

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



STAFF REPORT

MEETING DATE: 6/25/2025

Staff Report No. 25-323

TO: AC Transit Board of Directors
FROM: Salvador Llamas, General Manager/Chief Executive Officer
SUBJECT: Non-revenue Fleet Transition Plan

BRIEFING ITEM

AGENDA PLANNING REQUEST: ☐

RECOMMENDED ACTION(S):

Consider receiving a report on the Non-revenue Fleet Zero Emission Transition Plan.

Staff Contact:
Salvador Llamas, General Manager/Chief Executive Officer

STRATEGIC IMPORTANCE:

Goal - Safe and Secure Operations
Initiative - Zero Emission Programs

AC Transit's Zero Emission Bus Transition Plan established the goal to have a 100% Zero Emission Bus (ZEB) fleet by 2040. This report provides the Board with a plan to transition the non-revenue vehicle fleet to zero emissions in alignment with the transition of the bus fleet.

BUDGETARY/FISCAL IMPACT:

There are no budgetary or fiscal impacts directly related to this report.

BACKGROUND/RATIONALE:

AC Transit is advancing toward a 100% Zero Emission Vehicle fleet across all operational areas, including its 146-unit non-revenue vehicle fleet. This initiative aligns with California's Executive Order N-79-20 and is in accordance with AC Transit's Transit Asset Management (TAM) Plan and Zero Emission Bus Transition Plan. The current goal is to fully transition the non-revenue fleet to zero emission vehicles by 2040, contingent on infrastructure readiness, vehicle availability, and financial resources.

The Zero Emission Non-Revenue Vehicle (ZENRV) Transition Plan (Attachment 1) outlines a roadmap similar to the Zero Emission Bus (ZEB) Transition Plan. The roadmap is guided by the following four key principles:

1. Replace the vehicles per the Federal Transit Administration (FTA) mandated Transit Asset Management (TAM) Plan Performance Targets
2. Meet California Advanced Clean Fleets (ACF) Regulations when purchasing vehicles over 8,500 lbs.

gross vehicle weight rating (GVWR)

3. Procure ZENRVs based on funding/vehicle availability, infrastructure technology capabilities, and duty cycle
4. Deploy ZENRV technology that is the most efficient and sustainable to operate

The transition plan outlines key assumptions related to fleet size, technology strategy, implementation timeline, and energy planning. These foundational elements directly influence the timeline and success of the overall transition. The plan is designed to support both state and federal clean air mandates, while reinforcing AC Transit's commitment to environmental stewardship and its long-term sustainability objectives. Through this comprehensive approach, the transition plan underscores the agency's leadership in advancing clean transportation solutions.

The estimated total investment to convert 146 non-revenue vehicles, which includes both vehicle procurement and infrastructure, is \$12.8 million. Currently, the District's Capital Improvement Program (CIP) allocates \$450,000 annually for vehicle replacements. However, adjustments will need to be made starting in 2035, when the California Air Resources Board (CARB) regulations require that only zero emission vehicles be procured.

Board Policy No. 438 establishes the overall policies associated with non-revenue and privately-owned vehicle use. A limited number of employees may be assigned non-revenue vehicles on a take-home basis for the business purpose of fulfilling job responsibilities during non-work hours. Authorization for a take home vehicle is granted to a classification that requires use of a vehicle on a frequent basis in order to respond to after-hours and weekend emergencies, carry special equipment, or is required to regularly start and/or end their workday at a facility other than their assigned work location more than fifty percent of the time.

In compliance with Board Policy No. 438, Attachment 2, Chart 1: Non-Revenue List by Department and Attachment 2, Chart 2: Non-Revenue List of Assigned Take Home Vehicles are provided.

ADVANTAGES/DISADVANTAGES:

The advantage of the report is that it provides a roadmap and evaluation of the financial impacts to help inform AC Transit's decision making on how to deliver an effective ZENRV Transition Plan.

There are no disadvantages to receiving this report.

ALTERNATIVES ANALYSIS:

Staff found no practical alternatives to the course of action recommended in this report.

PRIOR RELEVANT BOARD ACTION/POLICIES:

Staff Report 25-343 Annual ZEB Progress Report
Staff Report 22-319: Zero Emission Bus Transition Plan
Board Policy 438 - Vehicle Use Policy

ATTACHMENTS:

1. Zero Emission Non-Revenue Vehicle Transition Plan
2. Non-revenue Vehicle List

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