

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: September 28, 2022
Time: 2:00 PM
In Person: City of Hanford Council Chambers
400 N Douty Street
Hanford, CA 93230

Virtual: Join ZoomMeeting:
<https://us06web.zoom.us/j/82197354216?pwd=WTVrRUU0dnliblk3ZHF6SctWWWhuQT09>
Meeting ID: 821 9735 4216
Passcode: Kart0928

Link to our Website: <https://www.kartbus.org/category/board/>

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. The 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, Hanford, CA 93230.

HYBRID MEETING AGENDA

KINGS COUNTY AREA PUBLIC MEETING PROTOCOL IN RESPONSE TO CORONA VIRUS 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://us06web.zoom.us/j/82197354216?pwd=WTVrRUU0dnliblk3ZHF6SctWWWhuQT09>
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 on 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 send 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 August 24, 2022	ACTION
4.	ADOPT RESOLUTION 23-04, AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT AND EXECUTE A GRANT APPLICATION FOR FUNDING FROM THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	ACTION
5.	DISCUSS THE SALE OF THE CURRENT TRANSIT STATION	ACTION
6.	AWARD TRANSPORTATION SCHEDULING SOFTWARE CONTRACT TO ECOLANE	ACTION
7.	DISCUSS INFRASTRUCTURE FUNDING FOR VEHICLE AND BUS CHARGING	INFORMATION
8.	MISCELLANEOUS COMMENTS FROM STAFF	INFORMATION

Attachments:

- A – MINUTES OF AUGUST 24, 2022
- B – RESOLUTION 23-04 TIRCP
- C – AGREEMENT 2302 ECOLANE
- D – BUDGET AMENDMENT-ECOLANE

STAFF REPORT

3. CONSENT ITEM:

A. Summary Minutes of Special Meeting August 24, 2022

4. ADOPT RESOLUTION 23-04, AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT AND EXECUTE A GRANT APPLICATION FOR FUNDING FROM THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (Angie Dow):

The Transit and Intercity Rail Capital Program (TIRCP), administered by the California State Transportation Agency (CalSTA), is a competitive statewide program created to fund transformative capital improvement that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

KCAPTA, Tulare County Regional Transit Agency, and the City of Visalia submitted a joint application for \$33,769,154 to build two transit centers (KART Transit Center and Lindsay Transit Center), purchase 14 zero-emission buses (8 – Tulare County Area Regional Transit Agency, 4 – KCAPTA, and 2- City of Visalia), and 16 Micro-transit zero-emission buses (8 – Tulare County Area Regional Transit Agency and 8- KCAPTA).

We were notified on July 7, 2022, that our Joint Application was successful and that each Agency will need to execute a grant agreement. KCAPTA will receive a total of \$23,326,877. To execute the grant, submit reports, and request payment, the Board of Directors, will need to Adopt Resolution 23-04.

If approved, Resolution 23-02 will authorize the Executive Director, their designee, to submit the application, execute all required documents, submit reports, and request payment.

Recommendation

Staff recommends the Board Adopt Resolution 23-04 authorizing the Executive Director, their designee to submit applications, execute all required documents, submit reports, and request payment.

5. DISCUSS THE SALE OF THE CURRENT TRANSIT STATION (Angie Dow):

In 2009 KCAPTA Constructed, on property belonging to the City of Hanford, KART Transit Station at 504 W 7th Street. The construction consisted of Bus Bay, public restrooms, and remodeling of the old Hanford Depot, which was moved to the location. In 2014 KCAPTA purchased the property from the City of Hanford.

There were two conditions (covenants) related to the sale of the property:

1. If KCPATA decides to sell the property, the City of Hanford has the right of first refusal.
2. The parking spots had to be open to the public.

KCAPTA has been working on building a new Transit Center, and with the Construction Phase funded, we need to determine what the "2nd life" of the old Transit Station will be. KCAPTA has two choices.

Sell the Property

Some actions will need to be completed before listing and selling the property.

- Engage the City of Hanford to determine if they want to purchase the facility.
- Engage the City to remove the "Public Parking" requirement. This will be critical to be able to sell the property. If the requirement is not removed, the property may become "unsellable." When we vacate the property, we will have issues with the Homeless that will be difficult to manage.

Lease the Property

Staff needs to create a list of potential tenants and determine the rental rate. The interior would need to be painted and potentially new flooring installed.

Staff is requesting the Board authorize the Executive Director to discuss our options with the City of Hanford, determine if they want to purchase the property, and if not, they would consider removing the “Public Parking” requirements. The Board will also authorize the Executive Director to speak with potential tenants to determine if there is any interest in any lease of the property and the rental rate.

Recommendation

Staff Recommends the Board authorize the Executive Director to discuss the sale of the property with the City of Hanford and potential buyers and discuss leasing the property with potential tenants.

6. AWARD TRANSPORTATION SCHEDULING SOFTWARE CONTRACT TO ECOLANE (Angie Dow):

In July of 2020, we were notified by our current Software Provider, StrataGen, that they will phase out the 3G Wireless service. All Wireless Vector (MDTs) would be inoperable after the 3G phase-out. The MDTs would need to be replaced with 5G compatible MDTs. These MDTs would only work on the Verizon network.

All of KCAPTA MDTs were on AT&T data plans. When KCAPTA purchased new 5G compatible MDTs, we added them to a Verizon data plan. After receiving the MDT and working for many weeks with County IT, Verizon and StrataGen, we could not get the MDTs to communicate with the server.

In August of 2021, we notified StrataGen that we could not get the MDTs to work on the Verizon 5G service. We could get them to work on the AT& T 3G service. Since AT& T was working on phasing out the 3G service, KCAPTA was going to evaluate all of our options.

This software is used to schedule trips and dispatch our paratransit and flex route service in Lemoore. Staff researched several Software options and developed a detailed scope of work. The RFP was released in June of 2022. A total of eight vendors received the RFP, and two proposals were submitted.

The proposals were reviewed and scored by the scoring committee established for the RFP. The scoring committee consisted of two outside agency staff and one KCAPTA staff. The scoring committee invited each Proposal to the interview process. This allowed each proposer to present their software and answer any questions the committee may have.

The scoring committee recommended the award of the contract to Ecolane USA Inc. Ecolane software had many features that StrataGen’s current software did not. Including:

Automatic ongoing optimization throughout the day.

Clients can put money on their account, and the system will deduct their fare as their trip is completed.

Clients can book and pay for their fares using credit cards via the web or a custom app.

The ability to operate both paratransit and general demand service on the same bus.

The ability to add the City of Corcoran System for a minimal cost.

Originally Staff had anticipated the contract award would be in fiscal year 21/22. However, due to the technical scope of work that had to be developed, the RFP was released late in the Fiscal Year 21/22, and the project budget was not carried over. If the Board approves the award of the contract to Ecolane, a Budget Appropriation in the amount of \$83,781 would also need to be approved.

Staff and the scoring committee recommend the Board award the five-year Software License and Service Agreement to Ecolane USA Inc. in an amount not to exceed \$185,000. This includes the License fees, Agency Branded Mobil App, Self Service Trip Booking App with credit card capabilities, IVR interface, Software setup, and onsite training. Year one cost is \$83,781, with an annual cost thereafter of \$26,037.

Recommendation

Staff recommends the Board to take the following actions and authorize the Board Chair to execute both documents.

1. Approve Agreement 2302 with Ecolane USA Inc and
2. Approve the Budget Appropriation in the amount of \$83,781

7. DISCUSS INFRASTRUCTURE FUNDING FOR VEHICLE AND BUS CHARGING (Angie Dow):

Southern California Edison (SCE) has two programs that offer low-to no-cost electrical system upgrades to support the installation of electric vehicle charging. These programs reduce the costs of installing the necessary electrical upgrades needed to install charging equipment.

The Charge Ready Transport Program is for fleet operators such as KCAPTA. Through this Program, SCE will perform on-site visits to evaluate our site electrical infrastructure needs, develop utility-side and customer-side of the meter cost estimates, design, secure permit, project management and install the necessary infrastructure. KCAPTA will have the option to instead perform the necessary work on our side of the meter and receive a make-ready rebate. SCE will install a separate meter dedicated to the EV charging infrastructure and waive customer demand charges through 2024 with SCE commercial EV rates. SCE will make final inspections once the charging equipment is installed. KCAPTA will need to purchase at least two battery-powered EV; select, purchase and install SCE-approved charging equipment in the quantity approved by SCE; keep the charging equipment operational for at least ten years; provide data related to charging equipment usage for a minimum of five years; and grant easement to SCE for their equipment.

The Charge Ready Program assists property owners with deploying the infrastructure and equipment necessary to support electric vehicle charging station. This program helps by providing financial incentives, infrastructure, and technical support to facilitate the installation and maintenance of EV charging stations. Similar to the Charge Ready Transport Program SCE will perform an on-site visit to evaluate the site electrical infrastructure needs, develop utility-side and customer-side of the meter cost estimate, design, secure permits and install necessary infrastructure.

KCAPTA staff has applied to both programs and will be working with SCE on the project development.

Information Only No Action Required

8. MISCELLANEOUS COMMENTS FROM STAFF: