

ACCESS SERVICES
LOS ANGELES COUNTY

ZERO-EMISSION BUS ROLLOUT PLAN

NOVEMBER 2023

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Document Purpose

This report is written as a requirement of Title 13 of the California Code of Regulations (CCR) sections 2023 and 2023.1-2023.11 pursuant to rules by the California Air Resources Board (CARB) that all public transit agencies are to gradually transition their bus fleets to zero-emission technologies.

The document that follows is the required Zero-Emission Bus Rollout Plan for Access Services.

Section A. Transit Agency Information

Agency Overview

Access Services is a state mandated local public agency created by Los Angeles County's public transit agencies to administer and manage the delivery of complementary Americans with Disabilities Act (ADA) paratransit service and to coordinate human service transportation agencies as the Consolidated Transportation Services Agency (CTSA). Currently there are forty-six (46) public transit operators serving Los Angeles County that are the member agencies and formal stakeholders of Access Services. The members are listed under **Appendix A**. Access Services is a public agency within the meanings of the California Fair Political Practices Act and the California Open Meetings and Records Act (Brown Act).

Access Services is governed by a nine-member Board of Directors with directors appointed by the following organizations:

- The County of Los Angeles Board of Supervisors
- City Selection Committee’s Corridor Transportation Representatives
- Office of the Mayor of the City of Los Angeles
- Governing boards of the municipal fixed-route operators
- Governing boards of the local fixed-route operators
- Los Angeles County Commission on Disabilities
- Los Angeles County Independent Living Centers
- Los Angeles Metro staff
- Local fixed-route operators and municipal fixed-route operators (rotating appointment)

The Board has created two advisory committees, the Community Advisory Committee (CAC) and Transportation Professionals Advisory Committee (TPAC). Both CAC and TPAC have fifteen (15) voting members. The Chairperson positions of CAC and TPAC serve as ex-officio members of the Board of Directors.

Access Services executive management team is comprised of an Executive Director, Deputy Executive Director, Chief Operations Officer, and the directors or managers of the following departments: Administration, Customer Relations, Eligibility, Finance, Fleet Design, Information Technology, Government Affairs and Outreach, Operations, Planning, Procurement and Contract Administration, and Training and Development.

Paratransit dispatch and transportation operations duties are performed by several contractors (service providers) and eligibility determination services are provided by one contractor. Access Services staff manage the paratransit and eligibility contracts.

Access Services’ Los Angeles County overall service area is divided into six (6) regions. For each region, Access contracts with different contractor service providers to provide transportation, reservation, dispatch services. A map of the different regions is included in **Appendix B**.

Rollout Plan Questions:

Section A. Transit Agency Information

1. Transit agency’s name (required)

Access Services

2. Mailing address (number, street, city, county Zip code) (optional)
P.O. Box 5728
El Monte, CA 91734-1728
Los Angeles County

3. Name of transit agency's air district(s) (optional)
Antelope Valley AQMD and
South Coast AQMD

4. Name of transit agency's air basin(s) (optional)
South Coast and
Mojave Desert (north Los Angeles County)

5. Total number of buses (with gross vehicle weight rating [GVWR] over 14,000 lbs.) in Annual Maximum Service (optional)
(Note: this excludes demand response vehicles)
Access has a total of 48 cutaway vehicles that meet the 14,000 GVWR weight rating.

During annual maximum service for FY 2023 77.1% of these vehicles were in operation or 37 of the 48 cutaway vehicles.

Vehicle distribution by Access region and facility ownership description

Antelope Valley region -

Facilities - Contractor owned/leased - At this time Access is preparing to develop a property that will become a future Access-owned operations facility for this region (estimated completion 2025).

Vehicles - 24 cutaways are operated by this contractor.

Santa Clarita region -

Facilities - contractor owned/leased.

Vehicles - 9 Access-owned cutaways are operated by this contractor.

Northern (San Fernando Valley) region -

Facilities - contractor owned/leased.

Vehicles - 4 cutaways are operated by this contractor.

Eastern (San Gabriel Valley) region -

Facilities - contractor owned/leased.

Vehicles - No (0) cutaways are operated by this contractor.

West/Central region -

Facilities - contractor owned/leased.

Vehicles - No (0) cutaways are operated by this contractor.

Southern region -

Facilities - contractor owned/leased.

Vehicles - 11 cutaways are operated by this contractor.

6. Population of the urbanized area a transit agency is serving as last published by the Census Bureau before December 31, 2017 (optional)

Los Angeles County population: 10,014,009 (as of 2020 Census)

7. Contact information of the Executive Director

a. Name: Andre Colaiace

b. Title: Executive Director

c. Phone Number: 213-270-6000

d. Email Address: colaiace@accessla.org

8. Is your transit agency part of a Joint Group?

No

Section B. Rollout Plan General Information

Access Services General Vehicle Information

Access Services provides ADA paratransit services throughout Los Angeles County using a fleet of primarily wheelchair accessible minivan or van vehicles. Access does operate some cutaway vehicles. As of the time of the writing of this report, Access owns forty-eight (48) cutaway vehicles that are operated by Access' contractors in paratransit service. These vehicles meet the gross weight limits pertaining to the CARB Zero-Emission Bus Rollout Plan (14,000 lbs.).

Access has approved guidelines for the retirement and replacement of vehicles used in paratransit operations. According to Access' Transit Asset Management Plan (2022-2025) and Fleet Maintenance Plan (June 2022), Access vehicles (including cutaway vehicles) are to be retired after four (4) years or 250,000 miles.

Rollout Plan Questions:

Section B. Rollout Plan General Information

1. Does your transit agency's Rollout Plan have a goal of full transition to zero-emission technologies by 2040 that avoids early retirement of conventional transit buses (13 CCR sec. 2023.1(d)(1)(A))? (Yes/No) (required)

Any ZEB vehicles purchased by Access would not lead to the early retirement of previously purchased conventionally fueled paratransit vehicles. Access does not operate traditional transit buses, but its fleet is made up of primarily minivan, sedan, van, and cutaway vehicles.

Per Access' policy - and consistent with Federal guidance - Access vehicles are retired after reaching 250,000 miles or four (4) years, whichever comes first. Any gasoline-fueled, or non-ZEB vehicles purchased prior to or during 2029, will have been retired before 2040.

2. The ICT regulation requires 100% ZEB purchase in 2029. Conventional transit buses that are purchased in 2028 could be delivered in or after 2029. Please explain how your transit agency plans to avoid potential early retirement of conventional buses in order to meet the 2040 goal. (optional)

This does not apply to Access Services. Any vehicles acquired before or in 2029 would be subject to Access' policy of useful life for paratransit vehicles. Vehicles are retired after reaching 250,000 miles or after 4 years of service. Any vehicles purchased and/or received by 2029 would be retired before the 2040 goal eleven (11) years later.

3. When did your transit agency's Board of Directors approve the Rollout Plan?
 - a. Rollout Plan's approval date (MM/DD/YYYY) (optional)
Access Board of Directors meeting Monday, October 23, 2023 (10/23/2023)
 - b. Resolution number (optional)
 - c. Is a copy of the Board approved resolution attached to the Rollout Plan submitted to CARB (13 CCR sec. 2023 1(d)(2))? (Yes/No) (required)
October 2023 Board of Directors meeting minutes will be included as an attachment to this ZEB Rollout Plan once those minutes are approved at their December 2023 meeting.
4. Please provide contact information for CARB to follow up on details of the Rollout Plan, if needed (optional)
 - a. Contact name (first and last name) **Eric Haack**
 - b. Title **Strategic Planner**
 - c. Phone number **(213) 270-6000**
 - d. Email **haack@accessla.org**
5. Who has created the Rollout Plan? **Access Services (in house development)** (my transit agency/a consultant) (optional)
6. What was the cost for the creation of the Rollout Plan? **N/A**(optional)
7. How many person-hours did it take to create the Rollout Plan? (optional)
Production of the ZEB Rollout Plan to get it to the point where it could be reviewed by Access' Board of Directors, took approximately 300 to 500 person-hours to produce, including personnel across Access' Fleet Department, Planning Department, and Executive Management.

Section C. Technology Portfolio

Vehicle Fuel-types Employed by Access

As of the writing of this ZEB Rollout Plan, the majority of Access' paratransit vehicles are fueled with conventional gasoline. Approximately 15% (or 142) of Access' vehicles use Compressed Natural Gas (CNG) fuel. All of Access' cutaway vehicles that are at or exceed 14,000 lbs. are fueled with conventional gasoline.

Access is currently working with vehicle manufacturers as Zero-Emission Vehicle concepts are designed for paratransit service. At present, there are not Zero-Emission vehicles that Access can procure for its service. There are no Zero-Emission vehicles that meet Buy America, Altoona testing, or Access' own range and reliability requirements that could provide the same service that Access' 14,000 lbs. cutaways perform.

Access' Commitment to Adopting Technology that Benefits the Environment

Throughout Access' history, the agency has been at the forefront of introducing new innovations in the area of paratransit vehicle design. Many of these innovations have been designed to be more environmentally friendly.

Introduction of Dodge Caravan minivans to paratransit service

Access worked with vehicle manufacturers to redesign the existing Dodge Caravan minivan for paratransit service. To make this vehicle more suitable for paratransit service, the vehicle floor had to be cut out and replaced with a lower floor, to permit a wheelchair accessible low-rise ramp.

Eventually, the Dodge Caravan minivan became Access' main vehicle for paratransit service across Los Angeles County.

A significant benefit of transitioning from cutaway vehicles, which were more common in paratransit at the time, was that the Dodge Caravan minivans

burned considerably less fuel than other vehicles used elsewhere for paratransit service. Dodge Caravans consumed fuel at a rate of 16 miles per gallon, while other paratransit cutaway vehicles consumed fuel at a rate of 5 miles per gallon.

Introducing Compressed Natural Gas (CNG) and the MV-1 van

In 2012, Access staff worked with vehicle manufacturers to contribute to design work on the MV-1. The MV-1 would be a unique van designed - without modification - to be wheelchair accessible and capable of performing paratransit service.

In addition to being an innovative vehicle design, the MV-1 could be designed to be fueled using conventional-gasoline or Compressed Natural Gas (CNG). Access seized upon this opportunity to utilize a cleaner-burning fuel for its service and ordered a number of CNG-fueled MV-1 vans. Access became one of the country's first paratransit systems to adopt CNG-fueled vehicles for its service.

Deployment of an Electric Vehicle Pilot Program (FY 2024)

Access is continuing its efforts to reduce its carbon emissions footprint with the intended launch of its own Battery Electric Vehicle Pilot Program in the current fiscal year (FY 2024). Access has been working with the designers of the Ram ProMaster to introduce an electric version of this vehicle and will be launching its own pilot program to determine if these vehicles will be able to meet Access' own range and reliability requirements.

Access has already introduced a relatively small number of Ram ProMasters into its fleet for paratransit service, although the vehicles currently in use are either fueled with conventional gasoline or Compressed Natural Gas (CNG).

As mentioned elsewhere in this report, there are currently no zero-emission vehicles that may replace Access' existing larger cutaway vehicles that exceed 14,000 lbs. This is because there are no available vehicles of that size that meet Buy America, Altoona testing, and Access' range and reliability requirements.

The battery-electric Ram ProMaster, if successful will be able to replace Access' cutaway vehicles that are lighter than the 14,000 lbs. These Ram ProMasters could replace Access' smaller category of cutaway vehicles (Class A cutaways).

In FY 2024, Access is anticipating delivery of three (3) electric Ram ProMasters that will be deployed to at least two of Access' six service regions. During the Pilot Program period, the vehicles will be operated in normal service to study if these vehicles will be capable of meeting' Access' range and reliability requirements.

At present, some electric Ram ProMasters have been introduced at least one local community Dial-a-Ride system. In this community, these vehicles have been able to operate between 160 and 190 miles on a single charge. Access will be using the data gathered from the Electric Vehicle Pilot Program to determine if its own electric Ram ProMasters can successfully operate on a single charge in its larger service area.

It is hoped that with a successful electric vehicle pilot program, Access will be able to introduce more electric vehicles into its fleet, replacing a number of its minivan and van vehicles with alternatives that will be better for the environment.

