



REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE AGENDA

Wednesday, February 12, 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 December 11, 2024 (Approve)
5. **Information Items**
 - B-1 Executive Director’s Report (Verbal, Receive)
 - B-2 Summary of SRTP Working Papers (Verbal, Receive)
6. **Action Items**
 - C-1 Fiscal Year 2025-26 Budget Assumptions (Approve)
 - C-2 Environmental Documentation for Inductive Charging Stations (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. **March 5, 2025 Draft RTA Board Agenda:**

Employee Recognition

- Employee of the Quarter
- Employees who Attained 10 and 20-Year Awards

Consent Items

- A-1 RTA Executive Committee Meeting Minutes December 11, 2024 (Information)
- A-2 Joint SLOCOG/RTA Board Meeting Minutes of January 8, 2025 (Approve)
- A-3 RTA Board Meeting Minutes of January 8, 2025 (Approve)
- A-4 2025 Youth Ride Free Program (Approve)
- A-5 Employment Agreement with Executive Director (Approve)
- A-6 Authorize Revised SB125 Cooperative Agreement and Contactless Fare Program Agreements (Approve)
- A-7 Authorize Agreement for Bus Engine Replacements (Approve)
- A-8 Authorize Agreement for Bus Charging & Electrification Study Services (Approve)
- A-9 Mid-Year FY24-25 Strategic Business Plan Results (Receive)
- A-10 Authorize Procurement of CAD/AVL System for Demand Response Services (Approve)

Information Items

- B-1 Executive Director's Report (Receive)
- B-2 Electric Bus Operational Data (Receive)

Action Items

- C-1 Fiscal Year 2025-26 Budget Assumptions (Approve)
- C-2 Agreement to Operate Atascadero Dial-A-Ride Services (Approve)
- C-3 Environmental Documentation for Inductive Charging Stations (Approve)
- C-4 Presentation of Draft Short-Range Transit Plan (Adopt)
- C-5 Public Participation Process – Fare and Service Changes (Approve)

Closed Session Item:

None

8. **Adjournment**

Next RTA Executive Committee Meeting: **April 9, 2025**



San Luis Obispo Regional Transit Authority

Executive Committee Meeting

Minutes 12/11/2024

A-1

Members Present: Jimmy Paulding, District 4 Supervisor, **Vice President**
Debbie Arnold, District 5 Supervisor, **Past President**

Members Absent: VACANT, **President**

Staff Present: Geoff Straw, Executive Director
Anthony Kalvans, Administrative Assistant
Jon Ansolabehere, RTA Counsel
Pete Rodgers, SLOCOG Executive Director

Public Present: Eric Greening

1. **Call to Order and Roll Call: Vice President Jimmy Paulding** called the meeting to order at 10:01 a.m. and roll call was taken. A quorum was present.

2. **Public Comment:**
Mr. Eric Greening thanked Ms. Debbie Arnold for her service and willingness to listen to others. He also asked about bus routing and adding a bus stop shelter to the Route 9 North in downtown Atascadero. **Mr. Straw** said that the RTA works closely with the City of Atascadero regarding detours and has a ridership standard for bus shelters.

3. **Closed Session:** None

4. **Consent Items**
A-1 Executive Committee Meeting Minutes of October 9, 2024 (Approve)

Public Comment:
There was no public comment given on this item.

Ms. Debbie Arnold motioned to approve, seconded by **Mr. Paulding**. 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>
DEBBIE ARNOLD	X		
JIMMY PAULDING	X		
VACANT			X

5. **Information Items:**

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

Mr. Straw started his report by informing the Committee of the continued work towards consolidation with Morro Bay Transit and Atascadero Transit. The Morro Bays agreement is slated for approval at the January Board meeting while Atascadero's may get pushed off until the March meeting.

Mr. Straw gave an update on Bus Operator recruitment and said that there are two open bids left to fill. In addition, he said that once the hiring situation stabilizes the RTA will look into restoring express and tripper service.

Finally, **Mr. Straw** gave an update on the battery-electric buses. He noted that they have traveled over 34,000 miles and that while energy efficiency is better than expected on the Route 9, he did note that the rear tires are wearing out quicker than those of diesel-powered buses.

Mr. Paulding brought up the topic of increased growth in Nipomo and that the Route 10 only serves the east side of the freeway. A discussion ensued on potential challenges and solutions for increasing service for the west side of Nipomo.

Public Comment:

Mr. Greening said he understand the Route 10 challenges. He also brought up the electric bus wrap and his concerns about visibility for riders. A discussion ensued.

B-2 Summary of SRTP Working Papers (Verbal, Receive)

Mr. Straw gave an update on the Short-Range Transit Plan (SRTP) and noted the consultant is currently developing Working Paper #8 Joint Coordination Opportunities. He also noted that Working Paper #6 Marketing has been delayed so it can be released at the same time as SLO Transits'.

Public Comment:

Mr. Greening said he is looking forward to the finished plan, and asked about having the RTAC Minutes available for the RTA Board to review.

6. **Action Items:**

There were no action items for the Committee to consider

January 8, 2025 Draft RTA Board Agenda

Mr. Straw said that agenda item A-12 is designed to extend the life of the diesel buses and reiterated that agenda item C-3 will be most likely pushed to the March Board meeting.

Public Comment:

Mr. Greening asked if agenda item A-11 needed to be an action or consent item. **Mr. Straw** said consent is fine because it's a routine item and not an expansion of the fleet.

The draft agenda was supported by unanimous consent of those present.

BOARD MEMBER

DEBBIE ARNOLD
JIMMY PAULDING
VACANT

YES

X
X

NO

ABSENT

X

7. Adjournment

The meeting was adjourned at 10:38 AM

Next RTA Executive Committee Meeting: **February 12, 2025**

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Jimmy Paulding
RTA Board Vice President 2024

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
EXECUTIVE COMMITTEE
FEBRUARY 12, 2025
STAFF REPORT**

AGENDA ITEM: C-1

TOPIC: Fiscal Year 2025-26 Budget Assumptions

ACTION: Approve FY25-26 Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

**STAFF RECOMMENDATION
FOR EXECUTIVE COMMITTEE:** Bring the Budget Assumptions and Budget Calendar to the Board So That a Detailed Work Plan and Budget May Be Developed

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2025-26 Operating and Capital Budget, and it is the first step in the development of our operating budget and capital program. It should be noted that the RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially constrained, while the out-years should be considered advisory. These budget assumptions are being presented to the RTA Executive Committee for review with a staff recommendation that they recommend staff bring the assumptions to the RTA Board at its March 5th meeting. Upon the Board's guidance and approval, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 9th meeting and the Regional Transit Advisory Committee (RTAC) at their April 10th meeting prior to the final draft budget presentation to the full Board on May 7th.

KEY ISSUES

1. Address the uncertainties the agency currently faces, including state funding uncertainty. Impacts of these uncertainties include:
 - a. Impacts of the pending construction on US-101 in the Pismo Beach area, including supporting congestion mitigation efforts.
 - b. Liability costs, which have recently stabilized due to the RTA's good safety record, but the market continues to be extremely volatile due to the increasing number of catastrophic events globally – including the deadly January 2025 wildfires in Los Angeles.

- c. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase.
 - d. Address staffing and retention, particularly in the Bus Operator classification.
- 2. Negotiate a new Collective Bargaining Agreement with Teamsters Local 986, which represents Bus Operators, Mechanics, Parts Clerk, and Utility employees. The current CBA expires December 31, 2025.
- 3. Continue efforts to implement Zero-Emission Bus technologies, including adding an additional five battery-electric buses (BEBs) in late 2025 and expansion of recharging infrastructure for planned additional BEBs in the coming years.
- 4. State Transit Assistance (STA) funds are projected to be down in the region compared to the original FY24-25 allocation.
- 5. Local Transportation Funds (LTF), which are used primarily for operating purposes, are also projected to be down in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.
- 6. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2025 are projected to be in line with the amount projected for FY25-26 when the FY24-25 budget was adopted in May 2024.
- 7. Implementation of the RTA's Joint Short Range Transit Plan (SRTP) constrained recommendations, including fare structure adjustments and enforcement of the discounted fare policy. The latter will require a slight increase in operating staff resources, either through direct employment or through a temporary employment agency agreement, equivalent to one full-time equivalent position.
- 8. Assist SLOCOG officials in addressing Senior-WAV service levels in the County.

Mission Statement

As a reminder, the Mission of the RTA is to provide safe, reliable and efficient transportation services that improve and enhance the quality of life for the citizens of and visitors to San Luis Obispo County.

Objectives and Revenue Impacts

- 1) Maintain existing service levels and hours of service and, as feasible, increase service, including recommendations from the SRTP and other regional plans, that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed-Route and Runabout core¹ services:
 - a) The RTA originally received \$647,631 in STA funding in FY24-25 for RTA core services. Staff will work with SLOCOG staff to determine a realistic estimate for FY25-26.
 - b) Implement the contactless fare payment program through the California Integrated Travel Project (Cal-ITP) to making travel simpler and cost-effective for all, including the discount eligibility verification process. The last system-wide fare change was implemented in December 31, 2017, both on RTA Fixed-Route and on the Runabout service.
 - c) The FY24-25 budget adopted in May 2024 included \$6,403,750 in LTF operating revenues. Also at the May 2024 Board meeting, the advisory FY25-26 LTF projection was \$7,784,800. Staff is still developing an estimated annual FY24-25 revenue and expense projection, which impacts the carryover amount that could reasonably be identified for the FY25-26 budget.
 - d) FTA Sections 5307, 5311 and 5339 operating funding and capital funding for FY25-26 will be based on feedback received as staff works with SLOCOG and the other transit operators through the programming of projects process. Monies for FTA-funded projects are reimbursed either as progress payments or as full payment at the end of the project and/or fiscal year, which requires focused care by staff to ensure adequate cash flow.

¹ Core services are defined as:

1. Hourly weekday services on RTA Routes 9, 10 and 12;
2. Five trips/day on Saturdays for Routes 9, 10, 12, and Monday-Saturday on Route 15;
3. Three trips/day on Sundays for Routes 9, 10, 12 and 15;
4. Peak period weekday service on Route 14 during open session of Cuesta College;
5. Peak period commuter Express services on Routes 9, 10 and 12; and
6. Runabout service that matches the fixed-route service days operated in each community.

- e) Detailed miles/hours and span of service for each RTA core Fixed-Route and for Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services, South County Services, Paso Robles Local Services, Morro Bay Local Services, and Atascadero Local Services.
 - i) The budget will have summary pages that include revenue and expenditure information for each service.
 - f) Productivity of each RTA-operated Fixed-Route service during lower-demand holiday periods, specifically associated with the service provided during the weeks of Thanksgiving, Christmas and New Years, will be reviewed to determine appropriate service levels.
 - g) Staff will continue to research and evaluate new revenue sources should any potential shortfall in operating revenues arise. If we are unable to secure funding, staff would recommend that the Board consider adjusting service levels and/or the TDA allocation from the RTA jurisdictions, if time and budgetary authority permits.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies:
- a) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county through both the SLOCOG Social Services Transportation Advisory Committee and through the RTAC.
 - b) Staff will use the SRTP to update the *2018-20 RTA Strategic Business Plan*, and to evaluate potential efficiencies. With Board concurrence, staff will develop a timeline to implement efficiencies as appropriate. Additionally, the RTA will address the Zero Emission Bus requirements of our Innovative Clean Transit (ICT) Rollout Plan. The ICT was adopted at the March 2023 Board meeting.
- 3) Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs:
- a) Staff will work with SLOCOG to prioritize SB125 funded capital projects, particularly those related to depot and opportunity charging of battery-electric buses. The RTA is currently in the procurement phase for three of the twelve SB125 projects awarded by the SLOCOG Board at its December 2023 meeting. These three projects include:
 - i) RTA-1 – funding gap for five BEB replacement buses (\$1,778k in FY23-24 SB125 funds), which will be delivered in Q4 of 2025;
 - ii) RTA-2 – second phase of BEB DC fast-charging system (\$500k in FY23-24 SB125 funds), which will be completed in mid-FY25-26; and

- iii) RTA-3 – bus charging and infrastructure study (\$200k in FY23-24 SB125 funds), which will be completed in Q4 of 2025/
 - b) Staff will also continue to work with SLOCOG to prioritize capital projects using the STA State of Good Repair (SGR) portion of SB-1 funds. These SB-1 funds are an important source of revenues for the RTA and the other transit operators in our region. It directly impacts the RTA's need for LTF to fund operations and the local match for capital projects by reducing local match needed for federal funds, and interest when financing for capital projects is needed.
 - c) Other potential capital funds intended to support our transition to zero-emission buses include AB617 Clean Air Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and LCTOP. Staff will continue to leverage all grant funds to the greatest extent possible in order to conserve local funds.
- 4) Address projected changes in demand for Runabout service:
- a) Runabout service hours and miles are slightly lower than were originally projected for FY24-25, and staff is closely monitoring service needs to determine when service will return to pre-pandemic levels. Staff will seek the Board's direction as demand is anticipated to increase over time.
 - b) Staff suspended in-person Runabout service eligibility assessments during the pandemic, and we have continued focusing training staff resources on training newly hired Bus Operator candidates. Staff plans to reinstitute this Runabout eligibility assessments program to ensure that only those persons truly eligible for Runabout service are initially registered or re-registered as part of the Runabout application process. This will be done by new staff resources that will be added during FY25-26 who will also be supporting the discount eligibility process. Staff will also provide mobility training for disabled persons who are able to occasionally use Fixed-Route services for some or all of their travel needs.

Expenses Impacts

- 1) Fuel prices continue to be extremely volatile; fuel will be budgeted at \$5.00 per gallon in FY25-26. Included in the Fuel line-item will be diesel exhaust fluid (DEF), which is used to lower diesel exhaust emissions on model year 2015 and newer Fixed-Route vehicles. And although prices have stabilized as a result of the agreement for fuel services with Easy Fuel approved in May 2024, should fuel prices substantially increase or decrease to such a degree that it would have a profound effect on the overall budget, staff will address the change in a budget amendment.
- 2) Related, as we implement BEBs in revenue service in July 2024, we are getting a better handle on per-mile operational costs, as noted in Agenda Item B-2 during this meeting. However, since only two BEBs are being operated, the overall impact is

relatively small but will increase notably in FY25-26 with the arrival of five additional BEBs in Q4 2025.

3) Insurance Expenses:

- a) Staff worked with an actuarial to complete a review of the self-insured retentions for the various lines of insurance. Although staff is not recommending a change to the self-insured retentions at this time, staff is reviewing options to fund a reserve increase to fund the self-insured retentions for the general liability policy and a reserve for the employment practices policy, respectively.
- b) A review of the pooled reinsurance programs that the RTA participates in was conducted in conjunction with our insurance broker, and the RTA is confident that the policies continue to be well placed in the pooled reinsurance market.
- c) CalTIP liability reinsurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still finalizing the May 1, 2025 through April 30, 2026 rates. Although the experience modification factor of RTA is in line with the statewide pool average, the RTA did experience large claims in February 2019 and January 2021, which continue to impact current and future premiums.
- d) CalTIP vehicle physical damage will increase due to the added asset value of newer vehicles, which have risen dramatically in recent years and with the additional cost of electric vehicles. In addition, recent property damage claims seen in the market, namely the recent Los Angeles wildfires and the increasing number of other disasters across the globe.
- e) Our annual Employment Risk Management Authority premium is estimated at \$50,000, with a \$50,000 self-insured retention. This self-insured retention does not currently have a reserve in place to cover it should a loss develop.
- f) Workers compensation premiums charged by our carrier (Public Risk Innovation, Solutions, and Management, or PRISM) are projected to increase, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends in the state are not favorable. We continue to work with our employee Safety Committee, which evaluates workplace safety and initiates proactive programs to address the number of claims and severity of the claims. Although premiums are expected to rise, a significant portion of that increase is attributable to the increase in wages identified in the collective bargaining agreement.
- g) Property insurance will increase due to the significant losses in the property insurance market. Additionally, we are required to maintain flood insurance for our new Bus Maintenance Facility because its construction was federally funded.

h) For budget-making purposes, staff is assuming a 7% annual increase for healthcare costs for each of the next two fiscal years. This will include the paid family leave program that was implemented in July 2022, which brought the leave benefits closer to those offered under the state disability insurance program.

4) Staffing Expenses:

- a) In May 2023 the Board approved a 3-year Collective Bargaining Agreement (CBA) that will expire on December 31, 2025. Staff notes the fiscal uncertainty that the expiration has on the FY25-26 information that will be included in the budget presentation.
- b) Staff will be working on a third-party study of the RTA organization structure and succession planning program beginning in May 2025. As noted above, the Short-Range Transit Plan recommends that additional staff resources (equivalent to one full-time equivalent) be secured to more effectively enforce the discount fare program and help roll-out the new Cal-ITP contactless fare-capping system. Should additional adjustments – beyond the one FTE mentioned above – to the number of FY25-26 budgeted FTE positions be recommended or needed, staff will bring that proposal to the Board along with any new or revised job descriptions, if applicable.
- c) An annual inflationary wage adjustment based on December 2023 to December 2024 Consumer Price Index (CPI) of 3.4% will be implemented in July 2025 for those employees not covered by the collective bargaining agreement. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments and budgetary authority.
- d) The RTA Board of Directors took action at its September 4, 2024 meeting to implement the increase in contribution percentage of 1.61% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2025 rather than January 2025, and the RTA will assume the 1.61% pickup. This is related to management, administration and confidential employees, and does not include the employees who are covered by the CBA with Teamsters Local 986.

Proposed Budget Calendar

- February 12 Detailed budget assumptions and revenue forecast to Executive Committee.
- March 5 Obtain Board concurrence on proposed draft budget assumptions.
- March 31 Based on feedback from Executive Committee draft FY26 Budget Draft complete.

- April 2 Draft FY26 Budget presentation to Executive Committee
- April 10 Formal FY26 Budget presentation to RTAC
- May 7 Final Board Budget presentation; Board adoption of FY26 Budget

Staff Recommendation for Executive Committee:

Recommend staff provide the FY25-26 budget assumptions and budget calendar to the Board for approval at the March 5th Board meeting, so that a detailed work plan and budget may be developed.

Staff Recommendation for the Board:

Approve the budget assumptions and budget calendar so that a detailed work plan and budget may be developed.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
EXECUTIVE COMMITTEE
FEBRUARY 12, 2025
STAFF REPORT**

AGENDA ITEM: C-2

TOPIC: Environmental Documentation for Inductive Charging Stations

ACTION: Approve

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION FOR EXECUTIVE COMMITTEE: Bring the Environmental Documentation for Inductive Charging Stations to the Board for Approval

BACKGROUND/DISCUSSION

At its May 4, 2016 meeting, the RTA Board of Directors adopted the *Policies and Procedures for Environmental Evaluation of RTA Projects* document. The overall objective of the policy document is to provide the RTA with a means of orderly compliance with the requirements of the California Environmental Quality Act (CEQA), thereby furthering the protection of environmental quality in California.

Staff has been working with the California Energy Commission (CEC) to receive \$1.7 million in Clean Transportation Program grant funds (grant ARV-21-036) originally awarded to the Solano Transportation Authority for its *Innovative Wireless Charging for the Public Transit Project*. The project included construction of five inductive charging stations provided by InductEV (formerly known as Momentum Dynamics Corporation) at layover points in Solano and Contra Costa Counties.

The Solano Transportation Authority subsequently transitioned away from opportunity charging due to difficulties coming to agreement with Bay Area Rapid Transit officials for two of the five locations as well as the Solano Transportation Authority's subsequent transition to hydrogen fuel cell electric bus technologies instead of battery-electric. The CEC – through InductEV – approached RTA staff in October 2024 about implementing the project in San Luis Obispo County to help us meet the opportunity charging goals identified in our *ICT Zero Emission Bus Rollout Plan* adopted March 1, 2023.

The RTA Board authorized staff at its November 6, 2024 meeting to continue pursuing this CEC grant. The master planning and design of this *Innovative Wireless Charging for the Public Transit Project* is included of the SB125-funded “Bus Charging and Infrastructure Study” that is included as Agenda Item A-8. As noted in that separate

Staff Report, the consultant will assist us in providing final layout for these five locations (and others) and design-bid documentation for all related projects. The CEC funding will be augmented with SB-125 funds to complete the agency's near- and medium-term charging infrastructure.

Project Locations

The ZEB Rollout Plan identified the following five locations for construction of up to nine in-ground contactless charges, which are included in this project proposal:

1. Paso Robles Transit Center,
2. SLO Government Center Passenger Facility (two charging pads),
3. Morro Bay Transit Center,
4. Santa Maria Transit Center¹, and
5. SLO Bus Maintenance Facility overnight bus parking area (four charging pads).

