnegie Museum, the Bastille (Old Kings County Jail), the Old Post Office, the Hanford Memorial Auditorium, the Kings County Courthouse, the 1890 Artesia Building, the Irwin Street Inn, Superior Dairy, the Old Episcopal Church of the Savior, and the 1905 Independent Order of Old Fellows Building. The historic train depot was built in 1897 and is one of only three built by the San Francisco and San Joaquin Valley Railroad that is still standing today.

4.3 Existing Roadways

4.3.1 Description of Streets

The streets within the Study Area are more particularly described as follows. Table 4-1 lists all the streets in the Study Area.

Table 4-1: Existing Arterial and Collector Streets

North/South Arterial Streets	
Street Name	Limits
11th Avenue	Jackson Avenue to Flint Avenue
10th Avenue	Jackson Avenue to Hwy 43
9th Avenue	Houston Avenue to Lacey Boulevard.
East/West Arterial Streets	
Street Name	Limits
Third Street (1 way)	11th Avenue to 10th Avenue
Fourth Street (1 way)	11th Avenue to 10th Avenue
Sixth Street	11th Avenue to 10th Avenue
Seventh Street	Mall Drive to 10th Avenue
E. Lacey Boulevard	10th Avenue to SR 43
North/South Collector Streets	
Street Name	Limits
Redington Street	Fourth to Grangeville
Irwin Street	Fourth Street to Grangeville
Harris Street	Sixth to Grangeville
Douty Street	Hanford-Armona Road to Flint
9¼ Avenue	Lacey to Leland Way

4.3.1.1 Sixth, Seventh, Eighth, and Ninth Streets

Provide east to west access through the study area. Ninth Street stops just east of Civic Center Park. These streets are framed with retail shops and restaurants and fast food establishments, office, government buildings, library, museums, banks, fitness centers, furniture stores, antique and collectible shops. Ninth Street east of Civic Center Park is mostly lined with single family residences.

4.3.1.2 East Lacey Boulevard east of 10th Avenue

Have a variety of land uses, including motels, a bowling alley, veterinary clinic and kennel, retail, bars, and restaurants. The roadway typically consists of two travel lanes, center turn lane, gravel shoulders, and limited sidewalks. The railroad tracks cross Lacey Boulevard about ½ mile east of 10th Avenue. Assuming a Hanford high speed rail station does become a reality, this portion of Lacey Blvd is likely to become a primary access corridor to the planned station.

4.3.1.3 Fourth and Fifth Street

South of downtown and north of the railroad tracks are in one of the earlier industrial sections of the city. The Lacey Milling Company was founded there in 1887 and still produces wheat flour for most of the tortillas in the Central Valley. Marquez Brothers International, Inc. located here has produced and distributed authentic Mexican-style dairy products, meat items, canned and dry goods since 1981. Several parcels are vacant, but zoned for light industrial use.

4.3.1.4 10th Avenue

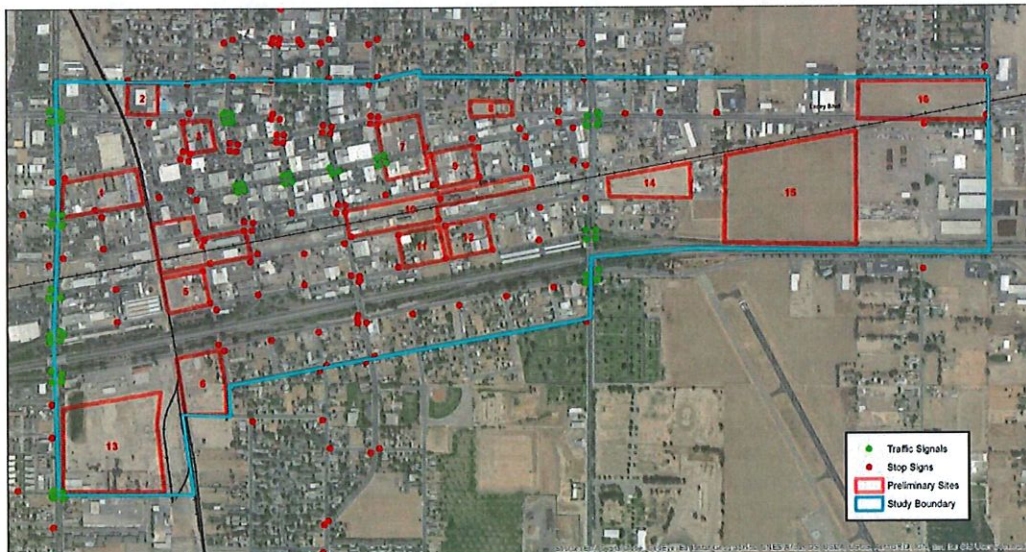
A north-south four lane arterial roadway. It has two travel lanes and one eight (8) foot wide bike route on either side of the street with a center turn lane from SR 43 to Orange Street. 10th Avenue provides access to SR 198 to the south and SR 43 to the north.

4.3.2 Signalized Intersections

The following intersections in the study area are signalized. The location of traffic lights and stop signs is shown in Figure 4-1.

- 10th Avenue and Seventh Street/East Lacey Boulevard
- 10th Avenue and Fourth Street
- 10th Avenue and Third Street
- 11th Avenue and Fourth Street
- 11th Avenue and Fifth Street
- 11th Avenue and Seventh Street
- 11th Avenue and Third Street
- 11th Avenue and Lacey Boulevard
- 11th Avenue and Davis Street
- Redington Street and Lacey Boulevard
- Redington Street and Seventh Street
- Douty Street and Seventh Street
- Irwin Street and Seventh Street
- Harris Street and Seventh Street

Figure 4-1: Traffic Signals and Stop Sign Locations



4.4 Existing Businesses

The number of businesses on each preliminary site, their names, and additional detail are listed in Table 4-2. Business names in *italics* list a business that is identified on the site, but may have

been difficult to discern during this survey if the business was still operating. The survey was conducted during afternoon weekday hours.

Table 4-2: Preliminary Site Businesses

Site #	No. of Businesses	Business Names	Comments
1	8	M.V. Transportation Just Life Hanford Imports J Edwards Studio Rockstar Car Audio Shell Shell Food Mart Cook Auto Electric & Air Conditioning	
2	1	Senior Inc. (American Legion Hanford Post 3)	Main office seems to be at 401 North Irwin Street. It appears this building is only used for bingo.
3	3	Keller Williams Realty: Team McKay Napa Auto Parts – Hanford Auto McDonald's	
4	4	Division of Adult Parole Operations Badasci Tire, Inc. Brad's Hanford Smog & Tune Carroll's Tire Warehouse	
5	0	None	
6	1	Walton Family Moving & Storage	
7	5	Kings View Community Services American Audio Porches ProLite Signs <i>Coming Soon: Tree of Life Bookstore</i>	
8	1	Cal State Recycling	Associated with the grocery store.
9	3	Hanford Equipment Co. La Fiesta Restaurant Bar Hanford Bargain Center <i>World of Truth Ministries</i>	World of Truth doesn't seem to be in business anymore – the door was locked, and the phone number has been disconnected
10	7	Salmon's Furniture Galleries – Warehouse Oak Strength Academy Art Print Service George Verhoeven Feed Co. Jordan F. Miller Corporation John L. Lapp Realty <i>Central Lumber Co. Building</i>	The Lumber Co. Building doesn't seem to be housing a business anymore. The business could not be found on the internet.
11	3	M&G Auto Mendez Bros Auto Sales Valley Oak Cabinet Manufacturing	
12	5	Hanford Fit Body Boot Camp Prime Pac Foods	

Site #	No. of Businesses	Business Names	Comments
		A Design for You Clement Cal's Catering Service So Cal Gas	
13	0	Station Supply Center	Don't know if a business is operating at this site.
14	0	None	
15	0	None	
16	0	None	

4.5 Land Uses

The location, current land use, and acreage of each preliminary site are summarized in Table 4-3.

Table 4-3: Preliminary Site Descriptions

Site #	Location	Current Land Use(s)	Size (acres)
1	Existing Transit Center and adjacent properties	Existing Transit Center, gym, gas station, small businesses	5.8
2	Northeast corner of Park Avenue and Lacey Boulevard	Vacant	2.1
3	Southeast corner of Phillips Street and Lacey Boulevard	Fast food restaurant, small businesses	1.7
4	Northwest, southwest, and southeast corners of Phillips Street and Sixth Street	Auto businesses, vacant, Division of Adult Parole Operations	7.5
5	Southwest corner of Phillips Street and Fifth Street	Vacant, light industrial, single-family residential	3.2
6	Southwest corner of Phillips Street and Third Street	Vacant, storage business, single-family residential	5.3
7	Northeast and southeast corners of Harris Street and Seventh Street	Vacant, audio business, Kings View Community Services	4.9
8	Northeast corner of Green Street and Visalia Street	Vacant, multi-family residential	1.4
9	Southeast corner of Brown Street and Seventh Street	Retail businesses, restaurant	3.0
10	Southern blocks between Douty Street and White Street on Sixth Street	Historic railroad depot, light industrial, George Verhoeven Feed Company, Acton, vacant	7.6
11	Southwest corner of Brown Street and Fifth Street	Auto business, single-family residential, vacant	3.0
12	Southeast corner of Brown Street and Fifth Street	Retail businesses, light industrial, vacant	3.0
13	Northeast corner of 11th Avenue and Davis Street	Vacant, single-family residential	19.7
14	Northeast of Miller Street and Fifth Street	Vacant	4.8

Site #	Location	Current Land Use(s)	Size (acres)
15	Greenfield at the end of E Fifth Street	Agriculture and/or vacant	28.3
16	Northwest corner of 9¼ Avenue and Lacey Boulevard	Agriculture and/or vacant	10.6

The number of parcels and businesses in each preliminary site are shown in Table 4-4. It also displays each parcel's acres with structures, acres paved, and acres undeveloped. The percentage undeveloped was calculated by dividing the acres of the entire area of the site.

Table 4-4: Preliminary Site Characteristics

Site #	No. of Parcels	No. of Businesses	Acres with Structures	Acres Paved	Acres Undeveloped	Percentage Undeveloped
1	6	8	1.27	2.03	0.73	13%
2	1	1	0.57	1.32	0	0%
3	6	3	0.4	1.37	0	0%
4	13	4	0.94	2	1.98	26%
5	7	0	0.35	0.07	2.49	78%
6	7	1	0.23	0	4.02	76%
7	13	5	1.19	2.59	0.33	7%
8	5	1	0.09	0.67	0.38	27%
9	9	3	0.9	1.98	0.08	3%
10	12	7	0.87	0.26	3.82	50%
11	15	3	0.39	0.32	2.37	79%
12	14	5	0.7	0.71	1.06	35%
13	7	1	0.59	0.06	16.3	83%
14	1	0	0	0	4.94	100%
15	2	0	0	0	28.6	100%
16	4 (not including rail)	0	0	0	10.06	95%

The driving distance to the on and off-ramps of SR 198, both east and west bound, are shown in Table 4-5. It also depicts the number of existing or planned bikeways adjacent to each preliminary site, if the site is less than one-quarter mile from the Amtrak Station, and if it is less than one-quarter mile from a potential Cross Valley Railroad station site.

Table 4-5: Adjacency to Transportation Connections

Site #	Distance to Eastbound 198 On-ramp (miles)	Distance from Eastbound 198 Off-ramp (miles)	Distance to Westbound 198 On-ramp (miles)	Distance from Westbound 198 Off-ramp (miles)	No. of Bikeways Adjacent to Site	Less than ¼ mile from Amtrak Station	Less than ¼ mile from a potential Cross Valley RR station site
1	0.8	1.4	0.4	0.4	2	Yes	Yes
2	1.1	1	0.5	0.6	1	Yes	Yes
3	0.7	0.9	0.3	0.5	1	Yes	Yes
4	0.6	0.6	<0.1	0.3	2	Yes	Yes
5	1.1	0.5	0.2	0.2	1	Yes	Yes
6	0.4	1.2	0.6	0.8	1	No	Yes
7	0.5	0.6	0.5	0.6	0	No	Yes
8	0.7	0.8	0.7	0.6	0	No	Yes
9	0.5	0.6	0.5	0.5	1	No	Yes
10	0.3	0.4	0.3	0.5	3	No	Yes
11	0.3	0.5	0.3	0.5	1	No	Yes
12	0.4	0.6	0.4	0.4	1	No	Yes
13	0.5	1.2	0.9	0.9	1	No	No
14	0.8	0.8	0.8	0.3	0	No	No
15	0.6	1.1	0.5	0.8	0	No	No
16	1.2	1.5	0.5	0.5	1	No	No

The walking distances of each preliminary parcel to the center of downtown and to Civic Center Park are shown in Table 4-6.

Table 4-6: Adjacency to Nearby Destinations

Site #	Walking Distance to Center of Downtown (Seventh/Douty) (miles)	Walking Distance to Civic Center Park (miles)
1	0.4	0.5
2	0.4	0.3
3	0.3	0.2
4	0.3	0.4
5	0.4	0.5
6	0.6	0.7
7	<0.1	0.2
8	0.3	0.4
9	0.2	0.4

Site #	Walking Distance to Center of Downtown (Seventh/Douty) (miles)	Walking Distance to Civic Center Park (miles)
10	<0.1	0.3
11	0.2	0.4
12	0.3	0.4
13	0.8	0.9
14	0.6	0.8
15	0.8	1.1
16	1	1.2

4.5.1 General Plan Land Use

A majority of the project study area is designated for Downtown Mixed-Use land uses. The remaining sites are currently designated for the following land uses:

- Preliminary Sites 4, 5, eastern half of 10, 11, and 12: Service Commercial.
- Preliminary Sites 14, 15, and 16: Corridor Mixed-Use.
- Preliminary Sites 6 and 13: Light Industrial.

A description of each General Plan land use is as follows:

The **Downtown Mixed-Use** land use designation is a unique pedestrian-oriented, multi-story, concentration of shopping, entertainment, eating establishments, high density housing, and offices primarily served by on-street or public parking located in the historic center of Hanford and serving the entire community. The uses allowed in the Downtown Mixed-Use land use designation include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged.

The **Corridor Mixed-Use** land use designation promotes a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhoods, with the intent of creating a pedestrian-friendly environment encouraging walking between uses. The Corridor Mixed-Use land use designation includes small- and medium- scale commercial buildings providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed-use development that include these uses. Typical uses can be duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

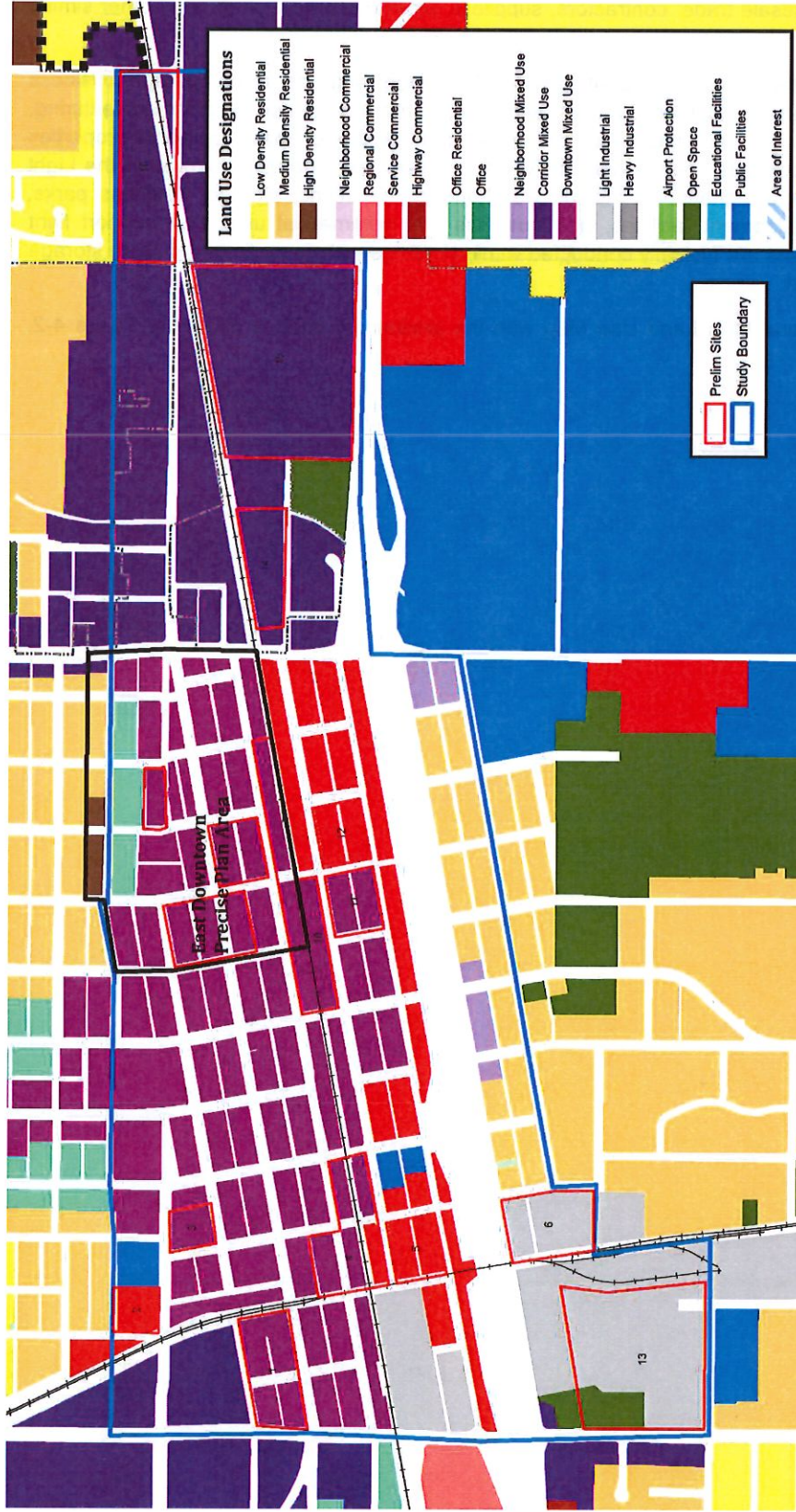
The **Service Commercial** land use designation provides for establishments that engage in servicing equipment, materials, products and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution. The Service Commercial land use designation includes a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental;

motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.

The **Light Industrial** land use designation supports warehousing operations, storage, business parks, research and development facilities, and establishments engaged in light manufacturing, assembling, packaging, and processing that are not obnoxious or offensive to nearby properties due to odor, dust, exhaust, noise, vibration or other nuisances. The uses allowed in the Light Industrial land use designation to include warehousing operations, storage, business parks, research and development facilities, and business and commercial uses that support light industrial uses. Uses are typically conducted within buildings with some limited outside storage or activity permitted.

The Hanford General Plan Land Use Map with the preliminary sites is shown in Figure 4-2.

Figure 4-2: Hanford General Plan Land Use Map



4.5.2 Zoning

A majority of the project study area is zoned Downtown Mixed-Use. The remaining sites are currently designated for the following zoning classifications:

- Preliminary Sites 14, 15, and 16: Corridor Mixed-Use.
- Preliminary Sites 4, 5, eastern half of 10, 11, and 12: Service Commercial.
- Preliminary Sites 6 and 13: Light Industrial.

The **Downtown Mixed-Use** Zone allows for professional and commercial office; governmental offices; medical and dental uses; business support services; community center; day care center with eight or fewer persons; social services; public safety; eating and drinking establishments; retail sales; parking lots and parking structures; and bus, transit or train station. Day care centers would be permitted with an administrative use permit for nine to fourteen persons. Other uses may be permitted. Check the City of Hanford Zoning Ordinance for a list of uses.

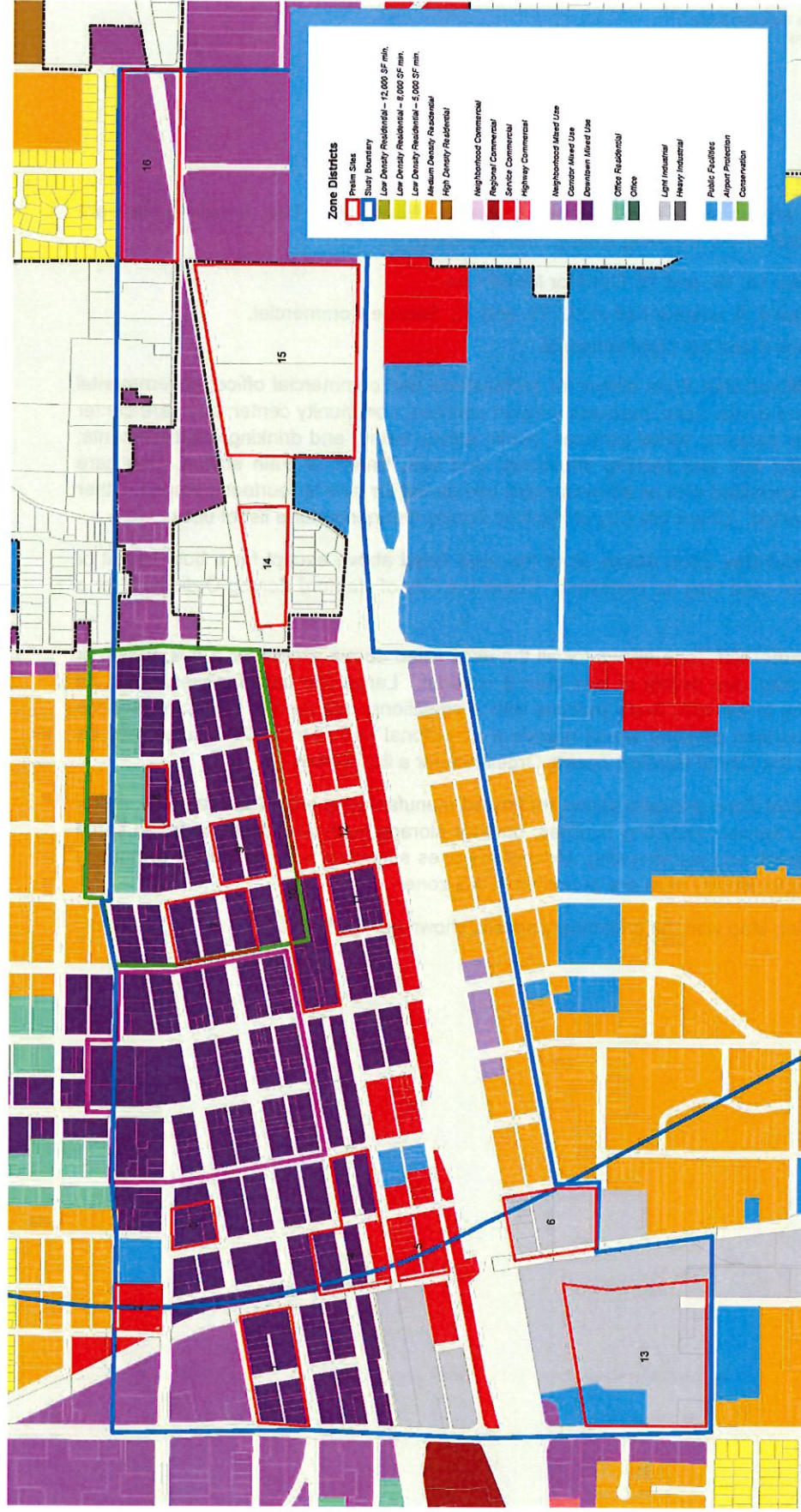
The **Corridor Mixed-Use** Zone allows all of the uses listed above except for a bus, transit or train station. Other uses may be permitted. Check the City of Hanford Zoning Ordinance for a list of uses.

The **Service Commercial** Zone allows for all the uses listed above except for a bus, transit or train station or a day care facility of less than 8 children. Large day care facilities would be permitted with nine to fourteen more persons with a conditional use permit. Day care facilities with more than fourteen persons would require a conditional use permit. Other uses may be permitted. Check the City of Hanford Zoning Ordinance for a list of uses.

The **Light Industrial** Zone primarily allows for limited manufacturing and industrial uses; motor vehicle repair and service; recycling facilities; outdoor storage such as vehicle impound yards and equipment rental; and warehousing. Most of the uses suited for a transit center and many of its desired complementary uses are permitted in this zone.

The Hanford Zoning Map with the preliminary sites is shown in Figure 4-3.

Figure 4-3: City of Hanford Zoning Map



4.5.3 Hanford Municipal Airport

The Kings County Airport Land Use Compatibility Plan contains noise and height compatibility criteria that are an important consideration when making land use decisions near the Hanford Municipal Airport. The Airport Compatibility Zone Map is shown in Figure 4-4. The following describes each zone:

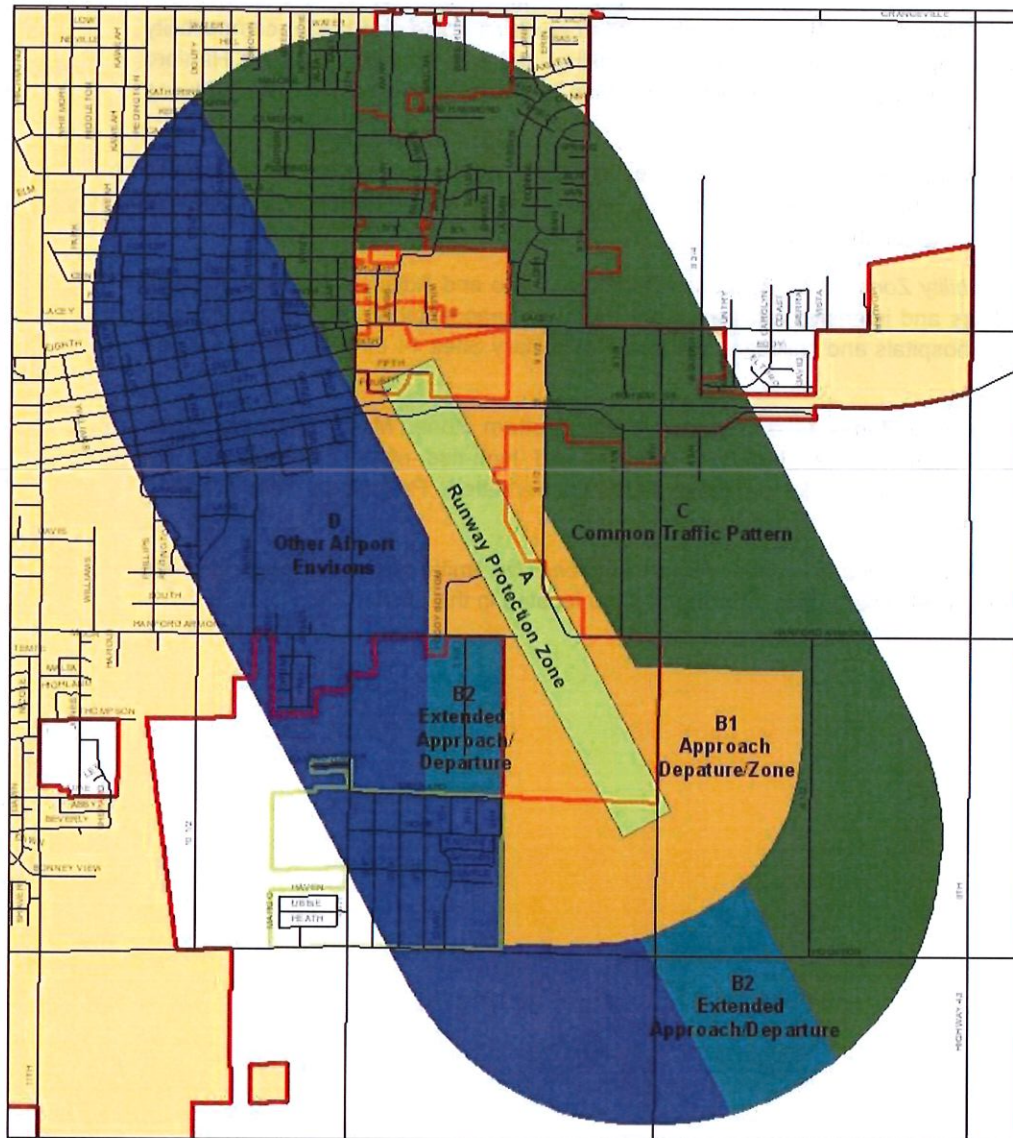
Land Use Compatibility Zones A – Runway Protection Zone: Automobile parking is a normally acceptable use. No buildings are allowed. A small portion of the southwest corner of Preliminary Site 14 is within this zone.

Land Use Compatibility Zones B1 – Approach/Departure Zone and Adjacent Runway: Multiple story office buildings and intensive retail uses are normally unacceptable, as well as sensitive land uses such as hospitals and childcare facilities. Preliminary Sites 14 through 16 are located in Zone B1.

Land Use Compatibility Zones C – Common Traffic Pattern Zone: Major shopping malls, theaters and auditoriums, large stadiums, schools, and high-rise office buildings are not normally acceptable uses, but parks and playgrounds are permitted. Preliminary Sites 8 and 16 is located in this zone.

Land Use Compatibility Zones D – Other Airport Environs: No limitations except uses that are hazardous to flight. Preliminary Sites 1 through 13 are located in this zone.

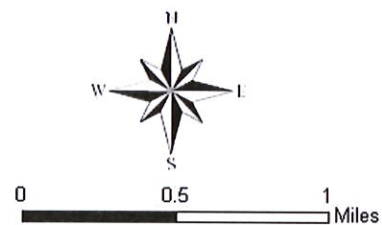
Figure 4-4: Airport Compatibility Zone Map



Legend

- | | |
|-----------------------------|------------------------|
| Approach/Departure Zone | Other Airport Environs |
| Common Traffic Pattern | Runway Protection Zone |
| Extended Approach/Departure | City of Hanford |
| | Home Garden |

Source: Kings County GIS, January 2009

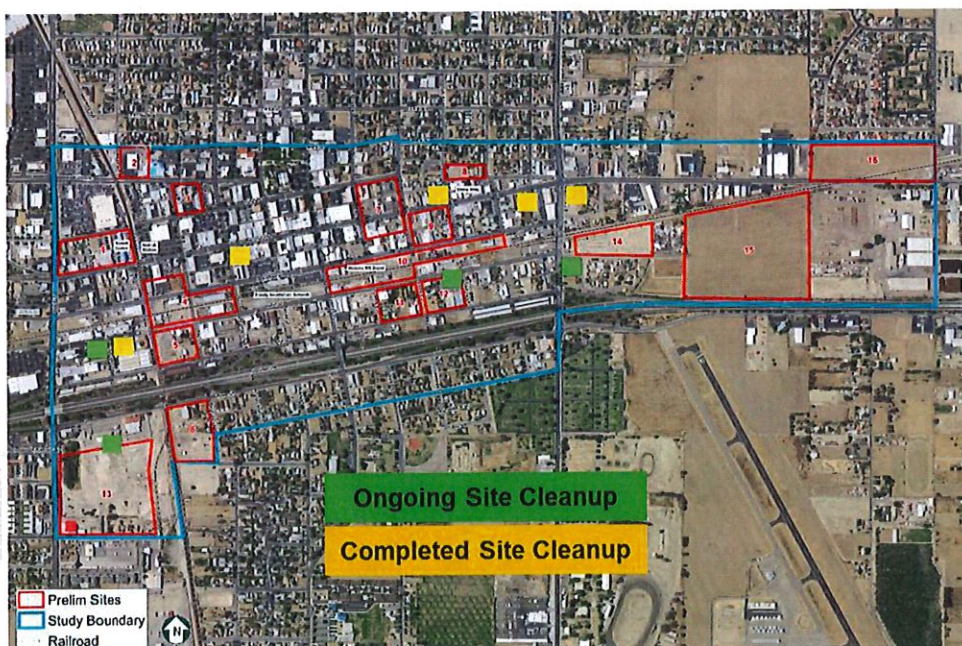


4.6 Brownfield Sites and Environmental Constraints

A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. The City has identified the Ultramar site as a brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue. This is the location of preliminary site #13, shown in Figure 4-5. Ultramar, a subsidiary of Valero, operated a refinery from the 1930s until 1987. Underground oil plumes from the refinery have spread northeast from the site. Ultramar still maintains offices, decommissioned storage tanks, and equipment, as well as a remediation system that pumps and treats contaminated groundwater. The company has been cleaning up the site since 1995. As of 2010, nearly one half million gallons of petroleum hydrocarbons have been removed from the subsurface as deep as 100 feet. The site began remediation as of February 2013. Additional assessment was conducted onsite in 2014 and a bioventing system to treat heavier hydrocarbons on the site began in December 2014. In January 2017, Ultramar proposed the installation of a new monitoring well to evaluate current soil conditions¹.

Another brownfield site, preliminary site #12, underwent a cleanup program beginning in 1989 due to the presence of carcinogenic gas plant by-products. Since then, multiple groundwater tests have been conducted and an asphalt and concrete cap was constructed on site to restrict the spread of any further contamination. The remediation was conducted to remove residual impacted soil surrounding a sewer line in the alleyway east of Green Street. As a result, the landowner, Southern California Gas Company, entered into an agreement with the City of Hanford in 2008 to prohibit certain uses such as hospitals, residences, and schools from occupying the site due to soil contaminants.

Figure 4-5: Site Cleanup Locations

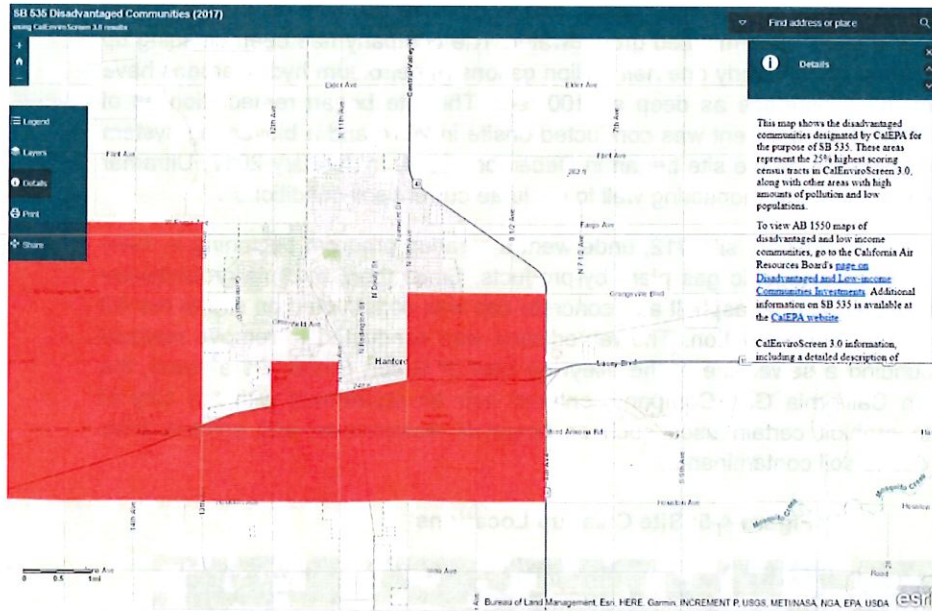


¹ "GeoTracker", State of California Water Resources Control Board, 2017

4.7 Disadvantaged Communities

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA) designated disadvantaged communities pursuant to Senate Bill (SB) 535 in 2017. As shown in Figure 4-6, preliminary sites #6, #13, #14, #15, and #16 were designated as SB 535 disadvantaged communities by CalEPA. These communities represent census tracts with the highest amounts of pollution and low populations.

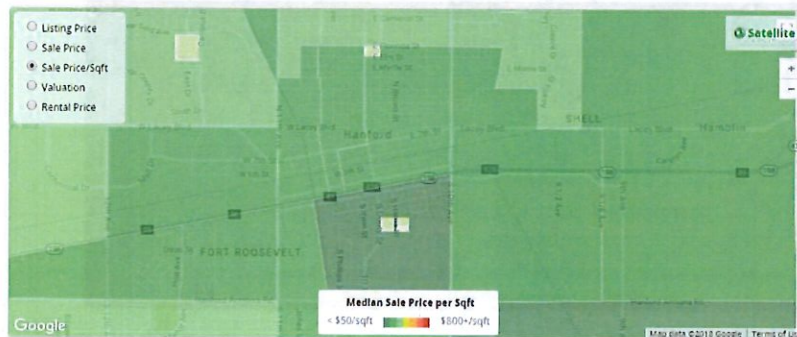
Figure 4-6: Disadvantaged Communities - CalEPA²



4.8 Property Values

Area market values were gathered to provide a reference point of the potential relative costs of land acquisition in the area. The initial screening process will be based on publicly available property sales data from Trulia, as shown in Figure 4-7, and will help determine whether preliminary sites are valued higher or lower in relation to each other.

Figure 4-7: Median Sale Price per Square Foot



² Office of Environmental Health Hazard Assessment, State of California, 2018

4.9 Public Transit

4.9.1 Kings Area Rural Transit

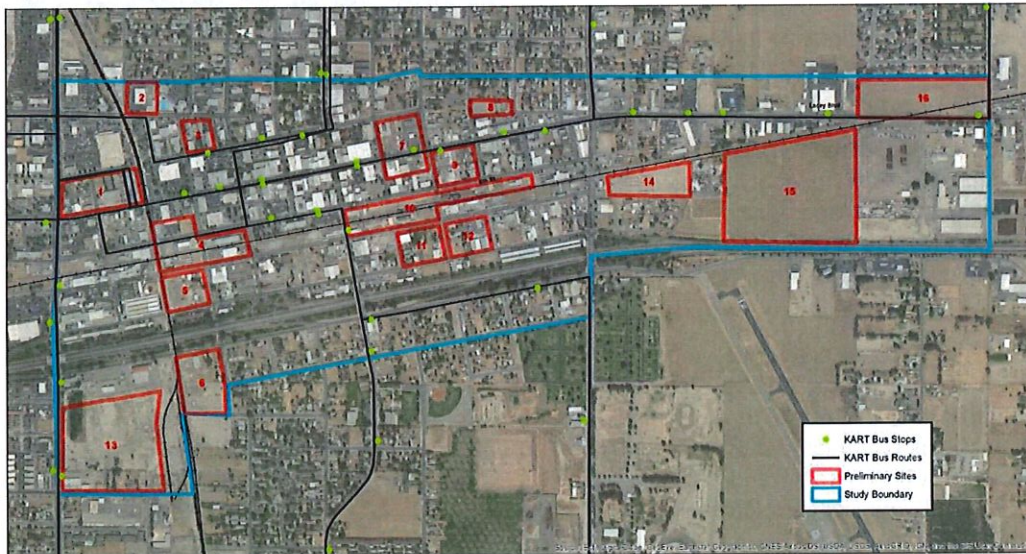
The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency. KCAPTA is a Joint Powers Agency (JPA) with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit. KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, Avenal, Laton and Fresno. Monthly ridership is about 60,000 per month. All but two Lemoore city bus routes begin and end at the KART Terminal located at 504 W. Seventh Street, shown in Figure 4-8. This is the facility proposed for relocation.

Figure 4-8: Existing KART Station from Seventh Street



There are currently nine fixed routes that circulate throughout Hanford. Figure 4-9 shows the current routes within the Study Area. At least four commuter routes to outlying areas, including intercounty services, also circulate through the KART terminal. The scheduled bus service operates Monday through Friday from 6:30 a.m. to 9:45 p.m. with partial Saturday service. Expansion of the service is planned as new retail developments are built.

Figure 4-9: KART Routes and Stops



4.9.1.1 Bicycles on KART

Allowing bicycles on buses encourages an intermodal (i.e., connected) transportation network, increases transit ridership, and provides another alternative to automobile use. KART currently offers bicycle racks on the front of all their buses. While KART will continue to expand its services and ridership, the need for bicycles racks will continue to be an essential part of the service.

Some bicycle parking is currently available at the Hanford Amtrak Station and KART Transfer Facility located at Seventh Street and Santa Fe Avenue in downtown Hanford. The 2035 Hanford General Plan has identified policies to provide for a multi-modal facility at this location that includes bicycle access. The General Plan policy states "Support multi-modal access to and from the existing Amtrak station".

4.9.2 Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern California by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad.

The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound train. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to Los Angeles, Sacramento, San Francisco, and many other points in Northern and Southern California. Passengers can transfer to the Amtrak Coast Starlight, which continues north to Portland and Seattle.

Amtrak feeder bus service is currently provided to and from the Hanford station to Tulare County. This bus service connects Porterville, Lindsay and Visalia with the Amtrak trains. This service provides an ideal opportunity for inter-modal connections in support of other regional public and private transportation providers.

Because Amtrak is a national enterprise, coordination with connecting transit service at the Amtrak stations must be done by the local transit operators. Of the 16 stations served by Amtrak San Joaquins (see Figure 4-10), Hanford was the ninth-busiest in 2016, with boarding and alighting a total of approximately 201,100 passengers from October 2015 through September 2016³.

Figure 4-10: Hanford Amtrak Station



Figure 4-11: Hanford Amtrak Station - Bus Transfer



³ Amtrak FY 2015-16 Boardings and Alightings

Table 4-7: October 2015 – September 2016 Amtrak Boardings and Alightings

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

4.9.2.1 Bicycles on Amtrak

Full-size bicycles may be carried on trains at the Hanford Amtrak station. Amtrak provides designated walk-on storage racks on Amtrak trains in the San Joaquin Valley, but is limited to certain cars or one car. Bicycles may also be boxed and checked if the bike owner prefers.

4.9.3 High-Speed Rail

The California High-Speed Rail Authority is continuing construction of a high-speed rail system for the State. The route runs along the eastern edge of Hanford, roughly following a north-south route near the high voltage power lines between 7th and 8th Avenues. It is anticipated that public transit (either KART or Cross Valley Rail) will likely be available to bring passengers to downtown Hanford.

4.9.4 Cross Valley Rail

The Cross Valley Rail Corridor Plan represents an opportunity to completely transform public transit in Tulare, Kings, and southern Fresno Counties. The existing railroad branch line from Huron to Porterville already provides right of way that connects each community's downtown

along the line. The cities of Visalia, Tulare, Porterville, Corcoran, and Dinuba all operate public transit systems. The cities of Lemoore, Corcoran, Hanford, and Visalia are also served by KART. A passenger rail line provides a unique opportunity to connect these cities' transit systems, not just to each other, but also to the rest of California via a transfer connection at the Kings/Tulare High-Speed Rail Station.

A Cross Valley Corridor is being proposed that plans for future passenger rail service, with a stop in downtown Hanford. The proposed line will follow the existing freight rail corridor from Huron to Porterville, which also roughly follows State Routes 198 and 65. It will connect the proposed Kings/Tulare Regional High-Speed Rail station with communities along this route. These cities include Huron, NAS Lemoore, West Hills College, Lemoore, Hanford, Visalia, Farmersville, Exeter, Lindsay, and Porterville. Unincorporated communities of Armona and Strathmore may also be served by transit stops. In addition, there is also a desire to connect to both the Tulare and Dinuba transit systems at their respective transit centers as well as the small town of Woodlake, approximately 10-miles northeast of Visalia.

A specific station has not been identified yet in Hanford. However, it is expected to be located along the existing rail corridor between the Burlington Northern Santa Fe Railroad tracks and 10th Avenue.

4.10 ACTIVE TRANSPORTATION

4.10.1 Bikeways

The following streets within the Study Area have been identified for either Class II or Class III bikeways in the Hanford Pedestrian and Bicycle Master Plan. A Class II bikeway provides a separated bike lane on the street. A Class III bikeway provides signs and pavement markings to identify that the roadway is to be shared between bicycles and motor vehicles.

Class II

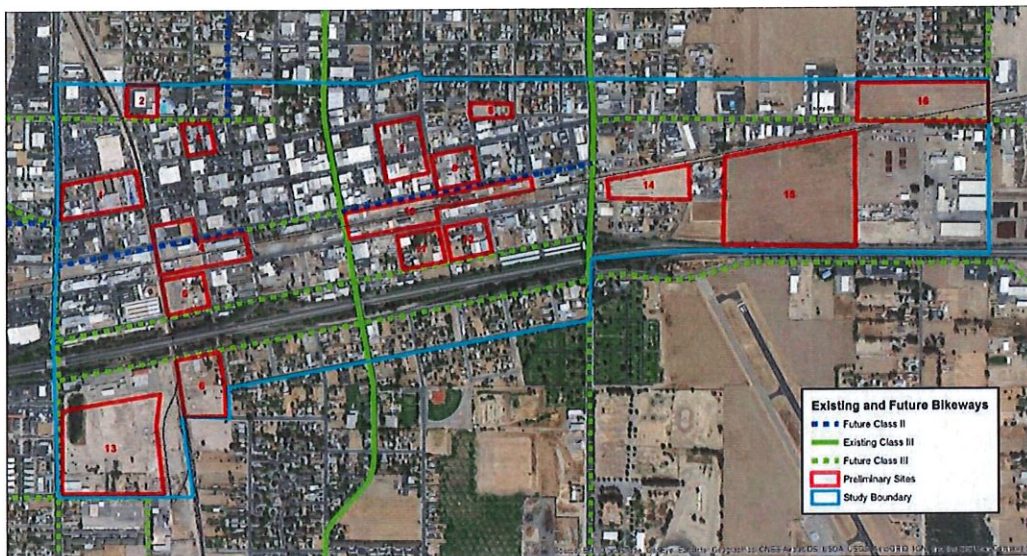
- 10th Avenue
- 9¼ Avenue from Lacey Boulevard north

Class III

- 11th Avenue
- Redington Street between Grangeville Road and Lacey Boulevard
- Douty Street between Eighth and Third Streets.
- Lacey Boulevard
- Sixth Street

The existing and future bikeways within the study area are shown in Figure 4-12.

Figure 4-12: Existing and Future Bikeways



4.10.2 Existing Sidewalks and ADA Curb Ramps

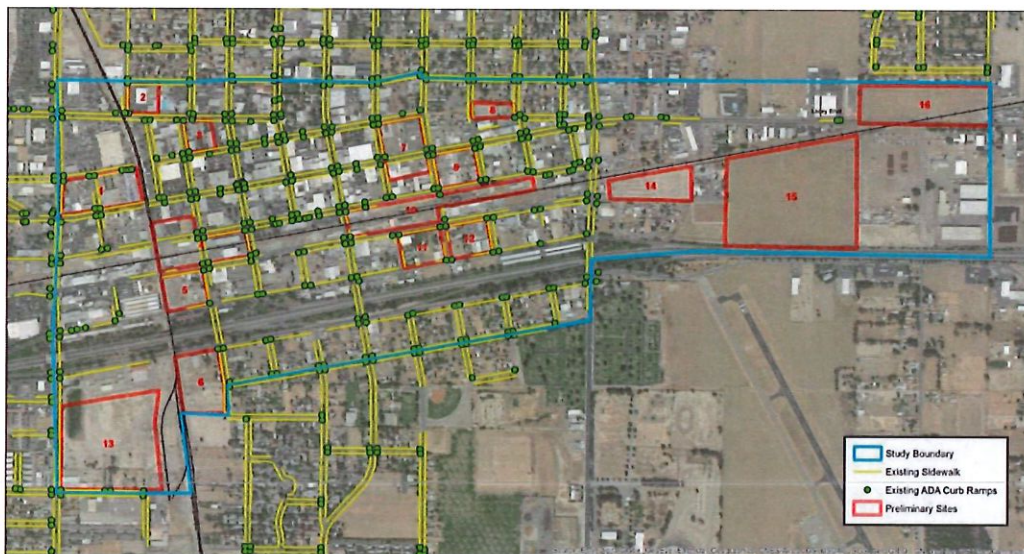
Most of the Study Area west of 10th Avenue has sidewalks and ADA curb ramps at street intersections. Only the following streets lack sidewalks within the Study Area: Sixth Street east of Harris Street, Fifth Street between the railroad and Phillips Street, Fifth Street between Douty and Brown Streets, Fourth Street between Harris and Green Streets, and Fourth Street between the railroad and Phillips Street.

Some of the area east of 10th Avenue is still in the County and has not yet been annexed into the City. Most of East Lacey Boulevard lacks sidewalks. Fifth Street east of 10th Avenue lacks sidewalks.

Sixth, Seventh, and Eighth Streets west of Harris Street and east of Phillips Street have been installed with midblock crossings that include ADA curb ramps. Midblock crossings improve pedestrian accessibility and calm traffic in the downtown. Preliminary Sites 3, 10, and the north side of 7 have pedestrian access via midblock crossings.

The sidewalks and ADA curb ramps in the Study Area are shown in Figure 4-13.

Figure 4-13: Existing Sidewalks and ADA Curb Ramps



4.11 Schools

Two charter schools are located in the Study Area: Crossroads Charter Academy (CCA) and Crescent Valley Public Charter. The CCA is located at the northeast corner of Eighth Street and Santa Fe Avenue near Preliminary Sites 1 and 2. CCA's enrollment includes 6th through 12th grades Monday through Thursday, and offers adult education on Fridays. Crescent Valley Public High School is located north of Seventh Street and west of Redington Street and operates on a year-round schedule.

4.12 Current Plans and Policies

The following text contains quoted policies from other adopted Hanford City or Kings County Plans that are applicable to this Study.

4.12.1 2015 KCAG Transit Development Plan

4.12.1.1 KART Capital Plan

Expanded Administrative Space for KCAPTA Staff -- Currently, KCAPTA owns the facility at 629 Davis Street in Hanford. KCAPTA administrative staff works out of this facility, as does the contractor's administrative and maintenance staff. The facility is inadequate for KCAPTA's expanding administrative services, and in particular is inadequate for conducting ADA eligibility evaluations. Additional administrative space is recommended for 2015-16. It is anticipated this will cost in the range of \$500,000, which will be funded from Staff Transit Assistance carryover and interest.

4.12.2 2016 KART Marketing Plan

4.12.2.1 Facilities

The KART transfer center is an open and inviting area with signage that, in most instances, makes finding one's route easy. Routes that are served on the street could have better signage within the main area of the transit center directing riders to those routes. There is ample seating

and parking to make riders feel comfortable during their wait and confident that park and ride is available. Similarly, bus shelters are clean and well signed.

More complex passenger information is missing from all facilities, creating a major gap for riders. There are no posted schedules at the transfer station despite ample room, and bus shelters have space that appear almost reserved for a system map or schedules, but none are present. At the transfer center, there is an information booth where riders can request information. However, the information booth is not very inviting because it is hard to see through the glass, and is not staffed during lunch or afterhours. A digital screen provides real-time information. This is useful, but it is not in an obvious location or readable from a distance. Further, it provides no information other than the next bus arrival times, and so is not useful to someone who does not already know which bus they need.

While KART facilities provide a comfortable place for riders who already know their way around the system, they do not provide a user-friendly experience for riders new to the system. Schedules and route maps on the brick pillars would help new passengers to learn the system and would quickly communicate to existing passengers what their options are for boarding times.

4.12.3 2014 Kings County RTP/SCS

Chapter 3 – Policy Element:

I. Overall Goal; Planning and Programming Objectives and Policies:

B. Program Policy and Objectives:

7. Public and private transportation facilities shall be planned and developed consistent with overall growth and development policies contained in city and county general plans.

IV. Public Transportation Policies and Objectives:

A. Public Transit Policy: Objectives:

8. Promote the coordination of transit with other transportation modes.

VII. Transportation Systems Management Policies and Objectives:

- E. Policy: Promote desirable and minimize undesirable social and economic impacts of the existing transportation system.
3. Objective: Minimize neighborhood impacts caused by transportation improvements.

Chapter 6 – Transit:

IV. Issues:

A. Public Transit: 3. AMTRAK

- 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 Joaquin's since more than 60% of all passengers' use a feeder bus during their trip.

Chapter 8 – Non-Motorized Facilities:

V. Action Element: A. Implementation Strategies

13. Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations to affect the first-last mile connectivity concept, providing a seamless transition with other transportation modes. Transit buses should continue to be equipped with bicycle transporting racks.

