

REGIONAL EXPRESS TRANSIT SERVICE

Presented by:
Tulare County Association of
Governments and Visalia Transit



REGIONAL EXPRESS TRANSIT SERVICE

Cross Valley Corridor

History

- 2016: TCAG Board of Governors direct Planning Study
 - 2018: Cross Valley Corridor Plan
 - * Study connectivity and mobility improvements to:
 - 1) Increase transit service efficiency
 - 2) Promote developments that support use of transit
 - 3) Encourage revitalization and economic development
 - 4) Facilitate growth in support of the High-Speed Rail (HSR) system
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2018 Cross Valley Corridor Plan

Phased approach to build ridership base for future rail service between Tulare and Kings Counties

- Proposed 75-mile high-frequency regional transit corridor linking cities east to west across the Central Valley using the historic San Joaquin Valley Railroad corridor



Cross Valley Corridor Plan Map



2024 Cross Valley Corridor Phase 1 Operations Plan

Phased service between NAS Lemoore and City of Lindsay

- Initial service between Farmersville Transit Center and NAS Lemoore

Route Details

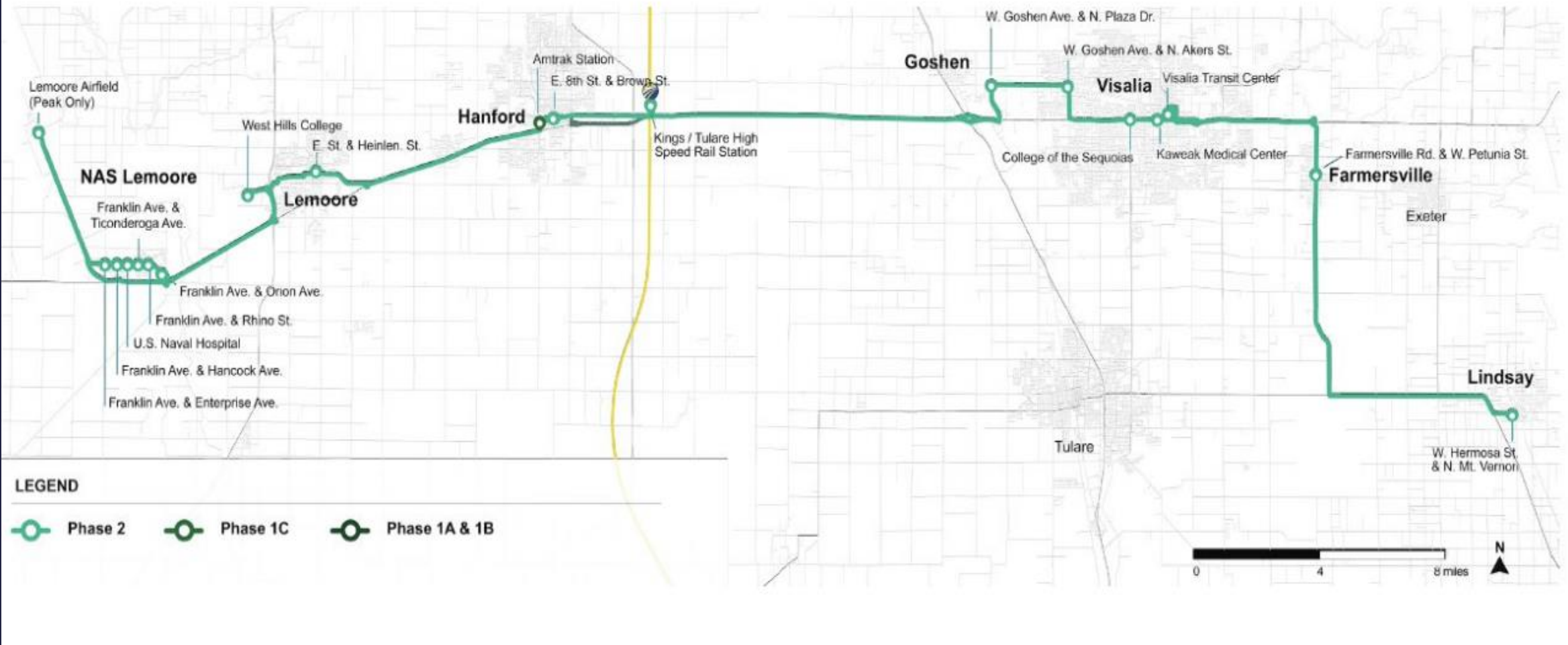
- 30-minute frequencies operating from 5:00 A.M. to 11:00 P.M.
 - One-way run times of 120-minutes
 - New transit centers in the cities of Exeter, Farmersville, Hanford and Lindsay
 - New transfer station in the Visalia Industrial Park
 - Zero-emission vehicles (battery-electric or hydrogen fuel cell)
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Cross Valley Corridor Plan Map

Phased Service Plan



Phased service from NAS Lemoore to Lindsay



2024 Cross Valley Corridor Phase 1 Operations Plan

Phase 1A (2024)

- Current Kings Area Regional Transit (KART) service from Hanford Amtrak Station to Visalia Transit Center (8 trips per day; Stops at COS, Kaweah Health and Visalia Transit Center)

Phase 1B (2025)

- KART service from Hanford Amtrak Station to Visalia Transit Center (30-minute intervals; Stops at COS, Kaweah Health and Visalia Transit Center)

Phase 1C (2028)

- Cross Valley Express (CVX) service between Hanford and Farmersville, to extend to NAS Lemoore (30-minute intervals; 14 stops)
 - Bus Rapid Transit (BRT) service between Tulare Transit Center and Visalia Transit Center on Mooney Boulevard (15-minute intervals)
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2024 Cross Valley Corridor Phase 1 Operations Plan

Capital Infrastructure

- Transit terminals and charging infrastructure
 - Transit stop facilities, including shelters, street improvements and wayfinding
 - Transit signal priority (TSP) and intelligent transportation systems (ITS)
 - Zero-emission vehicles (battery-electric and/or hydrogen fuel cell)
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2024 Cross Valley Corridor Phase 1 Operations Plan

Financial Plan

- Estimated \$70 million in capital infrastructure
 - \$49.1 million in design and construction
 - \$18.8 million in zero-emission vehicles
 - Estimated \$7 million annual operating cost at full-service buildout
 - Funding sources:
 - TCAG (State SB 125 transit and SB 743 mitigation)
 - San Joaquin Joint Powers Authority (Amtrak)
 - BRT and CVX fare revenue
 - Other State and Federal transit funding
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2024 Cross Valley Corridor Phase 1 Operations Plan

Funding Sources

- State Transit and Intercity Rail Capital Program (TIRCP) Grant (2022)
 - \$10.28 million in State transit grant funds (FY 22/23 to FY 31/32)
 - * \$5.88 million for eighteen (18) zero-emission vehicles (buses/vans)
 - * \$4.4 million for new Lindsay Transit Center

 - State Transit and Intercity Rail Capital Program (TIRCP) Grant (2024)
 - \$59.1 million in State transit grant funds (FY 24/25 to FY 33/34)
 - * \$44.7 million for capital and infrastructure improvements
 - * \$14.4 million for eight (8) zero-emission transit vehicles (buses)

