ATTACHMENT D

KCAPTA TRANSIT ASSET MANAGEMENT

Kings County Area Public Transit Agency

2025/2026 – 2028/2029

Transit Asset Management Plan

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Last modified by Heather Corder in August 2026

INTRODUCTION

Brief Overview:

Kings Area Regional Transit (KART) began operations in Kings County in June 1980, a significant milestone. It established a joint powers agency, a collaboration between the County of Kings and the Cities of Hanford, Lemoore, Corcoran, and Avenal. However, in June of 1982, the City of Corcoran withdrew from the agency, believing its transportation services adequately met its transportation needs.

KCAPTA's governance is structured around a five-member Board of Directors (the Board), each member representing a key entity. Two members are appointed from the Kings County Board of Supervisors, one from the City of Hanford, one from the City of Lemoore, and one from the City of Avenal. This diverse representation supports balanced decision-making.

KART currently offers three types of service: fixed-route service, ADA Paratransit Service, and Microtransit service to over 500,000 passengers annually. KCAPTA's inventory of revenue vehicles and capital assets includes the following:

- 29 – 35' Buses
- 10 – Cutaway Buses
- 2 – Mini Vans
- 2 – Electric Vans
- Nine Facilities at seven separate locations

In accordance with 49 CFR parts 625 and 630. As amended, the Kings County Area Public Transit Agency (KCAPTA) maintains this Transit Asset Management (TAM) Plan to support a state of good repair for capital assets used in public transportation. The plan complies with the FTA Transit Asset Management Rule and the National Transit Database Reporting requirements.

KCAPTA is an FTA-defined Tier II transit provider under 49 CFR § 625.45(b)(1). Tier II providers are transit agencies that do not operate rail or fixed-guideway public transportation systems and operate either 100 or fewer vehicles in fixed-route revenue service during peak regular service or 100 or fewer vehicles in demand-response service during peak regular service. As a Tier II provider, KCAPTA maintains an Individual Transit Asset Management (TAM) Plan in accordance with FTA requirements.

USEFUL LIFE BENCHMARKS AND PERFORMANCE TARGETS

KCAPTA establishes Transit Asset Management (TAM) performance targets using FTA guidance, agency-specific operating experience, asset condition assessments, and Useful Life Benchmarks (ULBs). The ULBs guide when assets should be evaluated for replacement and are adjusted, when appropriate, to reflect KCAPTA's operating environment and maintenance experience.

Revenue Vehicles:

KCAPTA has a fleet of 44 revenue vehicles, 29 fixed route, and 15 Demand Response.

Vehicle Class	Vehicle Type	FTA Default ULB (Years)	KCAPTA ULB (Years)	Basis for KCAPTA ULB
BU	35' Fixed Route Bus (CNG)	14	12	Reduced due to extreme summer temperatures (100°F+) and operating experience indicating engines and cooling systems cannot be cost-effectively maintained beyond 12 years.
CU	Cutaway Bus	10	10	FTA default benchmark adopted.
MV	Minivan	4	12	Increased to low annual mileage, excellent condition, and agency operating experience.
MB	Electric Mini-Bus	10	10	FTA default benchmark adopted.

KCAPTA establishes Useful Life Benchmarks (ULBs) using FTA guidance, Manufacture recommendations, agency operating experience, maintenance history, operating environment, and lifecycle costs. The agency has modified certain ULBs where local operating conditions differ from the FTA default values. Specifically, the useful life benchmark for fixed-route buses has been reduced due to prolonged operation in extreme summer temperatures, while the benchmark for minivans has been extended because of their low mileage and continued reliable performance.

Non-Revenue Vehicles:

KCAPTA maintains a fleet of non-revenue vehicles that support transit operations, including maintenance, facility upkeep, and administrative functions. These vehicles are essential to the transit system's safe and efficient operation.

Vehicle Class	Vehicle Type	FTA Default ULB (Years)	KCAPTA ULB (Years)	Basis for KCAPTA ULB
	Trucks and Other Rubber-Tire Vehicles	14	8	Reduced due to usage and operating conditions.

KCAPTA has established an agency-specific Useful Life Benchmark (ULBs) for its non-revenue vehicle fleet based on operating conditions, vehicle utilization, and maintenance history, and lifecycle costs. KCAPTA has adjusted the ULB for service vehicles from the FTA default benchmark to reflect the agency's operating experience and usage patterns.

KCAPTA currently operates one hybrid non-revenue vehicle. As zero-emission technology for service vehicles continues to evolve and become commercially available, KCAPTA will evaluate replacement options that support the agency's long-term fleet transition goals while maintaining safe, reliable, and efficient operations.

