

KINGS COUNTY AREA PUBLIC TRANSIT AGENCY

Board of Directors

Meeting Agenda

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

Meeting Date: Wednesday, March 25, 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/88433526358?pwd=No0V1XubFtzAawdQJynuYvum4AMZeM.1>
Meeting ID: 884 3352 6358
Passcode: Kart0325

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.

STAFF REPORT

3. CONSENT ITEM:

- A. Summary Minutes of Special Board Meeting February 18, 2026**
- B. Summary Minutes of Special Board Meeting February 25, 2026**
- C. Summary Minutes of Special Board Meeting March 11, 2026**

4. PUBLIC HEARING TO RECEIVE COMMENTS ON UNMET TRANSIT NEEDS (Mark Pedreiro):

Background:

Each year, the Kings County Area Public Transit Agency (KCAPTA) conducts Public Hearings to gather testimony on any reasonable unmet transit needs within the service area. This is the second and final of two public hearings KCAPTA has scheduled.

The Kings County Association of Governments (KCAG) will also hold two supplementary hearings. Following all hearings, KCAG staff will review and evaluate the testimony received and provide recommendations regarding any unmet transit needs.

KCAPTA has received seven in-person comments. These comments are attached to the agenda.

Public Notices:

Hearing notices have been made available at:

- Hanford Transit Center
- KART Administration Office
- Local newspaper
- KART website

Recommendation:

Staff recommends that the Board:

1. Open the Public Hearing
2. Receive Public Testimony
3. Close Public Hearing
4. Board Meeting

Action Required:

No Board Action required as this is an informational item

5. NOTICE OF COMPLETION FOR CNG FUELING STATION UPGRADES (Oscar Gonzalez):

Background:

KCAPTA's CNG Fueling Station was constructed in 2012 and last updated in 2016. During the FY 2024 Low or No Emission Competitive Grant cycle, staff partnered with Clean Energy to submit a grant application to replace the outdated Knox Western 75 HP CNG compressor with a new ANGI compressor, along with related system improvements.

The project was awarded \$1,610,875 in funding. In December 2024, the Board approved Agreement No. 2504 with Clean Energy to complete the compressor replacement and associated upgrades.

During the design phase, Clean Energy notified staff that the originally proposed generator was no longer available. Additionally, identifying an alternative generator that met Buy America Build America (BABA) requirements proved

challenging. A compliant option was eventually identified; however, it was significantly larger and would have substantially increased project costs.

To avoid unnecessary cost escalation, in May 2025, the Board approved a change order credit of (\$292,289.96) to remove the generator and related components from the project scope.

Construction of the CNG Fueling Station Upgrades was completed on March 2, 2026. Staff has inspected and approved all work and confirmed that all required permits have been finalized by the City of Hanford.

Fiscal Impact:

The project balance was not correctly carried over into the FY 2024/26 Capital Budget. A budget appropriation in the amount of \$1,248,140 is required.

Approval of the budget appropriation and Notice of Completion will have no additional fiscal impact, as the project is fully funded through the FY 2024 Low or No-Emission Competitive Grant Program.

Recommendation:

Staff recommends that the Board:

1. Approve the budget appropriation for the CNG Fueling Station Upgrades in the amount of \$1,248,140
2. Approve the Notice of Completion for the CNG Fueling Station Upgrades
3. Authorize the Board Chair to sign the Notice of Completion
4. Authorize the Executive Director to record the Notice of Completion

Action Required:

Approve a motion to adopt staff's recommendation as outlined above.

6. APPROVAL OF AGREEMENT WITH LEMOORE COLLEGE (Heather Corder):

Background:

Lemoore College has expressed interest in expanding transportation access for its students by partnering with KCAPTA to utilize the Agency's fixed-route transit system. This partnership is intended to improve student mobility, support access to education, and encourage the use of public transit within Kings County.

Under this agreement, Lemoore College will subsidize transit services for its students, allowing them to ride KCAPTA fixed routes at no cost upon boarding with a valid student identification card.

The proposed agreement establishes a pilot-style program for the 2026–2027 academic year, with a term beginning August 1, 2026, and ending May 31, 2027. KCAPTA will provide fixed-route transit services to eligible Lemoore College students, who can ride any route within the system. The Agency will track student ridership and invoice Lemoore College monthly based on actual usage

Lemoore College agrees to compensate KCAPTA on a per-ride basis, with total program costs not to exceed \$100,000 during the term of the agreement. Program usage and associated costs will be reviewed on a semester basis, allowing both parties to evaluate performance and adjust as needed.

The agreement also includes standard provisions related to indemnification, insurance, termination, and compliance with applicable laws.

Fiscal Impact:

Revenue generated under this agreement will be based on actual student ridership, with total compensation not to exceed \$100,000 for the term of the agreement.

