

STAFF REPORT



MEETING DATE:	June 22, 2023
SUBJECT:	Approve Zero-Emission Fleet Transition Rollout Plan for ShastaConnect Services
AGENDA ITEM:	14
STAFF CONTACT:	Mehdi Moeinaddini, Associate Transportation Planner

SUMMARY:

SRTA has a contractual agreement with Dignity Health Connected Living (DHCL) for specialized public transit services. To address both state and federal requirements related to transitioning public transit fleets to zero-emission vehicles, SRTA has contracted with Energetics to prepare a Zero-Emission Fleet Transition Rollout Plan.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve the Zero-Emission Fleet Transition Rollout Plan for ShastaConnect Services pursuant to Resolution 23-07; and
2. Direct the executive director to submit the plan to the California Air Resources Board and make minor administrative amendments as needed in response to agency feedback.

DISCUSSION:

SRTA has partnered with Dignity Health Connected Living (DHCL) to provide specialized public transit services through the ShastaConnect brand. To comply with California's Innovative Clean Transit (ICT) regulations, a zero-emission bus rollout plan for ShastaConnect services must be developed, adopted, and submitted to the California Air Resources Board (CARB) by June 30, 2023. Additionally, the Federal Transit Administration (FTA) now requires transit agencies have a zero-emission fleet transition plan in order to qualify for certain federal transit funds. To meet these requirements, SRTA contracted with Energetics to create the attached plan for adoption.

The plan considers different options for transitioning the fleet and has identified three primary paths:

1. The first path involves full battery-electrification, which would require the installation of multiple electric vehicle (EV) charging stations strategically located within the ShastaConnect service area.
2. The second path is full hydrogen-fuel-cell electrification, which would rely on a planned hydrogen fueling station.
3. The third path is a combination of battery and hydrogen fuel-cell electrification, where vehicles would be assigned to duty cycles that suit their service routes best.

The plan recommends that SRTA consider the third path, with initial investments to replace the fleets gasoline powered vehicles with battery-electric vehicles and then the inclusion of hydrogen fuel cell vehicles, if and when such models become available. Over time, cost modeling shows

that battery EVs become more cost-efficient to operate than internal combustion engine (ICE) vehicles within three years of operation, even in worst-case scenarios for EV pricing.

It's anticipated that the plan will serve as a “living document” for the agency, with periodic updates to the plan as lessons are learned from initial projects, as vehicle and infrastructure technology matures, and as operational and funding situations change.

ALTERNATIVES:

The board of directors may request additional information or specific modifications.

OTHER AGENCY INVOLVEMENT:

SRTA, and DHCL collaborated closely to develop this plan. SRTA consulted with the Redding Area Bus Authority (RABA) on existing conditions and future opportunities for partnership. SRTA, RABA, and Caltrans are exploring opportunities to bring hydrogen fueling to the region to support future intercity and regional zero-emission transit needs. */// A presentation was provided to TAC for input. ///*

FISCAL & POLICY COMMITTEE REVIEW:

The proposed policy was provided to the Fiscal and Policy Committee for their input. */// The Fiscal & Policy Committee concurs with the staff recommendation. ///*

FISCAL IMPACT:

Consultant services and staff time for the plan will be funded through Fiscal Year (FY) 2020/21 Senate Bill 1 (SB1) planning formula funds in the FY 2022/23 Overall Work Program. The plan will make SRTA and DHCL eligible for federal and state funding for fleet transition costs.

Jessica Carlson, Chief Fiscal Officer

Attachments

A: Zero-Emission Fleet Transition Rollout Plan for ShastaConnect Services *(Not Available for TAC)*

B: Resolution 23-07

RESOLUTION 23-07

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY APPROVING ZERO-EMISSION FLEET TRANSITION ROLLOUT PLAN FOR SHASTACONNECT SERVICES



WHEREAS, The Innovative Clean Transit Rule (ICT) is a California regulatory policy administered by the California Air Resources Board, which mandates that public transit agencies operating in California must transition their bus fleets to utilize zero emissions buses (ZEB), including electric buses or fuel cell buses; and

WHEREAS, California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.3, Part 2023.1(d) ZEB Rollout Plan Requirements requires that a transit agency's Zero-Emission Bus Rollout Plan must be approved by its governing Board; and

WHEREAS, the ZEB Rollout Plan for contracted public transit services sets forth the Shasta Regional Transportation Agency's (SRTA) plan which meets the following requirements:

- A goal of full transition to zero-emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses;
- Identification of the types of zero-emission bus technologies Shasta Regional Transportation Agency is planning to deploy;
- A schedule for zero-emission and conventional internal combustion engine bus purchases and lease options;
- A schedule for conversion of conventional internal combustion engine buses to zero-emission technologies;
- A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero-emission buses;
- Explanation of how Shasta Regional Transportation Agency plans to deploy zero-emission buses in Disadvantaged Communities;
- A training plan and schedule for zero-emission bus operators and maintenance and repair staff;
- Identification of potential funding sources; and

WHEREAS, The Bipartisan Infrastructure Law (BIL), Pub. L. 117-58, signed by the President on November 15, 2021, amended the statutory provisions for the Federal Transit Administration's (FTA) implementation of the Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. § 5339(b)) and the Low or No Emission Program (49 U.S.C. § 5339(c)) to include the requirement that any application for projects related to zero-emission vehicles include a Zero-Emission Transition Plan; and

WHEREAS, to maximize funding opportunities, the Shasta Regional Transportation Agency addressed both state requirements and federal guidelines in one consolidated document, known as the Zero-Emission Fleet Transition Rollout Plan; and

WHEREAS, the SRTA has considered all relevant information, including the state and federal requirements and regulations; and all relevant verbal and written comments which have been submitted in a timely manner; and

WHEREAS, all interested agencies, organizations, and persons have been given the opportunity to be heard with respect to any matters relating to the proposed Zero-Emission Fleet Transition Rollout Plan; and

WHEREAS, the proposed Zero-Emission Fleet Transition Rollout Plan meets or exceeds the requirements of federal and state regulations; and

NOW, THEREFORE, BE IT RESOLVED that the Board of the Directors of the Shasta Regional Transportation Agency approves and adopts the Zero-Emission Fleet Transition Rollout Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Board of Directors of the Shasta Regional Transportation Agency authorize the executive director to submit the plan to the California Air Resources Board and to make minor administrative amendments to the plan in response to federal and state review and approval processes.

PASSED AND ADOPTED this 22nd day of June 2023, by the Board of Directors of the Shasta Regional Transportation Agency.

Mark Mezzano, Chair
Shasta Regional Transportation Agency

ATTEST:

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency