

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY
Board of Directors
Special Meeting (Time and Place)

610 W. 7th Street - Hanford, California 93230 (559) 852-2692 www.kartbus.org

Meeting Date: July 27, 2022
Time: 2:00 PM
In Person: City of Hanford Council Chambers
400 N Douty Street
Hanford, CA 93230

Virtual: Join Zoom Meeting
<https://us05web.zoom.us/j/82074233772?pwd=SVMxSW8zalVxVF1xb1AzRnhjWXPmZz09>
Meeting ID: 820 7423 3772
Passcode: ANJH4u

If you need special assistance to participate in this meeting or language assistance, please contact the Clerk of the Board at (559)852-4623 by 4:00 PM on the Monday before this meeting. Agenda backup information and any public records provided to the Board after the posting of the agenda for this meeting will be available for public review at 610 W. 7th Street, 230.

HYBRID MEETING AGENDA

KINGS COUNTY AREA PUBLIC MEETING PROTOCOL IN RESPONSE TO CORONAVIRUS COVID-19

California Governor Galvin Newsom signed into Law AB 361 on September 16, 2021, relating to the convening of public agency meetings via teleconference in light of the COVID-19 pandemic. Under this authority, the Kings County Area Public Transit Agency will convene its public meetings via video and teleconference. Pursuant to AB 361, and as advised by local Health Officials, The Kings County Area Public Transit Agency, Agency staff, and interested members of the public may attend the meeting in person.

The meeting can also be attended via Internet by clicking this link **Zoom Meeting** address:

<https://us05web.zoom.us/j/82074233772?pwd=SVMxSW8zalVxVF1xb1AzRnhjWXPmZz09> and select **open zoom meeting**

Members of the public attending via **Zoom** will have the opportunity to provide public comments during the meetings. The link will be posted at our website: <https://www.kartbus.org/category/board/>

Members of the public who wish to comment may submit written comments on any matter within the Board's subject matter jurisdiction, regardless of whether it is on the agenda for Board consideration or action. Those comments will be entered into the administrative record of the meeting. To submit written comments by U.S. Mail or email for inclusion in the meeting record, they must be received by the Clerk of the Board of KCAPTA no later than 11:00 AM on the morning of the noticed meeting. To submit written comments by email, please forward them info@kartbus.org. To provide such comments by U.S. Mail, please sent them to: Clerk of the Board of KCAPTA, 610 W 7th Street, Hanford, CA 93230

<u>ITEM #</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
1.	CALL TO ORDER <i>Roll Call – Clerk of the Board</i>	
2.	UNSCHEDULED APPEARANCE <i>Any person may directly address the Board at this time on any item on the agenda or on any other topics of interest to the public that is within the subject matter jurisdiction of the Board. Five (5) minutes are allowed for each item.</i>	
3.	CONSENT ITEMS <i>All items listed as consent items are considered routine and will be enacted by one motion. Any discussion of any consent item will be removed at the request of any Board member and made a part of the regular agenda.</i> A. Summary Minutes of Meeting June 22, 2022 B. KART Operational Statistics C. Budget Carryovers for Fiscal Year 2022/2023	ACTION
4.	PUBLIC HEARING TO RECEIVE COMMENTS ON SERVICE CHANGES/MODIFICATION (Open Hearing/Receive Testimony/Close Hearing/Approve)	ACTION
5.	AWARD LEGAL CONTRACT TO PELTZER & RICHARDSON	ACTION
6.	TRANSIT CENTER CONSTRUCTION GRANTS	INFORMATION
7.	MISCELLANEOUS COMMENTS FROM STAFF	INFORMATION

Attachments:

- A – MINUTES OF JUNE 22, 2022
- B – BUDGET TRANSFER FORM
- C – AGREEMENT 23-01 (Peltzer & Richardson)

STAFF REPORT

3. CONSENT ITEM:

A. Summary Minutes of Special Meeting June 22, 2022

B. KART Operational Statistics

The Transportation Development Plan (TDP) for Kings County establishes operational performance standards for KCAPTA transit operations. Staff uses these standards to evaluate specific needs for transit services and develop plans for improvements and service revision. Monthly, Staff evaluates KCAPTA operational performance and compares them to the standards set in the TDP. Performance monitoring is also required as part of our Title VI Program.

Per KCAPTA Title VI Program (June 2022-2025), on-time performance and farebox recovery rates should be reported monthly to the Board. Monitoring and reporting of these standards allow Staff and the Board to ensure operational practices do not result in discrimination on the basis of race, color, or national origin. In the past, this was information included in the Annual Financial Report; however, it was noted in our review of our Title VI Program that this information should be reported to the Board monthly. Below is our YTD (Fiscal Year 2021/2022) farebox recovery and on-time performance by route and service type.

