

# KINGS COUNTY AREA PUBLIC TRANSIT AGENCY

## Board of Directors

### Regular Meeting Agenda

610 W. 7<sup>th</sup> Street - Hanford, California 93230 (559) 852-2692 [www.kartbus.org](http://www.kartbus.org)

**Meeting Date:** June 25, 2025

**Time:** 2:00 PM

**In Person:** Board Chambers-Admin Bldg 1, Kings Co Gov't Center      Avenal City Hall, Conference Room  
1400 W. Lacey Blvd, Hanford, CA 93230      919 Skyline Blvd.  
Hanford, CA 93230      Avenal, CA 93204

**Join Zoom Meeting:** <https://us06web.zoom.us/j/86487152750?pwd=k9QLTQ4SsPUjBPNSfp1qYvgMGqbrsQ.1>

Meeting ID: 864 8715 2750

Passcode: Kart0625

Link to our Website: [www.kartbus.org](http://www.kartbus.org)

*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. 7<sup>th</sup> Street, Hanford, CA 93230.*

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## REGULAR HYBRID MEETING AGENDA

KINGS COUNTY AREA PUBLIC MEETING PROTOCOL
KCAPTA hereby provides notice that effective March 1, 2022, it will return to in-person and public meetings.
Members of the public who wish to participate in this meeting can do so in one of the following three ways: <b>(1) by attending the meeting in person, (2) via Zoom Meeting, or (3) by submitting written comments</b> on any matter within the KCAPTA Board's subject matter jurisdiction, regardless of whether it is on the agenda for KCAPTA's consideration or action and those written 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 KCAPTA Office no later than 11:00 a.m. on the day of the noticed meeting. To submit written comments by email, please forward them to <a href="mailto:info@kartbus.org">info@kartbus.org</a> . To submit such comments by U.S. mail, please forward them to the Clerk of the Board, KCAPTA at 610 W. 7 <sup>th</sup> 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.	KINGS COUNTY OFFICE OF EMERGENCY SERVICES	
4.	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 May 28, 2025 B. Budget Carryovers for Fiscal Year 2025/2026	<b>ACTION</b>
5.	PRESENTATION OF UNMET TRANSIT NEEDS REPORT	<b>INFORMATION</b>
6.	ZERO EMISSION BUS TRANSITION PLAN AND INFRASTRUCTURE REQUIREMENTS	<b>ACTION</b>
7.	APPROVE CHANGE ORDERS FOR THE KART TRANSIT CENTER CONSTRUCTION PROJECT	<b>ACTION</b>
8.	APPROVE RESOLUTION 25-11 AUTHORIZING THE FILING AND EXECUTING OF LOW OR NO EMISSION GRANTS AND THE BUS & BUS FACILITY GRANT	<b>ACTION</b>
9.	APPROVE AMTRAK SAN JOAQUINS THRUWAY BUS SERVICE BETWEEN HANFORD AND VISALIA – AMENDMENT 01 TO AGREEMENT 25-J-01-00	<b>ACTION</b>
10.	APPROVE PURCHASE OF NEW COMPUTERS AND PRINTERS	<b>ACTION</b>
11.	MISCELLANEOUS COMMENTS FROM STAFF	<b>INFORMATION</b>

**Attachments:**

- A – MINUTES OF MAY 28, 2025
- B – RESOLUTION 25-11
- C – UNMET NEEDS REPORT
- D – AMENDMENT 01 TO AGREEMENT 25-J-01-00
- E – BUDGET CARRYOVERS FOR FY 25-26

## **STAFF REPORT**

### **3. Kings County OES:**

### **4. CONSENT ITEM:**

#### **A. Summary Minutes of Meeting May 28, 2025**

#### **B. Budget Carryovers for Fiscal Year 2025/2026**

At the end of Fiscal year 2024/2025, there will be open purchase orders for projects not yet completed by the close of the fiscal year. These projects include KART Transit Center, Purchase of Gillig and E-Jest buses, training for staff on Ecolane, Marketing for Route 15, and the park and ride lot. The KART Transit Center and Park and Ride lots are long-term projects that are expected to be completed in 2026. The training for the Ecolane has been scheduled for July and the Marketing for Route 15 is expected to turn in the final invoice in July. Staff is requesting the funds to be carried over to the Fiscal Year 2025/2026 budget.

### **5. PRESENTATION OF THE UNMET TRANSIT NEEDS REPORT (Mark Pedrerio):**

#### **Background:**

KCAPTA held public hearings before the KCAPTA Board on February 26, 2025, and March 26, 2025, to solicit comments from the public on any unmet transit need that may exist in Kings County.

This process allowed individuals to comment in person at public hearings or submit comments by phone, mail, or email.

Five comments were received with six requests and were analyzed by staff. Staff addressed all comments received and issued our report (Attachment C). The staff has submitted our report to KCAG (Kings County Association of Governments) and the SSTAC (Social Services Transportation Advisory Council).

#### **Fiscal Impact:**

The fiscal impact of adding routes has been included in the FY 25/26 budget.

#### **Recommendation:**

This is an informational item, there is no recommendation.

#### **Action Required:**

No Board Action is required as this is an informational item.

### **6. AUTHORIZATION TO PROCEED WITH FULL BUILD-OUT OF ELECTRIC BUS CHARGING INFRASTRUCTURE VIA NASPO COOPERATIVE AGREEMENT (Angie Dow):**

#### **Recommendation:**

Authorize staff to proceed with the planning, design, and construction of a full build-out electric bus charging infrastructure at KCAPTA's Operations and Maintenance Facility. The work will be performed in partnership with ABM, utilizing the National Association of State Procurement Officials (NASPO) ValuePoint Cooperative Agreement, to support future Zero-Emission Bus (ZEB) procurements and comply with California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation milestones.

#### **Background:**

The CARB ICT Regulation, adopted in December 2018, mandates that all public transit agencies transition to 100% ZEB fleets by 2040. As a small transit agency, KCAPTA must ensure that 25% of new bus purchases are Zero-Emission Buses (ZEBs) by 2026 and 100% by 2029. KCAPTA's Board-approved ZEB Rollout Plan, submitted to CARB in June 2023, outlines the steps required for compliance.

While CARB's Advanced Clean Fleets (ACF) regulation is partially paused pending federal waivers, the ICT regulation remains in full effect for transit agencies. Exemptions are limited and require strong justification.

In support of ZEB deployment, KCAPTA applied for Southern California Edison's Charge Ready Transport Program in August 2022. SCE's site evaluation and conceptual design identified the need for significant electrical distribution upgrades, which SCE has committed to complete in parallel with KCAPTA's internal infrastructure project.

In April 2023, the Board approved an agreement with SCE requiring KCAPTA to:

- Purchase and install 10 chargers (19.3–49.99 kW)
- Install eight high-capacity (150+ kW) power cabinets and dispensers
- Purchase 25 electric buses by 2032

In March 2025, staff issued a Statement of Qualifications (SOQ #2425-01) for a design-build team to construct the required charging infrastructure. However, due to an inadequate number of qualified responses, staff recommends canceling the SOQ process and proceeding instead under the NASPO cooperative procurement vehicle.

### **Discussion:**

To maintain regulatory compliance and meet internal fleet transition goals, KCAPTA must begin construction of electric charging infrastructure immediately. Staff recommends proceeding with a full build-out approach rather than phased installation.

### **Benefits of Early Full Build-Out:**

#### **1. Cost Efficiency**

- Economies of Scale: Single mobilization minimizes contractor overhead and change orders.
- Price Stability: Locks in current material and labor rates, shielding KCAPTA from future cost escalation.

#### **2. Minimized Operational Disruption**

- A single construction effort limits the impact on daily bus yard operations.
- Reduces future retrofits and schedule disruptions.

#### **3. Futureproofing**

- Prepares for both near- and long-term ZEB deployments.
- Enables eligibility for additional state and federal grants.
- Supports advanced charging needs, including faster chargers and future battery technology.

### **Electric Bus Considerations**

#### **Pros:**

- Zero tailpipe emissions; quieter operation.
- Reduced fuel and maintenance costs.
- Greater access to funding (HVIP, FTA Low-No, VW Settlement).
- Regulatory compliance and alignment with public sustainability goals.

#### **Cons:**

- High upfront costs for vehicles and infrastructure.
- Shorter range and longer charging times.
- Dependency on the electric grid.
- Staff training is required for new technology and systems.

### **NEXT STEPS:**

If approved:

1. Staff will finalize design specifications.
2. Collaborate with ABM to verify that the NASPO cooperative contract meets FTA procurement standards.
3. Finalize a Design-Build Agreement for review and approval by the Board.

**Fiscal Impact:**

Total estimated infrastructure investment: \$6 million, inclusive of site work, utility upgrades, charging hardware, and contingency.

The Project will be funded through a combination of federal and state grant funds. A detailed cost breakdown will be presented to the Board before the contract award.

**Staff Recommendation:**

Approve the cancellation of SOQ #2425-01 and authorize the use of the NASPO Cooperative Agreement to proceed with planning, design, and construction of KCAPTA's electric bus charging infrastructure in partnership with ABM.

**ACTION REQUIRED:**

Motion to approve as recommended by staff.

## **7. APPROVE CHANGE ORDERS FOR THE KART TRANSIT CENTER CONSTRUCTION PROJECT (Angie Dow):**

**Background:**

In October 2023, KCAPTA awarded the construction contract for the KART Transit Center to Quiring General, LLC. Construction began in December 2023, with an initial substantial completion date set for June 6, 2025. In March 2025, the Board approved a time extension to December 2, 2025, due to various unforeseen issues. As noted in the March Board meeting, staff would submit the cost of the time extension at our June 2025 Meeting.

**Cost Analysis:**

Staff, in collaboration with our Construction Management team (CM Construction), have reviewed Quiring's submitted cost proposal for the extended project duration. After careful evaluation, staff has determined that the proposed costs are reasonable and justified.

The total monthly cost for the time extension is **\$86,115.33**, which includes:

- Project staff cost
- Temporary utilities
- Equipment rental
- Project trailer expenses
- Ongoing site maintenance.

For the six-month delay, the total cost is **\$516,692.00**

KCAPTA, Quiring, and other project partners continue to work collaboratively to identify potential schedule recovery strategies that may reduce the extension period and associated costs.

CHANGE ORDER #	DESCRIPTION	CONTINGENCY ADJUSTMENT	CONTRACT ADJUSTMENT	CONTRACT TOTAL VALUE
AWARDED	ORIGINAL CONTRACT AWARD			\$29,205,000
CO #1A Board Approved 2/28/24	Administrative change order to clarify required Builder Risk for Earthquake & Flood Limits	\$0	\$0	\$29,205,000
CO #1B	Removal of Unforeseen Foundation & Piping	\$16,098.43		
CO #2 Board Approved 2/28/24	Changes to Bulb-outs that were not included in the bid documents. The most significant changes included added storm drainage utility inlets and line extensions, and traffic signs.		\$214,250.71	\$29,419,250.71
CO #3	Grading/Utility Revision	\$155,430.61		
PCO #4 Board Approved 03/26/25	Time Extension for Delays Estimated (6 Months) New completion date is December 2, 2025 See PCO # 62 for cost associated with delays			
CO #5 Board Approved 3/27/24	Fire Department Revisions		\$179,409.07	\$29,598,659.78
POC #7R1	Structural Steel Changes	\$18,674.68		
CO #8	Concrete sealing agent	\$6,883.28		
CO #9	Drainage Plan related to Roof Drains	\$5,133.23		

PCO #10.1	Soil Pumping	\$3,518.62		
PCO #11R1	SCE Utility Impacts	\$52,064.11		
PCO # 11.1	Additional SCE Utility Impacts	\$17,044.70		
PCO #13R1 Board Approved 7/24/24	Utility Conflicts Storm Drain		\$49,282.83	\$29,647,942.61
CO #14	Power/Data Revision (Build C)	\$15,419.75		
PCO #15R2	BABA Non-Compliant Light Fixtures	\$6,394.10		
PCO #16R1	BABA Non-Compliant Floor Tile	\$4,426.19		
CO #17	Revise HVAC Register to Ceiling	\$6,822.59		
PCO #18R1	Interior Finish Revisions	<del>(\$76,865.94)</del>		
PCO #19	Sewer Reroute	\$50,273.09		
PCO #20	Security Camera KCAPTA to purchase	<del>(123,575.48)</del>		
PCO #21 Board Approval 1/22/25	Asphalt overlay and replacement of Damaged Sidewalk on 8 <sup>th</sup> Street		\$297,102.96	\$29,945,045.57
PCO #22 Board Approved 3/27/24	Utility Conflicts Fire Hydrant		\$57,059.03	\$30,002,104.60
PCO #23	Site Drainage Conflicts	\$7,060.10		
PCO #24	BABA Compliant Plumbing Fixture (Building C)	\$33,065.93		
PCO #25	Delete Trauma Kits	<del>(-\$2,331.30)</del>		
PCO #26 Board Approved 10/23/24	BABA Compliant Plumbing Fixture (Building A & B)		\$64,204.14	\$30,066,308.74
PCO # 27	Feature Change for Light Fixtures	<del>(-3,672.81)</del>		
PCO # 28	Additional Strom Drain Inlet to accommodate revised flow line and removal of dead trees	\$16,612.12		
PCO #29	Additional data drops (Building A & B)	46,773.35		
PCO #30 Board Approved 10/23/24	<b>Power Pathways to Bus Bays</b> <b>Board Approved not to exceed amount, revised pricing.</b>		<b>\$36,824.25</b> <b>\$20,566.23</b>	<b>\$30,086,874.97</b>
PCO #31	Delete Wireless Access Points – KC IT will provide this	<del>(-\$5,476.15)</del>		
<b>PCO #32</b> <b>Canceled</b>	<b>**Board Approved in OCT. Final amount Pending Revised Pricing</b> <b>Change Cable to Shield Cable</b>		<b>\$7,901.95</b>	<b>\$30,086,874.97</b>
PCO #33	Partition Power Requirements	<del>\$1,431.39</del>		
PCO # 36	Structural Changes	\$16,697.64		
PCO # 37	Roof Drainage Revision (Building A)	\$8,065.13		
PCO# 38 Board Approved 12/11/2024	Holiday Banner Poles		\$57,808.36	\$30,144,683.33,
PCO # 39	Remove T&G (Building A)	<del>(-\$10,984.80)</del>		
PCO # 40	Staining in lieu of Painting Exposed Beams	\$799.19		
PCO # 41	Grind Existing Water Main Slurry Cap (Time & Material)	\$1,129.93		
PCO # 42	AT & T Pole Location Revisions	\$6,850.62		
PCO # 43 Board Approval 1/22/25	<b>*Board Approval &amp; Additional Information Pricing Landscaping Revisions</b> <b>Board Approved not to exceed amount, revised pricing</b>		<b>\$14,715.08</b> <b>\$1,982.26</b>	<b>\$30,159,398.41</b> <b>\$30,146,665.59</b>
PCO # 44	Added Condensate Lines in Building A	\$6,923.84		
PCO # 45	Ceiling Finish Revisions	\$2,102.87		
PCO # 46	Concealed FS Piping in Building B Lobby	\$4,461.36		
PCO # 47 Board Approval 1/22/25	Additional Arc Flash Study		\$5,441.48	<b>\$30,152,107.07</b>
PCO # 48	Roof Access Ladder Revisions	\$887.28		
PCO # 49	2 <sup>nd</sup> Floor Lobby Gypcrete	\$6,376.20		
PCO # 51	Street Light Revisions	<del>(\$40,066.96)</del>		
PCO # 52	Downspout Tie-Ins	\$3,086.94		
PCO # 53	Build C Solar	<del>(\$46,738.86)</del>		
PCO # 54	Modify Awning & Partition Wall	\$10,379.39		
PCO # 55	ADA Parking Stall	\$6,289.99		
PCO # 56	Elevator Shaft Modifications	\$8,057.50		
PCO # 57	Monument Sign Frame	\$3,251.67		
PCO # 58	Added Power to Kitchen Appliances	\$4,046.88		
PCO # 59	ASI Utility Revisions at Bulb-Outs	Credit		
PCO # 60	Extension of Builders Risk	\$107,408.32		
PCO # 61	Concrete Benches & Site Gate	Credit		

PCO # 62	Cost for Time Extension		\$516,692.00	\$30,668,799.07
PCO # 63	Add Steel Columns to Trash Enclosure Gate	\$1,038.84		
PCO # 64	Grating and wall revisions for parking lot	Pending		
PCO # 65	Operable Partition Acoustic	\$6,835.76		
PCO # 66	Elevator Modifications	Pending		
PCO # 67	Revision to sidewalk drain	Pending		
PCO # 68	Wall Trim & Ceiling Blocking	Pending		
PCO # 69	Add rebar to drive approach and bus concrete bus bays		Pending	
<b>ENDING TOTALS</b>			<b>\$1,463,799.07</b>	<b>\$30,668,799.07</b>

### **Upcoming Change Order:**

Staff also anticipate submitting one additional change order for Board consideration in August 2025. The change order will address the addition of rebar (reinforcing steel) in the drive approaches and bus bays. Although the current specifications require 6” concrete, they did not include rebar reinforcement. Given the anticipated weight of battery electric buses (BEBs), this specification change is crucial to ensure long-term structural integrity and service performance.

### **Fiscal Impact:**

- Monthly extension cost: Not to exceed \$86,115.33
- Total extension cost: Not to exceed \$516,692.00

Quiring will submit monthly compensation requests beginning June 2025 as actual delays are incurred.

When the Board Awarded the Construction Contract to Quiring General LLC in October 2023, they included an “Owners Contingency” of \$400,000 (or 1% of the Contract Value) and Authorized the Executive Director to approve change orders up to the “Owner Contingency” amount. Typically, Construction Projects have between 5% (\$1,440,250) and 10% (\$2,880,500) contingency budget for unexpected or unforeseen items

If approved, Quirings’ total contract value would increase from \$30,152,107.07 to \$30,668,799.07

### **Recommendation:**

Staff recommend the Board approve PCO # 62 in an amount not to exceed \$516,692 and authorize the Executive Director to sign all related documents.

### **Action Required:**

A motion to approve Quiring’s PCO # 62 in the amount not to exceed \$516,692 and authorize Executive Director to execute all necessary documentation.

## **8. APPROVE RESOLUTION 25-11 AUTHORIZING THE FILING AND EXECUTION OF LOW OR NO EMISSION GRANTS AND THE BUS & BUS FACILITY GRANT (Angie Dow):**

### **Background:**

The Federal Transit Administration’s (FTA) Section 5339(b) and 5339(c) programs provide competitive funding opportunities for the acquisition, construction, and rehabilitation of bus-related infrastructure and the purchase of low- or zero-emission transit vehicles and related facilities.

KCAPTA staff is preparing a competitive grant application under these programs to replace our existing 52-year-old metal maintenance shop building. The proposed project includes the demolition of the outdated structure, followed by the design and construction of a modern maintenance facility capable of supporting the Agency’s current and future fleet needs, including battery electric buses.

The new facility will:

- Improve operational safety
- Increase maintenance efficiency

- Reduce long-term maintenance and operational costs
- Enable compliance with California's Innovative Clean Transit (ICT) regulation through fleet electrification readiness

**Fiscal Impact:**

The total estimated cost of the project is \$25 million.

KCAPTA will seek 100% funding of eligible project costs through the FTA Section 5339(b) and 5339(c) programs. Any costs exceeding the grant award will be the responsibility of KCAPTA and may require local, state, or additional federal matching funds.

**Recommendation:**

Staff recommends the Board approve Resolution 25-11, authorizing the Executive Director to submit a grant application for the FTA Section 5339(b) and 5339(c) programs in support of the Modern Maintenance Facility Project.

**Action Required:**

Motion to approve Resolution 25-11 authorizing the Executive Director to submit the grant application and take any necessary administrative actions.

**9. APPROVE AMTRAK SAN JOAQUIN THRUWAY BUS SERVICE BETWEEN HANFORD AND VISALIA MOU (Heather Corder):**

**Background:**

In 2016, TCAG initiated the Cross Valley Plan to study connectivity and mobility improvements in the Central Valley. The plan aimed to increase transit service efficiency, enable communities and cities within the Cross Valley Corridor to promote development that supports transit usage, encourage revitalization and economic development, and grow facilities in support of the California High-Speed Rail investment.

In Phase One A of the Cross Valley Plan marks a significant milestone in the enhancement of transit services. The existing bus service between Hanford and Visalia is planned to increase to seven weekdays round trips and four weekend/holiday round trips. KCAPTA increased our portion of the Visalia route to four on weekdays and two on Saturday, with the expectation that Visalia Transit will pick up the remaining routes.

The San Joaquin Joint Powers Authority (SJJP) is a joint powers authority whose primary responsibility is managing operations and administration for train and bus service on the San Joaquin corridor (Oakland/Sacramento/Bakersfield). SJJP receives funds from the State of California Department of Transportation (Caltrans) and uses these funds, in part, to contract with the National Railroad Passenger Corporation (Amtrak), under the Caltrans/Amtrak Contract, for rail and bus service along the San Joaquin corridor.

The agency and SJJP have successfully discussed and implemented a collaborative plan to enhance the local bus service between Hanford and Visalia. Beginning on July 1, 2024, KCAPTA expanded the fixed route to Visalia, on behalf of SJJP. The expanded route now includes a fourth run to Visalia on weekdays and added two runs on Saturdays. KCAPTA's seamless coordination with SJJP to adjust the route times to align with the times of the train arrivals and departures, is a testament to the effectiveness of their collaboration, ensuring a smooth and efficient transit service for the public.

**Fiscal Impact:**

The Amendment to the Agreement states that the SJJP will fund the additions to the Visalia routes in an amount not to exceed \$75,000 for FY 25/26. There is no end date to this MOU, but the amount payable for the service is subject to annual appropriation by the state. Therefore, SJJP can increase the amount as operation costs increase over the years.

**Recommendation:**

Staff recommends the Board approve Amendment 01 to Agreement 25-J-01-00 between San Joaquin Joint Powers Authority and Kings County Area Public Transit Agency.



**Action Required:**

Motion to approve Amendment 01 to Agreement 25-J-01-00 and authorize the Executive Director to execute any and all documents related to this Amendment.

**10. APPROVE THE PURCHASE OF NEW COMPUTERS AND PRINTERS IN PREPARATION OF MOVE TO NEW FACILITY (Heather Corder):****Background:**

As part of the agency's upcoming relocation to the new facility, it has become necessary to upgrade our existing computer systems. The current computers require a software upgrade; however, rather than investing in software for outdated equipment, staff recommends proceeding with the purchase of new computers and monitors at this time. The current equipment is outdated and not compatible with the updated infrastructure and technology requirements of the new location. Staff has been coordinating with Kings County IT to ensure that all new equipment is compatible and fully integrated with Kings County systems. Upon approval, Kings County IT will be notified to proceed with the purchase and installation of the new computers.

**Discussion:**

The proposed purchase includes new computers, monitors, phones, and printers to support a total of eleven workstations, designated for seven administrative staff members, three dispatchers, and one security staff member. Upgrading this equipment is essential to maintain operational continuity, enhance system performance, and ensure compatibility with current software and network standards.

**Fiscal Impact:**

The total estimated cost of the new computers, monitors, and printers is \$35,000. Funds for this purchase are available and budgeted in the current fiscal year and will be rolled over to the next fiscal year.

**Recommendation:**

Staff recommends the Board authorize the purchase of new computers, monitors and printers in an amount not to exceed \$35,000 to support the agency's relocation and ensure updated technology for operations.

**Action Required:**

Motion to authorize the purchase of new computers, monitors and printers in an amount not to exceed \$35,000

**11. MISCELLANEOUS COMMENTS FROM STAFF:**