

SB 125 Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program Allocation Package

DECEMBER 22, 2023

San Luis Obispo Council of Governments



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A. Cover Letter

Toks Omishakin, Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Re: SB 125 Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program Allocation Package

Dear Secretary Omishakin,

The San Luis Obispo Council of Governments (SLOCOG) is pleased to submit for review and approval the Allocation Package for TIRCP & ZETCP funds for fiscal years 2023/24 through 2026/27. SLOCOG programmed these funds through a call for projects in consultation and coordination with the eligible recipients in our region, including SLOCOG, the cities of Paso Robles, Atascadero, San Luis Obispo, and Morro Bay, and the San Luis Obispo Regional Transit Authority. On December 6, 2023, the SLOCOG Board of Directors approved programming of approximately \$32 million for 23 projects, including rail and bus capital projects and vehicle purchases, zero emission infrastructure planning and project development activities, and implementation of contactless fare payment systems on all the fixed route buses in the region, and authorized submittal of this Allocation Package.

SLOCOG, the Transportation Agency for Monterey County (TAMC), and the Santa Barbara County Association of Governments (SBCAG), will contribute \$34 million in TIRCP formula funding to leverage over \$80 million in competitive grant funding in TIRCP Cycle 7. This approximately \$120 million investment would implement capital improvements on the Union Pacific corridor necessary for future rail service expansions.

We greatly appreciate the California State Transportation Agency's review and consideration of SLOCOG's Allocation Package. If there are any questions, please don't hesitate to contact me or my staff at 805-781-4219.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Rodgers", with a long horizontal flourish extending to the right.

Peter Rodgers, Executive Director
San Luis Obispo Council of Governments

B. Declaration of No SB 125 Operational Funding Needs

Based on the financial information provided by the STA-eligible operators in the SLOCOG region, no operational funding needs for SB 125 or additional discretionary or non-formula state funding between fiscal years 2023/24 through 2026/27 have been identified and no SB 125 funding will be utilized for transit operations.

Consistent with the adopted SB 125 Guidelines, SLOCOG will submit the Allocation Package Narrative Explanation by December 31, 2024, in order to receive timely allocation of fiscal year 2024/25 funding.

C. Detailed Project Descriptions

The following project summaries are separated by implementing agency. The project schedules, and descriptions of the projects' greenhouse gas emission reduction, ridership, and low-income/disadvantaged community benefits were developed by the implementing agencies as requested by SLOCOG through the call for projects.

Certain projects, such as project development activities and zero emission bus purchases, are not mapped. Those that have physical locations are found in *Attachment 6: Project Maps*.

City of Morro Bay—Morro Bay Transit

Project Title:	City of MB-1: ZEB Planning and Project Development
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Start Date:	June 2024
End Date:	Oct. 2025

Project Summary: Master plan to determine transit fleet electrical needs for charging and infrastructure needs/location for charging units. Includes developing construction bid documents for RFP.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$124,000
Total Project Cost:	\$124,000

Project Status: This is a new project that has yet to be initiated.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 1, 2024
Advertise Project	June 3
Award Contract	July 30
Notice to Proceed	August 1
Draft environmental & design documents	March 2025
Final environmental & design documents	October 2025

Project Benefits

GHG Reducing Benefits
Completion of the master plan allows for an RFP for charging infrastructure construction/installation to be completed for putting out to bid that will lead to construction/installation of the charging infrastructure can occur and will allow for Zero-emission BEBs to operate in the Morro Bay Transit and Trolley service area.
Ridership Benefits
Once the master plan is complete, the RFP for infrastructure construction can be released/awarded so the construction/installation of the charging infrastructure can be completed before the first Zero-emission BEB can be purchased. Once the Zero-emission BEBs are purchased and go into service, they are quieter in comparison to ICE powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
This project will include areas within the service boundaries for Morro Bay Transit and Trolley services that are in an AB 1550 low-income community and have a CalEnviroScreen 4.0 score between 40-50, while the other areas served by the Transit and Trolley have a CalEnviroScreen 4.0 score between 20-30.

Project Title:	City of MB-2: ZEB Infrastructure Implementation
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Start Date:	Jan. 2026
End Date:	June. 2028

Project Summary: Construction of electrical/charging infrastructure for 2 Transit Zero-emission BEBs outlined in Master Plan from *City of MB-1*.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$800,000
Total Project Cost:	\$800,000

Project Status: This is a new project that has yet to be initiated. The implementation schedule for this project is contingent on the completion of *City of MB-1: ZEB Planning and Project Development*.

