



Pomona Valley
Transportation
Authority

A partnership of the cities of Claremont, La Verne, Pomona and San Dimas

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March 9, 2022

**AGENDA
ITEM #5**

MEMORANDUM

To: Pomona Valley Transportation Authority

From: George L. Sparks, PVRTA Administrator

Subject: **Authorize Development of Joint PVRTA/Claremont Rollout Plan**

Recommended Action: 1) Authorize partnering with Claremont DAR to develop a joint ZEB rollout plan. 2) Authorize PVRTA staff in consultation with Claremont to solicit proposals for the plan's development from qualified consulting firms.

Innovative Clean Transit Regulation

The Innovative Clean Transit (ICT) regulation requires all transit operators in California to transition to an all zero emission fleet by 2040. While the required transition will have many positive impacts, complying with the ICT presents a significant challenge for operators like PVRTA.

1. *PVRTA does not own a facility making developing an appropriate infrastructure to support a zero emission fleet exceedingly difficult*
2. *PVRTA as a local operator does not have access to most federal transit funding sources, particularly FTA 5307 funding which many operators depend on for capital acquisitions.*
3. *PVRTA's fleet currently consists of primarily cutaway vehicles. Development of zero emission versions of vehicles of this size and type has lagged behind the development in full size buses.*

ICT Rollout Plan Requirements

The ICT requires operators to submit a Rollout Plan outlining how they will accomplish the transition to zero emissions by 2040. Small operators like PVRTA need to submit a board approved plan to the California Air Resources Board (CARB) by June 30, 2023. The plan can be modified at any time. Modified plans are not required to be resubmitted to CARB. Rollout plans need to include the following elements:

- A. **Transit Agency Information**-Items, such as, service area, fleet size, operators included in the group if you are submitting a joint plan.
- B. **Rollout Plan General Information**
- C. **Technology Portfolio**-Identify the types of zero emission bus technology the operators plan to deploy. (e.g., battery electric or fuel cell)
- D. **Bus Fleet Composition and Future Bus Purchases**-Operators need to provide a listing of their current fleet and a replacement schedule. Our current replacement schedule is attached to this report.
- E. **Facilities and Infrastructure Modifications**-This would include a facilities and construction timeline.
- F. **Providing Service in Disadvantaged Communities**-Outline plans to deploy zero emission buses in disadvantaged communities.
- G. **Workforce Training Plans**
- H. **Potential Funding Sources**-The agency needs to identify all potential funding sources that the agency expects to use acquiring zero emission technologies in terms of vehicles and infrastructure.

The rollout plan has extensive requirements and will require a significant expenditure of funds and staff resources. It is an opportunity for PVTA to identify decisions that must be made and create a roadmap for our transition to zero emissions.

Joint Plan Option

PVTA and Claremont DAR are separate operators with different funding streams. This means that both PVTA and Claremont must submit rollout plans. Claremont as a Federal Transit Administration (FTA) direct recipient will eventually need to provide a similar plan to the FTA. The ICT allows agencies to submit joint plans. Given the extent of coordination between the two agencies, PVTA staff think a joint plan would be the most effective approach. PVTA and Claremont have separate vehicle fleets, but they share fleet resources. Claremont provides cutaways to Get About and PVTA provides accessible minivans to the Claremont DAR. Their operations are part of a single contract and currently operate out of the same transportation yard. Funding has been set aside in both the PVTA and Claremont DAR FY 2023 budgets to retain a consultant to develop the joint rollout plan. PVTA hopes to move forward with the selection of a consultant by the June Board meeting.

A. Facilities and Infrastructure Needs

The consultant will be tasked with assessing our infrastructure needs and options. This will be the most complicated issue to address given the fact that PVTA does not own a facility and Claremont's corporate yard has limited capacity. The consultant will look at options for the shared use of charging infrastructure as well as the possible acquisition of an appropriate

The City of Claremont has an FTA 5307 grant to acquire an electric cutaway and a charging station. Before moving forward with additional electrification efforts, it is important that Claremont and PVTA develop an overall strategy.

B. Fleet Needs Assessment

Rollout study needs assess Claremont and PVTA's future fleet needs. This will be a challenge because of the uncertainty around the extent and character of service demand as we emerge from the pandemic. The current fleet replacement schedule is attached to this report. It aims to replace as many vehicles as possible just prior to beginning of ZEB purchase mandates in 2026. The replacement schedule also considers the projected timing of funding availability. There are several reasons for this approach. Both agencies have limited infrastructure and funding resources, this schedule would provide additional time for PVTA, and Claremont generate the resources necessary to move to zero emissions. Zero emissions technology is not well developed in the cutaway vehicles. Further, it is possible that public charging resources that would be useable by our vehicle will be coming online in the future, reducing our need for charging infrastructure.

PVTA is in the process of reevaluating its fleet requirements. We are assessing the possibility of reducing the total number of vehicles in the fleet. We are also reviewing our vehicles capacity needs. We have observed that group loads have grown smaller over the years. It may be possible to replace at least a portion of our 18 passenger vehicles with smaller low floor units with a capacity of 6-9 passengers. These units have potential advantages. They are low floor which makes them safer and easier for riders to board. The smaller vehicles are under 14,000 lbs. GVWR, so they are not currently subject to the ICT. Since these units do not carry 10 or more passengers, they can be operated by personnel with only a Class C license making recruitment easier and shortening training time.

C. Technology Assessment

We will be asking the rollout consultant to assess available technologies and their comparative advantages for our services in terms of infrastructure requirements, operating ranging, maintenance requirements, service range and acquisition and operating costs.

D. Funding Sources and Financial Plan

There is an array of potential funding programs. This portion of the plan will identify available resources and their various eligibility requirements and guide our agencies in developing a financial plan for the implementation of the rollout plan.

Fleet Replacement Schedule

Unit # (vehicle ID)	Owner	Year	Make/Model	Replacement Schedule Date	Funding Source
148	Claremont	2016	Ford E450 Starcraft	2023	FAP
149	Claremont	2016	Ford E450 Starcraft	2023	FAP
150	Claremont	2016	Ford E450 Champion	2022	FAP
151	Claremont	2016	Ford E450 Champion	2023	FAP
152	Claremont	2018	STARCRAFT	2024	FAP
153	Claremont	2018	STARCRAFT	2024	FAP
154	Claremont	2018	STARCRAFT	2025	FAP
155	Claremont	2018	STARCRAFT	2025	FAP
831	PVTA	2013	STARCRAFT	2023	5310 CalTrans
832	PVTA	2013	STARCRAFT	2023	5310 CalTrans
833	PVTA	2013	STARCRAFT	2023	5310 CalTrans
834	PVTA	2013	STARCRAFT	2023	5310 CalTrans
835	PVTA	2013	STARCRAFT	2024	5310 CalTrans
836	PVTA	2013	STARCRAFT	2024	5310 CalTrans
837	PVTA	2016	STARCRAFT	2025	5310 MTA
838	PVTA	2016	STARCRAFT	2025	5310 MTA
839	PVTA	2016	STARCRAFT	2025	5310 MTA
840	PVTA	2016	STARCRAFT	2025	5310 MTA
841	PVTA	2016	STARCRAFT	2025	5310 MTA
842	PVTA	2016	STARCRAFT	2025	5310 MTA
843	PVTA	2019	STARCRAFT	2028	5310 MTA
844	PVTA	2019	STARCRAFT	2028	5310

845	PVTA	2019	STARCRAFT	2028	5310
846	PVTA	2019	STARCRAFT	2028	5310
847	PVTA	2019	STARCRAFT	2028	5310
848	PVTA	2019	STARCRAFT	2028	5310
581	PVTA	2017	Dodge Braun	2023	Prop A
582	PVTA	2017	Dodge Braun	2023	Prop A
583	PVTA	2018	Dodge Braun	2025	Prop A
584	PVTA	2018	Dodge Braun	2025	Prop A
585	PVTA	2018	Dodge Caravan	2025	FTA 5310
586	PVTA	2018	Dodge Caravan	2026	FTA 5310
587	PVTA	2018	Dodge Caravan	2026	FTA 5310
588	PVTA	2018	Dodge Caravan	2026	FTA 5310