

2024

# Zero-Emission Bus Rollout Plan



SLO Transit

City of San Luis Obispo

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## Executive Summary

On December 17, 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) fleet regulation. The regulation requires that all public transit agencies convert to a 100 percent zero-emission bus (ZEB) fleet by 2040. The purpose is to address issues associated with greenhouse gas (GHG) emissions and their contribution to climate change.

The City of San Luis Obispo (City) has long been an early adopter of environmentally conscious policies and, often, pursuing technologies that support and are in line with these adopted goals. ZEB technology is at the forefront of advancements in transportation and are projected to have the greatest impact in reducing GHG related emissions. Current approved options for ZEBs under the ICT regulation include battery electric buses (BEB) or (hydrogen) fuel cell electric buses (FCEB).

The purpose of this document is to serve as guidance to support transit agencies with preparation of their Rollout Plans. It summarizes the information required in a Rollout Plan to meet the requirements of the ICT regulation. This document addresses the required and supplementary sections listed below. Each section includes required and optional questions that are answered to provide the state a better understanding of SLO Transit's operations and plans for meeting the regulatory requirements.

Section A: Transit Agency Information

Section B: Rollout Plan General Information

Section C: Technology Portfolio

Section D: Current Bus Fleet Composition and Future Bus Purchases Section

Section E: Facilities and Infrastructure Modifications

Section F: Providing Service in Disadvantaged Communities Section

Section G: Workforce Training

Section H: Potential Funding Sources

Section I: Start-up and Scale-up Challenges

## Section A: Transit Agency Information

Please provide the following information regarding your transit agencies:

1. Transit agency’s name (required)
2. Mailing address (number, street, city, county, Zip Code) (optional)
3. Name of transit agency’s air district(s) (optional)
4. Name of transit agency’s air basin(s) (optional)
5. Total number of buses in Annual Maximum Service (optional)
6. Population of the urbanized area a transit agency is serving as last published by the Census Bureau before December 31, 2017. (optional)
7. Contact information of the general manager, chief operating officer, or equivalent (optional)
  - a. Contact name (last name, first name, MI)
  - b. Title
  - c. Phone number
  - d. Email address
8. Is your transit agency part of a Joint Group (13 CCR § 2023.1(d)(3))? (Yes/No) (required)

Table 1 provides an overview of SLO Transit per CARB’s Zero-Emission Bus Rollout Plan Guidance for Transit Agencies document.

**Table 1: Transit Agency Overview**

TRANSIT AGENCY INFORMATION	
Transit Agency Name	San Luis Obispo (SLO) Transit
Mailing Address	990 Palm Street San Luis Obispo, CA 93401
Name of Transit Agency’s Air District	San Luis Obispo Air Pollution District (APCD)
Name of Transit Agency’s Air Basin	South Central Coast Basinwide Air Pollution Control Council (SCC/BCC)
Total Number of Buses in Annual Maximum Service <sup>1</sup>	19
Population of the Urbanized Area a Transit Agency is Serving <sup>2</sup>	59,219
Contact Information of the General Manager, Chief Operating Officer, or Equivalent	Fuchs, Alex Mobility Services Business Manager 805-783-7877 <a href="mailto:afuchs@slocity.org">afuchs@slocity.org</a>
Is Your Transit Agency part of a Joint Group? <sup>3</sup>	No

<sup>1</sup> The ICT regulation defines “Annual Maximum Service” (13 CCR § 2023(b)(3)) as the number of buses in revenue service that are operated during the peak season of the year, on the week and day that maximum service is provided but excludes demand response buses.

<sup>2</sup> 2010 Census Urbanized Area Population data.

<sup>3</sup> The ICT regulation defines a Joint Zero-Emission Bus Group or Joint Group (13 CCR § 2023.2) as two or more transit agencies that choose to form a group to comply collectively with the zero-emission bus requirements of section 2023.1 of the ICT regulation.

The City is located along the Central Coast region of California, halfway between San Francisco and Los Angeles. The City has a population of 47,063 (Source: 2020 U.S. Census) with an estimated additional population of 21,600 students when California Polytechnic State University (Cal Poly) is in session.

San Luis Obispo (SLO) Transit is the local fixed-route public transit system for the City, operating directly out of the City's Public Works Department. As of 2023, SLO Transit operates eight fixed routes, in a hub-and-spoke model, within the 23 square miles of the City limits and on Cal Poly's campus. SLO Transit operates Monday through Friday approximately from 6 am to 11 pm and Saturday and Sunday from 8 am to 8 pm.

SLO Transit is subject to several organizational authorities and their respective policies. The City Council is the legislative authority which sets the policies under which the City's programs operate. The City Council has the power to adopt ordinances, resolutions, plans, establish policies, approve programs, establish fees, appropriate funds, adopt budgets and approve contracts.

The US Department of Transportation (DOT) Federal Transit Administration (FTA) and the State of California's Transit Development Act (TDA) contribute funding to the City's transit program. SLO Transit is therefore subject to the rules, regulations, and policies of these agencies as well.

By direction of the City Council, the Mass Transportation Committee (MTC) advisory body provides recommendations and input to the Council regarding routes, schedules, capital projects, fares, marketing, and additional services.

## Section B: Rollout Plan General Information

- 1. Does your transit agency's Rollout Plan have a goal of full transition to zero-emission technologies by 2040 that avoids early retirement of conventional transit buses (13 CCR § 2023.1(d)(1)(A))? (required)*

Yes, SLO Transit's goal is to fully transition to zero-emission technologies by 2040 in a way that avoids early retirement of conventional buses. SLO Transit's Innovative Clean Transit Rollout Plan (ICT Rollout Plan) outlines how the agency will fully transition its fleet to zero-emission by the 2040 deadline. All buses will operate for their expected useful life to avoid early retirement.

SLO Transit received its first two battery electric buses (BEBs) in December 2022 and January 2023. The buses were put into service fall 2023. In July 2023, Council approved the purchase of six (6) additional BEBs that are scheduled for delivery in Spring 2025. Transit staff is currently working on funding for two (2) more BEBs which is anticipated to go before Council for approval in summer 2024. By 2027, staff anticipates that 59% of applicable vehicles (greater than 14,000 pounds gross vehicle weight (GVW)) will be zero-emission.

SLO Transit is categorized as a "small transit agency" based on both the State of California's and the federal government's definitions. The State of California requires 25% of all new bus purchases made by small transit agencies be zero emission beginning in calendar year 2026. The recent BEB acquisitions and approval for additional BEBs purchases puts SLO Transit ahead of CARB's ZEB Purchase Schedule (See Table 2).

*Table 2: CARB ZEB Purchase Schedule for Large and Small Agencies*

ZEB Purchase Schedule (Percentage of Total New Bus Purchases)		
Year	Large Transit Agency	Small Transit Agency
2023	25%	-
2024	25%	-
2025	25%	-
2026	50%	25%
2027	50%	25%
2028	50%	25%
2029+	100%	100%

2. *When did your transit agency’s board or governing body approve the Rollout Plan?*
  - a. *Rollout Plan’s approval date (optional)*
  - b. *Resolution number (optional)*
  - c. *Is a copy of the board approved resolution attached to the Rollout Plan submitted to CARB (12 CCR § 2023.1(d)(2))? (Yes/No) (required)*

Yes, this ICT Rollout Plan was approved by the City Council of the City of San Luis Obispo on March 5, 2024, via the adoption of Resolution No.11477 (2024 Series) attached as Appendix A to this document.

## Section C: Technology Portfolio

1. *What type(s) of zero-emission bus technologies (e.g. battery electric and fuel cell electric buses) does your transit agency plan to deploy through 2040? (13 CCR § 2023.1(d)(1)(B)) (required)*

For the purposes of implementing the Innovative Clean Transit regulations, CARB has defined zero-emission bus as, “a bus with zero tailpipe emissions and is either battery electric or a fuel cell electric bus.” Given this definition, the current approved options for ZEBs are either battery electric buses (BEB) or hydrogen fuel cell electric buses (FCEB). SLO Transit plans to deploy BEBs to meet the state’s zero-emission mandates.

## Section D: Current Bus Fleet Composition and Future Bus Purchases

1. *Please complete Table 3 with information on each individual bus in your current bus fleet. Please identify the fuel type of each individual conventional bus as diesel, compressed natural gas (CNG), liquefied natural gas (LNG), diesel hybrid (dHEB), gasoline hybrid (gHEB), propane, or gasoline. For zero-emission technologies, identify the fuel type as hydrogen or electricity and indicate which charging technology (depot, wireless, and/or on-route) will be used. Bus types include standard, articulated, over-the-road, double decker, and cutaway*

*buses. For ease of use, you can group the bus information based on a parameter that makes the most sense for your transit agency. (optional)*

SLO Transit has a fleet of nineteen (19) revenue vehicles and two (2) non-revenue, support vehicles (Maintenance truck and a Road Supervisor van). Of the 19 revenue vehicles, sixteen (16) of them are standard heavy-duty low floor diesel buses ranging 30 to 40 feet in length. The remaining three (3) revenue vehicles include one double-decker bus (diesel), one cutaway (gasoline), and trolley replica (gasoline) vehicle. The double-decker and the cutaway are subject to the ZEB mandates but the trolley replica is not. Many of these vehicles were purchased with the assistance of Federal funds making them subject to federal disposition rules.

The two newest vehicles are BEB and are intended to replace the two oldest buses in SLO Transit’s fleet. The BEBs are running on one of the shortest routes to determine whether battery capacity is sufficient to run all day without the need for charging. Once enough data is collected to make this determination, the 2007 model year buses will be retired.

The FTA provides a minimum “useful life” policy for capital rolling stock (transit vehicles). Useful life of transit vehicles is defined in the FTA Circular 5010.1E which states that a transit vehicle purchased with Federal financial support should remain in service for no less than 12 years or 500,000 miles before being eligible for retirement. Any transition to ZEB technology by SLO Transit will be done in compliance with FTA approved vehicle disposition timelines.

**Table 3: SLO Transit’s Current Bus Fleet**

Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
2	2006	2007	Diesel	Standard
1	2007	2008	Gasoline	Trolley
6	2007	2008	Diesel	Standard
1	2008	2009	Diesel	Double-decker
1	2010	2011	Gasoline	Cutaway
1	2011	2012	Diesel	Standard
2	2012	2013	Diesel	Standard
3	2016	2017	Diesel	Standard
2 <sup>4</sup>	N/A	2022	Electric (depot)	Standard
<b>19</b>	<b>Total Revenue Fleet Vehicles</b>			

- Please complete Table 4 regarding expected future bus purchases, including the number of buses in total expected to be purchased or leased in the year of purchase. Identify the number and percentage of zero-emission buses of the total bus purchases each year, as well as bus types and fuel types. Identify the same type of information for purchases of conventional buses. Bus types include standard, articulated, over-the-road, double decker, and cutaway buses. For zero-emission technologies, please identify the fuel type as hydrogen or electricity indicate which charging technology (depot, wireless, and/or on-route). For conventional technologies, identify the fuel type as diesel, compressed natural gas (CNG), liquefied natural*

<sup>4</sup> Purchased to replace two 2007 model year buses

*gas (LNG), diesel hybrid (dHEB), gasoline hybrid (gHEB), propane, or gasoline. (13 CCR § 2023.1(d)(1)(D)) (required)*

**Table 4: SLO Transit Future Bus Purchases**

Timeline (Purchase Year)	Total Number of Buses to Purchase	Number of ZEB Purchases	Percentage of Annual ZEB Purchases	ZEB Bus Type(s)	ZEB Fuel Type(s)	Number of Conv. Buses Purchased	Percentage of Annual Conv. Bus Purchases	Type(s) of Conv. Buses	Fuel Type(s) of Conv. Buses
2023	6	6	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2024	2	2	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2025	4	4	100%	BEB (1 cutaway and 3 standard)	Electric	0	0%	N/A	N/A
2026	0	0	N/A	N/A	N/A	0	0%	N/A	N/A
2027	3	3	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2028	2	2	100%	BEB (1 articulated and 1 trolley <sup>5</sup> )	Electric	0	0%	N/A	N/A
2029	3	3	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2034	2	2	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2036	6	6	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2037	2	2	100%	BEB (standard)	Electric	0	0%	N/A	N/A
2039	1	1	100%	BEB (cutaway)	Electric	0	0%	N/A	N/A
2040	3	3	100%	BEB (standard)	Electric	0	0%	N/A	N/A

*3. Is your transit agency considering converting some of the conventional buses in service to zero-emission buses (13 CCR § 2023.1(d)(1)(E))? (Yes/No) (required)*

No, SLO Transit does not plan to convert conventional buses currently in service to zero-emission buses.

## Section E: Facilities and Infrastructure Modifications

*1. Please complete Table 5 with names, locations, and main functions of transit agency divisions or facilities that would be involved in deploying and maintaining zero-emission buses. Please limit the facilities to bus yards and facilities with maintenance, fueling, and charging functions, and exclude other operational functions like training centers, information and trip planning offices, and administrative buildings. Please identify which facility(ies) require construction, infrastructure modifications, or upgrades to support your transit agency’s long-term transition to zero-emission technologies and the estimated timeline for such an upgrade. Please also*

<sup>5</sup> Trolley is not subject to the ICT mandates but is included since it is part of SLO Transit’s revenue fleet



*specify the type(s) of infrastructure planned in each division or facility and provide their service capacities (e.g. on-route high-power charging system) to deploy 20 BEB in 2025). (13 CCR § 2023.1(d)(1)(C)). (required)*

SLO Transit operates out of a 2.5 acre site referred to as the City’s Transit Operations & Maintenance Facility (also referred to as the Bus Yard) located at 29 Prado Road. This City-owned facility was constructed in 1984 and remained largely unimproved since original construction. The current site layout includes employee parking lot with 20 employee/visitor parking stalls (one designated for persons with a disability) at the front of the facility, an approximately 5,900 sq. feet of administrative building, a 2,200 sq. feet two-bay maintenance garage, and 19 bus parking stalls on the south end of the facility. A bus wash system was added few years later on the northwest end of the administrative building.

**Table 5: Facilities Information and Construction Timeline**

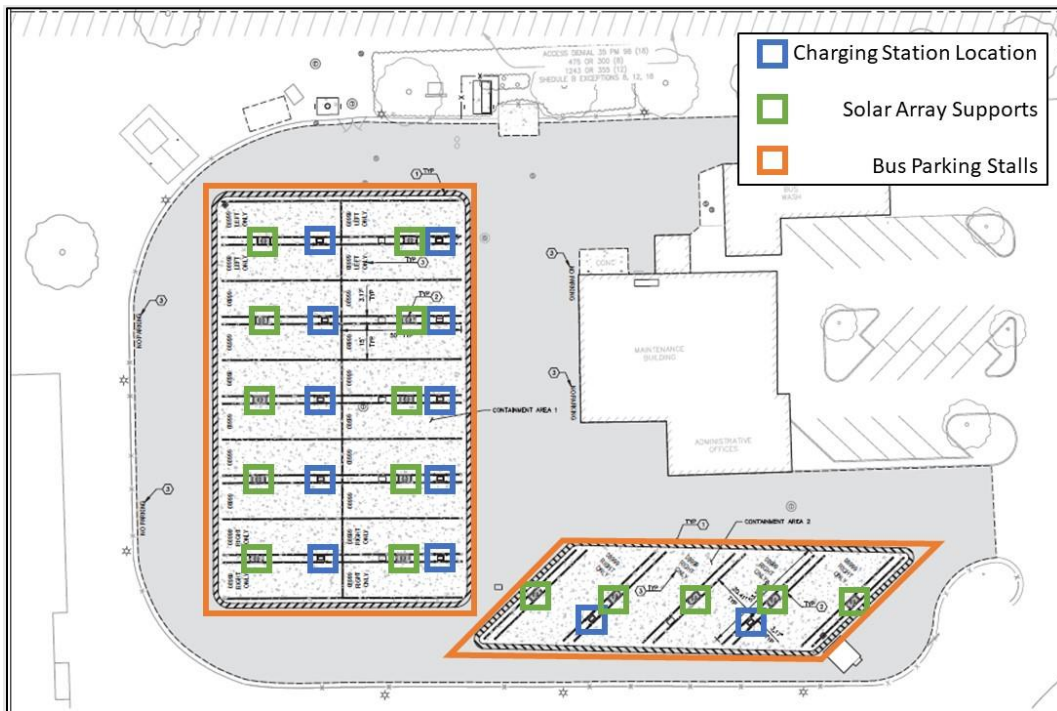
Division / Facility Name	Address	Main Function(s)	Type(s) of Infrastructure	Service Capacity	Needs Upgrade? (Yes / No)	Estimated Construction Timeline
Transit Operations and Maintenance Facility	29 Prado Rd, San Luis Obispo, CA 93401	Administration, Operations, Maintenance, Training, and Bus washing	New charging equipment, utility upgrades, site improvements (new pavement, striping, safety upgrades), solar canopy readiness	24 revenue vehicles	Yes	2022-2027

*2. Regarding the information provided in Table 5, please explain the types of necessary upgrades or infrastructure modifications each facility or division need to support your transit agency’s long-term transition to ZEB. Please also provide the specification of each infrastructure in the related facility or division before and after the upgrades or modifications. (Optional)*

Two efforts are already underway to update the existing Bus Yard in preparation for ZEB rollout. In March 2022, City Council approved advertisement of a capital project to make improvements to the Bus Yard for electric vehicle (EV) charging infrastructure. The project scope includes 24 bus parking stalls, 12 charging stations (each with two charging ports), separate metering, switchboard upgrades, pads for future solar array and for future power blocks, and new pavement and striping. Two charging stations are being installed as part of the site improvements with the remaining stations scheduled for installation as additional ZEBs are procured. Work commenced in March 2023 and still under construction as of the drafting of this report.

The City is also working on a multi-site solar project which includes installation of solar panels at the Bus Yard to offset daytime charging needs. The current project scope calls for three solar arrays over the newly improved bus parking and maintenance areas totaling over 17,000 square feet of coverage. The project is being coordinated with Pacific Gas and Electric (PG&E) and Forefront Solar. Staff anticipates completion of the project by Spring 2026.

**Figure 1: Transit Facility Zero-Emission Readiness Improvements**



## Section F: Providing Service in Disadvantaged Communities

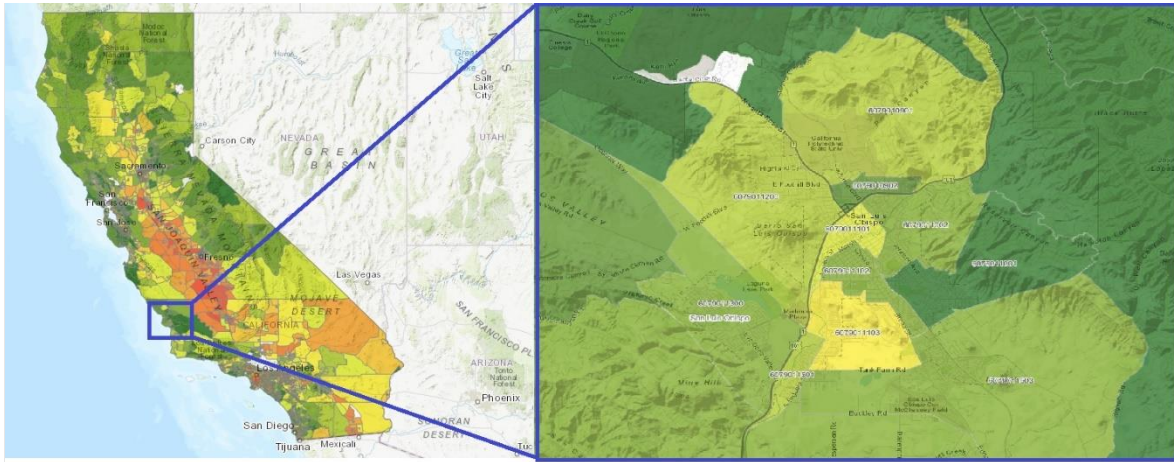
1. *Does your transit agency serve one or more disadvantaged communities, as listed in the latest version of CalEnviroScreen? Yes/ No (required)*

California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) developed CalEnviroScreen. CalEnviroScreen is a science-based tool to evaluate multiple pollutants and stressors in communities. The Innovative Clean Transit (ICT) regulations use CalEnviroScreen to identify disadvantaged communities<sup>6</sup> and requires that efforts are made to deploy ZEBs in disadvantaged communities served by transit agencies. No,

SLO Transit does not serve one or more disadvantaged communities, according to CalEnviroScreen 4.0, as shown in Figure 2.

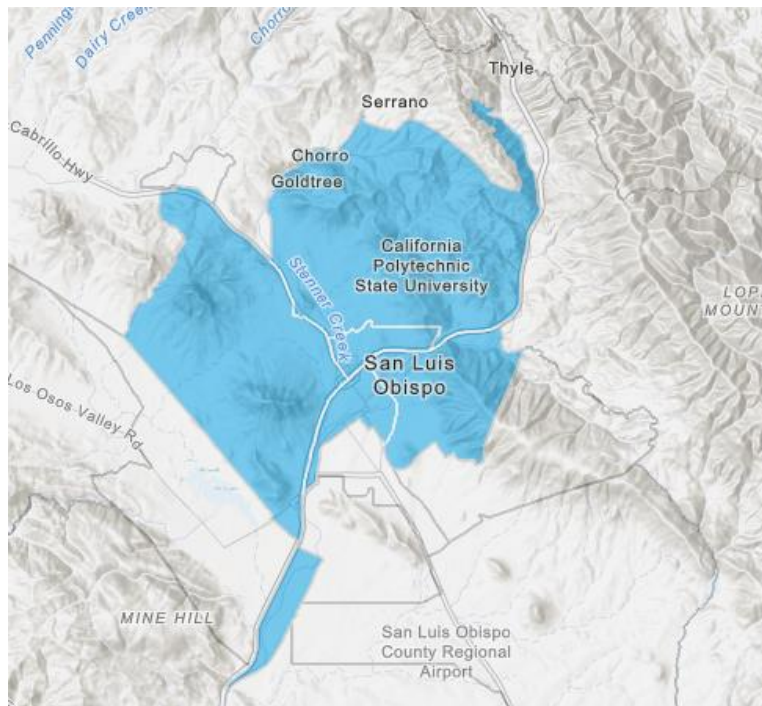
<sup>6</sup> Disadvantaged communities are considered census tracts that scored in the top 25% based on the factors used by CalEnviroScreen to assess pollution burden and vulnerability.

**Figure 2: CalEnviroScreen 4.0 Results Map**



There are, however, low-income communities within SLO Transit’s service area based on Assembly Bill (AB) 1550 criteria. AB 1550, also referred to as the Climate Investments for California Community Act, uses cap and trade dollars to reinvest in disadvantaged and low-income communities. California Climate Investments, which administers the initiative, has developed a mapping tool identifying low-income communities by census tract. The mapping tool refers to low-income communities as “priority populations.” SLO Transit’s ZEB rollout will be on fixed routes that serve both priority and non-priority populations.

**Figure 3: California Climate Investments Priority Populations 2023**



## Section G: Workforce Training

1. *Please describe your transit agency's plan and schedule for the training of bus operators and maintenance and repair staff on zero-emission bus technologies (13 CCR § 2023.1(d)(1)(G)). (required)*

Training will be provided by the original equipment manufacturers (OEMs) on operating and maintenance procedures as new BEBs are procured. Training will also be provided by equipment suppliers on the associated charging infrastructure. Workforce development topics may include but are not limited to the following:

- Overview of Zero-Emission Bus Technologies
- Zero-Emission Bus Operations
- Zero-Emission Bus Maintenance
- Zero-Emission Bus Safety Training

## Section H: Potential Funding Sources

1. *Please identify all potential funding sources your transit agency expects to use to acquire zero-emission technologies (both vehicles and infrastructure) (13 CCR § 2023.1(d)(1)(H)). (required)*

Implementation of the ICT Rollout Plan will require significant capital expenditures. SLO Transit seeks federal, state, and local sources to fund capital as well as on-going operational needs. Below is a list of potential funding sources that SLO Transit will continue to seek to support the acquisition of zero-emission vehicles and associated infrastructure.

### Federal Sources

- Federal Transportation Administration (FTA) Funds
  - Section 5307 Urbanized Area Formula Program
  - Section 5339(a) Grants for Buses and Bus Facilities Formula Program
  - Section 5339(b) Buses and Bus Facilities Competitive Program
  - Section 5339(c) Low or No Emission Vehicle Program (competitive)

### State and Local Sources

- California Department of Transportation (Caltrans) Section 5311 Formula Grants for Rural Areas
- Low Carbon Transit Operation Program (LCTOP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP)
- Caltrans State of Good Repair (SGR)
- State Transit Assistance (STA)
- Transportation Development Act (TDA)/Local Transportation Fund (LTF)
- Volkswagen Environmental Mitigation Trust Fund
- San Luis Obispo County Air Pollution Control District (APCD) Funds

## Section I: Start-up and Scale-up Challenges

1. *Please describe any major challenges your transit agency is currently facing in small scale zero-emission bus deployment. (Optional)*
  - a. *How might CARB assist you to overcome these challenges? Please share your recommendations. (Optional)*
2. *Please describe any challenges your transit agency may face in scaling up zero-emission bus deployment. (Optional)*
  - a. *How might CARB assist you to overcome these challenges? Please share your recommendations. (Optional)*

### **Technology Constraints**

Disadvantages with deployment of BEBs include relatively low range, infrastructure cost for charging, complex utility rates, unproven battery life, and perceived safety risks (ex: battery fires).

### **Operational Challenges**

It is unknown at this time if current BEB models can run on all SLO Transit routes without the need to be pulled for midday recharging. Operational testing with one of the BEBs in the fleet has battery life decreasing from +90% to ~35% when in service on SLO Transit's shorter routes (Routes 2A and 2B). Testing on longer routes (Routes 4A and 4B) still need to occur to determine if all day runs are possible without recharging.

Additionally, seasonal changes like warmer summer temperatures can be challenging to keep the batteries within optimum temperature ranges and could negatively impact range. If BEBs cannot reliably run on longer routes without recharging, then SLO Transit may need to purchase additional buses or pursue opportunity charging at the Transit Center; both of which require significant capital investment.

### **Financial Constraints**

The most significant challenge facing transit agencies through the start-up and scale-up of the zero-emission transition is the financial requirements. ZEBs are more expensive to procure, and new infrastructure is required to operate the vehicles. Additional financial support from the federal, state, and local governments is necessary to achieve the ICT regulation target dates.

With the significant charging infrastructure costs and higher upfront price of ZEBs, there is currently a lack of funding available to meet the capital demands to meet the ICT regulation. As fleets are transitioned, agency capital and operating budgets will increase, and funding will be required to maintain the level of service provided.

Agencies must also prepare staff for correct operation and maintenance of ZEBs. BEBs require new protocols and procedures to ensure safe and successful operation. The use of regenerative braking also alters ideal driving characteristics. Bus Operators must be adequately trained to ensure vehicles are operated optimally.

It is critical that the CARB and other regulatory agencies provide funding to transit operators to support the transition to ZEBs. In addition to funding support for bus and infrastructure purchases, CARB should support training/educational programs as well as deployment of new bus platforms such as smaller paratransit vehicles.

## Appendices

A – Resolution No. 11477 (2024 Series)

B – List of Acronyms

Appendix A – Resolution No. 11477 (2024 Series)

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**RESOLUTION NO. 11477 (2024 SERIES)**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN LUIS OBISPO, CALIFORNIA, ADOPTING THE SAN LUIS OBISPO (SLO) TRANSIT ZERO-EMISSION BUS ROLLOUT PLAN AND AUTHORIZING THE PUBLIC WORKS DIRECTOR OR THEIR DESIGNEE TO APPROVE FUTURE ADMINISTRATIVE REVISIONS TO THE ZERO-EMISSION BUS ROLLOUT PLAN**

**WHEREAS**, the State of California Air Resource Control Board's (CARB) Innovative Clean Transit (ICT) regulation became effective October 1, 2019; and

**WHEREAS**, the ICT regulation requires all public transit agencies to transition their eligible fleet vehicles to zero-emission technologies; and

**WHEREAS**, San Luis Obispo (SLO) Transit is considered a small transit agency as defined in the ICT regulations; and

**WHEREAS**, the ICT regulation requires small transit agencies to comply the Zero-Emission Bus (ZEB) purchasing requirements beginning in 2026 with a goal of complete transition to ZEBs by 2040; and

**WHEREAS**, the ICT regulation requires each small transit agency to submit a complete Zero-Emission Bus Rollout Plan (Rollout Plan) to CARB by July 1, 2023; and

**WHEREAS**, the Rollout Plan should be a living document and is meant to guide the implementation of ZEB fleets and help transit agencies work through potential challenges and explore solutions; and

**WHEREAS**, Title 13 of the California Code of Regulations (CCR) § 2023.1(d)(2) requires that a transit agency's Rollout Plan be approved by its governing board through the adoption of a resolution; and

**WHEREAS**, the City Council of the City of San Luis Obispo is the governing board for SLO Transit and, therefore, can approve the Rollout Plan through the adoption of this Resolution; and

**WHEREAS**, at its regular meeting on March 5, 2024, the City Council considered SLO Transit's Zero-Emission Bus Rollout Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of San Luis Obispo as follows:

R 11477

**SECTION 1. Findings.** The City Council, after review and consideration of the Zero-Emission Bus Rollout Plan, public testimony, and information presented by staff, makes the following findings:

- a) The Zero-Emission Bus Rollout Plan is a guiding policy document for the City's Transit program and may be updated, as needed, to reflect current estimated timelines based on best available information for SLO Transit's bus purchases, infrastructure upgrades, workforce training, and any other timelines contained in the Rollout Plan.
- b) The Zero-Emission Bus Rollout Plan is consistent with and will further the goals of the General Plan's Circulation Element and the Climate Action Plan for Community Recovery.
- c) The timelines for transition to zero-emission technologies described in the Zero-Emission Bus Rollout Plan will be implemented within budget constraints and in a manner consistent with Financial Plan goals and policies.

**SECTION 2. Environmental Review.** The California Environmental Quality Act (CEQA) does not apply to the recommended action in this report because the recommended action does not constitute a "Project" under CEQA Guidelines, Sec. 15378. The adoption of the Zero-Emission Bus Rollout Plan is an administrative activity of a government agency that will not result in direct or indirect physical impact on the environment. Future projects and programs described in the Zero-Emission Bus Rollout Plan would be required to comply with all applicable state and local law, including a showing of CEQA compliance or exemption.



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Resolution No. 11477 (2024 Series)

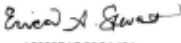
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**SECTION 3. Adoption.** The Zero-Emission Bus Rollout Plan is hereby adopted by the Council and authorizes the Public Works Director or their designee to make future administrative revisions to the Zero-Emission Rollout Plan.

Upon motion of Council Member Marx, seconded by Council Member Francis, and on the following roll call vote:

AYES: Council Member Francis, Marx, Shoresman, Vice Mayor Pease, and Mayor Stewart  
NOES: None  
ABSENT: None

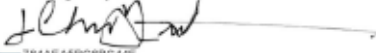
The foregoing resolution was adopted this 5<sup>th</sup> day of March 2024.

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Mayor Erica A. Stewart

ATTEST:

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Teresa Purrington  
City Clerk

APPROVED AS TO FORM:

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J. Christine Dietrick  
City Attorney

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal of the City of San Luis Obispo, California, on 3/8/2024 | 11:33 AM PST.

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Teresa Purrington  
City Clerk

R 11477

Appendix B – List of Acronyms

AB – Assembly Bill

APCD – Air Pollution Control District

BEB – Battery Electric Bus

CalEPA – California Environmental Protection Agency

Caltrans – California Department of Transportation

CARB – California Air Resource Board

DOT – Department of Transportation

FCEB – Fuel Cell Electric Bus

EV – Electric vehicle

FTA – Federal Transit Administration

GHG – Greenhouse Gas

GVW – Gross Vehicle Weight

HVIP – Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program

ICT – Innovative Clean Transit

LCTOP – Low Carbon Transit Operation Program

LTF – Local Transportation Fund

MTC – Mass Transportation Committee

OEHHA – Office of Environmental Health Hazard Assessment

OEM - Original Equipment Manufacturer

SCC/BCC – South Central Coast Basinwide Air Pollution Control Council

SGR – Caltrans State of Good Repair

SLO – San Luis Obispo

STA – State Transit Assistance

TDA – Transportation Development Act

TIRCP – Transit and Intercity Rail Capital Program

ZEB – Zero-emission Bus