

**ATTACHMENT B**  
**UNMET NEEDS REPORT**

## FISCAL YEAR 2024/2025 UNMET TRANSIT NEEDS REPORT

### PUBLIC HEARING DATE

February 28, 2024

March 27, 2024

### SSTAC MEETING DATES

April 18, 2024

May 3, 2024

### Unmet Transit Needs Evaluation and Criteria

Per the Transportation Development Act (TDA) the definition of "Unmet Transit Need" is "at a minimum, exists where local residents do not have access to private vehicles or other forms of transportation, due to age, income, or handicap, for the purpose of traveling to medical care, shopping, social/recreational activities, educations/training and employment."

All comments received are reviewed and categorized into one of the following categories:

- Service Request – Extended Service
- Service Request – New Service
- New Amenities
- Operational Issues – Bus Passes and Fares
- Operational issues – Bus Infrastructure or Operations
- Route Connectivity Issues
- Bus Driver Issues
- Informational Issues
- Safety and Shelters

Only those comments categorized as "Service Request – New Service" or "Service Request – Extended Service" meet the definition of an unmet transit need. The comments are evaluated using the Kings County TDA Unmet Need Criteria for "Reasonable to Meet."

- Feasibility: new, expanded or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of TDA funds available to Kings County.
- Duplication: proposed transit service does not duplicate transit services currently provided by either public or private operators.
- Community Support: proposed transit service has community support from the general public, community groups and community leaders
- Farebox: new, expanded or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required farebox revenue ratio of 15% of the overall system.
- Potential Ridership: there is supporting data to indicate sufficient ridership potential for the new, expanded or revised service.
- TDP Goals: implementation of the new, expanded, or revised transit service should achieve or be moving toward the goals outlined in the Kings County Transit Development Plan for a comparable type of service.
- Funding: proposed transit service shall have a reasonable expectation of future demand and available funding on a long-term basis to maintain the service.
- Equity: proposed transit service is needed and would benefit either the public or the elderly and disabled population as a whole.

Based on the information above, staff has categorized and evaluated all of the comments received. The table below summarizes our determination.

FY 24-25 UNMET TRANSIT NEEDS HEARINGS								
PUBLIC TESTIMONY ANALYSIS								
KINGS AREA REGIONAL TRANSIT								
Public Testimony	# of Requests	Is This An Unmet Need?	Reasonable To Meet?	Reasonable to Meet Requirements				
				Feasibility	Community Support	Potential Ridership	Funding	
				Duplication	Farebox	TDP Goals	Equity	
<b>KART Service Requests - New Service</b>								
1	Provide a new route to the Lemoore Naval Air Station for access to Lemoore and Hanford destinations	1	Y	Y	Y	Y	Y	Y
					N	Y	Y	Y
<b>SSTAC Recommendation / Operator Response</b>								
The comment reflects a request to add new service to an area not currently serviced, which is an unmet transit need. Grant funds were available to start the new route making it reasonable to meet. Service is being coordinated with Lemoore Naval Air Station.								
2	Add Sunday service in Hanford to fixed routes	1	Y	N	N	N	N	N
					N	N	N	N
<b>SSTAC Recommendation / Operator Response</b>								
The comment reflects a request to add new service which is an unmet transit need that is not reasonable to meet. This request cannot be met due to a lack of funding, and projected ridership will not meet the farebox ratio.								
3	Provide Saturday and Sunday service on Route 15	2	Y	Y	Y	Y, N	Y	Y
					N	Y, N	Y	Y
<b>SSTAC Recommendation / Operator Response</b>								
The comment reflects a request to add new service which is an unmet transit need that is partially reasonable to meet. Saturday service will be funded by another governmental agency. Currently, KART does not operate on Sundays. Funding is not available to add Sunday service, and projected ridership will not meet the required farebox ratio.								
4	Add Sunday service in Hanford to on-demand (GoKART)	1	Y	N	N	N	N	N
					N	N	N	N
<b>SSTAC Recommendation / Operator Response</b>								
The comment reflects a request to add new service which is an unmet transit need that is not reasonable to meet. This request cannot be met due to a lack of funding and will not meet the farebox ratio.								
<b>KART Service Requests - Extended Service</b>								
5	Increase frequency of fixed routes in Hanford from 30 minutes to 10 minutes	1	N	N	N	N	N	N
					N	N	N	N
<b>SSTAC Recommendation / Operator Response</b>								
The comment reflects a request to extend service which is not an unmet transit need. This request cannot be met due to a lack of funding and will not meet the farebox ratio.								
<b>KART Operational Issues – Bus Infrastructure or Operations</b>								
6	Provide additional seating and protection from the elements at bus stops	1	N	N	n/a	n/a	n/a	n/a
					n/a	n/a	n/a	n/a
<b>SSTAC Recommendation / Operator Response</b>								
The comment reflects Operational Issues – Bus Infrastructure which is not an unmet transit need. However, staff reviewed this request and determined this request cannot be met due to a lack of funding.								