



## CITY OF BANNING STAFF REPORT

**TO:** CITY COUNCIL

**FROM:** Arturo Vela, Interim City Manager

**PREPARED BY:** Paul Mattern, Transit Manager

**MEETING DATE:** January 27, 2026

**SUBJECT:** Consideration of Resolution 2026-20, Authorizing the Purchase of Three 35-Foot Fixed Route CNG Buses in the Amount of \$2,717,459.56

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### **RECOMMENDATION:**

Adopt Resolution 2026-20

### **BACKGROUND:**

The City of Banning Transit Division operates fixed-route and demand-response transit services that provide essential mobility for residents, employees, students, seniors, and visitors. The current fleet includes several buses that are approaching or have exceeded their useful life as defined by Federal Transit Administration (FTA) guidelines, resulting in increased maintenance costs, reduced reliability, and operational constraints.

As part of the Transit Division's ongoing fleet management and state-of-good-repair strategy, staff has evaluated current and projected service needs, vehicle condition, and fleet age. Based on this assessment, the replacement of aging buses with modern, reliable vehicles is necessary to maintain service quality, safety, and compliance with federal and state requirements. The Transit Division did request quotes from both New Flyer and Gillig for this purchase. Gillig has been non-responsive to our requests.

This agenda item seeks City Council authorization to procure three (3) new 35-foot transit buses from New Flyer of America to replace aging vehicles and support continued service delivery.

The City will utilize California Association for Coordinated Transportation (CALACT) for the purchase of the buses. CALACT administers competitive processes for various types and sizes of transit vehicles to assist its members with procuring equipment. This provides a compliant purchasing solution that allows, as a member, the City to select vehicles that best meet its transit needs.

### **JUSTIFICATION:**

The procurement of three 35-foot CNG buses is recommended for the following reasons:

- **Fleet Reliability and Safety:** Existing vehicles nearing the end of their useful life experience increased mechanical issues, service interruptions, and maintenance downtime. New buses will improve system reliability and passenger safety.
- **Service Continuity:** Replacing aging buses ensures the Transit Division can continue to meet scheduled service levels without service reductions caused by vehicle unavailability.
- **Passenger Experience:** New buses provide improved ride quality, accessibility, and amenities that enhance the overall customer experience and support ridership retention and growth.

The City will utilize CALACT for the purchase of the buses. The Purchasing Policy identifies that cooperative bids prepared by and processed through local, state or federal government agencies, may be utilized by the City.

**FISCAL IMPACT:**

The purchase of three (3) 35-foot buses will be funded through State Transit Assistance (STA) reimbursement as part of the City's Short Range Transit Plan.

The total estimated cost of \$2,171,459.56 includes vehicle acquisition, applicable taxes, delivery, and associated equipment. Sufficient funds are programmed within existing transit improvement plan, and no impact to the City's General Fund is anticipated as a result of this action.

Staff will ensure all procurement activities comply with applicable federal, state, and local purchasing requirements.

An appropriation to Account No. 610-5800-434.90-51 in the total amount of \$2,171,459.56 is required to fund the purchase. The full expense is included as part of the City's Short Range Transit Plan and State Transit Assistance (STA) funding will be made available, as a reimbursement, by the Riverside County Transportation Commission to cover the full amount of the purchases.

**ALTERNATIVES:**

1. Do Not Approve the Purchase: This option would defer fleet replacement; however, it would increase the risk of service disruptions, higher maintenance costs, and potential non-compliance with fleet age and condition standards.
2. Approve a Reduced Purchase Quantity: Purchasing fewer buses would partially address fleet needs but may not fully mitigate reliability risks or meet projected service and spare ratio requirements.
3. Delay the Purchase: Delaying procurement could result in higher future costs, longer delivery timelines, and continued operational challenges associated with aging vehicles.

**BUDGETED?:**

Yes

**CONTRACT/AGREEMENT:**

Yes

**ATTACHMENTS:**

1. [Resolution 2026-20.docx](#)