ROUTE	FAREBOX % (Standard 15%)	ON-TIME PERFORMANCE (Standard 85%)
1	Hanford Routes 6.11%	96.32%
2		97.84%
3		98.63%
4		98.24%
5		98.65%
6		97.11%
7		97.20%
8		98.52%
9		96.93%
12	6.14%	95.63%
13	4.60%	92.70%
14	5.49%	97.02%
15	10.18%	94.52%
17	18.00%	97.56%
20	6.71%	98.43%
PARATRANSIT	7.67%	
FLEX ROUTE	4.77%	

Due to the effects that COVID has had on ridership, the KART system is not meeting the required 15% farebox recovery. The State of California has waived this requirement until the end of FY 2023.

C. Budget Carryovers for Fiscal Year 2022/2023

At the end of Fiscal Year 2021/2022, there were open purchase orders for projects not yet completed by the close of the fiscal year. These projects include the purchase of an Electric bus and installation of an EV charging station at Davis, Parts for the Fare Boxes, the purchase of Bus passes, Rider's guides, Signs for the bus stops, and Computer software. KCAPTA is waiting on the delivery of the Electric bus and the completion of the EV charging station at Davis. The Bus passes and riders guides have been ordered but not received. The order for

the signs for the bus stops was placed late in June and not received prior to fiscal year-end. Staff is requesting the funds are carried over to the Fiscal Year 2022/2023 budget.

4. PUBLIC HEARING TO RECEIVE COMMENTS ON SERVICE CHANGES/MODIFICATIONS (Angie Dow):

KCAPTA, similar to what is occurring nationally, is experiencing significant driver shortages. To be fully staffed we need 35 drivers, we currently have 29 active drivers. We do have 1 person in training. It takes approximately 2 months for an individual to complete training and get licensed before they will be able to drive a bus.

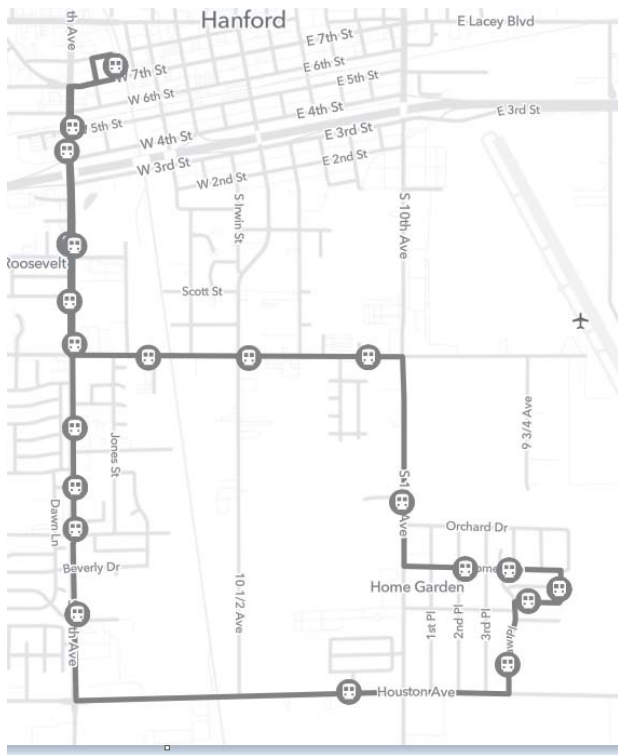
Due to the driver shortage, we have had to cancel routes. As KCAPTA works to build our ridership back, which we lost due to the Covid-19 pandemic we must have reliable service. We cannot provide reliable service if we are continuing having to cancel routes because we do not have enough drivers to provide service.

Staff has reviewed all routes and is recommending two route service changes:

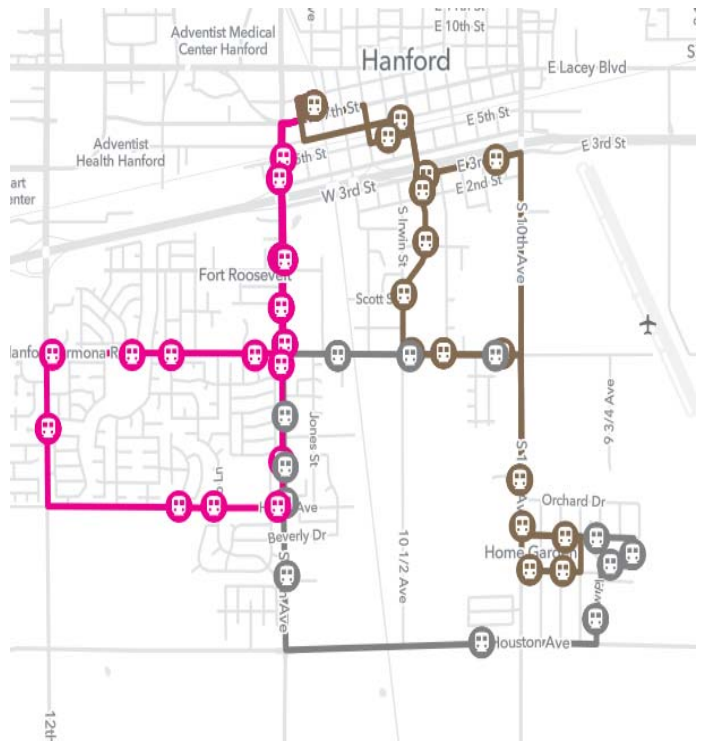
1. Delete Route 8

Route 8, as shown below provides service to the Home Garden area and S 11th Avenue. Route 4 and Route 5 also provide service to these areas.

ROUTE 8

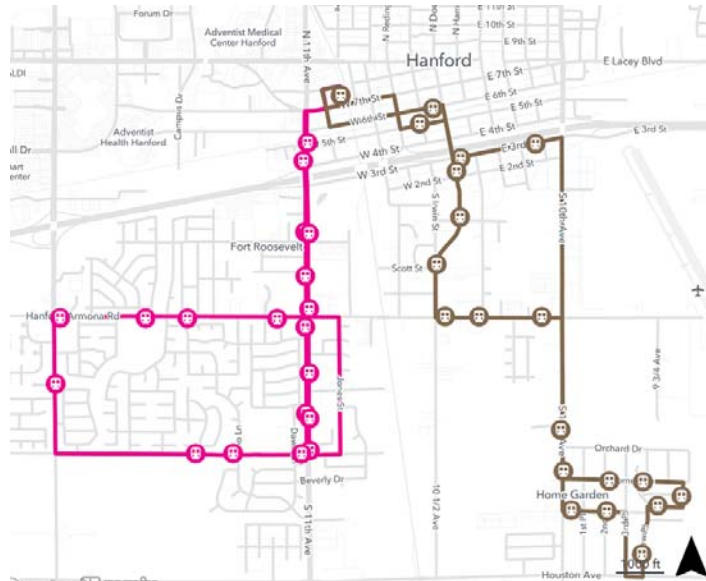


ROUTES 4, 5, & 8



Staff is recommending modifying Route 4 and 5 to service some of the stops that would not have service if Route 8 was eliminated.

ROUTE 4 & 5 MODIFICATION



The following stops would be eliminated:

Stop Name	Average Ridership	Distance to Nearest Alternative Stop
Hanford Armona @ Railroad Tracks	0	Route 5 - .32 miles – 11 th Avenue & Hanford Armona
Houston & Elvira	0	Route 4 - .56 miles – Shaw @ Home Garden Health Center
11 th & Bonnyview	0	Route 5 - .27 miles – Hume & 11 th

2. Reduce Service on Fresno Route 17.

Fresno Route 17 operates Monday – Friday and has an average daily ridership of 4. This is a long route, 102 miles in total (approximately 50 miles each way). The bus leaves Hanford at 9:00 a.m. travels to Fresno with stops in Laton, Selma, Fowler, Fresno, and ends at Valley Children’s Hospital. Because of the distance and the time, it takes to complete the route (2 hours each way) the bus does not return, but layover in Fresno for 3 ½ hours. This Route takes 7 ½ hours to operate per day (2 hours each way + 3 ½ layover).

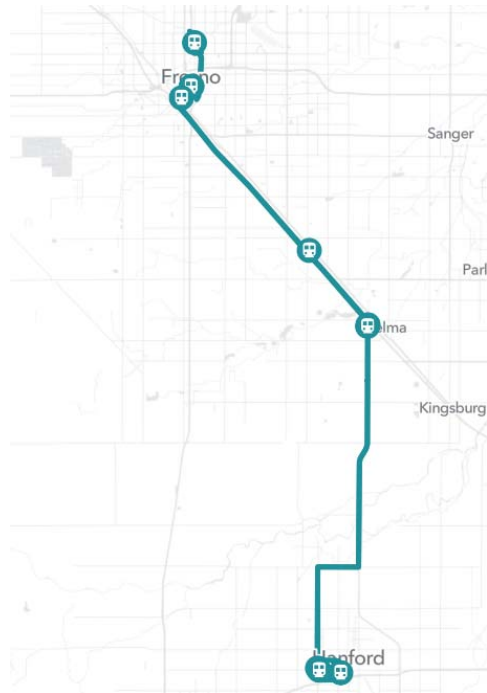
Staff is recommending shorting the Route and reducing service to 2-days per week, Wednesday and Friday. These are our highest ridership averages of 5 passengers per trip. Our goal would be to get this route up to 8 to 10 passengers per trip.