This agreement is expected to support increased ridership while offsetting operational costs through partner funding.

Recommendation:

Staff recommends that the KCAPTA Board approve entering into a one-year pilot program agreement with Lemoore College for the period of August 1, 2026, through May 31, 2027, and authorize the Executive Director to execute the agreement on behalf of the Agency.

Action Required:

A motion to approve entering into a one-year pilot program agreement with Lemoore College for the period of August 1, 2026, through May 31, 2027, and authorize the Executive Director to execute the agreement on behalf of the Agency.

7. APPROVE PURCHASE OF FOUR BATTERY ELECTRIC BUSES (Angie Dow):

Background:

Kings County Area Public Transit Agency submitted a Cycle 5 TIRCP Grant Application, which was awarded in July 2022, for the purchase of four battery electric buses (BEBs). At the time of application, the estimated cost per bus was \$916,000. The estimated delivery schedule is 18 to 24 months.

Staff researched two manufacturers, New Flyer and Gillig, and requested quotes from both. The differences between the New Flyer 550 kWh model and the Gillig 588 kWh model are minimal. The decision on which bus to purchase is primarily driven by charging strategy, maintenance preferences, procurement costs, and fleet standardization.

Charging Strategy

New Flyers – Better for Opportunity Charging

1. New Flyer systems are designed to capture more braking energy and reuse it immediately. Every stop creates an opportunity for energy recovery. This reduces the energy that must be replenished at the charger, meaning buses typically arrive with a higher state of charge and require less charging time.
2. New Flyer buses are designed around frequent high-power charging cycles, often referred to as opportunity charging or fast charging, typically in the range of 300 to 600 kW.

Opportunity charging places greater stress on batteries because of rapid charge and discharge cycles and heat buildup. New Flyer uses a more aggressive thermal control strategy designed for these frequent-cycling environments.

Gillig – Better for Depot Charging

1. Gillig systems are designed to charge once and operate throughout the day. The larger battery provides more stored energy to absorb operating variability such as traffic delays, HVAC loads, and detours.
2. Depot charging places less stress on batteries, which can reduce battery wear and slow degradation over time.

Maintenance Preference

New Flyer

New Flyer buses have more integrated, EV-optimized systems, fewer mechanical components, and longer service intervals. This can result in less frequent maintenance. However, when failures occur, repairs are often more complex and may require specialized diagnostic tools and manufacturer support. Failures may also be more difficult to isolate, resulting in longer repair times.

Gillig

Gillig buses are easier to maintain due to standardized components across the fleet and easier access to parts and systems. While they may require more routine maintenance tasks, they involve less diagnostic complexity. Because of their modular design, subsystems are easier to replace, resulting in shorter repair times.

Procurement Cost

The New Flyer base bus cost is approximately \$65,000 per unit higher than Gillig's. For four buses, this represents an approximate cost difference of \$260,000.

Fleet Standardization

Fleet standardization is one of the most significant decision factors. In practice, standardization means minimizing variation in bus models, parts, training, and maintenance procedures.

New Flyer

New Flyer offers multiple product lines, resulting in more customization and less uniformity across the fleet, as well as more proprietary components. This increases parts inventory and maintenance complexity.

Gillig

Gillig uses one core bus design across most fuel types, with minimal variation between buses. This results in high parts commonality, similar structure and layout, and more consistent components across the fleet. This supports a smaller parts inventory and faster repairs.

Conclusion

KCAPTA currently operates a mixed-manufacturer fleet consisting of 5 CNG New Flyer buses, 8 CNG Eldorado buses, and 11 CNG Gillig buses. Gillig represents the agency's largest single fleet segment at 46% of the fleet.

Selecting Gillig BEBs would align with the agency's largest existing fleet segment. Maintenance practices, parts inventory, and staff training would remain more consistent. This would move the agency toward greater standardization and reduce complexity in parts inventory, technician training, and maintenance procedures.

Selecting New Flyer BEBs would expand to a smaller subgroup within the fleet and result in a more divided fleet structure.

Fiscal Impact:

The purchase of the BEBs was not included in the FY 2025/26 Capital Budget. If approved, the associated budget appropriation will also need Board approval.

The purchase will be funded with:

- Cycle 5 TIRCP Grant: \$3,311,000
- SB 125 Funds (match): \$2,153,152

Total Funding: \$5,464,152

Recommendation:

After evaluating both manufacturers, staff recommends that the Board approve the purchase of four Gillig battery electric buses. This option aligns with the agency's largest fleet segment and minimizes training needs, parts complexity, and operational risk.

Action Required:

A motion to approve

1. Authorize the purchase of four Gillig battery electric buses in an amount not to exceed \$5,464,152 and authorize the Executive Director to execute all required documents.
2. Approve a Budget Appropriation in the amount to of \$5,464,152

8. MISCELLANEOUS COMMENTS FROM STAFF