Facilities:

KCAPTA has nine facilities at seven separate locations:

Facility	Purpose	TERM Rating	Status	Planned Action
250 E. 7th Street (Transit Facility)	Passenger Facility & Operations	3+	Active	Continued Operation
210 E. 7th Street (Admin Office)	Administration	3+	Active	Continued Operation
208 E. 8th Street (Park & Ride)	Parking Facility	3+	Active	Continued Operation
610 W. 7th Street	Former Administration	3+	Pending Sale	Remove from TAM inventory upon sale
629 W. Davis Street	Maintenance	2+	Active	Planned replacement of the maintenance building
629 W. Davis (CNG Compressors)	CNG Fueling Stations (Two Compressors)	3+	Active	Continued Operation
		ULB		
Avenal Park-and-Ride	Solar EV Charging	10	Active	Continue Operation

Facility condition is assessed using the Federal Transit Administration's (FTA) Transit Economic Requirements Model (TERM) scale. The TERM scale is an industry-standard asset management tool used to evaluate facility condition, estimate state-of-good-repair needs, and support capital investment decision-making. Facilities are assigned a condition rating on a scale of one (poor) to five (excellent), with a rating of three or higher considered to be in a state of good repair.

Based on KCAPTA's most recent facility condition assessment, approximately 83% of agency facilities have a TERM rating of 3.0 or higher. KCAPTA is currently implementing a significant capital investment in zero-emission bus infrastructure through our Electric Bus

Charging Infrastructure Project. This project includes installing electric bus charging equipment, a charging management system, solar bus canopies, and associated site improvements to support the agency's transition to a zero-emission fleet.

In addition to the electrification project, KCAPTA is actively pursuing federal, state, and local funding opportunities to replace the agency's aging maintenance facility. The existing facility was not designed to support the maintenance of battery-electric buses and requires modernization to accommodate current and future fleet operations. Rehabilitating and replacing the maintenance facility is a critical component of KCAPTA's long-term Transit Asset Management strategy and is essential to support the agency's transition to a fully zero-emission fleet.

The KCAPTA CNG fueling station includes two compressors that are critical to supporting the agency's existing compressed natural gas (CNG) fleet during the transition to a zero-emission fleet. While this transition is underway, CNG buses will continue to operate until they reach the end of their useful lives, sufficient zero-emission infrastructure is in place, and vehicles are available to fully support transit operations. To keep the fueling system reliable during this transition, KCAPTA rehabilitated one CNG compressor in Fiscal Year 2025-2026, extending its useful life and maintaining reliable service for the remaining CNG fleet.

TRANSIT ASSET PERFORMANCE MEASURES AND TARGETS

The Federal Transit Administration (FTA) requires transit agencies to establish annual performance targets for capital assets to support achieving and maintaining a State of Good Repair (SGR). KCAPTA establishes performance targets for revenue vehicles, non-revenue service vehicles, and facilities based on asset conditions, Useful Life Benchmarks (ULBs), Maintenance history, operating environment, anticipated capital investments, and available funding.

Performance targets are reviewed annually and updated as necessary to reflect changes in asset condition, replacement schedules, funding availability, and the agency's transition to a zero-emission fleet.

Revenue Vehicles:

Performance Measure: Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB).

Vehicle Class	FY2026 Target	Target ULB (Years)
35' Fixed Route Bus (CNG)	19%	12
Cutaway Bus	10%	10
Minivan	50%	12
Electric Mini-Bus	0%	7

KCAPTA monitors the age and condition of its revenue fleet to ensure the continued delivery of safe, reliable, and efficient public transportation service. Vehicle Replacement priorities are based on asset condition assessments, maintenance costs, reliability, useful life, operational needs, and available funding. This asset management approach allows the agency to maximize the useful life of existing vehicles while strategically investing in replacements that support State of Good Repair (SGR) objectives and the transition to zero-emission technology.

KCAPTA continues to implement a long-term rolling stock replacement strategy that balances maintaining assets in a state of good repair, complying with federal and state zero-emission vehicle requirements, and maximizing the useful life of existing vehicles.

During Fiscal Year 2024/2025, KCAPTA ordered two compressed natural gas (CNG) buses to replace aging vehicles in the fixed-route fleet. These buses were delivered at the end of Fiscal Year 2025/2026 and are currently undergoing commissioning before being placed into revenue service. They have been incorporated into the agency's rolling stock inventory and will improve fleet reliability while supporting continued CNG operations during the transition to zero-emission vehicles.

The agency had also planned to replace two minivans in 2023. However, after evaluating their condition, staff determined that both vehicles remain mechanically reliable, have accumulated relatively low mileage, and continue to meet operational needs. As a result, staff deferred replacements to maximize the useful life of the existing assets. The Fiscal Year 2026/2027 Capital Improvement Program includes replacing one minivan with an electric vehicle.

The average age of KCAPTA's 35-foot fixed-route bus fleet is approximately 8.5 years. Supply chain disruptions throughout 2022 and 2023 significantly delayed the delivery of replacement buses, resulting in several vehicles remaining in service beyond their planned replacement dates and accumulating higher-than-anticipated mileage. To restore the fleet to a sustainable state of good repair, KCAPTA implemented and accelerated an accelerated replacement program. KCAPTA received three replacement buses in 2023, two in 2024, and two more in 2026. These replacements have substantially improved the overall condition and reliability of the fixed route fleet.

As KCAPTA transitions towards a zero-emission fleet, replacement planning has become more complex. The agency must balance continued investment in CNG buses needed to maintain reliable service with long-term investments in battery-electric vehicles and support charging infrastructure. KCAPTA plans to procure four 35' battery-electric buses during Fiscal Year 2026/2027 using TIRCP funding, with delivery anticipated to coincide with completion of the agency's electrification infrastructure project.

The average age of the KCAPTA's cutaway fleet is approximately 8 years. To evaluate future replacement options, KCAPTA purchased two different battery-electric vehicles and supporting charging infrastructure. KCAPTA plans to procure four 35' battery-electric buses during Fiscal Year 2026/2027 using TIRCP funding, with delivery anticipated to coincide with completion of the agency's electrification infrastructure project and maintenance facility improvements.

The average age of KCAPTA's cutaway fleet is approximately 8 years. To evaluate future replacement options, KCAPTA purchased two different battery-electric vehicles for use in demand-response service, which serves a high percentage of passengers who require wheelchair accessibility. After about two years of operational testing, staff determined that the eJEST vehicle provides the most suitable configuration because of its ramp design and longer driver range. However, operational experience has identified reduced performance during periods of extreme summer temperatures, and the vehicle is currently not Buy America-compliant, making it ineligible for federally funded procurements.

Because KCAPTA has not identified a fully suitable Buy America-compliant replacement, it continues to evaluate alternative zero-emission cutaway vehicles. In addition, the agency anticipates that replacement of gasoline-powered cutaway buses with battery-electric vehicles will likely require a two-for-one replacement ratio due to battery range, charging requirements, and operational constraints. KCAPTA will continue to monitor vehicle technology and available funding opportunities to ensure that future fleet replacements maintain service levels while supporting compliance with federal and state zero-emission requirements.

Non-Revenue Vehicles:

Performance Measure: Percentage of non-revenue service vehicles that have met or exceeded their Useful Life Benchmark (ULB).

Vehicle Class	FY2026 Target	Target ULB (Years)
Trucks and Other Rubber-Tire Vehicles	0%	8

Non-revenue vehicles are monitored through preventive maintenance inspections and condition assessments to keep them safe and reliable and maximize their useful life.

Facilities:

Performance Measure: Percentage of facilities with a TERM rating below 3.

Purpose	2026 Target	TERM Rating
Passenger Facility & Operations	0%	3+
Administration	0%	3+
Parking Facility (KART Park & Ride)	0%	
Former Admin & Passenger Facility	0%	3+
Former Administration	0%	3+
Maintenance	0%	2+
CNG Fueling Stations (Two Compressors)	0%	3+
	ULB	ULB
Solar EV Charging	0%	10

Facility conditions are evaluated using the FTA Transit Economic Requirements Model (TERM) scale. KCAPTA's goal is to maintain all facilities at a TERM of 3.0 or greater through preventive maintenance, rehabilitation, and strategic capital investment.

CAPITAL ASSET INVENTORY

KCAPTA maintains an inventory of capital assets used to provide public transportation service in accordance with 49 CFR Part 625. KCAPTA reviews the inventory annually and updates it to reflect asset acquisitions, retirements, and changes in asset condition. The inventory underpins the agency's asset management program and supports investment prioritization and State of Good Repair decision-making.

