

REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE AGENDA

Wednesday, August 13, 2025

10:00 a.m.

SLOCOG Conference Room

1114 Marsh Street

San Luis Obispo, California

This agenda is available/posted at: <http://www.slorta.org/board/rta-board-meetings>

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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.

1. **Call Meeting to Order, Roll Call**
2. **Public Comment:** The San Luis Obispo Regional Transit Authority Executive Committee reserves this portion of the agenda for members of the public to address any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee 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.
3. **Closed Session** None
4. **Consent Items**
 - A-1 Executive Committee Meeting Minutes of April 2, 2025 (Approve)
5. **Information Items**
 - B-1 Executive Director's Report (Verbal, Receive)
 - B-2 Update on SB125 Funded Capital Projects (Receive)
 - B-3 Verification of Discount Eligibility Program & Timeline (Receive)
6. **Action Items**
 - C-1 Authorize EnergIZE Program Grant Application (Approve)

The Regional Transit Authority is a Joint Powers Agency serving the residents and visitors of:

Arroyo Grande Atascadero Grover Beach Morro Bay Paso Robles Pismo Beach San Luis Obispo County of San Luis Obispo

7. **September 3, 2025 Draft RTA Board Agenda:**

Employee Recognition

- Employee of the Quarter

Consent Items

- A-1 Draft RTA Executive Committee Meeting Minutes August 13, 2025 (Information)
- A-2 RTA Board Meeting Minutes of May 7, 2025 (Approve)
- A-3 RTAC Minutes of July 17, 2025 (Information)
- A-4 Procurement of Runabout Vehicles and Declare Vehicle Surplus (Approve)
- A-5 Authorize New SLOCPT Rate for July 2026 Implementation (Approve)
- A-6 FTA Transit Asset Management Plan Update (Receive)
- A-7 PTAS Plan Update (Approve)
- A-8 Strategic Business Plan Update (Approve)
- A-9 Charter Service Rate (Approve)
- A-10 Procurement of Classification and Compensation/Benefits Study (Approve)

Information Items

- B-1 Executive Director's Report (Receive)
- B-2 Update on August 10th Service Changes (Receive)
- B-3 Update on SB125 Funded Capital Projects (Receive)
- B-4 Verification of Discount Eligibility Program & Timeline (Receive)

Action Items

- C-1 Authorize EnergIIZE Program Grant Application (Approve)
- C-2 RTA / SLO County Emergency Transportation Services MOU (Approve)

Closed Session Item:

CONFERENCE WITH LABOR NEGOTIATORS (Gov. Code § 54957.6)
Agency designated representatives: Geoff Straw, Executive Director
Employee organization: Teamsters Local Union No. 986

8. **Adjournment**

Next RTA Executive Committee Meeting: **October 8, 2025**



San Luis Obispo Regional Transit Authority

Executive Committee Meeting

Minutes 4/2/2025

A-1

Members Present: Jimmy Paulding, District 4 Supervisor, **President**
Carla Wixom, City of Morro Bay, **Vice President**
Fred Strong, City of Paso Robles, **Past President**

Members Absent: None

Staff Present: Geoff Straw, Executive Director
Tania Arnold, Deputy Director/CFO
Anthony Kalvans, Administrative Assistant
Jenna Morton, RTA Counsel

Public Present: Eric Greening

1. **Call to Order and Roll Call:** **President Paulding** called the meeting to order at 11:25 a.m. and roll call was taken. A quorum was present.

2. **Public Comment:**

Mr. Eric Greening opened his comment by saying that he is always impressed with RTA. He then raised a concern regarding the road construction impacting bus service through downtown Atascadero. **Mr. Straw** said that the RTA is currently working with Atascadero city staff regarding the construction.

3. **Closed Session:** None

4. **Consent Items**

A-1 Executive Committee Meeting Minutes of December 11, 2024 (Approve)

Public Comment:

There was no public comment given on this item.

Mr. Paulding motioned to approve, seconded by **Mr. Strong**. There was unanimous consensus of those present to approve the meeting minutes as is.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JIMMY PAULDING	X		
FRED STRONG	X		
CARLA WIXOM	X		

5. **Information Items:**

B-1 Executive Director's Report (Verbal, Receive)

Mr. Straw started his report by informing the committee of the status update for the projects related to the electric battery bus program. He also highlighted that the Short-Range Transit Plan (SRTP) outreach is ongoing and that a grant for electric buses is being held up due to the staffing issues at the federal level.

Mr. Paulding said that he was contacted by Nipomo New Tech High School regarding changes to Route 10 and mentioned that he was doing a town hall where the RTA could join and address those concerns.

Ms. Wixom asked about the ridership for the 8:33pm Route 10 Southbound trip.

Public Comment:

No public comment was received regarding this item.

6. **Action Items:**

C-1 Fiscal Year 2025-26 Operating and Capital Budget (Approve)

Ms. Arnold presented the RTA budget and noted the combined budget for all services the RTA operates is included. It was also noted that staff anticipates adding one additional express trip to Route 9 and 10/

Public Comment:

No public comment was received regarding this item.

Mr. Strong motioned to approve, seconded by **Mr. Paulding**. There was unanimous consensus of those present to approve Action Item C-1 as is.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JIMMY PAULDING	X		
FRED STRONG	X		
CARLA WIXOM	X		

C-2 Procurement of Classification and Compensation/Benefits Study (Approve)

Mr. Straw presented the item and noted that the RTA has never done a comprehensive compensation study. The study would cover CBA employees as well, with the goal to benchmark with other agencies.

Public Comment:

No public comment was received regarding this item.

Mr. Paulding motioned to approve, seconded by **Ms. Wixom**. There was unanimous consensus of those present to approve Action Item C-2 as is.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JIMMY PAULDING	X		
FRED STRONG	X		
CARLA WIXOM	X		

May 7th, 2025, Draft RTA Board Agenda

Mr. Straw presented the draft agenda and said that item A-14 would be split into A-14 and A-15.

Mr. Paulding asked if the proposed service changes will be on the agenda. **Mr. Straw** said that they would be under item C-1.

Public Comment:

Mr. Greening said that he was glad that the 8:33 Route 10 South departure may not get eliminated.

Mr. Paulding motioned to approve the draft agenda. Seconded by **Mr. Strong**. The motion passed unanimously of those present.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JIMMY PAULDING	X		
FRED STRONG	X		
CARLA WIXOM	X		

7. **Adjournment**

The meeting was adjourned at 11:50 AM.

Next RTA Executive Committee Meeting: **June 4, 2025**

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Jimmy Paulding
RTA Board President 2025

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
EXECUTIVE COMMITTEE
AUGUST 13, 2025
STAFF REPORT**

AGENDA ITEM:	B-2
TOPIC:	Update on SB125 Funded Capital Projects
ACTION:	Receive
PRESENTED BY:	Geoff Straw, Executive Director
STAFF RECOMMENDATION FOR EXECUTIVE COMMITTEE:	Discuss Priorities, and Bring the Update to the Board as Information

BACKGROUND/DISCUSSION

This staff report provides an update on SLOCOG-approved Senate Bill 125 (SB125) funded projects. The staff report also includes the status of each RTA project, as well as staff's priorities for SB125 funded projects.

SB125 guides the distribution of \$4 billion in California General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.

On November 2, 2023, the RTA submitted a multi-project Statement of Interest to SLOCOG for SB125 funding that included 13 projects. Those projects were considered by the SLOCOG Board at its October 2024 meeting. At the November 6, 2024 meeting, the RTA Board of Directors authorized the Executive Director to execute the Senate Bill 125 (SB125) cooperative agreement, and Table 1 of the cooperative agreement lists all projects currently authorized by SLOCOG and CalSTA. At its March 5, 2025 meeting, the RTA Board authorized the Executive Director to execute Amendment #1 to the SB125 cooperative agreement for the contactless fare program using the Cal-ITP master services agreements.

Included in the August 6, 2025 SLOCOG Board agenda is a staff recommended redistribution schedule to align funding allocation dates with the state's adjusted distribution schedule resulting from this year's budget negotiations. RTA staff continues to provide feedback to SLOCOG on an ongoing basis, including a detailed project

update in March 2025 in response to a request about scope and funding for each project. Staff followed up with discussions on project priorities in the ensuing weeks, since the April 2025 SLOCOG staff report included changes that did not necessarily align with RTA priorities. Staff notes are included in the table at the end of this staff report.

Notable project updates are:

- RTA-4 (replacement buses) – SLOCOG’s August 6, 2025 Agenda Item C-7 states “Reprogram funds in October.” RTA staff will work with SLOCOG and City of San Luis Obispo officials on this regional reprogramming; SLO Transit likely has bus replacement and/or expansion needs that were not captured in the original November 2023 call for projects. Our original project proposal under RTA-4 would fund replacement of MY13 vehicles that have already surpassed their economically useful lives (originally identified for delivery in late 2025).
- RTA-10, -12 and -13 (opportunity recharging projects) – Based on discussions with other transit agencies regarding their recently implemented projects, the original cost estimates were too low. Staff is working to secure additional funding for these projects, and we will not recommend moving forward until RTA-3 (recharging study) is completed and all funding has been secured.
- In terms of staff priorities:
 - The park-out yard recharging projects in Arroyo Grande and especially in Paso Robles (RTA-7) is the highest priority project, yet it was moved back for funding from FY24-25 to FY25-26 at the April 2025 SLOCOG Board meeting. The Phase 3 recharging project at the SLO Bus Maintenance Facility (RTA-9) is also vital, although its funding year could be delayed from FY23-24 until FY26-27 so that the project is completed before the future deliveries of battery-electric buses beginning in 2028. Staff will work with SLOCOG to reiterate these priorities.
 - The next highest priority is the purchase of battery-electric buses (RTA-4, RTA-6 and RTA-8, in priority order). These projects advance the transition to battery-electric buses in lieu of diesel-powered buses that were originally identified in our 2023 *ZEB Rollout Plan*.
 - In terms of opportunity recharging projects, below is the priority order for the four bus layover sites:
 - #1 – Paso Robles (RTA-13;
 - #2 – San Luis Obispo (RTA-12);
 - #3 – Morro Bay (RTA-10); and
 - #4 – Santa Maria (RTA-11).

- RTA 11 (opportunity recharging at Santa Maria Transit Center) – based on past failed negotiations with the City of Santa Maria on transit matters, there is a possibility that the RTA will not pursue this project. Instead, the RTA Route 10 layovers could be moved to the SLO Government Center site, which would likely require an expanded opportunity recharging need in comparison to the November 2023 request.

It is also worth noting that SLOCOG anticipates reprogramming funds from several changed or conditionally funded SB125 projects at the October 2025 SLOCOG Board meeting. Of particular interest are the four remaining rail projects, which are slated to use \$8,968,000 of regional SB125 funds to leverage over \$63 million in statewide TIRCP¹ Cycle 7 funds. The previously approved formula SB125 funds were definitively identified in the June 2025 state budget, but the TIRCP Cycle 7 funds were only tentatively funded pending further negotiation between the Governor and the Legislature on the Cycle 7 TIRCP and other funding priorities. RTA staff recommends that the reprogramming process that will be considered at the October SLOCOG Board meeting include the identification of contingency public transit projects should the TIRCP Cycle 7 funds be eliminated or delayed so that unfunded transit projects identified in the RTA's and SLO Transit's respective ZEB Rollout Plans can be prioritized and implemented without further delay. According to California Transit Association officials, negotiations on Cap-and-Trade reauthorization and Greenhouse Gas Reduction Fund expenditures will begin in August 2025.

Please note that yellow-highlighted cells in the table at the end of this staff report reflect changes from the original October 2024 SLOCOG approved funding plan. Green-highlighted cells include staff suggested actions that may require Board authority in the future.

Staff Recommendation for Executive Committee:

Accept as information.

Staff Recommendation for the Board:

Accept as information, and direct staff to continue discussions with SLOCOG and City of San Luis Obispo officials to reprogram SB125 according to priorities identified in this staff report.

¹ TIRCP Cycle 1 through 7 are funded through California's Greenhouse Gas Reduction Fund, which is comprised of Cap-and-Trade proceeds.

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Project Name	Project Description	Original December 2023 Award			SLOCOG Staff August 2025 Revisions			RTA Notes & Updates (orange highlighting indicates action should be taken)
		Amount	Fund Source	Funding Year(s)	Amount	Fund Source	Funding Year(s)	
City of MB-1	Master plan to determine transit fleet electrical needs for charging and infrastructure needs.	\$124,000	TIRCP	FY23-24	\$124,000	TIRCP	FY27-28	RTA staff believes this project should be eliminated entirely due to consolidation into the RTA, and the funding should be redistributed.
City of MB-2	Construction of electrical/charging infrastructure for 2 Transit Zero-emission BEBs	\$800,000	TIRCP	FY25-26	\$800,000	TIRCP	FY24-25 & FY26-27	RTA staff believes this project should be eliminated entirely due to consolidation into the RTA, and the funding should be redistributed.
City of SLO-1	Six (6) Battery electric bus procurement	\$280,000	TIRCP	FY23-24	\$280,000	TIRCP	FY23-24	
City of SLO-2	Battery electric bus charging infrastructure	\$395,000	TIRCP	FY23-24	\$395,000	TIRCP	FY23-24	
City of SLO-3	Auto Vehicle Locator system replacement	\$130,000	TIRCP	FY24-25	\$130,000	TIRCP	FY24-25	If CalSTA has not yet distributed FY24-25 funding, this project could be advanced using funding originally identified MB-1.
City of SLO-4	On-bus security camera system replacement	\$750,000	TIRCP	FY24-25	\$750,000	TIRCP	FY24-25	If CalSTA has not yet distributed FY24-25 funding, this project could be advanced using "loaned" funding originally identified in RTA-9.
RTA-1	Close funding gap for 5 battery-electric buses (BEBs), including training and spare parts. Delivery in CY2025.	\$1,778,000	TIRCP	FY23-24	\$1,220,000	TIRCP	FY23-24	RTA secured HVIP funding, reverting SB125 funds back to region. Delivery anticipated in September 2025.
RTA-2	Implement BMF Phase 1b of BEB Direct-Current fast-charging system	\$500,000	TIRCP	FY23-24	\$500,000	TIRCP	FY23-24	Contract awarded to Electricraft at May 2025 RTA Board meeting; renamed "Phase 2" (instead of "Phase 1b"). Design/Build contract awarded to Electricraft. Anticipate construction to becompleted in early 2026.
RTA-3	Planning: Final engineering/design for BMF Phase 2 & Master Plan for off-site BEB fast-charging systems.	\$200,000	ZETCP	FY23-24	\$200,000	ZETCP	FY23-24	Contract awarded to Stantec in March 2025. Anticipate completion of study in early 2026.
RTA-4	Issue PO in early CY24 for 7 BEBs to replace MY13 diesel vehicles; delivery in late CY25. Includes 7 BEB recharging dispensers. Identified in ICT Rollout Plan as diesel-powered buses.	\$4,675,000	TIRCP	FY23-24 & FY24-25	\$4,675,000	TIRCP	FY23-24 & FY24-25	This project was conditinally funded, pending outcome of the SRTPs. Possible reprogramming now moved to October 2025. Staff will seek RTA Board authority in early 2026, with delivery in CY27.
RTA-6	Issue PO in early CY25 for 2 BEBs to replace MY15 diesel vehicles identified for delivery in late CY26, including 2 BEB recharging dispensers.	\$843,000	ZETCP	FY26-27	\$843,000	ZETCP	FY24-25 & FY26-27	Staff will request RTA Board authority in winter 2027 / spring 2028 to purchase replacement buses, with delivery in CY29.
RTA-7	Implement BEB direct-current fast-charging systems at Paso and A.G. bus park-out yards	\$2,000,000	TIRCP	FY24-25	\$2,000,000	TIRCP	FY25-26	Awaiting study recommendations from RTA-3 in early 2026; staff will seek RTA Board authority in mid-2026 for design/build services. This is the highest-priority BEB recharging need (especially the Paso yard).
RTA-8	Issue PO in CY25 for 2 BEBs to replace MY15 diesel vehicles identified for delivery in CY27, including 2 BEB recharging dispensers.	\$877,000	TIRCP	FY24-25	\$877,000	TIRCP	FY24-25	Staff will seek Board authority in winter 2025 / spring 2026 to purchase replacement buses.
RTA-9	Implement Phase 2 BEB recharging at BMF	\$4,000,000	TIRCP	FY23-24	\$4,000,000	TIRCP	FY23-24	Renamed "Phase 3." Seek SLOCOG Board authority to swap funding years w/RTA-6 and RTA-8 to advance them. Seek RTA Board authority for design/build services in mid-2026.
RTA-10	Implement contactless opportunity charging system at Morro Bay passsenger facility.	\$550,000	ZETCP	FY24-25	\$550,000	ZETCP	FY24-25	Awaiting study recommendations from RTA-3 in early 2026. This is the third highest-priority opportunity charging location. Staff wil seek RTA Board authority for design/build services in mid-2026.
RTA-11	Implement contactless opportunity charging system at Santa Maria passsenger facility.	\$550,000	ZETCP	FY23-24 & FY24-25	\$550,000	ZETCP	FY27-28	If SM charging deemed infeasible, we'd want to move Rt. 10 layovers to GC to recharge at an expanded SLO facility. Seek SLOCOG & RTA Board authority to move this funding to RTA-12.
RTA-12	Implement contactless opportunity charging system at San Luis Obispo passenger facility.	\$566,000	TIRCP & ZETCP	FY23-24 & FY24-25	\$538,000	ZETCP	FY25-26	The August 2024 CalSTA approval letter only shows \$538k. Was the \$28k not approved or was it left out by SLOCOG?
RTA-13	Implement contactless opportunity charging system at Paso Robles layover facility.	\$600,000	ZETCP	FY23-24	\$600,000	TIRCP	FY25-26	The August 2024 CalSTA approval letter misidentifies this highest-priority opportunity charging project as being located in South County. That needs to be corrected.
SLOCOG-1	Environmental and design phases for left-hand crossover installation at Orcutt Rd.	\$844,000	TIRCP	FY23-24 & FY24-25	\$1,783,000	TIRCP	FY23-24 & FY24-25	Cycle 7 TIRCP funding earmarked for the FAST rail project is still uncertain. If delayed or deleted, will this be part of the October reprogramming?
SLOCOG-2	Environmental and design phases for rail siding improvements near Templeton	\$3,106,000	TIRCP	FY23-24 & FY24-25	\$5,185,000	TIRCP	FY23-24 & FY25-26	Cycle 7 TIRCP funding earmarked for the FAST rail project is still uncertain. If delayed or deleted, will this be part of the October reprogramming?
SLOCOG-3	Environmental and design phases for rail siding improvements near Santa Margarita	\$3,734,000	TIRCP	FY23-24 & FY24-25	\$0	N/A	N/A	
SLOCOG-4	PTC installation North of SLO to Oakland	\$2,000,000	TIRCP	FY23-24	\$2,000,000	TIRCP	FY24-25 & FY25-26	Cycle 7 TIRCP funding earmarked for the FAST rail project is still uncertain. If delayed or deleted, will this be part of the October reprogramming?
SLOCOG-5	Implement Cal-ITP contactless fare payment system regionwide.	\$2,611,000	TIRCP	FY24-25	\$955,000	TIRCP	FY23-24	Anticipate installation of Cal-ITP equipment in fall 2025, with launch by end of CY25.
SLOCOG-6	Bob Jones Trail funding gap (construction 26/27)	N/A	N/A	N/A	\$2,000,000	TIRCP	FY23-25	Approved at Dec. 2024 SLOCOG Board meeting.
SLOCOG-Admin		\$166,101	ZETCP		\$166,101	ZETCP		
		\$32,079,101			\$31,121,101			

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
EXECUTIVE COMMITTEE
AUGUST 13, 2025
STAFF REPORT**

AGENDA ITEM: B-3

TOPIC: Verification of Discount Eligibility Program
& Timeline

ACTION: Receive

PRESENTED BY: Tania Arnold, Deputy Director/CFO

**STAFF RECOMMENDATION
FOR EXECUTIVE COMMITTEE:** Bring the Program and Timeline to the
Board as Information

BACKGROUND/DISCUSSION

At its May 7, 2025 meeting, the RTA Board of Directors adopted the Short-Range Transit Plan and proved the implementation of the recommended service and fare changes (as modified). The fare change recommendation was that we purposefully align the change from intercity zone-based cash fare to a flat cash fare element and the Cal-ITP open-loop contactless fare-capping system element. As SLOCOG and the transit agencies in the county have continued to develop plans to implement the contactless fare-capping system in the region, it became clear that aligning the two programs so they are implemented at the same time will reduce confusion and provide marketing outreach opportunities.

Also at its May 7, 2025 meeting, the RTA Board of Directors adopted the fiscal year 2025-26 operating and capital budget. A key issue included in that budget was the enforcement of the discount fare policy, which was included in staff resources in the adopted budget. Riders who are verified through this process as eligible would be provided with a photograph identification card to be used when purchasing discounted fare media. Staff has been developing a scope of services to move this program forward as a collaborative effort in conjunction with the outreach conducted by the San Luis Obispo Council of Governments (SLOCOG). Tasks to be performed during this outreach will include:

- Review passenger documentation to ensure eligibility
- Create a physical discount eligibility badge
- Manage a registry with information for discount verified riders
- Register riders for appropriate discounts with outside vendors including Cal-ITP benefits and Token Transit

The transition to the flat cash fare would become effective upon the rollout of the contactless fare-capping system, which is anticipated to occur in Fall 2025. This outreach and verification of discount eligibility program would coincide with the rollout of the flat cash fare at a high level and would continue at a gradually diminishing rate for approximately one year. After the initial one year from rollout, the RTA and SLOCOG will work collaboratively to ensure the process continues to be accessible, and with the large volume of initial verifications having been completed the nature of that effort will need to be evaluated at that time.

Staff Recommendation for Executive Committee:

Accept as information.

Staff Recommendation for the Board:

Accept as information.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
EXECUTIVE COMMITTEE
AUGUST 13, 2025
STAFF REPORT**

AGENDA ITEM: C-1

TOPIC: EnergIIZE Grant Program

PRESENTED BY: Tania Arnold, Deputy Director/CFO

**STAFF RECOMMENDATION
FOR EXECUTIVE COMMITTEE:** Bring EnergIIZE Grant Proposal to the
Board for Authorization

BACKGROUND/DISCUSSION:

Based on preliminary needs identified in our 2023 Zero-Emission Bus Rollout Plan, the RTA submitted SB125 grant applications to SLOCOG to partially fund both battery-electric bus replacement and charging infrastructure needs in November 2023. The RTA is currently working with Stantec Engineering to complete a SB125-funded *Bus Charging and Electrification Study* to determine long-term depot charging needs at our three park-out facilities, as well as opportunity charging needs at bus layover sites. An update on those SB125-funded projects is provided in Agenda Item B-2.

The Energy Infrastructure Incentives for Zero-Emission (EnergIIZE) Commercial Vehicles Project is a block grant designed to rapidly deploy funds to support the increase in deployment of zero-emission vehicle (ZEV) infrastructure in the state of California to meet statewide climate and clean transportation goals to transition old, medium- and heavy-duty (MDHD) vehicles and equipment to zero-emission. EnergIIZE may be combined, or stacked, with other funding sources, such as federal, local, and utility funding programs.

In April 2021, the California Energy Commission (CEC) awarded Clean Transportation Program funding to CALSTART to design and implement a zero-emission vehicle infrastructure incentive project for medium-duty/heavy-duty (MDHD) vehicles. In March 2022, the CEC and CALSTART launched the EnergIIZE Commercial Vehicles block grant to provide financial incentives for MDHD ZEV infrastructure, including equipment, network, and software costs. CALSTART implements EnergIIZE and Tetra Tech supports the application and incentive processing.

EnergIIZE has the funding authority for up to \$544 million, which was approved at the December 2021 and April 2024 CEC business meetings. Each year, the CEC allocates additional funding to CALSTART to advance EnergIIZE's mission. As of February 2025, EnergIIZE has awarded over \$200 million to over 250 projects statewide for ZEV MDHD charging and fueling infrastructure.

EnergIIIZE Commercial Vehicles is part of a statewide effort to increase market demand for MDHD ZEVs. As the nation's first commercial fleet infrastructure incentive project, EnergIIIZE offers reimbursement-style grants to help offset the costs of deploying ZEV infrastructure for both on-road and off-road MDHD battery electric and hydrogen fuel cell vehicles and equipment. EnergIIIZE eligible costs include equipment, software, warranty, and maintenance.

At the November 6, 2024 RTA Board of Directors meeting, the Board authorized the RTA Executive Director to pursue the California Energy Commission (CEC) Alternative and Renewable Fuels and Vehicle Technology Program (ARFVTP) grant funds up to \$1.7 million. As noted at that time, the RTA was approached by the inductive charging vendor InductEV (formerly known as Momentum Dynamics Corporation), knowing that our Innovative Clean Transit fleet rule Zero-Emission Vehicle Rollout Plan identifies opportunity charging along our intercity fixed-routes as a possible solution to our battery electric bus (BEB) range challenges. Staff was notified verbally on July 31st that the CEC has approved the \$1.7 million ARFVTP grant, and the agreement documents should be ready for review and execution at the November 5, 2025 RTA Board meeting.

As noted in Agenda Item B-2, the following contactless opportunity charging systems are anticipated to move forward:

1. RTA-9 Implementation of Phase 3 BEB recharging at Bus Maintenance Facility
2. RTA-10 Morro Bay passenger facility
3. RTA-12 San Luis Obispo passenger facility
4. RTA-13 Paso Robles layover facility

Staff is actively working to refine the cost estimates but does believe additional funding will be needed to move these projects forward, beyond the SB125 funding and CEC ARFVTP funding. EnergIIIZE awards funding on a per charging port basis and the RTA anticipates applying for up to the maximum per charging port based on the kW per charging port, to supplement the SB125 funding secured and the anticipated CEC ARFVTP funds, to fund one hundred percent of the anticipated projects' costs.

Staff Recommendation for Executive Committee:

Recommend staff ask the Board to authorize the RTA to apply for EnergIIIZE grant funds up to the maximum per opportunity charging port based on the kW per charging port to supplement the SB125 funding secured and the anticipated CEC funds, to fund one hundred percent of the anticipated project cost.

Staff Recommendation for the Board:

Authorize the RTA to apply for EnergIIIZE grant funds up to the maximum per opportunity charging port based on the kW per charging port to supplement the SB125 funding secured and the anticipated CEC funds, to fund one hundred percent of the anticipated project cost.