Project Schedule

Task	Anticipated Milestone Date
Begin construction (contract award)	Feb. 1, 2026
End construction (contract acceptance)	June 1, 2028
Project Closeout	July 1, 2028

Project Benefits

GHG Reducing Benefits
After bid award, construction/installation of the two Transit Zero-emission BEBs charging infrastructure can occur and will allow for BEBs to operate in the Morro Bay Transit service area (scheduled for 2030 and 2031).
Ridership Benefits
Once project MB-1 is completed and construction bid awarded, construction/installation of the charging infrastructure to be completed in time for the two Transit Zero-emission BEBs can be purchased and go into service (scheduled for 2030 and 2031). These vehicles are quieter in comparison to ICE powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
This project will include areas within the service boundaries for Morro Bay Transit and Trolley services that are in an AB 1550 low-income community and have a CalEnviroScreen 4.0 score between 40-50, while the other areas served by the Transit and Trolley have a CalEnviroScreen 4.0 score between 20-30.
Jobs Co-benefit Calculation
The jobs co-benefits for ZEB infrastructure-related project City of MB 2 is found in <i>Attachment 3: Jobs Tool MB ZEB Infrastructure</i> . The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 6.9
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 6.9
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 3.3
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 1.3
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 2.4

City of San Luis Obispo- SLO Transit

Project Title:	City of SLO-1: Procure six (6) ZEB
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Start Date:	June 2022
End Date:	Sept. 2024

Project Summary: Purchase six low-floor 35-foot battery electric buses

Funding Plan

Funding Source(s):	Amount
TIRCP	\$280,000
FTA Sec. 5339(b)	\$4,999,979
TDA	\$1,999,994
Total Project Cost:	\$6,479,973

Project Status: This project covers cost increases for six ZEB captured in SLO Transit's FFY 2022 FTA grant. A purchase order has been issued.

Project Schedule

Task	Anticipated Milestone Date
Buses delivered	September 2024

Project Benefits

GHG Reducing Benefits
Gap funding requested for procurement of six (6) new battery electric buses to replace existing diesel-powered buses. The new buses align with the California Air Resource Board's Innovative Clean Transit mandates and align with the City's Climate Action Plan to reduce greenhouse gas emissions. The GHG reductions for this project are found in <i>Attachment 1: GHG Calculator (see Quantifiable Component 5)</i> .
Ridership Benefits
Ten (10) of the seventeen (17) revenue vehicles operated by SLO Transit are beyond the FTA's useful service life. The aging vehicles require more maintenance to keep in operation which has impacted the reliability of service. New buses will also be safer and quieter making for a better customer experience.
Low-income and Disadvantaged Community Benefits
Buses procured using the requested funds will operate on fixed-route services in AB 1550 Low-Income census tracts as determined by the State of California's Air Resources Board.

Project Title:	City of SLO-2: Battery electric bus charging infrastructure
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Start Date:	July 2024
End Date:	Sept. 2024

Project Summary: Purchase battery electric bus charging infrastructure for bus procurements currently in progress.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$395,000
Total Project Cost:	\$395,000

Project Status: This project covers the cost of installing two additional ZEB chargers at a site where chargers are currently being installed.

Project Schedule

Task	Anticipated Milestone Date
Chargers installed	September 2024

Project Benefits

GHG Reducing Benefits
Gap funding requested for procurement of charging stations and required support equipment needed for new battery electric buses.
Ridership Benefits
Two (2) charging stations and rough electrical are being installed in FY2024 to support existing battery electric buses that will operate existing services. Additional charging stations and support equipment are needed for future bus procurements currently in process.
Low-income and Disadvantaged Community Benefits
Charging stations will support battery electric buses that serve AB 1550 low-income census tracts as determined by the State of California's Air Resources Board.

Project Title:	City of SLO-3: Automatic Vehicle Locator System Replacement
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Start Date:	July 2024
End Date:	Jan. 2026

Project Summary: Replace AVL systems on all SLO Transit buses.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$130,000
Total Project Cost:	\$130,000

Project Status: This project has not yet been initiated. Procurement of new AVL systems to begin in July 2024.

Project Schedule

Task	Anticipated Milestone Date
AVL systems installed fleet wide	January 2026

Project Benefits

GHG Reducing Benefits
Auto Vehicle Locator (AVL) system is obsolete and unreliable. Real-time bus tracking will attract choice riders and build their confidence in using local transit as a viable alternative to passenger vehicles thus reducing greenhouse gas emissions.
Ridership Benefits
Reliable real-time vehicle location information will help riders better time trip connections between regional transit systems.
Low-income and Disadvantaged Community Benefits
Real-time vehicle location information will be available to all community groups, including AB 1550 low-income communities, via mobile apps, transit webpage, transit center displays, and other wayside displays.

Project Title:	City of SLO-4: On-bus Security Camera System Replacement
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Start Date:	July 2024
End Date:	Jan. 2026

Project Summary: Replace AVL systems on all SLO Transit buses.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$750,000
Total Project Cost:	\$750,000

Project Status: This project has not yet been initiated. Procurement of new on-board camera systems to begin in July 2024.

Project Schedule

Task	Anticipated Milestone Date
On-board camera systems installed fleet wide	January 2026

Project Benefits

GHG Reducing Benefits
The existing security camera system is well beyond its useful life. Parts are no longer available, and support is limited given the advanced age of the equipment. Cameras will provide a sense of security to passengers and drivers and will improve customer comfort and experience and encourage greater transit use.
Ridership Benefits
Passenger and driver safety has been a focal point across the entire industry since the COVID-19 pandemic. SLO Transit, like many other transit agencies, is experiencing an increase in aggressive behavior from passengers that makes some reluctant to use transit. Replacing the outdated security cameras will give existing and future riders more confidence in using transit.
Low-income and Disadvantaged Community Benefits
All riders including those from disadvantaged communities and AB 1550 low-income communities will benefit from improved on-bus security measures.

San Luis Obispo Regional Transit Authority- RTA

Project Title:	RTA-1: Purchase five (5) BEB
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Start Date:	Dec. 2022
End Date:	June 2025

Project Summary: Close funding gap for 5 battery-electric buses (BEBs), including training and spare parts. Partially funded with FTA 5339(b) and TDA. Delivery in CY2025.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$1,778,000
FTA Sec. 5339(b)	\$4,000,000
TDA	\$1,215,255
Total Project Cost:	\$6,993,255

Project Status: A purchase order for these buses has been issued and delivery is expected in June 2025.

Project Schedule

Task	Anticipated Milestone Date
Buses delivered	June 2025

Project Benefits

GHG Reducing Benefits
Replaces seven diesel-powered buses with zero-emission BEBs. The GHG reductions for this project are found in <i>Attachment 1: GHG Calculator (see Quantifiable Component 1)</i> .
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.

Project Title:	RTA-2: ZEB Phase 1b Charging System in SLO
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Start Date:	Dec. 2023
End Date:	Oct. 2025

Project Summary: Augments existing DC fast-charging system by expanding the number of dispensers from four to twelve at the bus maintenance facility in SLO.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$500,000
Total Project Cost:	\$500,000

Project Status: The RTA has authorized the Executive Director to seek bids to finalize design/engineering and install equipment to complete Phase 1b of the direct-current recharging system at the RTA Bus Maintenance Facility.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	December 6, 2023
Advertise Project	June 1, 2024
Award Contract	July 30
Notice to Proceed	August 1, 2024
Draft design documents	March 2025
Final design documents	June 2025
DC charger installation	October 2025

Project Benefits

GHG Reducing Benefits
Expands the number of ZEB that can operate in the region.
Ridership Benefits
Allows for operation of quieter zero-emission BEBs, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.

Project Title:	RTA-3: ZEB Phase 2 Charging System in North & South County
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Start Date:	June 2024
End Date:	March 2026

Project Summary: 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.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$200,000
Total Project Cost:	\$200,000

Project Status: This project has not yet been initiated. Scope of work and schedule may be coordinated with *RTA-2: ZEB Phase 1 Charging System in SLO*.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2024
Advertise Project	June 1, 2024
Award Contract	July 30
Notice to Proceed	August 1
Draft design documents	March 2025
Final design documents	June 2025
DC charger installation	October 2025

Project Benefits

GHG Reducing Benefits
Engineering/design of Phase 2 DC fast-charging system and Master Plan for off-site charging systems will expand areas that zero-emission buses can operate throughout San Luis Obispo County.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.
Jobs Co-benefit Calculation
The jobs co-benefits for ZEB infrastructure-related projects RTA-3, 10, 11, 12, and 13 are combined in Attachment 2: <i>Jobs Tool RTA ZEB Infrastructure</i> . The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 18.6
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 17.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 5.8

Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 5.1 Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 6.3

Project Title:	RTA-4: Purchase seven (7) ZEB
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Start Date:	May 2024
End Date:	Jan. 2026

Project Summary: 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.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$4,675,000
FTA Sec. 5307	\$5,300,000
TDA	\$935,000
Total Project Cost:	\$10,910,000

Project Status: This project has not yet been initiated. A purchase order will be issued in May 2024.

Project Schedule

Task	Anticipated Milestone Date
Issue purchase order	May 2024
Buses delivered	January 2026

Project Benefits

GHG Reducing Benefits
Accelerates transition to zero-emission buses by purchasing seven BEBs in lieu of buses currently identified in the ICT Rollout Plan as diesel-powered. The GHG reductions for this project are found in <i>Attachment 1: GHG Calculator (see Quantifiable Component 3)</i> .
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.

Project Title:	RTA-6: Purchase two (2) ZEB
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Start Date:	July 2026
End Date:	Jan. 2028

Project Summary: Issue purchase order in early CY26 for two BEBs to replace MY15 diesel vehicles identified for delivery in late CY28, including two BEB recharging dispensers.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$843,000
FTA Sec. 5307	\$2,264,000
TDA	\$400,000
Total Project Cost:	\$3,507,000

Project Status: This project has not yet been initiated. A purchase order will be issued in July 2026.

