



## RTA BOARD AGENDA

Wednesday, December 6, 2023 at approximately 10:30 AM  
(following SLOCOG adjournment)

BOARD OF SUPERVISORS' CHAMBERS  
COUNTY GOVERNMENT CENTER  
1055 Monterey Street, San Luis Obispo, California 93401

The AGENDA is available/posted at: <http://www.slorta.org>

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Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency) by contacting the RTA offices at (805)541-2228 x4833. Please note that 48 hours advance notice will be necessary to honor a request.

RTA, de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), acomodará a las personas que requieran una modificación de la adaptación para participar en esta reunión. RTA también se compromete a ayudar a las personas con dominio limitado del inglés a acceder a los servicios públicos esenciales de la agencia y a la información pública en español. Para solicitar una adaptación, por favor llame al (805)541-2228 x4833. Requerimos al menos 48 horas de anticipación para proporcionar adaptaciones razonables.

### CALL MEETING TO ORDER, ROLL CALL

**PUBLIC COMMENT:** The Board reserves this portion of the agenda for members of the public to address the San Luis Obispo Regional Transit Authority Board on any items not on the agenda and within the jurisdiction of the Board. Comments are limited to three minutes per speaker. The Board will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

**A. CONSENT AGENDA:**

None

**B. INFORMATION AGENDA:**

None

**C. ACTION AGENDA:**

C-1 Purchase Order for Battery-Electric Buses & Related Equipment (Authorize)

**D. CLOSED SESSION:**

None

**BOARD MEMBER COMMENTS**

The next regularly-scheduled RTA Board meeting is scheduled for January 10, 2024.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**DECEMBER 6, 2023**

**STAFF REPORT**

**AGENDA ITEM:** C-1

**TOPIC:** Purchase Order for Battery-Electric Buses & Related Equipment

**PRESENTED BY:** Geoff Straw, Executive Director

**STAFF RECOMMENDATION:**

- 1) Authorize Executive Director to Issue a Purchase Order to Gillig, LLC Not to Exceed \$6,993,255 to Procure Five 40-foot Battery-Electric Buses, Spare Parts/Equipment, and Training.**
- 2) Authorize the Executive Director to Seek Bids Not to Exceed \$500,000 to Finalize Design/Engineering and Install Equipment to Complete Phase 1b of the Direct-Current Recharging System at the RTA Bus Maintenance Facility.**
- 3) Direct the Executive Director to Seek Alternative Non-Local Grant Funds/Credits and to Refund to SLOCOG All TIRCP/ZETCP Funds No Longer Needed as a Result of Successful Non-Local Funding Awards.**

**BACKGROUND/DISCUSSION:**

At its November 2, 2022 meeting, the RTA Board authorized staff to seek bids for five 40-foot battery-electric buses (BEBs), spare parts and equipment and training at a cost not-to-exceed \$5,215,200, to submit grant applications for non-local funding programs, and to declare the replaced vehicles surplus.

These five new replacement BEBs will be essentially identical to the two BEBs identified in our May 2022 purchase order, including digital on-board surveillance systems, GPS-based passenger information systems, multiplex wiring systems, electronic fareboxes, LED front/side/rear destination signs, and bike racks. The May 2022 per bus price was \$1,052,694.84, which includes the pro rata share of spare parts/equipment and training.

The price proposal received from Gillig LLC on October 18, 2023 for the five BEBs exceeds the November 2, 2022 RTA Board authorized amount of \$5,215,200, since the State of Washington Cooperative Purchasing Master Contract No. 06719 allows standard annual price adjustments. This new/revised price of \$6,853,255 for the five buses plus \$140,000 for spare parts/equipment and training (totaling \$6,993,255, or ~\$1.4M per bus) has resulted in a funding gap of \$1,778,055 – not including an estimated \$500,000 to complete Phase 1b of the Bus Maintenance Facility’s planned direct-current recharging system needed to charge additional BEBs. The combined

funding gap is \$2,238,055, as noted in Agenda Item C-2 presented at the November 1, 2023 RTA Board meeting.

On November 3<sup>rd</sup>, RTA staff submitted to SLOCOG a Statement of Interest (SOI) that includes a range of zero-emission vehicle purchases and related planning/engineering/installation of recharging projects that could be funded with the newly-created formula Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funds. As part of our SOI submittal, staff acknowledged that our list of projects could not be fully funded by SLOCOG solely using the new formula TIRCP/ZETCP funding. Nonetheless, we believe it is important to publicly present the large unfunded need as it relates to implementing the California Air Resources Board's Innovative Clean Transit (ICT) Fleet Rule. Staff applied current estimated costs to each of the proposed projects – totaling over \$29 million – based on the near-term projects included in our *ICT Rollout Plan* adopted by the RTA Board at its March 2023 meeting. On a related note, because the TIRCP guidelines expressly call for aspirational projects that advance the transition to zero-emission transit fleets, RTA staff deviated from our *ICT Rollout Plan* by including Project RTA-4 in our SOI, which would substitute the purchase of seven diesel-powered buses with BEBs (see summary table at the end of this staff report). Staff submitted this aspirational project because it has become nearly impossible to obtain discretionary funding to replace internal combustion engine powered transit vehicles, and we do not have sufficient formula funds to replace the seven 2013 diesel-powered buses that are eligible for replacement now but are shown in our *ICT Rollout Plan* as being delivered in 2025.

The SLOCOG Board of Directors will consider Agenda Item E-2 TIRCP and ZETCP Project Allocation Requests at its meeting on December 6, 2023, prior to the RTA Board meeting. At the time of this writing, SLOCOG staff's draft recommendations in E-2 include \$1,778,000 to close the funding gap for the RTA's five BEBs and \$500,000 to complete our Phase 1b recharging project. Both of these projects are recommended for funding in Year 1 of the new 4-year formula TIRCP/ZETCP funding program, which has a net total of slightly under \$33 million. RTA staff supports SLOCOG staff's recommended formula TIRCP funding for these two projects.

Staff will continue to seek alternative non-local funding sources to partially fund these five BEBs and related charging infrastructure. Example non-local funds include Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) credits, SLO County Air Pollution Control District (APCD) Clean Air Grant funds, Low Carbon Transit Operations Program (LCTOP) grant funds, PG&E / Central Coast Community Energy recharging infrastructure grant funds, and Volkswagen Environment Mitigation Trust (VEMT) program funds. It is estimated that the RTA could be immediately eligible for up to \$690,000 in HVIP credits (\$138,000 times five buses) and up to \$432,000 in VEMT grants (\$216,000 times two buses<sup>1</sup>) that would be applied towards the projects discussed herein, once the purchase order is issued. Staff is supportive of returning any unused formula TIRCP/ZETCP funds back to the "pool" administered by SLOCOG if we

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<sup>1</sup> Under the VEMT program, buses being replaced must be destroyed. Staff is recommending that three of the five buses be assigned to a contingency fleet, so only two would be eligible for VEMT funds.

are successful in replacing the new funds with any of these alternative non-local funding sources. Staff hopes the same commitment to immediately “refund” non-used funds would be made by the other SLO County grantees of the new formula TIRCP/ZETCP funding program should their project as submitted be deemed un-fundable/infeasible, or if the actual cost to implement a project is lower than their SOI amount.

Assuming the SLOCOG Board adopts the formula TIRCP/ZETCP funding program at its December 6<sup>th</sup> meeting, staff herein seeks RTA Board authority for the Executive Director to: 1) issue a purchase order to Gillig, LLC in the revised amount of \$6,853,255 for five 40-foot battery-electric buses, 2) authority to negotiate a final spare parts/equipment and training package with Gillig, LLC not to exceed \$140,000, and 3) authority to seek bids not to exceed \$500,000 to complete Phase 1b of the Bus Maintenance Facility’s planned direct-current recharging system. Combined, these three items total a not-to-exceed amount of \$7,393,255.

### **Staff Recommendation**

- 1) Authorize Executive Director to issue a purchase order to Gillig, LLC not to exceed \$6,993,255 to procure five 40-foot Battery-Electric Buses, spare parts and equipment, and training.
- 2) Authorize the Executive Director to seek bids not to exceed \$500,000 to finalize design/engineering and install equipment to complete Phase 1b of the direct-current recharging system at the RTA Bus Maintenance Facility.
- 3) Direct the Executive Director to seek alternative non-local grant funds/credits and to refund to SLOCOG all TIRCP/ZETCP funds no longer needed as a result of successful non-local funding awards.

RTA TIRCP & ZETCP Project Request Statement of Interest							
Project #	Type	Name	Source	23/24	24/25	25/26	26/27
RTA-1	Capital	Close funding gap for 5 battery-electric buses (BEBs), including training and spare parts. Partially funded with FTA 5339(b). Delivery in CY2025.	TIRCP	\$ 1,778			
RTA-2	Capital	Implement BMF Phase 1b of BEB Direct-Current fast-charging system	TIRCP	\$ 500			
RTA-3	Capital	Planning: Final engineering/design for BEB Phase 2 & Master Plan for off-site BEB fast-charging systems. Off-site areas include park-outs in Paso & A.G., and opportunity charging at fixed-route layovers.	ZETCP	\$ 200			
RTA-4	Capital	Issue purchase order in early CY24 for seven BEBs to replace model year 2013 (MY13) diesel vehicles; delivery in late CY25. Includes seven BEB recharging dispensers. Identified in ICT Rollout Plan as diesel-powered buses.	TIRCP	\$ 10,910			
RTA-5	Capital	Implement Cal-ITP contactless fare payment system.	ZETCP		\$ 494		
RTA-6	Capital	Issue purchase order in early CY25 for two BEBs to replace MY15 diesel vehicles identified for delivery in late CY26, including two BEB recharging dispensers.	TIRCP		\$ 3,372		
RTA-7	Capital	Implement BEB direct-current fast-charging systems at Paso and A.G. bus park-out yards	TIRCP		\$ 2,000		
RTA-8	Capital	Issue purchase order in CY25 for two BEBs to replace MY15 diesel vehicles identified for delivery in CY27, including two BEB recharging dispensers.	TIRCP		\$ 3,507		
RTA-9	Capital	Implement Phase 2 BEB recharging at BMF	TIRCP		\$ 4,000		
RTA-10	Capital	Implement contactless opportunity charging system at Morro Bay passenger facility.	ZETCP			\$ 550	
RTA-11	Capital	Implement contactless opportunity charging system at Santa Maria passenger facility.	ZETCP			\$ 550	
RTA-12	Capital	Implement contactless opportunity charging system at San Luis Obispo passenger facility.	ZETCP				\$ 600
RTA-13	Capital	Implement contactless opportunity charging system at Paso Robles layover facility.	ZETCP				\$ 600