4.12.4 City of Hanford 2035 General Plan

The largest provider of public transit services within Kings County is the KCAPTA, which operates the Kings Area Rural Transit (KART). KART offers scheduled daily city bus service within Hanford and intercity service to Kings County. All KART bus routes begin and end at the KART Terminal located at 504 W. Seventh Street across the railroad tracks from the Hanford Amtrak station.

Public Transit Goals

Goal T5: A citywide and regional transportation system that has the Downtown as its hub.

Goal T6: A convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent.

Policy T52 Multi-Modal Hub

Design transportation systems and infrastructure that promote the Amtrak and KART terminals as the activity hub for multi-modal transportation in Hanford.

Policy T53 Adequate Transit Service Availability

Maintain a proactive working partnership with KART to ensure that adequate public transit service is available.

Policy T54 KART Expansion.

Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, and expand regular transit service in portions of Hanford that currently have no public transit.

Policy T55 Transit Stops.

Where right-of-way allows, arterial and major collector streets shall be designed to allow transit vehicles to pull out of the travel lane when stopping.

Policy T56 Improve Access to Transit Stops.

Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.

Policy T57 Long Range Transit Plan.

Coordinate and collaborate with KART and KCAG on development of a long-range transit plan that considers special emphasis on new or enhanced transit services and

amenities in the downtown core, and service to identified mixed use neighborhoods and corridors.

Policy T58 Vanpool Programs.

Support the KART Vanpool program for the area's farmworkers and other commuters.

Goal T7: Adequate parking and loading facilities, especially in the Downtown.

Policy T59 Transit Parking Lots

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

Policy T81 Link to Transit with High-Speed Rail

If High-Speed Rail becomes a reality in Kings County, ensure that effective transit linkages are in place between the High-Speed Rail station and the City's downtown and employment centers.

4.12.5 Hanford Downtown East Precise Plan

6.7.1 Public Transit Service

Part of the vision for the Hanford Downtown East Precise Plan (DEPP) area is to provide additional transit along Seventh Street. KART currently has two bus routes that operate on Seventh Street, but both operate on one-way loops that include Seventh Street rather than providing a single route that travelers can use to go either way. It would be ideal to provide a bus route that would operate in both directions along Seventh Street that would go from the train station to 10th Avenue at a 15-minute headway.

One of the challenges that KCAPTA faces today is a lack of funding, which has caused them to reduce the amount of service they provide. In addition, one of the issues with providing more stops along Seventh Street is the presence of parallel and diagonal parking. The 35-foot buses need approximately 40-45 feet of space to stop, which would eliminate some of the parking along Seventh Street.

Despite the present challenges, the long-term vision for the Hanford DEPP area is to provide more frequent two-way service along Seventh Street. In consultation with KCAPTA staff, it is reasonable to expect, that with the land use intensities proposed in the Hanford DEPP area, that a two-way bus route would be feasible along Seventh Street in the future. The KART transit system will expand in accordance with the market demand for transit. The Hanford DEPP will provide for more mixed uses, including increased residential density, personal services, and entertainment, which will create a demand for a greater frequency of transit in the area. KCAPTA is on board with the overall concept of providing more frequent transit in the downtown east area and will be involved with the planning and development of the transit system in the Project area.

4.12.6 2035 Kings County General Plan – Circulation Element

Circulation Policies: C. Regional Transportation System

C GOAL C1: Integrate through the County's regional transportation system, an efficient and coordinated goods and people moving network of Highways, Railroads, Public Transit, and Non-Motorized options that reduce overall fuel consumption and associated air emissions.

C OBJECTIVE C1.3: Promote Public Transit and vanpooling within the County urbanized areas to increase ridership and decrease traffic demand on County roadways.

C Policy C1.3.1: Coordinate with Caltrans, Kings Area Rural Transit, and Corcoran Area Transit to plan for convenient publicly accessible public transit stops and park and ride sites.

C Policy C1.3.2: Centralize new development near public transit stops within Community Districts as identified in each respective Community Plan.

C Policy C1.3.3: Encourage and support the enhancement and marketing of transit and vanpool services as a viable transportation alternative and transportation control measure to improve air quality.

C Policy C1.3.4: Coordinate transit route and stops with other transportation modes as defined in each Community Plan.

5 Phase 2

Utilizing the information gathered from initial study, existing conditions, and the needs assessment, the sites will be evaluated against the screening methodology developed for the Study. The screening methodology aims to evaluate the various sites based on both qualitative and quantitative criteria such as:

- **Operational Requirements:** Would the site be able to meet existing and future transit demands of KART? Would transit vehicles be able to safely and easily access the site?
- **Parking Considerations:** Is there adequate space for existing and future parking demand? Does the site allow for the separation of private automobile and transit vehicular flows?
- **Locational Attributes:** What does the surrounding area look like and what is the level of compatibility with the surrounding uses? How many businesses and residents would be directly impacted by a transit station relocation to the site? Does the site have access to the necessary utilities? Who currently owns the property?
- **Multi-Modal Connectivity:** Is the site conducive to meeting the needs of various forms of transportation? Is there adequate access to existing and planned bicycle paths? Are there existing sidewalks?
- **Regulatory Compliance and Public Acceptance:** What land uses are permitted on the site? How do the stakeholders feel about the site locations and potential impacts?
- **Environmental Considerations:** Would the relocation of the transit station to the site result in negative impacts to disadvantaged populations? Is there a potential need for soil mitigation on the site? Could there be any traffic circulation impacts as a result of a relocation to the site?
- **Cost:** If land acquisition is required, is the site valued above market rates?

5.1 Methodology

Site locations will be scored using the methodology in Table 5-1. The three sites with the highest scores will move on to Phase 3 of the site selection process for further analysis and evaluation. The next phase of screening will include more refined criteria as the three preferred site selections move forward with more detailed analysis and site planning. As such, some criteria (i.e. #2 and #4 in Table 5-1) would not be applicable until the next phase when more detailed information is available.

Table 5-1: Screening Methodology

Category	Criteria	Scores	Notes
Operational Requirements	1. Adequate space for 20 bus bays	2. Yes	"Yes" if total square footage is 3 acres or more.
		0. No	
	2. Adequate space for 4 fast-fill fueling station (zero-emission bus charging lines).	2. Yes	To be determined in Phase 3
		0. No	
	3. Can accommodate separate bus	2. Yes	"Yes" if located on 2

Category	Criteria	Scores	Notes
	and vehicle access drives		arterials
		0. No	
	4. At least two ingress/egress points for buses, with adequate space for turning radius of 35' buses	2. Yes	To be determined in Phase 3
		0. No	
	5. Located near an existing signalized intersection	2. Yes	
		0. No	
	6. Can accommodate separate drop-off, pick-up area for private automobiles, ridesharing services, and taxis	2. Yes	To be determined in Phase 3
		0. No	
	7. Can accommodate transit driver breakroom	1. Yes	To be determined in Phase 3
		0. No	
	8. Can accommodate bike lockers	1. Yes	To be determined in Phase 3
		0. No	
	9. Distance from nearest Highway 198 interchange	1. ½-mile or less	
		0. More than ½-mile	
Parking Considerations	10. Could require fewer adjustments to existing routes and schedules	3. Yes	"Yes" if on existing bus route
		0. No	
	11. Can accommodate minimum 20 secure parking spaces for administrative staff (future potential)	2. Yes	To be determined in Phase 3
		0. No	
Locational Attributes	12. Accommodates existing parking capacity (and future potential for shared high-speed rail and other users)	2. Yes	To be determined in Phase 3
		0. No	
	13. Right-of-way impacts – Land Ownership and Status	5. Government-owned property	
		4. Partially government-owned	
		3. Privately owned and vacant	
		2. Privately owned and operated	
		0. Residential	
	14. # of parcels impacted	3. Two or fewer	

Category	Criteria	Scores	Notes
		2. Three or four	
		1. Five	
		0. Six or more	
	15. # of business impacted	3. Two or fewer	
		2. Three or four	
		1. Five	
		0. Six or more	
	16. Total property can accommodate a bus transit and administrative center of approximately 5,000-6,000 ft2 with minimum width of 50' within XX acres	5. Yes	To be determined in Phase 3
		0. No	
	17. % of undeveloped land of site	2. More than 75%	
		1. 25%-75%	
		0. Less than 25%	
	18. Can the site provide adequate utility connections for bus charging and building uses?	1. Yes	
		0. No	
	19. Is there room for potential, future growth?	1. Yes	"Yes" if total square footage is 4 acres or more OR there are potentially available sites adjacent to the location
		0. No	
	20. Proximity to Downtown Hanford – intersection of Douty Street and Seventh Street	2. Less than ¼-mile	
		1. ¼-mile - ½-mile	
		0. More than ½-mile	
	21. Proximity to social services (Civic Center Park area)	2. Less than ¼-mile	
		1. ¼-mile - ½-mile	
		0. More than ½-mile	
	22. # of sensitive land uses adjacent to the site	3. None	Residential, school, assisted living, etc.
		2. One	
		1. Two	
		0. Three or more	
	23. Is the site visible and does it	1. Yes	Located on a major, well-

Category	Criteria	Scores	Notes
	provide safe access for patrons?		lit street
		0. No	
	24. Does the site provide an opportunity to spark new development in an area of inactivity and may otherwise need revitalization?	2. Three or more	# of vacant buildings/properties adjacent to site
		1. One or two	
		0. None	
Multi-Modal Connectivity	25. Proximity to existing and planned bicycle connections	#	# of bikeways (planned and existing) adjacent to the site
	26. Access to regional transportation (Amtrak and Cross Valley Corridor)	1. Less than ¼-mile	Maximum 2 points if within ¼-mile to both Amtrak and CVC
		0. More than ¼-mile	
	27. Can separate pedestrian and vehicular movements	1. Yes	To be determined in Phase 3
		0. No	
	28. Are there existing sidewalks to accommodate ADA patrons?	1. Yes	
		0. No	
Regulatory Compliance and Public Acceptance	29. Ability to comply with downtown Hanford ordinances	1. Yes	*including airport compatibility
		0. No	
	30. Ability to comply with Hanford General Plan	1. Yes	*Zoning Compliance
		0. No	
	31. Impacts to agricultural land?	1. No	
		0. Yes	
	32. Stakeholder Preference	3. Strong preference	
		1. Neutral	
		0. Strong objection	
Environmental Considerations	33. Potential disproportional negative impacts to disadvantaged communities?	2. No	Based on SB 535 maps of areas of disadvantaged communities (2017) by CalEPA
		0. Yes	
	34. Would any soil mitigation be required for the site?	2. No	
		0. Yes	

Category	Criteria	Scores	Notes
Cost	35. Potential to cause significant traffic impacts?	2. No	"No" if located on street that is a major collector or arterial.
		0. Yes	
	36. Potential land acquisition	2. Lower than market value	
		1. Average market value	
		0. Above market value	

5.2 Screening

The 16 initially identified sites were evaluated using the methodology scoring criteria described in Chapter 5 and the information gathered and presented in Chapter 3. The results of the scoring are summarized in the following sections.

5.2.1 Operational Requirements

This section screens out potential sites by evaluating their ability to meet the transit operational needs of the KART bus system. Once three preferred sites have been identified and site plans are developed, the remaining methodology criteria in this category can be addressed in Phase 3.

1. Adequate space for 20 bus bays? "Yes" if total square footage is 3 acres or more. The existing transit center is 1 acre. Acreage for each site is listed in Table 2-1.
 - a. 2 points if "Yes"
 - b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	0	0	2	2	2	2	0	2	2	2	2	2	2	2	2

2. Can accommodate separate bus and private vehicle access drives? "Yes" if located on two arterials, as listed in Table 4-1.
 - a. 2 points if "Yes"
 - b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0

3. Located near an existing signalized intersection? See Figure 4-1 for a map of existing signalized intersections.
 - a. 2 points if "Yes"
 - b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0

4. Distance from nearest Highway 198 interchange? See Table 4-5 for site distances to highway interchanges. An average of the distances to each of the four on- and off- ramps was used to determine site scores.

- a. 1 points if ½-mile or less
- b. 0 points if more than ½-mile

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	0	0	1	1	0	0	0	1	1	1	1	0	0	0	0

5. Could require fewer adjustments to existing routes and schedules? "Yes" if located on existing bus route. See Figure 4-9 for existing KART routes and stops.

- a. 3 points if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	3	3	3	3	0	0	3	0	3	3	0	0	3	0	0	3

5.2.2 Parking Considerations

As site plans are not developed in Phase 2 for the 16 initially identified sites, these criteria will not be answered until Phase 3.

5.2.3 Locational Attributes

This section screens out potential sites by evaluating the location and land-related impacts such as occupancy, proximity to nearby destinations, and adjacent land uses. See Table 4-2 for existing occupancy information for the 16 sites.

6. Right-of-way impacts: Land Ownership and Status?

- a. 5 points if government-owned property
- b. 4 points if partially government-owned
- c. 3 points if privately owned and vacant
- d. 2 points if privately owned and operated
- e. 0 points if residential

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	4	2	2	2	3	2	2	2	2	2	2	2	2	3	3	3

7. Number of parcels impacted? See Table 4-4 for the number of parcels included in each site.

- a. 3 points if two or fewer parcels
- b. 4 points if three or four parcels
- c. 1 point if five parcels
- d. 0 points if six or more parcels are included in the identified site

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	3	0	0	0	0	0	1	0	0	0	0	0	3	3	2

8. Number of businesses impacted? See Table 4-2 for existing occupancy information for the 16 sites.

- a. 3 points if two or fewer businesses
- b. 4 points if three or four businesses
- c. 1 point if five businesses
- d. 0 points if six or more businesses are included in the identified site

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	3	2	2	3	3	1	3	2	0	2	1	3	3	3	3

9. What percentage of the site area is undeveloped? See Table 4-4 for level of development for each site.

- a. 2 points if more than 75%
- b. 1 point if between 25% - 75%
- c. 0 points if less than 25%

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	0	0	1	2	2	0	1	0	1	2	1	2	2	2	2

10. Can the site provide adequate utility connections for bus charging and building uses? Greenfield sites were deemed unable to provide adequate utility connections.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0

11. Is there room for potential, future growth? "Yes" if total square footage is 4 acres or more
OR there are potentially available sites adjacent to the location.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	0	0	1	0	1	1	0	1	1	0	0	1	1	1	1

12. Is the site close to Downtown Hanford (intersection of Douty Street and Seventh Street)?
See Table 4-6 for site distances to nearby destinations.

- a. 2 points if less than ¼-mile
- b. 1 point if between ¼-mile and ½-mile
- c. 0 points if more than ½-mile

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	0	2	1	1	1	1	1	0	0	0	0

13. Is the site close to social services (Civic Center area)? See Table 4-6 for site distances to nearby destinations.

- a. 2 points if less than ¼-mile
- b. 1 point if between ¼-mile and ½-mile
- c. 0 points if more than ½-mile

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	2	1	1	0	2	1	1	1	1	1	0	0	0	0

14. Number of sensitive land uses (residential, schools, assisted living, etc.) located adjacent to the site*?

- a. 3 points if none
- b. 2 points if one
- c. 1 point if two
- d. 0 points if three or more

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	3	1	3	3	3	1	3	2	3	3	3	2	2	3	3	2

*Based on Google Maps 2018 information.

15. Is the site visible and does it provide safe access for patrons? "Yes" if located on a major, well-lit street.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	0	1	0	1	1	1	1	0	0	0	0

16. Does the site provide an opportunity to spark new development in an area of inactivity and may otherwise need revitalization? The number of vacant buildings/properties on the sites are summarized in Table 4-3, supplemented by publicly available property data for nearby areas.

- a. 2 points if three or more
- b. 1 point if one or two
- c. 0 points if none

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	0	0	1	1	1	2	1	1	2	1	2	1	2	2	2

5.2.4 Multi-Modal Connectivity

This category considers the sites' performance in providing connections to existing and planned bicycle, pedestrian, and transit facilities.

17. What is the proximity to existing and planned bicycle connections? The number of existing and planned bikeways adjacent to the site are summarized in Table 4-5.

- a. # of bikeways

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	1	1	2	1	1	0	0	1	3	1	1	1	0	0	1

18. What is the proximity to regional transportation (Amtrak and Cross Valley Corridor)? See Table 4-5 for site distances to nearby transportation connections.

- a. 2 points if located less than ¼-mile to both Amtrak and Cross Valley Corridor
- b. 1 point if located less than ¼-mile to Amtrak OR Cross Valley Corridor
- c. 0 points if located more than ¼-mile to regional transportation

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	2	1	1	1	1	1	1	1	0	0	0	0

19. Are there existing sidewalks to accommodate ADA patrons? See Figure 4-13 for a map of existing ADA routes.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0

5.2.5 Regulatory Compliance and Public Acceptance

This category evaluates the sites based on compatibility with local ordinances, stakeholder preference, and potential impacts to communities and agricultural land.

20. Does the site comply with downtown Hanford ordinances? See sections 0 and 4.5.3 for more information on zoning and airport compatibility.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0

21. Is the site compatible with the City of Hanford General Plan? See section 4.5.1 for more information on General Plan compatibility.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	0	1	0	0	1	1	1	1	0	0	0	1	0	0	0

22. Does the site impact agricultural land as determined by the City of Hanford General Plan and current land uses?

- a. 1 point if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

23. Stakeholder preference*

- a. 3 points if stakeholders have indicated a strong preference
- b. 1 point if neutral
- c. 0 points if strong objection

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	3	1	1	1	0	0	3	0	3	1	1	1	0	0	0	1

*Based on stakeholder interviews and meetings conducted in February 2018.

