

# 2026 FLEET MANAGEMENT PLAN

PRESENTATION TO GCTD BOARD OF DIRECTORS

March 4, 2026



# Fleet Management Plan



Gold Coast Transit District (GCTD) currently maintains and operates a fleet of 120 vehicles comprised of Fixed Route Buses, Demand Response Vehicles and Non-Revenue Vehicles.

## **Presentation Details:**

- Current and Future needs of GCTD's Fleet
- Highlights issues and opportunities for growth of these assets over the next 10 years.

## **As Well As, CARB's Innovative Clean Transit Regulation (ICT)**

- Exemption & Planning (What's Next)



# Fleet Management Plan



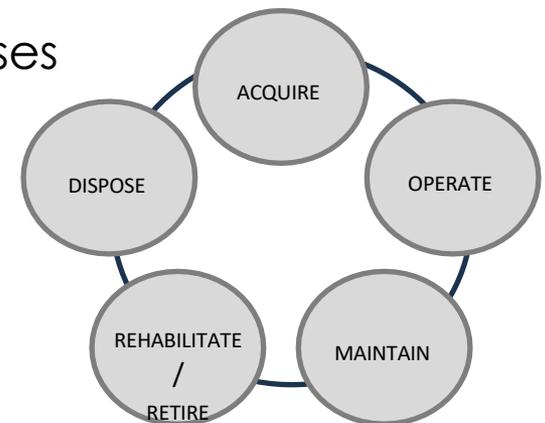
## Updates, since the last update February 2025

### 2025

- GCTD received 9 near zero CNG Gillig 40' buses
- 6 Ford Transit Vans for Demand Response
- Ordered 6 ARBOC CNG Ford E450 low floor cutaways with delivery expected in June 2026
- Increased our Contingency Fleet from 3 to 7 buses

### 2026

- GCTD ordered 8 near zero CNG (6) Gillig 35' buses and (2) 40' buses with delivery expected in April 2027
- Paused procurement of (5) Fuel Cell Electric buses
- Plans to order 5 near zero CNG 40' buses with delivery expected in 2028
- Plans to order 1 Admin vehicle



# Non-Revenue Fleet



## Operations

Quantity	Use	Manufacturer/Model	First Year of Service	Fuel Type	Mileage
1	Admin	Chevrolet Van	2007	Gas	70,284
1	Relief	El Dorado Van	2010	Gas	209,583
2	Relief	Honda Civic	2012	CNG	122,600
1	Relief	El Dorado Van	2013	Gas	196,453
2	Relief	Honda Civic	2015	CNG	151,973
4	Relief	Nissan Leaf	2019	BEV	76,045
4	Relief/Sup	Nissan Leaf	2020	BEV	72,700
2	Supervisor	Nissan Leaf	2023	BEV	19,403
1	Supervisor	BraunAbility Van	2023	Gas	55,290
1	Supervisor	Nissan Leaf	2024	BEV	10,823
1	Supervisor	Hyundai Ioniq5	2024	BEV	12,582
<b>20 Total</b>					

## Maintenance

Quantity	Use	Manufacturer/Model	First Year of Service	Fuel Type	Mileage
1	CNG Refuel/Service	Ford F-150	2000	CNG	164,897
1	Service	GMC 3500	2003	Diesel	36,925
1	Parts/Service	Toyota Tundra	2013	Gas	68,010
<b>3 Total</b>					

GCTD's current fleet of 20 Relief/Supervisor Cars and 3 Maintenance Service Trucks:

### CNG Fleet

- 4 Sedans
- 1 Truck

### Gasoline Fleet

- 4 Passenger Vans
- 1 Truck

### Battery Electric Fleet

- 12 Sedans

### Diesel Fleet

- 1 Truck

# Non-Revenue Fleet



## Non-Revenue Acquisition Forecast

Make	Model Type	Use	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Fuel Type			HYBRID	HYBRID	ZERO							
# of Replacement Vehicles			1	1	2	1	2	3	3	3	2	2
Expansion Vehicles by Year			0	0	0	0	0	0	1	0	0	0
2007 Chevrolet	Van	Admin	1									
2010 El Dorado	Van	Supervisor	1	1								
2012 Honda	Sedans	Relief	2	2	2							
2013 El Dorado	Van	Supervisor	1	1	1	1						
2015 Honda	Sedans	Relief	2	2	2	2	2					
2019 Nissan (BEV)	Sedan	Relief	5	5	5	5	5	3	2			
2020 Nissan (BEV)	Sedan	Supervisor	3	3	3	3	3	3	1	2		
2023 Nissan (BEV)	Sedan	Relief	2	2	2	2	2	2	2	1	1	
2023 BraunAbility	Van	Supervisor	1	1	1	1	1	1	1	1	1	
2024 Nissan (BEV)	Sedan	Supervisor	1	1	1	1	1	1	1	1	1	1
2024 Hyundai (BEV)	Sedan	Supervisor	1	1	1	1	1	1	1	1	1	1
Replace	Van	TBD	1	1	1	1	1	1	1	1	1	1
Replace	Van	TBD	→	1	1	1	1	1	1	1	1	1
Replace	TBD	TBD	→	→	2	2	2	2	2	2	2	2
Replace	TBD	TBD	→	→	→	1	1	1	1	1	1	1
Replace	TBD	TBD	→	→	→	→	2	2	2	2	2	2
Replace	TBD	TBD	→	→	→	→	→	2	2	2	2	2
Replace	TBD	TBD	→	→	→	→	→	→	3	3	3	3
Replace	TBD	TBD	→	→	→	→	→	→	→	3	3	3
Replace	TBD	TBD	→	→	→	→	→	→	→	→	2	2
Replace	TBD	TBD	→	→	→	→	→	→	→	→	→	1
Replace	TBD	TBD	→	→	→	→	→	→	→	→	→	1
Non-Revenue Fleet Size			20	20	20	20	20	20	20	20	20	20

REPLACEMENT NEEDED
PLAN TO ACQUIRE ZERO EMISSION VEHICLES
PLAN TO ACQUIRE GASOLINE/HYBRID VEHICLES

In 2026, 7 vehicles will have reached or surpassed the FTA ULB of 10 years. (useful life benchmark)

GCTD plans to replace these vehicles with:

- 1 Hybrid Van 2026
- 1 Hybrid Van 2027
- 2 BEV 2028
- 1 BEV 2029
- 2 BEV 2030

# Non-Revenue Fleet



## Non-Revenue Acquisition Forecast Maintenance

Make	Model Type	Use	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Fuel Type				TBD								
# of Replacement Vehicles			0	1	1	0	1	0	0	0	0	0
Ford F150	Truck	Service Refuel	1	1								
GMC 3500	Truck	Service Truck	1	1	1							
Toyota Tundra	Truck	Parts & Service	1	1	1	1	1					
TBD	TBD	Replace	→	1	1	1	1	1	1	1	1	1
TBD	TBD	Replace	→	→	1	1	1	1	1	1	1	1
TBD	TBD	Replace	→	→	→	→	1	1	1	1	1	1
Non Revenue Maintenance Fleet Size			3	3	3	3	3	3	3	3	3	3

REPLACEMENT NEEDED
PLAN TO ACQUIRE ZERO EMISSION VEHICLES
PLAN TO ACQUIRE GASOLINE/HYBRID VEHICLES

In 2026, 3 vehicles will have reached or surpassed the FTA ULB of 10 years. (useful life benchmark)

GCTD plans to replace these vehicles with:

- 1 Service Truck 2027
- 1 Service Truck 2028
- 1 Parts Truck 2030

Quantity	Type	Manufacturer	First Year of Service	Last Year of Service	FTA Minimum Useful Life years	GCTD TAM Useful Life Years	FTA Funded
2	Van	MV-1	2015	2026	4	6	No
4	Van	MV-1	2016	2026	4	6	No
8	Cutaway	StarCraft	2017	2027/2028	4	8	No
3	Transit	Ford	2019	2029	4	6	No
5	BEV	E-Lightening	2021	2029	4	6	No
1	Van	BraunAbility	2023	2030	4	6	No
2	Van	BraunAbility	2024	2031	4	6	No
2	Van	Hundai	2024	2031	4	6	Yes
6	Transit	Ford	2025	2031/2032	4	6	No
<b>29 Total</b>							

GCTD's current fleet of 29 CNG, Gasoline and BEV Vehicles:

### CNG Fleet

- 6-16' MV-1 Vans
- 8-23' Cutaway Buses

### Gasoline Fleet

- 9-22' Transit Vans
- 3-16' BraunAbility Vans

### Battery Electric Fleet

- 1-23' E-Transit Van
- 2-15' Hyundai Vans

*GCTD utilizes multiple vehicle types for its Demand Response service. The current mix of vehicles will be adjusted to reflect recorded ridership trends based on destination requests for the type of service being requested.*





# Demand Response Fleet

## Fleet Acquisition Forecast

Make	Useful Life	Passenger	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
<b>Fuel Type</b>			CNG	CNG	CNG	TBD						
<b>CARB ZEB Required Purchases %</b>			25%	25%	25%	100%	100%	100%	100%	100%	100%	100%
<b># of Replacement Vehicles</b>			6	4	4	4	1	4	3	3	6	4
<b>Expansion Vehicles by Year</b>			0	0	0	0	2	0	0	0	2	0
2014 MV-1	8-ys	3 + 1WC	2									
2015 MV-1	8-ys	3 + 1WC	4									
2017 Ford Cutaway	8-ys	6+3WC	4	4								
2017 Ford Cutaway	8-ys	6+3WC	4	4	4							
2019 Ford Transit	6-ys	5+1WC	3	3	3	3						
2021 Ford E-Transit (BEV)	6-ys	5+1WC	1	1	1	1						
2023 BraunAbility Van	6-ys	5+1WC	1	1	1	1	1					
2024 Hyundai Ionic (BEV)	6-ys	3 (No WC)	2	2	2	2	2	2				
2024 BraunAbility Van	6-ys	5+1WC	2	2	2	2	2	2				
2025 Ford Transit	6-ys	5+1WC	3	3	3	3	3	3	3			
2025 Ford Transit	6-ys	5+1WC	3	3	3	3	3	3	3	3		
Replace	8-ys	6+3WC	6	6	6	6	6	6	6	6	6	
Replace	TBD	TBD	→	4	4	4	4	4	4	4	4	4
Replace	6-ys	5+1WC	→	→	4	4	4	4	4	4	4	4
Replace	6-ys	TBD	→	→	→	4	4	4	4	4	4	4
Replace	6-ys	TBD	→	→	→	→	1	1	1	1	1	1
Replace	6-ys	TBD	→	→	→	→	→	4	4	4	4	4
Replace	6-ys	TBD	→	→	→	→	→	→	3	3	3	3
Expand	6-ys	TBD	→	→	→	→	→	→	2	2	2	2
Replace	6-ys	TBD	→	→	→	→	→	→	→	3	3	3
Replace	6-ys	TBD	→	→	→	→	→	→	→	→	6	6
Replace	6-ys	TBD	→	→	→	→	→	→	→	→	→	4
<b>Demand Response Fleet Size</b>			29	29	29	29	29	29	31	31	31	31

IDENTIFY FUNDING & PROCUREMENT ACTION (2-3 YRS NEEDED)

REPLACEMENT NEEDED

REPLACEMENT NEEDED / FUNDING IDENTIFIED

PLAN TO ACQUIRE ZERO EMISSION VEHICLES

PLAN TO ACQUIRE CNG VEHICLES

PLAN TO ACQUIRE GASOLINE/HYBRID VEHICLES

In 2026, 17 vehicles will have reached or surpassed the FTA ULB (useful life benchmark).

GCTD plans to replace these vehicles with:

- 6 CNG Buses 2026
- 4 CNG Buses 2027
- 4 CNG Buses 2028
- 4 BEV 2029
- 1 BEV 2030

# Fixed Route Fleet



Quantity	Size	Manufacturer	First Year of Service	Last Year of Service	FTA Minimum Useful Life years	GCTD TAM Useful Life Years	FTA Funded
5	35-ft	NABI	2008	2027	12	12	Yes
8	35-ft	NABI	2009	2028	12	12	Yes
8	40-ft	Gillig	2015	2028	12	12	Yes
5	40-ft	Gillig	2016	2029	12	12	Yes
5	40-ft	Gillig	2019	2030	12	12	Yes
3	40-ft	Gillig	2021	2032	12	12	Yes
9	40-ft	Gillig	2022	2033	12	12	Yes
4	40-ft	Gillig	2023	2034	12	12	Yes
5	40-ft	Gillig	2024	2035	12	12	Yes
9	40-ft	Gillig	2025	2037	12	12	Yes
61 Total							

GCTD's current fleet of 61 compressed natural gas (CNG) buses:

## Fixed Route Fleet

- 13-35' NABI Buses
- 48-40' Gillig Buses

## Contingency Fleet

- 3-40' New Flyer Buses
- 4-35' NABI Buses

## Contingency

3 – 40ft 2006 New Flyer & 4 – 35ft 2008 NABI

Contingency buses not included in above table



# Fixed Route Fleet



## Fleet Acquisition Forecast

Make	Minimum Useful Life	Size	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
<b>Fuel Type</b>			CNG	CNG	CNG	TBD	TBD	TBD	TBD	TBD	TBD	TBD
<b>CARB ZEB Required Purchases %</b>			25%*	25%*	25%*	100%	100%	100%	100%	100%	100%	100%
<b># of Replacement Vehicles</b>			0	8	9	4	5	5	3	6	7	5
<b>Expansion Vehicles by Year</b>			0	0	0	0	0	0	3	0	0	0
NABI 2008 (5)	12-yrs	35'	5	5	Tank Expires							
NABI 2009 (3)	12-yrs	35'	3	3	Tank Expires							
NABI 2009 (5)	12-yrs	35'	5	5	5	Tank Expires						
Gillig 2015 (4)	12-yrs	40'	4	4	4							
Gillig 2015 (4)	12-yrs	40'	4	4	4	4						
Gillig 2016 (5)	12-yrs	40'	5	5	5	5	5					
Gillig 2019 (5)	12-yrs	40'	5	5	5	5	5	5				
Gillig 2021 (3)	12-yrs	40'	3	3	3	3	3	3	3			
Gillig 2022 (6)	12-yrs	40'	6	6	6	6	6	6	6	6		
Gillig 2022 (3)	12-yrs	40'	3	3	3	3	3	3	3	3	3	
Gillig 2023 (4)	12-yrs	40'	4	4	4	4	4	4	4	4	4	
Gillig 2024 (5)	12-yrs	40'	5	5	5	5	5	5	5	5	5	5
Gillig 2025 (9)	12-yrs	40'	9	9	9	9	9	9	9	9	9	9
Replacement CNG (8)	12-yrs	35/40'		8	8	8	8	8	8	8	8	8
Replacement CNG (5)	12-yrs	40'			5	5	5	5	5	5	5	5
Replacement CNG (4)	12-yrs	40'			4	4	4	4	4	4	4	4
Replacement ZERO (4)	12-yrs	TBD	→			4	4	4	4	4	4	4
Replacement ZERO (5)	12-yrs	TBD	→	→			5	5	5	5	5	5
Replacement ZERO (5)	12-yrs	TBD	→	→	→			5	5	5	5	5
Replacement ZERO (3)	12-yrs	TBD	→	→	→	→			3	3	3	3
Expansion ZERO (3)	12-yrs	TBD	→	→	→	→			3	3	3	3
Replacement ZERO (6)	12-yrs	TBD	→	→	→	→	→			6	6	6
Replacement ZERO (7)	12-yrs	TBD	→	→	→	→	→	→			7	7
Replacement ZERO (5)	12-yrs	TBD	→	→	→	→	→	→	→			5
<b>Fixed Route Fleet Size</b>			<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>64</b>	<b>64</b>	<b>64</b>	<b>64</b>
<b>Contingency Fleet</b>			<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>

IDENTIFY FUNDING & PROCUREMENT ACTION (2-3 YRS NEEDED)
REPLACEMENT NEEDED
REPLACEMENT NEEDED / FUNDING IDENTIFIED
PLAN TO ACQUIRE ZERO EMISSION BUSES** If Grant Awarded
PLAN TO ACQUIRE CNG (Near Zero Engine) BUSES

In the next 5 years 26 buses will have reached or surpassed the FTA ULB (Useful Life Benchmark).

GCTD plans to replace these buses with:

- 8 CNG Buses 2027
- 9 CNG Buses 2028
- 4 ZEB Buses 2029
- 5 ZEB Buses 2030
- 5 ZEB Buses 2031

# Funding



**The estimated total cost to replace 26 buses is \$32 million**

Years	2026	2027	2028	2029	2030
Estimated Cost to replace 35 buses over the next 5 years	\$ -	\$ 897,135.00	\$ 947,000.00	\$ 1,800,000.00	\$ 1,890,000.00
Number of Buses Replaced	<b>CNG</b>	<b>8 CNG</b>	<b>9 CNG</b>	<b>4 ZERO</b>	<b>5 ZERO</b>
Funding need for the next 5 years (2025-2030)	\$ -	\$ 7,177,080.00	\$ 8,523,000.00	\$ 7,200,000.00	\$ 9,450,000.00
				<b>\$ 32,350,080.00</b>	

## Potential Funding Sources:

- Federal Competitive Grants CMAQ/5339/Low-No
- State Competitive Grants (TIRCP, LCTOP and more)
- Innovative Partnership with other agencies or businesses
- Local Revenue Measure for Zero Emissions

## Planning Grants

- STEP Grant / CARB Grants (for Zero Emissions Planning)

**Challenge:** We do not have a source of Local Matching funds, which puts us at a disadvantage when competing for these grants.

# CARB: Innovative Clean Transit Regulation

- The mandated Innovative Clean Transit (ICT) regulation states starting in 2026, 25% of all buses purchased by GCTD must be zero-emission.
- All purchases after 2029 must be 100% zero-emissions for small transit agencies (Fewer than 100 buses).
- The original goal set by the ICT regulation would be for all transit agencies to transition entire fleets to zero-emissions by 2040.
- Due to recent changes in federal funding priorities, the cancellation of ARCHES, as well as the high cost of fuel and station O & M cost, this plan recommends a temporary pause in the purchase of zero emission transit buses for years 2026-2028, in order to allow staff time to reassess the financial impacts of transition on the agencies budget.
- GCTD will be working with a consultant (Stantec) to update our Zero-Emission Rollout Plan and will bring back to the Board when complete.



# CARB: Innovative Clean Transit (ICT) Regulation (Exemption)

- GCTD staff has attended webinars and has had a meeting with the California Air Resource Board (CARB). GCTD management feels a submission for exemption to the Innovative Clean Transit Regulation is the most prudent action at this time.
- To request an exemption the following conditions will be considered by CARB for the reasons listed below. Staff has determined that Condition 2 is applicable to GCTD.

## Financial Hardship Exemptions:

- Condition 1: Declaration of Fiscal Emergency
- **Condition 2: Inability to offset the incremental cost of purchasing ZEBs**
- Condition 3: Inability to offset the managed, net electricity cost for depot charging battery electric buses.

Additionally, GCTD staff are recommending submitting an exemption request for cutaways due to the unavailability of Class 4 cutaways available using ZEB technology.



# Recommendation

Staff recommends that the Board of Directors consider approval of:

- 1) The annual updated to the Fleet Management Plan
- 2) Authorizing staff to submit a letter to the California Air Resource Board (CARB) to request exemptions from the ICT Regulation.