 - TCAG State SB 125 Transit and SB 743 Mitigation Funds
 - \$8.5 million for operations
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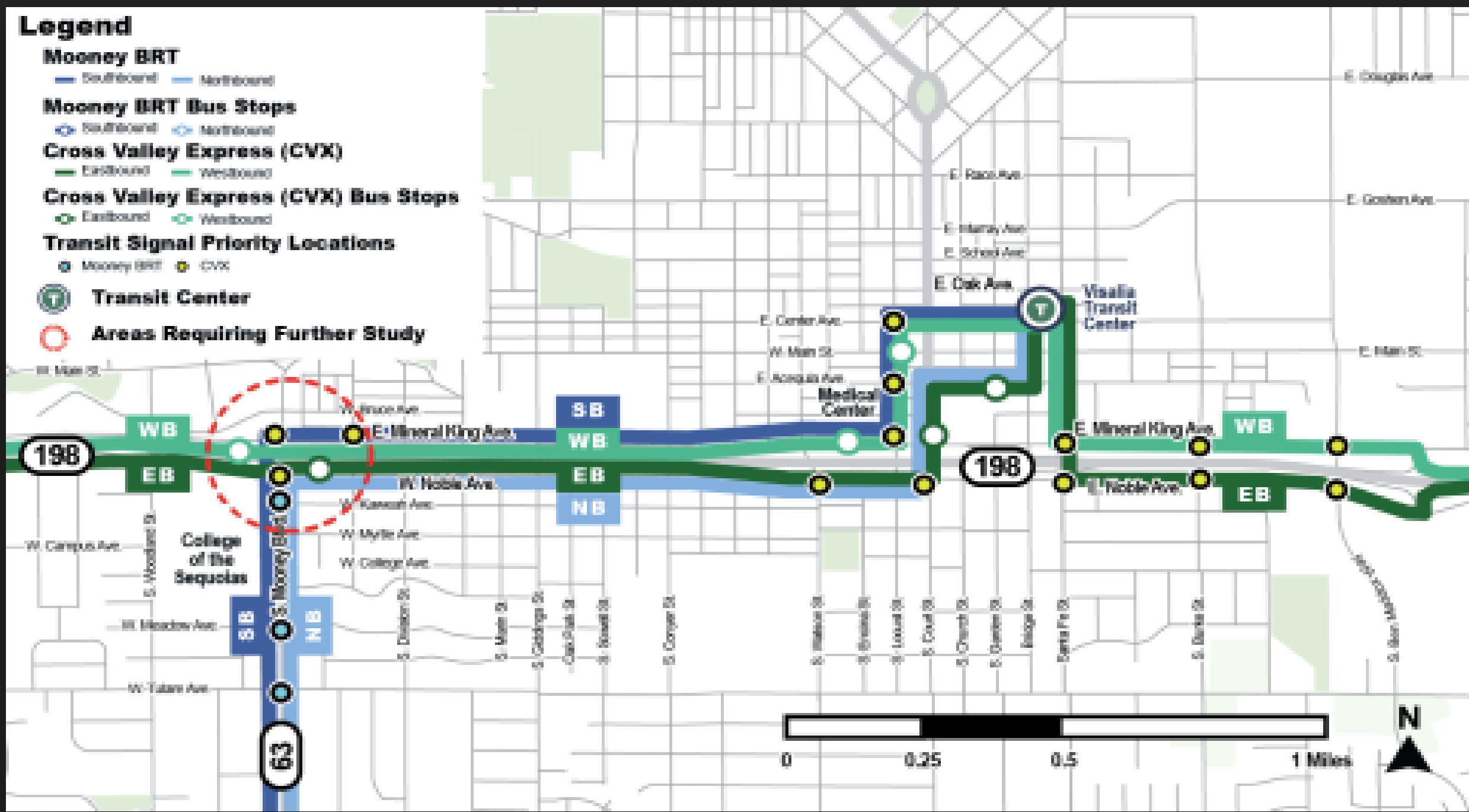
2024 Cross Valley Corridor Phase 1 Operations Plan



Priority Capital Infrastructure Improvements: \$49.1 million

- Signal Priority/Street Improvements: \$12.41 million
 - Construction Contractor: \$9.46 million
 - Caltrans and City Indirect Costs: \$7.58 million
 - Transit Stop Facility Improvements: \$5.72 million
 - EV and Charging Infrastructure: \$5.3 million
 - New Lindsay Transit Center: \$4.4 million
 - Design and Engineering: \$4.23 million
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CVX Signal-Priortization Exhibit



2024 Cross Valley Corridor Phase 1 Operations Plan

Implementation

- Cooperative Agreement (Caltrans and City)
 - City as project lead with Caltrans oversight
 - Memorandums of Understanding
 - Capital Development (City and TCAG)
 - Operations (City, TCAG and TCRTA)
 - State Grant Funding (Caltrans, City and TCAG)
 - TCAG Funding (City of Visalia and TCAG)
 - Design, engineering and construction of capital improvements (Priority)
 - Zero-emission vehicle procurement
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Regional Express Transit Partner Agencies

- California State Transportation Agency
- California Department of Transportation
- Tulare County Association of Governments
- Visalia Transit
- Tulare County Regional Transit Agency
- Kings Area Rural Transit
- San Joaquin Joint Powers Authority (Amtrak)
- California High-Speed Rail Authority



Regional Express Transit Service

Staff Recommendation:

- Approve the City's participation in the Regional Express Transit Project and serving as the Project lead and primary services operator;
 - Approve the draft Resolution authorizing the City Manager to execute the Caltrans Master Agreement and Program Supplement for TIRCP funding; and
 - Authorize the City Manager to draft necessary agreements with Caltrans, TCAG and TCRTA with approval to form by the City Attorney.
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Questions or Comments



Thank You!

