



FLEET & FACILITIES COMMITTEE AGENDA

MEETING
of the
FLEET & FACILITIES COMMITTEE
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Tuesday, June 11, 2019
10:30 AM
John G. Britton Auditorium
550 Olive Street, Santa Barbara, CA 93101

- 1. CALL TO ORDER**
- 2. ROLL CALL OF THE COMMITTEE MEMBERS**
Dave Tabor (Chair), Bill Shelor (Director), Chuck McQuary (Director).
- 3. REPORT REGARDING POSTING OF AGENDA**
- 4. APPROVAL OF PRIOR MINUTES - (ATTACHMENT - ACTION MAY BE TAKEN)**
The Committee will be asked to approve the draft minutes for the meeting of October 18, 2018.
- 5. PUBLIC COMMENT**
Members of the public may address the Committee on items within the jurisdiction of the Committee that are not scheduled for public hearing. The time allotted per speaker will be at the discretion of the Committee Chair. If you wish to address the Committee under this item number, please complete and deliver to the MTD Board Clerk a "Request to Speak" form that includes both a description of the subject you wish to address and, if applicable, the agenda item number for which you would like to comment. Additional public comment will be allowed during each agenda item, including closed session items. Forms are available at www.sbmtd.gov and at MTD Administrative offices.
- 6. FLEET UPDATE - (INFORMATIONAL)**
Staff will provide the Committee with a fleet update.
- 7. OTHER BUSINESS AND REPORTS - (ACTION MAY BE TAKEN)**
Committee members will report on other related issues.
- 8. ADJOURNMENT**

AMERICANS WITH DISABILITIES ACT: If you need special assistance to participate in this meeting, please contact the MTD Administrative Office at 805.963.3364 at least **48 hours in advance** of the meeting to allow time for MTD to attempt a reasonable accommodation.



FLEET & FACILITIES COMMITTEE DRAFT MINUTES

**Meeting
of the
FLEET & FACILITIES COMMITTEE
of the
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
A Public Agency
Thursday, October 18, 2018
3:30 PM
John G. Britton Auditorium
550 Olive Street, Santa Barbara, CA 93101**

1. CALL TO ORDER

Committee Chair Dave Tabor called the meeting to order at 3:32 PM.

2. ROLL CALL OF THE COMMITTEE MEMBERS

Committee Chair Tabor reported that all members were present with the exception of Director Bill Shelor.

3. REPORT REGARDING POSTING OF AGENDA

Christina Perry, Administrative Assistant Lead, reported that the agenda was posted on Friday, October 12, 2018 at MTD's Administrative Office, emailed and mailed to those on the agenda list, and posted on MTD's website.

4. APPROVAL OF PRIOR MINUTES - (ATTACHMENT - ACTION MAY BE TAKEN)

The Committee was asked to approve the draft minutes for the meeting of July 12, 2018.

Director Dick Weinberg moved to approve the prior minutes. Committee Chair Tabor seconded the motion. The motion passed unanimously.

5. PUBLIC COMMENT

No public comments were made.

DIRECTOR BILL SHELOR ENTERED THE MEETING AT 3:34 PM.

6. CALIFORNIA AIR RESOURCES BOARD PROPOSED INNOVATIVE CLEAN TRANSIT REGULATION AND ZERO-EMISSION FLEET GOAL - (ACTION MAY BE TAKEN)

General Manager Jerry Estrada reviewed the California Air Resources Board (CARB) Proposed Innovative Clean Transit (ICT) Measure and the related zero-emission fleet goal request from the Community Environmental Council and Sierra Club.

Michael Chiacos, Director of Energy and Climate Programs at Community Environmental Council (CEC), and Jonathan Ullman, Chapter Director of the Los Padres Sierra Club, spoke to the benefits of setting a zero-emission fleet goal by 2030.

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Director Shelor moved to forward the 2030 zero-emission fleet goal to the full Board for consideration of adoption. Director Dick Weinberg seconded the motion. The motion passed unanimously.