Project Schedule

Task	Anticipated Milestone Date
Issue purchase order	July 2026
Buses delivered	March 2028

Project Benefits

GHG Reducing Benefits
Replaces two diesel-powered buses with zero-emission BEBs. The GHG reductions for this project are found in <i>Attachment 1: GHG Calculator (see Quantifiable Component 2)</i> .
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.
Jobs Co-benefit Calculation
The jobs co-benefits calculation for ZEB purchase project RTA-6 is found in Attachment 4: Job Tool RTA ZEB. The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 18.2
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 4.4
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 1.9
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 1.0
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 1.4

Project Title:	RTA-7: ZEB charging systems at Paso and Arroyo Grande
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Start Date:	June 2025
End Date:	Jan. 2028

Project Summary: Implement BEB direct-current fast-charging systems at Paso and A.G. bus park-out yards.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$2,000,000
Total Project Cost:	\$2,000,000

Project Status: This project has not yet been initiated.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	June 2025
Advertise Project	August 2025
Award Contract	December 3, 2025
Notice to Proceed	December 9, 2025
Draft design documents	February 2027
Final design documents	October 2027
Charger installation	January 2028

Project Benefits

GHG Reducing Benefits
Installing DC fast-charging systems at the RTA bus park-out yards in Paso Robles and Arroyo Grande will allow use of zero-emission buses in those two communities.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.

Project Title:	RTA-8: Purchase two (2) ZEB
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Start Date:	Jan. 2025
End Date:	June 2027

Project Summary: Issue purchase order in CY25 for two BEBs to replace MY15 diesel vehicles identified for delivery in CY27, including two BEB recharging dispensers.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$877,000
FTA Sec. 5307	\$2,264,000
TDA	\$400,000
Total Project Cost:	\$3,541,000

Project Status: This project has not yet been initiated.

Project Schedule

Task	Anticipated Milestone Date
Issue purchase order	January 2025
Buses delivered	June 2027

Project Benefits

GHG Reducing Benefits
Replaces two diesel-powered buses with zero-emission ZEBs. The GHG reductions for this project are found in <i>Attachment 1: GHG Calculator (see Quantifiable Component 4)</i> .
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.

Project Title:	RTA-9: Phase 2 ZEB Charging in SLO
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Start Date:	June 2024
End Date:	Oct. 2025

Project Summary: Install DC fast-charging switchgear, power blocks and power links as designed through RTA-2: ZEB Phase 1b Charging System in SLO.

Funding Plan

Funding Source(s):	Amount
TIRCP	\$4,000,000
Total Project Cost:	\$4,000,000

Project Status: This project has not yet been initiated but is a high priority for implementation.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2024
Advertise Project	July 2024
Award Contract	September 4, 2024
Notice to Proceed	September 9, 2024
Draft design documents	April 2025
Final design documents	October 2025
Charger installation	October 2025

Project Benefits

GHG Reducing Benefits
Installing DC fast-charging switchgear, power blocks and power links identified as Phase 2 for the BMF in SLO will allow the RTA to continue to expand our zero-emission fleet.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.

Project Title:	RTA-10: Contactless Charging Systems- North Coast
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Start Date:	June 2025
End Date:	Oct. 2026

Project Summary: Install contactless charging infrastructure to accommodate in-route opportunity charging in Morro Bay and San Simeon.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$550,000
Total Project Cost:	\$550,000

Project Status: This project has not yet been initiated but is a high priority for implementation.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2025
Advertise Project	July 2025
Award Contract	September 3, 2025
Notice to Proceed	September 8, 2025
Draft design documents	April 2026
Final design documents	October 2026
Charger installation	October 2026

Project Benefits

GHG Reducing Benefits
Operation of longer-distance regional and local ZEB will require opportunity charging at the Morro Bay layover spot.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.
Jobs Co-benefit Calculation
The jobs co-benefits for ZEB infrastructure-related projects RTA-3, 10, 11, 12, and 13 are combined in Attachment 2: <i>Jobs Tool RTA ZEB Infrastructure</i> . The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 18.6
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 17.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 5.8

Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 5.1 Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 6.3

Project Title:	RTA-11: Contactless Charging Systems- South County
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Start Date:	June 2025
End Date:	Oct. 2026

Project Summary: Install contactless charging infrastructure to accommodate in-route opportunity charging in Arroyo Grande, Pismo Beach, Nipomo, and/or Santa Maria.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$550,000
Total Project Cost:	\$550,000

Project Status: This project has not yet been initiated but is a high priority for implementation.

Project Schedule: The schedule for this project is contingent on the completion of RTA-3: ZEB Phase 2 Charging System in North & South County.

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2025
Advertise Project	July 2025
Award Contract	September 3, 2025
Notice to Proceed	September 8, 2025
Draft design documents	April 2026
Final design documents	October 2026
Charger installation	October 2026

Project Benefits

GHG Reducing Benefits
Operation of longer-distance regional and local ZEB will require opportunity charging at layover spot(s) in the southern San Luis Obispo County or northern Santa Barbara County.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.
Jobs Co-benefit Calculation
The jobs co-benefits for ZEB infrastructure-related projects RTA-3, 10, 11, 12, and 13 are combined in Attachment 2: <i>Jobs Tool RTA ZEB Infrastructure</i> . The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 18.6
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 17.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 5.8
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 5.1
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 6.3

Project Title:	RTA-12: Contactless Charging Systems- San Luis Obispo
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Start Date:	June 2025
End Date:	Oct. 2026

Project Summary: Install contactless charging infrastructure to accommodate in-route opportunity charging in San Luis Obispo.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$538,000
TIRCP	\$28,000
TDA	\$34,000
Total Project Cost:	\$600,000

Project Status: This project has not yet been initiated but is a high priority for implementation.

