

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY

Board of Directors

Regular Meeting Agenda

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

Meeting Date: July 24, 2024

Time: 2:00 PM

In Person: Board Chambers-Admin Bldg 1, Kings Co Gov't Center 1400 W. Lacey Blvd, Hanford, CA 93230
Hanford, CA 93230

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

Join Zoom Meeting: <https://us06web.zoom.us/j/81682132857?pwd=XyJXquMvCCKEK7xs0ohAxxvud579bqh.1>

Meeting ID: 816 8213 2857

Passcode: Kart0724

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 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

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 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 info@kartbus.org. To submit such comments by U.S. mail, please forward them to the Clerk of the Board, KCAPTA at 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>	ACTION
	A. Summary Minutes of Meeting June 26, 2024 B. Fresno County Rural Transportation Agency Agreement C. Budget Carryovers for Fiscal Year 2024/2025	
4.	APPROVE PAYMENT TO SOUTHERN CALIFORNIA EDISON FOR UTILITY RELOCATION	ACTION
5.	APPROVE CHANGE ORDERS FOR THE KART TRANSIT CENTER CONSTRUCTION PROJECT	ACTION
6.	BUS FLEET MAINTENANCE AUDIT REPORT	INFORMATION
7.	MISCELLANEOUS COMMENTS FROM STAFF	INFORMATION

Attachments:

- A – MINUTES OF JUNE 26, 2024
- B – FRESNO COUNTY RURAL TRANSPORTATION AGENCY AGREEMENT
- C – PROPOSED CHANGE ORDERES # 13R1 AND 22
- D – BUS FLEET MAINTENANCE AUDIT REPORT
- E – BUDGET CARRYOVERS FOR FY24-25

STAFF REPORT

3. CONSENT ITEM:

A. Summary Minutes of Meeting June 26, 2024

B. Fresno County Rural Transportation Agency Agreement

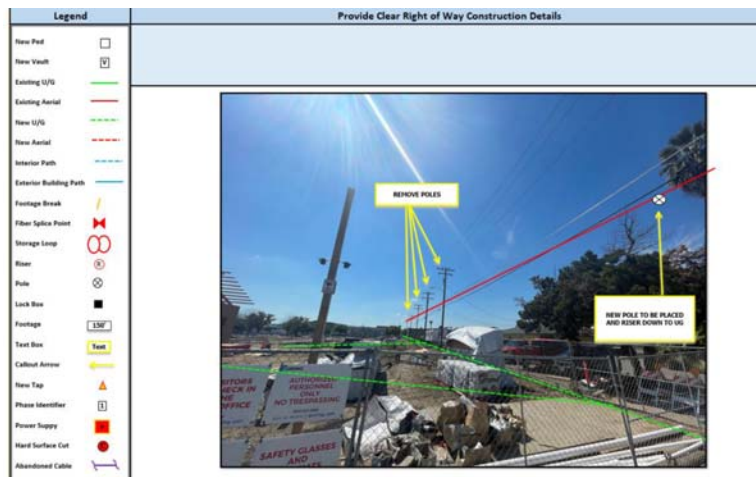
The Regional Transportation Plan for Fresno County proposes the provision of public transportation service between Laton in Fresno County and Hanford in Kings County and Fresno from Hanford through Selma and Fowler to Fresno. Fresno County Rural Transit (FCRTA) helps subsidize Route 14-Laton and Route 17-Fresno. Staff recommends the Board authorize the Executive Director to sign the contract with FCRTA.

C. Budget Carryovers for Fiscal Year 2024/2025

At the end of Fiscal Year 2023/2024, there were open purchase orders for projects not yet completed by the close of the fiscal year. These projects include KART Transit Center, the Bus Maintenance Audit and the purchase of a Universal Data Probe. The KART Transit Center is a long-term project that is expected to be completed in 2025, the bus maintenance audit has been completed and the invoice will be processed this fiscal year. The final project of the purchase of a data probe has been ordered and is expected to be received this fiscal year. Staff are requesting the funds are carried over to the Fiscal Year 2024/2025 budget.