5.2.6 Environmental Considerations

This category considers existing or potential environmental issues on the site.

24. Are there potential disproportional negative impacts to disadvantaged communities*? See Section 4.7 for more information on disadvantaged communities as defined by CalEPA.

- a. 2 points if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	2	0	2	2	2	2	2	2	0	0	0	0

*Based on SB 535 maps of areas of disadvantaged communities (2017) by CalEPA.

25. Would any soil mitigation be required for the site*? See Section 4.5.3 for detailed information on current environmental issues related to site #13.

- a. 2 points if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	2	2	2	2	2	2	2	0	0	2	2	2

*Based on data presented by the California State Water Resources Control Board (GeoTracker), 2015.

26. Is there potential to cause significant traffic impacts*?

- a. 2 points if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	0	2	2	0	2	2	0	0	2	0	0	2

*Based on the 2014 Kings County Regional Transportation Plan.

5.2.7 Cost

This category considers the potential costs associated with the identified sites.

27. Potential land acquisition costs? See Section 4.8 for approximate property value estimates. The average property value price per square foot among the sites was \$84 per square foot. Sites valued either \$5 greater or lesser than \$84 were considered average for the purposes of this study.

- a. 2 points if site land value is lower than market value
- b. 1 point if average market value
- c. 0 points if above market value

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	2	1	1	1	1	1	1	2	1	1	0

*Based on property sale prices per square foot via Trulia, 2018.

5.3 Results

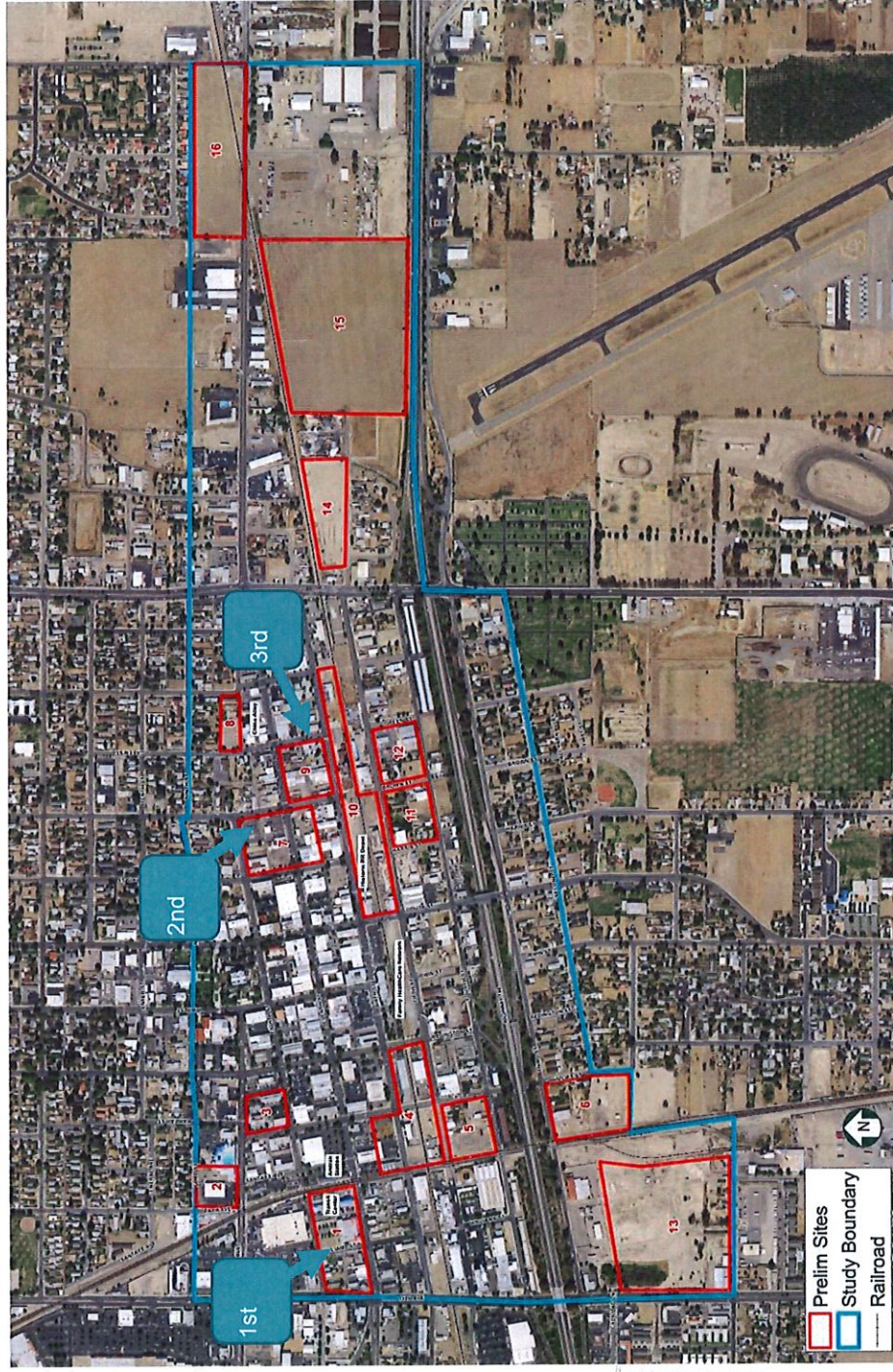
As a result of the screening process through the Phase 2 methodology, the 16 initially identified sites were scored and ranked. The three highest scoring sites will move forward for preliminary site planning and design, further analysis, and further stakeholder coordination.

The final scores of the 16 sites are listed in Table 5-2 and the map of the 16 sites is shown in Figure 5-1.

Table 5-2: Phase 2 Screening Results

Site	Final Score	Rank
1	40	1st
2	30	
3	30	
4	35	
5	30	
6	25	
7	39	2nd
8	23	
9	37	3rd
10	36	
11	28	
12	24	
13	28	
14	23	
15	23	
16	27	

Figure 5-1: Preferred Sites



The three preferred sites identified by the screening methodology and through stakeholder interviews were modified according to the feedback received by the various stakeholders. The modified sites that will move forward for further screening, analysis, and design are shown in the following figures.

5.3.1 Preferred Site 1

The site boundaries for Preferred Site 1 did not change as a result of stakeholder coordination and the information gathering process. The site, as shown in Figure 5-2, will move forward for Phase 3 analysis and screening.

Figure 5-2: Preferred Site 1 Area



5.3.2 Preferred Site 7

The site boundaries for Preferred Site 7 changed as a result of stakeholder coordination and the information gathering process. The original site boundaries included properties from both sides of Seventh Street, which is downtown Hanford's main street. Properties on Seventh Street in this area are required to have active uses on the ground floor, such as commercial store fronts and restaurants. Stakeholders felt that the transit center would be best served by including properties further north of Seventh Street, where there are currently vacant lots and buildings. The site, as shown in Figure 5-3, will move forward for Phase 3 analysis and screening.

Figure 5-3: Preferred Site 7 Area



5.3.3 Preferred Site 9

The site boundaries for Preferred Site 9 changed as a result of stakeholder coordination and the information gathering process. The original site boundaries were modified to include the long parcel along Sixth Street and the railroad. The opportunities provided by the new land area would allow for direct access to the Cross Valley Rail Corridor. The site, as shown in Figure 5-4, will move forward for Phase 3 analysis and screening.

Figure 5-4: Preferred Site 9 Area



6 Phase 3

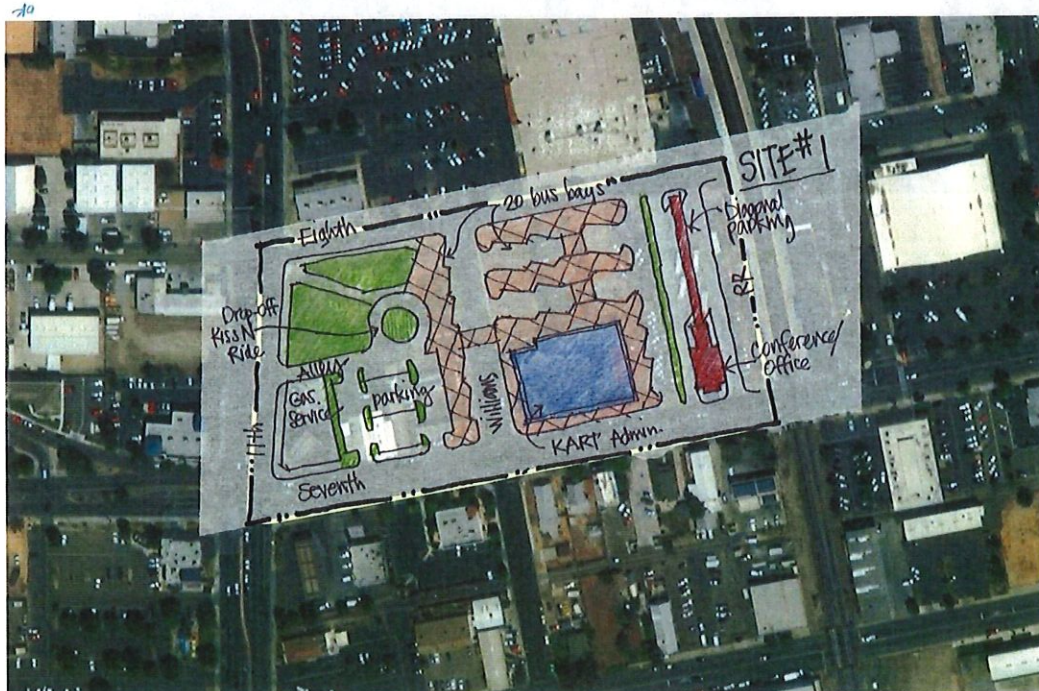
Phase 3 of the site selection process will evaluate the three preferred sites to result in on recommended site to be carried forward into conceptual site and architectural design. The same methodology from Phase 2 will be carried into this phase with more detailed analysis. Preliminary conceptual site plans were created for the three preferred sites in order to determine the feasibility of certain transit station parameters to be considered in the screening methodology, such as the amount of parking that can be made available and transit vehicle ingress and egress.

6.1 Conceptual Site Plans

6.1.1 Site #1

Site #1, as shown in Figure 6-1, utilizes the existing transit station as conference and office space. The existing gym, Just Lift, shown in blue, would be repurposed as the KART administrative building. The site plan would exclude the gas station at the corner of 11th Avenue and Seventh Street, as there are no immediate benefits to using the entire block and this would avoid potential environmental and utility constraints with the station. This site plan assumes 20 bus bays and roughly 180 parking spaces based on rough estimates of square footage on the site. Properties that could be affected by the plan concept include Just Lift, Hanford Imports, Rockstar Car Audio, Cook Auto Electric & Air Conditioning, and one residence at the corner of Eighth Street and 11th Avenue. There are two vacant buildings and two vacant lots on the site.

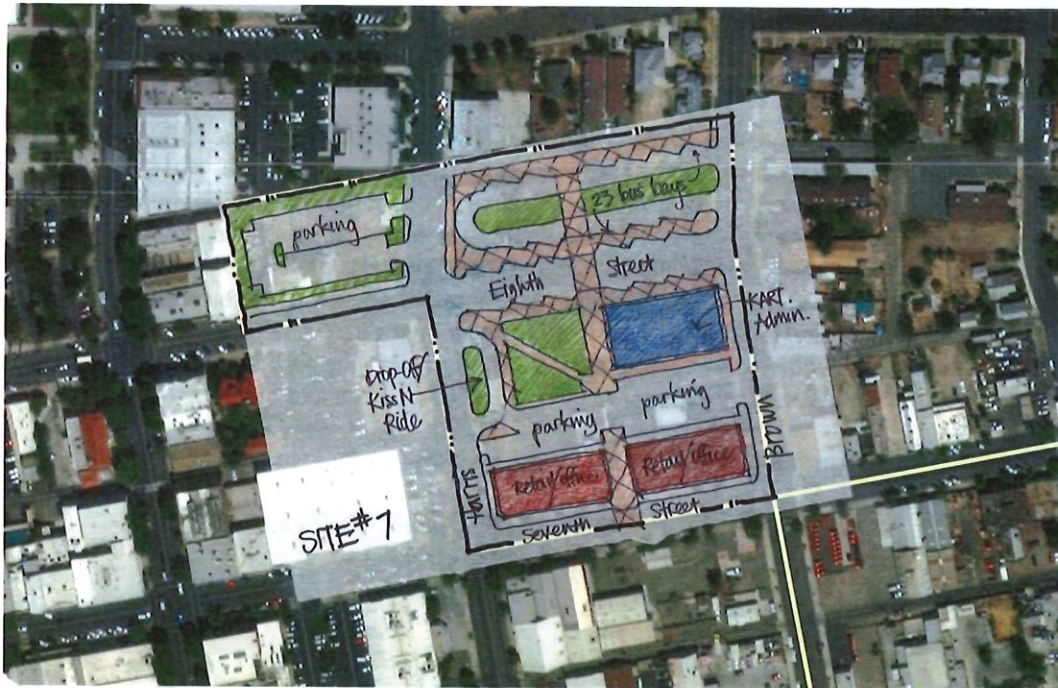
Figure 6-1: Site 1 Plan Concept



6.1.2 Site #7

Site #7, as shown in Figure 6-2, sets aside properties along Seventh Street to comply with City of Hanford mixed-use zone designations. Shared retail and office parking could be located where the existing alley is between the blue administrative offices and the red retail buildings. Eighth Street could be closed to bus transit vehicles only to separate bus traffic from private auto movements. The concept plan assumes at least 20 bus bays and over 200 parking spaces. There are four vacant buildings and three vacant lots on the property. Businesses that could potentially be affected by the concept plan include American Audio, ProLite Signs, Rustic Angels, and the Kings Christian School Thrift Store.

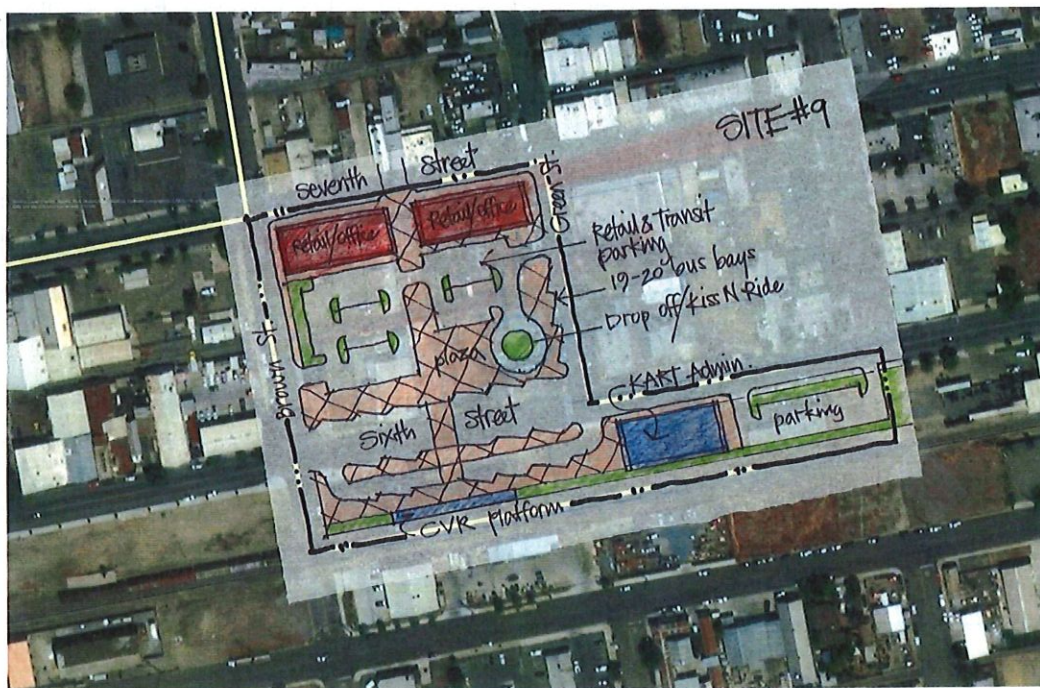
Figure 6-2: Site 7 Plan Concept



6.1.3 Site #9

Site #9, as shown in Figure 6-3, consolidates KART station facilities with the proposed Cross Valley Corridor rail station along Sixth Street. Similar to Site #7, retail and office space is designated for properties facing Seventh Street to comply with downtown land use requirements. There are three vacant buildings and three vacant lots on site. Six businesses could potentially be impacted by the concept plan, including the Hanford Equipment Company, La Fiesta Restaurant and Bar, Hanford Bargain Center, Jordan F. Miller Corporation, Lapp Realty, and George Verhoeven Feed Company. The plan concept assumes roughly 19-20 bus bays and over 200 parking spaces.

Figure 6-3: Site 9 Plan Concept



6.2 Screening

The three preferred sites were evaluated using the methodology scoring criteria described in Chapter 5, the information gathered in Chapter 3, and the site plans developed in Chapter 6. The results of the scoring are summarized in the following sections.

6.2.1 Operational Requirements

This section screens out potential sites by evaluating their ability to meet the transit operational needs of the KART bus system. Many of the criteria are based on the conceptual site plans that were developed for the three preferred sites.

