



HOOD RIVER COUNTY TRANSPORTATION DISTRICT (HRCTD)
Db a Columbia Area Transit (CAT)

RFP No. HRCTD-2026-01
ADDENDUM No. 1

REQUEST FOR PROPOSALS

Architectural and Engineering (A&E) Services

CAT Transit Facilities Development Program
Interregional Transit Hub, Bus Storage & Maintenance, and Park-and-Ride Facilities
Including NEPA, Design, and Construction Management Services

ATTACHMENT B

HRCTD Zero Emissions Transition Plan March 10, 2023

Issued: March 27, 2026

Purpose: This attachment provides the HRCTD Zero Emissions Transition Plan March 10, 2023.

Status: REFERENCE ONLY

This attachment is posted for proposer information, planning, and assumption-setting only. It does not modify the RFP requirements, evaluation criteria, scope of work, or submission deadlines. See Addendum No. 1, Section 4, for governing language.

Proposer Action Required:

- Review this attachment as required
- Acknowledge receipt of Addendum No. 1 in your proposal (see RFP Section 4.4 or RFP Attachment A – Proposal Requirements Checklist)

Questions: Contact Amy Schlappi, Executive Director, at amy.schlappi@catransit.org or 541-978-8066.
Official RFP Website: <https://www.ridecatbus.org/about-cat/contract-opportunities>



Zero Emission Transition Plan

Hood River County Transportation District
dba Columbia Area Transit (CAT) (FY24-FY36)

March 10, 2023
Prepared by PF Consulting

Contents

Introduction	2
1. Agency Overview	3
2. Fleet Assessment	6
FY2023 Full Funding Request.....	8
3. Funding Needs Assessment	9
Available Funding Resources & Resulting Funding Shortfalls.....	10
4. Policy and Legislation Impacting Relevant Technologies.....	10
Oregon	10
Hood River County.....	11
Regional	11
5. Facility Assessment	11
Current Facility.....	12
Battery Electric Bus Facilities	12
6. Partnership Assessment.....	13
PacifiCorp.....	13
Proterra.....	13
7. Workforce Analysis	14
Workforce Analysis Overview	14
Identified Training Needs.....	14
Resources to Meet Workforce Development Needs.....	15

INTRODUCTION

This Zero-Emission Transition Plan formalizes Hood River County Transportation District's implementation phases for a 100% Zero Emission Bus (ZEB) fleet.

The plan is consistent with the districts' 2023 Transit Master Plan Update, the 2018 Hood River County Energy Plan, and the State of Oregon Executive Order 17-21, which was issued by Governor Brown in 2017 and focuses on accelerating the adoption of zero-emission vehicles through regulation, charging infrastructure, fleet conversion, outreach, incentives, and private sector partnerships.

The Hood River County Transportation District has created this 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)) and includes:

1. **Agency Overview:** Provides a brief overview of the district routes and services.
2. **Fleet Assessment:** Demonstrates a long-term fleet management plan with a strategy for how the district intends to use the current request for resources and future acquisitions.
3. **Funding Needs Assessment:** Addresses the availability of current and future resources to meet costs for the transition and implementation.
4. **Policy Assessment:** Considers policy and legislation impacting relevant technologies.
5. **Facilities Assessment:** Includes an evaluation of existing and future facilities and their relationship to the technological transition.
6. **Partnership Assessment:** Describes the partnership of the district with the utility of alternative fuel provider.
7. **Workforce Analysis:** Examines the impact of the transition on the district's current workforce by identifying skill gaps, training needs, and retraining needs of the existing workers to operate and maintain zero-emission vehicles and related infrastructure and avoid displacement of the existing workforce.

1. AGENCY OVERVIEW

Hood River Transportation District which goes by Columbia Area Transit (CAT) provides transit services to Hood River County. Hood River County is in north central Oregon. Bordering Wasco County to the east, Portland's Clackamas and Multnomah Counties to the west, and the Columbia River to the north, the County sits between the recreational areas of the federal Columbia River Gorge National Scenic Area and the Mt. Hood National Forest.

The 2020 US Census indicates Hood River County (HRC) has a total population of 23,977. HRC is unique in rural Oregon with pockets of significant poverty & minority populations juxtaposed with some of the highest housing prices in Oregon. In part, this comes from HRC's location & growing tourism-based economy, and in part because of traditional orchard & agricultural lands.

32% of the population in the county is Hispanic, more than 50% of this population speaks English less than "very well". 30% of all households in Hood River County have an income level that is 200% or less of the federal poverty standards (ACS data) and the County has three Native American in lieu sites with eight more sites found throughout the Gorge. Both Hispanics and Native Americans are three times as likely to live in poverty as others in the area and those in poverty are four times as likely not to own a car (ACS data). The 2016 Columbia River Gorge Community Health Assessment lists transportation as the 2nd most important social determinate of health in HRC.

CAT operates 8 routes, 5 within HRC and 3 operating outside the county. Routes within the county include: The Hood River fixed-route circulator with an ADA complementary service that runs seven days a week and serves the City of Hood River. Two deviated fixed routes: the Upper Valley route which connects the agricultural land and diverse populations to the south (Odell and Parkdale) with the City of Hood River and, the City of Cascade Locks route which serves the Cascade Locks community. Both services run weekdays and require a call for a deviation. Finally, CAT provides Dial-a-Ride (DAR), service, throughout the county for those who want a door-to-door transit service in areas not otherwise served. Available weekdays, DAR requires individuals to call at least a day in advance to book a trip. DAR trips are provided on a first come, first-serve basis.

In addition, CAT provides 3 Intercity routes: the Columbia Gorge Express (CGE) that runs along I-84 from the City of Hood River, via Cascade Locks and Multnomah Falls to the Gateway Transit Center in Portland (60 miles to the east), the Gorge to Mountain route (G2M) which runs along Hwy 35 from the City of Hood River to Government Camp (45 miles to the south) via Odell, Parkdale and the Mt. Hood National Forest and The Dalles route which runs from Hood River east along I-84 to The Dalles.

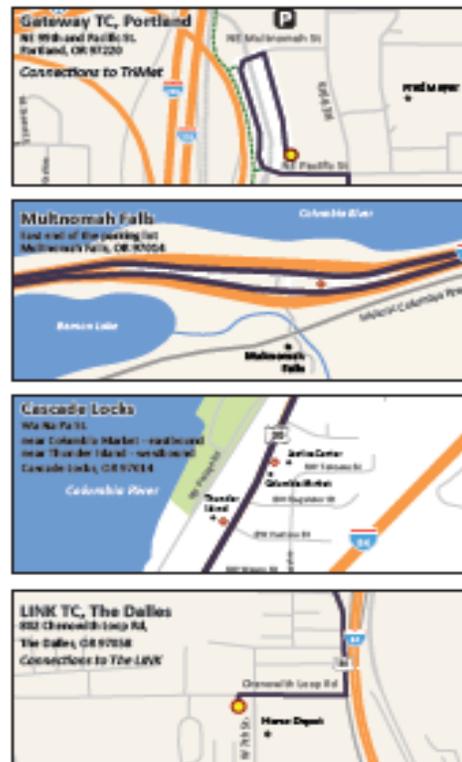
All but one of the services provided are year-round. The intercity G2M service is winter only (December–March). However, depending on when FHWA federal lands grant funds are distributed CAT expects to expand to year-round service in FY2025. Most of the other services operate at higher frequency levels during the spring/summer. This in large part is due to the increased summer population (due to visitors and tourists) within the Gorge.

CAT is one of the few transit systems in Oregon that exceed pre-COVID ridership levels in FY2022 for year-round services. While there are several reasons ridership recovered quickly, Hood River County's location is a key factor. A key destination for the Portland Metro area, CAT regional services have developed a ridership base among rural residents, urban outdoor recreationalists, and day-to-day visitors. While a critical part of state and federal efforts to mitigate climate change, the increasing need for service puts pressure on CAT as it works to meet the needs of urban riders with the limitations of rural resources.

CURRENT CAT ROUTE MAP



Columbia Gorge Express Stops



2. FLEET ASSESSMENT

Since 2018, and the passage of the Hood River County Energy Plan, CAT has been preparing to transition their fleet to full zero-emission buses (ZEB).

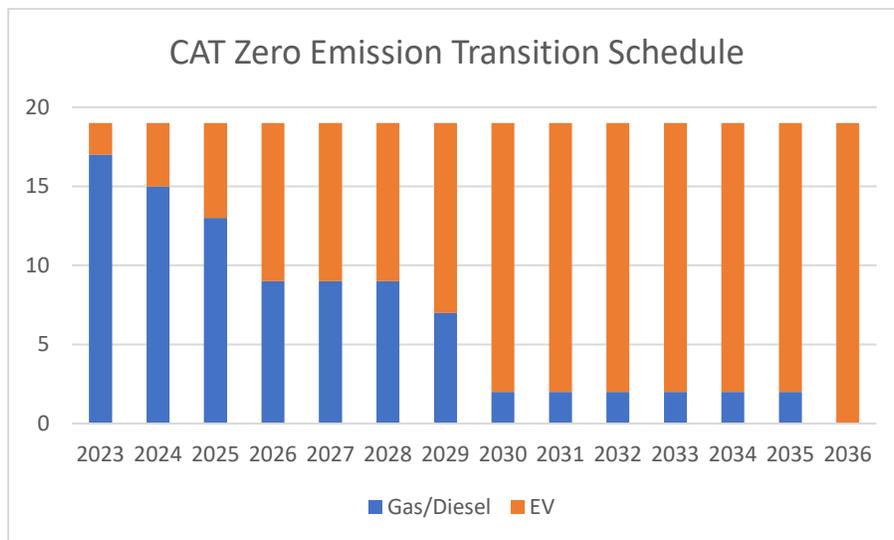
In 2020, CAT installed (4) level 2 chargers in anticipation of the district's first two electric vehicles (2 – EV Vans) which received State funding and were ordered for delivery in 2021. An additional grant was secured for two EV cutaway vehicles in 2021 with delivery in 2022.

Unfortunately, COVID supply chain issues delayed the initial delivery until 2023 and as of March 1, 2023 only one of the two vans has been delivered. The other van is expected to be delivered shortly. The EV cutaway style vehicles have also run into issues. Delivery of these vehicles are anticipated for sometime late 2024, however, further delays may hinder this timing.

These delays have not only pushed back the district's zero emission transition timeline to 2036 but have also delayed the replacement schedule for our fleet.

An updated fleet replacement schedule and the associated costs are outline in the table on the following page.

The updated schedule establishes a revised timeline for the district's transition to ZEB. As you can see from the replacement schedule, we would expect delivery of the EV ford transit van and cutaway with this 2023 5339 Low and No Emission Vehicle request sometime in mid-2025 and the large 35' and 40' transit vehicles in early FY2026.



This new replacement schedule is designed to help CAT recover from COVID-related setbacks and align with the district's fleet zero-emission transition strategy.

Table 1: CAT Vehicle Transition Plan

Current Fleet					Estimated Replacement Year and Vehicle Replacement Type														
Bus Number	Year of mfg.	Veh. Category Useful Life	Make	Model	Awaiting delivery in 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
121	2019	4 yr/ 100K	Dodge	Van			EV-Van						EV-Van					EV-Van	
193	2013	5 yr/ 150K	Ford/ Elkhart	E-450	EV-Van														
124	2023	4yr/100K	Ford	EV-Van					EV-Van				EV-Van					EV-Van	
198	2019	5yrs/150k	Ford	E450		EV-Cutaway					EV-Cutaway						EV-Cutaway		
199	2019	5yrs/150k	Ford	E450		EV-Cutaway					EV-Cutaway						EV-Cutaway		
200	2018	5yrs/150k	Chevy	Arboc			EV-Cutaway					EV-Cutaway						EV-Cutaway	
201	2018	5yrs/150k	Chevy	Arboc							EV-Van				EV-Van				
204	2023	5yrs/150k	Ford	G4500								EV-Van						EV-Van	
205	2023	5yrs/150k	Ford	G4500								EV-Van						EV-Van	
206	2008	10yrs/350	Gillig	30'				35'-EV											
207	2008	10yrs/350	Gillig	30'				35'-EV											
208	2008	10yrs/350	Gillig	30'								35'-EV							
212	2009	12yrs/500	Gillig	40'				40'EV											
213	2009	12yrs/500	Gillig	40'				40'EV											
214	2009	12yrs/500	Gillig	40'								40-EV							
215	2009	12yrs/500	Gillig	40'								35'EV							
216	2008	12yrs/500	Gillig	40'								40'-EV							
469	2019	10yrs/350	International	30'			30' Diesel											40'-EV	
470	2019	10yrs/350	International	30'			30' Diesel											40'-EV	

Vehicles to be replaced with the 2023 Low/No Grant

The graph on the previous page shows the changes to the district's fleet composition during the same time periods. This funding request not only works to help with the transition, but the purchase of four larger EV vehicles will help to reduce the current fleet age for these larger vehicles from 20 to 10 years.

As the graph indicates, should CAT receive their full funding request, 53% of the entire fleet (active & contingent) will be electric, by 2026. By 2030, the district would be at 70% ZEBs and by 2036 all vehicles in the fleet, both active and contingent, would be electric zero-emission buses.

The decision to delay full conversion until 2036 is in part due to the current technology, topography and weather of our Hood River to Government Camp intercity route. This route ventures 45 miles one way from the City of Hood River to Government Camp via the Mount Hood Meadows Ski resort. This 4000' elevation gain on its own will require substantial energy but may be even more challenging during the cold winter months.

CAT's decision to start with EV conversion on the Columbia Gorge Express route (which runs along the river valley) will provide important information on whether an additional charging depot on the mountain will be required for this route. It also will give us time to have conversations with our partner agencies in Clackamas County about partnering on the placement of an EV depot charger at their Government Camp facility.

FY2023 FULL FUNDING REQUEST

The current funding request is for \$7,530,985. It includes the replacement of six vehicles in our fleet.

- Two 40' vehicle
- Two 35' vehicles
- One van and,
- One cutaway.

Replacement vehicles for this funding request can be seen in vehicle replacement schedule above and will be as follows:

- Two of the existing 40' diesel vehicles will be replaced with 2-40' EV buses with a 225 mile range for our intercity service (Columbia Gorge Express) which provides service from Hood River to Portland.
- The other two (2) existing 30' diesel vehicles will be replaced with two (2) 35' EV buses with a 160 mile radius for our Hood River City Route which provides service within the City of Hood River; and
- 1 gasoline powered Dodge van be replaced with 1 EV van with wheelchairs) for use with our rural community and dial-a-ride services and Cascade Locks route and
- 1 gasoline powered Cutaway will be replaced with 1 EV Cutaway bus and will be used on the Upper Valley route to serve, Odell, and Parkdale and the other communities of Hood River County's Upper Valley area.

In addition to the vehicle replacements, CAT will also need to install associated EV infrastructure including:

- 1 pantograph (depot charger) which will be placed at the existing CAT facility to allow for quick recharge opportunities for the longer-distance CGE route.
- 4 pedestal chargers – to allow charging of the larger vehicle overnight. (Please note, the existing 4 level 2 chargers will offer overnight charging for the 3 EV vans.

Some upgrades will also need to be made to accommodate the larger EV vehicles (40' and 35') and associated chargers at our existing facility.

Finally, the existing grants include new tools, and parts as well as 5% of the total grant funds for the invest in ZEB workforce training over the 12-year period.

3. FUNDING NEEDS ASSESSMENT

Over the course of the transition period, CAT plans to transition 19 current vehicles from diesel to battery electric over the next 10 years:

- 6-40' buses,
- 4-35' buses,
- 4 cutaway buses and
- 5 vans

It will also work to install:

- Up to three (3) Pantograph (depot) charger,
- 10 pedestal chargers, and
- An upgrade to our utility service

Some upgrades will also need to be made to accommodate the larger EV vehicles (40' and 35') at our existing facility.

Finally, there will be a need to purchase new tools, parts and invest in workforce training to address the needs of the new ZEBs (more details in the workforce assessment below).

To achieve these goals and move towards a successful deployment of zero-emission buses, CAT projects will require \$17,000,000 in funding to cover the procurement of vehicles and infrastructure over the transition period (FY25 - FY36).

This cost estimate includes the necessary costs for the transition, as determined via the cost analyses completed for the Fleet and Facilities Assessments sections of this report. Our current request represents 44% of this total cost.

AVAILABLE FUNDING RESOURCES & RESULTING FUNDING SHORTFALLS

Hood River County Transit District would need to access local funds for the match of electric vehicles. The district's reserve fund, highlighted in the June 30, 2022 audit was \$1,488,339– no significant withdrawals or deposits have been made to the reserve fund since the audit was completed.

Currently, CAT is seeking funds to cover the cost of infrastructure improvements and staff is partnering with the local electric company, PacifiCorp. PacifiCorp will provide technical assistance with placement, planning and utility requirements. In addition, they may help to offset the costs of installation.

As a formal transit district, CAT is able, by statute, to levy a local property tax within Hood River County the current tax raises about \$225,000/year that can be used as local match. In addition, CAT is allocated an employee paid transit tax through the Statewide Transportation Improvement Fund (STIF) and is an important regional partner receiving funds through the Statewide Transportation Fund (STF) that funds transportation for the elderly and disabled population in Hood River County. These local and State funds combined with Federal 5311 and 5310 comprise a healthy financial portfolio that does not depend on one revenue source but is made up of a variety of funding sources.

The current larger bus (30' to 40' vehicles) diesel fleet is old and will be able to be used as back up vehicles as we implement a phased in electrification of the fleet. As stated in the FTA Dear Colleague letter, vehicles which have met minimum useful life will be kept in fleet as backups for the EV vehicles, without counting them toward the peak to spare ratio.

In addition, CAT has strong connections with neighboring transit agencies (e.g. TriMet, Clackamas County, and Sandy Transit) and believes that we will be able to financially partner with them to ensure that overhead charging station are placed, for shared use, where our services meet (e.g. TriMet Gateway Transit Center and the soon to be built Clackamas County/Transit Government Camp Transit Center)

4. POLICY AND LEGISLATION IMPACTING RELEVANT TECHNOLOGIES

OREGON

In 2017, Governor Brown issued Executive Order 17-21. This 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 is a valuable resource highlighting electric buses as an emerging technology and identifying factors to consider and steps to take to move toward this adopting this technology for our transit fleet needs.

HOOD RIVER COUNTY

In 2018, Hood River County adopted an Energy Plan with a vision of improving community resilience, increasing energy independence, and increasing economic benefits related to energy use in Hood River County while reducing emissions from the burning of fossil fuels.

The plan addresses the energy generated and used within Hood River County. It includes objectives and strategies to address energy use efficiency, energy source, local energy generation, energy impacts of personal and mass transit, and the infrastructure decisions impacting energy use.

While many of the goals and objectives in this plan address and support public transit use. Objective 3 of the Plan's Transportation and Land Goal (page 53) is most relevant to the district's zero emission transition plan.

Objective 3 specifically calls for service providers, including transit to Make a timely transition to alternative powered fleet and emergency response vehicles.

CAT has not only supported the plan but has actively moved to implementing many of its recommended action and incorporating others into its Updated Transit Master Plan.

REGIONAL

Mid-Columbia Comprehensive Economic Development strategy (CEDS)

The comprehensive economic development strategy (CEDS) is compiled by Mid-Columbia Economic Development District (MCEDD) and follows the guidelines required by the US Economic Development Administration (EDA). The strategy was developed over seven monthly meetings in 2021 with more than 100 participants throughout the series, including local and tribal governments, regional partners, ports, chambers, legislators, state and federal partners, businesses and individuals.

The CEDS deals with a wide range of issues including transportation. Strategy 4 in the 2021 plan (page 38) focuses on transit and strategy 4.8 calls or the regional support of "transit fleet electrification to reduce emissions"

Columbia River Gorge National Scenic Area – Climate Change Action Plan

The Gorge Commission's Climate Change Action Plan is a guide to climate change action in the Columbia River Gorge National Scenic Area (CRGNSA). The plan is very supportive of transit in the CRGNSA and address the need to facilitate EV infrastructure in the CRGNSA (page 38). While the plan does not specifically call out fleet electrification efforts, the plan's general policies offer support.

5. FACILITY ASSESSMENT

The following section introduces the timeline and cost estimates for the infrastructure associated with CAT's transition to battery electric buses.

CURRENT FACILITY

CAT's current facilities are located at 224 Wasco Loop in Hood River, Oregon

The building accommodates administrative and maintenance functions and is the main transfer facility for CAT services as well as Wasco County, OR LINK services and Klickitat, WA – MATS services. The building is accommodated by a 40-car park and ride which lies just to the east of the main facility.

The current administrative and maintenance building has solar panels on the administrative building (which were installed in 2012 with the construction of the building) and has four (4) level 2 chargers in its bus barn area. These were installed in 2019 when we received funding for the initial 2 EV vans.

After five years of aggressive expansion the current facility is at (and in some cases exceeding) capacity. While no new facilities are imminent or underway, expansion of the existing facility or a move to another larger facility at another site is in discussion. As part of a 5339 Bus and Bus Facilities grant request CAT has requested \$1,000,000 to cover (and redesign/expand) the existing bus barn area to accommodate fleet electrification needs. This should occur in FY25 before the larger vehicles arrive.

CAT has met with the local utility, PacifiCorp, and determined that upgrades at their facility will be required to meet the growing electrification needs of the district.

BATTERY ELECTRIC BUS FACILITIES

Scaling to a fleetwide battery electric bus deployment requires substantial infrastructure upgrades and a significantly different approach to operations.

With initial deployments, charging requirements are met relatively easily with a limited number of plug-in pedestal chargers and a pantograph charger (depot) charger for recharging the Columbia Gorge Express Route.

Full fleet deployments of battery electric buses, however, will require installation of a significant number of additional plug-in pedestals and at least 2 additional pantograph charger. Because the additional pantograph chargers will not be affiliated with CAT facilities, they may require utility upgrades or other more detailed connection requirements.

In addition to infrastructure several specialized tools will be need for operations and maintenance things like diagnostic tools for the vehicles, high-voltage safety equipment such as rubber gloves, insulating mats, and other specialty PPE; insulated hand tools; electrical and electronic testing equipment such as insulation resistance testers.

Planning and design work, including development of detailed electrical and construction drawings required for permitting, is also necessary once specific charging equipment has been selected. To determine the installation timeline and costs for charging equipment, this assessment breaks the infrastructure scope of work into three key project types: facility and power upgrades, charging equipment (charger and dispensers) and installation, and tools.

Estimated costs associated with each project type and the year we expect to make the expenditure are included in the Table below:

Expenditure	Estimated Expenditures in 5-Year Increments (FY2025-FY3035)		
	2025	2030	2035
Facility & Power Upgrades	\$ 1,000,000		
Charging Equipment & Installation	\$ 1,100,000	\$ 850,000	\$ 850,000
ZEB Tools	\$ 60,000	\$ 60,000	\$ 60,000
Totals	\$ 2,160,000	\$ 910,000	\$ 910,000

6. PARTNERSHIP ASSESSMENT

PACIFICORP

PacifiCorp is the local electric company in Hood River County. CAT has been working with PacifiCorp’s fleet electrification staff to identify the types of utility upgrades will be necessary to ensure successful implementation of the EV charging infrastructure at our facility. They have agreed to work with us to manage the transition – ensuring that we have a charging management strategy that can meet the needs of the district as well as the grid as well as providing us with an extensive overview of the carbon credits installation incentives and rate schedules that can help us reduce costs both in the short and long-term.

PROTERRA

Proterra is a leader in designing and manufacturing zero-emission electric transit vehicles and EV technology solutions for commercial applications. Since 2004, Proterra technology has been proven through 30+ million service miles in heavy-duty applications. From our own best-selling transit bus to electric school buses, delivery trucks, coach buses, and shuttles, Proterra battery technology is already powering commercial vehicles from world-class automakers and helping fleet operators reduce emissions while lowering operating costs.

The Proterra ZX5 bus design is refined based on a decade of delivering the Catalyst — the most popular battery electric bus in North America. Since 2004, the EV industry has evolved toward full fleet electrification, and Proterra ZEBs have evolved with it.

CAT will be purchasing Proterra’s fifth-generation vehicle, the ZX5 bus employs the same technology that broke the world record for longest EV range, with a purpose-built platform proven by 25+ million service miles. Made in the USA, the ZX5 features faster acceleration, industry-leading gradeability, and the most battery storage on the road today for any 40-foot electric bus, offering a range of more than 300 miles per charge.

CAT was able to test the Proterra technology using their sophisticated computer model to simulate the performance of the ZEB on the district’s 60+ mile Hood River to Portland Route along I-84 (known as the Columbia Gorge Express). The simulator which has been built and

tested based on real-world field data and proven to provide accurate results, was able to give CAT staff the confidence that the vehicle would be able to meet the distance, duration, grade passenger loading, ambient temperature and associated HVAC loads required for comfortable operation.

Our confidence in Proterra also extends to their thoughtful transition process. workforce (more details provided below). Their well-designed Customer Launch Process (CLP) will ensure CAT staff are knowledgeable about and well trained in the vehicle and the supporting charging infrastructure and that we have the necessary on-going support to make the transition successful.

7. WORKFORCE ANALYSIS

CAT has identified opportunities ensure the current and future workforce is prepared to manage its full fleet of electric buses.

In alignment with FTA's requirements under the Workforce Development for the 2023 Low No program, CAT will build a workforce training program in consultation with ATU representatives, and determine how to best reskill and upskill the current workforce to meet future operational and maintenance needs.

WORKFORCE ANALYSIS OVERVIEW

Planning is necessary to develop and train a workforce capable of operating and maintaining zero-emission buses. CAT has the experience to recruit, hire, train, and integrate new staff to ensure they provide quality services to riders. However, transitioning to zero-emission vehicles requires significant investment to upskill staff and bus operators who were originally trained in diesel vehicle maintenance and fossil fuel fueling infrastructure. This shift affects all aspects of transit operations, including scheduling, maintenance, and yard operations. Therefore, CAT's workforce development activities will address the skills and tools required for each relevant team. Maintenance will be another critical consideration. CAT currently uses a contractor to provide maintenance but is considering the creation of an electric bus technician position within district. Maintenance personnel will require training on how to service and troubleshoot all-electric propulsion, work with onboard diagnostic systems, follow safe work practices for high-voltage systems, and handle and store batteries.

Fortunately, numerous training opportunities exist for current staff to become experts in this evolving and improving technology.

IDENTIFIED TRAINING NEEDS

CAT is committed to ensuring new training and technologies do not displace current workers and will place a priority on training existing staff. The identified training needs are anticipated to evolve as CAT's fleet expands. Initial needs are outlined below.

- 1) Vendor training from Proterra (see Proterra attachment page 6) and charging infrastructure manufacturers CAT will take advantage of trainings from the bus

manufacturers and infrastructure suppliers, including maintenance and operations training, maintenance and safety, first responder training, and other trainings that may be offered by the providers. OEM trainings provide critical information on operations and maintenance aspects specific to the equipment model procured. CAT training staff will work closely with the OEMs providing vehicles to ensure all mechanics, service employees, and bus operators complete necessary training prior to deploying BEB technology. CAT staff will also be able to bring up any issues or questions they may have about their training with their trainers. Additionally, trainers will observe classes periodically to determine if any staff would benefit from further training.

- 2) Retraining/refresher training courses – CAT will need to develop work procedures for ensuring safe working conditions during maintenance or repair of high-voltage equipment and employees will need to be trained and refreshed on a regular basis to ensure compliance with all state and federal worker safety laws (e.g. OSHA 1910 and 1926).
- 3) Training from other transit agencies - CAT is aware of trainings offered in partnership with other transit agencies. For example: Sun Line Transit Agency, which provides service to the Coachella Valley and hosts the West Coast Center of Excellence in Zero Emission Technology (CoEZET). The Center of Excellence supports transit agency adoption, zero-emission commercialization and investment in workforce training. Similarly, AC Transit offers training courses covering hybrid and zero-emission technologies through their ZEB University program. CAT will take advantage of such trainings where appropriate and cost effective.
- 4) Professional associations - CAT is a member of the Community Transit Association of America (CTAA), the American Public Transit Association (APTA) and the Alaska Mobility Coalition (AMC). The district will consider any training opportunities offered through these agencies as well as through the National Transit Institute and Oregon DOT and participate where appropriate.
- 5) Local Community College – CAT has a strong relationship with the Columbia Gorge Community college. CAT has been working with the College to establish vocational training for large vehicle operations (e.g. Class B CDL). Long-term CAT would work to establish technical training courses in EV technology and maintenance to ensure a well-trained workforce.

RESOURCES TO MEET WORKFORCE DEVELOPMENT NEEDS

To achieve these goals and ensure a successful deployment of zero-emission buses, CAT will require approximately \$600,000 in funding between 2024 and 2032 to implement the workforce development initiatives identified. Most of this funding will be expended once vehicles are delivered in FY25 and FY26. However, on-going refresher/retraining courses will be required to keep operations staff fresh.