7. TRANSIT CENTER PROJECT UPDATE - (INFORMATIONAL)

Ryan Gripp, Capital Projects Manager, updated the Committee on the status of the Transit Center Renovation.

8. OTHER BUSINESS AND REPORTS - (ACTION MAY BE TAKEN)

No other business was discussed.

9. ADJOURNMENT

Chair Tabor adjourned the meeting at 5:00 PM.



FLEET & FACILITIES COMMITTEE REPORT

MEETING DATE: JUNE 11, 2019 **AGENDA ITEM: #6**
DEPARTMENT: CAPITAL PROJECTS
TYPE: INFORMATIONAL ITEM
PREPARED BY: RYAN GRIPP _____
Signature
REVIEWED BY: GENERAL MANAGER _____
Signature
SUBJECT: FLEET UPDATE

DISCUSSION:

MTD’s revenue fleet is comprised of 114 low-floor transit buses with a mixture of sizes, ages, and propulsion types. Managing MTD’s bus fleet requires calculated and flexible planning. As a public agency, MTD must balance short-term fleet needs with the long-term electrification goal/mandate. This will require a mix of solutions: strategic acquisition of diesel equipment to safeguard against the unknowns of emerging battery-electric bus propulsion systems (range, reliability, and resiliency to name a few); repowering/rebuilding of existing buses to extend their useful life and defer capital-intensive new vehicle purchases; overhauling of existing buses to improve the look and comfort of the fleet; and sustained investment in electric vehicle technology.

In addition to fleet-side planning, MTD must develop a comprehensive facilities master plan to accommodate a fleet in a state of flux. The plan must provide a systematic approach for transitioning MTD’s facilities to meet future fleet needs. It also needs to ensure resiliency to ensure service needs can be met in the face of utility power losses and spikes in energy costs. Safeguards will include a series of measures like onsite renewable energy production, battery storage, and strategic partnerships with local agencies.

Implementation of the foregoing will require tremendous capital funding. MTD’s traditional funding sources will be insufficient to cover the projected costs. This will necessitate innovative approaches to cost containment and raising capital. It will also require MTD and others to educate stakeholder groups on the financial impacts of transportation electrification by sharing data and experiences.

While an immense undertaking, staff has made strides in transforming MTD’s fleet. A summary of notable actions to date are listed below:

- Currently Operated:
 - (14) 30’ battery-electric buses
 - (18) hybrid diesel-electric buses

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- Effective December 1, 2019, 100% renewable diesel used in all diesel buses
- Facilities Master Plan development is underway
 - Needed to complete Zero-Emission Bus (ZEB) Plan by July 1, 2020 as per California Air Resources Board (CARB) requirement
 - Will guide future fleet decision-making as infrastructure and electric vehicle acquisition work hand in glove
- Begun transition to battery-electric light-duty fleet
 - (14) Chevy Bolts on order
- Submitted an application to Southern California Edison’s (SCE) Charge Ready Program for the design and implementation of electrical infrastructure for the light-duty battery-electric fleet

Lastly, staff has pursued myriad funding opportunities like: FTA discretionary grants for vehicle acquisitions; CARB’s Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) funds to reduce the cost of electric buses; SCE grants for electrical infrastructure and charger rebates; and others.

Current Revenue Fleet Composition

- Bus Size:

Length	Quantity	Percent of Fleet
60’ Buses	3	3%
40’ Buses	83	73%
30’ Buses	14	12%
29’ Buses	14	12%

- Bus Age:

Age	Quantity	Percent of Fleet
1-4	32	28%
5-8	30	26%
9-12	11	10%
13-16	41	36%

- Bus Useful Life:

Useful Life	Quantity	Percent of Fleet
Within Useful Life	62	54%
At Useful Life	8	7%
Beyond Useful Life	44	39%

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- Bus Propulsion Type:

Propulsion Type	Quantity	Percent of Fleet
Diesel	82	72%
Hybrid	18	16%
Battery Electric	14	12%

Based upon the preceding charts, almost half of the fleet is at or beyond its useful life and the majority of the buses are diesel-powered. Transitioning MTD’s current buses to a more modern, zero-emission fleet by 2030 will require bold and decisive action.

