



STAFF REPORT – CITY COUNCIL MEETING

October 18, 2023

TO: Honorable Mayor and City Council Members

FROM: Netra Khatri, City Engineer

PREPARER: Netra Khatri, City Engineer

DATE: October 11, 2023

TITLE: **Adopt Resolution No. 234-15 , A Resolution of the City Council of the City of Arcata Approving the Zero-Emission Bus Rollout Plan for the Arcata & Mad River Transit System (A&MRTS).**

RECOMMENDATION:

It is recommended that the Council Adopt Resolution No. 234-15, A Resolution of the City Council of the City of Arcata approving the Zero-Emission Bus Rollout Plan for the Arcata & Mad River Transit System (A&MRTS).

INTRODUCTION:

The Innovative Clean Transit (ICT) regulation (Cal. Code Regs. Tit. 13 § 2023.1(d)) requires each transit agency to submit a complete Zero-Emission Bus Rollout Plan (Rollout Plan), approved by its governing body, showing how it plans to achieve a full transition to zero-emission buses (ZEBs).

DISCUSSION:

The Innovative Clean Transit (ICT) regulation became effective on October 1, 2019 requiring all California public transit agencies to gradually transition their bus fleets to zero-emission technologies. The ICT regulation applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The ICT regulation requires a percentage of new bus purchases to be zero-emission buses (ZEBs). The ZEB purchase requirement increases gradually over time. The ZEB purchase requirements begin in 2023 and 2026 for large and small transit agencies, respectively.

The requirements for small transit agencies, which A&MRTS qualifies as, are summarized as the following:

- Starting January 1, 2023, a transit agency must retain a newly purchased zero-emission bus for at least five years starting from the date of being placed in the active bus fleet to satisfy the zero-emission bus purchase requirements.

- Starting January 1, 2026, twenty-five percent of the total number of new bus purchases in each calendar year must be zero-emission buses, and starting January 1, 2029, all new bus purchases must be zero-emission buses.
- The required minimum number of zero-emission buses can be achieved with any combination of new zero-emission bus purchases and zero-emission buses already present in the fleet.
- Purchase of cutaway, over-the-road, double-decker, and articulated buses are subject to these requirements only if there is an available Altoona tested model available.
- Requests for exemption are allowed, must be filed for each year that the exemption applies, and must demonstrate at least one of the following circumstances.
 - Delay in bus delivery caused by setback in construction of infrastructure needed.
 - Available zero-emission buses cannot meet a transit agency's daily mileage needs.
 - Available zero-emission buses do not have adequate gradeability performance.
 - A zero-emission bus type for applicable weight class is unavailable.
 - Financial hardship.

Starting 2029, 100 percent of all transit agencies' new bus purchases must be ZEBs, with a goal of complete transition to ZEBs (all buses in each transit agency's fleet to be ZEBs) by 2040.

Currently A&MRTS operates with two battery powered (ZEB), two diesel fuel operated buses and two gasoline cutaways. In the future A&MRTS plans to replace existing diesel and gasoline powered buses with ZEB's.

BUDGET/FISCAL IMPACT: No impacts to current budget or partnership with HCAOG and HTA, and staff will be monitoring multiple funding sources to support this transition in near future.

ATTACHMENTS:

- A. Resolution 234-15 ZEB ROLL OUT PLAN (DOCX)
- B. AMRTS Rollout Plan DRAFT (DOCX)