

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY

Board of Directors

Special Meeting Agenda

210 E. 7th Street Suite 201- Hanford, California 93230 (559) 852-2692 www.kartbus.org

Meeting Date: Wednesday, May 27, 2026

Time: 2:00 p.m.

In Person: **KCAPTA Board Chambers**
210 E. 7th Street
Hanford, CA 93230

Avenal City Hall, Conference Room
919 Skyline Blvd.
Avenal, CA 93204

Join Zoom Meeting: <https://us06web.zoom.us/j/84356832930?pwd=qJePrae8QWRXbgo09fWTKSdbLcD8oP.1>
Meeting ID: 843 5683 2930
Passcode: Kart0527

Link to our Website: 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 p.m. 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 210 E 7th Street, Hanford, CA 93230.

BOARD 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: **(1) by attending the meeting in person, (2) via Zoom Meeting, or (3) by submitting written comments** 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 US 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 info@kartbus.org. To submit such comments by US mail, please forward them to the Clerk of the Board, KCAPTA at 210 E 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 are 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>	ACTION
	A. Summary Minutes of Meeting April 29, 2026 B. Approve the FY 2026/2027 Conditions of Employment	
4.	PUBLIC HEARING TO RECEIVE COMMENTS ON UNMET TRANSIT NEEDS (Open Hearing/Receive Testimony/Close Hearing)	INFORMATION
5.	ADOPT KCAPTA’S 26-27 CAPITAL IMPROVEMENT PROGRAM	ACTION
6.	ADOPT KCAPTA’S PUBLIC TRANSPORTATION SAFETY PLAN UPDATE	ACTION
7.	INFORMATION ON FAREBOX RECOVERY RATIO	INFORMATION
8.	MISCELLANEOUS COMMENTS FROM STAFF	INFORMATION
9.	CLOSED SESSION Conference with Real Property Negotiator [Govt. Code Section 54956.8] Property: APN 012-062-012 (504 W. 7 th St, Hanford) Agency Negotiators: Ken Richardson, Heather Corder, Angie Dow Negotiating parties: Keller Williams Realty Under Negotiation: Consideration of terms and conditions of potential sale of property.	

Attachments:

- A – MINUTES OF MEETING APRIL 29, 2026
- B – FY 2026/2027 CONDITIONS OF EMPLOYMENT
- C – KCAPTA’S 26-27 CAPITAL IMPROVEMENT PROGRAM
- D – 2026 AGENCY SAFETY PLAN

STAFF REPORT

3. CONSENT ITEM:

A. Summary Minutes of Special Board Meeting April 29, 2026

B. Approve the FY 2026/2027 Conditions of Employment

As part of the annual budget process, staff reviews the KCAPTA Employment Benefit Policy to ensure accuracy, clarity, and alignment with current benefit costs and agency policies. For the Fiscal Year 2026/2027, the following updates were made:

Conditions of Employment – Key Changes:

- Grammar and Formatting: Minor corrections throughout the document for clarity and consistency.
- Health Plan Premiums: Provided by Kings County

All revisions are clearly marked as strikeouts or insertions into the attached policy document.

4. PUBLIC HEARING AND APPROVAL OF FIXED ROUTE SERVICE CHANGES (Mark Pedreiro):

Background:

Each year, staff evaluate all transit routes to maintain reliable service, improve system connectivity, and ensure continued access to key destinations throughout the service area. As part of this annual review process, staff identified several proposed route modifications intended to improve operational efficiency and better align service with current community needs.

Proposed adjustments to Routes 5 and 9 are necessary to maintain schedule reliability due to increased travel time associated with the relocation to the new facility location. These changes are intended to help ensure buses remain on schedule and minimize service delays for passengers.

Route 15 is proposed to include a stop at the Hanford Amtrak station to strengthen regional connectivity between Hanford and Visalia and improve access to intercity transportation services.

Due to the extended 18-month closure of Fresno Street related to high-speed rail construction activities, the Route 17 P.M. run will be modified to follow the same alignment currently used by the A.M. run. This temporary adjustment is intended to maintain consistent service during the construction period.

Staff are also proposing a schedule adjustment to Route 21, changing the P.M. departure time from 6:15 P.M. to 4:30 P.M. in response to consistently low ridership during the later time period. Outreach conducted by an LNAS representative with both staff and riders identified a greater need for an earlier departure time, supporting the proposed schedule modification.

Additionally, Route 17 continues to experience low ridership and has been identified as an underperforming service. Staff have been evaluating ridership trends, operating costs, and overall service demand to assess the route's long-term sustainability. Fresno County has agreed to provide partial funding for Route 17 for one additional year to allow continued monitoring and evaluation of community transportation needs. However, Fresno County has indicated that funding beyond this period remains uncertain. Staff will continue to monitor route performance, evaluate potential alternatives for affected passengers, and return to the Board with recommendations as appropriate.

ROUTE 5 – PROPOSED CHANGES

- REMOVE STOP 2 @ 11th AVE & COST LESS
- REMOVE STOP 17 @ 11TH AVE & HUME
- REMOVE STOP 18 @ 11TH AVE & KCAO LEARNING CENTER

ROUTE 9 – PROPOSED CHANGES

- ROUTE WILL NOW RUN EVERY HOUR INSTEAD OF EVERY 30 MINUTES
- ADD STOP @ 11TH AVE & COST LESS

- ADD 2 NEW STOPS ON 13TH AVE BETWEEN GRANGEVILLE AND FARGO
- ADD 2 NEW STOPS ON CENTENNIAL DR BETWEEN GRANGEVILLE AND FARGO
- ADD STOP @ CENTENNIAL & W. MERRITT
- ADD STOP @ CENTENNIAL & CHARLIE CHAMBERS

ROUTE 15 – PROPOSED CHANGES

- ADD STOP @ SANTA FE & AMTRAK

ROUTE 17 – PROPOSED CHANGES

- THE P.M. RUN WILL FOLLOW THE SAME ROUTING AS THE A.M. RUN

ROUTE 21 – PROPOSED CHANGES

- THE EVENING RUN TIME WILL CHANGE FROM 6:15 P.M. TO 4:30 P.M.

Public notice was posted in the *Hanford Sentinel*, on KART’s website, and displayed at both the KART Administration Office and the Terminal.

Staff recommends the following service and fare changes, effective July 1, 2026.

Fiscal Impact:

None

Recommendation:

Open the Public Hearing/Receive Public Comment/Close the Hearing

Action Required:

A motion to approve the Service Changes.

5. ADOPT KCAPTA’s FY 2026/2027 CAPITAL IMPROVEMENT PROGRAM (Jimmy Macias):

Background:

Each year, KCAPTA develops and maintains a comprehensive five-year Capital Improvement Plan (CIP) to identify, prioritize, and financially plan for the agency’s long-term capital infrastructure, facility, technology, and equipment needs. The CIP serves as an important strategic planning and budgeting tool, enabling the agency to forecast major capital expenditures over multiple fiscal years and align planned projects with operational priorities, facility requirements, regulatory compliance, and anticipated funding opportunities.

The CIP is reviewed and updated annually to reflect changing operational conditions, inflationary impacts, evolving agency goals, infrastructure demands, asset conditions, and the availability of local, state, and federal funding sources. Annual updates help ensure that planned capital projects remain realistic, financially sustainable, and responsive to both current operational needs and future agency growth.

Maintaining an accurate and up-to-date CIP is essential to supporting sound fiscal management and long-term asset preservation. By planning for large-scale expenditures in advance, KCAPTA is better positioned to minimize deferred maintenance, reduce unexpected financial burdens, prevent service interruptions, and ensure that essential infrastructure and equipment are repaired, rehabilitated, or replaced in a timely manner. The CIP also provides transparency to the Board and the public regarding the agency’s long-term investment priorities and capital planning efforts.

Discussion:

Capital improvements remain a significant and ongoing priority for the agency. Since the completion and opening of the new transit center, the quantity, value, and completeness of KCAPTA’s capital assets have increased substantially. These assets represent major public investments that require ongoing maintenance, monitoring, lifecycle planning, and future replacement to ensure continued reliability, safety, functionality, and operational efficiency.

Major capital assets associated with the transit center include HVAC systems with an estimated replacement value of approximately \$1.5 million; transit center camera and security systems totaling approximately \$72,400; lobby and

administrative furniture valued at approximately \$423,000; boardroom technology and equipment totaling approximately \$36,500; and fencing and gate improvements valued at approximately \$175,450. These assets are critical to supporting daily transit operations, customer service, employee functionality, public safety, security monitoring, and the overall passenger experience at the transit center.

As these assets continue to age, routine maintenance, periodic repairs, rehabilitation, and eventual replacement will become necessary to maximize operational lifespan and protect the agency's investment. Proactively identifying these needs through the CIP process allows KART to better anticipate future expenditure, pursue available grant funding opportunities, coordinate replacement schedules, and minimize operations disruptions and financial impacts.

The CIP serves as an essential long-term planning document that supports responsible stewardship of the agency's infrastructure and equipment assets. Through ongoing evaluation and annual updates, the CIP helps ensure that the KCAPTA remains prepared to address future capital needs while maintaining financial stability, operational efficiency, and service reliability.

For Fiscal Year 2026/2027, staff is proposing two additions to the CIP:

- Purchase of a Zero-Emission Bus to support fleet modernization efforts and future compliance with state and federal clean transportation initiatives; and
- Purchase of an Administrative Electric Vehicle (EV) to support agency operations and reduce overall fuel and maintenance costs.

As agency assets continue to age and operational needs evolve, future fiscal years may require the repair, rehabilitation, or replacement of additional capital assets and facility components. Any significant capital projects or replacement needs identified in future years will be evaluated by staff and, as appropriate, presented to the board for review and consideration.

Fiscal Impact:

There is no fiscal impact associated with the proposed additions to the Capital Improvement Plan, as the anticipated projects and purchases have already been incorporated into the Fiscal Year 2026/2027 budget.

Recommendation:

Staff recommends that the Board adopt the Fiscal Year 2026/2027 five-year Capital Improvement Plan.

Action Required:

Motion to approve the Fiscal Year 2026/2027 five-year Capital Improvement Plan.

6. ADOPT KCAPTA'S PUBLIC TRANSPORTATION SAFETY PLAN UPDATE (Heather Corder):

Background:

In July 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, codified at 49 CFR Part 673. The PTASP Rule requires recipients and sub-recipients of financial assistance under the Urbanized Area Formula Program (FTA Section 5307) to develop and implement an Agency Safety Plan (ASP).

The PTASP Rule establishes requirements for transit agencies to implement a Safety Management System (SMS) and promotes a proactive, data-driven approach to safety within public transportation agencies.

Transit Agencies were required to certify compliance with the PTASP Rule by July 20, 2020. The Kings County Area Public Transit Agency (KCAPTA) Board adopted the Agency Safety Plan in July of 2020, thereby meeting the federal compliance deadline.

The Agency Safety Plan supports a proactive, risk-based approach to transit safety management and establishes the process and procedures necessary to implement a standardized Safety management system throughout the organization.

The ASP serves as a comprehensive organization safety framework and includes the following four required components:

- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

In accordance with federal regulations, the ASP must be adopted by the governing body and reviewed and updated annually as necessary.

Under the PTASP Rule, KCAPTA is classified as a small transportation provider. As such, the California Department of Transportation (Caltrans) is responsible for drafting and certifying safety plans for small providers unless the agency elects to develop and maintain its own plan. KCAPTA has elected to maintain and update its own Agency Safety Plan to strengthen the Agency's safety policies and enhance internal capacity to assess, manage, and promote safety across all levels of the organization.

Since the initial adoption of the ASP, the FTA has issued additional guidance and updates to the PTASP requirements. Staff has updated the KCAPTA Agency Safety Plan to incorporate all current federal requirements and applicable revisions.

If the KCAPTA Board approves KCAPTA's 2026 Safety Plan Update, each Board member will be required to sign the plan acknowledging its adoption and approval.

Fiscal Impact:

There is no fiscal impact

Recommendation:

Staff recommends the Board approve KCAPTA's 2026 Safety Plan update

Action Required:

A motion to approve KCAPTA's 2026 Safety Plan update

7. INFORMATION ON FAREBOX RECOVERY RATIO (Heather Corder):

Background:

At the April Board meeting, the Board requested more information about the Farebox Recovery Ratio (FRR), including what it is, why it exists, and its current status. The following overview explains the Farebox Recovery Ratio in simpler terms and summarizes recent changes affecting transit agencies across California.

The Farebox Recovery Ratio measures how much of a transit system's operating costs are covered by passenger fares. In simple terms, it compares the money collected from riders to the total cost of running the transit service. The goal is to ensure that transit systems recover at least part of their costs through fares while still providing affordable transportation to the public.

The Farebox Recovery Ratio is a requirement created under California state law, not federal law. California uses these standards through the Transportation Development Act (TDA) and the California Public Utilities Code. Transit agencies that receive certain state transportation funds are generally required to meet a minimum farebox recovery percentage in order to remain eligible for funding.

Historically, larger urban transit agencies have been required to recover at least 20 percent of their operating costs through fares, while rural transit agencies have generally been required to recover less than 20 percent. State law also allows local transportation agencies to establish a different percentage when appropriate for local conditions.

KCAPTA worked with the Kings County Association of Governments (KCAG) to establish a farebox recovery requirement that better reflects the needs and realities of public transit in Kings County. As a result, KCAPTA's required farebox recovery ratio was set at 15 percent. This recognizes that smaller, less-populated communities often face additional challenges in generating fare revenue while still providing essential transportation services.

The original purpose of the farebox recovery requirement was to encourage transit agencies to operate efficiently while still recognizing that public transportation provides important public benefits. Public transit helps seniors, people with disabilities, students, low-income residents, and individuals without access to private vehicles maintain mobility and access to jobs, medical care, education, and daily needs.

Fare revenue can include regular passenger fares, dial-a-ride fares, passes, reduced-fare programs, and payments made by organizations that purchase transit services for clients or groups. Operating expenses generally include employee wages, fuel, vehicle maintenance, insurance, dispatching, and administration. Major capital purchases, such as buses or facility improvements, are not included in the calculation.

In recent years, transit agencies throughout California experienced significant ridership declines due to the COVID-19 pandemic. Changes in commuting patterns, remote work, and public health concerns greatly reduced the number of passengers using public transit services. Because of these challenges, many transit agencies struggled to meet traditional farebox recovery requirements even as they continued to provide critical transportation services.

In response, the State of California approved temporary legislation suspending penalties for farebox recovery requirements. Current legislation extends this relief through Fiscal Year 2025/2026, allowing transit agencies additional time to rebuild ridership and stabilize operations without risking the loss of state funding.

The temporary suspension also reflects a growing statewide recognition that farebox recovery percentages alone may not fully capture the value of public transit, especially in rural and smaller communities where providing mobility and access remains essential regardless of ridership numbers. State agencies and transit organizations continue to discuss possible future changes to transit funding and performance standards.

Transit agencies are still required to complete regular financial and performance audits under the Transportation Development Act. These audits help ensure that agencies remain financially responsible, operate efficiently, and continue to provide effective service to the community.

In summary, the Farebox Recovery Ratio is one tool used by the State of California to evaluate the financial performance of public transit systems. While fare revenue remains an important part of funding public transportation, recent challenges have highlighted the broader role transit plays in supporting community mobility and access. KCAPTA will continue working with KCAG and state agencies to maintain compliance with state requirements and ensure reliable, accessible transit service for Kings County residents.

Fiscal Impact:

None - Information Only

Recommendation:

None - Information Only

Action Required:

None - Information Only

8. MISCELLANEOUS COMMENTS FROM STAFF