



Memorandum For: Record

**Subject: Coos County Area Transportation
District Zero-Emission Fleet Transition Plan**

Date: 4/8/2024

Zero-Emission Fleet Transition Plan:

Per the Bipartisan Infrastructure Law, Coos County Area Transportation District (CCATD) has created a Zero-Emission Fleet Transition Plan to meet the new statutory provisions for 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)).

Agency Overview:

CCATD provides service to Coos County operating four modes of service:

- **Commingled Fixed Route:** A local commingled fixed route service covering the Bay Area which includes the Red Line - Coos Bay, Gold Line – Eastside/Englewood, the Green Line - North Bend, and the Blue Line - Charleston running twelve loops through town, every Monday through Friday, 6:30 am to 6:15 pm and Saturday 8:30 am to 4:15 pm. The fixed route may deviate to accommodate paratransit riders as directed by dispatch to accommodate peak service times.
- **CoosLift:** A paratransit door-door service offered in the Bay Area for eligible individuals meeting ADA or senior citizen criteria during the hours of operation of the Commingled Fixed Route and within $\frac{3}{4}$ mile of the Red, Gold, Green and Blue Lines.
- **CoosGo:** A demand response shared-ride service providing curb-to-curb service to the general public within the designated microtransit service zone of Bandon Monday through Friday, 8:00 am to 5:00 pm and coming soon to Coquille/Myrtle Point.
- **Express Service:** CCAT operates intercity routes connecting communities across the county and beyond including Coquille, The Bay Area, Lakeside, Myrtle Point, Powers, Reedsport, Florence and Roseburg.

The District experienced an 80% increase in rides FY22-23 (just shy 57,000) and in FY 23-24 we are on track for an additional 24% increase in rides, reaching approximately 70,500 by the end of the fiscal year.

CCATD aligns with ODOT Oregon Public Transportation Plan goals, policies and strategies, including improving mobility (Goal 1), providing accessibility and connectivity for users (Goal 2), enhancing community livability and economic vitality (Goal 3), providing equitable service (Goal 4), providing safe transportation service (Goal 6) and touching on other goals outlined in the plan.

Plan Components:

Long Term Fleet Management Plan:

The Coos County Area Transportation District's goal is to maintain an efficient and reliable fleet of vehicles appropriately sized for the services provided. The District plans

to replace vehicles as they meet or exceed their useful life, with like zero-emission vehicles (ZEV), as more cutaway options and funding opportunities are available.

CCATD staff have attended conferences and webinars to learn more about alternative fuels such as hydrogen fuel cell vehicles for public transit and planning for future transitioning of the fleet.

Table 1 outlines the timetable CCATD has developed for replacing its current fleet with zero-emission vehicles.

Bus Number	Yr. of Mfg.	FTA UL	Model	Planned Replacement	Type
401	2016	5 yr/150K	Cat D Cutaway	FY 2025-27	ZEV Cutaway
402	2016	5 yr/150K	Cat D Cutaway	FY 2025-27	ZEV Cutaway
403	2016	5 yr/150K	Cat D Cutaway	FY 2025-27	ZEV Cutaway
302	2017	5 yr/150K	Cat D Cutaway	FY 2027-29	ZEV Cutaway
216	2019	5 yr/150K	Cat D Cutaway	FY 2027-29	ZEV Cutaway
300	2019	4 yr/100K	E1 Transit 350	FY 2027-29	ZEV E1 Transit
301	2019	5 yr/150K	Cat D Cutaway	FY 2027-29	ZEV Cutaway
104	2023	5 yr/150K	Cat D Cutaway	FY 2029-31	ZEV Cutaway
304	2023	5 yr/150K	Cat D Cutaway	FY 2029-31	ZEV Cutaway
305	2023	5 yr/150K	Cat D Cutaway	FY 2029-31	ZEV Cutaway
306	2023	5 yr/150K	Cat D Cutaway	FY 2029-31	ZEV Cutaway
307	2023	5 yr/150K	Cat D Cutaway	FY 2031-33	ZEV Cutaway
308	2023	5 yr/150K	Cat D Cutaway	FY 2031-33	ZEV Cutaway
230	2024	4 yr/100K	E1 Transit 350	FY 2029-31	ZEV E1 Transit
231	2024	4 yr/100K	E1 Transit 350	FY 2031-33	ZEV E1 Transit

Bus Number	Yr. of Mfg.	FTA UL	Model	Planned Replacement	Type
232	2024	4 yr/100K	E1 Transit 350	FY 2031-33	ZEV E1 Transit
101 Replacement	2026	5 yr/150K	Cat D Cutaway	FY 2033-35	ZEV Cutaway
102 Replacement	2026	5 yr/150K	Cat D Cutaway	FY 2033-35	ZEV Cutaway

Availability Of Current and Future Resources:

CCATD will endeavor to be 100% zero-emission by 2040, if sufficient funding is available for property acquisition to accommodate secure parking, maintenance and alternative fueling infrastructure and as funding and specific vehicle replacement options are available. The District is funded primarily through federal (5311, 5310, 5339) and state (STIF) grants. In recent years, there have been increased funding opportunities at the state and federal level as well as development of new programs specifically to aid agencies in transitioning to ZEV fleet, facility planning and construction, as well as operations. This trend will need to continue in addition to the projected reduction in ZEV prices that is expected to come from economies of scale as increased quantities are purchased over time.