Table 6-1: Operational Requirements Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
1. Adequate space for 20 bus bays	2. Yes 0. No	Based on conceptual site plans	2	2	2
2. Adequate space for 4 fast-fill fueling station (zero-emission bus charging lines).	2. Yes 0. No	Based on conceptual site plans	2	2	2
3. Can accommodate separate bus and vehicle access drives	2. Yes 0. No	Based on conceptual site plans	2	2	2
4. At least two ingress/egress points for buses, with adequate space for turning radius of 35' buses	2. Yes 0. No	Based on conceptual site plans	2	2	2
5. Bus egress located near an existing	2. Yes	Based on	0	2	0

Criteria	Scores	Notes	Site #1	Site #7	Site #9
signalized intersection or all-way stop	0. No	conceptual site plans			
6. Can accommodate separate drop-off, pick-up area for private automobiles, ridesharing services, and taxis	2. Yes 0. No	Based on conceptual site plans	2	2	2
7. Can accommodate transit driver breakroom	1. Yes 0. No	Based on conceptual site plans	1	1	1
8. Can accommodate bike lockers	1. Yes 0. No	Based on conceptual site plans	1	1	1
9. Distance from nearest Highway 198 interchange	1. ½-mile or less 0. More than ½-mile		0 0.8 miles	0 0.6 miles	1 0.5 miles
10. Could require fewer adjustments to existing routes and schedules	3. Yes 0. No	"Yes" if on existing bus route	3	3	3

6.2.2 Parking Considerations

Parking criteria for the three preferred sites were satisfied due to the large properties identified for each site.

Table 6-2: Parking Considerations Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
11. Can accommodate minimum 6 secure parking spaces for administrative staff (future potential)	2. Yes 0. No	Based on conceptual site plans	2	2	2
12. Accommodates existing parking capacity (and future potential for shared high-speed rail and other users)	2. Yes 0. No	Must exceed existing capacity: 60	2 180 spaces	2 220 spaces	2 250 spaces

6.2.3 Locational Attributes

This section screens out potential sites by evaluating the location and land-related impacts such as occupancy, proximity to nearby destinations, and adjacent land uses. The boundaries for each of the three preferred sites have changed, and the following scores will reflect the latest information available.

Table 6-3: Locational Attributes Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
13. Right-of-way impacts – Land Ownership and Status	5. Government-owned property 4. Partially government-owned 3. Privately owned and vacant 2. Privately owned and operated 0. Residential		0	0	2
14. # of parcels impacted	3. Two or fewer 2. Three or four 1. Five 0. Six or more		0 15 parcels	0 20 parcels	0 12 parcels
15. # of business impacted	3. Two or fewer 2. Three or four 1. Five 0. Six or more		2 4	1 5	0 6
16. Total property can accommodate a bus transit and administrative center of approximately 5,000-6,000 ft ² with minimum width of 50'	5. Yes 0. No	Based on conceptual site plans	5	5	5
17. % of undeveloped land of site	2. More than 75% 1. 25%-75% 0. Less than 25%		0 9%	0 17%	0 17%
18. Can the site provide adequate utility connections for bus charging and building uses?	1. Yes 0. No		1	1	1
19. Is there room for potential, future growth?	1. Yes 0. No	Based on availability of vacant land adjacent to site	1	1	1
20. Proximity to Downtown Hanford – intersection of Douty Street and Seventh Street	2. Less than ¼-mile 1. ¼-mile - ½-mile 0. More than ½-mile		1 0.4 mi	2 0.1 mi	2 0.2 mi
21. Proximity to social and government services (Civic Center Park area)	2. Less than ¼-mile 1. ¼-mile - ½-mile 0. More than ½-mile		1 0.5 mi	2 0.2 mi	1 0.4 mi
22. # of sensitive land uses adjacent to the site	3. None 2. One 1. Two 0. Three or more	Residential, school, assisted living, etc.	3	3	3

Criteria	Scores	Notes	Site #1	Site #7	Site #9
23. Is the site visible and does it provide safe access for patrons?	1. Yes 0. No	Located on a major, well-lit street	1	1	1
24. Does the site provide an opportunity to spark new development in an area of inactivity and may otherwise need revitalization?	2. Three or more 1. One or two 0. None	# of vacant buildings/properties on and adjacent to site	2 4	2 7	2 6

6.2.4 Multi-Modal Connectivity

This category considers the sites' performance in providing connections to existing and planned bicycle, pedestrian, and transit facilities. A summary of the performance scores for the three preferred sites are listed in Table 6-4.

Table 6-4: Multi-Modal Connectivity Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
25. Proximity to existing and planned bicycle connections	#	# of bikeways (planned and existing) adjacent to the site	1	1	1
26. Access to regional transportation (Amtrak and Cross Valley Corridor)	1. Less than ¼-mile 0. More than ¼-mile	Maximum 2 points if within ¼-mile to both Amtrak and CVC	1 Amtrak	1 Cross Valley Corridor	1 Cross Valley Corridor
27. Can separate pedestrian and vehicular movements	1. Yes 0. No	Based on conceptual site plans	0	0	0
28. Are there existing sidewalks to accommodate ADA patrons?	1. Yes 0. No		1	1	1

6.2.5 Regulatory Compliance

This category evaluates the sites based on compatibility with local ordinances, stakeholder preference, and potential impacts to communities and agricultural land.

Table 6-5: Regulatory Compliance and Public Acceptance Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
29. Ability to comply with downtown Hanford ordinances	1. Yes 0. No	*including airport compatibility	1	1	1
30. Ability to comply with Hanford General Plan	1. Yes 0. No		1	1	1

31. Impacts to agricultural land?	1. No	1	1	1
	0. Yes			
32. Stakeholder Preference	5. Strong preference by multiple stakeholders			
	4. Preference	1	5	4
	1. Neutral			
	0. Strong objection			

6.2.6 Environmental Considerations

This category considers existing or potential environmental issues on the site. None of the sites have any existing soil mitigation issues.

Table 6-6: Environmental Considerations Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
33. Potential disproportional negative impacts to low-income and minority groups?	2. No	Based on SB 535 maps of areas of disadvantaged communities (2017) by CalEPA	2	2	2
	0. Yes				
34. Would any soil mitigation be required for the site?	2. No		2	2	2
	0. Yes				
35. Potential to cause significant traffic impacts?	2. No	Based on 2014 Kings County Regional Transportation Plan	2	2	2
	0. Yes				

6.2.7 Cost

This category considers the potential costs associated with the identified sites. Planning level cost estimates for the recommended site will be developed in the next phase.

Table 6-7: Cost Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
36. Potential land acquisition	2. Lower than market value		1	1	1
	1. Average market value				
	0. Above market value				
37. Potential construction costs	3. Least cost	Based on the number of existing structures and operating businesses	3	2	1
	2. Middle cost				
	1. Greatest cost				

6.3 Results

As a result of the Phase 3 screening, the three preferred sites were scored and ranked. The total scores for each site are summarized in Table 6-8. Site #7 scored the highest due to stakeholder preferences, its location, and ability to meet the operational and agency needs of a relocated transit center.

Table 6-8: Phase 3 Total Scores

	Site #1	Site #7	Site #9
Total Scores	53	59	56

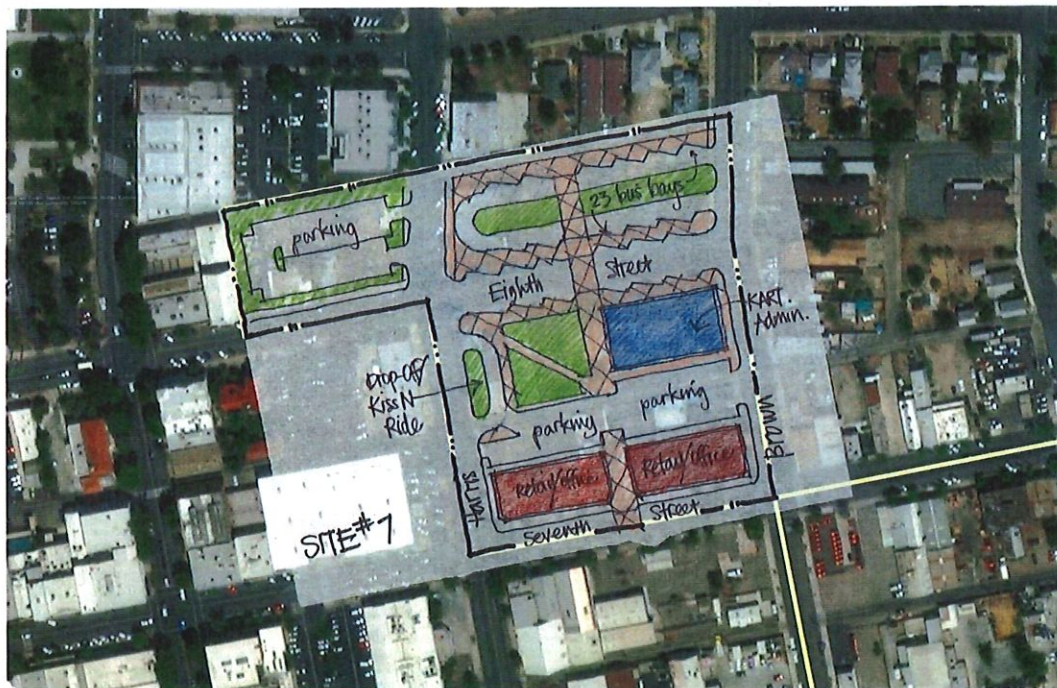
Site #7 will move forward as the Recommended Site for further conceptual design, site planning, analysis, and stakeholder coordination. The conceptual station design plan will focus on the station footprint, public transit amenities and clearly present the specifics of the key design elements and the site development constraints. Some key items include:

- 20 Bus Bays for 35' transit vehicles
- Minimum four electric bus bays
- Public parking and secured parking for KART and KCAPTA staff (20 spaces minimum)
- Three-story combined building for transit and administrative purposes
- Separation of private auto traffic from bus and transit vehicle traffic

7 Conceptual Design

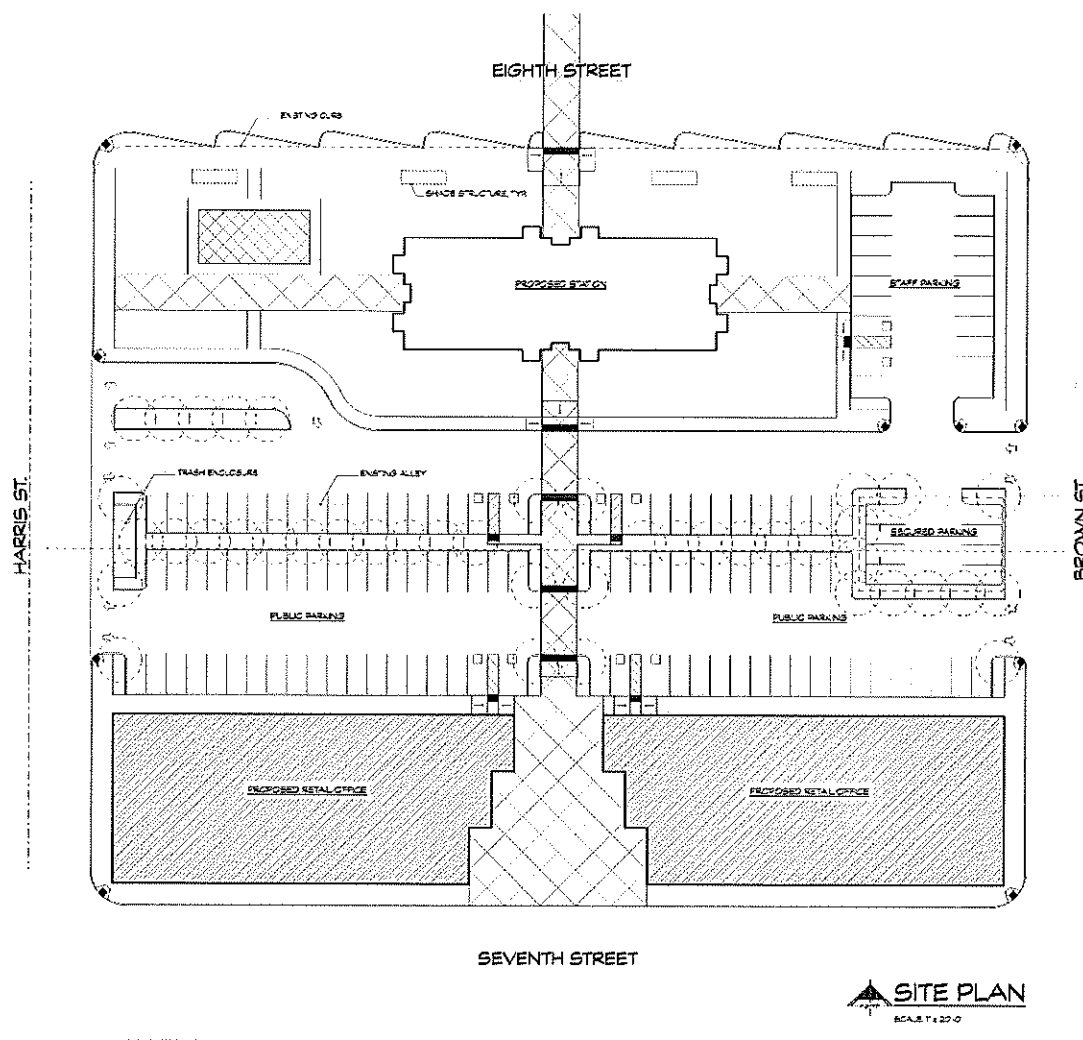
Conceptual site plans and architectural renderings were developed for the Recommended Site, as well as a floor plan for the first floor of the planned transit building. The designs will build off the conceptual layout that was drafted in the previous phase, as shown in Figure 7-1.

Figure 7-1: Recommended Site Concept Layout



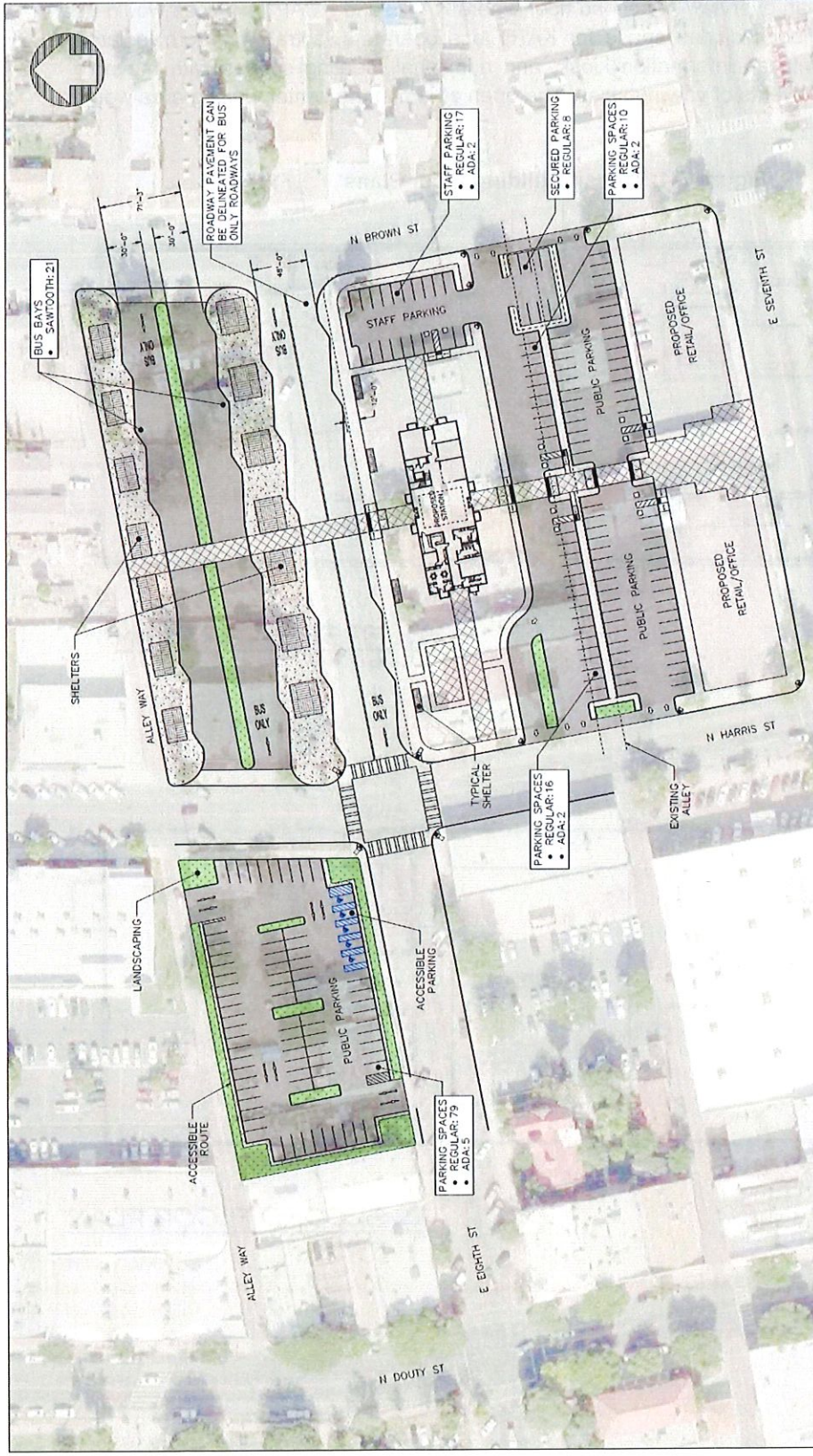
The conceptual site plan in Figure 7-2 provides an illustrative example of a potential new KART transit station. The buildings in the south half of the plan are required to provide mixed uses per the City of Hanford Downtown Plan as they face Seventh Street, and would be up to a future developer to determine the exact use and size of the developments. The existing alley bisects the site from Harris Street to Brown Street, and developing surface parking in this area would not conflict with existing utility lines in the alley.

