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**Title:** \*\*\*RESOLUTION - Approve the Department of Transportation to execute and file all necessary documents on behalf of the City of Fresno pertaining to the California Air Resources Board Innovative Clean Transit Regulation (Subject to Mayor's veto)

**Sponsors:** Department of Transportation

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**Attachments:** 1. Resolution.pdf, 2. Fresno ICT Plan Overview.pdf

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**REPORT TO THE CITY COUNCIL**

**June 18, 2020**

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Department of Transportation

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Department of Transportation

**SUBJECT**

\*\*\*RESOLUTION - Approve the Department of Transportation to execute and file all necessary documents on behalf of the City of Fresno pertaining to the California Air Resources Board Innovative Clean Transit Regulation (Subject to Mayor's veto)

**RECOMMENDATION**

Staff recommends Council authorize the Department of Transportation to submit a Zero-Emission Bus (ZEB) Technology Rollout Plan, as required by the California Air Resources Board (CARB), and authorize the Director of Transportation or designee to execute and file all necessary documents on behalf of the City.

**EXECUTIVE SUMMARY**

On December 14, 2018, the CARB adopted the Innovative Clean Transit (ICT) regulation. This

regulation requires transit agencies begin to purchase ZEBs as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040. The regulation initially impacts standard transit buses, postponing the ZEB purchase mandate for articulated and cutaway buses until at least 2026.

To successfully transition to an all zero-emission bus fleet by 2040, under the regulation each transit agency must submit a rollout plan by July 1, 2020, demonstrating how it plans to purchase zero emission buses, build out necessary infrastructure, and train the required workforce.

## BACKGROUND

The California Air Resources Board recently adopted the ICT Regulation, which requires transit agencies operating in California to gradually transition their bus fleet to zero-emission technologies. The ICT sets ZEB purchase requirements that increase over time and mandates a time at which all buses in operation must be zero-emission. All transit agencies in the state are required to produce a rollout plan outlining their strategy to reach the targets defined in the ICT.

The ICT defines requirements based on the size of the transit agencies. As a large transit agency, FAX will be required to adhere to the requirements outlined below.

### ICT Requirements and Important Dates for Large and Small Transit Agencies

- July 1, 2020 - Rollout plan submitted
  - January 1, 2023\* - 25 percent of new purchases are ZEB
  - January 1, 2026 - 50 percent of new purchases are ZEB
  - January 1, 2029 - 100 percent of new purchases are ZEB
  - January 1, 2040 - 100 percent ZEB fleet
- \*Does not apply to cutaway, over-the-road or articulated buses.

The rollout plan is required to include the following material:

- 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 ZEB technologies a transit agency is planning to deploy, such as battery electric (BEB) or fuel cell electric bus (FCEB);
- A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero-emission buses. This schedule must specify the general location of each facility, type of infrastructure, service capacity of infrastructure, and a timeline for construction;
- A schedule for zero-emission and conventional internal combustion engine buses purchases and lease options. This schedule for bus purchases must identify the bus types, fuel types, and number of buses;
- A schedule for conversion of conventional internal combustion engine buses to ZEBs, if any. This schedule for bus conversion must identify number of buses, bus types, the propulsion systems being removed and converted to;
- A description on how a transit agency plans to deploy zero-emission buses in disadvantaged

communities as listed in the latest version of CalEnviroScreen (<https://oehha.ca.gov/calenviroscreen>);

- A training plan and schedule for zero-emission bus operators and maintenance and repair staff; and
- Identification of potential funding sources.

Transit agencies are also able to receive credits for ZEBs purchased before the ICT comes into effect. Each credit is equivalent to one new ZEB and can be applied to any year through 2029 (after which 100 percent of purchases are required to be ZEB).

The ICT applies only to transit buses; however, the Zero-Emission Mobility Option allows transit agencies to receive credits for adopting other zero-emission vehicles such as bicycle, scooter, or battery electric/fuel cell car sharing programs. Large transit agencies receive one credit (equivalent to one new ZEB) for every 320,000 passenger miles achieved in one of these programs. Credits are not transferrable between transit agencies.

FAX has contracted with The LeFlore Group and Zen Clean Energy Solutions to develop a plan to transition the fleet to zero-emission in accordance with the ICT regulation, as well as FAX's vision and goals. The ICT Rollout Plan will also create a wholesale agency plan that includes additional scopes, such as a near-term plan identifying key funding priorities and a discussion of critical industry trigger points that FAX should continually monitor.

Execution on this plan begins by discussing FAX's vision and strategy beyond the scope of the ICT. This includes internal transition goals, preference for FCEB vs. BEB technology, opportunity for on-route charging vs. depot charging, etc. The plan will also assess the current baseline of all fleet vehicles and accompanying infrastructure. This information will feed into the key areas of analysis:

- Route Analysis - Determining which routes can be satisfied with BEBs and which require FCEBs
- Other Constraint Analysis - Available utility capacity, infrastructure footprint, etc.
- Funding Opportunities - Grant sources available in the near-term

This analysis will feed into the fleet and infrastructure transition plan, which will be iterated to determine the optimal solution in terms of cost and operations. All expenses will be estimated including vehicle capital costs, infrastructure costs, fuel, maintenance, and facility upgrades. Once the final plan is approved, high level roadmaps outlining the key milestones of the plan, and the ICT plan will be submitted to CARB.

## **ENVIRONMENTAL FINDING**

This authorization to submit the ICT Plan is not a project for the purposes of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines section 15378.

## **LOCAL PREFERENCE**

Local preference was not considered because this resolution does not include a bid or award of a construction or services contract.

## **FISCAL IMPACT**

There is no fiscal impact to the General Fund from this request. Approval and implementation of the ICT Plan will meet mandates set forth through the CARB.

### Attachments:

Resolution

Fresno ICT Plan Overview