Rollout Plan Questions:

Section C. Technology Portfolio

1. What type(s) of zero-emission bus technologies (e.g., battery electric and fuel cell electric buses) does your transit agency plan to deploy through 2040?

At the time of the writing of this ZEB Rollout Plan, Access does not prefer one technology path over another. Unfortunately, as of 2023, there are no Zero-Emission vehicles that Access could procure that would meet Federal requirements of Buy America and Altoona testing as well as meeting Access' own range and reliability requirements for its larger cutaway vehicles.

Access continually works with vehicle manufacturers to develop vehicles that can meet the needs of systems providing paratransit service for the

disability community. It is Access' intent to continue to work with vehicle manufacturers as Zero-Emission technology develops and expands more into the types of vehicle fleets that Access operates.

Access hopes to be a leader in the introduction of Zero-Emission vehicle technology for paratransit services in southern California. At this time, unfortunately without any type of vehicle that is available for Access to procure, Access cannot say what fleet-type our agency intends to deploy.

Section D. Current Bus Fleet Composition and Future Bus Purchases

Access Vehicle Composition, Distribution, and Projected Future Procurement

As mentioned earlier in Section A, Access provides ADA paratransit services throughout our Los Angeles County service area. As shown in **Attachment B** Access' service area is divided into six separate regions.

The majority of vehicles utilized by Access are minivans or vans and much smaller than the 14,000 lbs. GVWR cutaway vehicles, but Access does operate 48 cutaway vehicles that are at or above 14,000 lbs. across its service area.

The largest concentration of cutaway vehicles that are at or above 14,000 lbs. are assigned to the northern part of Los Angeles County, the Antelope Valley region (24 vehicles). Remaining vehicles are in Access' Southern region (11 vehicles), Santa Clarita region (9 vehicles) and Northern region (4 vehicles). There are no vehicles at or above 14,000 lbs. operated by contractors in either Access' Eastern or West/Central regions.

All vehicles are housed and dispatched from service areas owned or leased by Access' contractors.

Also mentioned earlier, Access vehicles are scheduled for replacement when they reach 250,000 miles or four (4) years of service. In FY 2024, Access is intending to purchase fourteen (14) vehicles to replace cutaway vehicles that are scheduled for replacement.

Rollout Plan Questions:

Section D. Current Bus Fleet Composition and Future Bus Purchases

1. Please complete **Table 1** with information on each individual bus in your current bus fleet. Please identify the fuel type of each individual conventional bus as diesel, compressed natural gas (CNG), liquefied natural gas (LNG), diesel hybrid (dHEB), gasoline hybrid (gHEB), propane, or gasoline. For zero-emission technologies, identify the fuel type as hydrogen or electricity and indicate which charging technology (depot, wireless, and/or on-route) will be used. Bus types include standard, articulated, over-the-road, double decker,

and cutaway buses. For ease of use, you can group the bus information based on the parameter that makes the most sense for your transit agency.

See attached Table 1.

2. Please complete **Table 2** regarding expected future bus purchases, including the number of buses in total expected to be purchased or leased in the year of purchase. Identify the number and percentage of zero-emission buses of the total bus purchases each year, as well as the bus types and fuel types. Identify the same type of information for purchases of conventional buses. Bus types include standard, articulated, over-the-road, double decker, and cutaway buses. For zero-emission technologies, please identify the fuel type as hydrogen or electricity indicate which charging technology (depot, wireless, and/or on-route). For conventional technologies, identify the fuel type as diesel, compressed natural gas (CNG), liquefied natural gas (LNG), diesel hybrid (dHEB), gasoline hybrid (gHEB), propane or gasoline.

See attached Table 2.

3. Following the same bus purchase schedule as identified in Table **2**, please identify in Table **3** the required operational range your future zero-emission buses should have to be able to serve your fleet. Please provide the estimated cost of each bus with that required operational range.

See attached, Table 3.

4. Is your transit agency considering converting some of the conventional buses in service to zero-emission buses? (Yes/No)

No, Access will not be converting existing cutaway paratransit vehicles to zero-emission vehicles.

- a. If yes, please complete Table 4a with your transit agency's schedule to convert the conventional buses to zero-emission technologies.
- b. Please identify the estimated cost of converting each bus, the required battery capacity or on-board hydrogen storage, and the estimated range in Table 4b.

**TABLE 1
INDIVIDUAL BUS INFORMATION OF CURRENT BUS FLEET**

Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type	GVWR (lbs)	Access Vehicle ID	Vehicle -V.I.N.	Site Location
1	2011	2011	Gasoline	Cutaway	14500	211063	1FDFE4FS5BDA63209	Global Paratransit
1	2011	2011	Gasoline	Cutaway	14500	211064	1FDFE4FS3BDA80011	Global Paratransit
1	2012	2012	Gasoline	Cutaway	14500	212073	1FDFE4FS4CDA26816	MV Transportation
1	2014	2014	Gasoline	Cutaway	14500	213081	1FDFE4FS2EDA05661	Global Paratransit
1	2014	2014	Gasoline	Cutaway	14500	213082	1FDFE4FS4EDA05662	Global Paratransit
1	2014	2014	Gasoline	Cutaway	14500	213083	1FDFE4FS6EDA05663	Global Paratransit
1	2014	2014	Gasoline	Cutaway	14500	214084	1FDFE4FS6EDA99088	MV Transportation
1	2014	2014	Gasoline	Cutaway	14500	214087	1FDFE4FS1EDB10210	Global Paratransit
1	2015	2015	Gasoline	Cutaway	14500	215092	1FDFE4FS9FDA16285	Santa Clarita Transit
1	2015	2015	Gasoline	Cutaway	14500	215096	1FDFE4FS2FDA16287	MV Transportation
1	2015	2015	Gasoline	Cutaway	14500	215098	1FDFE4FS7FDA17483	Global Paratransit
1	2015	2015	Gasoline	Cutaway	14500	215099	1FDFE4FS9FDA17484	Global Paratransit
1	2015	2015	Gasoline	Cutaway	14500	315011	1FDFE4FSXFDA15811	First Transit
1	2016	2016	Gasoline	Cutaway	14500	216107	1FDFE4FS3GDC51413	Santa Clarita Transit
1	2016	2016	Gasoline	Cutaway	14500	216108	1FDFE4FS9GDC51416	Santa Clarita Transit
1	2016	2016	Gasoline	Cutaway	14500	316013	1FDFE4FS9GDC50511	Santa Clarita Transit
1	2016	2016	Gasoline	Cutaway	14500	316014	1FDFE4FS9GDC50517	Santa Clarita Transit
1	2016	2016	Gasoline	Cutaway	14500	316015	1FDFE4FS2GDC51399	Santa Clarita Transit
1	2016	2016	Gasoline	Cutaway	14500	316017	1FDFE4FS2GDC51404	First Transit
1	2018	2018	Gasoline	Cutaway	14500	218109	1FDFE4FS5JDC16590	First Transit
1	2018	2018	Gasoline	Cutaway	14500	218110	1FDFE4FS7JDC16591	First Transit
1	2018	2018	Gasoline	Cutaway	14500	218111	1FDFE4FS9JDC16592	First Transit
1	2018	2018	Gasoline	Cutaway	14500	218112	1FDFE4FSXJDC18660	First Transit
1	2018	2018	Gasoline	Cutaway	14500	317018	1FDFE4FS0HDC67165	First Transit
1	2019	2019	Gasoline	Cutaway	14500	219113	1FDFE4FS3KDC39121	First Transit
1	2019	2019	Gasoline	Cutaway	14500	219114	1FDFE4FS8KDC39122	First Transit
1	2019	2019	Gasoline	Cutaway	14500	219115	1FDFE4FS8KDC39123	First Transit
1	2019	2019	Gasoline	Cutaway	14500	219116	1FDFE4FS1KDC39124	Santa Clarita Transit
1	2019	2019	Gasoline	Cutaway	14500	219117	1FDFE4FS3KDC39125	Santa Clarita Transit
1	2019	2019	Gasoline	Cutaway	14500	319019	1FDFE4FS5KDC39126	First Transit
1	2019	2019	Gasoline	Cutaway	14500	319020	1FDFE4FS7KDC39127	First Transit
1	2019	2019	Gasoline	Cutaway	14500	319021	1FDFE4FS9KDC39128	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222118	1FDFE4FN3NDC42489	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222119	1FDFE4FN8NDC43718	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222120	1FDFE4FN8NDC42603	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222121	1FDFE4FN5NDC42624	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222122	1FDFE4FN5NDC43692	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222123	1FDFE4FN0NDC42658	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222124	1FDFE4FN3NDC42671	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222125	1FDFE4FN3NDC42654	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222126	1FDFE4FN1NDC43639	First Transit
1	2022	2022	Gasoline	Cutaway	14500	222127	1FDFE4FN2NDC43617	Global Paratransit
1	2022	2022	Gasoline	Cutaway	14500	222128	1FDFE4FN9NDC42612	Global Paratransit
1	2022	2022	Gasoline	Cutaway	14500	222129	1FDFE4FN8NDC42648	Global Paratransit
1	2022	2022	Gasoline	Cutaway	14500	222130	1FDFE4FN0NDC42613	Santa Clarita Transit
1	2022	2022	Gasoline	Cutaway	14500	222131	1FDFE4FN8NDC43699	MV Transportation
1	2023	2023	Gasoline	Cutaway	14500	323022	1FDFE4FN9PDD38341	First Transit
1	2023	2023	Gasoline	Cutaway	14500	323023	1FDFE4FN0PDD38342	First Transit

TABLE 2

FUTURE BUS PURCHASES

Timeline (Year)	Total Number of Buses to Purchase*	Number of ZEB Purchases**	Percentage of Annual ZEB Purchases**	ZEB Bus Type(s)***	ZEB Fuel Type(s)***	Number of Conv. Bus Purchases**	Percentage of Annual Conv. Bus Purchases**	Type(s) of Conventional Buses	Fuel Type(s) of Conventional Buses
2023	14					14	100%	Cutaway	Gasoline
2024	18					18	100%	Cutaway	Gasoline
2025	0					0	0%	Cutaway	Gasoline
2026	14	4	25%	Unknown	Unknown	10	75%	Cutaway	Gasoline
2027	2	0	25%	Unknown	Unknown	2	75%	Cutaway	Gasoline
2028	14	4	25%	Unknown	Unknown	10	75%	Cutaway	Gasoline
2029	18	18	100%	Unknown	Unknown	0	0%	Cutaway	Gasoline
2030	0	0	100%	Unknown	Unknown	0	0%	Cutaway	Gasoline

- * 2024 number of vehicles to purchase estimated based on number of existing vehicles to be 4 years old (pre-2020) and eligible for Access vehicle retirement.
- * 2025 number of vehicles to purchase estimated based on number of existing vehicles to be 4 years old (pre-2021) and eligible for Access vehicle retirement.
- * 2026 number of vehicles to purchase estimated based on number of existing vehicles to be 4 years old (pre-2022) and eligible for Access vehicle retirement.
- * 2027 number of vehicles to purchase estimated based on number of existing vehicles to be 4 years old (pre-2023) and eligible for Access vehicle retirement.
- * 2028 and later number of vehicles to purchase estimate based on number of existing vehicles to be 4 years old and eligible for Access vehicle retirement.
- ** Per CARB ZEB Guidance, starting in 2026, 25% of Access' vehicle purchases for cutaways exceeding 14,000 lbs. should be Zero-Emission Vehicles. If vehicles, infrastructure, and property are available, these will be numbers Access will seek.
- *** Due to major challenges described in Section I of the ZEB Rollout Plan, Access does not know what bus type or fuel type may be available for purchase and/or deployment.

TABLE 3

RANGE AND ESTIMATED COSTS OF FUTURE ZEB PURCHASES

Timeline (Year)	Number of ZEBs*	Bus Type(s)	Required Battery Electric Bus Range / On-Board H ₂ Storage	Estimated Cost of Each Bus
2023	0	Cutaway	33,043 mi./veh./yr.	
2024	0	Cutaway	33,043 mi./veh./yr.	
2025	0	Cutaway	33,043 mi./veh./yr.	
2026	4	Cutaway	33,043 mi./veh./yr.	
2027	0	Cutaway	33,043 mi./veh./yr.	
2028	4	Cutaway	33,043 mi./veh./yr.	
2029	18	Cutaway	33,043 mi./veh./yr.	
2030	0	Cutaway	33,043 mi./veh./yr.	

* Proposed ZEB vehicle purchases based on estimates of total projected cutaway purchases (see Table 2). At this time there are no ZEB vehicles are available for purchase that can reliably perform the workload that Access' existing conventional fueled vehicles are performing.

TABLE 4a
SCHEDULE OF CONVERTING CONVENTIONAL BUSES TO ZERO-EMISSION BUSES (REQUIRED)

Timeline (Year)	Number of Buses	Bus Type(s)	Removed Propulsion System	New Propulsion System
NOTE: Access does not plan to convert any existing paratransit vehicles to Zero-Emission systems.				

Section E. Facilities and Infrastructure Modifications

Access Facilities and Existing Infrastructure

Access contracts with service providers for each of Access' six Los Angeles County-based regions. The service providers handle trip reservations, dispatch vehicles, and employ vehicle drivers who perform paratransit transportation.

The individual service providers own or lease their own facilities. As of the time of this Plan's writing, Access does not own any facilities used for housing or dispatching vehicles.

Most of the service provider-owned properties have space to park Access vehicles and also have vehicle repair facilities on-site. Some service providers have also installed fueling infrastructure for conventional gasoline-fueled vehicles. These features are installed and maintained by the service provider and not built at the direction of Access.

Access has explored the option of purchasing property which could be used for service providers to manage their region's paratransit operations. As of the time of the writing of this Plan, Access has been able to secure property for a future facility in the Antelope Valley region. Due to limited availability and very high property costs, Access does not have set timetables for when it may be able to secure properties for any of its other service providers.

A reason why Access would like to own the properties where its service providers manage paratransit service is because Access could explore the opportunities of introducing new on-site improvements, including installing Zero-Emission fueling technologies.

Currently, Access has very limited ability to install any zero-emission fueling infrastructure at any of its service provider sites.

Additionally, Access would prefer not to install any large infrastructure on one or more of its service provider properties. This is due to the fact that Access is intending to purchase its own facilities and when Access does move its service provider's

operations to the new Access-owned facility (or if Access contracts with a different service provider than the one currently owning/leasing its own facility), any zero-emission vehicle fueling infrastructure would likely need to be removed and/or abandoned.

Lastly, a final barrier for Access with respect to new zero-emission infrastructure, is there are currently no available zero-emission paratransit vehicles that could replace Access' existing vehicles that meet Buy America, Altoona testing and Access' own range and reliability requirements.. This barrier prevents Access from committing to any fueling/charging infrastructure.

Access does continue to work with paratransit vehicle manufacturers and is hopeful that it will be able to introduce zero-emission vehicles into its service.

Rollout Plan Questions:

Section E. Facilities and Infrastructure Modifications

1. Please complete **Table 5** with names, locations, and main functions of transit agency divisions or facilities that would be involved in deploying and maintaining zero-emission buses. Please limit the facilities to bus yards and facilities with maintenance, fueling, and charging functions, and exclude other operational functions like training centers, information and trip planning offices, and administrative buildings. Please identify which facility(ies) require construction, infrastructure modifications, or upgrades to support your transit agency's long-term transition to zero-emission technologies and the estimated timeline for such an upgrade. Please also specify the type(s) of infrastructure planned in each division or facility and provide their service capacities (e.g., on-route high-power charging system) (13 CCR sec. 2023 1 (d)(1)(C)).

Please see Table 5.

Note: Although none of the existing paratransit service facilities has zero-emission fueling/charging technology, Access has limited opportunity to install such technology at service provider properties. The properties are not owned by Access Services, but instead owned or leased by the individual private service providers and Access has limited ability to compel construction. Additionally, Access has no guarantee that any of the existing service providers will remain in a contractual relationship

with Access and if the existing service providers end their contractual relationship with Access, any infrastructure already installed on a service provider's premises may have to be abandoned or destroyed.

2. Regarding the information provided in Table 5, please explain the types of necessary upgrades or infrastructure modification each facility or division needs to support your transit agency's long-term transition to ZEB. Please also provide the specification of each infrastructure in the related facility or division before and after the upgrades or modifications.

There are currently no Zero-Emission paratransit vehicles that are available for purchase as any that may exist do not meet Buy America, Altoona testing, or Access' own range and reliability requirements. At this time, it is unclear what vehicle - and thus what fueling/charging infrastructure - may be available for Access to test and procure in the future.

Additionally, as mentioned above, Access does not own any of the facilities used for paratransit operations by any of its six service providers. Not having control over the property would limit what kinds of infrastructure may be installed on any site.

3. Do you expect to make any modification to your bus parking arrangements? Explain the modifications and why they are needed?
As per the above answers, it is unclear what impacts new Zero-emission infrastructure would existing service provider properties or future Access-owned facilities.
4. Do you expect to need additional parking spaces for completing the transition to zero-emission technologies? Explain why.
As per the above answers, it is unclear what impacts new Zero-emission infrastructure would existing service provider properties or future Access-owned facilities.
5. In Table 6, please identify the propulsion system (e.g., diesel, CNG, battery electric, fuel cell) of all buses that will be dispatched from the facilities identified in Table 5. Are any of these facilities located in NOx-exempt areas?
Access does not operate in any of California's NOx-exempt areas. Also, as stated above, Access has very limited ability to install zero-emission fueling/charging infrastructure.

6. Please identify the electric utilities in your transit agency's service area.
- There are two electric utility providers in Access' Los Angeles County-based service area. 1) Los Angeles Department of Water and Power, and 2) Southern California Edison.**

**TABLE 5
FACILITIES INFORMATION AND CONSTRUCTION TIMELINE (REQUIRED)**

Division / Facility Name	Address	Property Ownership/Leaseholder Status	Main Function(s)	Type(s) of Infrastructure	Service Capacity (Total Vehicles)	Service Capacity (14,000 lbs. cutaways)	Needs Upgrade? (Yes/No)	Estimated Construction Timeline
Antelope Valley	660 West Avenue L, Lancaster, CA 93536	Property owned/leased by contracted service provider	Maintenance and Fueling	Repair Facility and Unleaded Fueling Station	50	24	Yes	N/A
Santa Clarita Transit	28250 Constellation Road, Santa Clarita, CA 91355	Property owned/leased by contracted service provider	Maintenance and Fueling	Repair Facility and Unleaded Fueling Station	24	9	Yes	N/A
MV Transit (SFV)	16738 Stagg Street, Van Nuys, CA 91406	Property owned/leased by contracted service provider	Maintenance and Fueling	Repair Facility and Unleaded Fueling Station	127	4	Yes	N/A
MV Transit (SFV) (Raymer St.)	14600 Raymer Street, Van Nuys, CA 91405	Property owned/leased by contracted service provider	Vehicle Storage	Vehicle Storage Yard	30	0	Yes	N/A
San Gabriel Transit (SGT)	3650 Rockwell Avenue, El Monte, CA 91731	Property owned/leased by contracted service provider	Maintenance	Repair Facility	180	0	Yes	N/A
California Transit, Inc. (CTI)	1900 Alameda Street, Vernon, CA 90058	Property owned/leased by contracted service provider	Maintenance	Repair Facility	130	0	Yes	N/A
Global Paratransit, Inc. (GPI)	400 West Compton Boulevard, Gardena, CA 90248	Property owned/leased by contracted service provider	Maintenance	Repair Facility	235	11	Yes	N/A
Hooper Ave. Yard (CTI/SGT/GPI)	3201 Hooper Avenue, Los Angeles, CA 90011	Property owned/leased by contracted service provider	Vehicle Storage	Vehicle Storage Yard	80	0	Yes	N/A

TABLE 6
NO_x-EXEMPT AREA AND ELECTRIC UTILITIES' TERRITORIES (Optional)

Division's Name	Type(s) of bus Propulsion Systems	Located in Nox-Exempt Area? (Yes/No)
Antelope Valley	Conventional Gasoline	No
Santa Clarita Transit	Conventional Gasoline and CNG	No
MV Transit (SFV)	Conventional Gasoline and CNG	No
MV Transit (SFV) (Raymer St.)	Conventional Gasoline and CNG	No
San Gabriel Transit (SGT)	Conventional Gasoline and CNG	No
California Transit, Inc. (CTI)	Conventional Gasoline and CNG	No
Global Paratransit, Inc. (GPI)	Conventional Gasoline and CNG	No
Hooper Ave. Yard (CTI/SGT/GPI)	Conventional Gasoline and CNG	No

Section F. Providing Service in Disadvantaged Communities

Access' paratransit service and general customer profile

Access Services provides ADA paratransit service throughout its Los Angeles County-based service area. A map of Access' service area is provided in **Appendix B**. Access' service area is divided into six (6) regions and for each region, a different contractor provides paratransit operations for Access. In reviewing maps provided in the CalEnviroScreen website, Access provides service through many Los Angeles County disadvantaged communities.

Access has additionally conducted Customer Satisfaction surveys regularly to determine overall customer satisfaction with our paratransit service. These surveys also provide information about Access' general customer population.

Responses to the 2022 customer satisfaction survey revealed a number of details about Access' customers. With respect to income, 38.6% of respondents to the 2022 customer respondents indicated they have annual income amounts of \$20,000 or less per year. A combined 23.9% of respondents indicated that they earned between \$20,000 and more than \$50,000 annually. The remaining 37.5% of respondents refused to answer and/or did not provide an annual income response.

For race and ethnicity, respondents to the 2022 survey provided that 62.7% of Access customer base identify as non-white (Hispanic/Latino - 25.9%, black/African American - 21.9%, Asian American / Pacific Islander - 10.2% and 4.9% as Other, with 27.1% identifying as White / Caucasian).

The map provided in **Appendix C** shows Access' service area overlaid with disadvantaged communities identified by CalEnviroScreen. As shown in this map once Access secures zero-emission vehicles for its traditional paratransit service, those vehicles will provide paratransit services to many Los Angeles County communities identified as disadvantaged.

Rollout Plan Questions

Section F. Providing Service in Disadvantaged Communities

Does your transit agency serve one or more disadvantaged communities, as listed in the latest version of CalEnviroScreen? Yes/No (required)

Yes.

If yes, please describe how your transit agency is planning to deploy Zero-emission buses in disadvantaged communities.

Access Services provides paratransit throughout the large urbanized portion of Los Angeles County as well as the northern Los Angeles County communities of Santa Clarita and the Antelope Valley.

Multiple disadvantaged communities identified in the CalEnviroScreen are areas where Access provides paratransit services. When Access does procure zero-emission vehicles, these vehicles would be dispatched similar to any paratransit vehicle.

Unlike fixed route bus and rail service, where vehicles in fixed route service remain on a corridor any may travel through or around communities, paratransit trips provide curb-to-curb services to paratransit-eligible customers who have requested transportation to a destination. Initial pick-ups generally happen at a customer's residence and from there may connect to any other address in Access' service area.

Access' plans to deploy future zero-emission vehicles would be based upon (a) where older paratransit vehicles that are 14,000 lbs. or greater have been (or will soon be) retired, and there is a need for replacement vehicles, and (b) whether there is charging and/or other fueling infrastructure in place that can support zero-emission paratransit vehicles.

As mentioned earlier in this Plan, as of the time of this Plan's writing, there are currently no zero-emission vehicles that meet Buy America and Altoona testing requirements and that could perform the work that Access' current 14,000 lbs. cutaway vehicles now provide.

Additionally, also as mentioned earlier, Access does not currently own or lease any of its service facilities. The expectation is that as early as 2025 Access will own its own facility in the Antelope Valley for that community's paratransit service.

At this time, the introduction of zero-emission vehicles would likely begin in the Antelope Valley communities of Lancaster and Palmdale which were identified by CalEnviroScreen as having multiple disadvantaged communities that are served by Access' paratransit service.

Please complete **Table 7** with the estimated number of Zero-emission vehicles your transit agency is planning to deploy in disadvantaged communities and the estimated timeline. (optional)

Please see Attachment C Overlay of Disadvantaged Communities and Access' service area.

Section G. Workforce Training

Training for Access Contractors on New Fueling Technology

Access Services has taken steps to ensure that any new vehicle designs and/or new fueling technology introduced is accompanied by training of all personnel who will use these vehicles or technologies.

Historically, Access' fleet of minivans, vans, and cutaways were fueled by conventional gasoline. In 2012, Access, in efforts to help contribute to a cleaner environment, procured several vans that used Compressed Natural Gas (CNG) fuel. Corresponding to the introduction of these vehicles, Access staff and service provider personnel received extensive training on how to operate, fuel, and maintain these CNG-fueled vehicles.

All maintenance staff and driver staff at service provider sites where Access had deployed CNG-fueled vehicles received training on the new vehicles. This training continues to this day for all new hire maintenance and driver personnel who work on and operate Access' CNG-fueled vehicles.

Access personnel from Access' Fleet division and Safety division also undergo training on how to properly fuel and operate CNG-fueled vehicles and only those staff who undergo this training are authorized to operate any of Access' CNG-fueled vehicles.

At the time of the writing of this ZEB Rollout Plan, there are no Zero-Emission vehicles that are available for Access to purchase and introduce to its paratransit fleet that meet Buy America, Altoona testing, and Access' own range and reliability requirements. When, however, such vehicles become available for Access to purchase, Access will employ the same training requirements for all of its own and its service provider personnel to ensure that all personnel assigned to interact with the new Zero Emission vehicles will know how to safely operate and maintain these vehicles.

1. Please describe your transit agency's plan and schedule for the training of bus operators and maintenance and repair staff on zero-emission vehicle technologies.

When Access acquires Zero-Emission vehicles to replace its existing fleet of conventionally fueled 14,000 lbs. cutaway vehicles, Access will design training programs for Access' Safety division and Fleet division personnel as well as service provider personnel who will operate and maintain the new Zero-Emission vehicles.

It can be expected that Access will employ a training method, similar to what it employed when introducing cleaner fuel burning CNG-fueled vans. When CNG-fueled vans were integrated into Access' paratransit fleet, all service provider personnel who would operate or maintain these vehicles were required to undergo training on how to safely operate and maintain these vehicles.

At this time, Access is not able to specifically describe what the training process would include as currently there are no Zero-Emission vehicles available for purchase by Access due to the fact that no Zero-Emission vehicles that could replace the existing 14,000 lbs. cutaway fleet as no vehicle type has met Buy America, Altoona testing, and Access' own range and reliability requirements.

2. Please complete **Table 8** (Workforce Training Schedule) (optional)

Section H. Potential Funding Sources

Funding Sources for Access Services

Access historically receives funding from Federal funds, Local sales tax dollars, and Access has been successful in the past with securing individual grant awards. When Zero-emission vehicles become eligible for Access to purchase (when there are vehicles that meet Buy America, Altoona testing, and Access' own range and reliability requirements), that can replace Access' existing cutaway service vehicles, Access will employ efforts that it has used in the past to seek out Federal, local and any other funding sources to support the purchase of these new vehicles and infrastructure.

1. Please identify all potential funding sources your transit agency expects to use to acquire zero-emission technologies (both vehicles and infrastructure).
At this time, there are no zero-emission vehicles that meet Buy America, Altoona testing, and Access' range and reliability requirements. As stated above, Access will employ efforts to seek Federal, local, and any other sources of funding.
2. In **Table 9**, please describe how the identified potential funding sources could support your transit agency to execute the Rollout Plan as currently designed by describing how each fund is planned to be used over time (e.g. to purchase a zero-emission bus, maintain a zero-emission bus, upgrade the charging/fueling infrastructure, construct or upgrade a maintenance facility). Please also identify how many zero-emission buses and/or what type(s) of infrastructure might be purchased, installed, or maintained with each funding source. (optional)

Section I. Start-up and Scale-up Challenges

1. Please describe any major challenges your transit agency is currently facing in a small scale zero-emission bus deployment (optional).

Access, at present, faces three (3) major challenges that make it difficult for the agency to design an effective small scale Zero-Emission vehicle deployment.

- 1) Lack of available vehicles. At this time, there are no Zero-Emission vehicles that meet Buy America, Altoona testing, and Access' range and reliability requirements that could be effective replacement vehicles for Access' 14,000 lbs. cutaway fleet of paratransit vehicles.**

Access will continue to work with vehicle manufacturers to share with them the vehicle needs that Access requires for paratransit vehicles that will provide transportation to persons with disabilities across Access' service area.

- 2) Inability to employ one or more Zero-Emission fueling/charging technology. Related to the lack of available vehicles above. At this time, Access does not know what Zero-Emission fueling/charging technology will be able to be effectively adopted in Access vehicles and thus Access is unable to design for any particular Zero-Emission fueling/charging technology.**

As mentioned above, Access will continue to work with Zero-Emission vehicle designers to accelerate the development timeline for paratransit vehicles that Access may be able to employ.

- 3) Access owns and operates no vehicle facilities where Zero-Emission fueling/charging technology could be installed. At present, Access' vehicle operations are performed by contracted service providers who own or lease the yards from which paratransit vehicles are dispatched and operated. Access does not own any of these facilities and has limited ability to compel any of its service providers to install Zero-Emission fueling/charging technology on any of their properties.**

Access is, at present, beginning the process of designing and developing an operations facility in the Antelope Valley region, with a projected completion of construction tentatively set for 2025. It is possible that when this facility is completed, Access may be able to introduce Zero-Emission fueling/charging infrastructure on this property, assuming, of course, that items 1) (vehicles) and 2) (fueling/charging technology) are available that can be employed to replace Access' existing 14,000 lbs. cutaway paratransit vehicles.

- a. How might CARB assist you to overcome these challenges? Please share your recommendations (optional).
2. Please describe any challenges your transit agency may face in scaling up zero-emission bus deployment. (optional).

Access, at present, faces three (3) major challenges that make it difficult for the agency to design an effective small scale Zero-Emission vehicle deployment.

- 1) Lack of available vehicles. At this time, there are no Zero-Emission vehicles that meet Buy America, Altoona testing, and Access' range and reliability requirements that could be effective replacement vehicles for Access' 14,000 lbs. cutaway fleet of paratransit vehicles.**

Access will continue to work with vehicle manufacturers to share with them the vehicle needs that Access requires for paratransit vehicles that will provide transportation to persons with disabilities across Access' service area.