Figure 7-2: Site Plan



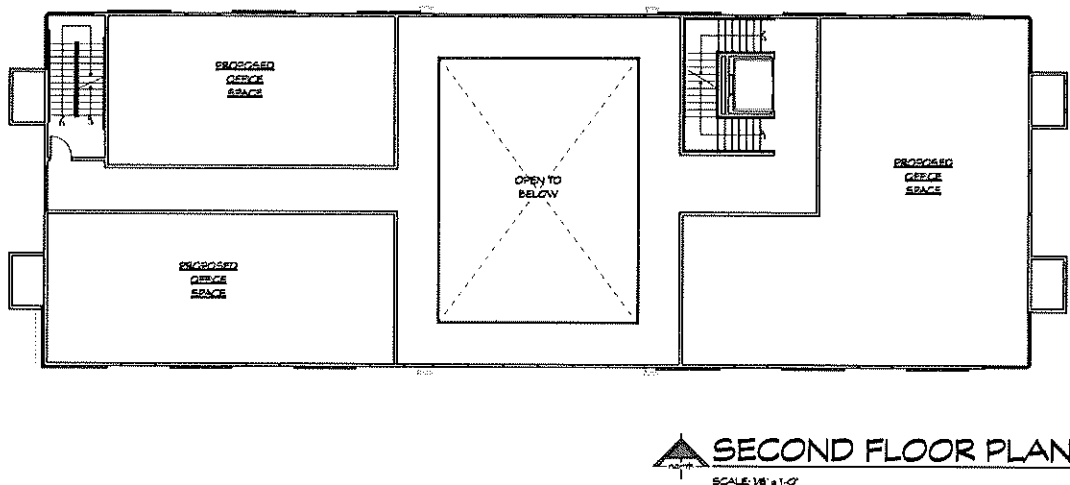
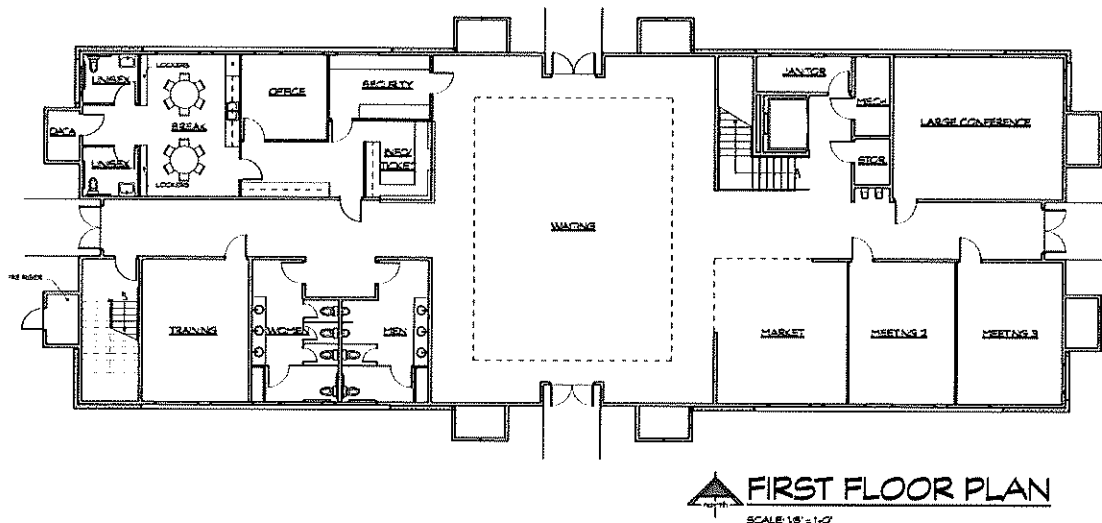
The overall station site plan, shown in Figure 7-3, includes 21 sawtooth bus bays, 17 staff parking spaces, 8 secured staff parking, and 105 park-and-ride spaces for transit users among other amenities. Eighth Street would be closed to thru traffic to ensure that transit vehicles and private autos remain separated in transit boarding zones. A public plaza that could be programmed with drought-tolerant landscaping and additional seating areas is located near the separate kiss-and-ride drop-off area just southwest of the transit building.

Figure 7-3: Overall Recommended Site Plan



A detailed floor plan for the ground floor of the transit building was developed, as shown in Figure 7-4, as well as an overview of second floor where KART and KCAPTA offices would be located. The ground floor includes space for KART bus operators, a training room, a large central waiting area with an information kiosk, and additional meeting spaces with movable walls to accommodate events of varying sizes. The open atrium in the center waiting area would extend to the second floor.

Figure 7-4: Transit Building Floor Plans



The transit building includes 6,900 square feet on the first floor, 5,516 square feet on the second, and 6,557 square feet on the third floor, totaling approximately 19,000 square feet for the entire building. The third floor would be similar to the second without the open atrium, and would contain office space leasable to tenants. The modern exterior design of the building reflects the goals and objectives of KCAPTA. Renderings of the building are shown in Figure 7-5 and Figure 7-6.

Figure 7-5: Transit Center from the Southeast



Figure 7-6: Transit Center from the South



7.1 Capital Cost Estimates

Rough order-of-magnitude (ROM) capital cost estimates were developed for the proposed KART station as designed in this Study. The commercial buildings and the associated parking was not included in this ROM estimate.

7.1.1 Transit Building Cost

The transit building construction costs were developed using an average price of \$438 per square foot. The transit infrastructure included in the costs for bus station and facilities are:

- Bus bays (21)
- Electric bus charger and installation (2)
- Bicycle racks
- Signage
- Landscaping and irrigation
- Pedestrian crossings
- Station monument sign
- Surface parking for 122 vehicles and accessible parking for 11 vehicles
- Secure parking for 8 vehicles
- Concrete curbs and gutters
- Electric car chargers (2)

7.1.2 Right-of-Way

Two methods were utilized to develop right-of-way costs for the project.

- The first and more conservative method utilized existing property data and sales data of nearby properties. There is a total of 20 properties included in the station site, and eight are assumed to be occupied based on site visits and local knowledge. Properties are either commercial or residential, with prices ranging from \$12 per square foot to \$180 per square foot. The average cost is \$72 per square foot and the estimated property acquisition cost totaled over \$4,600,000.
- The second method utilized the City of Hanford's Downtown East Precise Plan from 2013. The Plan produced an opinion of probable costs for some of the properties located within the selected station site area. Properties were estimated to cost roughly \$6.46 per square foot (2018 USD)⁴, which resulted in estimated property acquisition cost of over \$703,000.

7.1.3 Capital Cost Summary

Utilizing the methodology described above and the two right-of-way methods, the KART station as proposed in this study could potentially cost between \$21.3 million and \$26.1 million. A summary of the costs is presented in Table 7-1.

⁴ City of Hanford, Downtown East Precise Plan, Appendix D, June 2013

Table 7-1: Rough Order-of-Magnitude Capital Cost Estimate

Category	Costs (2018)
Mobilization (2%)	\$381,000
Transit Building	\$8,301,000
Bus Station and Facilities	\$2,930,000
Systems (Infrastructure)	\$690,000
Purchase of Real Estate	\$703,000 - \$4,600,000
Right-of-Way Demolition, Loss of Business Goodwill, Relocation, Fees, and Contingencies	\$1,618,000 - \$2,522,000
Subtotal	\$14,623,000 - \$19,424,000
Surveys and Testing (4%)	\$492,000
Construction Support (5%)	\$615,000
Professional Services (15%)	\$1,845,000
Allocated Contingency (10%)	\$1,230,000
Unallocated Contingency (20%)	\$2,460,000
Total	\$21,266,000 - \$26,066,000

8 Implementation

8.1 Next Steps

The implementation of a new KART transit station in downtown Hanford would require a set of policy and action items, from securing funding sources to finalizing design. This chapter will provide a phasing strategy with a set of actions for KCAPTA to activate the site, along with an overview of the Public-Private-Partnership (P3) process and how that would apply to this project.

A set of eight action items and their responsible parties have been identified in Table 8-1 in chronological order.

Table 8-1: Local, State, and Contractual Actions

Number	Action	Responsible Party
1	Consider the environmental impact that the proposed transit center will have on the local community. Hire an environmental consultant to review proposed plan for CEQA/NEPA-related issues.	Consultant Team; Program Manager
2	Hire a commercial broker and gain control of the preferred site.	KCAPTA
3	Hire a program manager that continues KCAPTA's vision and the planning and development of a successful, efficient transit center.	KCAPTA
4	Select consultant team for design and engineering.	KCAPTA, Program Manager
5	Work with City of Hanford to close and vacate Eighth Street between Harris Street and Brown Street for the purpose of bus access and egress.	Program Manager, City of Hanford
6	Ensure that the plan and architecture comply with the City's Zoning Ordinance, General Plan, Downtown East Precise Plan (DEPP); and, where a conflict arises with the proposed KART plan, the program manager shall work with the City to seek a waiver from the regulation. An example includes, but is not limited to, a bus transit center is not identified as a permitted use in the DEPP; however, it is a permitted use in the zoning ordinance. City and county administrative offices are permitted; and, the Community Development Director has the authority to determine whether a use meets the intent of the DEPP.	Program Manager, City of Hanford
7	Provide adequate parking to accommodate on site commercial uses as well as commuter parking or pay the City of Hanford in lieu fee.	Program Manager, City of Hanford
8	Encourage strong community engagement including not-for-profit agencies in the planning process and in KART's future growth and development.	KCAPTA, Program Manager

To supplement action number six regarding zoning and local ordinance compliance, the following design guidelines have been identified:

- Ensure that buildings that front Seventh Street include a mix of uses (i.e., office, retail, residential (upper floors only), entertainment, and hospitality).
- Setback the ground floor of buildings feet (5') from Seventh Street and north side of Harris Street and Brown Street to the alley.
- Work with the City to locate a midblock crossing on Seventh Street between Harris and Brown Streets to improve pedestrian access to the public plaza and thus provide for a traffic calming measure as defined in Hanford's Downtown East Precise Plan (DEPP).

- Provide windows and/or transparent doorways along at least 60% of the length of the first floor facing a street. Windows and/or transparent balcony doorways shall be placed along at least 25% of the length of the upper floors.
- Orient principal entry doorways toward the street and recess, cover, or otherwise clearly identify it through the use of architectural design elements.
- Specify the frontage type selected from the DEPP, Section 4.18 Frontage Types on building plans submitted to the City. The list of frontage types includes: arcade, gallery, storefront, grand portico, common entry or lobby, and forecourt.
- Ensure that the exterior of buildings be constructed from one or a combination of the materials identified in the DEPP, Section 4.17.6.j.
- Install a recessed panel with spigots and hose bibs on the building façade.
- Locate commercial trash containers inside trash enclosures accessed from the alley and not from a public street.
- No portion of a building shall encroach into or over the public right of way, except awnings and canopies with at least eight feet of clearance may extend up a maximum of three feet over the adjacent sidewalk.
- Install street trees within the street rights of way are as follows: Chinese Pistache (*Pistacia chinensis*) within Seventh Street and Brown Street; and, Maidenhair Tree (*Ginkgo biloba*) within Harris Street. All trees shall be planted with a minimum 24" box and shall include tree grates and a water efficient irrigation system.
- Access all surface parking lots from the alleys for all parcels within the DEPP.
- Screen all mechanical equipment from view of a public right of way.

8.2 Funding/Revenue Analysis

A critical component of this report is a comprehensive understanding and overview of the various options and strategies that could be accessed by KCAPTA to finance the capital needs of the proposed new multimodal transit hub. These capital needs can be met through a wide range of fiscal options that includes competitive grants, various lending options, tax measure-based financing and private sector partnerships that leverage public benefits into long term capital financing.

Most transit services and operators rely on a variety of funding sources and alternatives which differ depending on whether they are used for capital or operational expenses. The parameters of this overview will focus on the capital financing required for the design and development of the transit hub and ancillary facilities. The operations and maintenance of any public transit system is an important fiscal consideration and over time could have a bearing on the financial structure of a capital financing program. This analysis will focus on options and alternatives that could meet the one-time capital financing needs of this project.

All these sources have advantages and limitations that must be considered in developing the capital financing plan for a multimodal transit hub. For example, competitive grants, while highly sought after, may have requirements for matching local funds. Private partnerships or developer-based financing may be very case specific and have other constraints. These are just some of the factors that must be considered before the development of a final financing plan.

A list of funding action items is included in Table 8-2.

Table 8-2: Funding Actions

Number	Action	Responsible Party
1	Prioritize new projects into multiple tiers by recognizing the funding currently available and preparing for possible additional sources.	KCAPTA
2	Identify new sources of funding to grow local transit-related and transit center dollars.	
3	Seek available funding from local utility company to underground overhead power lines and remove utility poles.	
4	Explore the potential for a public-private partnership to construct a transit center and its associated facilities and adjacent on-site mixed-use development.	
5	Identify private funding partners.	

8.2.1 Federal and State Grant Sources

Federal and state grants for transit related improvements have proven to be a significant source of capital funding, especially for rural or underserved communities. For example, the Transportation Investment Generating Economic Recovery (TIGER) federal grant program has been one of the main funding sources and has been particularly popular for more rural communities given a mandatory set-aside allocation within the grant application criteria. Both federal and state funding sources are subject to fluctuation due to changes in political control, changing funding priorities and business cycle considerations. Some Federal grant sources are expected to face substantive change in funding cycles emerging from the upcoming budget year.

There are a variety of competitive state and federal grants and/or low-cost loan programs that are potentially applicable to KCAPTA transit hub improvements. The more notable of these are summarized in the following sections.

8.2.1.1 Federal Grants/Financing

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Each dollar of federal funds can provide up to \$10 in TIFIA credit assistance - and leverage \$30 in transportation infrastructure investment.

Transportation Investment Generating Economic Recovery Grant (TIGER)

The Transportation Investment Generating Economic Recovery, or TIGER discretionary grant program, provides an opportunity for the U.S. Department of Transportation (DOT) to invest in road, rail, transit and port projects that promise to achieve national objectives. In February 2016, U.S. Transportation Secretary, Anthony Foxx, announced that \$500 million will be made available for transportation projects across the country under an eighth round of the highly successful TIGER competitive grant program. In 2016, the TIGER program supported innovative projects, including multi-modal projects. The awards focused on capital

improvements that generated economic development and improved access to reliable, safe, and affordable transportation for communities.

EDA Public Works and Economic Adjustment Programs

The Economic Development Administration (EDA) solicits applications from applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States. While not a traditional source of funding for transit-based projects, a mixed-use approach of ancillary tenants in a new facility may be eligible for funding consideration on a 50% match basis.

New Proposed Federal Infrastructure Initiative

A recently announced federal infrastructure initiative has several sections that could benefit the proposed new transit center. However, this is a recently introduced proposal and must traverse a lengthy and complicated political and legislative process to come to fruition, if at all. Care must be given in assessing the timing and depth of proposed new portions of the plan since new legislation is bound to be highly competitive. Some of the components of the plan that could positively impact this project include:

- \$200 billion in federal funds that could leverage other funds and private investment. Of the \$200 billion, \$100 billion will create an Incentives Program to spur additional dedicated funds from states, localities, and the private sector.
- \$20 billion will be allocated to expanding infrastructure financing programs of which \$14 billion will go to expanding several existing credit programs: TIFIA, Water Infrastructure Finance and Innovation Act, Railroad Rehabilitation and Improvement Financing, and rural utility lending.
- \$50 billion of the \$200 billion in direct federal funding will be devoted to a new rural infrastructure program to rebuild and modernize infrastructure in rural America.

Leveraging Federal Defense Expenditure Programs

The Naval Air Station Lemoore (NAS) Lemoore is an integral facet of the KART transit program with needed service supporting the personnel and families of NAS Lemoore with regular services. As an integral partner to NAS Lemoore, KART may be able to access funding through the US Department of Defense (DoD) and other related defense support agencies. However, direct transit related grants from DoD is unlikely. Any potential support would require discussions with NAS Lemoore leadership and possible request for transit funding in the NAS Lemoore direct annual DoD budget. This avenue may provide partial funding for the portion of the KART program that supports base activities and personnel⁵.

8.2.1.2 State of California Grants/Financing

California Infrastructure and Economic Development Bank (IBank)

The mission of IBank is to finance public infrastructure and private development to promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities. The Infrastructure State Revolving Fund Program provides low-cost

⁵ <https://www.grants.gov/web/grants/learn-grants/grant-making-agencies/departments-of-defense.html>

financing to public agencies for a wide variety of infrastructure projects. Funding is available from \$50,000 to \$25,000,000 with loan terms of up to 30 years. Eligible uses are very flexible to include multiple public and not-for-profit users, and debt repayment methodologies are also open for wide negotiation to ensure the success of the project.

California Senate Bill 1 Transportation Programs

In April 2017, the state legislature established Chapter 5 (SB 1, Beall), also known as the Road Repair and Accountability Act. The administration estimates this legislation will increase state revenues for California's transportation system by an average of \$5.2 billion annually over the next decade. The Act will fund a wide-ranging group of transportation needs including state highways, local streets and roads, and transit operations. Funding will flow from a wide range of new tax subventions and fees and will be disbursed through some existing as well as new capital funding programs.