**CURRENT
FRESNO ROUTE 17**



Staff is recommending eliminating the stop in Laton and only going as far as the Veterans Hospital in Fresno. Although this will add additional miles traveled to a144 in total (36 miles each way), it will reduce the operating hours to 3 ½ hours.

PROPOSED FRESNO ROUTE 17



The following stops would be eliminated:

Stop Name	Average Ridership
Laton @ the Post Office	0.1 On
Fresno & Shaw	0.3 Off
Fresno Kaiser	0.2 Off
Valley Children's Hospital	0.1 Off

There are two stops on the Route that have consistent ridership, Fulton Mall with an average of 3 and Veterans Hospital with an average of 1.

As an alternative individuals can take the Amtrak train which has 6 trains a day, connecting Hanford to Fresno and Madera. The Cost for a one-way train ticket is \$7.50 to Fresno. For those wanting to go to Valley Children’s Hospital, they will need to get off the train in Madera and take the city bus to Children’s Hospital, cost for a one-way train ticket is \$13.00. Senior, Disabled, and Veterans receive a 10% Discount on train tickets.

If approved, staff will assist those wanting to use the train to plan their trips. For those needing special transportation once they reach Fresno, we will work with Fresno FAX to get them set up on their Senior and Disabled transportation service.

Recommendation

Open the Public Hearing, Take Comments, Close the Public Hearing, and based on staff’s recommendation and the testimony receive approve staff’s recommendation, modify staff’s recommendation, or make no modification to Route 8 or 17.

5. AWARD LEGAL CONTRACT TO PELTZER & RICHARDSON (Heather Corder):

KCAPTA Staff released a Request for Proposals (RFP) in June 2022. The RFP was noticed in the newspaper and on KART’s website. Only one vendor responded to the RFP.

Since only one bid was submitted, Staff reviewed the procurement process to determine if any requirements would limit participation. The Staff decided that the procurement process did not limit participation, and the proposal submitted by Peltzer & Richardson was responsive and met all of the RFP requirements.

An evaluation committee reviewed and scored the proposal and recommends the award of the contract to Peltzer & Richardson. The results of the evaluation committee are noted below.

	RATER # 1	RATER # 2	RATER #3
Qualification of Firm	50	49	50
Staffing & Project Organization	15	14	15
Work Plan	15	15	15
Cost and Price	20	20	20
TOTAL SCORE	100	98	100

Recommendation

Staff recommends the Board approved the Legal Service Agreement with Peltzer & Richardson and authorized the Board Chairman to sign Agreement No. 23-01.

6. TRANSIT CENTER CONSTRUCTION GRANTS (Angie Dow):

Since 2017 KCAPTA has been working toward building a new KART Transit Center (Project). We completed the Site Selection Study, required environmental studies, acquired all the properties in the Project area, and demo most of the existing structures. In May of 2021 KCAPTA awarded RRM Design Group the contract to design and engineer the new KART Transit Center.

RRM Design Group has submitted the Site Plan Review to the City of Hanford. Based on the current timeline KCAPTA would be applying for construction permits in October 2022 and the Project construction bid documents should be released by the end of 2022.

The project was fully funded up to the construction phase. Staff has applied for several competitive grants to fund the construction phase and is happy to announce that we were successful in receiving two grants.

1. We applied for and received \$638,000 in Federal CMAQ funds.
2. We applied for and received \$23,326,877 in the State of California Transit and Intercity Rail Capital Program (TIRCP). This was a Joint Application with Tulare County Transit Agencies. The total Grant award was \$33,769,154. KCAPTA will receive 69% of the funds awarded. \$19,000,000 is for the construction of the New KART Transit Center, \$2,450,472 is for 4- Electric Buses that will be used for the Corcoran and Visalia Routes, and \$1,142,876 is for Electric Shuttle Buses that will be used to support our Micro-transit (UBER) and Paratransit Fleet.

With the award of the \$19,000,00 in TIRCP funds plus the although funds KCAPTA has obligated for the construction of the Project, staff is confident we will have enough funds for construction.

Currently, we have just over \$30,000,000 available for construction. At this funding level, there are a few expensive items that would most likely need to be completed in a separate phase. DC Electric Bus Charger (6) and Solar.

We still have 3 pending funding source pending:

1. Federal Bus & Bus Facilities Completeive Grant \$19,000,000. Awards will be announced in August 2022.
2. Federal "Ear Mark" \$5,000,000.
3. State Direct Funding \$19,000,000

There are also additional funding sources staff plans to apply for, however, we cannot apply until we have completed construction plans.

1. Rebate for EV Charging equipment- California Electric Vehicle Infrastructure Project
2. EV Charging equipment - San Joaquin Valley Air District
3. Electric Charging Infrastructure - Southern California Edison "Charge Ready Program"

Recommendation

Informational Item

7. MISCELLANEOUS COMMENTS FROM STAFF: