

2023 CLEAN TRANSPORTATION LEADERSHIP ROUNDTABLE



# KETCHIKAN GATEWAY BOROUGH TRANSIT





# OUTLINE

- Ketchikan Overview
- Ketchikan Transit
  - Service & Ridership
  - Fleet
- Why Battery Electric?
- Fleet Transition Plan
- Funding & Transition Plan
- Public Information
- Next Steps
- Questions







# KETCHIKAN OVERVIEW

- Population: Approx 13,750
- Location: 680 air miles north of Seattle, 235 air miles south of Juneau
- Major Industry: Tourism, Fishing & Government
- Average Temperature: 30 F-60 F
- Rainfall Average: 153 inches (just shy of 13 feet)







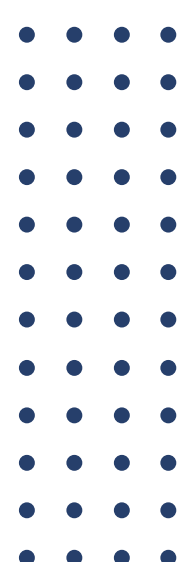
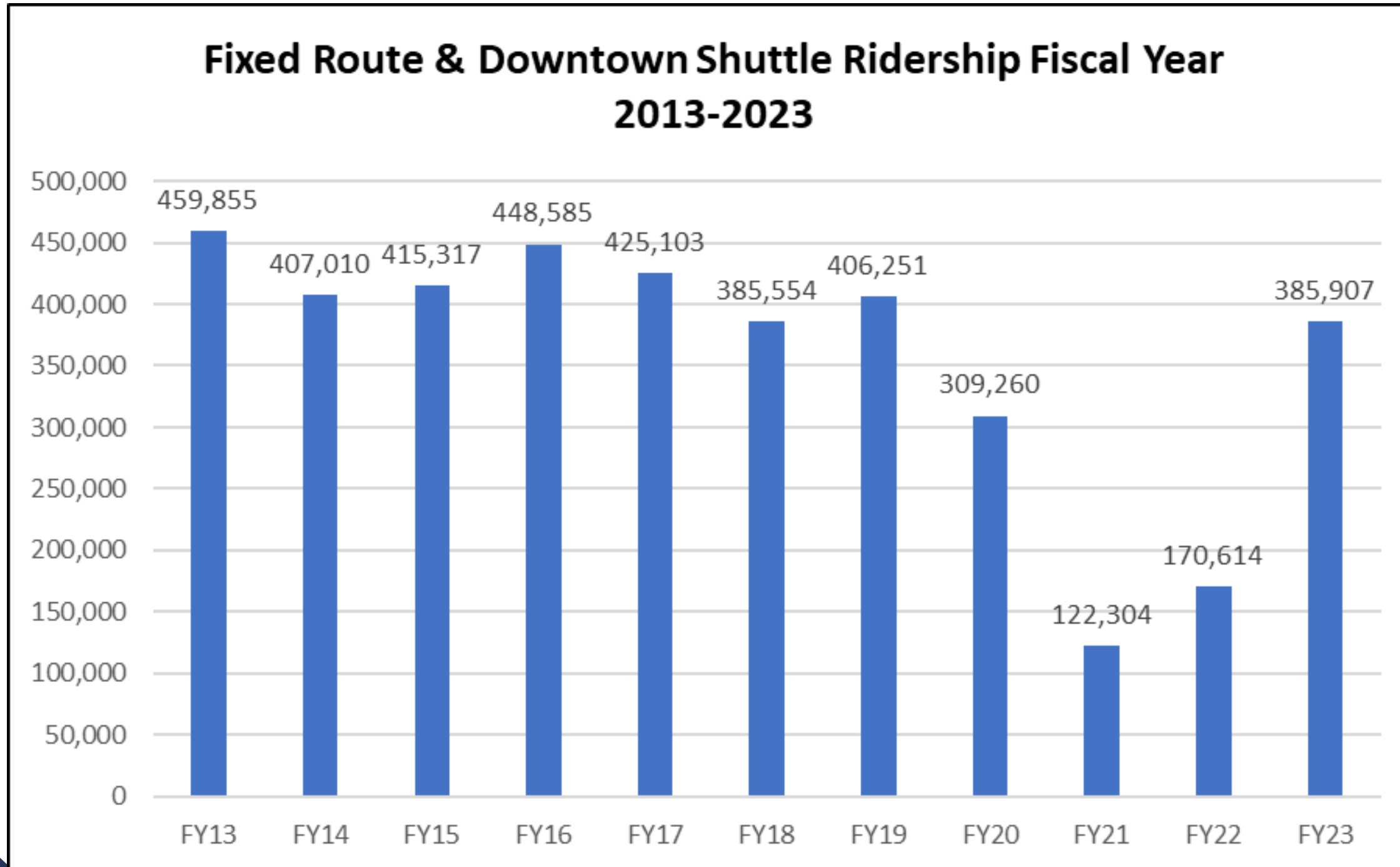
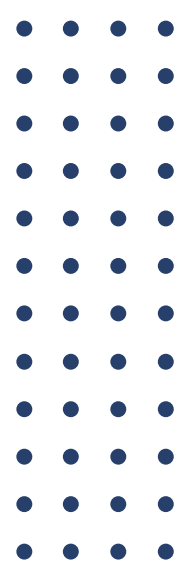
# KETCHIKAN TRANSIT

- 3 Year Round Bus Lines
  - Green Line
    - Approx. 209 miles per day
  - Silver Line x 2
    - Approx. 293 miles per day
- 2-3 Downtown Free Shuttles  
(Seasonal April-October)
  - Approx. 90 miles per day





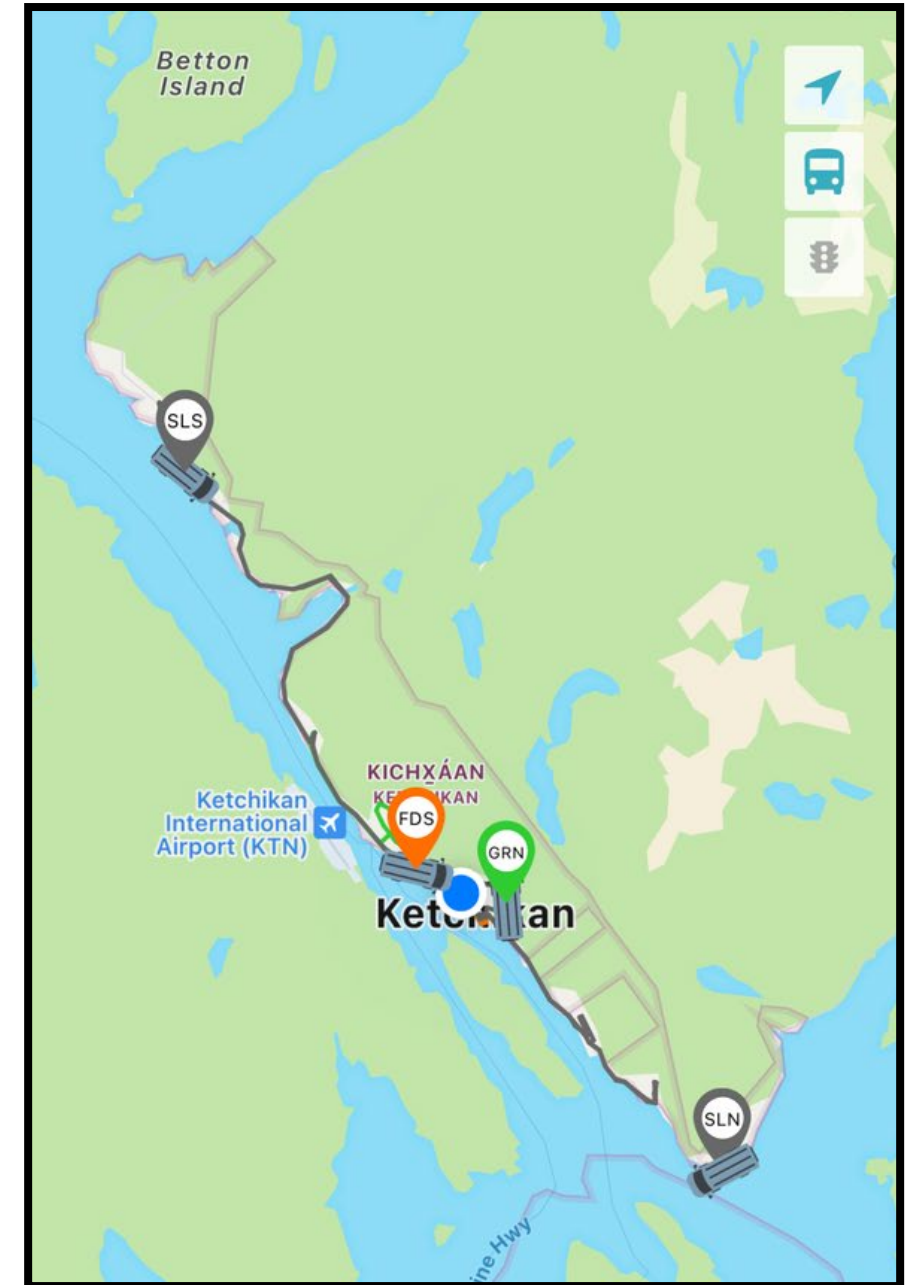
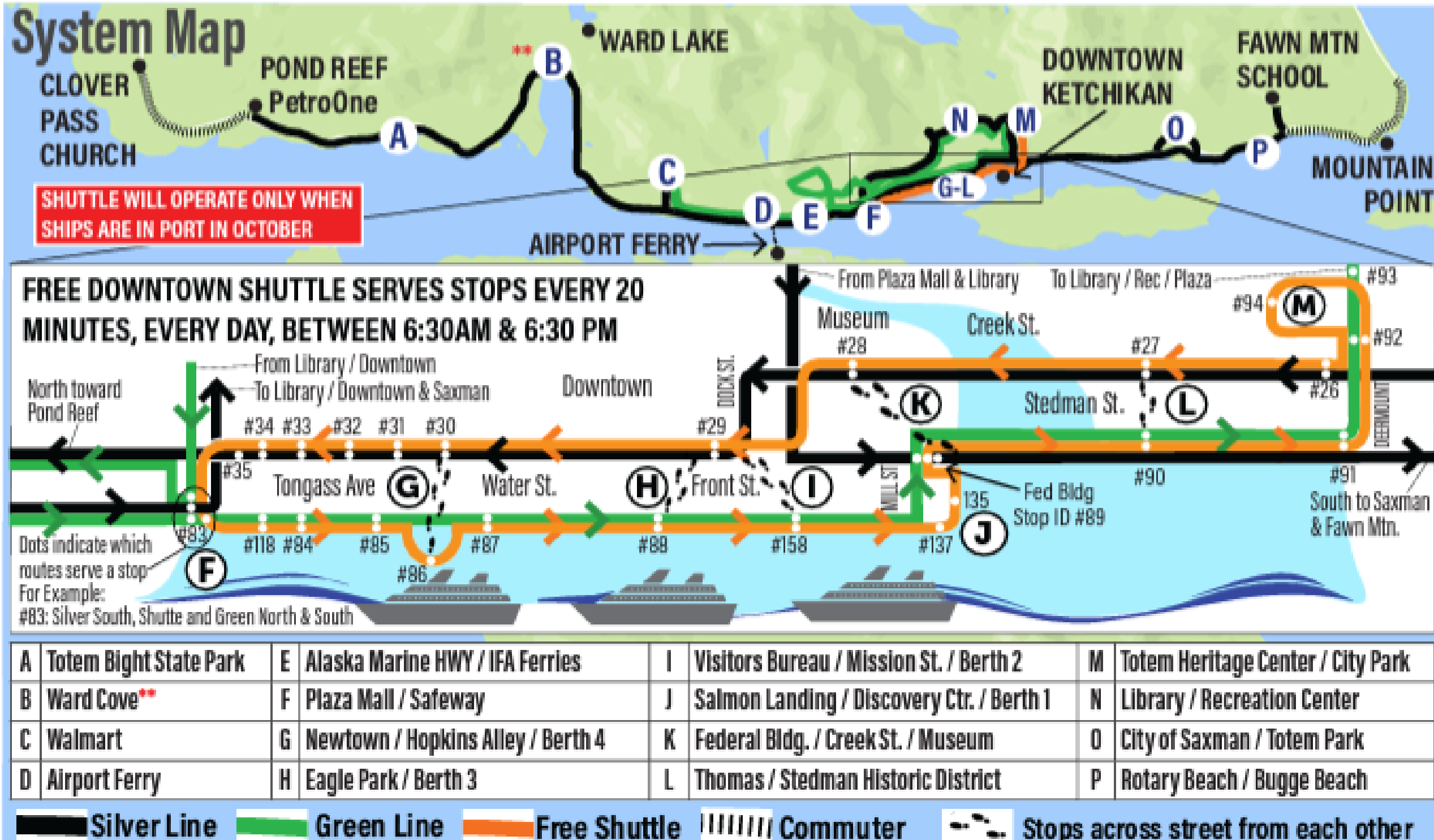
# RIDERSHIP







# SYSTEM MAP



# FLEET

- 4- 29' Low Floor Diesel Bus
  - 2 in-service
- 10- 35' Low Floor Diesel Bus
- 3- 10px Cutaway
- 2- Mini-Vans







# WHY BATTERY ELECTRIC?

- Environment
  - limited road system
  - short commute distances
  - community interested in continuing to promote the area as an environmentally pristine visitor destination.
- Low Cost/ Publically Owned Hydroelectric Utility
  - Lowest 10% of all electric rates in the nation
- Partnerships
  - Gillig
  - Center for Transportation & Environment (CTE)
  - Pacific Alternatives
  - Capital Transit





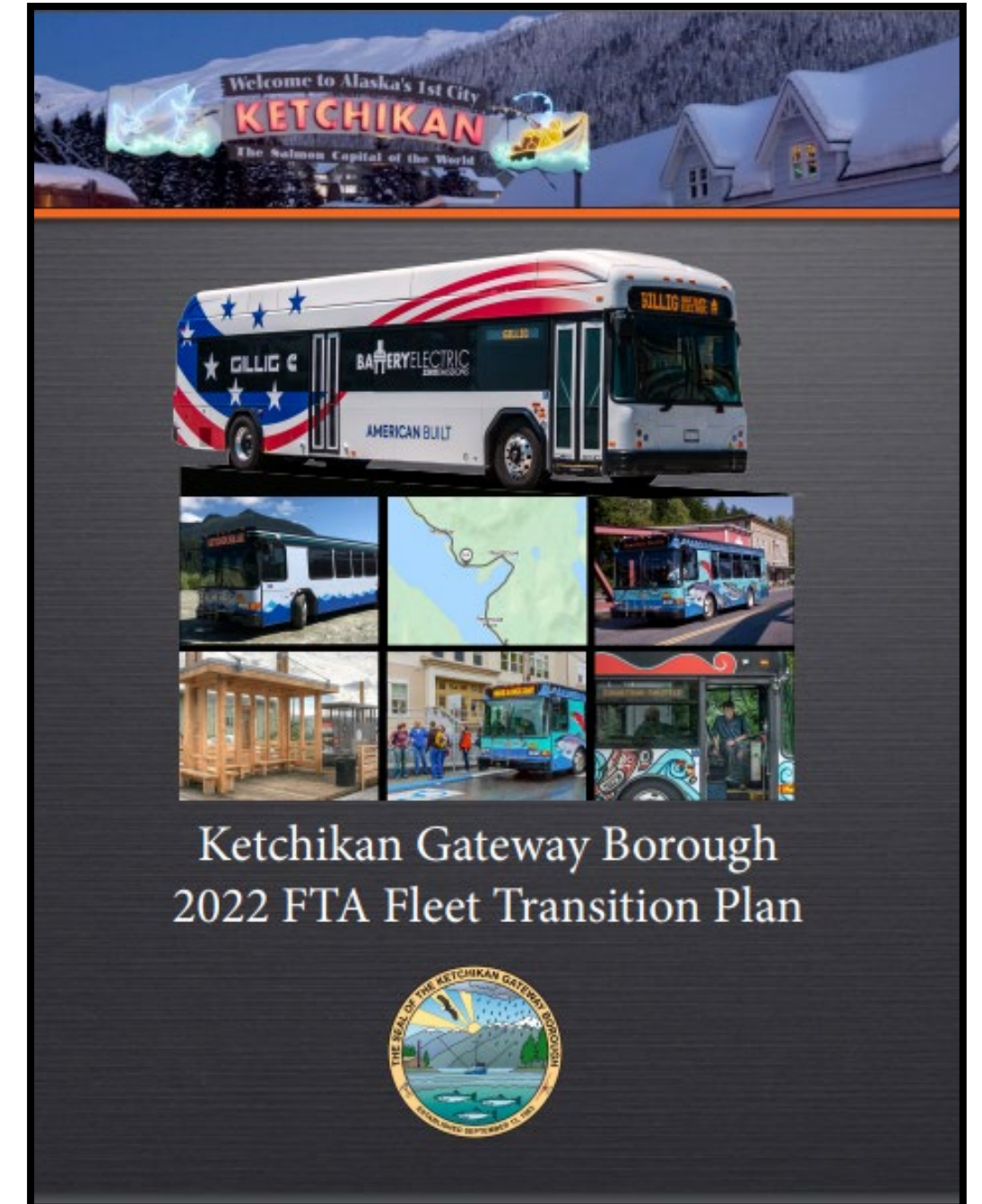
# FLEET TRANSITION PLAN

Year	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Number of Buses Scheduled to Enter Service	5	0	3	0	1	0	0	5	0	7	0	0	0	0	5	0	4	0	0
Number of ZEBs Scheduled to Enter Service	0	0	3	0	1	0	0	5	0	7	0	0	0	0	5	0	4	0	0
ZEB Percentage of New Buses	0%	0%	100%	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	100%	0%	0%

## Conclusion:

Ketchikan is expected to reach transition to a zero-emission fleet by 2031.

The expected total capital cost of vehicles for the transition to a ZEB fleet is estimated at \$19,435,000.







# FTA LOW-NO EMISSIONS GRANT

- Partnerships Allowable in Grant application
  - Gillig, CTE & Pacific Alternatives
- \$4,285,436 Awarded through FY22 Federal Transit Administration (FTA) Low-No Emissions
  - 3-35' Gillig Battery Electric Buses
  - Charging Infrastructure
  - Workforce Development Funding

Training Resource/Strategy	FY2022 Low-No Budget
Bus OEM Operator, Maintenance, First Responder Training	\$70,000
Infrastructure Training	\$50,000
PPE, Tools, and Equipment	\$100,000
NTI/Other Online/Classroom-based Training	\$50,000





# PROJECT TIMELINE

## Project Timeline

Timeline Item Description	Timeline Item Date
FTA Award & Project Partner Contracts	8/15/22-12/30/22
Project Planning and Initiation	1/22/23-1/31/23
Requirements Analysis	2/1/23-5/31/23
Bus Procurement & Build	6/1/23-4/30/25
Infrastructure Procurement and Installation	6/1/23-9/29/23
Bus and Infrastructure Deployment	4/1/25-4/30/25
Deployment Validation	3/3/25-5/29/25
Project Closeout	6/1/26-8/31/26
Project Management & Reporting	1/2/23-5/29/26





# ○○○○ NEXT STEPS

- NEPA Evaluation
- Grant Agreement from Alaska DOT&PF
- Requirements Analysis (CTE/Pacific Alternatives)
  - Route Evaluation, Selection & Data Collection
  - Modeling
- Bus Procurement





# PUBLIC INFORMATION



**KETCHIKAN GATEWAY BOROUGH**  
*Life is Better in Boots*

GOVERNMENT | BUSINESS | SERVICES | DEPARTMENTS | HOW DO I... | How can we help?

Buy Passes

Summer 2023 Schedule (PDF)

Map and Real-Time Bus Information

Transit Alerts

How to Ride

Services & Programs

Lost and Found

About Us

Apply for a Job

Transit Plans

Battery Electric Bus Project

## BATTERY ELECTRIC BUS PROJECT

### FREQUENTLY ASKED QUESTIONS

- 1. How much money was awarded to Ketchikan Gateway Borough for this project?**

\$4,285,436 has been awarded for the FY2022 FTA Bus and Low- and No-Emission Grant Awards. These awards were announced on Tuesday, August 16th, 2022. You can read the press release here- <https://www.transit.dot.gov/1800buses>
- 2. What is the source of this funding?**

This funding is from the Federal Transit Administration's 5339(c) program. FTA's FY22 Low- and No-Emission and Bus and Bus Facilities programs will provide \$1.66 billion in grants to transit agencies, territories and states across the country to invest in bus fleets and facilities. Funded by the President's Bipartisan Infrastructure Law, the majority of funded projects will use zero-emissions technology, which reduces air pollution and helps meet the President's goal of net-zero emissions by 2050. Additional match funding may be provided by sources such as CPV.
- 3. What was funded?**

The Ketchikan Gateway Borough Transit Department has been awarded \$4.2 million for three electric buses and the associated charging infrastructure and facility upgrades, workforce development including training and tooling, and professional services including design, engineering, inspection, permitting, procurement, and route analysis. The project will be designed to reduce harmful emissions, promote locally sourced hydroelectric power, and improve operating efficiency of the transit system.
- 4. In the past KPU has requested that the community conserve energy, can KPU handle the additional electric need for these buses?**

KPU requested that the community conserve power in a drought situation a few years ago due to permitting restrictions on the diesel generators. This drought situation was an exception and in an average year KPU has adequate ability to service the low level of electric demand of battery electric buses. The conservation of power was not due to capacity but rather to keep the diesel surcharge low for the consumer.
- 5. With KPU using diesel backup generators will this really save the Transit Department and in turn the community any money?**

<https://www.kgbak.us/1021/Battery-Electric-Bus-Project>





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QUESTIONS?

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