- 2) Inability to employ one or more Zero-Emission fueling/charging technology. Related to the lack of available vehicles above. At this time, Access does not know what Zero-Emission fueling/charging technology will be able to be effectively adopted in Access vehicles and thus Access is unable to design for any particular Zero-Emission fueling/charging technology.**

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- a. How might CARB assist you to overcome these challenges?
(optional)

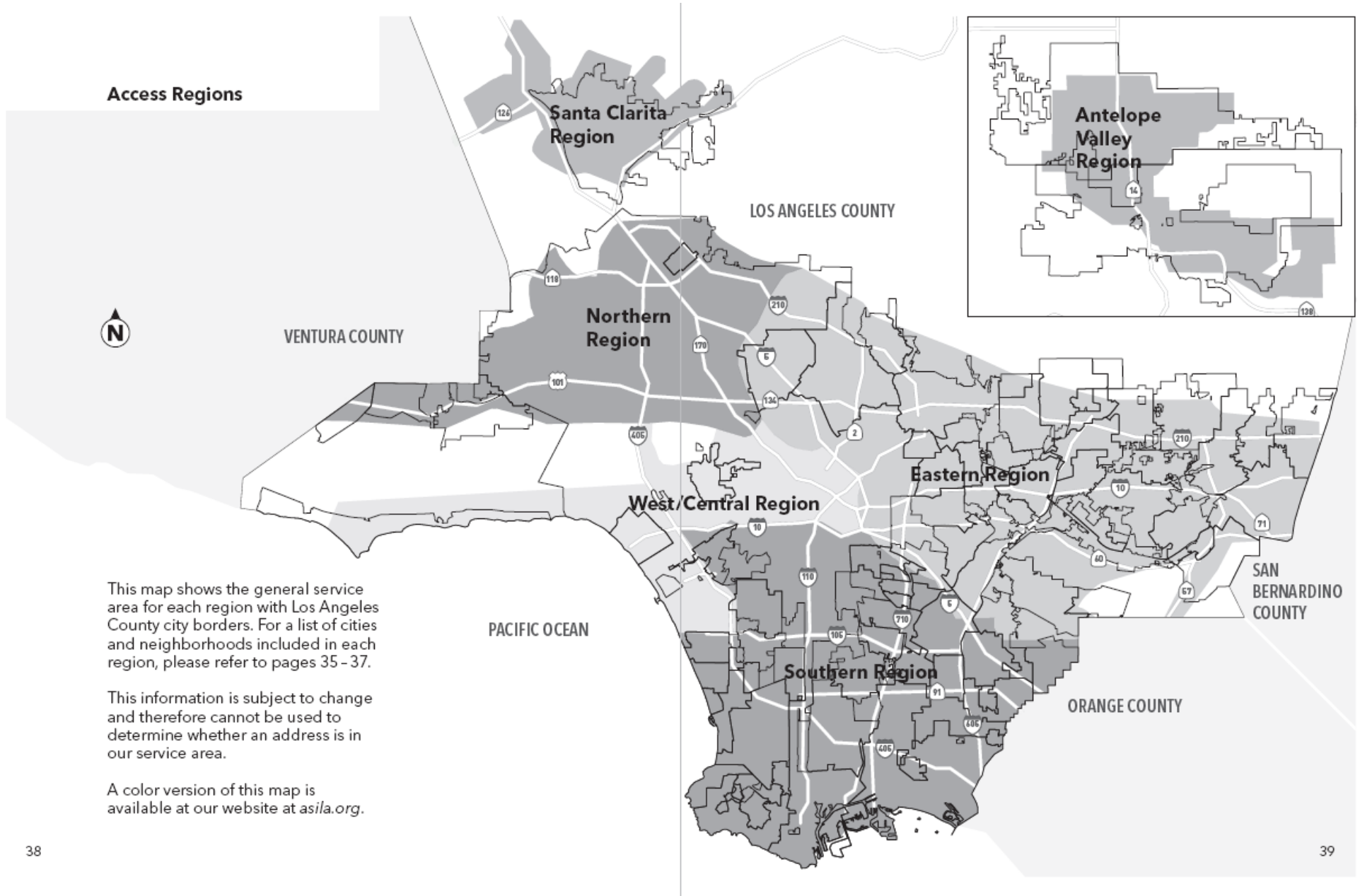
APPENDIX A
ACCESS SERVICES
MEMBER AGENCY LIST

**Access Services Member Agencies
FY 2023-2024**

1. Antelope Valley Transit Authority
2. Beach Cities Transit
3. City of Alhambra
4. City of Arcadia
5. City of Artesia
6. City of Baldwin Park
7. City of Bell
8. City of Bell Gardens
9. City of Bellflower
10. City of Burbank
11. City of Calabasas
12. City of Carson
13. City of Cerritos
14. City of Commerce
15. City of Compton
16. City of Cudahy
17. City of Downey
18. City of Duarte
19. City of El Monte
20. City of Glendale
21. City of Huntington Park
22. City of Inglewood
23. City of La Cañada Flintridge
24. City of Lawndale
25. City of Lynwood
26. City of Monterey Park
27. City of Paramount
28. City of Pasadena
29. City of Rosemead
30. City of Sierra Madre
31. City of West Covina
32. City of West Hollywood
33. City of Westlake Village
34. Culver CityBus
35. Foothill Transit
36. Gardena Municipal Bus Lines
37. Long Beach Transit
38. Los Angeles City Department of Transportation (LADOT)
39. Los Angeles County Department of Public Works
40. Los Angeles County Metropolitan Transportation Authority (METRO)
41. Montebello Bus Lines
42. Norwalk Transit
43. Palos Verdes Peninsula Transit Authority
44. Santa Clarita Transit
45. Santa Monica's Big Blue Bus
46. Torrance Transit

APPENDIX B
ACCESS SERVICES
SERVICE AREA MAP

Access Regions



This map shows the general service area for each region with Los Angeles County city borders. For a list of cities and neighborhoods included in each region, please refer to pages 35 - 37.

This information is subject to change and therefore cannot be used to determine whether an address is in our service area.

A color version of this map is available at our website at asila.org.

APPENDIX C

ACCESS SERVICES

MAP OF ACCESS SERVICE AREA OVERLAYED
WITH DISADVANTAGED COMMUNITIES IN LOS
ANGELES COUNTY

