



Cape Cod
Regional Transit Authority

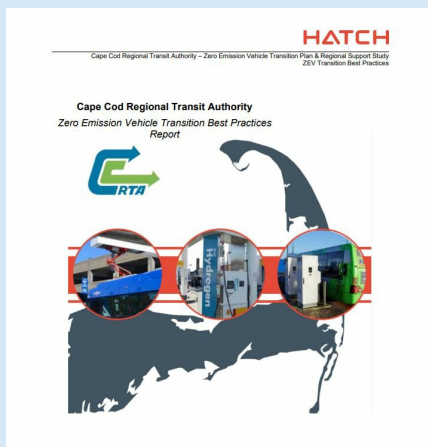


Route Simulations Have Begun!

Welcome back to CCRTA's [ZEV Inside Look](#), our monthly newsletter where we share the Cape Cod Regional Transit Authority's journey to a zero-emission future. We hope that what we're learning can support your own journey to zero-emission vehicles (ZEVs).

Since our first newsletter last month, we've had some exciting progress in our ZEV study. Hatch, the consulting firm helping us in this study, has begun determining which type of zero-emission vehicles will work best on Cape Cod. Hatch is doing this by using their own in-house-built software to simulate CCRTA's routes, factoring in GTFS data such as route distance and time, as well as driver shifts, road topography, weather conditions, and summer traffic. We are excited to see what Hatch recommends!

Read on below to learn more about study progress such as [ZEV Best Practices](#) and working with Eversource...



ZEV Best Practices Report

[Find the Report Here!](#)

ZEV Best Practices

One of the first deliverables we knew we wanted from our ZEV study was a comprehensive guide to ZEVs and Best Practices Report.

The report details both battery electric as well as hydrogen fuel cell vehicles. For both of these options, the report describes the technology, required charging infrastructure, operational considerations, and more. There is also a small section on diesel hybrid vehicles for routes where the current technology is not yet suited for an EV.

At CCRTA we have learned a tremendous amount from this report and hope you enjoy it as well!

Power Grid Capacity

A consideration for electrifying fleets across the U.S. is the power grid's capacity to support this increased demand for electricity. With the help of Hatch, CCRTA has begun the conversation with Eversource to discuss just this.

We learned about Eversource's [MA EV Charging Station Program](#). Under the program, Eversource will fund and manage updates on transformers, conduits and wires from control box panel up to where future charging stations will be installed. This program is meant to upgrade infrastructure to be able to support L2 Chargers, DC Fast Chargers, or both! Customers are expected to purchase and install any actual chargers and there is a possibility that projects may not be fully covered under the program. (The customer may be asked to share the cost if the project is difficult from a construction perspective.)

At CCRTA, we are waiting until we have more information from Hatch about what our charging needs will be before completing our application. We wanted to share what we've learned so far and pass along program information.

[Please reach out to the program email for specific info about your site and with any questions about the program.](#)

[Program Email](#)



Links to Prior Resources

Did you miss the first newsletter?
Looking for more ZEV?
Curious about the Study?

Find all this and more at CCRTA's
website:

[ZEV Content](#)



Next Issue

Our next big deliverable will be an [Asset Inventory Template](#), which, of course, will be shared in a future newsletter!

Our vision is that this will be used to track transportation-related assets, infrastructure, and related operations.

This template will be the foundation for a later deliverable of performance metrics to measure GHG emission reductions as the journey continues.

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