Asset Category/Class	Quantity	Average Age	Average Milage	Average Replacement Cost/Value	Total Replacement Cost/Value
Revenue Vehicles					
BU – Bus	31	8.4 Years	303,700	$800,000	$24,800,0000
CU – Cutaway Bus	12	7.7 Years	89,300	$350,000	$4,200,000
MV – Mini-Van	2	15.4 Years	39,125	$50,000	$100,000
VN – Van	2	1.1 Year	13,300	$300,000	$600,000
Equipment	7	2 Years	N/A	$320,000	$2,240,000
Other Rubber Tire Vehicles	4	2.8 Years	N/A	$60,000	$240,000
Facilities					
Administration/Operations/ Passenger Facilities	1	.5 Year	N/A	$31,875,000	$31,875,000
Maintenance	1	17 Years	N/A	$942,850	$2,828,566
Parking Facility	1	.5 Year	N/A	$994,600	$994,600
Solar Electric Charging Station	1	5 years	N/A	$80,000	$80,000

ASSET CONDITION ASSESSMENT

The Kings County Area Public Transit Agency (KCAPTA) conducts regular condition assessments of its capital assets to evaluate their physical condition, identify maintenance or replacement needs, and support informed capital investment decisions. KCAPTA uses asset condition information to prioritize preventive maintenance activities, rehabilitation projects, and replacement schedules to maintain assets in a state of good repair (SGR).

Asset conditions are evaluated in accordance with the requirements of 49 CFR Part 625 and are incorporated into KCAPTA's Transit Asset Management decision-making process.

Assessment Methodology:

KCAPTA utilizes a combination of preventive maintenance records, inspection reports, maintenance history, age, and useful life benchmark (ULV), and staff observations to assess the condition of its capital assets. KCAPTA uses different assessment methods by asset category.

Asset Type	Assessment Method
Revenue Vehicles	Mileage, age, preventive maintenance records, and mechanical condition
Non-Revenue Vehicles	Age, mileage, maintenance history
Equipment	Operational Status, Maintenance records and age
Facilities	FTA TERM Scale inspections, maintenance observations, building system evaluations

Vehicle Condition Assessment:

KCAPTA's revenue fleet includes fixed-route buses, cutaway vehicles, vans, and battery-electric buses. Vehicle condition is monitored through preventive maintenance inspections performed by KCAPTA's contractor and reviewed by agency staff.

Asset Category	Total #	Avg. Age	Avg. Mileage	% at or Exceeds ULB
BU – Bus	31	8.4 Years	303,700	19%
CU – Cutaway Bus	12	7.7 years	89,300	16%
MV – Mini Van	2	15.4 Years	39,125	100%
Electric Bus	2	1.1 Year	13,300	0%

Most revenue vehicles remain within their useful-life benchmarks. Vehicles approaching or exceeding their ULB are prioritized for replacement through available state and federal grant funding.

Facility Condition Assessment:

During the Fiscal Year 2025/2026 assessment period, KCAPTA's primary administrative and passenger facility relocated to the newly constructed KART Transit Center. As the Facility was placed into service in 2026, it is in excellent condition, with all major building systems functioning as designed.

One of the agency's CNG compressors also underwent major rehabilitation to improve reliability as KCAPTA transitions from CNG vehicles to Electric Vehicles.

Facility	Condition	Notes
KART Transit Center	Excellent	Newly constructed and placed into service in 2026
Maintenance Facility	Poor	New facility planned in FY27/28
Hanford Park and Ride Facility	Excellent	New EV Charging infrastructure installed in late 2025
Former Admin & Passenger Facility	Excellent	Pending Sale
Former Administration Facility	Excellent	Pending Sale
CNG Fueling Stations	Good	One Compressor was replaced in 2025
Avenal Park and Ride	Good	

KCAPTA uses the condition assessment results to prioritize capital investments within its Transit Asset Management Program. Current priorities include

- Renovation of the maintenance facility to support electric bus operations.
- Completion of the Electric Bus Charging infrastructure.
- Replacement of vehicles approaching or exceeding their useful life benchmark.
- Preservation of the newly constructed KART Transit Center through preventive maintenance and lifecycle asset management.

DECISION SUPPORT TOOLS AND INVESTMENT PRIORITIZATION

KCATA uses a structured, data-informed decision-making process to evaluate the condition of its capital assets, forecast long-term needs, and prioritize investments that support achieving and maintaining a State of Good Repair (SGR). This process directs capital resources to the most critical needs, including safety, operational reliability, regulatory compliance, and fleet transition requirements.

KCAPTA applies a combination of analytical tools, standardized procedures, and professional judgment to determine capital investment needs; these tools include:

Asset Condition Monitoring:

KCAPTA conducts annual condition assessments of rolling stock, equipment, and facilities. Assessments incorporate:

- Asset age and mileage
- Useful Life Benchmark (ULB status)

- Preventive maintenance records
- Mechanical inspection findings
- Facility TERM Scores
- Operational reliability data

These indicators allow the agency to identify assets approaching or exceeding their ULB and forecast replacement windows based on observed performance and lifecycle trends.

