SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

WEDNESDAY, JUNE 3, 2026

PLEASE NOTE THE LOCATION:

San Luis Obispo County Board of Supervisors Chambers
KATCHO ACHADJIAN GOVERNMENT CENTER SAN LUIS OBISPO COUNTY
1055 Monterey Street, San Luis Obispo, California 93401

PLEASE NOTE THE TIME:
9:00 A.M.

The AGENDA is available/posted at: **www.slocog.org**

Addendum:

Supplemental Information

TELECONFERENCE LOCATION:

Dawn Ortiz-Legg (Third District - SLO County)
Mittelholzerstrasse 8, 8152
Zuerich-Glattbrugg, Switzerland

POWERPOINTS – JUNE 3, 2026 (online):

https://sanluiscog.sharepoint.com/:f:/s/SLOCOGTeamFolder/IgAsRpAKfmvdRL0pbHcqO8nwAUnVOlken8j_3n2AVj6nZb0?e=xPVjtu

IV. CONSENT AGENDA:

C-13 2026 Fund Cycle | Implementation Phase and Grant Pursuit Activities. *Attachment D for C-13 has been replaced with this Addendum – Item C-13 Attachment D, a draft letter of intent to execute Maintenance Agreement for the Edna-Price Canyon Trail.*

E-1 Correspondence, Press Releases and News Articles. *See Addendum staff report for additional correspondence.*

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Date

California Department of Transportation
1120 N. Street
Sacramento, CA 95814

Subject: Letter of Intent to Execute Maintenance Agreement for the Edna-Price Canyon Trail

[Name Name],

This letter confirms the County of San Luis Obispo's intent to enter into a Maintenance Agreement with Caltrans for the operations, maintenance, and repair of the Edna-Price Canyon Trail Segments 6A and 7A (shown on the attached Project Map). This commitment is required as part of the San Luis Obispo Council of Government's (SLOCOG) application for construction funding through Cycle 8 of the California Transportation Commission's Active Transportation Program (ATP), and the agreement will be finalized prior to Caltrans Encroachment Permit approval.

SLOCOG received federal authorization to initiate the Preliminary Engineering (PE) phase of this project on June 18, 2024. Our design consultant, Rick Engineering, submitted the 30% Geometric Approval Drawing (GAD) and preferred landscape architecture designs to Caltrans for review in March 2026. The 65% design plans and construction cost estimate are anticipated in June 2026. SLOCOG is the lead agency for the PE phase, and Caltrans is anticipated to serve as the lead agency for construction.

This proposed improvement will require a Maintenance Agreement assigning a Public Works Agency responsibility for the maintenance of the pathway, structural section, signage & striping, drainage facilities, lighting, proposed planting, landscaping, and irrigation, shade structures and all associated features, artistic hardscaping, sweeping & debris removal, and maintenance of any other features not standard to or maintainable by Caltrans.

SLOCOG intends to apply for construction phase funding through the Cycle 8 ATP and must include with the application an agreement for the ongoing operations and maintenance of the facilities. The County acknowledges that the proposed project includes improvements that fall under County jurisdiction. Prior to accepting the project into our asset inventory, we agree to execute a Maintenance Agreement with Caltrans for the ongoing operation, maintenance, repair, and replacement of the project segments that fall under County jurisdiction, including, but not limited to:

- Routine inspection and upkeep of all installed features
- Maintenance or replacement of damaged or deteriorated components
- Maintenance of landscaping, irrigation systems, and aesthetic elements
- Ensuring that all improvements remain in safe and functional condition
- Compliance with all applicable Caltrans standards, permits, and agreements

We further agree that all maintenance activities will be performed in accordance with Caltrans' policies and applicable permits. We understand that failure to adequately maintain these improvements may result in corrective actions, up to and including removal of the trail or features not being properly maintained, as determined by Caltrans.

This letter demonstrates our commitment to long-term stewardship of improvements within County jurisdiction.

If you require additional information or documentation, please feel free to contact me at

Sincerely,

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026** ******ADDENDUM******	**ITEM: E-1**
SUBJECT:	**Correspondence, Press Releases, and News Articles (Receive information)**	
STAFF CONTACT:	**Annie Bowsky**	

SUMMARY

The following are a compilation of correspondence received by SLOCOG that are included in the Addendum for June 3rd SLOCOG Board meeting.

<u>Correspondence:</u>

May 21, 2026: Letter to Legislators, requesting support to protect programs to accelerate Air Quality and Mobility Goals (Addendum page E-1-2).

May 28, 2026: Letter to California Air Resources Board from the Coast Rail Coordinating Council (CRCC) to voice significant concerns with the proposed amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Addendum page E-1-5).

Central Coast Coalition
Moving California's Economy

May 21, 2026

The Honorable John Laird
Chair, Senate Budget Committee
1021 O Street, Suite 8720
Sacramento, CA 95814

The Honorable Jesse Gabriel
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

The Honorable Steve Bennett
Chair, Assembly Budget Subcommittee #4
1021 O Street, Suite 4710
Sacramento, CA 95814

The Honorable Eloise Gómez Reyes
Chair, Senate Budget Subcommittee #2
1021 O Street, Suite 7210
Sacramento, CA 95814

RE: Protect Programs To Accelerate Air Quality and Mobility Goals

Dear Budget Committee and Subcommittee Chairs,

On behalf of the Central Coast Coalition (CCC), we write to express that the transportation planning agencies along the Central Coast are facing a crisis in addressing state-mandated air quality and mobility objectives without continued access to state funding.

Our concerns are exacerbated by several factors, including the threat to eviscerate funding for improving air quality, affordable housing, sustainable communities, and transit operations and capital needs through the *Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments);* not fulfilling promises on appropriating the balance of SB 125 funding, and uncertainty on funding for intercity passenger rail service. The $39 billion reserve, as published in the May Revision, should provide a reasonable opportunity to honor these requests and move our region forward.

Cap and Invest Program In Jeopardy

On April 14, the California Air Resources Board (CARB) released the proposed amendments, which are expected to be considered by CARB at its May 28, 2026, monthly meeting.

Last year, the Policy Council supported extending Cap and Invest (AB 1207 and SB 840) to ensure ongoing investment from the Greenhouse Gas Reduction Fund for the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRCP), the Community Air Protection Program, Zero-Emission Vehicle Heavy Duty Infrastructure, Clean Cars 4 All, and the Low Carbon Transit Operations Program (LCTOP). These programs went from being a continuously appropriated priority, receiving a percentage of funding under Cap and Trade, to being capped and the lowest priority in the extension, but it was widely believed that market stability would yield a windfall of auction proceeds that could supplement those programs. However, the exact opposite has occurred as revenues have plummeted from a $4.4 billion program in FY 24-25 to an estimated $3.4 billion due to a soft auction market. These numbers are expected to drop to $3 billion after the May 20 auction results are reconciled. While acknowledging and appreciating the need to address affordability for utility ratepayers, the Air Resources Board has balanced these priorities since the program's inception in 2014 without harming other programs that create hardships for those who most need housing and mobility.

Historically, most of this investment benefited California’s priority populations, with 89% of total AHSC funding and 94% of total TIRCP and LCTOP funding being directed to disadvantaged and low-income communities.

If adopted, these proposed amendments will have the compounding effect of delaying or invalidating our adopted sustainable communities strategies plans, which are necessary to compete for state grant opportunities, including $1.5 billion in SB 1 funding that is needed to address safety, goods movement, and mobility this cycle.

For these reasons, we ask that the ARB maintain a balanced approach and that the legislature protect $1.8 billion in funding that will provide relief to ratepayers, protect our mobility and infrastructure, and not undermine or eliminate our ability to make progress on climate goals.

Allocate Current and Appropriate Remaining SB 125 Funding

The uncertainty of receiving the balance of $5.1 billion in SB 125 funding has exacerbated the problem of maintaining, let alone expanding, bus and passenger rail service, purchasing cleaner rolling stock, and complying with adopted sustainable communities strategies and regional transportation plans. We have not received the balance of the $4.4 billion appropriated (Central Coast share is $164.4 million), and we request that the remaining $690 million for FY 26-27 ($230 million) and FY 27-28 ($460 million) be appropriated (Central Coast share is $17.6 million).

Extend Funding for Intercity Passenger Rail

AB 107, Chapter 22, Statutes of 2024, increases the Public Transportation Account by $210,682,000 to support intercity passenger rail operations ($66,055,000 in FY 24-25, $72,119,000 in FY 25-26, and $72,508,000 in FY 26-27). With our efforts to compel mode shift and the 2028 Olympics being on the horizon, we ask that this funding be extended to maintain, if not expand, existing service beyond June 30, 2027.

We look forward to working with you on these issues. Should you have any questions, please do not hesitate to contact our legislative advocate, Gus Khouri, at gus@khouriconsult.com or 916-605-8975. We appreciate your consideration.

Sincerely,

Marjie Kirn, Executive Director
Santa Barbara Association of Governments

Pete Rodgers, Executive Director
San Luis Obispo Council of Governments

Todd Muck, Executive Director
Transportation Agency for Monterey County

Sarah Christensen, Executive Director
Santa Cruz Co. Regional Transportation Commission

Binu Abraham, Executive Director
Council of San Benito County Governments

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Members of the Assembly Budget Committee
Members of the Senate Budget Committee
The Honorable Monique Limón, Senate President pro Tempore, 21st District
The Honorable Robert Rivas, Assembly Speaker, 29th District
The Honorable Dawn Addis, Assemblymember, 30th District
The Honorable Gregg Hart, Assemblymember, 37th District
The Honorable Gail Pellerin, Assemblymember, 28th District
Toks Omishakin, Secretary, California State Transportation Agency
Sarkes Khachek, Director of Programming, SBCAG

May 28, 2026

Lauren Sanchez, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns

Chair Sanchez:

On behalf of the Coast Rail Coordinating Council (CRCC), I write to you today to voice our **significant concerns** with the Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments), released by the California Air Resources Board (CARB) on April 14, 2026. The Proposed Amendments are expected to be considered by CARB at its May 28-29, 2026, monthly meeting.

The CRCC is made up of five coastal county transportation and planning agencies which includes the Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG), and Ventura County Transportation Commission (VCTC). The mission of the CRCC is to support and advance transformative passenger and freight rail growth on the Central Coast by collaborating on expanded services and increased frequencies.

Today, we voice our concerns with the Proposed Amendments' impact to the GGRF, which we believe will, in the upcoming fiscal years, zero out hard-fought annual funding for the AHSC, TIRCP, and LCTOP. More specifically, we estimate that we, the constituencies we serve, and other partners will lose up to $1.65 billion in GGRF annually – funding we have relied on for over a decade, without any plan from the state to backfill these losses. To date, these programs have invested a combined $6.2 billion in projects and services that delivered generational projects, like affordable transit-oriented housing developments, major transit and rail capital projects and zero-emission transit vehicles as well as quality of life improvements, like transit service expansions and discounted transit passes. Most of this investment benefited California's priority populations, with 89% of total AHSC funding and 94% of total TIRCP and LCTOP funding being directed to disadvantaged and low-income communities.

As we understand it, CARB advanced this proposal in the Proposed Amendments in response to calls from some legislators and stakeholders to further address the affordability crisis faced by Californians. In objecting to the proposal, we want to be clear: we agree that the Proposed Amendments should, as called for by AB 1207, address affordability; we believe the Proposed Amendments must apply a broader definition of affordability. To the constituencies we represent and/or serve, addressing affordability requires continued state investment that supports good paying, life-sustaining jobs and means access to affordable housing and transit options, travel timing savings that buy Californians more time with family and friends, and personal health unburdened by the harms of air pollution. Unfortunately, the Proposed Amendments fail on these fronts and regress on the state's efforts to deliver more affordable housing units, more accessible and affordable public transit, and better air quality for our vulnerable communities by gutting key climate programs. **The CRCC calls on the state to revisit the proposal and maintain robust funding in the GGRF for the AHSC, TIRCP, and LCTOP.**

We know that CARB is balancing numerous objectives with the Proposed Amendments and is working to enact a final regulation that furthers the state's climate and air quality goals while also confronting the challenges faced by regulated industries and everyday Californians. We ask that, as CARB advances the Proposed Amendments, that you consider the importance of the GGRF-funded programs and their role in addressing affordability and incorporate this more expansive understanding in the final regulation.

Sincerely,

Dave Potter

Dave Potter
Chair, Coast Rail Coordinating Council

cc: Members and Staff, California State Legislature
Members, California Air Resources Board

https://www.slocog.org/programs/public-transportation/rail/coast-rail-coordinating-council-crcc

Jamie Callahan, Deputy Chief of Staff, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
Sarah Swig, Deputy Cabinet Secretary and Senior Advisor, Office of Governor Gavin Newsom
Steve Cliff, Executive Officer, California Air Resources Board
Rajinder Sahota, Deputy Executive Officer, California Air Resources Board
Toks Omishakin, Secretary, California State Transportation Agency
Erin Curtis, Executive Director, Strategic Growth Council