Project Schedule

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2025
Advertise Project	July 2025
Award Contract	September 3, 2025
Notice to Proceed	September 8, 2025
Draft design documents	April 2026
Final design documents	October 2026
Charger installation	October 2026

Project Benefits

GHG Reducing Benefits
Operation of longer-distance regional and local ZEB will require opportunity charging at layover spot(s) in the City of San Luis Obispo.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.
Jobs Co-benefit Calculation
The jobs co-benefits for ZEB infrastructure-related projects RTA-3, 10, 11, 12, and 13 are combined in <i>Attachment 2: Jobs Too RTA ZEB Infrastructure</i> . The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 18.6
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 17.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 5.8

Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 5.1 Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 6.3

Project Title:	RTA-13: Contactless Charging Systems- North County
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Start Date:	June 2024
End Date:	Oct. 2026

Project Summary: Install contactless charging infrastructure to accommodate in-route opportunity charging in Arroyo Grande, Pismo Beach, Nipomo, and/or Santa Maria.

Funding Plan

Funding Source(s):	Amount
ZETCP	\$550,000
Total Project Cost:	\$550,000

Project Status: This project has not yet been initiated but is a high priority for implementation.

Project Schedule: Schedule is contingent on the completion of *RTA-3: ZEB Phase 2 Charging*.

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2025
Advertise Project	July 2025
Award Contract	September 3, 2025
Notice to Proceed	September 8, 2025
Draft design documents	April 2026
Final design documents	October 2026
Charger installation	October 2026

Project Benefits

GHG Reducing Benefits
Operation of longer-distance regional and local ZEB will require opportunity charging at layover spot(s) in the southern San Luis Obispo County or northern Santa Barbara County.
Ridership Benefits
Zero-emission BEBs are quieter in comparison to ICE-powered vehicles, which will attract new riders.
Low-income and Disadvantaged Community Benefits
Buses are not dedicated to any single route, but all RTA buses serve AB1550 communities. All medical facilities, senior centers, educational campuses, and the vast majority of higher-density / low-income housing developments are within 1/4-walking distance of a fixed-route.
Jobs Co-benefit Calculation
The jobs co-benefits for ZEB infrastructure-related projects RTA-3, 10, 11, 12, and 13 are combined in Attachment 2: <i>Jobs Tool RTA ZEB Infrastructure</i> . The jobs co-benefits are identified below:
Total Full-time Equivalent Jobs Supported by Project Budget: 18.6
Total Full-time Equivalent Jobs Supported by Project GGRF Funds: 17.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds: 5.8
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds: 5.1
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds: 6.3

San Luis Obispo Council of Governments- SLOCOG

Project Title:	SLOCOG-1: Enviro.& design of left-hand crossover installation at Orcutt Rd.
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Start Date:	June 2024
End Date:	Oct. 2026

Project Summary: Installation of a left-hand crossover adjacent to an existing right-hand crossover south of the station near the Orcutt Road crossing in San Luis, thereby creating a universal crossover. This improvement is necessary to accommodate additional passenger service on the Coast Corridor.

Funding Plan: this project will leverage TIRCP formula funds in TIRCP Cycle 7.

Funding Source(s):	Amount
TIRCP	\$844,000
TIRCP Cycle 7	\$3,379,200
Total Project Cost:	\$4,223,200

Project Status: This project has not yet been initiated but is identified in the SLOCOG Coast Rail Corridor Study Service Implementation Plan and is a high priority capital improvement.

Project Schedule: The schedule for this project is contingent on a successful application in TIRCP Cycle 7.

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2024
Advertise Project	July 2024
Award Contract	October 2, 2024
Notice to Proceed	October 7, 2024
Begin environmental phase	October 2024
Draft environmental document	October 2026
End environmental	January 2027
Begin design	January 2027
End design (ready to list)	May 2028

Project Benefits

GHG Reducing Benefits
Completes enviro/design phases of a future TIRCP-eligible rail capital project adjacent to the existing right-hand crossover near Orcutt Rd for a universal crossover. Will make rail a more appealing option for commuters and travelers, and as a result, will encourage mode shifts from SOV to rail, reducing VMT-related GHG emissions.
Ridership Benefits
This project is a part of UP's request in development of the SIP for specific infrastructure improvements prior to implementing additional passenger rail service North of SLO to Salinas. With rail infrastructure improvements, new rail service can be introduced in the future and be integrated with regional transit services when complete.
Low-income and Disadvantaged Community Benefits

This project could eventually elicit additional passenger service North of SLO to Salinas and result in improved mobility between cities and benefits for intercity commuters. Some communities along the tracks North of SLO to Salinas are categorized as disadvantaged communities and new rail service may include stops at stations located within or near these communities.

Project Title:	SLOCOG-2: Enviro & design of rail sidings improvements near Templeton
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Start Date:	June 2024
End Date:	Oct. 2026

Project Summary: Upgrading the Templeton siding is necessary to accommodate additional passenger service on the Coast Corridor.

Funding Plan: this project will leverage TIRCP formula funds in TIRCP Cycle 7.

Funding Source(s):	Amount
TIRCP	\$3,106,000
TIRCP Cycle 7	\$12,426,240
Total Project Cost:	\$15,532,240

Project Status: This project has not yet been initiated but is identified in the *SLOCOG Coast Rail Corridor Study Service Implementation Plan* and is a high priority capital improvement.

Project Schedule: The schedule for this project is contingent on a successful application in TIRCP Cycle 7.

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2024
Advertise Project	July 2024
Award Contract	October 2, 2024
Notice to Proceed	October 7, 2024
Begin environmental phase	October 2024
Draft environmental document	October 2026
End environmental	January 2027
Begin design	January 2027
End design (ready to list)	May 2028

Project Benefits

GHG Reducing Benefits
Completes enviro/design phases of a future TIRCP-eligible rail capital project necessary for improving the frequency, reliability, and overall availability of train service North of SLO. Will make rail a more appealing option for commuters and travelers, and as a result, will encourage mode shifts from SOV to rail, reducing VMT-related GHG emissions.
Ridership Benefits
This project is a part of UP's request in development of the SIP (2021) for specific infrastructure improvements prior to implementing additional passenger rail service North of SLO to Salinas. It will allow for rail services to reach areas along the corridor that have lacked rail service in the past where integration with regional transit services is anticipated.
Low-income and Disadvantaged Community Benefits
This project could eventually elicit additional passenger service North of SLO to Salinas and result in improved mobility between cities and benefits for intercity commuters. Some communities along the tracks North of SLO to Salinas are categorized as disadvantaged communities and new rail service may include stops at stations located within or near these communities.

Project Title:	SLOCOG-3: Enviro & design of rail siding improvements near Santa Margarita
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Start Date:	June 2024
End Date:	Oct. 2026

Project Summary: Upgrading the Santa Margarita siding is necessary to accommodate additional passenger service on the Coast Corridor.

Funding Plan: this project will leverage TIRCP formula funds in TIRCP Cycle 7.

Funding Source(s):	Amount
TIRCP	\$3,734,000
TIRCP Cycle 7	\$1,575,040
Total Project Cost:	\$5,309,040

Project Status: This project has not yet been initiated but is identified in the *SLOCOG Coast Rail Corridor Study Service Implementation Plan* and is a high priority capital improvement.

Project Schedule: The schedule is contingent on a successful application in TIRCP Cycle 7.

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2024
Advertise Project	July 2024
Award Contract	October 2, 2024
Notice to Proceed	October 7, 2024
Begin environmental phase	October 2024
Draft environmental document	October 2026
End environmental	January 2027
Begin design	January 2027
End design (ready to list)	May 2028

Project Benefits

GHG Reducing Benefits
Completes enviro/design phases of a future TIRCP-eligible rail capital project necessary for improving the frequency, reliability, and overall availability of train service North of SLO. Will make rail a more appealing option for commuters and travelers, and as a result, will encourage mode shifts from SOV to rail, reducing VMT-related GHG emissions.
Ridership Benefits
This project would allow for increases in rail service frequency and improvements to the OTP of current services. With rail infrastructure improvements, new rail service can be introduced in the future and be integrated with regional transit services when complete.
Low-income and Disadvantaged Community Benefits
This project would eventually elicit additional passenger service North of SLO to Salinas and result in improved mobility between cities and benefits for intercity commuters. Some communities along the tracks North of SLO to Salinas are categorized as disadvantaged communities and new rail service may include stops at stations located within or near these communities.

Project Title:	SLOCOG-4: Complete PTC installation north of San Luis Obispo to Oakland
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Start Date:	June 2024
End Date:	Oct. 2026

Project Summary: Installation of wayside Centralized Traffic Control (CTC) and Positive Train Control (PTC) systems (105 miles) north of San Luis Obispo is necessary to accommodate additional passenger service on the Coast Corridor.

Funding Plan: SLOCOG and the Transportation Agency for Monterey County (TAMC) will apply TIRCP Formula funds to this project as a local match for approximately \$42 million TIRCP Cycle 7 funds.

Funding Source(s):	Amount
TIRCP - SLOCOG	\$2,000,000
TIRCP - TAMC	\$4,694,523
TIRCP Cycle 7	\$42,265,477
Total Project Cost:	\$48,960,000

Project Status: This project has not yet been initiated but is identified in the *SLOCOG Coast Rail Corridor Study Service Implementation Plan* and is a high priority capital improvement.

Project Schedule: The schedule for this project is contingent on a successful application in TIRCP Cycle 7.

Task	Anticipated Milestone Date
Develop scope and request for proposals	May 2024
Advertise Project	July 2024
Award Contract	October 2, 2024
Notice to Proceed	October 7, 2024
Begin environmental phase	October 2024
Draft environmental document	October 2026
End environmental	January 2027
Begin design	January 2027
End design (ready to list)	May 2028

Project Benefits

GHG Reducing Benefits
Completes installation of a future TIRCP-eligible rail capital project necessary for improving the frequency, reliability, and overall availability of train service North of SLO. Will make rail a more appealing option for commuters and travelers, and as a result, will encourage mode shifts from SOV to rail, reducing VMT-related GHG emissions.
Ridership Benefits
This project would allow for additional rail service North of SLO to Oakland as required by the Rail Safety Improvement Act of 2008 (RSIA) which mandates PTC on intercity or commuter rail passenger main lines. It will allow for rail services to reach areas along the corridor that

have lacked rail service in the past where integration with regional transit services is anticipated.

Low-income and Disadvantaged Community Benefits

This project could eventually make additional passenger service North of SLO to Oakland feasible and result in improved mobility between cities and benefits for intercity commuters. Some communities along the tracks North of SLO to Oakland are categorized as disadvantaged communities and new rail service may include stops at stations located within or near these communities.

Project Title:	SLOCOG-5: Implement Cal-ITP fare payment system regionwide
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Start Date:	Jan. 2024
End Date:	Oct. 2027

Project Summary: Installation of Cal-ITP contactless fare payment systems on all fixed routes in the region. This project also funds fare payment processing for 4 years.

Funding Plan:

Funding Source(s):	Amount
TIRCP	\$2,611,000
Total Project Cost:	\$2,611,000

Project Status: This project has not yet been initiated and will be led by SLOCOG.

Project Schedule: The region's transit operators are at various levels of readiness for implementation and the systems will be installed over several years.

Task	Anticipated Milestone Date
Cal-ITP consultation and readiness planning	January 2024
Achieve technology compliance	July 2024
Begin awarding contracts by operator	October 2, 2024
Final contract awards	October 2027

Project Benefits

GHG Reducing Benefits
Installation of contactless fare payment systems removes barriers and makes it more convenient for people to replace car trips with transit trips and reduce automobile emissions.
Ridership Benefits
Removing barriers and improving the rider experience increases transit ridership.
Low-income and Disadvantaged Community Benefits
This project simplifies implementation of fare subsidy programs for low-income and disadvantaged populations funded by SLOCOG through the Low Carbon Transit Operations Program and set to begin in 2026.

D. Summary of Proposed Uses

The Summary of Proposed uses is below and found in Attachment 5. SB 125 funding will not be used for operating expenses. SLOCOG is the RTPA.

Implementing Agency	Project	Fund Source	23-24	24-25	25-26	26-27	Total
City of Morro Bay	City of MB-1	TIRCP	\$124,000				\$ 124,000
City of Morro Bay	City of MB-2	ZETCP (GGRF)			\$ 800,000		\$ 800,000
City of San Luis Obispo	City of SLO-1	TIRCP	\$280,000				\$ 280,000
City of San Luis Obispo	City of SLO-2	TIRCP	\$395,000				\$ 395,000
City of San Luis Obispo	City of SLO-3	TIRCP		\$130,000			\$ 130,000
City of San Luis Obispo	City of SLO-4	TIRCP		\$750,000			\$ 750,000
San Luis Obispo RTA	RTA-1	TIRCP	\$1,778,000				\$ 1,778,000
San Luis Obispo RTA	RTA-2	TIRCP	\$500,000				\$ 500,000
San Luis Obispo RTA	RTA-3	ZETCP (PTA)	\$200,000				\$ 200,000
San Luis Obispo RTA	RTA-4	TIRCP	\$1,400,000	\$3,275,000			\$ 4,675,000
San Luis Obispo RTA	RTA-6	ZETCP (GGRF)				\$ 843,000	\$ 843,000
San Luis Obispo RTA	RTA-7	TIRCP		\$2,000,000			\$ 2,000,000
San Luis Obispo RTA	RTA-8	TIRCP		\$877,000			\$ 877,000
San Luis Obispo RTA	RTA-9	TIRCP	\$4,000,000				\$ 4,000,000
San Luis Obispo RTA	RTA-10	ZETCP (GGRF)		\$550,000			\$ 550,000
San Luis Obispo RTA	RTA-11	ZETCP (GGRF)		\$163,000			\$ 163,000
San Luis Obispo RTA	RTA-11	ZETCP (PTA)	\$387,000				\$ 387,000
San Luis Obispo RTA	RTA-12	ZETCP (PTA)	\$375,000				\$ 375,000
San Luis Obispo RTA	RTA-12	ZETCP (GGRF)		\$163,000			\$ 163,000
San Luis Obispo RTA	RTA-13	ZETCP (PTA)	\$600,000				\$ 600,000
SLOCOG	SLOCOG-1	TIRCP	\$422,000	\$422,000			\$ 844,000
SLOCOG	SLOCOG-2	TIRCP	\$1,553,000	\$1,553,000			\$ 3,106,000
SLOCOG	SLOCOG-3	TIRCP	\$1,787,000	\$1,947,000			\$ 3,734,000
SLOCOG	SLOCOG-4	TIRCP	\$2,000,000				\$ 2,000,000
SLOCOG	SLOCOG-5	TIRCP		\$2,611,000			\$ 2,611,000
SLOCOG	SLOCOG Admin.	TIRCP	\$166,100				\$ 166,100
SLOCOG	SLOCOG Admin.	TIRCP		\$166,100			\$ 166,100
			\$15,967,100	\$14,607,100	\$ 800,000	\$843,000	\$ 32,217,200

E. Regionally Representative Transit Operator Data

The following data and information was submitted by the transit operators that submitted applications to the SLCOOG call for projects.

City of Morro Bay

Fleet Management Plans		
ICT Roll Out Plan: https://www.morrobayca.gov/DocumentCenter/View/17850/FY-2023-24-Adopted-Budget-PDF		
NTD Asset Information		
N/A - City of Morro Bay is not required to submit Asset Information Module data to the NTD.		
Revenue Collection Methods and Costs		
Deviated fixed route revenue collection is manual at this point using a combination of farebox vaults for cash and drivers logging Regional Passes fare categories on their daily trip sheets. Manager counts farebox vault and deposits cash into bank with deposit slips provided to City monthly. Cash and pass fares are reported to City on monthly transit management report. Seasonal trolley revenue collection is also manual using farebox vaults for cash or tokens. Manager counts farebox vault and deposits cash into bank with deposit slips provided to City monthly during trolley season. Cash fares are reported to City on monthly trolley management report. The cost involved in collecting revenue by payment instrument is unknown as it is not broken down separately in the budget.		
Revenue Collection Cost		Revenue Collected
Not known or broken out in budget		\$14,444.69
Revenue Collection by Instrument		
Instrument	Collection Cost	Revenue Collected
Hand collection	Not known	\$14,444.69

Planned Capital Cost for Fare Collection	\$74,000 (23/24)
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Planned Service Changes and GTFS Schedule Data	
Major Service Changes	
No planned changes	
GTFS-compliant Schedule	
https://www.morrobayca.gov/DocumentCenter/View/18183/Morro-Bay-GTFS	
Service changes in GTFS	
Not applicable	
Safety and Security Expenditures	
Not reported	

City of San Luis Obispo

Fleet Management Plans		
The City has a draft ICT Rollout Plan that still needs to be adopted by Council. Staff anticipates presenting the Plan to Council for adoption in January 2024.		
NTD Asset Information		
Asset Information Module was submitted to the NTD in October 2023 for RY2023.		
Revenue Collection Methods and Costs		
SLO Transit collects fares using: on-bus fareboxes which accepts cash, card, and transit passes; mobile app technology, and institutional partnership agreement.		
Revenue Collection Cost		Revenue Collected
Not known or broken out in budget		\$806,521
Revenue Collection by Instrument		
Instrument	Collection Cost	Revenue Collected
Farebox	Not known	\$179,286
Mobile app	Not known	\$27,235
Institutional partnership	Not known	\$600,000

Planned Capital Cost for Fare Collection	Not known
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Planned Service Changes and GTFS Schedule Data	
Major Service Changes	
SLO Transit has operated a reduced service schedule since the onset of the COVID-19 pandemic due, in large part, to shortage of drivers. A recent influx in new drivers has allowed the partial restoration of fixed-routes services. The City anticipates full restoration of fixed-route services and trippers in fiscal year 2023-24 if hiring and retention of drivers continues.	
GTFS-compliant Schedule	
https://app.mecatran.com/urb/ws/feed/c2l0ZT1zbG90cmFuc2l0O2NsQWVudD1zZWxmO2V4cGlyZT07dHlwZT1ndGZzO2tleT0zZTMwMzM1OTRiMTE2NzA0N2lxNjQwNjA0ZjQwMGMzMzdiM2E1MTQ0	
Service changes in GTFS	
Not applicable	
Safety and Security Expenditures	
\$18,400 (2022/23)	

San Luis Obispo Regional Transit Authority

Fleet Management Plans		
https://www.slorta.org/wordpress/wp-content/uploads/SLORTA_ICT-RollOutPlan_ADOPTED-3.1.2023.pdf		
NTD Asset Information		
Asset Information Module was submitted to the NTD in October 2023 for RY2023.		
Revenue Collection Methods and Costs		
The RTA uses Genfare validating fareboxes on fixed-route buses, and zippered bags for Runabout and other demand response vans. Bus Operators dump farebox vaults daily, fare revenues are transported weekly from the two remote park-out sites, and administrative staff separates funds weekly for Guarda armored vehicle transport to the bank. We believe that we spend roughly \$85k annually for fare handling (12 hrs/wk Op Supe, 4 hrs cumulative / week Bus Op time, 6 hrs/wk admin staff time, plus \$15k in Guarda fees, and another \$25k annually in farebox & ticket vending machine system maintenance). Note that these costs are NOT separated in our annual budget plans.		
Revenue Collection Cost		Revenue Collected
Not reported		\$878,708
Revenue Collection by Instrument		
Instrument	Collection Cost	Revenue Collected
Not reported	Not reported	\$878,708

Planned Capital Cost for Fare Collection	Not reported
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Planned Service Changes and GTFS Schedule Data		
Major Service Changes		
No major service changes are planned for FY23/24, although we will reinstitute Express services as we are able to recruit and train more Bus Operators.		
GTFS-compliant Schedule		
Our GTFS data is automatically generated through our computerized AVL/APC system contracted through Connexionz.		
Service changes in GTFS		
Not applicable		
Safety and Security Expenditures		
Not reported		