

**To:** Board of Directors

**Date:** 10/11/2018

**From:** Rick Ramacier  
General Manager

---

**SUBJECT: California Air Resources Board (CARB) Public Hearing to Consider the Proposed Innovative Clean Transit Regulation.**

---

### **Background**

On Friday, September 28, 2018, the California Air Resources Board (CARB) held a public hearing on the proposed Innovative Clean Transit (ICT) Regulation. This proposed regulation will impose a mandate for public transit systems to purchase zero emission buses (ZEB) - battery electric or fuel cell powered - as early as 2023 with a target of having the entire public transit bus fleet be zero emission based by 2040.

At the hearing, the California Transit Association (CTA) and the California Association of Coordinated Transportation (CalACT) took the lead as a number of public transit systems (including County Connection) made comments on the proposal. While commenters thanked CARB staff for a great deal of hard work on making the proposed regulation more workable for all, a few outstanding concerns were repeatedly mentioned by commenters.

These concerns include the idea of benchmarking the regulation. In short, the public transit operators would like to see the performance and costs of ZEBs and their related infrastructure meet assertions that ZEBs will perform as well as advocates for the regulation, claim they will. That is, the regulation should benchmark expected performance and have the ability to pause the regulation should key benchmarks not be met.

Other concerns related to being able to use CARB incentive funding in a manner that is consistent with each transit agencies normal bus replacement schedule, and delaying the implementation of zero emission cutaway paratransit vehicles (smaller specialized vehicles that primarily serve frail seniors and people with disabilities).

The CARB board expressed general support for the transit operators interest in improving the proposed regulation while maintaining a strong sentiment that CARB staff should move forward with due speed to get a final proposed regulation back to the CARB board no later than January 2019.

### **Action Requested**

No action is requested.