In addition, there will be a need to purchase new tools and parts and invest in workforce training to address the requirement of maintaining the new ZEVs.

To achieve its goals, CCATD projects it will require up to \$25 million in additional funding to cover the procurement of vehicles and fueling infrastructure over the transition period.

CCATD has identified the following sources of funding to address our funding needs:

- State Transportation Improvement Fund Discretionary Fund
- 5339 Grants for Buses and Bus Facilities Competitive Program
- 5339 Low or No Emission Program
- Other opportunities, as available (local utility, local and private grants, other state and federal grant opportunities)

Policy and Legislation Impacting Relevant Technologies:

In 2017, Governor Brown issued Executive Order 17-21. The Order directs state agencies to accelerate zero emission vehicle adoption in Oregon to reduce greenhouse gas emissions. The Oregon Department of Transportation (ODOT), the Oregon Department of Energy (ODOE), The Public Utility commission (PUC), Department of Environmental Quality (DEQ), and the Department of Administrative Services (DAS) coordinated to achieve goals outlined in the Executive Order. One of the goals identified is “providing partners with information on electric vehicle use and functionality” which has led to the creation of the Transit Electrification Guide.

This has been a valuable resource in our planning process and moving towards adopting ZEVs for our transit fleet needs.

In 2021, the Department of Environmental Quality adopted California's Advanced Clean Trucks rule, which requires manufacturers of medium- and heavy-duty vehicles to sell a certain percentage of zero emission vehicles beginning with the 2024 vehicle model year. That percentage increases over time. By transitioning its fleet to zero emission buses, CCATD will be helping to support the implementation of the Advanced Clean Trucks rule in Oregon.

The Oregon Department of Transportation is in the process of developing additional targeted investments and incentives in transit electrification and medium and heavy-duty charging infrastructure as well as technical assistance to support fleet electrification.

Evaluation Of Existing and Future Facilities Relating To The Technology:

CCATD currently has 19 vehicles and will have up to 21 in the fleet, for FY 25-27. Back in 2009, we secured a .44-acre lot at 2810 Ocean Blvd., Coos Bay, OR with ARRA 5311 funding with a 1440 sq ft metal pole building and we only had twelve vehicles. Our fleet and our services have both grown over the years and the District has outgrown our modest lot on Ocean Blvd. Drivers are forced to move their buses around the tight lot so they can park their personal vehicles in the bus spaces for the day. During peak times, mornings, and afternoons, that causes quite a log jam as drivers attempt to get their buses and personal vehicles moved around safely. Additionally, there is often no public parking available.

It will be necessary to secure additional acreage for a secure bus yard with room for fleet expansion, maintenance, alternative fueling infrastructure and staff parking. The District is currently in the planning phases with hopes to secure funding for property in FY 2024-25. The project will cover several funding cycles through June of 2028. The first phase would involve the engineering design of a Transit Center and Mobility Hub that will include permanent hydrogen fuel compression, storage, and dispensing (CSD) station. Construction will be done in phases and the CSD station would proceed as funds and hydrogen supply become available.

Partnership With Utility Or Alternative Fuel Provider:

CCATD is working with Pacific Power, Center for Transportation & the Environment, and Renewable Hydrogen Alliance to assist with the fleet transition electrification process and infrastructure needs, design and installation process through Pacific Power's Fleet Make-Ready Program and other programs as they become available.

Workforce Impacts:

The District has identified several workforce development needs during the transition planning process. Current drivers will need training on EV handling, accelerating and operation of the EV to maximize the safety, efficiency and performance. Staff will also

need additional training on the safe operation and hazards associated with the fueling process. Current staff will need to modify inspections to ensure pre and post-trip inspections are thorough and hazards associated with the new and changing technology are addressed properly. Training will be ongoing.

CCATD understands any current maintenance personnel and mechanics will need to go through additional training for proper maintenance, troubleshooting, towing and repair of EVs and implement safe work practices for fuel cell systems and other EV alternatives as well as the handling and storage of batteries. CCATD doesn't currently have a mechanic on staff but will work with existing vendors as we move forward with the fleet transition efforts.

South Coast Business (SCB) and the Southwestern Oregon Workforce Investment Board (SOWIB) have relationships with Southwestern Oregon Community College (SWOCC) to address the need for transit related programs, including training for drivers and mechanics. The District will continue discussions with SCB, SOWIB, SOCC and other partners to consider educational programs for working with zero-emission vehicles.

CCATD will monitor efforts and consider additional changes using the workforce evaluation tool ([Zero-Emission Fleet Transition Plan – Element 6: Workforce Evaluation Tool | FTA \(dot.gov\)](#)) in an ongoing basis to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.