Description of Nature, Purpose, and Beneficiaries of Project

The project will implement shared inductive charging infrastructure at four regionally significant locations – Paso Robles Transit Center, SLO Government Center Passenger Facility, Morro Bay Transit Center, and the SLO Bus Maintenance Facility. These charging facilities will recharge battery-electric buses used by the RTA, but also be available to other transit agencies, including Monterey-Salinas Transit, SLO Transit, Morro Bay Transit, Paso Express, and sub-regional fixed-route services in the Five Cities Area. This project element will allow the sharing of electricity costs and seeking to reduce greenhouse gas emissions for all transit systems sharing the infrastructure.

Exempt Status

Staff has determined that this project qualifies for a Class 1 – Existing Facility Modification (Sec. 21080(b)(9); 15301(c)) Categorical Exemption. This determination of applicability of CEQA exemption is permitted under subsection 3 in Section IV Guidelines of the *RTA Policy and Procedures for Environmental Evaluation of RTA Projects* document.

It should be noted that Solano Transportation Authority also determined that its original in-ground contactless chargers project was covered under a Class 1 Categorical Exemption, which was filed with the County of Solano on September 15, 2020. It should also be noted that this project could also likely be exempted for other reasons, including: 14 CCR 15303 New Construction of Small Structures; 14 CCR 15311 Accessory structures; and 14 CCR 15329 Cogeneration projects at existing facilities.

¹ This location will require a CEQA evaluation by City of Santa Maria, since that facility is outside of the RTA's joint powers authority jurisdiction.

Reasons Why Project is Exempt

The work that is being performed involves installation of inductive charging stations within the existing transit passenger facilities and the Bus Maintenance Facility parking site with negligible expansion of existing use.

A copy of the draft Notice of Exemption is attached.

Staff Recommendation for Executive Committee:

Recommend staff provide the Environmental Documentation for Inductive Charging Stations to the Board for approval at the March 5th Board meeting.

Staff Recommendation for the Board:

1. Accept the Notice of Exemption for the Inductive Charging Stations Project,
2. Direct the Executive Director to file the Notice of Exemption with the San Luis Obispo Clerk to the Board of Supervisors, and
3. Direct to Executive Director to proceed with project development.

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOTICE OF EXEMPTION

TO:
Clerk to the Board of Supervisors
San Luis Obispo County
1055 Monterey Street
San Luis Obispo, CA 93401

FROM:
San Luis Obispo Regional Transit Authority
253 Elks Lane
San Luis Obispo, CA 94301

Project Title: Inductive Charging Stations

Project Location(s): Paso Robles Transit Center, SLO Government Center Passenger Facility, Morro Bay Transit Center, Santa Maria Transit Center, and SLO Bus Maintenance Facility overnight bus parking area.

Description of Nature, Purpose, and Beneficiaries of Project: Implement shared inductive charging infrastructure at five regionally significant locations – Paso Robles Transit Center, SLO Government Center Passenger Facility, Morro Bay Transit Center, Santa Maria Transit Center, and SLO Bus Maintenance Facility. These charging facilities will charge electric buses used by the RTA, but also be available to other transit agencies, including SLO Transit, Monterey-Salinas Transit, and Santa Maria Area Transit. This project element will allow the sharing of electricity costs and seeking to reduce greenhouse gas emissions for all transit systems sharing the infrastructure.

Name of Public Agency Approving Project: San Luis Obispo Regional Transit Authority

Name of Applicant: San Luis Obispo Regional Transit Authority

Exempt Status: (Check One)

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- Categorical Exemption (Class 1) (Sec. 21080(b)(9); 15301(c))
- Project Not Subject to CEQA (Sec. 15061(b)(3))
- Project Not Approved by Agency (Sec. 21080(b)(5); 15270(a))

Reasons Why Project is Exempt:

The work that is being performed involves installation of inductive charging stations within the existing transit stations with negligible expansion of existing use.

Contact Person: Geoff Straw

Telephone Number: 805-541-2228

(Signature)

Executive Director
Title

March 5, 2024
Date

§ 15301. Existing Facilities.

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.

Examples include but are not limited to:

- (a) Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances.
- (b) Existing facilities of both investor and publicly-owned utilities used to provide electric power, natural gas, sewerage, or other public utility services;
- (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).
- (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood;
- (e) Additions to existing structures provided that the addition will not result in an increase of more than:
 - (1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or
 - (2) 10,000 square feet if:
 - (A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
 - (B) The area in which the project is located is not environmentally sensitive.
- (f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;
- (g) New copy on existing on and off-premise signs;
- (h) Maintenance of existing landscaping, native growth, and water supply reservoirs (excluding the use of pesticides, as defined in Section 12753, Division 7, Chapter 2, Food and Agricultural Code);
- (i) Maintenance of fish screens, fish ladders, wildlife habitat areas, artificial wildlife waterway devices, streamflows, springs and waterholes, and stream channels (clearing of debris) to protect fish and wildlife resources;
- (j) Fish stocking by the California Department of Fish and Game;
- (k) Division of existing multiple family or single-family residences into common-interest ownership and subdivision of existing commercial or industrial buildings, where no physical changes occur which are not otherwise exempt;
- (l) Demolition and removal of individual small structures listed in this subdivision;

- (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.
- (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.
- (3) A store, motel, office, restaurant, and similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.
- (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.
- (m) Minor repairs and alterations to existing dams and appurtenant structures under the supervision of the Department of Water Resources.
- (n) Conversion of a single family residence to office use.
- (o) Installation, in an existing facility occupied by a medical waste generator, of a steam sterilization unit for the treatment of medical waste generated by that facility provided that the unit is installed and operated in accordance with the Medical Waste Management Act (Section 117600, et seq., of the Health and Safety Code) and accepts no offsite waste.
- (p) Use of a single-family residence as a small family day care home, as defined in Section 1596.78 of the Health and Safety Code.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code; North County Advocates v. City of Carlsbad (2015) 241 Cal.App.4th 94; Communities for a Better Environment v. South Coast Air Quality Management Dist. (2010) 48 Cal.4th 310; and Bloom v. McGurk (1994) 26 Cal.App.4th 1307.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
INDUCTIVE CHARGING STATIONS AT VARIOUS LOCATIONS
Environmental Determination - 23 CFR 771

Sec. 771.117 Categorical exclusions.

(a) Categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the Administration, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- (1) Significant environmental impacts;
- (2) Substantial controversy on environmental grounds;
- (3) Significant impact on properties protected by Section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

(c) The following actions meet the criteria for CEs in the CEQ regulation (Section 1508.4) and Sec. 771.117(a) of this regulation and normally do not require any further NEPA approvals by the Administration:

- (1) Activities which do not involve or lead directly to construction, such as planning and technical studies; grants for training and research programs; research activities as defined in 23 U.S.C. 307; approval of a unified work program and any findings required in the planning process

pursuant to 23 U.S.C. 134; approval of statewide programs under 23 CFR part 630; approval of project concepts under 23 CFR part 476; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.

- (2) Approval of utility installations along or across a transportation facility.
- (3) Construction of bicycle and pedestrian lanes, paths, and facilities.
- (4) Activities included in the State's "highway safety plan" under 23 U.S.C. 402.
- (5) Transfer of Federal lands pursuant to 23 U.S.C. 317 when the subsequent action is not an FHWA action.
- (6) The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
- (7) Landscaping.
- (8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
- (9) Emergency repairs under 23 U.S.C. 125.
- (10) Acquisition of scenic easements.
- (11) Determination of payback under 23 CFR part 480 for property previously acquired with Federal-aid participation.
- (12) Improvements to existing rest areas and truck weigh stations.
- (13) Ridesharing activities.
- (14) Bus and rail car rehabilitation.
- (15) Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.

(16) Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

(17) The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

(18) Track and railbed maintenance and improvements when carried out within the existing right-of-way.

(19) Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.

(20) Promulgation of rules, regulations, and directives.

(d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

(1) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).

(2) Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

(3) Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

(4) Transportation corridor fringe parking facilities.

(5) Construction of new truck weigh stations or rest areas.

(6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.

(7) Approvals for changes in access control.

(8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

(9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

(10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

(11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

(12) Acquisition of land for hardship or protective purposes; advance land acquisition loans under section 3(b) of the UMT Act. Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

(e) Where a pattern emerges of granting CE status for a particular type of action, the Administration will initiate rulemaking proposing to add this type of action to the list of categorical exclusions in paragraph (c) or (d) of this section, as appropriate.

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