One of the beneficiaries of these funds will be the expansion of the Sustainable Communities Planning and Implementation Grants. These funds support local and regional multimodal transportation and land use planning projects that further the region's Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS), contribute to the State's greenhouse gas reduction targets, and assists in achieving the Caltrans Mission and Grant Program Overarching Objectives. Originally envisioned and supported through the State's Climate Investment Initiatives, this important program has been significantly expanded through the new funding streams achieved through the passage of SB1. In addition, the State has added Strategic Partnership Grants and Adaptation Planning Grants to their portfolio of sustainable planning initiatives.

Of note are additional funds that will be made available through the Transit and Intercity Rail Capital Program. This fund was originally established to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. Through SB1, the fund's capacity will be expanded.

California Climate Investments – Greenhouse Gas Reduction Funds

California has created a wide range of funded initiatives whose goal is to reduce the long-term impacts of greenhouse gas emissions on the lives of Californians. Primarily funded through the Cap-and-Trade program, these efforts create a financial incentive for industries to invest in clean technologies and develop innovative ways to reduce pollution.

In addition, California Climate Investments projects include affordable housing, renewable energy, public transit and transportation, zero-emission vehicles, environmental restoration, more sustainable agriculture, recycling, and much more. At least 35 percent of these investments are made in disadvantaged and low-income communities.

San Joaquin Valley Air Pollution Control District Funding

The San Joaquin Valley Air Pollution Control District develops and administers a comprehensive suite of highly-successful voluntary grant and incentive programs targeted at reducing harmful emissions throughout the Valley. These innovative programs provide an opportunity for Valley public agencies and other organizations to get involved and make a positive impact on the Valley's air quality. The District is constantly updating existing programs and developing new programs as new, cleaner technologies emerge to ensure they remain on the cutting edge of emission reduction technology. Additionally, the District is consistently working to ensure that the Valley receives its fair share of available federal, state and local funding for incentives, and

then administers these additional grant programs for local agencies. An example are Federal funds to support alternative energy vehicles, electric technology charging infrastructure and other related grants. Through a combined public/private investment of more than \$2 billion, the District has been able to reduce tens of thousands of tons of harmful emissions through a variety of cost-effective, voluntary, and often first-of-their-kind grant programs.

8.2.2 Local Financing Alternatives – Value Capture Tools

This section considers the potential for various local funding tools, programs or tax measures that could be pursued to help pay for transit center infrastructure. Local funding sources are defined as those that would be enabled and approved by the residents of the communities served by the transit center. This chapter distinguishes between “Value Capture” tools or measures that generally apply to property and development within a defined project area and “Voter-Approved” strategies that require a vote of affected residents (or property owners).

8.2.2.1 Developer Agreements

A Development Agreement is a voluntary and legally binding agreement between a local government and developer authorized by State statute (Government Code Section 65864 et seq.). These contractual agreements allow developers to secure entitlements for a project that would not be obtainable through the normal conditions or zoning, in exchange for special contributions, generally including infrastructure improvements, amenities, or other community benefits. Development Agreements are entirely discretionary on the part of the applicant and local government (there is no nexus requirement) and must be individually adopted by local ordinance.

8.2.2.2 Enhanced Infrastructure Financing District (EIFD)

Since the collapse of the Redevelopment Agency program in California in 2011, cities and other public agencies have sought other sustainable funding sources for infrastructure projects that can provide significant funding without burdensome approval processes. EIFDs are a form of Tax Increment Financing (TIF) currently available to local public entities in California. Public agencies may establish an EIFD for a given project or geographic area to capture incremental increases in property tax revenue from future development and assessed value appreciation. Unlike prior TIF/Redevelopment law in California, EIFDs do not provide access to property tax revenue beyond the share agreed to by participating jurisdictions.

The establishment of an EIFD requires approval by every local taxing entity that will contribute its property tax increment. EIFDs can be formed and applied across jurisdictional boundaries and only require a vote when debt issuance is sought. In addition, they can gain access to unlevered (debt free) revenue without a vote. The incidence or financial burden of an EIFD rests on the local taxing jurisdiction(s) that forego property tax revenue and dedicate these funds to infrastructure or other eligible investments.

Special Limitations Note: While EIFDs are highly flexible in the types of infrastructure projects they can fund and require no public vote to establish, a 55 percent vote is required to issue bonds normally required to pay for the capital costs after establishment of the district. An additional challenge is that all jurisdictions that receive property tax revenue (e.g. county, city, special districts) must individually approve any relinquishment of their allocation, which can be a politically challenging requirement. Consequently, the amount of tax increment that would become available can be relatively small unless all affected jurisdictions agree to participate.

8.2.2.3 Sale/Leaseback or Lease Guarantee

A sale/leaseback or lease guarantee is a form of a P3 agreement designed to provide 100% of the capital required to purchase, develop, or renovate a facility needed in your community. A Private Partner provides 100% of the funds required to purchase, renovate, or construct the facility and then leases the facility back to the sponsoring agency (typically for 20 – 30 years). Usually the government partner guarantees the lease for the employer. The private partner pays the government partner a monthly lease guarantee fee and at the end of the lease term, the government partner will receive 100% ownership of the facility after a \$1.00 buy-out.

8.2.2.4 Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 (authorized by Section 53311 et. seq. of the Government Code) enables the formation of a Community Facilities District (CFD) by local agencies, with two-thirds voter approval (or landowner approval when there are fewer than 12 registered voters in the proposed district), to impose special taxes on property owners. The resulting special tax revenue can be used to fund capital costs or operations and maintenance expenses directly, or they may be used to secure a bond issuance, the proceeds of which are used to fund capital costs. Because the levy is a tax rather than an assessment, the standard for demonstrating the benefit received is lower, thus creating more flexibility.

Since their establishment in the early 1980s, CFDs have become the most common form of land-secured financing in California. A Mello Roos CFD particularly provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. Several challenges can still exist; however, including the added costs that are borne by the participating property owners and achieving 2/3 voter approval of the issuance.

8.2.2.5 New Federal Tax Law – Opportunity Zones

Opportunity Zones are a new community development program established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments in low-income urban and rural communities nationwide. The Opportunity Zones program provides a tax incentive for investors to re-invest their unrealized capital gains into Opportunity Funds that are dedicated to investing into Opportunity Zones designated by the chief executives of every U.S. state and territory. Opportunity Funds are private sector investment vehicles that invest at least 90 percent of their capital in Opportunity Zones. U.S. investors currently hold trillions of dollars in unrealized capital gains in stocks and mutual funds alone—a significant untapped resource for economic development. Opportunity Funds provide investors the chance to put that money to work rebuilding the nation's "left-behind communities". The fund model will enable a broad array of investors to pool their resources in Opportunity Zones, increasing the scale of investments going to underserved areas. This legislation was only recently passed and does not yet support the zone designation in California or the actual accumulation of funds by specific investment groups.

8.2.2.6 Revenue from Existing Property Sales

A significant potential source of revenue for new capital projects may come from the sale or lease of existing agency owned properties. Often, the property may need to undergo an analysis that will determine the highest return to the agency in terms of sale or lease proceeds. Part of the analysis should include current market conditions, reinvestment needed to attain saleable or leasable condition and overall capital needs of the new projects being anticipated. For example, a downturn in value for the sale of the property due to market conditions may result in a stronger financial strategy that involves the lease of the facilities until a stronger market returns.

8.2.3 Tax-Based Voter Measures

Local governments and transit operators have a limited range of options for raising revenue on the local scale. Voter approved taxes are probably the most common tool, with the revenue collected from these taxes able to directly fund operations and maintenance costs or repay municipal bonds or private investment.

However, initiatives that increase local taxes are limited by State constitutional requirements and statutes that require voter approval of greater than 50 percent for “general taxes” and two-thirds approval for “special taxes” (i.e., revenues are earmarked for a particular purpose). Specifically, local ballot measures or initiatives that raise local taxes must follow one of the following two approaches:

- General Tax: The revenues from a General Tax are expended at the discretion of the local government’s governing body on any programs or services. Approval requires a simple majority, defined as over 50 percent.
- Special Tax: The revenue from special taxes is dedicated to a specific purpose as defined in the ballot initiative. Approval requires two-thirds voter support.

8.2.3.1 Bond Measure – Property Tax

The voters of Kings County and cities served by KCAPTA could approve a bond measure secured by a special or general property tax increase to fund transit station improvements. Assuming such a measure was restricted to a specified set of improvements and was part of a general obligation bond issue, it would need to secure two-thirds voter approval, as noted above.

The incidence of burden of a restricted or general obligation bonds secured by a property tax increase rests on all property owners in the issuing jurisdiction in proportion to the assessed value of their property (i.e., it is an ad valorem percent tax). This very broad base of funding provides excellent security for special purpose or general obligation bonds, thus typically garnering the lowest interest rate of any municipal debt instrument.

8.2.3.2 Parcel Tax

A parcel tax is a flat annual charge applied to properties within a jurisdiction, sometimes with a use-related variation and exemptions. The key distinction from a property tax is that a parcel tax cannot be levied on an “ad valorem” basis (i.e., not based on the assessed value of property). Parcel taxes, if used for general purposes including infrastructure investments, can be imposed with a simple majority voter approval. If used for special purposes, parcel taxes will require two-thirds voter approval. They may be used for funding ongoing services or pledged to debt service.

8.2.3.3 Sales Tax Measure

Like property tax, residents could approve a measure to increase the sales tax rate to fund transit station improvements. While such a measure would also require two-thirds voter approval if dedicated to a specific purpose, one potential advantage of a sales tax measure is that the incidence of burden is more broadly based rather than restricted to property owners per se. However, this revenue source tends to be less stable and subject to fluctuations in business cycle, competition, and other factors affecting the local retail sector, such as the impact of ecommerce-based sales.

8.2.3.4 Other Limited Use Taxes – TOT, Utility, Business License

While property, parcel, and sales tax increases represent the most common forms of locally approved tax increases dedicated to special purposes and secure municipal debt, there are other city taxes that may be appropriate for transit center related improvements. While these revenue sources normally accrue to the General Fund and could be increased with a 50 percent voter approval, specific dedication to transit improvements would trigger a two-thirds voter threshold. In addition, the smaller and less stable revenue stream associated with the taxes described below make them less appropriate for debt financing.

- **Dedicated Transient Occupancy Tax** - Some cities have approved measures that allocate all or a portion of their transient occupancy or “hotel tax” revenues to specific public services or infrastructure.
- **Utility Users Tax** - Most California cities impose a tax on utility bills (e.g., power, gas, electricity, water, cable, etc.).
- **Business License Tax** - Many cities impose a tax on business activity. The way in which this fee is levied varies significantly by jurisdiction with some basing it on number of employees and others on gross receipts.

8.2.3.5 Dedicated Revenue from Ancillary Lease Income

An integral part of any planned transit center could be additional lease income from related or ancillary tenants in a planned mixed-use development or from space that is built for future expansion but would be unused for an interim period. This type of additional income can help underwrite bond or debt payments that may be part of a future financial plan. However, extreme care must be taken in the planning and development of this type of related or extra space. Market demand and design considerations can have a critical impact on the viability of the additional space as well as the ability of the KCAPTA to seek and secure creditworthy tenants for the space.

8.2.4 Public-Private Partnership Agreements

Public private partnerships (often referred to as PPP, 3P or P3) represent an increasingly popular way to deliver transit facilities based on the benefits they provide to a variety of parties. A public-private partnership is like a development agreement but often includes more specificity, collaboration, and risk sharing among public and private participants.

The next step in advancing the KART multimodal transit station as a potential P3 project is to develop an overall strategy roadmap to align the multiple workstreams required for project delivery: environmental review, design analysis, funding opportunities, and stakeholder management.

An overview of the key project implementation stages that prepares project readiness towards delivery is shown in Figure 8-1. Currently, the KART multimodal transit station project is at Stage 2: Project Definition. The recommendations for next steps explore the Stage 3: Project Risks and Stage 4: Project Feasibility. It is important to note that some activities between Stages 1-5 may occur concurrently as one another.

Figure 8-1: Project Implementation Stages



8.2.4.1 Conducting High-Level Financial Analysis for Value Capture/P3 Project Delivery

A critical step towards project implementation for the KART multimodal transit station is to perform a preliminary financial analysis to determine the balance between the cost of construction and operations & maintenance with the potential revenue stream that the project could generate.

The financial analysis would initially take shape in a spreadsheet and include budgetary items outlining projects costs against high-level revenue streams. The financial analysis will include variables related to the assumptions in the project definition which will help understand their impact to the overall financial feasibility of the project. Through adjusting the variables, KCAPTA may determine the preferred project specifications and address the identified funding gap, if any.

On the cost side of the model, these preliminary assumptions could include, but not limited to:

- **Construction cost:** square footage of offices per level, number of bays, road work, etc. Essentially, to construct the capex cost model and identify which cost can be amended if funding gap is identified.
- **Operations and maintenance costs:** the operation and maintenance cost of the building will vary with the anticipated use of the space as well as the P3 project contractual set up. These can be modeled in an operating expense model.
- **Financing costs:** to be taken into consideration but with lower priority as the initiative at this stage of the project where the aim is to construct a framework outlining big-picture concerns related to feasibility and funding.
- Other spending commitments related to the Project.

On the revenue side of the model, these preliminary assumptions could include, but not limited to:

- Programmatic allocation of office, commercial and public space which will ultimately drive the potential revenue.
- Capture market appetite or demand for the allocation of space.
- Estimate the potential rent collected from office, commercial and public usage rent.

- Understand the potential revenue from other agencies.
- Identify the potential grants.

8.2.4.2 Capturing Grant Opportunities

Earlier in this chapter, a mix of funding sources for the KART multimodal transit project has been presented to foster comprehensive understanding and overview of the assorted options and strategies that could be accessed by KCAPTA to finance the capital and operational needs of the multimodal transit hub. A strategic pursuit of grant funding sources from local, regional, state, and federal agencies can help unlock initial funding sources necessary to move towards project delivery. The suggested next steps are:

1. Create a grant opportunities matrix that captures applicable grants for the KART multimodal transit project which outlines name of grant opportunity, type of grant (federal, state, or local), grantor agency, maximum award amount, dates of application.
2. Prioritize the grant opportunities on the funding matrix according to short, medium, and long-term and likelihood of successful pursuit.
3. Initiate a funding-focused project stakeholder outreach campaign to align stakeholder support on various levels. The purpose is to obtain letters of support from all project stakeholders, including but not limited to local community, partnering agencies, state and federal governments for grant pursuit application.
4. Identify and assign agency staff or consultants to monitor funding opportunities and be ready for pursuit endeavors when notice of funding is released

8.2.4.3 Identifying Private Sector Market Interests

Determining the market interest for the proposed project is a critical step in understanding the feasibility of delivering the project as a P3. By gauging the private sector demand for similar projects and ensuring that there will be enough private sector interest in the procurement phase can help the project achieve successful procurement during project implementation phase.

The two key factors to determine private sector interests will be allocation of space for the potential commercial and office rental, and private sector interest in being the P3 developer of the entire transit complex. Understanding these factors early on in project definition will help the project owner in scoping the project property in preparation for procurement.

The process involved in conducting market interest analysis will be to perform informal interviews with potential private sector bidders regarding the conceptual project specification and terms. The intended deliverable for this exercise is to identify the minimum high-level requirement or first go/no-go questions the private sector may have.

When approaching potential private bidders for informal interviews, the interviewer should be prepared to answer the following:

- What stage is the project at in relation to implementation?
- High-level project timeline?
- Has project financial feasibility been determined?
- Any identified funding gaps?

8.2.5 Summary

The funding overview above is illustrative of the wide range and availability of financing options and instruments that could underwrite a financial plan for the proposed KART Transit Center.

Since available and committed funding sources from agencies such as KCAG and KCAPTA are well below the amount needed to cover the full cost of the KART Station project as currently proposed, the City and other identified partners involved will need to identify and establish additional funding resources and financing tools to fill the gaps. Thus, funding for the station may require some infusion of state and federal funding sources in conjunction with local planning and development-readiness efforts. While a variety of state and federal funding sources are applicable to KART station construction and related improvements, and should be pursued, their competitive nature makes the amount and timing of such funds difficult to predict. Some state or federal loan programs may provide bridge financing until local sources materialize.

As local communities continue to learn about the fiscal and related economic benefits that rail access could provide and see changes occurring with the delivery of high speed rail or other transit infrastructure improvements, a variety of local measures to fund operations may become more viable. To this end, the fiscal benefits of TOD and other positive economic outcomes should be documented and quantified over time. For example, once a station area plan has been approved, it will be important to establish the baseline conditions related to the level, type, and value of development and related economic activity. This information can be tracked over time and potentially used to support various financing mechanisms. As the parameters of the project become defined and nears completion, these financial options can be the building blocks of a thoughtful and well-defined capital financial plan.

9 Conclusion

The proposed KART transit station site and conceptual designs are based on an in-depth analysis of existing conditions, stakeholder feedback, bus and traffic operations, multi-modal connectivity, accessibility, and environmental and regulatory considerations.

On Wednesday, June 27, 2018, the draft Study was approved by the KCAPTA Board of Directors with no further public comments. As identified in this Study, the next step of implementing the proposed KART transit station would be to enter into the environmental phase.