Fleet Transition

Immediate Action (years 1-3):

Bus			Replace	Replace	Rebuild	Estimated
Year	Length	Qty	Battery	Diesel	Diesel	Cost
2003	40'	17	4	0	13	\$6,998,224
2004	40'	13	12	0	1	\$13,394,672
2004	29'	8	0	8	0	\$4,440,000
2006	29'	3	0	3	0	\$1,665,000
41			16	11	14	\$26,497,896

Staff is proposing a significant and immediate effort toward renewing and electrifying the fleet, which involves an aggressive replacement schedule, rebuilding a portion of the buses to extend their life, and overhauling the remainder of vehicles in the fleet to create a renewed and uniform look. The portion of the proposed effort related to vehicle replacements and rebuilds is broken down in the preceding chart. Of the 41 buses targeted (all are well beyond their useful life), staff proposes replacing 16 40’ diesel buses with 16 new 40’ battery-electric buses; replacing 11 29’ diesel buses with 11 new 30’ diesel buses; and rebuilding 14 40’ diesel buses with new diesel propulsion systems.

The proposed plan seeks to balance costs and vehicle technologies to ensure a sustainable approach to MTD’s transportation electrification goals. While acquisition of new diesel buses and diesel rebuilds for a handful of existing diesel buses seems antithetical to that end, it serves as an important stopgap in MTD’s transition to an electrified fleet. Such action maintains a healthy mix of mature vehicle technologies with those that are rapidly evolving to ensure service reliability. The new 30’ diesel buses would also become much better candidates for an electric repower (an effort that is still in the early stages of implementation) than the current fleet of 29’ diesel buses because the existing 29’ vehicles are not in suitable condition for an extension of their useful life. Furthermore, the useful life of the new 30’ diesel buses and repowered 40’ diesel buses would sunset prior to 2030, the Board’s goal for a fully electrified fleet.

The estimated cost of replacing and rebuilding vehicles in accordance with the above chart is \$26,497,896. The estimated cost for overhauling the remainder of the fleet (excludes recent 10 40’ Gillig build and 14 30’ BYD build), which includes new paint; decals; flooring; seating; windows; etc., is \$1,915,900. That brings the total cost of this immediate effort in support of MTD’s fleet transition to \$28,413,796.

FLEET & FACILITIES COMMITTEE REPORT

Funding for four of the 40' battery-electric buses has already been secured and is earmarked in the capital budget. To cover a portion of the remaining need, MTD submitted an application to the FTA for approximately \$6.2 million in FY 2019 Section 5339(c) Low or No Emission Vehicle Program (Low-No) funds, with nearly \$2.7 million in state and local matching funds. The application is a partnership with Gillig and ChargePoint to purchase 8 40' battery-electric buses and the associated chargers. In addition, staff is currently preparing another FTA application for funds from the FY 2019 Section 5339(b) Buses and Bus Facilities Program for an additional 8 40' battery-electric buses and 11 30' renewable diesel buses. The application would comprise \$12.7 in federal funds, with a local match of \$2.3 million. Both applications are scalable to fewer buses to provide MTD with the best chance for an award. Staff is proposing the funding for bus overhauls come from MTD's capital budget.

Throughout the next year, staff will be developing the aforementioned CARB-mandated ZEB Plan, due by July 1, 2020. The plan will provide a framework for MTD's path to electrifying the fleet. It will include a vehicle acquisition schedule, workforce training resources for electric vehicle maintenance and operation, and a detailed electric vehicle infrastructure plan. Much of the foregoing will be developed from, and informed by, the Facilities Master Plan. Staff will keep the Facilities Master Plan Ad Hoc Committee apprised of progress on that effort and will keep the Fleet & Facilities Committee informed about the overarching ZEB Plan.