Maintenance Management Data:

KCAPTA contracted maintenance provider (currently MV Transportation) supplies detailed repair records, inspection logs, road call counts, and component-level diagnostics. This data is reviewed by KCAPTA staff to identify:

- High-cost or recurring maintenance issues
- Declines in reliability
- Parts availability concerns
- Impacts of extreme operating conditions (e.g., high-temperature degradation)

This information informs both near-term repair decisions and long-term replacement planning.

Lifecycle Cost and Operational Analysis:

KCAPTA evaluates lifecycle costs for each asset category, including:

- Acquisition cost
- Mid-life overhaul requirements
- Fuel or energy cost
- Preventive and unscheduled maintenance
- Estimated useful life based on historic KCAPTA performance

This ensures that investment priorities are based not only on age, but on total cost and operational value.

Electrification Readiness Evaluation:

As the agency transitions to a zero-emission fleet, KCAPTA assesses:

- Charging system capacity and redundancy
- Vehicle range performance under local climate conditions
- Maintenance facility readiness for battery-electric technologies
- Fleet mix requirements to meet service levels.

These factors help determine how many battery-electric vehicles will be needed to maintain current service levels.

Capital Planning and Funding Optimization:

KCAPTA aligns capital investment priorities with available federal, state, and local funding sources. Funding eligibility considerations include:

- Buy America compliance
- Grant program restrictions
- Match requirements
- Readiness of design/engineering

KCAPTA schedules and prioritizes projects based on urgency and available funding pathways.

Investment Prioritization Approach:

Using the tools above, KCAPTA develops a project-based prioritized list of capital investment in accordance with 49 CFR § 625.25 and §625.33. This prioritization method reflects asset condition, safety considerations, operational need, and strategic goals, particularly the transition to zero-emission technology.

The prioritization process includes the following steps:

1. Identify all assets nearing or exceeding ULB
   Rolling stock and equipment approaching or past their ULB receive priority consideration, especially assets experiencing reliability issues or high maintenance costs.
2. Assess facilities needing modernization or rehabilitation
   Facilities that are critical to operations – especially the maintenance facility – are evaluated based on TERM ratings, structural needs, and their ability to support electrification.
3. Evaluate strategic alignment
   Projects that enable fleet electrification, improve safety, reduce emissions, or enhance system reliability receive higher priority.
4. Determine funding readiness and feasibility
   Advance projects with secured funding, completed design work, or alignment with active grant programs when practical.

FY 2026-2029 INVESTMENT PRIORITIES

Based on KCAPTA's latest condition assessments, upcoming zero-emission transition requirements, and available funding, the following projects form the agency's highest priority investments.

Modernization and Replacement of the KCAPTA Maintenance Facility:

The existing facility does not meet the requirement for maintaining battery electric buses and is approaching functional obsolescence. Replacing this facility is necessary to support high-voltage safety protocols, enable in-facility charging, accommodate specialized tooling and technicians, and continue meeting current and future fleet needs.

Completion of the Electric Bus Charging Infrastructure Project:

This multi-phase project includes installing charging equipment, solar canopies, energy management systems, and electrical upgrades. Completion is essential before KCAPTA can deploy 35' Battery Electric buses

Replacement of Aging Revenue Vehicles:

Based on condition scores and ULB Status:

- 35' fixed-route buses exceeding ULB will be replaced first, with funding from TIRCP and other sources.
- Cutaways approaching 10-year ULB will also be prioritized. KCAPTA will continue to look for Buy-American compliant zero-emission alternatives.
- Minivans that remain mechanically sound may be deferred, but replacement planning continues for FY 2026/27

CNG Fueling Station Rehabilitation and Reliability Enhancements:

Until the electrification is complete, some CNG fleet will remain in service. KCAPTA will continue to use and maintain the fueling station's compressors to ensure reliability through the transition period.

Preservation of New and High-Value Facilities:

The newly constructed KART Transit Center and upgraded Park and Ride locations will receive ongoing preventive maintenance to protect the long-term asset value.

PLAN APPROVAL, COORDINATION, AND UPDATE SCHEDULE

Four-Year TAM Plan Update Cycle:

KCAPTA will update this Transit Asset Management (TAM) plan in its entirety at least once every four years in accordance with the Federal Transit Administration's requirement under 49 CFR Part 625. The next full update will occur no later than October 1, 2030, and subsequent updates will follow the federally mandated four-year cycle.

Approval of FY 2026 Performance Targets and MPO coordination:

The Accountable Executive reviewed and formally approved the FY 2026 TAM performance targets in the plan. KCAPAT will coordinate the selection of these targets with KCAGE to the maximum extent practicable, ensuring alignment with regional transportation performance planning requirements under 49 CFR § 625.45(e).