4. APPROVE PAYMENT TO SOUTHERN CALIFORNIA EDISON FOR UTILITY RELOCATION (Angie Dow):

In March of 2022, per KCAPTA request, the City of Hanford abandoned the alley in our project area to KCAPTA to allow for a parking lot and landscaping for the New KART Transit Center. As you can see in the photo below the overhead utility poles are in the alley. As part of our project plan these utilities would be relocated and converted to underground utilities.



Since 2022 KCAPTA staff and our Construction Management Firm, CM Construction, staff have been working with Southern California Edison (SCE) to underground overhead utility lines located in the alley.

There are many benefits of overhead-to-underground conversion including:

- Improvements in community aesthetics of local neighborhoods, civic areas, and commercial districts
- Reduction or elimination of congestion of poles in high foot and vehicular traffic areas
- Increased grid resiliency
- Improve system reliability
- Reduced likelihood of power outages caused by vehicle accidents that damage power poles.

The process of undergrounding is regulated by the California Public Utilities Commission (CPUC) through the Rule 20 Program. Rule 20 has three categories referred to as Rules 20A, 20B, and 20C. KCAPTA underground conversion is considered Rule 20C, “Conversions under 20C are funded by those requesting the conversion. Typically, these consist of a home or business converting their overhead service to underground as part of a remodeling or upgrading project”.

As part of the process KCAPTA submitted drawings to SCE for them to approve where we would locate the conduit SCE need to pull the utilities and encroachment easement if needed. SCE conduit had to have at least one foot of separation from all other utilities.

SCE completed their review of the drawing and as required under Rule 20C provided KCAPTA with a couple of invoices to (1) remove the overhead utilities and poles and (2) to install the underground utilities in the conduit provided by KCPATA.

The first invoice KCAPTA received in the amount of \$23,497.58 and was approved by the Executive Director and the payment was processed. KCAPTA received a second invoice in the amount of \$182,365.21 which exceeds the Executive Director authorization limits and will require Board approval before payment can be issued.

Comcast also has utilities on SCE utility poles in which KCAPTA is, under Rule 20C, responsible for the cost for them to convert their overhead service to underground. Currently Comcast has estimated this cost at \$14,316.38, however in KCAPTA review of the cost, there seems to be some duplications of work between SCE and Comcast. Staff has instructed our Project Management Firm, CM Construction, to discuss this directly with Comcast’s Contractor. This amount is within the Executive Director authorization limits and will be processed after staff has confirmed pricing.

Recommendation

Staff recommends the Board authorize payment to Southern California Edison in the amount of \$182,365.21 for their cost in undergrounding the utilities per the Rule 20C requirements.

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

Quiring General has submitted Change Orders # 13R1 & 22 in the total amount of \$106,341.86 (PCO # 13R1 = \$49,282.83 and PCO# 22 = \$57,059.03).

Proposed Change Order # 13R1 is the additional cost related utility conflicts. The existing utility elevations produced an unforeseen condition that required a reroute of onsite drainage away from the previously planned tie-in to Harris Street and a new line to divert and connect into Brown Street to the West.

Proposed Change Order # 22 is the additional cost related to utility conflicts. The existing utility elevations produced unforeseen conditions that required a reroute to bore the fire hydrant lines underneath the existing utilities at a depth of +/- 7 feet. Additional 90-degree fittings are also required to take the point of connection and dive down to the depth of 7 feet to clear the other utilities before boring beneath them.

When the Board awarded the Construction Contract to Quiring General LLC, in October of 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 Project have between 5% (\$1,440,250) and 10% (\$2,880,500) contingency budget for unexpected or unforeseen items such as utility conflicts.

If approved, Quirings’ total contract value would increase from \$29,598,659.78 to \$29,705,001.64.

Change Order History

CHANGE ORDER #	DESCRIPTION	CONTINGENCY ADJUSTMENT	CONTRACT ADJUSTMENT	CONTRACT TOTAL VALUE
AWARDED	ORIGINAL CONTRACT AWARD			\$29,205,000
CO # 1A	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	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	*Pending – Time/Cost Extension for Delays			
CO#5	Fire Department Revisions		\$179,409.07	\$29,598,659.78
POC # 7	* Pending Additional Information / Pricing – Structural Steel Changes	\$39,277.48		
CO # 8	Concrete sealing agent	\$6,883.28		
CO#9	Drainage Plan related to Roof Drains	\$5,133.23		
PCO#10	*Pending Additional Information/ Pricing – Soil Pumping	\$3,244.80		
PCO#11	*Pending Additional Information/ Pricing – SCE Utility Impacts	\$52,064.11		
PCO#13R1	*Pending Board Approval – Utility Conflicts Storm Drain		\$49,282.83	
CO#14	Power/Data Revision	\$15,419.75		
PCO#15R1	*Pending Additional Information/ Pricing - BABA Non-Compliant Light Fixtures	\$39,321.03		
PCO#16R1	*Pending Additional Information/ Pricing BABA Non-Compliant Floor Tile	\$4,426.19		
CO#17	Revise HVAC Register to Ceiling	\$6,822.59		
PCO#18R1	*Pending Pricing - Interior Finish Revisions	-\$76,865.94		
PCO #20	*Pending Additional Information/ Pricing BABA Compliant Security Camera			
PCO#22	* Pending Board Approval - Utility Conflicts Fire Hydrant		\$57,059.03	
PCO#23	*Pending Additional Information /Pricing - Site Drainage Conflicts	\$7,060.10		
ENDING TOTALS		\$274,315.66	\$500,001.64	\$29,705,001.64

Recommendation

Staff recommends the Board approve Proposed Change Order # 13R1 in the amount of \$49,282.83 and Proposed Change Order # 22 in the amount of \$57,059.03 and authorize the Executive Director to sign both Proposed Change Orders.

6. BUS FLEET MAINTENANCE AUDIT REPORT (Oscar Gonzalez):

KCAPTA contracts with MV Transportation for the Operations of our Transit System and Maintenance of our Buses. KCAPTA staff ensures contract compliance of Operations through many different methods. KCAPTA staff also monitor maintenance compliance through review of maintenance documents.

Maintenance Audits conducted by third-party vendors, Optimize Fleet Performance, Cost Savings, Compliance Assurance, Enhanced Safety Measures, and Data-Driven Decision-Making. KCAPTA last Maintenance Audit was completed in March of 2018.

In January of 2024, staff requested quotes from third-party vendors that specialize in Maintenance Audits. Based on the quotes received, staff issued a purchase order to Vehicle Technical Consultants, Inc (VTC) to complete a full Bus Fleet Maintenance Audit. VTC conducted an inspection of the Bus Fleet in May of 2024 and collected fluid samples from the buses.

The inspection noted 232 defects, each defect was rated between 1 and 6. MV Transit has addressed all mechanical defects noted in the report and VTC will reinspect those buses in August 2024.

Defect Ratings	Total Found	Description
1	4	Sever safety concern and needs immediate attention. Recommended out of service per DOT standards.
2	0	Client Standard Out of Service
3	33	Critical System, recommend repair before returning to service
4	69	Mechanical defect that needs immediate attentions due to potential in service failure
5	15	Cosmetic body, interior defect including cleanliness that are not immediate safety concerns
6	111	Minor technical defect that needs to be repaired, but does not pose an immediate safety concern or potential failure in services

The fluid sampled found 16 buses with higher than expected “Silicon” levels. VTC recommended checking the breather for dirt build-up. All other data was within the normal range. Per our follow up with MV Maintenance Staff, the higher than expected “Silicon” levels in the Differential Compartment was due to PM service where “Silicon” is applied to the Differential Cover.

Overall VTC indicated that the Fleet was properly maintained, but that our Fleet is ageing which will result in increased mechanical defects.

Recommendation

Information Only

7. MISCELLANEOUS COMMENTS FROM STAFF: