CONNECTING COMMUNITIES
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SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

WEDNESDAY, JUNE 3, 2026

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**

President: Carla Wixom | **Vice President: Heather Moreno**

Board Members:

John Peschong (First District - SLO County)
Bruce Gibson (Second District - SLO County)
Dawn Ortiz-Legg (Third District - SLO County)
Jimmy Paulding (Fourth District - SLO County)
Heather Moreno (Fifth District - SLO County)
Aileen Loe (Arroyo Grande)
Heather Newsom (Atascadero)
Kassi Dee (Grover Beach)
Carla Wixom (Morro Bay)
Fred Strong (Paso Robles)
Ed Waage (Pismo Beach)
Erica A. Stewart (San Luis Obispo)
Scott Eades (Ex-Officio, Caltrans District 5)

SLOCOG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SLOCOG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services in the Spanish language. You can request such assistance by calling (805) 781-4219. We require at least 48 hours notice to provide reasonable accommodations.

SLOCOG, 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. SLOCOG 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) 781-4219. Requerimos al menos 48 horas de anticipación para proporcionar adaptaciones razonables.

I. FLAG SALUTE, CALL TO ORDER AND ROLL CALL

II. PUBLIC COMMENTS:

Any member of the public may address the SLOCOG Board for a period not to exceed three (3) minutes on any item of interest not on the agenda within the jurisdiction of the Board. In compliance with the Brown Act, the Board 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.

III. DIRECTOR REPORTS

a. **SLOCOG Executive Director**
b. **Caltrans District 5 Director**

IV. **CONSENT AGENDA** (INFORMATION AND ACTION ITEMS – ROLL CALL):

The following Items are considered routine and non-controversial by staff and will be approved by one motion if no member of the COG or public wishes an item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by COG Board members without removal from the Consent Agenda. The recommendations for each item are noted in parenthesis.

Consent Agenda – Minutes of Meetings:

A-1 SLOCOG Board Meeting Minutes – April 1, 2026 (APPROVE)

A-2 Executive Committee Minutes – May 13, 2026 (RECEIVE INFORMATION)

A-3 Social Services Transportation Advisory Council (SSTAC) Minutes – May 20, 2026 (RECEIVE INFORMATION)

A-4 Technical Transportation Advisory Committee (TTAC) Minutes – May 20, 2026 (RECEIVE INFORMATION)

A-5 Citizens Transportation Advisory Committee (CTAC) Minutes – May 20, 2026 (RECEIVE INFORMATION)

A-6 SLOCOG "Special Workshop" Minutes – April 22, 2026 (RECEIVE INFORMATION)

Consent Agenda - SLOCOG Administrative Office & Regional Rideshare Items:

B-1 Year-to-date Financial Report and Overall Work Program (OWP) and Budget Amendment #3 (RECEIVE AND FILE YEAR-TO-DATE FINANCIAL STATEMENTS [ATTACHMENTS A AND B]; APPROVE FY 2025/26 OWP AND BUDGET AMENDMENT NO. 3 [ATTACHMENTS C AND D]). Jacob Kramer

B-2 Conditional Approval of Transportation Development Act (TDA) Claims for FY 2026/2027 (ADOPT RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR to approve 2026/27 TDA claims and authorize TDA funds to be released based on the requirements noted in EXHIBITS A and B of the resolution). Ashley Kneeland

B-3 AGP Video Production of Board Meetings - Contract Extension (APPROVE FOURTH CONTRACT EXTENSION with AGP Video for one year to televise all SLOCOG and RTA meetings with costs shared on a pro-rata basis (approximately $6,650-$8,400 annually). (RTA has adopted this at their May 6, 2026 meeting, Item A-7). Ashley Kneeland / Stacey Dougan

B-4 Contract Extensions for Regional Vanpool Subsidy (APPROVE CONTRACT EXTENSIONS WITH EXISTING VANPOOL SERVICE PROVIDERS THROUGH JUNE 30, 2027, IN AN AMOUNT NOT TO EXCEED $140,000). Mallory Jenkins / Hannah Heavenrich

B-5 One-Year Contract Extension with Bike SLO County for Safe Routes to School (SRTS) On-Bike Education (APPROVE CONTRACT EXTENSION WITH BIKE SLO COUNTY FOR ONE YEAR, NOT TO EXCEED $18,000). Mallory Jenkins / Hannah Heavenrich

Consent Agenda – Programming Division Items:

C-1 Hybrid Farebox Recovery Ratio for San Luis Obispo Regional Transit Authority (RTA) (APPROVE A HYBRID FAREBOX RECOVERY RATIO for RTA Fixed-Route Services for FY 26/27 of 15.5%). Ivana Rodriguez

C-2 **Contract with Ride-On Transportation** (APPROVE CONTRACT, ATTACHMENT A, WITH RIDE-ON TRANSPORTATION NOT TO EXCEED $319,300). Lance Okuno

C-3 **SB 125 Long-Term Financial Plan** (RECEIVE INFORMATION/AUTHORIZE SUBMITTAL TO CALIFORNIA STATE TRANSPORTATION AGENCY). Lance Okuno

C-4 **Renew Park-and-Ride (P&R) Lot Lease with St. William's Church** (AUTHORIZE EXECUTIVE DIRECTOR TO EXECUTE 5-YEAR CONTRACT (not included) with St. William's Church not to exceed $32,500 for P&R Lot improvements, liability insurance, and maintenance costs). Tim Gillham

C-5 **Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) Cycle B** (APPROVE SCHEDULE FOR PROGRAMMING IN AUGUST 2026 AND RELEASE CALL FOR PROJECTS). Tim Gillham

C-6 **Call Box Removal Plan Sole Source Contract** (APPROVE SOLE SOURCE CONTRACT WITH JETT CONSULTING SERVICES FOR THE AMOUNT NOT TO EXCEED $7K; AND AUTHORIZE EXECUTIVE DIRECTOR, PRESIDENT, & LEGAL COUNSEL TO SIGN). Tim Gillham

C-7 **Final Morro Bay Estuary Climate Resiliency Transportation Plan** (APPROVE STAFF RECOMMENDATION) John DiNunzio

(1) Approve the Final Morro Bay Estuary Climate Resiliency Transportation Plan.
(2) Direct staff to include concepts in the 2027 Regional Transportation Plan.
(3) Authorize staff to continue coordination and evaluation of potential implementation opportunities for the California Coastal Trail.

C-8 **Long Range Transit Plan (LRTP) Update** (RECEIVE INFORMATION). Ivana Rodriguez

C-9 **Mariposa Pass Update** (RECEIVE INFORMATION). Ivana Rodriguez / Laura Gensert

C-10 **Rail Buy-Down Program Extension** (APPROVE STAFF RECOMMENDATION). Laura Gensert / Lance Okuno

(A) Approve contract extension with Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency for Rail Buy-Down Program for an additional $100,000.
(B) Authorize the Executive Director to make fare subsidy adjustments.

C-11 **Positive Train Control Funds Transfer Agreement** (APPROVE FUNDS TRANSFER AGREEMENT (FTA) with California Department of Transportation (Caltrans) for the transfer of $2,000,000 for installation of Positive Train Control (PTC) technology on the Union Pacific Railroad (UPRR) Coast Subdivision). Lance Okuno

C-12 **Service Operation Plan Contract for Olympics Pilot Train Service** (APPROVE STAFF RECOMMENDATION). Lance Okuno

1) Ratify Service Operation Plan Contract with HDR, Inc. not-to-exceed $18,615 for Olympics Pilot Train Service
2) Adopt Resolution (Attachment E) supporting the CRCC in providing a pilot train service between the Los Angeles-San Luis Obispo-San Francisco Bay Area during the 2028 Olympics Games

C-13 2026 Fund Cycle | Implementation Phase and Grant Pursuit Activities (APPROVE STAFF RECOMMENDATION). Richard Murphy

1. Receive and file the implementation update for priority projects associated with the 2026 Fund Cycle.
2. Authorize staff to continue coordination and grant pursuit activities associated with the regional programming strategy.
3. Direct staff to return, as necessary, with updates or recommendations if implementation commitments or partnership agreements affecting grant eligibility, competitiveness or project delivery are not achieved.

C-14 Project Development Study Program Application Receipt Log (RECEIVE INFORMATION). Stephen Hanamaikai

C-15 Contract Extension with Mark Thomas for Grant Services (APPROVE A CONTRACT AMENDMENT (ATTACHMENT A) WITH MARK THOMAS ASSOCIATES extending technical support services associated with the SR 46 Corridor Bundle and SB1 Cycle 5 grant preparation activities through December 31, 2026, and increasing the contract amount by a not-to-exceed amount of $45,000). Richard Murphy

Consent Agenda – Planning Division Items:

D-1 Citizens Transportation Advisory Committee (CTAC) Vacancy – SLOCOG At-Large Appointment (SUPPORT THE RECOMMENDATION FROM CTAC TO APPOINT Julia Wallerce to the Citizens Transportation Advisory Committee). James Worthley

Consent Agenda – Correspondence, News Items & Other Reports:

E-1 Correspondence, Press Releases and News Articles (RECEIVE INFORMATION). Annie Bowsky

V. TRANSPORTATION AND PRESENTATION ITEMS

F-1 Draft 2027 Federal Transportation Improvement Program (FTIP) (VOICE VOTE – APPROVE STAFF RECOMMENDATION). John DiNunzio

1. Direct staff to release for a 30-day public review beginning on June 10th, and to integrate updates as required for compliance;
2. Schedule to return with Final 2027 FTIP for Board Action on August 5th, 2026.

F-2 Draft TEA 2.0 Economic Study (VOICE VOTE – REVIEW AND COMMENT ON THE DRAFT TEA 2.0 ECONOMIC STUDY; SCHEDULE FOR ACCEPTANCE ON AUGUST 5, 2026). Sara Sanders / ECONorthwest (Consultant)

F-3 Regional Housing Needs Allocation (RHNA) (VOICE VOTE – FILE AN OBJECTION TO HCD'S CYCLE 7 RHNA DETERMINATION WHILE DEVELOPING A DISTRIBUTION METHODOLOGY WITH THE PLANNING DIRECTORS. SEEK RHNA LEGISLATIVE REFORM). Sara Sanders

F-4 State Legislative Update (VOICE VOTE - APPROVE STAFF RECOMMENDATION). Gus Khouri, Khouri Consulting, LLC (Legislative Consultant) / Tim Gillham

a) Support 3 (1 if amended) and oppose 3 bills in SLOCOG Bill Matrix (Attachment A)
b) Accept May 11th State Legislative Update (Attachment B)
c) Accept May 14th Governor's FY 2026-27 State Budget – May Revision (Attachment C)

VI. ADJOURN SLOCOG BOARD MEETING TO JOINT SLOCOG & LOCAL TRANSPORTATION AUTHORITY (LTA) BOARD MEETING

G-1 Supplemental Funding: San Luis Obispo County Transportation Expenditure Plan (TEP) & Hearing to Adopt Ordinance No. 2026-01 - San Luis Obispo County TEP Ordinance and Request Call for Election (ROLL CALL - APPROVE STAFF RECOMMENDATIONS). James Worthley / Annie Bowsky

Staff Recommendations for SLOCOG Board:

1) Adopt Resolution: adopting the Transportation Expenditure Plan.
2) Authorize ¼ page public notice to be published about the Ordinance.
3) Direct staff to work with the County Clerk to finalize necessary materials.

Staff Recommendations for LTA Board:

1) Adopt Ordinance No. 2026-01: San Luis Obispo County Transportation Expenditure Plan and Waive Full Reading.
2) Request the Board of Supervisors place the measure on the November 2026 ballot.

VII. BOARD MEMBER COMMENTS & BOARD REPORTS

VIII. ADJOURNMENT

Next SLOCOG meeting: Wednesday, August 5, 2026

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CONNECTING COMMUNITIES
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Executive Director's Report

SLOCOG Board Meeting
Wednesday, June 3, 2026

1. **Sustainable Communities Strategy approved!** - After 3 years of back-and-forth with the California Air Resources Board, SLOCOG finally has an approved plan to reduce greenhouse gas emissions based on our transportation investments. The required 11% per capita reduction by 2035; this removes a hurdle from receiving state discretionary grant funds.

2. **The Governor's May Revise -** Estimated General Fund revenues from the Big Three sources (Personal Income, Corporate, and Sales and Use Taxes) are $16.5 billion higher than projected in January ($2.9 billion deficit). There are **no changes** to funding for transportation programs, which are predominantly reliant on special funds such as the gas tax, vehicle registration fees, or Cap-and-Invest auction proceeds. It remains to be seen whether the legislature can fulfill its obligation to fully allocate the remaining balance of SB 125 funding for transit capital and operations, and maintain ongoing commitments to transit capital operations, affordable housing, and air quality programs under Cap-and-Invest.

3. **Federal Transportation Funding Reauthorization** - After significant negotiations and several delays over the past several months, the House Transportation and Infrastructure (T&I) Committee released bill text on Sunday evening for the long-anticipated surface transportation reauthorization legislation. The 1,006-page bipartisan legislation, the Building Unrivaled Infrastructure and Long-term Development for America's 250th (BUILD America 250) Act (H.R. 8870), provides a five-year reauthorization of surface transportation programs maintained within the U.S. Department of Transportation (DOT) and would replace the Infrastructure Investment and Jobs Act, which is set to expire on September 30, 2026. The bill, authored by T&I Committee Chair Sam Graves (R-Mo.) and Ranking Member Rick Larsen (D-Wash.), authorizes approximately $580 billion in DOT funding from FY 2027 through FY 2031.

4. **SLOCOG Workshop @ Octagon Barn April 22 -** This opportunity to learn more about 1) Regional Housing Needs Allocation process, 2) the Sustainable Communities Strategy and 3) which Project Initiation Documents (PID's) should be pursued was well attended. Approximately 30-40 people attended. One more workshop, or open house event will be scheduled this year.

5. **Bike Month was BOOMING!** There were over 50+ biking events in May. The kick off was at "the HUB" and several bike breakfasts, happy hours, ice cream socials and other bike rides occurred. SLOCOG closed out the month with a bike breakfast at its office on May 28^{th}.

6. **Groundbreaking for Hwy 101 Managed Lane –** The project to construct a "Left Shoulder Part Time Travel Lane" through the Shell Beach section of Highway 101 in the southbound direction is underway! Watch for periodic lane closures over the next 1-1.5 years.

7. **Senior GO! ridership is SPIKING!** Due to the rise in gas prices, or the springtime weather, ridership on the discounted senior transportation service has increased 15-20%. Currently, riders over 65 years old receive up to 8 heavily discounted one-way curb to curb transportation. The program will need more funding or must be reduced next year.

8. **Pedestrian and Bike Pop-up -** SLOCOG's FY 2025/26 OTS-sponsored Pop-Up Demonstration and Road to Zero community engagement program is demonstrating strong community interest and meaningful regional collaboration in transportation safety. Demonstrations were held in both the City of Paso Robles along the North River Road Trail corridor and in the San Miguel L Street school corridor near Lillian Larsen Elementary School, where approximately 145 students participated, and community surveys were collected to help inform future pedestrian and bicycle safety improvements. Additional demonstrations planned in Los Osos along the Los Osos Valley Road corridor and near Oceano Elementary School have been postponed until October 2026 to allow for more robust planning, outreach, and coordination with community partners, and to align with this fall's Walk to School Day activities Special shout-out to San Miguel Community Friends, City of Paso Robles, SLO County Public Works, CHP, and Avila Traffic Safety.

9. **Rail Conference in Sacramento -** The mayors of both SLO and Grover Beach and staff attended an intercity rail conference in Sacramento. Many statewide rail issues were discussed including the nationwide equipment shortage, a future funding shortfall (i.e. "cliff"), "tap to ride" programs, the coming Olympics and FIFA games.

10. **New Train May 4th** San Luis Obispo now has a train on the *Pacific Surfliner* corridor coming from Los Angeles at 5:13am and arriving at 10:53am. That train returns southbound from SLO at 12:12pm to arrive in San Diego at 9:07pm. The northbound train meets a Ventura-to-Goleta "peak hour" demand, and the southbound train has proven very strong ridership. This train is only funded for 1-year while ridership is evaluated.

11. **Upcoming meetings/events/deadlines:**
    - June 15 and July 20, LOSSAN Ex Com & Board mtg, Orange (Strong)
    - June 7-10, NARC, Tulsa OK, (Strong, Rodgers, Worthley, Bowsky)
    - June 20 – Active Transportation Program Cycle 8 grant application deadline
    - June 24-26 California Transportation Commission, Sac (Murphy)
    - June 30 – CALCOG Board, Sac (Strong)
    - September 17-18 – California Transportation Commission Town Hall (San Luis Obispo, Paso Robles)
    - October 18-21 – NARC Executive Directors' Conference (Pismo Beach)

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Project Update Report – San Luis Obispo County

Prepared and finalized May 20th, 2026 for the San Luis Obispo Council of Governments (SLOCOG)'s Board Meeting on: **June 3, 2026**

This report lists high profile or moderate to high impact to the traveling public projects on the State Highway System (SHS) in San Luis Obispo County (SLO). This report does not necessarily list all projects or encroachment permit activities.
The projects below are listed in order of State Route, then by beginning post mile, with all projects covering multiple State Routes listed first. There are three tables of projects displayed:

1. "*Projects in Construction*" (Milestone range: Construction Contract Approval to Construction Contract Acceptance).
2. "*Projects in Development*" (project phases "Project Initiation Document" (PID), "Project Approval & Environmental Documents" (PA&ED), "Plans, Specifications, & Estimates" (PS&E), and "Right of Way" (RW))

The Right of Way phase often overlaps with the Plans, Specifications, & Estimates (PS&E) phase. Oversight Projects are included below when Caltrans is the Lead Agency for a given phase. Generally, updates since the last publication of the project update list are in **bold** type. Please see a list of Caltrans resources available to the public at the end of this document.

Projects in CONSTRUCTION

	Project	Location	Description	Construction Timeline	Construction Cost / Funding Source	Project Manager	Contractor	Comments
1.	Highway 58 Santa Margarita CAPM (1J970)	In San Luis Obispo County on SR 58 at and near Santa Margarita from I Street to SR 229 (PM 1.8/6.89)	Pavement preservation, improve drainage, install count stations, and replace sign panels.	June 2025 – Spring 2026	$7.8 million / SHOPP	Luis Duazo	CalPortland Construction	Work on final construction punchlist items is underway.
2.	US 101 Wellsona Safety Improvements (1J780)	On US 101 in San Luis Obispo County at Wellsona Road (PM 61.88/61.88)	Structures, paving and drainage.	January 2025 – Spring 2026	$14 million / SHOPP	Genaro Diaz	CalPortland Construction	Construction began in January 2025. Stage 3 (construction of NB bridge) began 9/8/25. Two lanes will remain open in each direction apart from short-term closures. Stage 4 and Construction completion projected by May 2026.

Caltrans CENTRAL COAST | DISTRICT 5

Project Update Report – San Luis Obispo County

Prepared and finalized May 20th, 2026 for the San Luis Obispo Council of Governments (SLOCOG)'s Board Meeting on: **June 3, 2026**

	Project	Location	Description	Construction Timeline	Construction Cost / Funding Source	Project Manager	Contractor	Comments
	Projects in CONSTRUCTION							
3.	SLO County Asset Management Improvements (1J860)	In and near Pismo Beach, Arroyo Grande, and Nipomo, from Los Barros Road to south of Hinds Avenue Overcrossing. (SLO-101-7.8/16.5)	Rehabilitate pavement, drainage systems, enhance highway worker safety, designate bikeways with pavement delineation.	Summer 2025-Spring 2028	$36 million / SHOPP	Hallie Holden	Papich Construction	Project was awarded on 2/12/25. Construction is in progress and is anticipated to be completed early 2028.
4.	Five Cities Multimodal Transportation Network Enhancement Project (1G680)	On southbound US 101, in and near Pismo Beach, from the Pismo overhead (bridge over the railroad tracks) to just north of San Luis Bay Drive in San Luis Obispo County (PM 16.0/R22.5)	Operational improvements	Summer 2026-Winter 2028	$56 million / TCEP	Luis Duazo	Granite Construction	Work is focused on retaining wall construction for US 101 widening.

Project Update Report – San Luis Obispo County

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Projects in CONSTRUCTION

	Project	Location	Description	Construction Timeline	Construction Cost / Funding Source	Project Manager	Contractor	Comments
5.	Highway 46 Wye Segment (3307C)	In San Luis Obispo County on SR 46 near Cholame from just west of Davis Road to just west of Antelope Road (PM 54.1/57.8)	Convert to a four-lane expressway.	Spring 2023 – Summer 2026	$148 million / STIP	Nic Heisdorf	Atkinson Construction	Final Stage traffic switch occurred in May 2026. Contractor finalizing structure work and roadway work for final traffic configuration. Change Order in process to reduce scope and move to work to 05-3307D. CCA currently scheduled for June 2026.
6.	Highway 1 Santa Maria River Bridge Replacement (1H440)	In San Luis Obispo County near Guadalupe at the Santa Maria River Bridge (PM SB, SLO-50.3/50.6 & 0.0/0.3)	Replace Bridge	Spring 2026	$61.3 million / SHOPP	Linda Baker	MCM Construction	Contract has been awarded and construction expected to start spring 2026.
7.	Toro Creek southbound bridge replacement (1R100)	In San Luis Obispo County, Near Morro Bay on Highway 1 at Toro Creek. (SLO-001-32.6/32.6)	Replace bridge.	Spring 2026-Spring 2027	$11.2 million / SHOPP	Nic Heisdorf	Souza Construction Inc	Construction began in April 2026. Removal of the existing bridge scheduled to begin June 1, 2026. Bridge Foundation work must be completed prior to October 31, 2026.

Project Update Report – San Luis Obispo County

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Projects in CONSTRUCTION								
	Project	**Location**	**Description**	**Construction Timeline**	**Construction Cost / Funding Source**	**Project Manager**	**Contractor**	**Comments**
8.	SR 1 at Highland Operational Improvements (1R440)	In San Luis Obispo County on SR 1 at Highland Dr. (SLO-001-17.81/17.81)	Replace conductors and poles on S leg; warning sign on OH sign; 3 corners of poles; eliminate median standards.	Summer-Fall 2026	$1.2 million Minor A Funds / $413,000 in SLOCOG's RHSA funds	Genaro Diaz	PS&E	Bid results early May 2026 and on schedule for Construction start June 2026 and Construction completion by late 2026. Great collaboration with our partner agencies SLOCOG, City of SLO, and Poly.

Please continue to the next page for Projects in Development

Project Update Report – San Luis Obispo County

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Projects in DEVELOPMENT								
	Project	**Location**	**Description**	**Construction Timeline**	**Estimated Construction Cost / Funding Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments**
1.	Highway 46 Antelope Grade (3307E)	On State Route 46, in San Luis Obispo County, near Cholame, from 1.0 mile west of Antelope Road to 0.4 mile east of Kern County Line (SLO/Kern PM 57.3-60.8/0.0-0.4)	Convert existing 2-lane conventional highway to 4-lane divided expressway.	Spring 2027	N/A Parent for pre-construction only / STIP	Nic Heisdorf	PS&E/RW	Caltrans design working towards revised 100% final design submittal to Office Engineer in June 2026. Right of Way phase – parcel acquisition being completed by ROW. Anticipate all acquisitions completed before November 2026. The project has been split into two segments to take advantage of funding opportunities. 05-3307D is the first segment with 1.3 miles funded in the 2024 STIP. 05-3307F represents the final 2.6 miles and remains unfunded.
2.	Santa Margarita Sidewalk Gap Closure (1R580)	In San Luis Obispo in the community of Santa Margarita between H St and I St. (SLO-058-1.7/1.8)	Install sidewalk on the south side of the highway to close the gap between the new sidewalk and school.	Fall 2026	$1 million / SHOPP	Luis Duazo	PA&ED	Environmental studies and preliminary design activities are ongoing.
3.	D5 Maintenance Station Relocation (Phase 1) (1K680)	In San Luis Obispo County, east of S Higuera St. (SLO-101-0/0)	Construct new Maintenance Yard.	Spring 2027 – Spring 2028	$38 million / SHOPP	Luis Duazo	PS&E	Plans, Specifications, and Cost Estimate are being finalized.

Project Update Report – San Luis Obispo County

Prepared and finalized May 20th, 2026 for the San Luis Obispo Council of Governments (SLOCOG)'s Board Meeting on: **June 3, 2026**

Projects in DEVELOPMENT								
	Project	**Location**	**Description**	**Construction Timeline**	**Estimated Construction Cost / Funding Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments**
4.	Antelope Grade Segment 2 (3307F)	On State Route 46 in San Luis Obispo County, near Cholame, from 0.3 mile east of Antelope Road to 0.4 east of Kern County Line (SLO/Kern-046-58.6-60.8/0.0 – 0.4)	Convert 2.6 miles of existing 2-lane conventional highway to 4-lane divided expressway.	Spring 2029 – Fall 2031	$ 98 million / STIP	Nic Heisdorf	N/A	This project is a construction only phase "child" project of 05-3307E. Project funded as "Future Need". Design on hold until team is completed with 05-3307D. Right of Way working through final aquisitions and utility reloactions. Current scheduled RTL in March 2028. Construction phase is unfunded.
5.	Morro Bay Pavement Project (1N880)	In San Luis Obispo County, on Hwy 1 from San Luisito Creek Bridge to Old Creek Bridge. (SLO-001-25.7/34.4)	Pavement grind and overlay, upgrade lighting, ADA ramp and sidewalk work, update guardrail, replace median barrier, replace signal detection loops, turn lane and bike lane widening at three intersections, replace approximately 17 signs, replace right-of-way fencing.	Spring 2029-Spring 2030	$36M/SHOPP	Tom Martin	PA&ED	Target completion of Project Report and Environmental Document on schedule for fall 2026.

Project Update Report – San Luis Obispo County

Caltrans CENTRAL COAST | DISTRICT 5

Prepared and finalized May 20th, 2026 for the San Luis Obispo Council of Governments (SLOCOG)'s Board Meeting on: **June 3, 2026**

Projects in DEVELOPMENT								
	Project	**Location**	**Description**	**Construction Timeline**	**Estimated Construction Cost / Funding Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments**
6.	North of the 'Y' on 41 CAPM (1N860)	In San Luis Obispo County, on Hwy 41 from the junction of Hwy 41/46 to the San Luis Obispo/Kern County line. (SLO-041-45.3/50.434)	Preserve 14.949 LM of Class 2 pavement with CAPM strategies and replace drainage.	Summer 2028	$7.6M/SHOPP	Nic Heisdorf	PA&ED	M200 "PA&ED" attained in April 2026. Two small drainage systems were re-incorporated into the project while maintaining CE for environmental impacts. PSE phase scheduled to begin in May 2026. RTL scheduled for June 2027.

Projects in DEVELOPMENT								
	Project	**Location**	**Description**	**Construction Timeline**	**Estimated Construction Cost / Funding Source**	**Project Manager**	**Phase** (PID, PA&ED, PS&E, RW, Construction)	**Comments**
7.	SLO 166 CAPM (1P120)	In San Luis Obispo County, on Hwy 166 from the junction of Hwy 101/166 to 0.45 miles West of Husana River Bridge Br No. 49 178. (SLO-166-8.927/16)	Preserve 14.146 LM of Class 3 pavement, restore 3 drainage systems, and upgrade 5 guardrail locations to MASH standards	Fall 2028	$17.5M/SHOPP	Luis Duazo	PA&ED	Environmental studies and preliminary design activities are ongoing.

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CC	Coastal Commission
CCA	Construction Contract Acceptance
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
ITIP	Interregional Transportation Improvement Program
OGFC	Open-Graded Friction Course Overlay
HFST	High Friction Surface Treatment
PIR	Project Initiation Report- a type of PID and a product of the PID phase
PM	Postmile
RTL	Ready to List
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCCP	Solutions for Congested Corridors [grant program]
SLO	San Luis Obispo (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System

Project Phases

PID	Project Initiation Document *(development of the project scope)*
PA&ED	Project Approval and Environmental Document *(study of environmental impacts of project scope; development of a Project Report; determination of project's permit, right-of-way, and mitigation needs)*
PS&E	Plans, Specifications, and Estimates *(the Design phase)*
RW	Right-of-Way
CON	Construction, as a phase title

-Resources-

COMMUNICATIONS:

For General Caltrans' Inquiries, or to be added to the San Luis Obispo County News Release Distribution List:

Public Information Office, District 5
Info-d5@dot.ca.gov

For Project Specific Questions or Partnering Opportunities:

Please reach out to the Project Manager listed via the Public Information Office.

REQUESTS:

Customer Service Requests:
To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a customer service request through the following online portal: https://csr.dot.ca.gov/

Examples of Customer Service Requests:
Any of the following on the State's highway system:
- Streetlight issues
- Plant over-growth
- Damaged roadway
- Fallen trees on the roadway
- Other maintenance issues

For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent

Public Records Requests:
For all public records requests, please submit your request through the Public Records Request portal:
https://caltrans.mycusthelp.com/WEBAPP/_rs/(S(4iui15cbqujv3ppvenlmgvx1))/supporthome.aspx
INFORMATIONAL:

Quickmaps Mobile App/Caltrans Website: "Caltrans QuickMap"
- Available for free in the Apple App Store and Google Play Store
- Provides realtime conditions for the State Highway System
- Desktop Format: https://quickmap.dot.ca.gov/

Caltrans Lane Closures Reporting System: https://lcswebreports.dot.ca.gov/
- Provides a 7-day look-ahead for planned lane closures
- Does not include unanticipated emergency closures (see Quickmaps for in-the-moment roadway conditions)

Caltrans CCTV Camera Map: https://cwwp2.dot.ca.gov/vm/iframemap.htm
- Allows the public to see current conditions along the State Highway System

The Caltrans District 5 Office of Local Assistance: https://dot.ca.gov/programs/local-assistance/
- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: https://dot.ca.gov/caltrans-near-me/district-5


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SLOCOG
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MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

DRAFT
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
Board Meeting Minutes

Wednesday, April 1, 2026

The following action minutes are listed as they were acted upon by the San Luis Obispo Council of Governments (SLOCOG) *and* as listed on the agenda for the Board meeting held on April 1, 2026, together with staff reports and related documents attached thereto and incorporated therein by reference. To see a video of the meeting proceedings, ***Linked Agenda:*** SLO-SPAN: SLOCOG Board Meeting – April 1, 2026 (Click the play button on the video window to view from the beginning of the meeting or click on a particular agenda item to go directly to that part of the meeting).

I. FLAG SALUTE, CALL TO ORDER AND ROLL CALL:

President Carla Wixom led the Flag Salute and called the SLOCOG Board meeting to order at **9:01 a.m. Board Secretary Aida Nicklin** conducted a roll call.

BOARD MEMBERS PRESENT:

Carla Wixom, City of Morro Bay (President)
Heather Moreno, Fifth District, County of San Luis Obispo
Charles Bourbeau, City of Atascadero (Alternate)
Kassi Dee, City of Grover Beach
Aileen Loe, City of Arroyo Grande
Dawn Ortiz-Legg, Third District, County of San Luis Obispo
Jimmy Paulding, Fourth District, County of San Luis Obispo
John Peschong, First District, County of San Luis Obispo
Erica A. Stewart, City of San Luis Obispo
Fred Strong, City of Paso Robles
Ed Waage, City of Pismo Beach
Joe Erwin, Caltrans District 5 (Alternate, Ex-Officio)

BOARD MEMBERS ABSENT:

Bruce Gibson, Second District, County of San Luis Obispo

SLOCOG STAFF PRESENT: Peter Rodgers, James Worthley, Richard Murphy, Ashley Kneeland, Tim Gillham, Sara Sanders, Jayden Hermansen, Stephen Hanamaikai, Ivana Rodriguez, Aida Nicklin, Jenna Morton (Legal Counsel)

OTHERS PRESENT: AGP Video Staff, Becky Hewitt & James Kim from ECO Northwest (Consultants)

II. PUBLIC COMMENTS (on any item of interest not on the agenda within the jurisdiction of the Board): President Wixom called for public comments on items of interest that are not on the agenda within the jurisdiction of the SLOCOG Board.

Public Comments:

Eric Greening (Garden Farms): mentioned a community meeting at Garden Farms. He inquired about any recent news relative to the bike & pedestrian connection project between Garden Farms and Santa Margarita (any particular time/place/destination for advocacy by the public either for a grant for that project, or advocacy at the California Transportation Commission [CTC] Town Hall meeting in San Luis Obispo [SLO] this year). He said that any information that is useful for the community is welcome. **Greening** noted SLOCOG's upcoming workshop (April 22nd) at the Octagon Barn. He asked if there will be a shuttle for transit dependent attendees.

III. DIRECTOR REPORTS:

a. **SLOCOG Executive Director's Report: Peter Rodgers** presented the Executive Director's report with a PowerPoint presentation, noting the following:

- *Board Member Fred Strong and I attended the CALCOG Regional Issues Forum in Long Beach last month.*
- *Vice President Heather Moreno and I attended the Central Coast Coalition – Legislative Briefing on March 18th in Sacramento. Senator John Laird is very supportive of the proposed 2028 Olympics Pilot Train service. Staff is working with Amtrak to get the numbers on what this will cost and all the details.*
- *The next SLOCOG Workshop will be held on April 22nd at the Octagon Barn. We will provide a carpool to Octagon Barn.*
- *Avila Beach Drive Roundabout project is complete. Thank you for the groundbreaking event held on March 17th. A Park-and-Ride (PnR) lot is under construction, and transit access is coming.*
- *A Groundbreaking event for the Five Cities Project will be held on April 28th at the Pismo Preserve Overview.*
- *Six (6) mini-grants for Pedestrian and Bike Pop-up safety demonstration projects around the county will be awarded.*
- *The California Transportation Commission (CTC) has approved the 2026 State Transportation (STIP), which includes SLOCOG's Regional Transportation Improvement Program (RTIP) - 2026 Fund Cycle.*
- *2026 Grants Pursuit – Projects of Regional Interest (successfully submitted: SR 46 East Antelope Grade and "Big 46 Bundle").*
- *SLOCOG will be hosting a CTC Town Hall with CTC Commissioners and senior leadership staff on September 17 and/or 18th this year. This is a Strategic opportunity for the San Luis Obispo region.*
- *Bike Month is coming! A kick-off event will be held at the Hub in San Luis Obispo on May 1st. May 6th is Bike to School Day around the county, and on May 28th, SLOCOG will hold a bike Breakfast.*
- *Notable Consent Agenda Items: Items B-2, B-4, C-2, and C-9 (See Consent Agenda)*

b. **Caltrans District 5 Director's Report: Joe Erwin, Caltrans District 5, Office Chief of Project Management**, presented the Caltrans District 5 Report, noting the following:

- *Thank you County of San Luis Obispo and SLOCOG for the partnership on the roundabout project in Avila. Adjacent is a PnR lot that is under construction; it will include zero-emission vehicle charging.*
- *The Wellsona project, a project constructing an undercrossing and frontage road near US 101 and Wellsona Road is almost complete and will be open to the public by the end of this month.*

Board Member Dawn Ortiz-Legg: thanked Caltrans, noting that the Avila Beach Roundabout project is a very important infrastructure project. The public and citizens of Avila Beach are amazed at how traffic on that intersection has significantly improved since the roundabout project was completed.

Board Member John Peschong: thanked Caltrans for the Wellsona Safety Program and for getting that project done quickly.

IV. CONSENT AGENDA:

Public Comments:

Eric Greening (Garden Farms): commented on Item *C-2, Transit Fund Programming: FY 2026/27 State of Good Repair (SGR), and FY 2025/26 Low Carbon Transit Operations Program (LCTOP),* noting he is always thankful that local transit can benefit from these programs. However, he expressed concern about the fare subsidy pilot program and its application process, adding he is not comfortable with a program that is beneficial to a lot of people and accessible to only a few. **Greening** asked, "How exactly would this program work and how some people who qualify this subsidy would not get it?" The highest priority of most people is the service itself (even for those who struggle with the fare). **Greening** noted that he welcomes the thought, but is worried about some of the psychology of the application.

Vice President Heather Moreno: brought to attention that for the record, she would be recusing herself from voting on Item C-10, due to a conflict of interest relative to the recommended contractor for the Roadside Signs Installation contract for Pacific Coast and US Bike Route. She quoted the Levine Act of California, a law that prohibits public officials from voting on projects/contracts, etc. where they have received campaign contributions in excess of $500. She asked the Legal Counsel if Item C-10 should be acted upon separately by the Board. **Jenna Morton (Legal Counsel)** responded that it would be better to have a separate vote on Item C-10. The Board concurred.

Consent Agenda Items:

Consent Agenda – Minutes of Meetings:

A-1 SLOCOG Board Meeting Minutes – February 4, 2026 (APPROVE)

A-2 Executive Committee Minutes – March 11, 2026 (RECEIVE INFORMATION)

A-3 Social Services Transportation Advisory Council (SSTAC) Minutes – March 18, 2026 (RECEIVE INFORMATION)

A-4 Technical Transportation Advisory Committee (TTAC) Minutes – March 18, 2026 (RECEIVE INFORMATION)

A-5 Citizens Transportation Advisory Committee (CTAC) Minutes – March 18, 2026 (RECEIVE INFORMATION)

Consent Agenda - SLOCOG Administrative Office & Regional Rideshare Items:

B-1 Year-to-date Financial Report (RECEIVE AND FILE YEAR-TO-DATE FINANCIAL STATEMENTS [ATTACHMENTS A AND B]). Jake Kramer

B-2 FY 2026/27 Transportation Development Act (TDA) Fund Apportionment (APPROVE STAFF RECOMMENDATION). Ashley Kneeland

a. Approve estimated LTF (Table A) apportionments for FY 2026/27
b. Approve STA (Table C) allocations for FY 2026/27 (subject to state budget).

B-3 Resolution Assigning Signatory Powers for SLOCOG Documents, Contracts, and Certification of Conformance (ADOPT RESOLUTION). Ashley Kneeland

B-4 FY 2026/27 Proposed Overall Work Program (OWP) and Budget (APPROVE STAFF RECOMMENDATION). Ashley Kneeland and Jacob Kramer

a. Adopt Resolution approving the 2026/2027 OWP and Budget and certify conformity with Federal and State rules and regulations; authorize staff to make minor modifications to the budget and OWP to address FHWA, FTA and Caltrans Comments.
b. Adopt associated salary schedule.

Consent Agenda – Programming Division Items:

C-1 2026/2027 Unmet Transit Needs Findings (A. APPROVE RESOLUTION FINDING there are no "Unmet Transit Needs" that are "Reasonable to Meet" for FY 2026/2027; and compile final report and submit to Caltrans; B. AUTHORIZE STAFF TO COORDINATE with transit operators to restore evening service to Santa Maria). Lance Okuno/Paige Anderson

C-2 Transit Fund Programming: FY 2026/27 State of Good Repair (SGR), and FY 2025/26 Low Carbon Transit Operations Program (LCTOP) (APPROVE STAFF RECOMMENDATIONS). Tim Gillham

a) Approve FY 2026/27 State of Good Repair (SGR) projects in Table A; authorize SLOCOG Executive Director to make minor adjustments to SGR amounts up to 5% once the August SCO revised allocation is released.
b) Approve FY 2025/26 Low Carbon Transit Operations Program (LCTOP) projects in Table B; authorize SLOCOG Executive Director to make minor adjustments to LCTOP amounts up to 5% should final SCO allocation amounts dictate.
c) Approve $20,000 in SLOCOG Specialized Transit Services "Reserve" funding towards the Amtrak Pacific Surfliner Fare Buy-Down Program in FY 26/27; Maintain reservation of balance until further Board direction.

C-3 Low Carbon Transit Operations Program (LCTOP) Signatory Resolution, Certifications and Assurances, and Authorized Agents (APPROVE STAFF RECOMMENDATIONS). Tim Gillham

a) Adopt SLOCOG Governing Body Resolution approving FY 2025/26 LCTOP Certifications and Assurances and Authorized Agent forms (Attachment A).
b) Approve FY 2025/26 LCTOP Certifications and Assurances (Attachment B)
c) Appoint Peter Rodgers and James Worthley as LCTOP Authorized Agents (Attachment C).

C-4 Project Development Documents (PIDs) (APPROVE PROJECT INTAKE AND EVALUATION PROCESS AND DIRECT STAFF TO SOLICIT PROJECT PROPOSALS). Stephen Hanamaikai

C-5 Intercity Rail Update and State Rail Assistance Fund Transfer for King City Multimodal Transit Center (APPROVE STAFF RECOMMENDATION). Lance Okuno

A) Receive and Comment on updates.
B) Approve transfer of State Rail Assistance funds to the Transportation Agency for Monterey County for engineering, design, and pre-construction activities of the King City Multimodal Transit Center

C-6 Community Betterment Project Status Update (RECEIVE ATTACHMENT A AND TABLE 1). Ivana Rodriguez

C-7 Prepaid Transit Pass Ratify Consultant Contract & Pilot Program Update (RATIFY CONTRACT WITH PEX FOR PREPAID CARD SERVICES IN AN AMOUNT NOT TO EXCEED $20,000). Ivana Rodriguez

C-8 Draft 2027 Federal Program of Projects (POP) (REVIEW & COMMENT ON THE DRAFT LIST OF PROJECTS [TABLES 1-4]). Ivana Rodriguez

C-9 Senior-WAV (Wheelchair Accessible Vehicle) Transportation Service Contract Extension (APPROVE SENIOR-WAV CONTRACT EXTENSION WITH VENTURA TRANSIT SYSTEM [VTS] for an additional one (1) year until June 30, 2027, and a three (3) percent increase in unit price per trip and administrative fee). Lance Okuno

C-10 Roadside Signs Installation for Pacific Coast and US Bike Route - Contract (AUTHORIZE EXECUTIVE DIRECTOR TO SIGN A CONTRACT WITH AVILA TRAFFIC SAFETY, NOT TO EXCEED $120,000 for installation of Roadside Signs for Pacific Coast and United States Bike Route 95 Signs). John DiNunzio

<u>Consent Agenda – Planning Division Items</u>:

D-1 *No Planning Division item/s for this meeting*

<u>Consent Agenda – Correspondence, News Items & Other Reports</u>:

E-1 Correspondence, Press Releases and News Articles (RECEIVE INFORMATION). Annie Bowsky

E-2 Ride-On Transportation Semi-Annual Report: July-December 2025 (RECEIVE INFORMATION). Lance Okuno

<u>SLOCOG Board Action on a roll call vote</u>: Approve the Consent Agenda as presented, with the exception of Item C-10 (acted upon by the Board separately).

Motion by: <u>Heather Moreno</u> (Vice President) **Second by** <u>Fred Strong</u> (Board Member)

BOARD MEMBERS	AYES	NOES	ABSENT	ABSTAIN	RECUSE
Wixom, Carla (President)	X				
Moreno, Heather (Vice President)	X				
Bourbeau, Charles (Alternate)	X				
Dee, Kassi	X				
Gibson, Bruce			X		
Loe, Aileen	X				
Ortiz-Legg, Dawn	X				
Paulding, Jimmy	X				
Peschong, John	X				
Stewart, Erica A.	X				
Strong, Fred	X				
Waage, Ed	X				

<u>Item C-10: SLOCOG Board Action on a roll call vote</u>: Authorize Executive Director to sign a contract with Avila Traffic Safety, not to exceed $120,000 for installation of Roadside Signs for Pacific Coast and United States Bike Route 95 Signs.

Motion by: <u>Dawn Ortiz-Legg</u> (Board Member) **Second by Erica A. Stewart** (Board Member)

BOARD MEMBERS	AYES	NOES	ABSENT	ABSTAIN	RECUSE
Wixom, Carla (President)	X				
Moreno, Heather (Vice President)					X
Bourbeau, Charles (Alternate)	X				
Dee, Kassi	X				
Gibson, Bruce			X		
Loe, Aileen	X				
Ortiz-Legg, Dawn	X				
Paulding, Jimmy	X				
Peschong, John	X				
Stewart, Erica A.	X				
Strong, Fred	X				
Waage, Ed	X				

<u>V. PUBLIC HEARING, TRANSPORTATION AND PRESENTATION ITEMS</u>:

<u>F-1 Transportation Efficiency Analysis (TEA) 2.0 Update</u>: Sara Sanders introduced Item F-1, noting that Jayden Hermansen and ECO Northwest (consultant) will present portions of this TEA 2.0 update.

- **Jayden Hermansen** presented a PowerPoint presentation on the mapping portion of TEA 2.0 and Phases of TEA 2.0, Transportation Efficient Areas (ck PP).
- **Becky Hewitt, ECO Northwest,** presented the Study portion of the update with a PowerPoint presentation, noting the study areas, potential land use intensification, feasibility analysis approach, and feasibility analysis limitations.
- **James Kim, ECO Northwest,** presented Infill feasibility analysis results, and fiscal analysis - revenue

impacts;
- **Sara Sanders** presented the *Next Steps***,** noting that this item is for review and comment.

Board Member Jimmy Paulding: briefly talked about the economic analysis study areas, looking at Nipomo as an example, where a number of projects and housing units are already on the pipeline but not reflected on the TEA area map. He noted the need to also look at transportation investment when planning for developments in the TEA areas (i.e., bus stops, addressing intersections, etc.). **Sanders** explained that even if it is not feasible to develop a certain way right now does not mean it is not in the TEA area; it does not preclude projects from being on the TEA list just because the feasibility study says. **Board Member Paulding** noted that ultimately, the question would point to what is the angle of having TEA areas. He also asked if a more detailed information is available to the public. **Sanders** noted that the preliminary results and the full draft will be coming in June. This presentation is for the consultant to share the preliminary findings.

Board Member Erica A. Stewart: requested staff to share what it looks like in the SLO TEA area, pointing out that the little green square on the map is not zoomable. **Sanders** noted that staff could send board members the information from October of last year which identify what the study areas looked like. Also, the ArcGIS StoryMap has all study areas and underlying layers that are zoomable.

Board Member Aileen Loe: asked if this effort would also help with some regional solutions around parking issues and policies. **Board Member Loe** asked, "Are there other opportunities or other options for creative solutions around jurisdictions' reduced parking? How do we get ahead with addressing parking when the landscape is changing?" **Hewitt** noted that the intensification that they (the consultants) looked at generally rely on lower parking ratios than are currently in place in most of the local jurisdictions. A list of some of the key standards (that member jurisdictions might want to evaluate, including parking) will be put together. It comes down to what the community will support – prioritizing places for people versus prioritizing places for cars. **Board Member Loe** said she is looking for opportunities for creative parking incentives. **Sanders** noted that staff will discuss internally on how parking can be addressed on the regional level.

Vice President Heather Moreno: questioned whether there are other entries into the calculation beyond property tax and sales tax relative to revenue impacts. **Hewitt** responded, "No, those are the two primary revenues, the two they were focused on in terms understanding the magnitude of revenue impacts and differences between land use outcome." **Vice President Moreno** asked where the expense and costs that will be borne by jurisdictions be taken into account. **Hewitt** indicated the need to look at this if this were somewhere else, if that reduces those costs versus in lower densities. At this time, the information we need to see how cost varies is limited. **Vice President Moreno** said she does not know what benefit this has to the entire analysis. **Hewitt** explained that if every housing unit costs the same to serve the dollar amount, this is the difference between building higher density and low density.

Board Member Charles Bourbeau: said he does not understand the need to spend money to analyze what jurisdictions already do. It is confusing as to where this goes from here and how it will be used. **Sanders** explained that these areas were chosen by jurisdiction planning staff. Adding the economic component continued to come up during the Transportation Efficiency Analysis in 2022. Staff received a Caltrans grant to study the economic component, and we have historically done studies like these to help with annual reporting.

Board Member Ed Waage: asked if staff and the consultant have looked at conversion of residential housing to vacation rentals, and how that might impact the assumptions. **Sanders** responded that they have not looked at vacation rentals. Since this topic has been coming up more often, staff will consider getting a grant to conduct a study to look at vacation rentals.

Board Member Fred Strong: pointed out that looking back at the study map, it looks like the study areas were those four years ago. Some of those areas have changed since then. **Sanders** noted that each jurisdiction, except the county, chose one study area. This effort is to start that process to look at it. **Hewitt** clarified that the study areas intentionally included those carved out of known development project.

Board Member Erica A. Stewart: briefly talked about conversations related to parking issues, noting that it is frustrating for jurisdictions to build parking infrastructure with the limited funding available. She also noted the need to look at vacation rentals because there is no way of stopping people from converting residential to vacation rentals.

Board Member Ortiz-Legg: spoke in regard to the transportation aspect, that what would be helpful is a threshold where transportation is making sense financially. There is a need for something connected to that, where we begin to vision something more than what we are currently experiencing (increased density, etc.).

<u>Public Comments</u>: There were no public comments.

Board Member Paulding: noted that TEA 2.0 presents another data point for decision makers to implement the housing and construction framework. When Board members rely on information from their respective jurisdiction's planning staff, the quality of outputs is based on the quality of inputs (available information). He thinks that at this point (especially if the Local Roads First (LRF) goes to the November ballot), an original strategy that needs 100% commitment from each member jurisdiction is needed. He also noted the importance of making sure each member jurisdiction's planning staff are helping inform their respective representatives when thinking about investment regionally.

Board Member Loe: commented that every trip has a pedestrian component (able bodied or disabled), noting the need to make sure that is not lost. People need to get to their destination safely.

Board Member Ortiz-Legg: on Mayor Waage's comment on vacation rentals, when we have the highest percentage of second homes…there is a difference set of principles of the planning on how we do this…it is a characteristic of this county in particular. That line has to be added.

Vice President Moreno: stressed the need to make certain that what we are asking is equivalent across the board, that it is comparable.

<u>SLOCOG Board Action</u>: Reviewed and comments provided; Information received as presented.

<u>F-2 2027 Regional Transportation Plan (RTP) Draft Sections</u>: Stephen Hanamaikai presented the Action Element under Item F-2 with a PowerPoint presentation, and **Sara Sanders** presented the Action Strategies, Sustainable Communities Strategy (SCS) Survey, 2027 RTP Timeline, noting the staff recommendation.

<u>Public comments</u>:

Eric Greening (Garden Farms): stated he appreciates all the hard work on the RTP. He noted his concern about the impacts of what is currently happening in the middle east, which may be creating changes to the global fuel situation, etc. He suggested looking at the whole RTP in parallel with the work that has been done relative to what the needs of this region would look like if the gasoline/fuel situation gets worse. He said, "We need to be asking questions, i.e.: Do we need any road improvements when travel decreases due to lack of fuel? Are we creating a plan that would be obsolete from day 1?"

Board Member Paulding: stated he appreciates the treatment in the RTP related to mobility and access needs for the aging population. He then highlighted some statistics on page 14 of *Attachment 1 – Action Element: "According to the 2023 American Community Survey (ACS), San Luis Obispo County consists of approximately 7.2% more residents age 60 or above than the California average. The total percentage of San Luis Obispo County population age 60 or above was approximately 18.4% in 2000 and grew to 29.4% in 2023, as stated in the 2025 San Luis Obispo County Master Plan for Aging. This increase in the percentage of older adults in San Luis Obispo County has outpaced comparable percentages throughout California. The SLOCOG 2060 Regional Growth Forecast projects that San Luis Obispo County's child population is expected to decrease while the adult population will grow over the next 35 years, and the San Luis Obispo County Master Plan on Aging illustrates a projected growth of 142% in the overall older adult population in California from 2000 to 2040. These statistics emphasize the importance of ensuring that older adults maintain mobility in this region through accessible transportation and increased awareness."* **Board Member Paulding** emphasized the importance of considering the policies that would guide SLOCOG and member jurisdictions to making decisions in the future as they talk about global planning and regional planning for this region. **Board Member Ortiz-Legg** pointed out that the county population age of 55 and over is up at 34%.

Board Member Loe: said she appreciates the effort to condense the principles, stressing the need to focus on what is most important and make that document to be more concise.

Board Member Stewart: noted that the more this region lacks middle income and work force housing, the more that would increase even more. The key is to make housing and transportation more available.

SLOCOG Board Action on a voice vote: Reviewed and comments provided; Support direction.

Motion by: Dawn Ortiz-Legg (Board Member) **Second by** Jimmy Paulding (Board Member)
The motion passed in the absence of Board Member Bruce Gibson.

F-3 Annual Vacancy Status and Recruitment & Retention Report Government Code §3502.3: Ashley Kneeland presented Item F-3 with a PowerPoint presentation, noting SLOCOG's 2026 Strategic Plan, Bold Step #3: "Be intentional about creating a positive workplace culture."

Public comments: There were no public comments.

Board Member Ed Waage: complimented SLOCOG for doing a good job on workplace retentions.

SLOCOG Board Action: Receive and File, no formal action taken.

F-4 Formation of Transit Leadership Ad Hoc Committee for Long Range Transit Plan: Ivana Rodriguez presented Item F-4 with a PowerPoint presentation, noting the staff recommendation to appoint up to five (5) board members to form the Transit Leadership Committee (TLC) for the Long Range Transit Plan. Members will consist of volunteer SLOCOG Board member representatives from each SLOCOG sub-region and transit operators.

Public comments:

Eric Greening (Garden Farms): stated that to truly understand the needs of transit dependent population, each elected officials should commit to locking their car keys for a month or even a week. He said, "This would let you experience what your life is without a car. Many of your constituents are living that life every day."

The following Board Members volunteered to be part of the Transit Leadership Committee: Dawn Ortiz-Legg, Fred Strong, Erica A. Stewart, Carla Wixom, and Kassi Dee --- Paulding/Dee, Gibson absent, all ayes.

SLOCOG Board Action on a Voice vote: Appoint an up to five-member Transit Leadership Committee (TLC) for the Long Range Transit Plan, consisting of volunteer SLOCOG Board member representatives from each SLOCOG sub-region. The appointed Transit Leadership Committee members are: Dawn Ortiz-Legg, Fred Strong, Erica A. Stewart, Carla Wixom, and Kassi Dee.

Motion by: Jimmy Paulding (Board Member) **Second by** Kassi Dee (Board Member)
The motion passed in the absence of Board Member Bruce Gibson.

President Wixom recessed the meeting at 10:40 a.m. and reconvened at 10:52 a.m.

VI. ADJOURN SLOCOG BOARD MEETING TO JOINT SLOCOG & LOCAL TRANSPORTATION AUTHORITY (LTA) BOARD MEETING:

G-1 Supplemental Funding: San Luis Obispo County Transportation Expenditure Plan (TEP) & Ordinance No. 2026- - San Luis Obispo County TEP Ordinance: James Worthley presented Item G-1 with a PowerPoint presentation.

Public Comments:

Eric Greening (Garden Farms): briefly talked about Local Road First (LRF), noting it assumes it is road-centric. He asked, "Is there enough flexibility built in so that it could be resilient in the event we find ourselves in a scenario of years of high price fuel and possibly economic depression?" Any conversation on this issue between now and November, and the extent it could accommodate far more modality is welcome.

SLOCOG Board Action on a Voice vote: Continue Supplemental Funding: Transportation Expenditure Plan and Ordinance to June 3, 2026.

Motion by: Ed Waage (Board Member) **Second by** Heather Moreno (Vice President)
The motion passed in the absence of Board Member Bruce Gibson, and Board Member John Peschong voting "No."

VII. BOARD MEMBER COMMENTS & BOARD REPORTS:

Board Member Kassi Dee thanked Sara Sanders for attending last night's Grover Beach Planning Commission meeting, which included an item on Regional Housing Needs Allocation (RHNA).

Board Member Strong: announced that the 13^{th} round trip on the Surfliner is now budgeted for $1.5M for Amtrak.

VIII. ADJOURNMENT: President Carla Wixom adjourned the SLOCOG Board meeting at **10:58 a.m.** noting that the next meeting will be held on June 3, 2026, at 9:00 a.m., here at the SLO County Board of Supervisors Chambers, Katcho Achadjian Government Center San Luis Obispo County.

Respectfully Submitted,

Aida Nicklin
Executive Secretary

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DRAFT
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
EXECUTIVE COMMITTEE

Meeting Minutes
Wednesday, May 13, 2026

SLOCOG Conference Room
1114 Marsh Street, San Luis Obispo, California

Members Present: Carla Wixom, President
Heather Moreno, Vice President
Jimmy Paulding, Past President

Staff Present: Peter Rodgers, Executive Director (SLOCOG)
James Worthley, Deputy Director (SLOCOG)
Jon Ansolabehere, Legal Counsel (SLOCOG)
Sara Sanders, Transportation Planner (SLOCOG)
Stacey Dougan, Administrative Assistant (SLOCOG)

Also Present: Geoff Straw, Executive Director, Regional Transit Authority (RTA)

1. **Call to Order and Roll Call**: **President Carla Wixom** called the meeting to order at **10:00 a.m**. Silent roll call was taken.

2. **Public Comments**: None heard.

3. **Executive Committee Meeting Minutes – March 11, 2026:**

   Executive Committee action: President Carla Wixom moved the motion to approve the meeting minutes of March 11, 2026 as presented. Past President Paulding seconded, and the motion passed.

4. **June 3, 2026 Draft SLOCOG Board Agenda**: **Peter Rodgers** and staff discussed the draft SLOCOG Board agenda for June 3, 2026:

   Director Reports:

   - **SLOCOG Executive Director's Report: Peter Rodgers** summarized the draft Executive Director's report, noting the following:
     - Octagon barn workshop. We may have a third one but with a different format.
     - US 101 managed lane groundbreaking. The project could take a year and a half with intermittent lane closures.
     - The Governors "May Revise" should be coming out soon. Transit resources are strained.
     - Bike month this year has been very busy with bike breakfasts and events throughout the month of May.
     - Recent travel to a CRCC Rail conference in Sacrament with Erica Stewart and Kassi Dee
     - New frequency of Pacific Surfliner has begun. The rail buy down program is still happening. Any advertising has been delayed until any bugs have been ironed out.

Vice President Heather Moreno inquired on the new time spots. **Rodgers** clarified the times. **President Carla Wixom** is happy with the new service times and goes on to ask about if the funding is good for one year. **Rodgers** confirms that the program has been funded for the year.

- Staff are working hard with rail partners in preparation for when the Olympics come to Los Angeles. Cooperation & support from Union Pacific, LOSSAN, the Capital Corridor and Caltrans on a pilot program will be needed.

Vice President Heather Moreno asks about any legislative help. **Rodgers** says yes - we need legislative help. **Senator John Laird** has indicated an “Olympics bill” may be part of next year’s legislative process. **President Carla Wixom** asks if Visit California is involved and she’ll talk with visit SLO when she attends their meeting tonight.

- **Caltrans District 5 Director’s Report:** *Caltrans Director will present this report or will assign staff to present on his behalf.*

Consent Agenda: **Peter Rodgers** briefly mentioned notable items in the consent agenda, highlighting Items B-4, C-6, C-9, C-10, and C-13.

A-1 SLOCOG Board Meeting Minutes – April 1, 2026
A-2 Executive Committee Minutes – May 13, 2026
A-3 Social Services Transportation Advisory Council (SSTAC) Minutes – May 20, 2026
A-4 Technical Transportation Advisory Committee (TTAC) Minutes – May 20, 2026
A-5 Citizens Transportation Advisory Committee (CTAC) Minutes – May 20, 2026
B-1 Year-to-date Financial Report and Overall Work Program (OWP) and Budget Amendment #3
B-2 Conditional Approval of Transportation Development Act (TDA) Claims for FY 2026/2027
B-3 AGP Video Production of Board Meetings - Contract Extension
B-4 Regional Vanpool Subsidy Contract Extensions with Vanpool Service Providers **Rodgers** noted we are extending the contract and there is no available funding to expand services.
B-5 Contract with Bike SLO County for Safe Routes to School (SRTS) On-Bike Education
C-1 Hybrid Farebox Recovery Ratio for San Luis Obispo Regional Transit Authority (RTA)
C-2 Contract with Ride-On Transportation
C-3 SB 125 Long-Term Financial Plan
C-4 Renew Park-and-Ride (P&R) Lot Lease with St. William’s Church
C-5 Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) Cycle B
C-6 Call Box Removal Plan Sole Source Contract **Rodgers** noted the removal of the remaining 40 call boxes. **President Carla Wixom** expressed concern areas of no cell service. **Rodgers** said he would find out about those areas. *(UPDATE: There are no more “land line” call boxes and all areas now have cell coverage)*
C-7 Final Morro Bay Estuary Climate Resiliency Transportation Plan
C-8 Long Range Transit Plan (LRTP) Update
C-9 Mariposa Pass Update **Rodgers** notes this will benefit up to 1,000 members of various disadvantaged groups (Seniors, physically or economically disadvantaged, long commuters etc.) **Vice President Moreno** asked about the start of the program. **Rodgers** explained there is a specific State funding program for reduced fares (LLCTOP) and states the original plan was to create a year of free transit but ran into implementation problems related to ADA services. **Geoff Straw** confirmed Tap to Ride is up and running.
C-10 Rail Buy-Down Program Extension
C-11 Positive Train Control SB 125 Funds Transfer Agreement [NEW]
C-12 Price Canyon Road Construction Impacts
C-13 Service Operation Plan Contract for Olympics Pilot Train Service **Rodgers** noted a request for a service planning to make this happen.
C-14 SLOCOG Sponsored Infrastructure | Maintenance and Funding Partnership Policy
C-15 *Placeholder* - Mark Thomas Contract Amendment

D-1 *Placeholder for possible planning item*
D-2 *Placeholder for possible planning item*
E-1 Correspondence, Press Releases and News Articles

Public Comments: None heard.

Public Hearing, Transportation and Presentation Items:

F-1 Draft 2027 Federal Transportation Improvement Program (FTIP): Rodgers explained the FTIP is the process by which the Regional Transportation Plan (RTP) is implemented, providing an orderly allocation of federal, state, and local funds for use in planning and building specific transportation projects.

F-2 TEA 2.0 Draft Report: EcoNorthwest will be back to present in person the draft TEA 2.0 Economic Study. **Sara Sanders** notes that the comments and responses from the April Board meeting will be presented. **Vice President Moreno** is concerned that the cost was not fully analysed within the Economic Study. **Sanders** mentions that the draft includes an expanded discussion on the costs but encouraged the Executive Committee to provide more comments to the consultant during the discussion item. **Vice President Moreno** is appreciative of this. **Past President Paulding** notes if Community Betterments projects can be included in this Study since the public likes to see these completed community investments.

F-3 Regional Housing Needs Assessment (RHNA): With the passage of AB 1275 (2025), RHNA timelines moved forward requiring the Housing and Community Development Department (HCD) to begin SLOCOG's 7th Cycle RHNA at least 34 months prior to Housing Element adoption. Each of the Executive Committee members requested clarification on the unit numbers and the complexities of how these figures are decided. **James Worthley** and **Sara Sanders** discuss the numbers and how SLOCOG works with HCD and DOF to find an appropriate number. **Past President Paulding** suggests SLOCOG work with Khouri Consulting on the legislative aspect of this topic. **Rodgers** suggests a three-prong approach. **Jon Ansolabehere** suggests staff work with Legal on framing the conversation by assisting with pointed legal terminology. **Rodgers** goes on to suggest a three-pronged approach be added to the agenda. All Executive Committee members agree this would be acceptable.

F-4 State Legislative Update: SLOCOG's State Legislative Consultant, Khouri Consulting, will provide an update.

G-1 Supplemental Funding - James Worthley announced the Citizens Committee petitions were missing multiple pages, invalidating over 12,000 collected signatures. SLOCOG's Local Roads First has gained all necessary approvals from the County and the cities. One final approval from the SLOCOG Board would allow the voters to have a say in November. **President Wixom** and **Vice President Moreno** discussed past and current polling numbers. Discussion ensued on who will have to fund this if it moves forward. **Jon Ansolabehere** states SLOCOG would need to provide funding. **President Wixom** requests an estimated cost. **Vice President Moreno** concurs. **Rodgers** agrees that SLOCOG will investigate this.

Public Comments: None heard.

5. **Late Breaking News: Geoff Straw** will not be asking the board to convene in July. Nor will RTA piggyback with SLOCOG on June 3rd. There will not be July RTA Executive Committee meeting.

6. **Executive Committee Member Comments and Adjournment:**

There being no further comments, **President Carla Wixom** adjourned the Executive Committee meeting at 10:39 a.m.

Next Meeting: Wednesday, June 10, 2026

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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL MINUTES
May 20, 2026

The following action minutes are submitted for a regular meeting of the Social Services Transportation Advisory Council (SSTAC) for SLOCOG.

SSTAC Members Present
Zoli Harway……………………...SLOCOG Disabled Representative
Todd Katz………………………..SLOCOG Senior Representative
Mary Gardner……………………RTA Runabout
Russell Breish…………………..Ride-On (CTSA) Representative
Darcy Price……………………...RTA Advisory Committee Alternate Representative
Janeen Burlingame…………….RTA Advisory Committee Representative
Eric Greening……………………RTA Advisory Committee Alternate Representative
Shelly Belmonte……………….. NCI/Achievement House Representative
Joe Hoeflich……………………. TriCounties Regional Center

SLOCOG Staff Present
Pete Rodgers……………………Executive Director
James Worthley…………………Deputy Director
Ivana Rodriguez…………………Transportation Planner
Lance Okuno…………………….Transportation Planner
Sara Sanders…………………..…Supervising Transportation Planner
Paige Anderson………………….Program Coordinator
Ashley Kneeland………………...Administrative Services Manager
Tim Gillham……………………..Transportation Planner

Members of the Public Present
None

1. **Call to Order and Self Introductions:**

   Chairperson Zoli Harway called the meeting to order at **10:22 p.m.** The meeting was held in person at the San Luis Obispo Council of Governments Conference Room. Silent rollcall was taken, and it was determined that there was a quorum.

2. **Public Comments:**
   Eric Greening commented on the contactless fare payment readers and pointed out that not many are using the new way of payment. **Mary Gardner** noted that there have been users which RTA can see on their dashboard.

3. **SSTAC Meeting Minutes of March 18, 2026**
   Eric Greening did not notice any discrepancies in the minutes.

   Todd Katz noted that the minutes state that Chair Hobson made a motion to adjourn the meeting, but it should state Todd Katz instead.

   SSTAC Action: **Todd Katz** moved to approve the SSTAC meeting minutes of March 18, 2026 with the following corrections:

1. The Chairperson name is Todd Katz under the motion to adjourn the meeting.
2. Ivana Rodriguez's last name is correctly spelled.

Russell Breish seconded, and the motion passed.

4. Any <u>SQUARED</u> items on the Draft SLOCOG Board Agenda for June 3, 2026:

Consent Agenda Items (Squared Items):

B-2 Conditional Approval of Transportation Development Act (TDA) Claims for FY 2026/2027
Janeen Burlingame asked about STA funds in Exhibit A and why the cells contain zeroes except for SLO Transit and contingency. **Ashley Kneeland** noted that all STA for other services go directly to RTA and that is the reason it is not listed in the cells.

C-1 Hybrid Farebox Recovery Ratio for San Luis Obispo Regional Transit Authority (RTA)

C-2 Contract with Ride-On Transportation
Russell Briesh noted Ride-On Transportation's appreciation for the increase of funding and noted that rising fuel and labor costs could still result in a reduction of service.

C-5 Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) Cycle B
Tim Gillham clarified that LCTOP operating funds are meant for new and expanded transit services. Existing and established routes are not eligible for LCTOP funds.

C-8 Long Range Transit Plan (LRTP) Update
Eric Greening stated that the LRTP prioritizes luring drivers out of their cars for anti-pollution and congestion purposes. **Greening** questioned the inclusion of mobility hubs in the plan and the focus on moving people out of their vehicles. **Greening** reiterated that the core objective should be for those that rely on transit for essentials and do not own vehicles. **Greening** noted that the problem already exists in Templeton, and he objected to the current priorities of the LRTP. **Todd Katz** asked if his comments would qualify as an unmet transit need. **Katz** noted that very few if any needs are found to meet the criteria. **Greening** clarified that Templeton should not be used as an example of good service in the plan. **Ivana Rodriguez** noted that SLOCOG will not be leaving transit dependent populations out of the plan and are a priority population for outreach. The plan will also have specific public outreach events for those groups. SLOCOG will not be recommending reductions of service for those individuals.

C-9 Mariposa Pass Update

C-10 Rail Buy-Down Program Extension
Lance Okuno presented on item C-10.

C-13 Service Operation Plan Contract for Olympics Pilot Train Service
Lance Okuno presented on item C-13. **Zoli Harway** asked about the King City rail platform project's connection to this service operation plan. **Pete Rodgers** noted that that the King City project is still moving forward separately.

Russell Breish asked if this pilot service would be administered by Amtrak. Pete Rodgers noted that this service is likely to be administered by the LOSSAN Rail Corridor Agency or Capitol Corridor Joint Powers Authority.

Todd Katz asked if it would be feasible to run a train from Los Angeles to Oakland daily. **Rodgers** noted that there is very little freight traffic north of San Luis Obispo. **Eric Greening** pointed out that he has not noticed any freight trains on the corridor.

__SSTAC Action__: **Todd Katz** moved and **Mary Gardner** seconded to support staff recommendations on Consent Agenda items; the motion passed unanimously.

__F-2 Draft TEA 2.0 Economic Study__: **Sara Sanders** presented Item F-2.

Sanders noted that there is an attachment showing each study area in detail. **Eric Greening** asked if the SSTAC committee is adopting the study areas. **Sanders** stated that the study areas were already adopted by the SLOCOG Board.

Zoli Harway inquired about when the final plan would be released. **Sanders** stated that the final report will be seen on August 5, 2026 by the SLOCOG Board.

Pete Rodgers noted that some jurisdictions believe that new housing development would not offer a net benefit. **Sanders** confirmed that this study would answer some of these questions.

Discussion ensued. **Sanders** explained that the net benefits are meant to be utilized by the jurisdictions to encourage informed decisions and justify new housing developments.

Greening stated that Paso Robles has the fastest growing fixed-route ridership and potential in the county.

__SSTAC Action__: **Received information.**

__F-3 Regional Housing Needs Assessment (RHNA)__: **Sara Sanders** presented Item F-3.

Zoli Harway asked if Cal Poly university recently added new housing units. **Sanders** confirmed and noted that SLOCOG was able to use these units to bring the total number of planned units down.

Sanders noted that university housing units are under a different classification which are considered group quarters. **Eric Greening** noted that many of the students living on university campus are only temporary residents.

Harway asked why apartment-style units are not grouped with student housing. **Sanders** explained that staff are asking about this. Discussion ensued.

Todd Katz inquired if staff would meet with city managers to let them know that the state will not allow jurisdictions to approve specific types of housing. **Sanders** noted that SLOCOG does not have land use jurisdiction. The assessment will provide direction on revisions to each jurisdiction's housing element which must be approved by California Department of Housing and Community Development (HCD). **Katz** asked if Avila Beach would be able to build million-dollar properties. **Sanders** explained that this assessment is a planning exercise and is required. New housing in Avila Beach could be at any price point, and this assessment allows HCD to track housing in each jurisdiction. **Harway** pointed out that this is work for staff, but enforcement is not likely. **Sanders** explained that there is no funding connection with the mandate, but HCD administers grants and receives direction from elected officials. RHNA is a state mandate. **Harway** asked if state legislators writing a bill would use HCD data. **Sanders** confirmed this and discussion ensued.

Pete Rodgers explained that HCD's goal is to increase the availability of affordable housing and provide direction within housing elements. There are incentives for regions with a pro-housing designation. The City of San Luis Obispo and San Luis Obispo County both have this designation and receive some extra funding.

Greening asked if any other counties or jurisdictions are also filing an objection. **Sanders** explained that SLOCOG is the first agency to go through this process in Cycle 7 and the next will be Sacramento. Sacramento will be meeting with HCD in August. **Sanders** stated that SLOCOG is meeting with all the other agencies that will be dealing with this soon. Any change in legislation could benefit SLOCOG in the future.

<u>SSTAC Action</u>: Russell Breish moved and **Todd Katz** seconded, to support staff recommendation to file an objection to HCD's Cycle 7 RHNA determination while developing a distribution methodology with the Planning Directors; Seek RHNA Legislative Reform. The motion passed unanimously.

<u>F-4 State Legislative Update</u>: Tim Gillham presented Item F-4.

Eric Greening suggested that SLOCOG should be opposing AB 1944 on zero-emission transit buses. **Greening** noted that the emphasis should be on solid state technology.

Zoli Harway asked why bills are recommended for a watch position. **Gillham** noted that there are many opportunities for amendments to bills and some bills may not move forward.

Russell Breish noted that electric bike laws would have an effect on crimes committed by teenagers. **Greening** stated that enforcement would be difficult and noted that many electric bikes are being converted into electric motorcycles.

Greening noted that SLOCOG should be strongly opposing that High-Speed Rail be a funding priority under the Greenhouse Gas Reduction Fund (GGRF) and counties should be banding together to oppose the way that the Cap-and-Invest program is currently allocated. **Pete Rodgers** stated that it will be interesting to see how the High-Speed Rail project plays out with a new Governor of California.

<u>SSTAC Action</u>: Todd Katz moved and **Joe Hoeflich** seconded, to support staff recommendation to:

a) Support 3 (1 if amended) and oppose 3 bills in SLOCOG Bill Matrix (Attachment A)
b) Accept May 11th State Legislative Update (Attachment B)
c) Accept May 14th Governor's FY 2026-27 State Budget – May Revision (Attachment C)

The motion passed unanimously.

<u>G-1 Supplemental Funding: San Luis Obispo County Transportation Expenditure Plan (TEP) & Hearing to Adopt Ordinance No. 2026-01 - San Luis Obispo County TEP Ordinance and Request Call for Election</u>: James Worthley presented item G-1.

Todd Katz asked if the Citizens' Initiative proposers are in a position to resubmit for the November election. **Worthley** noted that there is not enough time. **Katz** asked if the Citizens' Initiative could follow up with another petition if this measure fails and if it could be a special election. **Worthley** stated that this could be possible but is not typical; targeting a 2028 election would be more typical. **Eric Greening** asked if the SLOCOG measure will require a two-thirds vote. **Worthley** stated that yes, SLOCOG would need two-thirds of the vote to pass. **Greening** inquired if the SLOCOG Board members can or cannot be advocates if the measure is placed on the ballot. **Worthley** explained that staff and the Board members cannot, but the Citizens'

Initiative proposers (or others) can. **Greening** asked about the cost--aspect of this measure. **Worthley** noted that SLOCOG would need to fund its cost-share of putting a measure on the ballot and that some funding is budgeted in 26/27 and remaining could come from existing contingencies for this purpose. **Greening** asked if there will be a process to draft arguments in favor and opposition to a measure in the next month or two. **Worthley** explained that the first step is putting it on the ballot and noted that he is not the expert on timing arguments that the County Clerk would solicit/include.

SSTAC Action: Todd Katz moved and **Joe Hoeflich** seconded, to support the staff recommendation to adopt Resolution adopting the final San Luis Obispo County TEP; Authorize ¼ page public notice, and direct staff to work with County Clerk to finalize necessary materials. The motion passed unanimously.

5. **Member Comments and Adjournment:**
Eric Greening announced a bike month event near McCollum Street and Grand Avenue. **Pete Rodgers** noted that this event is being hosted by the City of San Luis Obispo.

Zoli Harway announced that there is a Chamber of Commerce annual mixer at the Madonna Inn.

Rodgers stated that the US 101 Managed Lane project is underway. **Rodgers** noted that Senior Go! program ridership is high and SLOCOG will need to look for additional funding. **Rodgers** mentioned that a new federal reauthorization bill is coming soon. **Rodgers** discussed the recent SLOCOG workshop.

Chairperson Zoli Harway adjourned the May 20th SSTAC meeting at **1:31 p.m.**

NEXT SCHEDULED MEETING: Wednesday, July 22, 2026.

Minutes prepared by Lance Okuno.

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SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

DRAFT

TECHNICAL TRANSPORTATION ADVISORY COMMITTEE
May 20, 2026 Meeting Minutes

The following meeting minutes are submitted for a regular meeting of the Technical Transportation Advisory Committee (TTAC).

TTAC Members Present

Ditas Esperanza	City of Paso Robles
Madeline Kacsinta	City of San Luis Obispo
Luke Schwartz	City of San Luis Obispo
Mary Hofmockel	County of SLO
Andrew Mutziger	Air Pollution Control District
Melissa Mudgett	SLO Regional Transit Authority
Bailey Barton	Caltrans District 5
Marlene Cramer (Ex-officio)	Cal Poly

Other Participants

James Kim (participated virtually)	Eco Northwest
Michelle Baragona	City of Pismo Beach Parks & Recreation

SLOCOG Staff Present

Peter Rodgers	Executive Director
James Worthley	Deputy Director
Tim Gillham	Transportation Planner
John DiNunzio	Transportation Planner
Sara Sanders	Transportation Planner
Jayden Hermansen	Transportation Planner
Aida Nicklin	Executive Secretary

1. **Call to Order and Self Introductions:**

   In the absence of the Chair, Vice Chair and immediate past Chair, TTAC unanimously appointed Ditas Esperanza as acting Chairperson.

   Chairperson Ditas Esperanza called the meeting to order at **2:04 p.m.** The meeting was held in person at the San Luis Obispo Council of Governments Conference Room. Following self-introductions, it was determined that there was a quorum.

2. **Public Comments:** There were no public comments.

3. **TTAC Meeting Minutes of March 18, 2026**

   TTAC Action: **Ditas Esperanza** moved to approve the TTAC meeting minutes of March 18, 2026. **Luke Schwartz** seconded, and the motion passed.

4. **Any CIRCLED items on the Draft SLOCOG Board Agenda for June 3, 2026:**

Consent Agenda Items (Circled Items):

A-1 SLOCOG Board Meeting Minutes – April 1, 2026
B-1 Year-to-date Financial Report and Overall Work Program (OWP) and Budget Amendment #3
B-2 Conditional Approval of Transportation Development Act (TDA) Claims for FY 2026/2027
C-1 Hybrid Farebox Recovery Ratio for San Luis Obispo Regional Transit Authority (RTA)
C-2 Contract with Ride-On Transportation
C-3 SB 125 Long-Term Financial Plan
C-5 Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) Cycle B
C-6 Call Box Removal Plan Sole Source Contract
C-7 Final Morro Bay Estuary Climate Resiliency Transportation Plan
C-8 Long Range Transit Plan (LRTP) Update
C-9 Mariposa Pass Update
C-10 Rail Buy-Down Program Extension
C-12 Project Development Study Program Application Receipt Log
C-13 Service Operation Plan Contract for Olympics Pilot Train Service
C-14 2026 Fund Cycle | Implementation Phase and Grant Pursuit Activities
C-15 Contract Extension with Mark Thomas for Grant Services
D-1 Citizens Transportation Advisory Committee (CTAC) Vacancy – SLOCOG At-Large Appointment
E-1 Correspondence, Press Releases and News Articles

Chairperson Esperanza called for any comments or questions on the consent agenda items and asked if anyone wants to pull any of the above items for discussion. There were no comments/questions/requests to pull item/s for discussion.

TTAC Action: Melissa Mudgett moved and **Andrew Mutziger** seconded, to support staff recommendations on Consent Agenda items; the motion passed unanimously.

F-1 Draft 2027 Federal Transportation Improvement Program (FTIP): John DiNunzio presented Item F-1, noting that the administrative draft FTIP will go out for public review on June 10th. He also noted that different program types are included in the document, including federal funding such as Congestion Mitigation and Air Quality (CMAQ) Improvement Program, etc. He highlighted part A is narrative, including performance measures and ties to Air Quality Conformity and part B are the project tables, and requested as many technical mark ups as possible before the draft is released publicly on June 10, 2026 for 30-days.

Melissa Mudgett gave a shoutout to Peter Rodgers, John DiNunzio and all staff members who were involved in putting this document together, and thanking DiNunzio for his efforts on this and working with member jurisdictions in getting this document prepared.

TTAC Action: No formal action; TTAC members unanimously support the staff recommendation.

1. Review and comment (Draft 2027 FTIP)
2. Based on input from 30-day public review beginning on June 10th, direct staff to integrate updated costs, schedule, and scope, and; Schedule for Board action on August 5, 2026.

F-2 Draft TEA 2.0 Economic Study: James Kim of Eco Northwest (Consultant) introduced himself and then remotely presented an update on the Economic Study for TEA 2.0, highlighting the Study Areas, Overview of Development Types, Findings – four key findings, and Updates (what is new since the last meeting, including some of the feedback from April SLOCOG Board meeting). He summarized the consultant responses to feedback received, including concerns about parking situation, vacation rentals, etc. **Sara Sanders** noted that this item is for review and comment. The TEA 2.0 document will be presented at the August meeting for final Board acceptance. She said, “Feel free to email me or Jayden Hermansen for any questions or comments. We are looking for updates by June. The data portion and mapping portion will come later as it is in tandem with the Regional Transportation Plan (RTP). This is the economic study portion of the TEA.”

Chairperson Esperanza called for any questions or comments. There were none.

<u>TTAC Action</u>: No formal action taken. Item was received as presented for review and comment.

<u>F-3 Regional Housing Needs Allocation (RHNA)</u>: Sara Sanders presented Item F-3, briefly explaining the RHNA process and noting the staff recommendation.

Chairperson Esperanza asked if the Paso Robles City Manager has participated and seen the information. **Sanders** responded that all city managers in the county have participated in the discussion. She added that staff met with the Housing and Community Development Department (HCD) and received the formal determination on May 15th.

Madeline Kacsinta inquired if there is any list of outcomes from the May 8th City Managers meeting. Sanders indicated that almost all planning directors attended that meeting and analysts from the HCD also attended.

Luke Schwartz asked about the allocation of housing units within the County. **Sanders** explained that SLOCOG gets a regional number and then works with member jurisdictions to allocate that number. She noted that staff will be meeting with Planning Directors next week. **Schwartz** inquired how these figures reconcile with the RTP. **Sanders** responded that the RHNA numbers go into the Sustainable Communities Strategy (SCS) modeling.

Chairperson Esperanza suggested amending the staff recommendation to include a language that says the Planning Directors and City Managers support this. **Sanders** concurred, noting that the language, "as recommended by Planning Directors and City Managers at the meeting on May 8, 2026.

<u>TTAC Action</u>: Melissa Mudgett moved and **Andrew Mutziger** seconded, to support staff recommendation **<u>as revised</u>,** to include the language – "as recommended by Planning Directors and City Managers at the meeting on May 8, 2026." The staff recommendation now reads:
File an objection to HCD's Cycle 7 RHNA determination while developing a distribution methodology with the Planning Directors. Seek RHNA Legislative Reform. These actions as recommended by Planning Directors and City Managers at the meeting on May 8, 2026. The motion passed unanimously.

<u>F-4 State Legislative Update</u>: Tim Gillham presented Item F-4, noting two transit-related and four e-bike bills included in the bill matrix. **Gillham** briefly talked about a number of bills that are significant to this region, specifically SB 1087 as it relates to Sustainable Communities Strategies (SCS).

Chairperson Esperanza called for any questions and comments. There were no questions/comments.

<u>TTAC Action</u>: Andrew Mutziger moved and **Melissa Mudgett** seconded, to support staff recommendation to:

a) Support 3 (1 if amended) and oppose 3 bills in SLOCOG Bill Matrix (Attachment A)
b) Accept May 11th State Legislative Update (Attachment B)
c) Accept May 14th Governor's FY 2026-27 State Budget – May Revision (Attachment C)

The motion passed unanimously.

<u>G-1 Supplemental Funding: San Luis Obispo County Transportation Expenditure Plan (TEP) & Hearing to Adopt Ordinance No. 2026-01 - San Luis Obispo County TEP Ordinance and Request Call for Election</u>: James Worthley presented item G-1.

Chairperson Esperanza asked about the status of the citizen-led movement to bring a sales tax measure to the November ballot. **Worthley** said that the citizen-led initiative got pulled. They collected over 12,000 signatures to put a half cent sales tax proposal on the November ballot, but they had to suspend their campaign as they discovered a critical petition error that invalidated the signatures they had collected.

Michelle Baragona asked about the probability of SLOCOG's sales tax measure to be successful in the November ballot. **Worthley** noted that it comes down to the amount of pro-campaign support that is out there. If the pro-campaign support is large, it would pass; conversely, in little to no pro-campaign emerges, it would fail. **Rodgers** noted to move toward the ballot first as we would need 2/3rd vote of the SLOCOG

Board, or eight out of twelve board members. **Baragona** inquired about the Board's position on this issue. **Rodgers** noted some split at the Board is expected; as to what degree remains unknown.

TTAC Action: **Andrew Mutziger** moved and **Madeline Kacsinta** seconded, to support the Staff recommendation to adopt Resolution adopting the final San Luis Obispo County TEP; Authorize ¼ page public notice, and direct Staff to work with County Clerk to finalize necessary materials. The motion passed unanimously.

5. **Member Comments and Adjournment:**

Peter Rodgers noted the following:

- A Groundbreaking event for the Five Cities Project was held on April 28th at the Pismo Preserve Overview.
- Senior Go! Program now includes e-bike rentals available to seniors 65 years old and above.
- SLOCOG held a successful second workshop (at Octagon Barn) on April 22nd.
- May is Bike Month! The Rideshare team is working on Bike month activities/events.

  Michelle Baragona noted she went to one bike breakfast and about 100 people were there.

- Temporary pedestrian and bike pop-ups have been installed at different locations around the county.
- We are doing a lot of rail work. There is now a train that comes to San Luis Obispo (SLO) at 11 a.m. and turns around and goes back to San Diego. We are also working on the Olympic Train pilot service.

  Luke Schwartz asked about the status of the LOSSAN switch project. **Rodgers** indicated that project which runs north of Orcutt road to south of the San Luis Obispo train station is underway. The allocation of funding for the other project, a new layover facility in SLO, will be in February 2027. Union Pacific has agreed to sell the land so that facility can be built.

Andrew Mutziger mentioned some grants that San Luis Obispo Air Pollution Control District (APCD) has, including grant funding to install electric chargers (five locations for a total of $1M funding). APCD is also targeting four locations for their own gas chargers (Cambria CSD, Avila Beach, etc.)

Madeline Kacsinta announced that SLO Transit now has a new transit app. **Marlene Cramer** said she tried the new app and it works great. Earlier in the meeting, **Cramer** announced that she would be retiring from her job at Cal Poly (10 days from now).

Mary Hofmockel (SLO County Parks and Recreation Department) announced that SLO County's *Parks & Recreation Master Plan* will be completed in Fall this year. She noted a website address – www.slocountyparksplan.com where people can provide input on their priorities for parks and recreation system in this county.

Following **Madeline Kacsinta**'s motion to adjourn**, Chairperson Ditas Esperanza** adjourned the May 20th TTAC meeting at **3:00 p.m.**

NEXT SCHEDULED MEETING: Wednesday, July 22, 2026.

Minutes prepared by Aida Nicklin.

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CITIZENS TRANSPORTATION ADVISORY COMMITTEE
May 20, 2026 Meeting Minutes

The following meeting minutes are submitted for a regular meeting of the Citizens Transportation Advisory Committee (CTAC).

CTAC Members Present

Cynthia Sheehan	City of Arroyo Grande
Terrence Hobson	City of Atascadero
Paul Holden	City of Grover Beach
Chris Iversen	City of Paso Robles
Tracy Steele	City of Pismo Beach
Takuto Doshiro	City of San Luis Obispo
James Pisz	District 4, County of San Luis Obispo
Keith Foxe	SLOCOG At-Large
Hans Hershberger	SLOCOG At-Large

Others Present
None

SLOCOG Staff Present

Peter Rodgers	Executive Director
James Worthley	Deputy Director
Ashley Kneeland	Administrative Services Manager
Mallory Jenkins	Rideshare Program Manager
John DiNunzio	Transportation Planner
Lance Okuno	Transportation Planner
Tim Gillham	Transportation Planner
Sara Sanders	Transportation Planner

1. **Call to Order and Self Introductions:**

   Chairperson Paul Holden called the meeting to order at **4:32 p.m.** The meeting was held in person at the San Luis Obispo Council of Governments Conference Room. Silent rollcall was taken, and it was determined that there was a quorum. The committee welcomed a new member, **Cynthia Sheehan** representing the City of Arroyo Grande.

2. **Public Comments:** There were no public comments.

3. **CTAC Meeting Minutes of March 18, 2026**

   <u>**CTAC Action**</u>: **Chris Iversen** moved to approve the TTAC meeting minutes of March 18, 2026. **James Pisz** seconded, and the motion passed. **Takuto Doshiro** and **Cynthia Sheehan** abstained.

4. **Any <u>CIRCLED</u> items on the Draft SLOCOG Board Agenda for June 3, 2026:**

   Consent Agenda Items (Circled Items):

A-1 SLOCOG Board Meeting Minutes – April 1, 2026
B-1 Year-to-date Financial Report and Overall Work Program (OWP) and Budget Amendment #3

Paul Holden asked why $1.7M in REAP funds are included in SLOCOG's budget. **Ashley Kneeland** explained that these are pass through funds and required in SLOCOG's budget because of the reimbursement process. **Pete Rodgers** further explained the funding source and its purpose.

B-2 Conditional Approval of Transportation Development Act (TDA) Claims for FY 2026/2027
C-1 Hybrid Farebox Recovery Ratio for San Luis Obispo Regional Transit Authority (RTA)
C-2 Contract with Ride-On Transportation
C-3 SB 125 Long-Term Financial Plan
C-5 Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) Cycle B
C-6 Call Box Removal Plan Sole Source Contract
C-7 Final Morro Bay Estuary Climate Resiliency Transportation Plan

John DiNunzio provided an overview of the project plan. **Takuto Doshiro** asked about the options presented in the plan for road elevation and if one had been selected. **DiNunzio** explained that a road elevation scenario had not yet been selected, and differences in height projections have been identified. Next steps are to adopt the plan and secure partnership support. **Doshiro** inquired about coordination with Santa Barbara area plans. **DiNunzio** further explained the issues in the project area and the cross collaboration that went into the plan's development, noting specific coordination with Morro Bay Estuary Program and SLO Resources Conservation District.

Hans Hershberger inquired about any challenges collaborating with the CA Coastal Commission. **DiNunzio** clarified that because the plan isn't a specific project, the Commission could only provide general guidance regarding the Coastal Act, but not specifics.

C-8 Long Range Transit Plan (LRTP) Update
C-9 Mariposa Pass Update

Ivana Rodriguez summarized the pass program and information in the staff report. **Rodriguez** noted the program has had 435 applications to date. **Tracy Steele** asked how many would be selected. **Rodriguez** said up to 1,000 could be accepted. **Paul Holden** asked about criteria, such as age, for participating in the program. **Rodriguez** responded outlining criteria for eligible applicants. **Keith Foxe** asked who is the credit card vendor. **Rodriguez** answered, PEX. **Holden** asked if train trips are included in the pass. Rodriguez confirmed yes, they are included. **Hershberger** asked how long the pilot is. **Rodriguez** clarified it is 3 years. **Foxe** asked if the program extends to other counties. **Rodriguez** clarified that right now it's limited to SLOCOG's jurisdiction (SLO County), but it could be expanded to other regions and modes in the future.

C-10 Rail Buy-Down Program Extension

Lance Okuno gave a program overview and summarized the staff report. He noted ridership is currently 255 people a month, previously 120. **Tracy Steele** asked if SLOCOG had any data on demographics of riders. **Okuno** responded that staff are considering how to collect this information, but it can be difficult to identify riders outside of conducting intercept surveys. **James Pisz** asked about any other entities that may offer financial support for the program. **Pete Rodgers** and **Okuno** clarified that SLOCOG is currently the only funding source for the program.

C-12 Project Development Study Program Application Receipt Log
C-13 Service Operation Plan Contract for Olympics Pilot Train Service

Lance Okuno provided an overview of the pilot project proposed. **Okuno** clarified several aspects of the program, taking questions from committee members. Discussion ensued.

C-14 2026 Fund Cycle | Implementation Phase and Grant Pursuit Activities
C-15 Contract Extension with Mark Thomas for Grant Services

D-1 Citizens Transportation Advisory Committee (CTAC) Vacancy – SLOCOG At-Large Appointment

James Worthley advised the committee on a vacancy within the CTAC and directed their attention to applications for the open seat within the staff report.

James Pisz made a motion to appoint Julia Wallerce to the At-Large position, **Takuto Doshiro** seconded. Motion passed unanimously.

E-1 Correspondence, Press Releases and News Articles

<u>CTAC Action</u>: James Pisz moved and **Hans Hershberger** seconded to support staff recommendations on Consent Agenda items; the motion passed unanimously.

<u>F-1 Draft 2027 Federal Transportation Improvement Program (FTIP)</u>: John DiNunzio presented Item F-1.

Tracy Steele asked about the list of projects and how to find them. **DiNunzio** pointed to a link in the staff report where more information can be found.

Paul Holden commented that it was nice to see air quality is still a concern.

<u>CTAC Action</u>: Steele moved and **Terrence Hobson** seconded to support Staff recommendation outlined below. The motion passed unanimously.

1. Review and comment (Draft 2027 FTIP)
2. Based on input from 30-day public review beginning on June 10th, direct staff to integrate updated costs, schedule, and scope, and; Schedule for Board action on August 5, 2026.

<u>F-2 Drat TEA 2.0 Economic Study</u>: Sara Sanders presented Item F-2. **Sanders** noted that SLOCOG has contracted with EcoNorthwest on the Economic Study looking at 10 study areas.

Takuto Doshiro asked about the meaning of "greenfield development". **Sanders** clarified that greenfield development is undeveloped land area, using the example of Chandler Ranch. **Sanders** outlined 10 areas that were looked at and some specific planning concerns with each area, such as parking, the short-term rental market, and the cost of providing public services.

Keith Foxe asked if there was an executive summary with the Board Packet. **Sanders** pointed to pages 1-5 in the linked document. **Tracy Steele** inquired about the consultant's work location and how they've engaged local communities. **Sanders** responded that the consultant works out of Portland and engaged with locals through meetings and surveys.

Chris Iversen shared a concern regarding development within Paso Robles and outside developers coming into the community making promises to councils, etc. and advertising homes to buyers out-of-area. **Sanders** clarified that the consultant for the plan is engaging with local developers and planning departments specifically, not seeking input outside developers.

Hans Hershberger asked what makes a development transportation efficient? **Sanders** provided the list of criteria considered and how partners such as the RTA can help make places more transportation efficient.

James Pisz asked if SLOCOG is encouraging more development in areas that are already identified for near-term development. **Sanders** responded that the plan is not trying to change what is already under development. Discussion ensued about other ways to make transportation more efficient. **Sanders** provided additional background on the evolution of the study.

<u>CTAC Action</u>: No action taken. Information only.

<u>F-3 Regional Housing Needs Assessment (RHNA)</u>: Sara Sanders presented Item F-3. **Sanders** noted a change from Assessment to Allocation.

Takuto Doshiro asked about the mention of student housing in the staff report. **Sanders** clarified that student apartments with a kitchen have an impact on RHNA numbers. **Sanders** noted difficulties in tracking metrics required by Housing and Community Development (HCD); however, plans need to be adopted in compliance to retain local control. Discussion ensued on outcomes that can dramatically change the character of communities if local control is lost.

James Pisz asked about figure F-3 in the staff report. **Sanders** and **James Worthley** clarified the limits on low income, very low, etc. **Sanders** noted HCD isn't providing sufficient responses to issues and questions SLOCOG staff raised with the requirements, and staff has 30 days to object to the allocations. In the meantime, staff will be working with jurisdictions to comply with the current allocations.

<u>CTAC Action</u>: Hershberger moved and **Pisz** seconded, to support staff recommendation to file an objection to HCD's Cycle 7 RHNA determination while developing a distribution methodology with the Planning Directors. Seek RHNA Legislative Reform. The motion passed unanimously.

<u>F-4 State Legislative Update</u>: Tim Gillham presented Item F-4 and noted 3 attachments, calling attention to SB 1087 that gives regions greater flexibility reaching greenhouse gas targets. **James Worthley** announced that today, SLOCOG finally received approval of its 2023 Regional Transportation Plan/Sustainable Communities Strategies' (adopted in 2023) target-met after 3-years of back-and-forth review under California Air Resources Board (CARB).

Takuto Doshiro asked about opposition to SB 667. **Pete Rodgers** responded that the goal was to be in sync with LOSSAN.

Hans Hershberger commented that it was interesting to note so many bills around e-bikes and some seemed problematic. **Hershberger** raised concerns over SLOCOG's supportive position on AB 2346, including enforcement issues with the bill for people under 16 and added cost burdens on bicycle manufacturers. **Hershberger** noted there are differences between e-bikes and e-motorcycles leading to misinformation about these vehicles. **Hershberger** also noted that most of the bills were limiting transportation options by regulating e-bikes (rather than e-motos) unnecessarily.

Rodgers responded that staff would look further into positions from the California Bicycle Coalition/ Cal Bike and other organizations to ensure SLOCOG is taking a thoughtful position.

<u>CTAC Action</u>: Hershberger made a motion to support staff recommendation and review positions for consistency with the California Bicycle Coalition/Cal Bike, and **Keith Foxe** seconded.

a) Support 3 (1 if amended) and oppose 3 bills in SLOCOG Bill Matrix (Attachment A)
b) Accept May 11th State Legislative Update (Attachment B)
c) Accept May 14th Governor's FY 2026-27 State Budget – May Revision (Attachment C)

The motion passed unanimously.

<u>G-1 Supplemental Funding: San Luis Obispo County Transportation Expenditure Plan (TEP) & Hearing to Adopt Ordinance No. 2026-01 - San Luis Obispo County TEP Ordinance and Request Call for Election</u>: James Worthley presented Item G-1.

Paul Holden asked about the potential of moving forward to get a measure on the ballot. **Worthley** described the process for SLOCOG board approval, noting that 8 out of 12 board members need to approve for SLOCOG to move forward.

<u>CTAC Action</u>: James Pisz moved and **Tracy Steele** seconded, to support the Staff recommendation to adopt Resolution adopting the final San Luis Obispo County TEP; Authorize ¼ page public notice, and direct Staff to work with County Clerk to finalize necessary materials. The motion passed unanimously.

5. Member Comments and Adjournment:

Pete Rodgers summarized the executive director's report noting the groundbreaking of the managed lane on US 101, increasing costs to the Senior Go program, the release of the Federal five-year transportation bill, SLOCOG board workshops, and Office of Traffic Safety pop-up demonstrations.

Chairperson Paul Holden adjourned the May 20th CTAC meeting at **6:43 p.m.**

NEXT SCHEDULED MEETING: Wednesday, July 22, 2026.

Minutes prepared by Mallory Jenkins.

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SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
"SPECIAL WORKSHOP" - MINUTES

Wednesday, April 22, 2026

The following minutes are listed as they were acted upon by the San Luis Obispo Council of Governments (SLOCOG) *and* as listed on the agenda for the Special Workshop held on April 22, 2026, together with staff reports and related documents attached thereto and incorporated therein by reference. To see a video of the meeting proceedings.

I. FLAG SALUTE, CALL TO ORDER AND ROLL CALL:

President Carla Wixom called the SLOCOG Workshop to order at **9:40 a.m**. **Ashley Kneeland** conducted a roll call.

BOARD MEMBERS PRESENT:

Carla Wixom, City of Morro Bay (President)
Aileen Loe, City of Arroyo Grande
Jimmy Paulding, Fourth District, County of San Luis Obispo
Robert Robert, City of Grover Beach (Alternate)
Ed Waage, City of Pismo Beach
Brandy Rider and Jimmy Ochoa, Caltrans District 5 (Alternates, Ex-Officio)

BOARD MEMBERS ABSENT:

Heather Moreno, Fifth District, County of San Luis Obispo (Vice President)
Bruce Gibson, Second District, County of San Luis Obispo
Heather Newsom, City of Atascadero
Dawn Ortiz-Legg, Third District, County of San Luis Obispo
John Peschong, First District, County of San Luis Obispo
Erica A. Stewart, City of San Luis Obispo
Fred Strong, City of Paso Robles

OTHERS PRESENT:

Mike Boswell, City of San Luis Obispo

SLOCOG STAFF PRESENT: Peter Rodgers, James Worthley, Richard Murphy, Mallory Jenkins, Ashley Kneeland, John DiNunzio, Stephen Hanamaikai, Sara Sanders, Daniel Audelo, Jayden Hermansen, Lance Okuno, Hannah Heavenrich, Paige Anderson, and Audrey Noelle Bonifacio

II. PUBLIC COMMENTS (on any item of interest not on the agenda within the jurisdiction of the Board): President Wixom called for public comments on items of interest that are not on the agenda within the jurisdiction of the SLOCOG Board.

Public Comments: No public comments were made.

III. WORKSHOP INTRODUCTION:

SLOCOG Executive Director **Peter Rodgers** gave an introduction explaining the background and context for the public workshop. **Rodgers** commented on the outcome of the prior workshop and outlook for future

workshops. **Rodgers** noted the upcoming visit of the California Transportation Commission (CTC) and National Association of Regional Councils (NARC) in the fall.

IV. BREAKOUT GROUPS:

a. **Regional Housing Needs Allocation: Sara Sanders** led the discussion on Regional Housing Needs Allocation (RHNA).

b. **Sustainable Communities Strategy: Jayden Hermansen** led the discussion on Sustainable Communities Strategy (SCS).

c. **Project Initiation Documents: Richard Murphy** led the discussion on Project Initiation Documents (PIDs).

SLOCOG Board Action: NO ACTION was taken.

V. GROUPS REPORT OUT:

a. **Sustainable Communities Strategy: Daniel Audelo** presented a summary of information received. The question posed to the groups was “How can jurisdictions optimize missing middle housing in the San Luis Obispo County Region?” Many perspectives were given with the unifying theme being that each community has its unique constraints in building missing middle housing types from little available vacant land, low opportunities for infill development, and water and sewer constraints. A one size fits all solution doesn’t work in every community. There was a desire expressed to have a tool kit or resource list of successful examples of missing middle housing being built in other communities.

Jeff Eckles stated a solution to bringing in more missing middle housing is to focus on incentivizing the development of missing middle housing while disincentivizing the development of large lot mansion style constructions.

Affordability was a key topic of discussion amongst the group, with the primary idea being that even if missing middle housing is built, will it be affordable? The region is a highly desirable location to live, and as such many homes are being purchased in full by people from the Bay Area and other areas from outside the region. **Jeff Eckles** mentioned the study concerning affordable by design that SLOCOG had conducted in 2023 and the conclusion being that affordable by design was not in fact affordable. Eckles went on to say that another solution to bringing more missing middle housing to the region is to figure out how to make affordable by design work.

Accessory dwelling units were discussed with the discussion centering on affordability and opportunity. Communities like Atascadero rely both on a sewer system and septic tanks, and ADU’s are more affordable and easier to permit when building with a sewer connection as opposed to a septic connection. The construction of ADU’s is also prohibitive while also limited due to lot sizes in some areas.

b. **Regional Housing Needs Allocation: James Worthley** presented a summary of information received. Typically, San Luis Obispo region builds 1,000 units per year; however, we are being asked to double that in the next RHNA. These big housing numbers do not make sense alongside a stagnant population growth – even with an aging population. With demand coming from outside our region, new builds (adding supply) might not reduce costs for existing residents as demand comes both from within and outside the region. All tables generally agreed that pushing back on HCD RHNA numbers makes sense to a degree, and that building more housing (particularly the right style of housing) is important. It was noted that the cost to build even without consideration of impact fees would be higher than the national average and the cost burden issue is both punitive and market driven. The idea of introducing (State) government assistance for the lowest income categories was noted.

Aileen Loe commented on the question, “Is the juice worth the squeeze?” and stated the need to just do the planning for now and not push back, as implementation will take place later on.

Ed Waage stated that this is a big deal because if we fail to meet requirements then it is a complete loss of local control.

c. **Project Initiation Documents: Richard Murphy** presented a summary of information received. Discussion focused on how Project Initiation Documents (PIDs) and early project development can better align transportation investments with regional housing, land use, safety, and mobility goals identified through the RHNA and Sustainable Communities Strategy (SCS) processes. Participants emphasized the importance of reducing “false starts” by prioritizing projects that demonstrate readiness, funding alignment, safety benefits, and local commitment.

Jeff Eckles commented that the region should identify the common factors associated with projects that failed to advance in prior cycles and use those lessons to improve future project selection and delivery expectations. Jennifer Rice emphasized the need for stronger public engagement and clearer assumptions regarding funding and follow-through throughout project development.

Aileen Loe emphasized maintaining a regional perspective and aligning projects with state priorities to improve competitiveness and long-term commitment. **Jimmy Paulding** emphasized prioritizing projects with aligned plans, funding commitments, and strong political and implementation feasibility.

Several participants discussed the relationship between timeline efficiency and political feasibility. **Ed Waage** stressed the importance of improving project delivery timelines, while **Leslie Frazer** suggested that stalled PAED and PSE efforts could potentially be recalibrated into viable “new starts” rather than abandoning prior investments.

Safety emerged as a major theme throughout the discussion. **Karla Wixom** identified State Route 1 as “an accident waiting to happen,” while **Michael Boswell** emphasized the relationship between housing growth, changing land use patterns, and roadway safety needs.

Caltrans representatives **Jimmy Ochoa** and **Brandy Rider** encouraged earlier coordination with Caltrans to strengthen grant competitiveness and better define corridor priorities, while noting that additional coordination can also increase project scope, cost, and schedule complexity.

Overall, the discussion reflected support for a more disciplined and performance-oriented approach to advancing projects, emphasizing readiness, safety, accountability, and implementation feasibility.

VI. BOARD MEMBER COMMENTS:

Peter Rodgers noted the upcoming groundbreaking on the US 101 project next Tuesday, April 28th, at 1:30 p.m. and Bike Month kick-off party on May 1st. **Ed Waage** commented that he needs talking points and that the room is too loud. **Aileen Low** appreciates the opportunity this workshop brings and hopes to continue the dialogue because of regional importance.

VII. ADJOURNMENT: **Peter Rodgers** adjourned the SLOCOG Workshop at **11:22 a.m.**

Minutes prepared by Ashley Kneeland.

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SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: B-1**
SUBJECT:	**Year-to-date Financial Report and Overall Work Program and Budget Amendment #3**	
STAFF CONTACT:	**Jacob Kramer**	

SUMMARY

a. Year-to-Date Financial Report

- This year-to-date financial report covers the first ten months of fiscal year 2025/26 (83% of the fiscal year), from July 1, 2025, to April 30, 2026. The report summarizes SLOCOG's expenditures and revenues for the year.
- Total year-to-date expenditures are within budgeted amounts and total $7,636,255 (57% of the expenditure). Salaries total $2,919,702 or 78% for the fiscal year.
- Year-to-date revenues total $5,274,950 (40% of the anticipated revenues). The largest anticipated revenue sources (federal and grant reimbursements) are received on a reimbursement basis and are not recovered until at least two months following the end of each fiscal quarter.
- Additionally, a pass-through payment of $1,749,984 in Regional Early Action Planning (REAP) 2.0 funds to the City of Grover Beach is reflected in both revenue and expenditures.

b. Overall Work Program (OWP) and Budget Amendment No. 3

- The total budget increased by $129k, from $13.3M to $13.4M.
- Salaries and Benefits remain unchanged (3.69M). Carryforward Indirect Costs ($119k) remain unchanged.
- Reserves and Contingencies decreased by $44k, from $114k to $70k.
- Services and Supplies budget increased by $82k, from $724k to $806k.
- Professional Services budget increased by $91k, from $8.5M to $8.6M.
- Revenue budget increased by $129k, from 13.3M to 13.4M.

The full OWP amendment package can be found at https://www.slocog.org/about/work-program.

RECOMMENDATIONS

Staff: a. Receive and File Year-to-Date Financial Statements (Attachments A and B).
b. Approve FY 2025/26 OWP and Budget Amendment No. 3 (Attachments C and D).

TTAC: Support Staff Recommendations.
CTAC: Support Staff Recommendations.

BACKGROUND

a. Year-to-Date Financial Report (Attachments A & B)

This financial report provides a summary of budgeted and actual year-to-date revenues and expenditures for SLOCOG during the 2025/26 fiscal year. Attachment A is the Budget Status Report (Page B-1-4), and Attachment B (Page B-1-5) provides a breakdown of the Year-to-Date revenue through April. Overall expenditures and revenues are within budget.

Expenditures

Year-to-date (83% of the fiscal year) expenditures total $7,636,255 (57% of the expenditure budget):

- Salaries total $2,919,702 or 78% for the fiscal year. This includes a $286,601 annual lump sum payment required by the California Public Employees Retirement (CalPERS) for pension liability.

- Services, Supplies, and Professional Services total $4,716,553 or 50% of the budget. Of that figure, $1,749,984 is the pass-through REAP 2.0 payment to Grover Beach.

The following categories have expenses that substantially exceed (over 10%) the percentage of the year complete (83%), which are not due to annual or monthly pre-payments made through December:

- Car Rentals: $535 expended of $500 (107%) due to higher than anticipated usage of rental cars. The budget has been increased in amendment three.
- Common Carrier Charges: $7673 expended of $6150 (125%) due to higher than estimated cost of air travel. The budget has been increased in amendment three.
- Food: $3,070 expended of $2,485 (124%) - due to higher in person meeting frequency including SLOCOG public workshops.
- Other Minor Equipment: $10,913 expended of $7,800 (140%) due to the purchase of a replacement office eBike, after the previous eBike's battery died and was too costly to repair. This expense is being added with amendment three. Additionally, a computer replacement purchase beyond the standard three per year was needed to facilitate a mandatory update to Windows eleven.
- IDC-MCA-Postage (SLO County): $1,383 expended of $1,000 (138%) due to an increase in the use of the county mailroom. This is offset by a lack of expenditure in the general postage account.

<u>Revenues</u>

Year-to-date revenues for SLOCOG total $5,274,950 (40% of the fiscal year revenue budget). A summary is shown on the top of the SLOCOG Budget Status Report (Attachment A), and detailed information is shown on the Line-Item Revenue (Attachment B). To date, major revenue SLOCOG has received includes:

- $1,777,728 in Regional Early Action Planning Admin (HCD REAP 2.0) funds (of which $1,749,984 is the pass-through payment to Grover Beach)
- $1,087,419 in Planning/Admin Transportation Development Act (TDA) Local Transportation Funds (LTF)
- $482,095 in Federal Highway Administration (FHWA) PL funds
- $333,750 in State Transit Assistance (STA) funds
- $195,682 in Federal Transit Administration (FTA) 5303, 5304, and 5310 funds
- $156,524 in Freeway Service Patrol (FSP) funds
- $140,000 in Regional Surface Transportation Program (RSTP) Exchange funds
- $127,466 in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds
- $116,094 in Sustainable Communities Strategies Grant (SCS-SB1) funds
- $110,696 in Highway Infrastructure Program Funding (HIP) funds
- $108,997 In State Transportation Improvement Program (STIP) funds
- $100,000 in Agency Membership Dues
- $88,199 in Zero-Emission Transit Capital Program (ZETCP) Admin funds
- $87,680 in State Planning and Research Grant Funding (SPR) funds
- $79,560 in Service Authority for Freeway and Expressways (SAFE) funds for DMV / Call Box Program
- $78,738 in State Highway Account (SHA) funds
- $59,598 in Interest
- $30,748 in Carbon Reduction Program (CRP) funds
- $23,960 in Programming, Planning & Monitoring (PPM) funds
- $20,000 in Rail Grant Writing Contributions from TAMC.
- $70,016 in *All Other*

The largest anticipated revenue sources (federal funding and grant reimbursements) are received on a reimbursement basis and are recovered approximately two months following the end of each fiscal quarter.

b. Overall Work Program and Budget Amendment No. 3 (Attachments C and D)

<u>Changes to Programs and Work Elements</u>
Two new tasks have been added to the OWP, one in work element 2101 for the Mariposa Pass Program, and another in work element 6200 for the 2028 Olympic passenger rail service plan efforts.

<u>Changes to Budget</u>
The total budget increased by $129,497 from $13,293,261 to $13,422,758 (attached line-item budget pages B-1-6 through B-1-9). Services and Supplies increased by $82k, and Professional Services increased by $91k with commensurate change in revenues. Salaries and Benefits remain unchanged (3.75M). Carryforward Indirect Costs ($119k) remain unchanged. Reserves and Contingencies decreased by $44k ($70k total).

The Services and Supplies budget increased by $82k, from $723,664 to $805,830 total due to the addition of $35k for SLOCOG roof repairs, an additional $7k for the Amtrak Ticket buy-down program, $3.5k for office expenses, and a $30k increase in the Rideshare advertising budget. This is alongside minor fluctuations in various expense line amounts.

The Professional and Special Services budget increased by $91k, from $8,585,860 to $8,677,227 total due to the addition of $37k for the Mariposa Pass program, $35k for the Shell Beach Path Connector Consultant, and $19k for the 2028 Rail Service Operation Plan Consultant, alongside minor fluctuations in various project amounts.

Total revenue increased by $129,497 from $13,293,261 to $13,422,758. Major changes to revenues include:

a) $37,000 addition of Low Carbon Transit Operations Program (LCTOP) funds for the Mariposa Pass Program
b) $35,000 addition of Building Maintenance funds for roof repair efforts.
c) $34,917 addition of RSTP funds for the Shell Beach Path Connector consultant.
d) $18,700 increase in Transit and Intercity Rail Capital Program (TIRCP) interest for the 2028 Rail Service Operation Plan Consultant.
e) $6,940 addition of Carryover LTF for the Amtrak Ticket Buydown program.
f) $3,000 increase in RSTP funds for the Morro Bay Estuary Project to account for a decrease in expected In-kind funding.
g) $3,061 decrease in SAFE funds due to staff hour adjustments.

Attachment A

SLOCOG Budget Status Report April 30th 2026 - 83% of the Budget Year
Fiscal Year 2025/26 Ending Period 10

Line	Commitment Item	Curr Budget	Actuals	Remain Bdt	Pct Used
1	3250060 Building Improvement and Maintenance	64,280.00		64,280.00	0%
2	* 415 - REVENUE - USE OF MONEY & PROPE	64,280.00		64,280.00	0%
1	4150000 Interest Revenue	65,485.00	59,598.43	5,886.57	91%
2	* 415 - REVENUE - USE OF MONEY & PROPE	65,485.00	59,598.43	5,886.57	91%
3	4200030 St Aid-Transit Asst	445,000.00	333,750.00	111,250.00	75%
4	4200105 State Aid-St Awarded Grants	3,871,153.00	2,480,705.04	1,390,447.96	64%
5	4200170 State Aid-Other	2,836,904.00	233,464.46	2,603,439.54	8%
6	4200245 St Aid-Transp-SB325	1,632,069.00	1,087,419.00	544,650.00	67%
7	* 420 - STATE AID	8,785,126.00	4,135,338.50	4,649,787.50	47%
8	4250105 Federal Aid-Other	3,973,942.00	920,163.70	3,053,778.30	23%
9	* 425 - FEDERAL AID	3,973,942.00	920,163.70	3,053,778.30	23%
10	4300005 Other Govt Aid	184,500.00	3,900.00	180,600.00	2%
11	* 430 - OTHER GOVERNMENTAL AID	184,500.00	3,900.00	180,600.00	2%
12	4550000 Other Revenue	20,000.00	16,220.00	3,780.00	81%
13	4550065 Other Reimbursements	189,000.00	139,729.24	49,270.76	74%
14	4550120 Contrib-Non-Govtl	10,928.00		10,928.00	0%
15	* 455 - OTH REV (EXCL 4550060/61)	219,928.00	155,949.24	63,978.76	71%
16	** TOTAL REVENUE	13,293,261.00	5,274,949.87	8,018,311.13	40%
34	* 500 - SALARIES, WAGES & BENEFITS	3,750,000.00	2,919,701.62	830,298.38	78%
35	5050005 Admin/Mgt Svcs	119,530.00		119,530.00	0%
36	5050015 Advertising-Services	183,095.00	119,077.96	64,017.04	65%
37	5050036 Billings by Non-Govt Agency	500.00	263.54	236.46	53%
38	5050040 Car Rentals	500.00	535.41	35.41-	107%
39	5050065 Common Carrier Charges	6,150.00	7,673.18	1,523.18-	125%
40	5050070 Computer Software	30,150.00	22,705.46	7,444.54	75%
41	5050085 Copying-Printing	7,100.00	3,530.56	3,569.44	50%
42	5050105 Dues and Subscriptions	1,567.00	685.87	881.13	44%
43	5050125 Food	2,485.00	3,069.54	584.54-	124%
44	5050140 Fuel-Miscellaneous	6,900.00	1,573.91	5,326.09	23%
45	5050150 Household Expense	7,595.00	5,750.00	1,845.00	76%
46	5050160 Insurance	54,983.00	53,714.12	1,268.88	98%
47	5050195 Mainenance-Fleet Vehicles	3,720.00	2,756.96	963.04	74%
48	5050200 Maintenance-Other	4,000.00		4,000.00	0%
49	5050210 Maintenance-Equipment	300.00	75.00	225.00	25%
50	5050220 Maint-Struc/Imp/Grds	75,602.00	69,412.29	6,189.71	92%
51	5050255 Memberships	18,842.00	18,182.25	659.75	96%
52	5050260 Mileage Reimb-Co Employee	4,000.00	3,697.81	302.19	92%
53	5050280 Office Expense	9,920.00	6,812.61	3,107.39	69%
54	5050290 Other Minor Equipment	7,800.00	10,913.04	3,113.04-	140%
55	5050300 Other Prof & Special Svc	14,454.00	11,567.22	2,886.78	80%
56	5050310 Other Purch Svc-Co Agency	19,514.00	19,151.00	363.00	98%
57	5050320 Outside Legal Counsel Srv	33,125.00	22,633.50	10,491.50	68%
58	5050335 Postage	1,800.00		1,800.00	0%
59	5050340 Prof & Spec Svcs	8,585,861.00	4,189,399.39	4,396,461.61	49%
60	5050360 Publication & Legal Notices	6,617.00	1,884.56	4,732.44	28%
61	5050370 Registratn,Semnr,Trn	21,505.00	13,220.28	8,284.72	61%
62	5050380 Rental/Lease Costs-B	5,440.00	4,861.60	578.40	89%
63	5050400 Rents & Leases-Equipment	3,576.00	2,978.80	597.20	83%
64	5050430 Special Dept Expense	105,258.00	78,653.66	26,604.34	75%
65	5050440 Telephone	21,312.00	12,158.50	9,153.50	57%
66	5050450 Travel Expenses	43,344.00	14,375.96	28,968.04	33%
67	5050465 Utilities-Electricity	12,334.00	8,742.32	3,591.68	71%
68	5050470 Utilities-Gas	3,000.00	618.66	2,381.34	21%
69	5050475 Utilities-Other	1,376.00	942.93	433.07	69%
70	5050480 Utilities-Water	4,800.00	3,551.18	1,248.82	74%
71	5102030 IDC-MCA-Postage	1,000.00	1,383.91	383.91-	138%
72	* 505-510 - SERVICE AND SUPPLIES	9,429,055.00	4,716,552.98	4,712,502.02	50%
73	7000000 Contingencies	104,206.00		104,206.00	0%
74	* Contingencies	104,206.00		104,206.00	0%
	** TOTAL EXPENSE	13,283,261.00	7,636,254.60	5,647,006.40	57%
	Capital Purchase/Building Reserve	10,000.00	10,000.00		100%
	Total to Tie to FY 25/26 Amendment 2	13,293,261.00	7,646,254.60	5,647,006.40	58%

Attachment B

SLOCOG FY 2025/26 LINE ITEM REVENUE
SUMMARY THROUGH APRIL 30, 2026 -83% OF THE BUDGET YEAR

A/C #		ACCOUNT	BUDGET	APRIL	YTD	YTD %
4150000	1	Interest	65,485	14,793	59,598	91.0%
4200170	2	SHA Funds (RSTP Exchange)	2,531,443		140,000	5.5%
4200170	3	DMV /Call Box Program	98,470	23,735	79,560	80.8%
4200170	4	DMV /Call Box Funds for 511 Traveler Info/TDM	88,704		0	0.0%
4200170	5	DMV /Call Box Funds for FSP	106,084		0	0.0%
4200170	6	Access for All Fund	12,203	3,180	8,904	73.0%
4200170	7	Low Carbon Transit Operations Program (LCTOP)	0	5,000	5,000	0.0%
4200245	8	TDA Planning/Admin (LTF)(RTF) Rideshare Bikeway	1,612,069	362,473	1,087,419	67.5%
4200245	9	RTF for Amtrak Ticket Buydown Program	20,000		0	0.0%
4200030	10	STA (including STA for Vanpool)	445,000	111,250	333,750	75.0%
4200105	11	Programming, Planning & Monitoring (PPM)	317,960		23,960	7.5%
4200105	12	TAMC RTIP Contribution (CRCC)	3,000		3,000	100.0%
4200105	13	Sustainable Comm Strategies Grants (SCS-SB1) & Carry Forward	271,136		116,094	42.8%
4200105	14	State Highway Account (SHA)	181,450		78,738	43.4%
4200105	15	State Highway Account - Climate Adaptation Planning Grant (SHA-CAPG)	354,000		0	0.0%
4200105	16	Freeway Service Patrol (FSP) - 25/26 SB1/SHA & 24/25 Carryover	424,336		156,524	36.9%
4200105	17	Regional Early Action Planning Admin (HCD REAP 2.0)	61,633		1,777,728	2884.4%
4200105	18	Zero-Emission Transit Capital Program Admin Funds (ZETCP)	122,800	59,552	88,199	71.8%
4200105	19	SB125 Funds	125,000		0	0.0%
4200105	20	Coronavirus Response and Relief Supplemental Appropriations Act	1,191,283		127,466	10.7%
4200105	21	State Transportation Improvement Program (STIP) - SR46E	818,555		108,997	13.3%
4250105	22	Mobility Mgt (FTA Sec 5310)	290,454		101,537	35.0%
4250105	23	FTA Grants (Sec. 5304)	370,000		0	0.0%
4250105	24	FTA Grants (Sec. 5303) & Carry Forward	133,873		94,145	70.3%
4250105	25	FHWA PL Funds & Carry Forward	1,099,003		482,095	43.9%
4250105	26	Carbon Reduction Program Funding (CRP)	1,434,597		30,748	2.1%
4250105	27	State Planning and Research Grant Funding (SPR)	258,243		87,680	34.0%
4250105	28	Highway Infrastructure Program Funding (HIP)	152,140		110,696	72.8%
4250105	29	Safe Streets for All (SS4A)	160,000		0	0.0%
4250105	30	Office of Traffic Safety Grant Funding (OTS)	25,632		13,263	51.7%
4250105	31	FY 25/26 Office of Traffic Safety Grant Funding (OTS)	50,000		0	0.0%
4300005	32	Rideshare Sponsorships, including APCD	3,500	400	3,900	111.4%
4300005	33	Avila In-Lieu Parking Fees	181,000		0	0.0%
4550000	34	Other Revenue (Employer Incentive Program, donations for maps, T-shirts)	20,000	942	16,220	81.1%
4550065	35	Developmental Impact Fees (DIF)	60,000		9,538	15.9%
4550065	36	Agency Membership Dues	100,000		100,000	100.0%
4550065	37	Other Reimb/Contrib Non-Gov	0		1,191	0.0%
4550065	38	TAMC HNTB Grant Writing Contribution	20,000		20,000	100.0%
4550065	39	Coast Rail Coalition Contributions (SB, Vent, SC)	9,000		9,000	100.0%
4550120	40	Local - In Kind Revenue for Match	10,928		0	0.0%
		ROUNDING CORRECTION	0			
	41	**TOTAL REVENUE WITH IN-KIND**	**13,228,981**	**581,326**	**5,274,950**	**39.9%**
3350000	42	CARRYOVER BALANCE (Des Fund Bal)	0	---	0	N/A
3250060	43	DESIGNATED FUND BALANCE (CAPITAL IMPROVEMTS)	64,280		0	N/A
	44	REVENUE PER 25/26 AMENDMENT 2	13,293,261	---	5,274,950	39.7%

Attachment C

SLOCOG FY 2025/26 Line-Item Budget – Amendment No. 3 June 3, 2026

Expenses

No.	Account	Description	WE	Previous	Amount	Difference	Detail
1	5001210	Regular Hours-Permanent	Various	3,690,000	3,690,000	-	Includes 24 staff (20 FTE, 1 PTE, 3 interns, 1 Temp Employee), 21.5 PY's, step increases, 3.4% inflationary adjustment effective 7/1/25, and $72k CalPERS additional discretionary payment.
2	5001597	Ret-Employer-OPEB	Various	60,000	60,000	-	CERBT - Medical Premium Reserve for Retirees
3		**Total Salaries**		**3,750,000**	**3,750,000**	**-**	
4	5050015	Advertising-Services	Various	183,095	213,373	30,278	WE 3510: $35,970 General TDM Outreach WE 3518: $26,484 Employer TDM Outreach WE 3541: $80,390 FTA 5310 Mobility Management FY 2024/25 Grant S&S WE 3569: $25,392 Safe Routes to School WE 3570: $2,000 Rideshare admin WE 5121: $7,666 Pedestrian and Bicycle Safety Program - Supplies WE 5122: $8,700 Pedestrian and Bicycle Safety Program - Supplies WE 5130: $1,000 North Coast Safety Plan Services and Supplies WE 7100: $2,000 Outreach campaign for RTP surveys WE 9151: $23,772 511 Marketing
5	5050036	Guar. Ride Home/Conf Sponsorships	Various	500	500	-	WE 3518: $500 Guaranteed Ride Home
6	5050040	Car Rentals	0500	500	750	250	WE 0500: $750 Car Rentals
7	5050065	Common Carrier Charges	0500	6,150	8,000	1,850	WE 0500: $8,000 Common Carrier
8	5050070	Computer Software	Various	30,150	33,598	3,448	WE 0400: $300 DocuSign Licenses ($300/yr) WE 0400: $5,000 Adobe Acrobat Pro DC (20) WE 0400: $720 OpenVPN licenses (5) WE 0400: $1,100 Firewall Subscription (2-Year) WE 3330: $6,000 ESRI (1 standard, 3 basic, 1 basic with extensions plus credits) WE 3330: $675 CommunityViz - (Placeways) WE 3350: $2,500 Land Use Model Software WE 3518: $1,626 Zapier subscription WE 3570: $2,514 Mailchimp WE 3570: $300 Canva WE 3570: $1,000 Adobe Creative Cloud and Assets WE 3570: $2,700 Survey Monkey service upgrade WE 4100: $2,000 TransCAD - (Caliper) WE 6100: $150 Tableau license WE 7100: $2,514 Mailchimp WE 7100: $1,787 Shutterstock WE 7100: $852 Engagement Software Subscription (GRID,Mentimeter)) WE 7100: $180 Canva WE 8200: $168 Meeting Transcription Software WE 9155: $1,512 FSP tablet software subscription
9	5050085	Copying-Printing	Various	7,100	7,100	-	WE 0400: $5,000 In-house printing WE 1100: $500 TDA WE 3518: $200 Employer Commute WE 4100: $100 RTP WE 6200: $100 Rail Services Planning WE 7100: $1,000 Public Participation WE 8200: $200 STIP
10	5050105	Dues and Subscriptions	Various	1,567	1,567	-	WE 0400: $99 Capitol Enquiry Inc WE 0400: $336 McClatchy/Tribune online WE 3510: $35 SLOCARFREE Domain Name WE 3518: $100 Domain Names WE 3541: $250 Domain Names WE 3569: $100 Domain Names WE 3570: $25 Domain Names WE 7100: $100 GoDaddy Domain Names WE 7300: $472 LRF Domain Name WE 9151: $50 Domain Names
11	5050125	Food	Various	2,485	2,485	-	WE 0600: $2,285 Board, Advisory Committee, and SLOCOG Special Meetings WE 4308: $200 Quarterly Meeting Breakfasts
12	5050140	Fuel-Miscellaneous	Various	6,900	6,900	-	WE 0400: $2,000 SLOCOG vehicle gas & oil - local travel gas & oil WE 0500: $4,900 Gas - rental vehicles
13	5050150	Household Expense	0400	7,595	7,595	-	WE 0400: $575 Carpet Cleaning WE 0400: $6,720 Janitor WE 0400: $300 Window Cleaning
14	5050160	Insurance	Various	54,983	54,983	-	WE 0400: $53,980 Alliant Property & Liability WE 8300: $1,003 Park & Ride
15	5050195	Mainenance-Fleet Vehicles	0400	3,720	3,720	-	WE 0400: $3,000 Car maintenance WE 0400: $720 Car wash subscription
16	5050200	Maintenance-Other	Various	4,000	4,000	-	WE 3518: $3,000 Bike locker maintenance WE 6160: $1,000 Park & Ride Maintenance
17	5050210	Maintenance-Equipment	0400	300	300	-	WE 0400: $300 Fire Ext, etc.
18	5050220	Maint-Struc/Imp/Grds	0400	75,602	11,822	(63,780)	WE 0400: $2,220 Landscaping WE 0400: $5,000 Misc Property Maintenance Expense WE 0400: $250 Plumber WE 0400: $552 Pest Control WE 0400: $1,600 Roof Maintenance (3x) WE 0400: $500 HVAC Filter Replacement (2x a year) WE 0400: $1,200 Tree Trimming WE 0400: $500 Annual Fire Inspection
19	5050255	Memberships	Various	18,842	18,842	-	WE 0400: $6,283 CALCOG admin WE 0400: $75 HR Assn WE 0400: $155 California of Municipal Finance Officers (CSMFO) membership WE 0600: $1,122 CALCOG advocacy WE 0600: $740 CalACT Membership WE 0600: $250 Central Coast Clean Cities Coalition - Bronze Membership WE 0600: $4,125 SBCAG - Central Coast Coalition WE 0600: $2,958 Nat'l Assn of Regional Councils WE 0600: $1,400 CTA WE 0600: $284 SLO Chamber WE 3510: $250 Central Coast Tourism Council Membership WE 3518: $275 Best Workplaces for Commuters WE 3570: $675 ACT (Association of Commuter Transportation) WE 3570: $50 SLO Downtown Assn WE 5100: $200 National Scenic Byway Foundation Membership

SLOCOG FY 2025/26 Line-Item Budget – Amendment No. 3 June 3, 2026

Expenses

No.	Account	Description	WE	Previous	Amount	Difference	Detail
20	5050260	Mileage Reimb-Co Employee	0500	4,000	4,000	-	WE 0500: $4,000 Extra mileage for local trips
21	5050280	Office Expense	Various	9,920	11,920	2,000	WE 0400: $8,000 Office Expenses - Misc WE 0400: $2,000 Staff Apparel WE 0600: $1,920 ReadyRefresh Water
22	5050290	Other Minor Equipment	Various	7,800	9,400	1,600	WE 0400: $1,600 Office eBike Purchase WE 0600: $800 Computer monitors WE 0600: $3,000 Office furniture (desk, chairs) WE 0600: $4,000 Replacement computers (3)
23	5050300	Other Prof & Special Svc	0400	14,454	14,454	-	WE 0400: $13,904 ADP Payroll WE 0400: $550 S125 Plan Maintenance
24	5050310	Other Purch Svc-Co Auditor	Various	19,514	19,514	-	WE 0400: $7,196 County Auditor Warrant Processing Fee WE 1100: $12,318 County Auditor TDA fee
25	5050320	Outside Legal Counsel Srv	0400	33,125	33,125	-	WE 0400: $33,125 County Counsel Legal Fees Estimate (125 hours @ $265 per hour)
26	5050335	Postage	Various	1,800	1,800	-	WE 1100: $100 TDA WE 2100: $500 Transit Planning postage WE 3570: $1,000 Rideshare postage WE 7100: $100 Public Participation WE 8100: $100 FTIP
27	5050360	Publication & Legal Notices	Various	6,617	6,617	-	WE 0400: $1,617 Agency Admin WE 1100: $1,000 TDA WE 2101: $500 Transit Programming WE 4100: $500 RTP WE 6100: $500 Active Transportation WE 8100: $1,500 FTIP WE 8200: $1,000 STIP
28	5050370	Registratn,Semnr,Trn	Various	21,505	21,805	300	WE 0400: $1,000 Tuition Reimbursement WE 0600: $500 Building a Better SLO WE 0600: $300 Octagon Barn Board Workshop WE 0600: $750 Central Coast Economic Forecast WE 0600: $1,800 Focus on the Future WE 0600: $805 CALACT WE 0600: $1,250 NARC WE 0600: $3,000 NARC National Conference WE 0600: $2,400 CALCOG Region's Rise WE 0600: $150 CDAC & Regional Caltrans Coordination Group WE 0600: $1,800 City Managers Retreat WE 0600: $875 CAPIO Annual Conference WE 0600: $525 APA WE 0600: $1,250 CTA Conference WE 0600: $225 ATP Symposium WE 3350: $2,250 Traffic Modeling Training WE 4100: $2,500 TransCAD Virtual Training (1) WE 6200: $150 SLORRM Meeting WE 6200: $275 CRCC Meetings
29	5050380	Rental/Lease Costs-(Mini Storage)	Various	5,440	5,440	-	WE 0400: $2,020 Offsite Storage (Derrels) WE 3570: $3,420 Offsite Storage (SLO City)
30	5050400	Rents&Leases-Equip (Copier)	0400	3,576	3,576	-	WE 0400: $3,576 Copier Lease $298 per month
31	5050430	Sp Dept Exp (R/S BN4th Club, Call Box, etc)	Various	105,258	112,198	6,940	WE 0600: $500 Commuter Club for SLOCOG WE 0600: $500 Plaques/awards WE 0600: $500 Employee Recognition WE 3360: $1,000 APCD CAP Support WE 3521: $20,000 Employer Incentive Program WE 6200: $36,940 Amtrak Ticket Buy Down WE 9100: $4,920 Callbox translation & answering service (AAMCOM) WE 9100: $278 Callbox CHP SAFE share WE 9100: $2,500 Callbox Program - contigency WE 9100: $37,500 Callbox Repair/Maintenance WE 9100: $7,560 Callbox wireless (AT&T)
32	5050440	Telephone	Various	21,312	21,312	-	WE 0400: $10,032 Phone System and Cloud Lease (Gsolutionz) WE 0400: $780 Fire Alarm Monitoring (Alpha Fire & Security) WE 0400: $10,500 Internet (Digital West)
33	5050450	Travel Expenses	Various	43,344	43,344	-	WE 0500: $39,814 Hotel, Parking, Taxi, Food WE 0500: $740 Tips WE 5121: $1,568 Pedestrian and Bicycle Safety Program - Travel WE 5122: $1,222 Pedestrian and Bicycle Safety Program - Travel
34	5050465	Utilities-Electricity	0400	12,334	12,334	-	WE 0400: $12,334 Electricity
35	5050470	Utilities-Gas	0400	3,000	3,000	-	WE 0400: $3,000 Gas
36	5050475	Utilities-Other (Trash Pickup)	0400	1,376	1,376	-	WE 0400: $1,376 Trash
37	5050480	Utilities-Water	0400	4,800	4,800	-	WE 0400: $4,800 Water
38	5102030	IDC-MCA-Postage (SLO County)	0400	1,000	1,000	-	WE 0400: $1,000 Postage - County Mailroom
39	5500070	Capital Outlay – CONSTR EXP	0400	-	35,000	35,000	WE 0400: $35,000 Roof Repairs
40	5500093	Capital Outlay EXT-Equipment	0400	-	64,280	64,280	WE 0400: $64,280 HVAC Replacement (4 units)
39		**Total Services & Supplies**		**723,664**	**805,830**	**82,166**	

SLOCOG FY 2025/26 Line-Item Budget – Amendment No. 3 June 3, 2026

Expenses

No.	Account	Description	WE	Previous	Amount	Difference	Detail
40	5050340	Prof & Spec Svcs	0150	38,858	38,858	-	WE 0150: $30,025 SLOCOG Financial Statements WE 0150: $2,750 2 Year Actuarial Valuation (Foster&Foster) WE 0150: $4,383 SLOCOG Single Audit WE 0150: $1,000 PERS - GASB 45/75 SLOCOG disclosures & actuarial WE 0150: $700 GASB 68 - Pension Liability Study - CalPERS
41	5050340	Prof & Spec Svcs	0400	1,485	1,985	500	WE 0400: $1,485 Computer Installs (3 @ $495/ea) WE 0400: $500 Employee Engagement Survey
42	5050340	Prof & Spec Svcs	0600	117,950	118,200	250	WE 0600: $31,050 Federal Lobbying The Ferguson Group WE 0600: $8,150 Board Member stipends WE 0600: $7,000 AGP Video - SLOCOG Meetings (7 meetings, $1000/ea) WE 0600: $72,000 Project advocacy
43	5050340	Prof & Spec Svcs	0700	12,900	12,900	-	WE 0700: $12,900 CRCC advocacy contract
44	5050340	Prof & Spec Svcs	1200	63,642	63,642	-	WE 1200: $63,642 Performance Audits - RTA / SoCo
45	5050340	Prof & Spec Svcs	1300	32,099	32,099	-	WE 1300: $1,525 SGR Audit WE 1300: $1,525 LTF Trust Audit WE 1300: $21,131 SLORTA Financial Statements incl. SoCo WE 1300: $4,383 SLORTA Single Audit incl. SoCo WE 1300: $1,525 STA Trust Audit WE 1300: $2,010 UCP-Ride On
45	5050340	Prof & Spec Svcs	2101	-	37,000	37,000	WE 2101: $37,000 Mariposa Pass Program
46	5050340	Prof & Spec Svcs	2104	515,000	515,000	-	WE 2104: $515,000 Transit Mobility and Equity Study Consultant
47	5050340	Prof & Spec Svcs	2105	52,800	52,800	-	WE 2105: $52,800 Replica Data
48	5050340	Prof & Spec Svcs	3310	50,800	50,800	-	WE 3310: $800 AVO Program Interns WE 3310: $50,000 Traffic Safety Data
49	5050340	Prof & Spec Svcs	3318	27,000	27,000	-	WE 3318: $27,000 Regional Traffic Counts
50	5050340	Prof & Spec Svcs	3350	90,000	90,000	-	WE 3350: $50,000 Regional Traffic Model Maintenance WE 3350: $40,000 Planning and Engagement tools
51	5050340	Prof & Spec Svcs	3510	320,162	320,162	-	WE 3510: $139,162 Rideshare Bike Lockers WE 3510: $181,000 Avila Beach Bike Lockers
52	5050340	Prof & Spec Svcs	3519	145,000	145,000	-	WE 3519: $145,000 Vanpool subsidy
53	5050340	Prof & Spec Svcs	3569	18,000	18,000	-	WE 3569: $18,000 SRTS (Bike SLO County contract)
54	5050340	Prof & Spec Svcs	3570	5,003	5,003	-	WE 3570: $5,003 Rideshare.org Website support (GFL Systems)
55	5050340	Prof & Spec Svcs	4121	207,247	207,247	-	WE 4121: $207,247 TEA 2.0
56	5050340	Prof & Spec Svcs	4150	23,330	23,330	-	WE 4150: $23,330 2027 RTP EIR
57	5050340	Prof & Spec Svcs	4307	22,156	22,156	-	WE 4307: $22,156 Regional Growth Forecast
58	5050340	Prof & Spec Svcs	5121	16,398	16,398	-	WE 5121: $16,398 Pedestrian and Bicycle Safety Program
59	5050340	Prof & Spec Svcs	5122	56,253	56,253	-	WE 5122: $56,253 Pedestrian and Bicycle Safety Program - Mini-grants/Micro-Contracts
60	5050340	Prof & Spec Svcs	5123	200,000	200,000	-	WE 5123: $200,000 Bethel Round Roundabout Project
61	5050340	Prof & Spec Svcs	5130	382,880	382,880	-	WE 5130: $382,880 North Coast Resiliency and Safety Plan
62	5050340	Prof & Spec Svcs	5200	-	34,917	34,917	WE 5200: $34,917 Shell Beach Path Connector Consultant
62	5050340	Prof & Spec Svcs	6100	161,625	161,625	-	WE 6100: $1,500 Eco-Counter data connectivity, maintenance WE 6100: $160,125 Regional Wayfinding Construction
63	5050340	Prof & Spec Svcs	6200	40,000	58,700	18,700	WE 6200: $40,000 HNTB Grant Writing Support WE 6200: $15,000 2028 Service Operation Plan Consultant
64	5050340	Prof & Spec Svcs	6600	226,421	226,421	-	WE 6600: $226,421 Morro Bay Climate Study
65	5050340	Prof & Spec Svcs	7100	118,304	118,304	-	WE 7100: $56,400 IT Monthly Support WE 7100: $5,004 SLOCOG.org Website Support (GFL) WE 7100: $50,000 SLOCOG.org Website Update WE 7100: $600 Website Hosting WE 7100: $300 Wordpress Subscription (website host) WE 7100: $4,000 Agency Project Photography WE 7100: $2,000 Spanish-language Interpreters
66	5050340	Prof & Spec Svcs	7200	15,000	15,000	-	WE 7200: $15,000 Programming & Transit Advocacy
67	5050340	Prof & Spec Svcs	7300	255,279	255,279	-	WE 7300: $255,279 Polling and Surveying
68	5050340	Prof & Spec Svcs	8100	75,518	75,518	-	WE 8100: $75,518 Ecointeractive
69	5050340	Prof & Spec Svcs	8200	15,000	15,000	-	WE 8200: $15,000 Grant Tech Support (STIP)
70	5050340	Prof & Spec Svcs	8300	1,525	1,525	-	WE 8300: $1,525 SHA Trust Audit
71	5050340	Prof & Spec Svcs	8611	1,174,739	1,174,739	-	WE 8611: $1,174,739 Project Management - SR227 Los Ranchos Road
72	5050340	Prof & Spec Svcs	8612	1,351,269	1,351,269	-	WE 8612: $1,351,269 Project Management - SR227 Buckley Road
73	5050340	Prof & Spec Svcs	8613	378,993	378,993	-	WE 8613: $378,993 Project Management - SR227 Edna Trail
74	5050340	Prof & Spec Svcs	8620	1,153,443	1,153,443	-	WE 8620: $1,153,443 Project Management - US 101/46E Consor
75	5050340	Prof & Spec Svcs	8630	90,608	90,608	-	WE 8630: $90,608 Project Management - Bob Jones Trail Extension
76	5050340	Prof & Spec Svcs	8640	350,000	350,000	-	WE 8640: $350,000 RSTP Consultants Chorro Valley
77	5050340	Prof & Spec Svcs	8650	219,038	219,038	-	WE 8650: $219,038 Project Management - SR1/41 Morro Bay Roundabout Project
78	5050340	Prof & Spec Svcs	8700	106,110	106,110	-	WE 8700: $106,110 Mark Thomas Contract
79	5050340	Prof & Spec Svcs	9100	1,525	1,525	-	WE 9100: $1,525 SAFE Audit
80	5050340	Prof & Spec Svcs	9151	29,516	29,516	-	WE 9151: $27,000 Right Click (Ride Amigos Contract) WE 9151: $2,016 Telephone monitoring & reporting (Gsolutionz) WE 9151: $500 RTA Spanish Language Line
81	5050340	Prof & Spec Svcs	9155	422,984	422,984	-	WE 9155: $422,984 FSP Contract (2 beats)
82		**Total Professional Services**		**8,585,860**	**8,677,227**	**91,367**	
83	5909091	Carry-forward Indirect Costs	0400	119,530	119,530	-	WE 0400: $119,530 Uncaptured Indirect Cost Carryforward
84		**Total Carryforward Indirect Costs**		**119,530**	**119,530**	**-**	
85	7000000	Contingencies	0600	104,206	60,171	(44,035)	WE 0600: $60,171 Contingency
86	3250060	Building Improvement & Maintenance Reserve	0600	5,000	5,000	-	WE 0600: $5,000 Building Improvement & Maintenance Reserve
87	3250075	Vehicle Replacement Reserve	0600	5,000	5,000	-	WE 0600: $5,000 Vehicle Replacement Reserve
88		**Total Reserve & Contingencies**		**114,206**	**70,171**	**(44,035)**	
89		**Total Expenses**		**13,293,261**	**13,422,758**	**129,497**	

SLOCOG FY 2025/26 Line-Item Budget – Amendment No. 3 June 3, 2026

Revenues

No.	Account	Description	WE	Previous	Amount	Difference	Detail
1	3350000	Local Funds - Designated Fund (Beginning) Balance	Various	-	0	0	Beginning Fund Balance
3	3250060	Building Improvement & Maintenance Reserve	Various	64,280	99,280	35,000	Building Improvement & Maintenance Reserve
4	3250145	LTF - Supplemental Funding carryover	Various	-	162,173	162,173	LTF - Supplemental Funding carryover
5	3250285	Amtrak Ticket Buydown Funds	Various	-	6,940	6,940	Amtrak Ticket Buydown Funds
6		**Total Beginning Balance**		**64,280**	**268,393**	**204,113**	
7	4200245	LTF Planning/Admin.	Various	1,160,000	1,160,000	-	Direct TDA Allocation
8	4200245	LTF - Supplemental Funding plus carryover	Various	342,172	180,000	(162,172)	Public Engagement, Polling, Focus Groups, and Consultant Support
9	4200245	LTF - Rideshare Bicycle Safety	Various	16,255	16,255	-	Rideshare Bicycle Safety
10	4200245	LTF Performance Audits	1200	63,642	63,642	-	Performance Audits - RTA / SoCo
11	4200030	STA	Various	290,000	290,000	-	STA Allocation
12	4200030	STA for Amtrak ticket buydown program	Various	10,000	10,000	-	Amtrak Ticket Buydown Program
13	4200030	STA for Vanpool Capital	3519	145,000	145,000	-	Vanpool Capital
14	4200245	RTF for Amtrak Ticket Buydown Program	Various	20,000	20,000	-	RTF for Amtrak Ticket Buydown Program
15	4200245	RTF for SLOCOG	Various	30,000	30,000	-	Rural Transit Fund (RTF) Regional Planning
16		**Total TDA**		**2,077,069**	**1,914,897**	**(162,172)**	
17	4200170	RSTP Project SMAPCG02R: RSTP Admin/Special Projects	Various	140,000	140,000	-	Admin SLOCOG
18	4200170	RSTP Project SMAPCG30R: WE 3310 Traffic Safety Data	3310	50,000	50,000	-	Traffic Safety Data
19	4200170	RSTP Project SMAPCG05R: WE 3318 Regional Traffic Counts	3318	27,000	27,000	-	Regional Traffic Counts
20	4200170	RSTP Project SMAPCG11R: WE 3350 Regional Traffic Model Maintenance	3350	50,000	50,000	-	Regional Traffic Model Maintenance
21	4200170	RSTP Project SMAPCG11R: WE 3350 Planning and Engagement Tools	3350	40,000	40,000	-	Planning and Engagement Tools
22	4200170	RSTP Project SMAPCG26R: WE 3360 Public Engagement Tools	3350	1,000	1,000	-	APCD CAP support ($1k)
23	4200170	RSTP Project SMAPRS04R: WE 3510 Rideshare Bike Lockers	3510	139,162	139,162	-	Rideshare Bike Lockers
24	4200170	RSTP Project SMAPRS02R: WE 3510 Rideshare Commuter Program	Various	200,000	200,000	-	TDM Rideshare
25	4200170	RSTP Project SMAPRS03R: WE 3569 SRTS Bike Education	3569	125,000	125,000	-	Safe Routes to School Bike Education
26	4200170	RSTP Project SMAPRS03R: WE 4100 2027 RTP EIR	4100	100,000	100,000	-	2027 RTP EIR
27	4200170	RSTP Project SMAPRS03R: WE 4307 SCS FY24/25	4307	22,156	22,156	-	Regional Growth Forecast
28	4200170	RSTP Project SMAPCG21R: WE 5122 OTS 25/26 Additional Fund	5122	42,000	42,000	-	25/26 OTS Grant Additional Funding
29	4200170	RSTP Project SMAP(TBD): WE 5123 Vineyard Dr. & Bethel Rd. Demo. Roundabout	5123	40,000	40,000	-	Vineyard Dr. & Bethel Rd. Demo. Roundabout
30	4200170	RSTP Project SMAP(TBD): WE 5130 North Coast Safety Plan	5130	45,880	45,880	-	North County Safety Plan Match
31	4200170	RSTP Project SMAP(TBD): WE 5200 Shell Beach Path Connector	5130	-	34,917	34,917	Shell Beach Path Connector
32	4200170	RSTP Project SMAPCG18R: WE 6100 Active Transportation Partnership	6100	1,500	1,500	-	Eco-counter Data/Maintenance
33	4200170	RSTP Project SMAPCG18R: WE 6100 Regional Wayfinding Construction	6100	160,125	160,125	-	Regional Wayfinding Construction
34	4200170	RSTP Project SMAPCG34R: WE 6100 Chorro Valley	6100	350,000	350,000	-	Chorro Valley
35	4200170	RSTP Project SMAPCG20R: WE 6600 MB Climate Resiliance Study Match	6600	47,543	50,543	3,000	Morro Bay Climate Study
36	4200170	RSTP Project SMAPCG06R: WE 8200 Grants Tech Support	8200	15,000	15,000	-	Active Transportation STIP
37	4200170	RSTP Project SMAPCO24R: WE 8612 Buckely Road Improvements	8612	166,499	166,499	-	Buckley Road Improvements
38	4200170	RSTP Project: SMAPCG35R: WE 8613 Edna Valley Trail	8613	46,822	46,822	-	Edna Valley Trail Improvements
39	4200170	RSTP Project: SMAPCG20R: WE 8620 SR 46E/ 101 NB Off Ramp Improvements	8620	366,000	366,000	-	SR 46 / 101 NB Off Ramp Improvements
40	4200170	RSTP Project: SMAPCO26R: WE 8630 Bob Jones Extension	8630	90,608	90,608	-	Bob Jones Trail Project
41	4200170	RSTP Project: SMAP(TBD): WE 8650 Morro Bay Roundabout Project	8650	159,038	159,038	-	SR1/41 Morro Bay Roundabout Project
42	4200170	RSTP Project: SMAP(TBD): WE 8700 Mark Thomas Contract	8700	106,110	106,110	-	Admin SLOCOG
43		**Total RSTP Exchange**		**2,531,443**	**2,569,360**	**37,917**	
44	4200170	DMV/Call Box Funds (SAFE) for Rideshare TDM	3518	-	-	-	DMV/Call Box Funds (SAFE) for Ride Matching & TDM
45	4200170	DMV $1/Call Box program (SAFE WE 9100)	9100	98,470	102,466	3,996	Call Box Program
46	4200170	DMV/Call Box Funds (SAFE) for 511 Traveler Information	Various	88,704	81,647	(7,057)	DMV/Call Box Funds (SAFE) for 511 Traveler Information
47	4200170	DMV/Call Box Funds (SAFE) for Freeway Service Patrol	9155	106,084	106,084	-	DMV/Call Box Funds (SAFE) 25% match for FSP
48		**Total SAFE**		**293,258**	**290,197**	**(3,061)**	
49	4300005	Avila In-Lieu Parking Fees	3510	181,000	181,000	-	Agreement with County for Avila Bike Lockers
50	4200170	Access for All Fund	2330	12,203	12,203	(0)	FY 25/26 AFA allocation
51	4200170	Low Carbon Transit Operations Program	2330	-	37,000	37,000	Mariposa Pass Program Funds
52	4300005	Cooperative Agreements (Rideshare)	3510	500	500	-	Rideshare Cooperative Agreements
53	4300005	Sponsorships (SLOCOG/Rideshare)	3510	1,000	1,000	-	SLOCOG/Rideshare Sponsorships, APCD Ridewell
54	4300005	APCD Marketing Sponsorship	3510	2,000	2,000	-	APCD Marketing Sponsorship WE 3510
55	4550000	Employer Incentive Program	3521	20,000	20,000	-	Employer Incentive Program
56	4550065	Agency Membership Dues	Various	100,000	100,000	-	Agency Membership Dues
57	4550065	TAMC HNTB Grant Writing Contribution	Various	20,000	20,000	-	TAMC HNTB Grant Writing Contribution
58	4550065	Coast Rail Coalition Contributions	Various	9,000	9,000	-	Coast Rail Coalition Contributions
59	4550065	Developmental Impact Fees	8650	60,000	60,000	-	Co-Op Agreement with Morro Bay for the GHD Contract
60	4200105	TAMC RTIP Contribution	Various	3,000	3,000	-	TAMC RTIP Contribution
61	4150000	Interest Earned	Various	65,485	65,485	-	Estimate Based on Prior Year Actuals
62		**Total Other Local**		**474,188**	**511,188**	**37,000**	
63	4200105	Programming, Planning & Monitoring (PPM)	Various	317,960	317,960	-	STIP PPM Funds: $983,000 total through 2027
64	4200105	Transit and Intercity Rail Capital Project	2104	125,000	143,700	18,700	TIRCP and TIRCP Interest
65	4200105	Zero-Emission Transit Capital Program Admin Funds	2105	122,800	122,800	-	Administrative Funds Carryover and Interest
66	4200105	Sustainable Communities Strategies Grant (SCS - SB1) 24/25 carryover	4307	65,036	65,036	(0)	Sustainable Communities Strategies Grant (SCS - SB1) 24/25 C/O
67	4200105	Sustainable Communities Strategies Grant (SCS - SB1) 25/26	4308	206,100	206,100	-	Sustainable Communities Strategies Grant (SCS - SB1) 25/26
68	4200105	State Highway Account (SHA) - 23/24 c/o	6600	181,450	181,450	0	Morro Bay Climate Study
69	4200105	State Highway Account (SHA) - Climate Adaptation Planning Gra	5130	354,000	354,000	-	North Coast Safety Plan
70	4200105	Regional Early Action Planning Admin (HCD REAP 2.0)	8210	61,633	61,633	-	$166k total. $81k for 22/23-23/24. $28k for 24/25, $61k for 25/26
71	4200105	CRRSAA - SR227 Los Ranchos Rd	8611	1,191,283	1,191,283	0	Funds for SR 227 Los Ranchos Rd
72	4200105	STIP - SR46E/101 NB	8620	818,555	818,555	-	SR46E/101 NB Off Ramp Improvements
73	4200105	Freeway Service Patrol Grant + carryover	9155	424,336	424,336	-	25/26 FSP + 24/25 Carryover
74		**Total State Grants**		**3,868,153**	**3,886,853**	**18,700**	
75	4250105	Federal PL CS Funds (WEs - 6101) 24/25 carryover	Various	984	984	-	Formula Grant to SLOCOG; Carryover
76	4250105	Federal PL Funds (WEs - various) 24/25 carryover	Various	82,935	82,935	(0)	Formula Grant to SLOCOG; match provided with Toll Credits
77	4250105	Federal PL CS Funds (WEs - 6101)	Various	25,377	25,377	-	Formula Grant to SLOCOG; Carryover
78	4250105	Federal PL Funds (WEs - various)	Various	989,707	989,707	-	Formula Grant to SLOCOG; match provided with Toll Credits
79	4250105	FTA 5303 (WE 2100)	2100	133,873	133,873	-	Formula Grant to SLOCOG; match provided with Toll Credits
80	4250105	FTA 5304 (WE 2104)	2104	370,000	370,000	-	FTA 5304 Grant, 25/26 - 27/28
81	4250105	24/25 FTA Sec. 5310 Mobility Management	3541	290,454	290,454	0	FTA 5310 Grant $396k Total; $198k 24/25 and 25/26
82	4250105	State Planning and Research Grant Funding (SPR)	4121	258,243	258,243	(0)	Transportation Efficiency Analysis 2.0
83	4250105	Office of Traffic Safety Grant Funding (OTS)	5121	25,632	25,632	-	Pedestrian and Bicycle Safety Program
84	4250105	FY 25/26 Office of Traffic Safety Grant Funding (OTS)	5122	50,000	50,000	-	Pedestrian and Bicycle Safety Program
85	4250105	Regional Transportation Safety Action Plan (SS4A)	5123	160,000	160,000	-	$160k grant, 25/26
86	4250105	Highway Infrastructure Program Funding (HIP)	8612	152,140	152,140	0	SR 227 Corridor Improvements Buckley Road
87	4250105	Carbon Reduction Program Funding (CRP)	various	1,434,597	1,434,597	(0)	Funds for SR 227 Corridor Improvements
88		**Total Federal Grants**		**3,973,942**	**3,973,942**	**(0)**	
89		**Total Revenue**		**13,282,333**	**13,414,830**	**132,497**	
90	4550120	Local - In Kind Revenue for Match		10,928	7,928	(3,000)	Local - in-kind revenue for Morro Bay Climate Study and TEA 2.0
91		**Total Revenue with In-Kind**		**13,293,261**	**13,422,758**	**129,497**	

Attachment D

SLOCOG FY 2025/26 SAFE BUDGET
Amendment 3 - June 3, 2026

	FY 2025/26 Amendment 2	FY 2025/26 Amendment 3	Difference
OPENING CASH BALANCE	**787,390**	**813,222**	
REVENUE			
Registration Fees	288,000	288,000	-
Interest	31,090	31,090	-
TOTAL REVENUE	**319,090**	**319,090**	**-**
EXPENDITURES			
WE 9100 - Call Box Program			
Staff Time	44,187	48,183	3,996
Callbox translation & answering service (AAMCOM)	4,920	4,920	-
SAFE Audit	1,525	1,525	-
Callbox CHP SAFE Share	278	278	-
Callbox Program - Contigency	2,500	2,500	-
Callbox Repair/Maintenance	37,500	37,500	-
Callbox Wireless (AT&T)	7,560	7,560	-
WE 9151 - 511 Traveler Information			
Staff Time	35,366	28,309	(7,057)
511 Marketing	23,772	23,772	-
Right Click (Ride Amigos Contract)	27,000	27,000	-
Telephone Monitoring & Reporting (Gsolutionz)	2,016	2,016	-
Website Hosting and Name Licensing	-	-	-
RTA Spanish Language Line	500	500	-
Domain Names	50	50	
Rideshare - Phone / Internet (Digital West)	-	-	-
WE 9155 - Freeway Service Patrol			
Staff Time (25% Match for Freeway Service Patrol Grants)	106,084	106,084	-
SUBTOTAL EXPENDITURES	**293,258**	**290,197**	**(3,061)**
TRANSPORTATION DEMAND MANAGEMENT			
WE 3518 - Employer Commute Program			
Program Contribution	-	-	-
SUBTOTAL TRANSPORTATION DEMAND MANAGEMENT	**-**	**-**	**-**
TOTAL EXPENDITURES	**293,258**	**290,197**	**(3,061)**
PROJECTED ENDING FUND BALANCE	**813,222**	**816,283**	**3,061**
PROGRAM RESERVES	**350,000**	**350,000**	**-**
PROJECTED AVAILABLE FUND BALANCE (BALANCE LESS REVENUE)	**463,222**	**466,283**	**3,061**

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SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: B-2**
SUBJECT:	**Conditional Approval of Transportation Development Act (TDA) Claims for FY 2026/27**	
STAFF CONTACT:	**Ashley Kneeland**	

SUMMARY

SLOCOG's Board approved the 2026/27 annual apportionment of Transportation Development Act (TDA) funds ($24,067,090) at the April 1, 2026 meeting. The County Auditor's estimate for Local Transportation Fund (LTF) is $20,819,093. SLOCOG expects to receive $2,715,798 in State Transit Assistance (STA) funds and $532,199 in State of Good Repair (SGR) funds. This staff report recommends final allocations for TDA Recipients, after taking into account LTF requirements from the Regional Transit Authority (RTA).

The report includes a resolution (ATTACHMENT A) authorizing the Executive Director to approve claims for funds as submitted and authorizing the release of funding based on the conditions, filing requirements and proposed use of funding noted in EXHIBITS A and B of the resolution.

Year-to-date FY 25/26 LTF revenue receipts are tracking approximately 5% higher than FY 24/25. Due to uncertainty surrounding economic volatility and challenges in forecasting the opening LTF fund balance (anticipated at approximately $1.8M, or $1.1M higher than the prior year), the 26/27 allocations include a $1M LTF Contingency (5%). Staff will revisit allocations in December 2026 if warranted. The forecasted amount available to apportion is 12% higher than the prior year ($1.9M increase). RTA's overall net LTF requirements from jurisdictions for all services reflect a $2.26M increase from the prior year.

RECOMMENDATION

Staff: Adopt resolution authorizing the Executive Director to approve 2026/27 TDA claims and authorize TDA funds to be released based on the requirements noted in EXHIBITS A and B of the resolution.

SSTAC/TTAC/CTAC: Support staff recommendation.

DISCUSSION

Please see page B-2-10 for a Transportation Development Act (TDA) Acronym Key.

ATTACHMENT A (p. B-2-4) is a resolution *conditionally* approving TDA recipients' claims for funds.

EXHIBIT A of the resolution (p. B-2-6 & 7) identifies the total TDA funds apportioned in April for Local Transportation Funds (LTF), State Transit Assistance (STA), and State of Good Repair (SGR).

EXHIBIT B (p. B-2-8) lists the conditions and filing requirements mandated under TDA that must be met by each claimant before TDA funds are released. Changes from prior year are highlighted in yellow. A more detailed description of the annual TDA Claim filing requirements can be found in SLOCOG's 2021 TDA Guidelines. In summary, recipients must submit to SLOCOG:

- A claim for their approved funding,

- An annual State Controller's report,
- A California Highway Patrol Safety Inspection Report,
- Statistics for tracking performance,
- A compliance audit of the prior year's TDA revenues and expenditures, and
- Finding of reasonable progress towards meeting productivity recommendations.

Local Transportation Funds (LTF) ($20,819,093) Eligible Uses:

- Bikeways/Pedestrian Ways ($365,249) – 2% of the total LTF available for distribution to the cities and County is apportioned by population to each municipality specifically for bikeway and/or pedestrian projects. Of the 2% available for bikeway and/or pedestrian projects, 5% ($18,262) is eligible for bicycle safety education programs managed by Rideshare. Note: the 2% is calculated *after* planning and reserve contributions and *before* Consolidated Transportation Services Association (CTSA) contributions, per TDA regulations.

- Joint Powers Agreement (JPA) Member Contributions – these are contributions from member agencies to San Luis Obispo Regional Transit Authority (RTA), and include $7,631,740 to RTA's core budget, $1,271,920 for local operations (No. County, Morro Bay and County), and $1,494,450 in support of South County Transit (SoCo). RTA's budget was adopted May 6, 2026. For RTA, the County pays 49% of regional transit needs, San Luis Obispo City 18%, with the remainder split on a population basis amongst the cities. The SoCo formula is population based for those jurisdictions.

- CTSAs – At the April 1, 2026 meeting, a total of $888,100 was approved to be taken "off-the-top" under Article 4.5 in support of CTSA programs. The $888k is shown in Exhibit A as follows:

  To Ride-On: $319,300 for CIP, Veteran's Express and other programs.
  For complete description, see June 2026 Agenda Item C-2 (Contract with Ride-On Transportation).

  To RTA: $568,800 for Senior Go! Brokerage ($508,800 for contract with Ventura Transit System through June 2027) and $60,000 for SLOCOG's Volunteer Driver program (See June 4, 2025 Agenda Item C-5).

- Discretionary Uses – the balance of the LTF funds may be used for local transit, subsidized taxis, senior vans, street/road improvements, TDA audit costs, and other transportation projects. These amounts (in Column 7 of Exhibit A) will be determined by each agency in their claim.

Performance Audits (SLOCOG) ($66,303)

SLOCOG will contract for the Triennial Performance Audits of SLOCOG and SLO Transit. $36,467 will be deducted off-the-top from LTF available to cover the cost of SLOCOG's audit. The remaining $29,836 will be deducted from the City of San Luis Obispo's LTF to cover the cost of their audit. The city will include this amount in their TDA Claim and State Controller's Reports. The 26/27 adopted SLOCOG Budget includes revenue and expenses of $66,303 for this audit.

LTF Contingency ($1,040,955)

$1,040,955 is considered the *reserved unallocated* amount, 5% of the total available, and is a precautionary measure due to volatility in receipts. As is practice, if monthly receipts begin tracking higher than expected, a portion may be released and allocated during 26/27. Otherwise, the reserve will be left in the trust fund and used only at the discretion of the Board – unused reserve at the end of the year will be added to the carryover balance.

Rural Transit Fund (RTF) Carryover ($1,894,866)

Of the $2M RTF being carried forward, RTA's portion is estimated to total $1,192,263. The remaining $702,603 of RTF funding was also approved at the April meeting to be placed in "reserve" for programming at a later date and to maintain the existing RTF account for time reimbursement for rural transit projects. The final amount of RTF Carryover will be determined at the close of the fiscal year when the current year funds have been allocated.

State Transit Assistance (STA) Funds ($2,715,798)

The total STA amount approved at the April 1, 2026 meeting remains the same at $2,715,798. This is expected to be revised following an anticipated August 2026 updated estimate from the SCO.

State of Good Repair Funds ($532,199)

The SGR Program of Projects was approved by the Board at the April 1, 2026 meeting (Item C-2). This is expected to be revised following an anticipated August 2026 updated estimate from the SCO.

ATTACHMENT A

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 26-
RESOLUTION CONDITIONALLY APPROVING SAN LUIS OBISPO REGION TRANSPORTATION DEVELOPMENT ACT CLAIMS (FY 2026/2027)

The following Resolution is now offered and reads:

WHEREAS, the Transportation Development Act provides for the designation of a "Transportation Planning Agency" responsible for the development of a regional transportation plan, and the allocation of funds from the Local Transportation Fund and the State Transit Assistance fund to claimants; and

WHEREAS, the Secretary of the Business and Transportation Agency has designated the San Luis Obispo Council of Governments (hereinafter SLOCOG) as the designated Transportation Planning Agency; and

WHEREAS, SLOCOG shall, in implementation of the Regional Transportation Plan, allocate annually monies in the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund in accordance with the rules and regulations which implement the Transportation Development Act of 1971 (hereinafter TDA), as amended; and

WHEREAS, Local Transportation Funds are collected and allocated to the region on a tax revenue basis, with estimates of these funds being provided by the County Auditor; and

WHEREAS, State Transit Assistance Funds are allocated to transit operators; and

WHEREAS, SLOCOG, on April 1, 2026, approved TDA fund apportionments (Table A) to the seven cities and County of San Luis Obispo and transit operators (hereinafter CLAIMANTS) based on these estimates as shown in **EXHIBIT A**, and SLOCOG has the responsibility to approve claims and release funding subject to conditions and filing requirements as noted in **EXHIBIT B**; and

WHEREAS, the San Luis Obispo Regional Transit Authority (hereinafter, RTA) Board fiscal year 2026/27 budget, including the South County Transit (hereinafter, SoCo) was approved at the May 6, 2026 meeting for member cities and County annual contributions of Local Transportation Funds for regional transit services according to Joint Powers Agency funding formulas, as shown in **Exhibit A**; and

WHEREAS, SLOCOG will release funding to each CLAIMANT, as specified in **Exhibit A**, on a quarterly basis or as needed upon satisfactory completion and submittal of all the required documents and conditions listed in **Exhibit B** or if approved by the Executive Director and as funding is available.

NOW, THEREFORE, BE IT RESOLVED, that SLOCOG hereby authorizes and directs the Executive Director to find, and require, CLAIMANTS to satisfy the following requirements in accordance with the California Code of Regulations Title 21 Section 6651 and Sections 6750-6754, and Public Utilities Code 99401.5 (d):

1. Assure that all proposed expenditures of TDA funds are consistent with the Regional Transportation Plan, and assure that such expenditures are certified by each CLAIMANT as satisfying all regulatory requirements and conditions upon such expenditures; and
2. By presenting its claim, each CLAIMANT shall thereby certify that all requirements as listed in EXHIBIT B will be satisfied; and
3. By adopting Resolution 26-__ SLOCOG makes funding available to CLAIMANTS for transportation purposes including, but not limited to: public transit services, street maintenance, bikeways and pedestrian ways, and other programs.

BE IT FURTHER RESOLVED AND ORDERED THAT the foregoing recitals are found to be true and correct; and that SLOCOG, acting as the officially designated Transportation Planning Agency, hereby finds that: funds will be distributed according to the amounts shown in **EXHIBIT A** subject to modification based on actual funds received; and all conditions and filing requirements described in **EXHIBIT B** will be met prior to the release of this funding. SLOCOG hereby authorizes the Executive Director to approve claims as they are submitted based on those conditions and filing requirements, and authorizes the release of 2026/27 Local Transportation Funds to all claimants adequately meeting those conditions and filing requirements as approved by the Executive Director.

On motion by Board Member ______________, seconded by Board Member ______________, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

The foregoing resolution is hereby adopted on this third day of June 2026.

____
Carla Wixom, President
San Luis Obispo Council of Governments

ATTEST:

____
Peter Rodgers, Executive Director

APPROVED AS TO FORM AND LEGAL EFFECT:

By: ____ Date:_______________
Jenna Morton, SLOCOG Legal Counsel

TDA EXHIBIT A

2026/27 TRANSPORTATION DEVELOPMENT ACT (TDA) FUND - To Be Adopted 6/3/2026

			LTF - Committed Funds					LTF - Discretionary Uses					
		Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9	Col. 10	Col. 11	
	Jurisdiction / Transit Property	LTF AVAIL TO APPORTION	Bikeway/ Ped. Article 3 Sec. 99233.3	Total RTA Contrib [1, 5] Article 4 Sec. 99260	RTA Operated Local Transit [2]	SoCo Article 4 Sec. 99260	Perf Audits [3] Sec. 99246	TBD By Claimant Col 1, less 2-6	TDA Fiscal Audit Art. 3 Sec. 99245	Transit Ops & Plng Art. 4 Sec 99260	Roads Maint Art. 8 Sec 99400 (a)	Transit Cap/Sp Srvcs [5] Art. 8 Sec. 99400 (C)	
a.	**Arroyo Grande**	1,112,806	22,247	411,830	0	591,014	0	87,715	*tbd*	*tbd*	*tbd*	*tbd*	a.
b.	**Atascadero** [4]	1,872,323	37,432	695,045	0	0	0	1,139,846	*tbd*	*tbd*	*tbd*	*tbd*	b.
c.	**Grover Beach**	771,135	15,417	286,498	0	411,150	0	58,070	*tbd*	*tbd*	*tbd*	*tbd*	c.
d.	**Morro Bay** [4]	646,434	12,924	235,538	264,780	0	0	133,192	*tbd*	*tbd*	*tbd*	*tbd*	d.
e.	**Paso Robles** [4]	1,929,920	38,583	709,461	693,500	0	0	488,376	*tbd*	*tbd*	*tbd*	*tbd*	e.
f.	**Pismo Beach**	484,888	9,694	180,103	0	258,463	0	36,628	*tbd*	*tbd*	*tbd*	*tbd*	f.
g.	**SLO Transit**	3,640,075	72,773	1,373,713	0	0	29,836	2,163,753	*tbd*	*tbd*	*tbd*	*tbd*	g.
h.	**SLO County** [4, 5]	6,898,528	137,917	3,739,552	313,640	233,823	0	2,473,596	*tbd*	*tbd*	*tbd*	*tbd*	h.
i.	**Ride-On/CTSA**	319,300	0	0	0	0	0	319,300	0	0	0	0	i.
j.	**RTA/CTSA** [6]	568,800	0	0	0	0	0	568,800	0	0	0	0	j.
k.	**Contingency**	1,040,955	0	0	0	0	0	1,040,955	0	0	0	0	k.
l.	**TOTAL**	**19,285,164**	**346,987**	**7,631,740**	**1,271,920**	**1,494,450**	**29,836**	**8,510,231**	**0**	**0**	**0**	**0**	l.
				(RTA LTF)	*(RTA LTF)*	*(SoCo LTF)*	*(SLOCOG LTF)*						

	Direct Recipients		
m.	**SLOCOG Admin.** *Art. 3 - 99233.1*	163,515	0
n.	**SLOCOG Plng** *Art. 8 - 99402*	1,352,152	0
o.	**R/S & SLOCOG** *Art. 3/99233.3*	18,262	18,262
p.	**RTA** [4]	*col 3, 4 totals*	0
q.	**TOTAL**	**1,533,929**	**18,262**
r.	**FINAL TOTALS**	**20,819,093**	**365,249**

Notes:

1. Col 3 is number to be input on claim for total LTF contribution to RTA. It includes LTF for RTA's Capital Budget, approved 5/6/26.
2. Col 4 represents transfer of transit duties from County, Paso Robles, Atascadero and Morro Bay to RTA. It is directly allocated to RTA (RTA's LTF = Col 3+4+5 plus Row j).
3. SLOCOG budget approved 4/1/26 incl. $66k LTF est. from claimants for Triennial Performance Audits of SLOCOG & SLO Transit.
4. All SoCo, SLO County, PR, AT and MB transit LTF and STA Funds are directly allocated to RTA and expended on their behalf.
5. A portion of SLO County's required LTF to RTA is allocated under Article 8, for operation of Runabout.
6. Row j: RTA serves as claimant for LTF funds used for CTSA services: Senior Go! and SLOCOG's Volunteer Driver program.

TDA EXHIBIT A (continued)

2026/27 TRANSPORTATION DEVELOPMENT ACT (TDA) FUND - To Be Adopted 6/3/2026

		Rural Transit Fund	State Transit Assistance			State of Good Repair			Grand Total	
		Col. 12	Col. 13	Col. 14	Col. 15	Col. 16	Col. 17	Col. 18	Col. 19	
	Jurisdiction / Transit Property	**TOTAL RTF CARRY-OVER**	Op. Rev.	Discretionary	**TOTAL STA**	Op. Rev.	Discretionary	**TOTAL SGR**	**LTF, RTF Carryover, STA & SGR**	
		Sec. 99260	Article 6.5 Sec 99314	Article 6.5 Sec. 99313		Art. 6.5 Sec 99314	Art. 6.5 Sec. 99313		(Col 1, 12, 15, & 18)	
a.	**Arroyo Grande**	0	0	0	0	0	0	0	1,112,806	a.
b.	**Atascadero** [4]	0	0	0	0	0	0	0	1,872,323	b.
c.	**Grover Beach**	0	0	0	0	0	0	0	771,135	c.
d.	**Morro Bay** [4]	0	0	0	0	0	0	0	646,434	d.
e.	**Paso Robles** [4]	0	0	0	0	0	0	0	1,929,920	e.
f.	**Pismo Beach**	0	0	0	0	0	0	0	484,888	f.
g.	**SLO Transit**	0	51,739	461,265	513,004	0	0	0	4,153,079	g.
h.	**SLO County** [4, 5]	0	0	0	0	0	0	0	6,898,528	h.
i.	**Ride-On/CTSA**	0	0	0	0	0	0	0	319,300	i.
j.	**RTA/CTSA** [6]	0	0	0	0	0	0	0	568,800	j.
k.	**Contingency**	702,603	0	109,041	109,041	0	0	0	1,852,599	k.
l.	**TOTAL**	**702,603**	**51,739**	**570,306**	**622,045**	**0**	**0**	**0**	**20,609,812**	l.
	Direct Recipients									
m.	**SLOCOG Admin.** *Art. 3 - 99233.1*	0	0	0	0	0	n/a	0	163,515	m.
n.	**SLOCOG Plng** *Art. 8 - 99402*	0	0	0	0	0	n/a	0	1,352,152	n.
o.	**R/S & SLOCOG** *Art. 3/99233.3*	0	0	440,000	440,000	0	0	0	458,262	o.
p.	**RTA** [4]	1,192,263	125,018	1,528,735	1,653,753	34,639	497,560	532,199	3,378,215	p.
q.	**TOTAL**	**1,192,263**	**125,018**	**1,968,735**	**2,093,753**	**34,639**	**497,560**	**532,199**	**5,352,144**	q.
r.	**FINAL TOTALS**	**1,894,866**	**176,757**	**2,539,041**	**2,715,798**	**34,639**	**497,560**	**532,199**	**25,961,956**	r.

EXHIBIT B
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
CONDITIONS TO BE MET BEFORE RECEIVING TDA FUNDING
June 3, 2026

Transportation Development Act claimants shall meet the following conditions prior to receiving TDA funds:

1. A claim for funds is submitted to SLOCOG which includes:
    a. The fiscal year and amount being claimed.
    b. The proposed uses of those funds (transit, bikeways, road improvements, etc.).
    c. Operating budget information to determine eligibility for funding (transit claimants only).
    d. Written justification for an increase or a decrease in total transit budget exceeding 15% over prior year (transit claimants only).
    e. Chief Financial Officer or equivalent certification of the following:
        - Claimant's proposed expenditures are in conformance with the Regional Transportation Plan (RTP) as verified by the SLOCOG Executive Director. CCR 6754 (a) (1).
        - A jurisdictional fund will be established for pedestrian and bicycle allocations for current year or future year expenditures (non-transit claimants). PUC 99233.3.
        - If fare reductions (i.e., discount fares relative to the base adult fare) are offered to seniors, equivalent rates of reduction shall be available to disabled patrons. PUC 99155 (b). This eligible group also includes holders of Medicare identification cards (valid forms of identification for reduced fares) pursuant to PUC 99155 (e).
        - If another transit operator has issued a fare discount card to a patron, the same fare reduction privileges shall be granted to that individual while traveling within any other transit service area. PUC 99155 (c).

2. Transit Claimants must also comply with the following requirements:
    a. Claimant is requesting the maximum allowable share of FTA funds for projects as defined under 49 U.S.C. 5307(d)(1) and (2) the Urban Mass Transit Act of 1964 as amended by Intermodal Surface Transportation Equity Act (ISTEA); Transportation Equity Act for the 21st Century (TEA 21); Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); Moving Ahead for Progress in the 21st Century (MAP-21); 2015 Fixing America's Surface Transportation Act (FAST); and Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA).
    b. Claimant has made a reasonable effort to implement the productivity improvements recommended, but not limited to those recommendations related to productivity (such as farebox ratio mandates) in its triennial performance audits, as well as corridor plans, multi-modal plans, and other relevant plans with transit service or capital project recommendations approved by the SLOCOG Board or local agencies. CCR 6754 (b) (1), PUC 99244, and 99247 (a) through (j).
    c. STA Claimant is not precluded by any contract entered into on or after June 28, 1979 from employing part-time drivers or from contracting with common carriers of persons operating under a franchise or license. PUC 99314.5.
    d. Claimant has been issued a certification by the California Highway Patrol (CHP) verifying that the operator is in compliance with sections 1808.1 and 34501 of the California Vehicle Code. CCR 6754 (b) (3) and PUC 99251.
    e. Article 4.5 claimants only (providers of transit services for persons who cannot use conventional transit services) are responding to special transportation needs not otherwise met by traditional public transit; provide opportunities for service integration when appropriate; and will provide an estimate of revenues, operating costs, and patronage (by program category). PUC 99275.5 (c) (4).
    f. Priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs. CCR 6754 (5).

g. Claimants requesting funding for multiple transit systems shall:
   - Break out a claim for funds for each separate system;
   - Account for fiscal and ridership performance data for each separate system;
   - Comply with farebox ratio and performance recommendations applicable to each system.

h. Within 45 days after the end of the quarter, the operator shall furnish to SLOCOG the following statistics for tracking quarterly performance of their services by mode (if available; if not readily available, provide an estimate of the modal breakdown):
   1) Number of riders by mode;
   2) Number of revenue service hours and revenue service miles by mode;
   3) Ratio of riders per revenue service hour;
   4) Ratio of riders per revenue service mile;
   5) Operating costs (excluding vehicle lease costs);
   6) Overhead costs;
   7) Total operating costs;
   8) Operating cost per revenue hour;
   9) Operating cost per rider;
   10) The estimated farebox revenues separating passenger fares and other supplemental fares;
   11) The non-adjusted farebox ratio (*requirement 10 above divided by requirement 7*), to be supplemented at year end by adjusted ratio;
   12) Any recent public information material developed in support of a service change, a fare adjustment, or any change that significantly impacts the above statistics;
   13) Average fare per rider;
   14) Average operating subsidy per rider (unit costs minus fares);
   15) The operator should explain in writing (comments column) any significant variation in the above statistics (exceeding 5 percent up or down);
   16) Annual ridership by route and average trip length in miles (submit with 4th quarter reporting);
   17) On time performance; and
   18) On time performance by route (submit with 4th quarter reporting).

   Notes: (1) The mode categories shall include, but not be limited to: local and regional bus fixed route; local trolley; express bus fixed route; general public dial-a-ride; specialized dial-a-ride; senior shuttle; senior van; or any other services using TDA subsidies. (2) Exemptions to operating cost for farebox ratio purposes will be used in Q4 to adjust farebox ratios.

i. The transit system will not receive TDA funds (LTF plus STA) in excess of operating costs minus fare revenues in FY 25/26 (CCR 6754 (a) 4). Funds exclude RTF capital awards to regional claimants.

3. The required annual State Controller's Report (SCR) is submitted to the State Controller and SLOCOG. For Transit Claimants, the Financial Transactions Report (FTR), to contain audited data, is due by January 31st. For Non-Transit Claimants, the Annual Streets Report is due by December 1st (or the date set by the State Controller) (all claimants). The claimant should reconcile any SCR entries with the above TDA summary (item h).

4. One (1) certified copy of the agency's compliance audit of prior year TDA funds (PDF format), are submitted to SLOCOG by December 31st (all claimants). These audits will be conducted in accordance with the applicable sections of CCR 6661, 6663, 6664, 6666, and 6667. If the operator's financial auditor is not able to meet the December 31st due date, the operator shall request from SLOCOG an extension (up to 90 days) with a written justification for the delay prior to the December 31st due date. The operator should inform its auditor of the deadline.

5. Claimant made reasonable effort to implement recommendations from previous year's fiscal audits.

6. All agencies except Ride-On shall receive their allocations on a quarterly basis, with Ride-On receiving allocations on a monthly basis. After receipt of claim, Q1 payments are made as soon as possible. In

general, payments for subsequent quarters are made in the third month (to allow time for LTF and STA deposits to accumulate).

Advance payments for future quarters can be approved by SLOCOG with required information as long as funds are readily available.

<u>Note</u>: ***All payments are subject to funding availability and in some instances may be delayed pending distribution of TDA funds from the State Controller. The Executive Director may advance funding if need is substantiated and adequate funding is available.***

TDA Acronym Key

	ACRONYM	DEFINITION
1	TDA	**Transportation Development Act** – Enacted by the California Legislature in 1971, the law provides the principal state funding source for transit and non-transit in the county, for purposes that comply with regional transportation plans. It established the two funding sources, LTF and STA.
2	LTF	**Local Transportation Fund** – One of two major sources for the funding of public transportation through regional planning and programming agencies provided by the TDA (the other is STA). It is derived from ¼ cent of the state sales tax. Funds must first be used to provide transit service for "unmet" needs. If no unmet needs exist, funds can be used for streets and roads.
3	STA	**State Transit Assistance** – One of two major sources for the funding of public transportation through regional planning and programming agencies provided by the TDA (the other is LTF). STA is derived from the statewide tax on diesel fuel and can only be used for transit operating assistance or matching funds for capital grants.
4	SGR	**State of Good Repair** – Program resulted from passage of SB 1 and provides approximately $105M annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects.
5	RTF	**Rural Transit Fund** – Transit capital replacement program administered by SLOCOG. It was established through an exchange with RTA of FTA Section 5311 non-urbanized area funds for TDA funds.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: B-3**
SUBJECT:	**AGP Video Production of Board Meetings - Contract Extension**	
STAFF CONTACT:	**Ashley Kneeland / Stacey Dougan**	

SUMMARY

The SLOCOG Board recognizes that video production of public meetings helps to maximize public participation in the governmental decision-making process. The Board has contracted with AGP Video for the video recording of all SLOCOG and SLORTA meetings for several years. The cost per meeting is shared by both SLOCOG and SLORTA on a pro-rata basis.

The effective date of the existing contract was from July 1, 2022 through June 30, 2023 and allowed for up to four (4) additional one (1) year terms upon mutual agreement of all parties. This proposed fourth contract extension would extend from July 1, 2026 through June 30, 2027 and would remain at the same basic rate for video recording, posting copies etc. as the existing contract.

RECOMMENDATION

Staff: Approve fourth contract extension with AGP Video for one year to televise all SLOCOG and RTA meetings with costs shared on a pro-rata basis (approximately $6,650-$8,400 annually). (RTA adopted this at their May 6, 2026 meeting, Item A-7).

TTAC/CTAC: Support staff recommendation.

DISCUSSION

With public meetings continuing in an in-person/hybrid format and the current contract set to expire on June 30, 2026, SLOCOG staff coordinated with AGP Video to discuss continuation of services. Both parties agreed to extend the contract for FY 2026/27 at current rates. SLOCOG has historically contracted with AGP Video for these services, with costs shared on a pro-rata basis with RTA. The extension continues this longstanding arrangement.

The proposed extension maintains the existing scope of work, including video recording of all SLOCOG Board meetings and Key Point Indexing (KPI) services, which link agenda items to timestamps in the recordings. SLOCOG typically conducts seven Board meetings annually (August, October, December, January, February, April, and June).

Annual costs are estimated between $6,650 and $8,400, depending on meeting format. Per-meeting costs range from $750 to $1,000 for video services, with an additional $200 per meeting for KPI services. Lower costs reflect fully in-person or fully virtual meetings, while higher costs reflect hybrid meetings with both in-person and remote participation. Overtime beyond 3.5 hours is billed at $132 per hour in 15-minute increments.

Meetings will continue to be broadcast live and replayed on Channel 21 and streamed online at www.slo-span.org. The SLO-SPAN network, produced by AGP Video as a public service of Charter Communications, provides televised access to government meetings throughout San Luis Obispo County. Recordings are archived online, and DVDs are available to the public from AGP Video for a fee not to exceed $25 per copy.

FOURTH AMENDMENT TO AGREEMENT TO PROVIDE VIDEO PRODUCTION AND MEDIA DISTRIBUTION SERVICES FOR SLOCOG BOARD MEETINGS FOR FISCAL YEAR 2026/2027

THIS FOURTH AMENDMENT TO AGREEMENT ("Fourth Amendment") is entered into by and between the San Luis Obispo Council of Governments (hereinafter referred to as "SLOCOG") and AGP Video, a California Corporation (hereinafter referred to as "Contractor").

RECITALS

WHEREAS, effective July 1, 2022, SLOCOG entered into the Agreement with Contractor (the "Initial Agreement") wherein Contractor agreed to provide video production and services for the term beginning July 1, 2022 through June 30, 2023; and

WHEREAS, Contractor has satisfactorily performed said services, and it is the desire of SLOCOG and Contractor to extend the Initial Agreement for an additional one (1) year term, to June 30, 2027; and

WHEREAS, the parties desire to provide for future extensions of the Initial Agreement by mutual written consent.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the parties agree as follows:

1. Section I, Scope of Work, Part A, of the Initial Agreement is hereby modified to read as follows:

"Without exception Contractor will provide gavel-to-gavel, unedited coverage of all regular SLOCOG meetings held from July 1, 2026 through June 30, 2027."

2. Section IV, Compensation, of the Initial Agreement is hereby modified to read as follows:

- "Virtual Meeting: no on-site presence, completely remote: $750 for production $200 for streaming and archiving: $950
- On-site meeting, with or without remote participation audio and video: $800 production; $200 for streaming and archiving with KPI = $1000"

3. Section X, Term of Agreement, of the Initial Agreement is hereby deleted in its entirety and replaced with the following:

"The effective date of this Agreement shall be July 1, 2026. The term of this Agreement shall be July 1, 2026 through June 30, 2027. This is the fourth and final one (1) year extension allowed under this agreement. The SLOCOG Executive Director shall have the authority to execute any extension as referenced herein."

4. All provisions of the Initial Agreement not affected by this Fourth Amendment shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Fourth Amendment as set forth below.

ACCEPTED BY:

______________________________________ __________________

Carla Wixom Date
President, San Luis Obispo Council of Governments
1114 Marsh St., San Luis Obispo CA 93401

______________________________________ __________________

Nancy Castle, Date
AGP Video, CFO
1600 Preston Lane, Morro Bay, CA 93442

APPROVED AS TO FORM AND LEGAL EFFECT:

______________________________________ __________________

Jenna Morton Date
SLOCOG Legal Counsel

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM B-4**
SUBJECT:	**Contract Extensions for Regional Vanpool Subsidy**	
STAFF CONTACT:	**Mallory Jenkins / Hannah Heavenrich**	

SUMMARY

Staff is requesting Board approval to extend existing contracts with two vanpool service providers to ensure uninterrupted regional vanpool operations. These extensions will maintain the current fleet of 17 subsidized vans, support ongoing commute options for regional workers, and allow staff time to identify and secure additional funding for potential program expansion.

RECOMMENDATION

Staff: Approve contract extensions with existing vanpool service providers through June 30, 2027, in an amount not to exceed $140,000

BACKGROUND

A vanpool is defined as a commuter vehicle (typically a van or SUV), with capacity for 7-15 people, including the driver, where at least 80 percent of the mileage use can be reasonably expected to be for the purposes of transporting commuters in connection with travel between their residences and their places of employment (Source: Federal Transit Administration). Vanpools are extremely efficient and flexible because they reduce traffic congestion, do not rely on paid drivers, and can fill critical transit gaps, especially for long-distance commuters.

The regional vanpool program provides subsidized, turnkey vanpool services that reduce single-occupancy vehicle travel, support commute options for workers, and advance regional transportation demand management goals. Services are delivered through third-party vanpool providers that manage vehicle procurement, maintenance, insurance, and rider administration. A 50% monthly subsidy, up to $700 per van, is provided by SLOCOG to eligible vanpool groups traveling 15-one-way-miles or more within San Luis Obispo County.

SLOCOG's current vanpool contracts with Enterprise and Ride-On are set to expire on June 30, 2026.

DISCUSSION

The proposed vanpool services contract extensions would cover one year from July 1, 2026 through June 30, 2027. The total contract amounts would not exceed $140,000 across both service providers. Funds are not guaranteed to any one provider and will be allocated based on actual service utilization and program needs. There are currently 15 Enterprise vanpools and 2 Ride-On vanpools operating under the subsidy.

The requested funding level is sufficient to maintain the existing fleet of 17 vans, ensuring continuity of service while staff evaluates opportunities to secure additional funding for future program growth. Extending the contracts avoids service gaps, supports rider retention, and maintains program momentum. Without contract extensions, the program would be disrupted, potentially resulting in the loss of existing vanpools and riders.

Funding for the contract extensions are included in SLOCOG's FY 2026/27 budget from State Transit Assistance (STA).

ATTACHMENT A

CONTRACT FOR SPECIAL SERVICES BY INDEPENDENT CONTRACTOR
Amendment 1

This CONTRACT Amendment shall be effective July 1, 2026 (the "Effective Date"), by and between the SAN LUIS OBISPO COUNTY COUNCIL OF GOVERNMENTS through its SLO Regional Rideshare division (hereinafter referred to as "SLOCOG" or "RIDESHARE") and Enterprise Rent-A-Car of Los Angeles LLC., DBA Commute with Enterprise, a Delaware Limited Liability Company (collectively, the "Parties").

WHEREAS, SLOCOG entered into a contract on October 4, 2023 ("original contract") with the CONTRACTOR for subsidized vanpool services for San Luis Obispo County; and

WHEREAS, the subsidy directly benefits residents, employers, and employees of the San Luis Obispo region; and

WHEREAS, SLOCOG does not have the in-house staff resources available to carry out the Project; and

WHEREAS, the CONTRACTOR is qualified, and has the experience to provide such services; and

WHEREAS, SLOCOG authorized multiple vanpool vendors to participate in the Project, per an open bidding process approved by the SLOCOG board in June of 2023, and the CONTRACTOR has met all Agreement requirements; and

WHEREAS, the CONTRACTOR agreed to carry out all tasks as described in the Statement of Work and Work Program; and

WHEREAS, funding for the Project, including the Contract and Amendments, are budgeted with State Transit Assistance (STA) funds.

NOW, THEREFORE, the parties do mutually agree to the following:

1. The term of the contract is hereby extended to June 30, 2027.

2. This Amendment (Amendment 1) increases the total project cost by an additional not-to-exceed amount of $140,000 for FY 26/27 to support continuation of the regional vanpool subsidy program at its current overall service level across all contracted service providers, without any net increase to the total number of vans in service.

3. Contractors may make vehicle or operational adjustments as needed to maintain service and respond to rider demand, provided such adjustments do not increase the total number of subsidized vans in the program or exceed the total contract amount.

4. All provisions of the contract not affected by this Amendment (Amendment 1) shall remain unchanged and in full force and effect.

NOW, THEREFORE, be it further resolved that the Amendment is hereby adopted as specified above and that all other provisions in original contract remain as set forth therein.

(Signature page follows.)

SIGNATURES

/ Date

Ryan Todd, General Manager
Enterprise Rent-a-Car Company of Los Angeles, LLC
333 City Blvd West, Suite 1105
Orange, CA 92868

/ Date

Peter Rodgers, Executive Director
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

/ Date

Scott Bowman, Vice President of Rental
Enterprise Rent-a-Car Company of Los Angeles, LLC
333 City Blvd West, Suite 1105
Orange, CA 92868

/ Date

Carla Wixom, President
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

APPROVED AS TO FROM AND LEGAL EFFECT:

____

Dated___________________________

Robert Cobbs, Legal Counsel

CONTRACT FOR SPECIAL SERVICES BY
INDEPENDENT CONTRACTOR
Amendment 1

This CONTRACT Amendment shall be effective July 1, 2026 (the “Effective Date”), by and between the SAN LUIS OBISPO COUNTY COUNCIL OF GOVERNMENTS through its SLO Regional Rideshare division (hereinafter referred to as “SLOCOG” or “RIDESHARE”) and Ride-On Transportation, a California Corporation (collectively, the “Parties”).

WHEREAS, SLOCOG entered into a contract on October 4, 2023 (“original contract”) with the CONTRACTOR for subsidized vanpool services for San Luis Obispo County; and

WHEREAS, the subsidy directly benefits residents, employers, and employees of the San Luis Obispo region; and

WHEREAS, SLOCOG does not have the in-house staff resources available to carry out the Project; and

WHEREAS, the CONTRACTOR is qualified, and has the experience to provide such services; and

WHEREAS, SLOCOG authorized multiple vanpool vendors to participate in the Project, per an open bidding process approved by the SLOCOG board in June of 2023, and the CONTRACTOR has met all Agreement requirements; and

WHEREAS, the CONTRACTOR agreed to carry out all tasks as described in the Statement of Work and Work Program; and

WHEREAS, funding for the Project, including the Contract and Amendments, are budgeted with State Transit Assistance (STA) funds.

NOW, THEREFORE, the parties do mutually agree to the following:

1. The term of the contract is hereby extended to June 30, 2027.

2. This Amendment (Amendment 1) increases the total project cost by an additional not-to-exceed amount of $140,000 for FY 26/27 to support continuation of the regional vanpool subsidy program at its current overall service level across all contracted service providers, without any net increase to the total number of vans in service.

3. Contractors may make vehicle or operational adjustments as needed to maintain service and respond to rider demand, provided such adjustments do not increase the total number of subsidized vans in the program or exceed the total contract amount.

4. All provisions of the contract not affected by this Amendment (Amendment 1) shall remain unchanged and in full force and effect.

NOW, THEREFORE, be it further resolved that the Amendment is hereby adopted as specified above and that all other provisions in original contract remain as set forth therein.

(Signature page follows.)

SIGNATURES

/ Date

Mark Shaffer, Director
Ride-On Transportation
3620 Sacramento Drive
San Luis Obispo, CA 93401

/ Date

Peter Rodgers, Executive Director
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

/ Date

Carla Wixom, President
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

APPROVED AS TO FROM AND LEGAL EFFECT:

____

Dated__________________________

Robert Cobbs, Legal Counsel

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM B-5**
SUBJECT:	**One-year Contract Extension with Bike SLO County for Safe Routes to School (SRTS) On-Bike Education**	
STAFF CONTACT:	**Mallory Jenkins / Hannah Heavenrich**	

SUMMARY

This staff report requests authorization to amend the contract with Bike SLO County for an additional year to continue the on-bike education program at SLO County K-12 schools.

Project cost is $18,000 for one year. This project is budgeted in SLOCOG's FY 26/27 budget and Overall Work Program (OWP) paid for with Regional Surface Transportation (RSTP) funds.

RECOMMENDATION

Staff: Approve contract extension with Bike SLO County for one year, not to exceed $18,000

DISCUSSION

In June of 2024, the SLOCOG Board approved a two-year contract with Bike SLO County for $36,000 to continue the regional Safe Routes to School On-Bike Education Program through FY 25/26, with the option to extend the contract for an additional year.

SLOCOG has contracted Bike SLO County for the implementation of bike education since 2016. The organization continues to be uniquely qualified to implement the program, having experience conducting on-bike education over the last decade, acquiring and maintaining a fleet of 30 bikes, and delivering the bike education curriculum at schools regionwide.

Staff are seeking board approval to extend the contract for an additional year through FY 26/27 to continue offering the program. The total amount shall not exceed $18,000 and will be funded from Regional Surface Transportation Program (RSTP) funds as identified in the approved FY 2026-27 Overall Work Program (OWP). Bike SLO County will work with Rideshare staff to notify schools of the program application process and coordinate implementation.

ATTACHMENT A

CONTRACT BETWEEN SLOCOG AND SAN LUIS OBISPO COUNTY BICYCLE COALITION, D.B.A., BIKE SLO COUNTY FOR ON-BIKE EDUCATION PROGRAM
Amendment 1

This CONTRACT Amendment shall be effective July 1, 2026 (the "Effective Date"), by and between the SAN LUIS OBISPO COUNTY COUNCIL OF GOVERNMENTS through its SLO Regional Rideshare division (hereinafter referred to as "SLOCOG" or "RIDESHARE") and SAN LUIS OBISPO COUNTY BICYCLE COALITION, d.b.a. "Bike SLO County" (hereinafter referred to as "CONTRACTOR"), incorporated in California.

WHEREAS, SLOCOG entered into a contract on July 1, 2024 ("original contract") with the CONTRACTOR for the delivery of on-bike education programs at eight schools in San Luis Obispo County; and

WHEREAS, a majority of students in San Luis Obispo County are driven to school because parents/caregivers are concerned about the safety of their children and feel uncomfortable allowing them to walk or bike to school; and

WHEREAS, RIDESHARE does not have the equipment, qualifications, and certifications necessary to conduct on-bike education in classroom settings; and

WHEREAS, the CONTRACTOR continues to be uniquely qualified to perform the tasks outlined in the Scope of Work; and

WHEREAS, the CONTRACTOR maintains and stores a fleet of 30 bicycles and a trailer in order to perform program activities; and

WHEREAS, RIDESHARE staff continually receives positive feedback from educators, school administrators, and students who participate in on-bike education courses conducted at their school; and

WHEREAS, funding for the Safe Routes to School On-Bike Education Program in FY 2026-27 is from the Regional Surface Transportation Program (RSTP); and

WHEREAS, this Amendment (Amendment 1) extends the contract by one additional year to June 30, 2027 and allots up to $18,000 to reach additional schools/students.

NOW, THEREFORE, the parties do mutually agree to the following:

1. The term of the contract is hereby extended to June 30, 2027.
2. The total cost of services for this extended term (Amendment 1) shall not exceed $18,000, including travel costs.
3. All notices and communications regarding interpretation of the terms of this Contract and this Amendment (Amendment 1) shall be directed to:

CONTRACTOR:	**SLOCOG:**
Bike SLO County	San Luis Obispo Council of Governments
ATTN: Director	ATTN: Mallory Jenkins
860 Pacific St., Ste 105	1114 Marsh St.
San Luis Obispo, CA 93401	San Luis Obispo, CA 93401
Phone: (805) 547-2055	Phone: (805) 781-4362
Email: director@bikeslocounty.org	Email: mjenkins@slocog.org

4. CONTRACTOR will work with RIDESHARE to coordinate in-class and on-bike education PE sessions for 4th and 5th grade students at four or more additional schools. Additionally, CONTRACTOR will work with RIDESHARE to conduct an open application process for schools, to manage program demand.
5. CONTRACTOR may implement bike education-based activities in community settings, as opportunities arise, provided the target audience is K-12 school-age students.
6. All provisions of the contract not affected by this Amendment (Amendment 1) shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 by their duly authorized officers as of the Effective Date.

SIGNATURES

/ Date	/ Date
Dan Rivoire, Executive Director Bike SLO County 860 Pacific Street, Suite 105 San Luis Obispo, CA 93401	Peter Rodgers, Executive Director San Luis Obispo Council of Governments 1114 Marsh Street San Luis Obispo, CA 93401
	/ Date
	Carla Wixom, President San Luis Obispo Council of Governments 1114 Marsh Street San Luis Obispo, CA 93401

APPROVED AS TO FROM AND LEGAL EFFECT:

____

Dated: ______________________________

Robert Cobbs, Legal Counsel

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: C-1**
SUBJECT:	**Hybrid Farebox Recovery Ratio for San Luis Obispo Regional Transit Authority**	
STAFF CONTACT:	**Ivana Rodriguez**	

SUMMARY

The Transportation Development Act (TDA) mandates that Regional Transportation Planning Agencies set expense-to-revenue ratio minimum requirements, known as a farebox recovery ratio (FRR), for transit operators under their jurisdiction. To qualify each year for funding under the TDA, operators must maintain a minimum FRR. Generally, the FRR is 20% for fixed route transit operators in urbanized areas (UZA) and 10% in rural areas. RTA operates in both UZA and rural areas, including the services operated on the behalf of Paso Robles Express and South County Transit, Morro Bay Transit and Atascadero Dial-A-Ride. SLOCOG calculates a hybrid FRR each year for RTA based on the route mileage lengths in UZA and rural areas for all fixed-route services.

No change in the hybrid farebox recovery ratio is recommended from last year.

RECOMMENDATION:

Staff: Approve a hybrid farebox recovery ratio for RTA fixed-route services for FY 26/27 of 15.5%

SSTAC: Support staff recommendation.
TTAC: Support staff recommendation.
CTAC: Support staff recommendation.

BACKGROUND

As required by the TDA, transit operators that receive LTF and STA funds must maintain a minimum FRR each fiscal year. A recipient's maximum eligibility for LTF and STA funds is determined in large part by its required FRR. The FRR for RTA fixed routes in FY 26/27 is recommended to continue to be 15.5% as shown in Table A, meaning a maximum of 84.5% of its annual operating costs can come from LTF, STA, grants, local funds, and federal revenues.

RTA's farebox recovery ratio for the first three quarters was reported to be below 15.5% in FY 25/26, however there is currently a grace period of the financial penalty assessment process. Additionally, operators are allowed to calculate all free and reduced transit fares at their current full retail value, and to include federal grant funds as local funds for purposes of calculating FRR. Thus, RTA meets the 15.5% FRR when including federal sources.

SLOCOG has the authority to adjust urban area FRR to respond to external cost factors (e.g. increases in fuel costs, fleet electrification costs, etc.), as approved via Resolution 18-13 (June 2018, Item C-10) to no less than 15%.

DISCUSSION

Based on the RTA's most recent transit route mileage data (Table A), 55% of all RTA fixed-route mileage is within a UZA, including the Paso Robles-Atascadero, San Luis Obispo, and Arroyo Grande-Grover Beach, UZA, and is weighted at 20%. 45% of route mileage is within rural areas and is weighted at 10%. The combined weighted FRR is 15.5%. SLOCOG will continue to monitor the urban-rural route mileage ratios for RTA and will update the hybrid FRR as needed.

Table A- Urban-Rural Mileage Splits

System	Route Name	Total Miles	Urban Miles	Rural Miles
RTA	9	42	25	18
	10	37	20	17
	12	33	9	24
	15	31	0	31
South County Transit	21	15	15	0
	24	11	11	0
	27	10	10	0
	28	10	10	0
Paso Express	A	12	12	0
	B	12	12	0
Morro Bay Transit	Morro Bay	10	0	10
		223	**123**	**100**

	Urban	Rural
Urban/Rural Ratios	55%	45%
Weighted FRR	20%	10%

Recommended Hybrid Farebox Ratio 26/27	15.5%

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: **JUNE 3, 2026** **ITEM C-2**

SUBJECT: **Contract with Ride-On Transportation**

STAFF CONTACT: **Lance Okuno**

SUMMARY

This report presents the proposed contract between SLOCOG and Ride-On Transportation. The contract includes funding for continued service of the following programs and services provided by Ride-On Transportation for FY 26/27:

1. Community Interaction Program Transportation
2. Veterans Express
3. “Access” Program for Individuals with Low Incomes and No Access to Transit
4. Ride-On Express for same day service
5. Support for Community Based Services

The FY 26/27 contract would allow for a one-year extension option and includes language for compensation changes under an extension.

RECOMMENDATION

Staff: Approve Contract, Attachment A, with Ride-On Transportation not-to-exceed $319,300.
SSTAC: Support staff recommendations
TTAC: Support staff recommendations
CTAC: Support staff recommendations

DISCUSSION

In April 2017, the SLOCOG Board endorsed pursuing a **“service level”** contract instead of a **“block grant”** to Ride-On Transportation, one of our region’s consolidated transportation services agencies (CTSAs) that receives Transportation Development Act (TDA) funding for social service transportation. SLOCOG and Ride-On signed a one-year contract, beginning July 1, 2018, ending June 30, 2019, for specific services and programs. Similar contracts were put in place for fiscal years (FY) 19/20, 20/21, 21/22, 22/23, 23/24, 24/25, and 25/26. The table below is an outline of the funding provided under the FY 21/22 through FY 25/26 contracts with Ride-On Transportation and the recommended funding for FY 26/27:

Ride-On Programs & Services		FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	**Recommendation for FY 26/27**
(1)	Community Interaction Program (CIP) Transportation	$100,000	$100,000	$100,000	$100,000	$115,000	$122,000
(2)	Veterans Express	$78,375	$80,000	$80,000	$80,000	$95,000	$97,200
(3)	“Access” Program for Individuals with Low Incomes	$10,000	$15,000	$21,211.50	$21,211.50	$21,211.50	$21,200
(4)	Ride-On Express for same day service	$10,000	$15,000	$21,211.50	$21,211.50	$21,211.50	$21,200
(5)	Performance Audit	$23,104*	Performance audit every 3 yrs.		$29,778*	Performance audit every 3 yrs.	
(6)	Support for Community Based Services	$30,000	$38,452	$38,452	$57,799	$57,799	$57,700
	Total	**$251,479**	**$248,452**	**$260,875**	**$310,000**	**$310,000**	**$319,300**

*Pass through funding: Funds paid directly to Performance Auditor.

For the period of July 1, 2026 to June 30, 2027, SLOCOG proposes a contract renewal with Ride-On with a 3% increase adjusted from FY 25/26 based on the change in Consumer Price Index (CPI) for the Los Angeles-Long Beach-Anaheim, CA area as indicated on the Bureau of Labor Statistics website. The 3% increase will increase funding to the Community Interaction Program (CIP), and Veterans Express transportation services. An additional one-year extension option in this contract would also include an increase which would be dependent on the CPI change in the 2026 calendar year, if funding allocation allows. An extension would also include $30,000 for performance audit purposes in FY 27/28.

It should be emphasized that although program funding is shown as delineated for particular programs 1 through 6, this is a fixed price contract. Ride-On will be reimbursed one-twelfth of the contract amount each month upon receipt of valid reporting materials.

ATTACHMENTS

Attachment A: Agreement between SLOCOG and United Cerebral Palsy Association of San Luis County Inc. for Consolidated Transportation Services Agency; pages C-2-3 through C-2-13

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: C-3**
SUBJECT:	**SB 125 Long-Term Financial Plan**	
STAFF CONTACT:	**Lance Okuno**	

SUMMARY

Senate Bill (SB) 125 (Chapter 54, Statutes of 2023) guides the distribution of $4 billion in General Fund through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to Regional Transportation Planning Agencies (RTPAs). RTPAs have the flexibility to use the money to fund transit operations or capital improvements. SLOCOG has not programmed any SB 125 funds for transit operations. A budget trailer bill also established $1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to RTPAs to fund zero-emission transit equipment and operations. SLOCOG could receive up to $33 million in total between the TIRCP and ZETCP programs. To date, SLOCOG has received approximately $23 million of the allocation leaving a $10 million gap.

SB 125 includes an accountability program to govern distribution of funds and establishes reporting requirements. RTPAs that receive funding through the SB 125 Program are required to submit a one-time, Long-Term Financial Plan by June 30, 2026 according to guidelines adopted by the California State Transportation Agency (CalSTA). This staff report outlines the purpose and contents of the Long-Term Financial Plan (Attachment A).

RECOMMENDATION

Staff:	Receive information/Authorize submittal to California State Transportation Agency
SSTAC:	Support staff recommendation
TTAC:	Support staff recommendation
CTAC:	Support staff recommendation

BACKGROUND

The TIRCP was created to fund transformative capital improvement that modernize the state's transit systems to achieve specific policy objectives:

- Reduce emissions of greenhouse gases;
- Expand and improve transit service to increase ridership;
- Integrate the various rail services throughout the state, including high-speed rail, and;
- Improve transit safety

Subsequent legislation established a goal to provide at least 25 percent of available funding to projects that provide direct, meaningful, and assured benefit to disadvantaged communities, low-income communities, and low-income households. Taken as a whole, the increases in transit system ridership, as well as the reduction in vehicle miles traveled, congestion, and greenhouse gas emissions, will help deliver a healthier and safer transportation system. Investments are expected to position the state to lead in the deployment of cutting edge and zero emission technologies, test innovative strategies and new approaches to reducing transportation-related fatalities, provide important new transit capacity in corridors that support growth in jobs and housing, and to expand multimodal transportation access and options for communities throughout the state.

SB 125 specifies that funding can be distributed by Regional Transportation Planning Agencies (RTPA) for either high-priority capital projects or for transit operating expenses for operators in their jurisdictions experiencing financial hardship to address the transit operational deficits due to ridership loss impacts lingering from the COVID-19 pandemic.

DISCUSSION
SLOCOG has received approximately $23 million to date with future disbursements pending future annual appropriations by the state. An update will be provided during the fall in a future SLOCOG Board meeting.

Table 1. TIRCP and ZETCP Allocations

	2023/24	2024/25	*2025/26	*2026/27	*2027/28
TIRCP	$14,486,636	$7,261,228	$7,261,228	-	-
ZETCP	$727,328	$842,219	-	$880,477	$1,760,954

**Subject to annual appropriations*

The primary objective of the SB 125 Long-Term Financial Plan is to demonstrate the region's transit operator's ability to sustain operations absent additional discretionary or nonformula state funding between fiscal year 2026-27 to 2030-31. The plan will be analyzed for completeness by the California State Transportation Agency (CalSTA) and is required to maintain the region's eligibility for future TIRCP funding in the 2026-27 fiscal year and beyond. Existing plans such as the transit operator's Short Range Transit Plans were utilized as resources to supplement material in the Long-Term Financial Plan. The Long Range Transit Plan currently in development (Item C-8 in this Board agenda) is referenced as well.

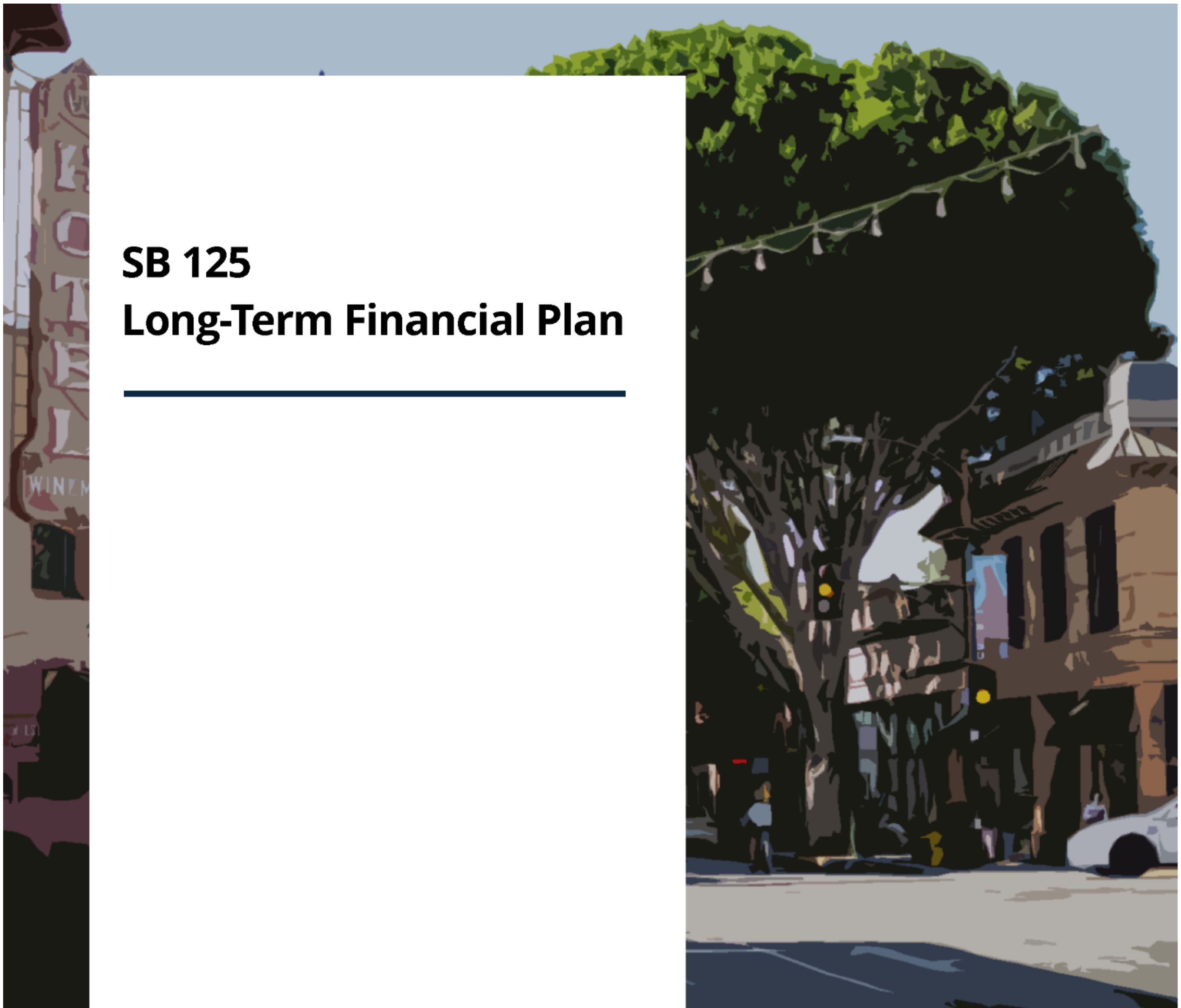
Components of the Long-Term Financial Plan include:

1. Demonstration of the implementation of ridership retention and recovery strategies, including, but not limited to, policies that prioritize safety and cleanliness and streamlined coordination between transit operators, such as schedule coordination, reduced boarding times, operational management, and site sharing, to improve rider experience.
2. A five-year forecast of operating funding requirements with detail on all sources of funding proposed for operations, including any new local and regional funding sources being pursued and the progress and improvements implemented since the last submitted regional short-term financial plan. The regional short-term financial plan for San Luis Obispo County was submitted to CalSTA on December 17, 2024.

More information on the SB 125 program can be found here: https://calsta.ca.gov/subject-areas/sb125-transit-program

Table 2. SB 125 Program Reporting Deadlines

Document	Deadline	Status
Allocation Package	December 31, 2023	Approved
1st Annual Report	February 28, 2025	Approved
2nd Annual Report	October 31, 2025	Approved
Short-Term Financial Plan	December 31, 2025	Submitted
Long-Term Financial Plan	June 30, 2026	Drafted (Attachment A)
3rd Annual Report	October 31, 2026	--



SB 125
Long-Term Financial Plan

JUNE 3, 2026

San Luis Obispo Council of Governments

Long-Term Financial Plan

i. Ridership Retention and Recovery Strategies

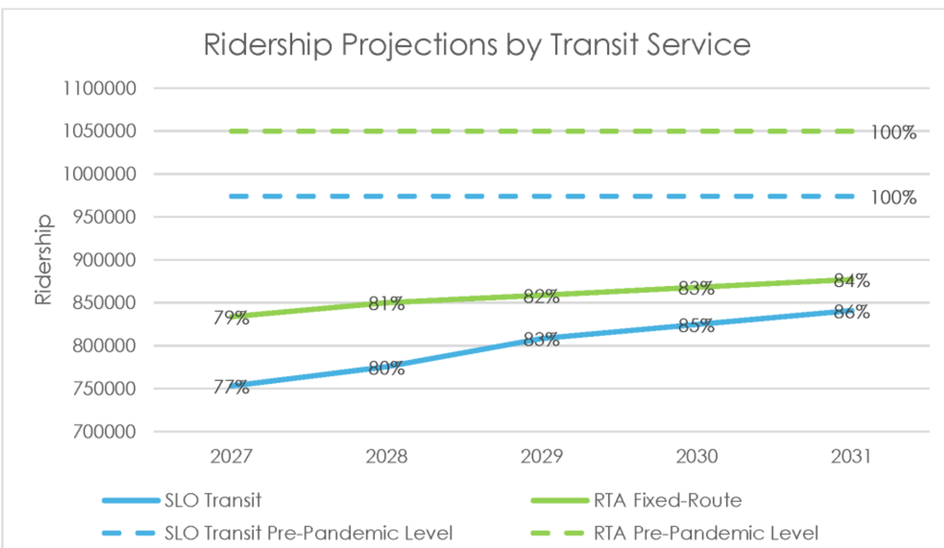
The San Luis Obispo Regional Transit Authority (RTA), City of SLO Transit, and Morro Bay Transit have recently adopted Short-Range Transit Plans which provide 5-year forecasts and recommendations inducing assumed ridership change. The plans utilized a variety of outreach efforts including surveys, in-person and virtual stakeholder workshops, community workshops, directed outreach to community organizations, and input from advisory committees. The final recommendations are separated by financially constrained and unconstrained plan elements. Financially constrained elements are recommended for implementation while financially unconstrained elements are recommended for consideration if additional funding becomes available. A 3% inflation rate is assumed for each service recommendation.

RTA Financially Constrained Plan Elements		
Recommendations	Annual Operating Cost	Annual Ridership Impact
Streamline Route 10 in Santa Maria (all but 2 weekday runs)	-$27,000	-1,700
Provide Route 10 Southbound 6:03 AM Run	$19,700	3,600
End Route 10 7:33 PM and 8:33 PM Southbound Trips in Nipomo	-$22,100	-3,300
Route 9 Mid-Day Service to Cal Poly	$1,700	400
Paso Robles High School and Daniel Lewis Middle School Tripper	$19,700	2,300
Add Saturday Paso Robles Route A Service, 7:45 AM to 6 PM	$49,800	5,700
Arroyo Grande Tripper	$26,100	1,100
Fare Structure Changes – Discount Fare Verification	$100,000 ($50k in future FYs)	2,700
Totals	**$167,900**	**10,800**
SLO Transit Financially Constrained Plan Elements		
Reinstate Pre-COVID Routes (6X, Highland Tripper and SLO Tripper)	$45,100	15,900
Increase Route 4A/4B Frequency During the Academic Year	$39,900	8,100
Operate B Routes on Weekends Year-Round – 7:45 AM – 8:00 PM	$424,200	40,400

Revise Route 2A/2B to Serve San Luis Ranch – 45 Minute Headways	$496,300	65,000
Provide Academic Service Levels Year-Round	$207,900	17,300
New Avila Ranch Direct Route – 60-Minutes Headway	$423,200	35,500
Late Night Microtransit Pilot – 10 PM to Midnight, 7 days/week, Academic Year	$171,000	7,400
Totals	**$1,807,600**	**189,600**

Financially constrained plan elements are recommended for implementation between the FY 2025-2026 and FY 2031-2032. Overall, the plan recommendations are expected to increase total transit ridership in the region but fall short of pre-pandemic ridership numbers within a 5-year timeframe. Total ridership is expected to continue to slowly progress towards pre-pandemic levels.

Currently, there are only two fixed-route transit operators in San Luis Obispo County. City of SLO Transit operates fixed-route service in the city of San Luis Obispo. The Regional Transit Authority (RTA) operates regional fixed-route transit service throughout San Luis Obispo County and some local services that have consolidated into RTA in recent years such as South County Transit and Morro Bay Transit. Consolidation has increased efficiency and lowered operating costs. The following table shows ridership projections from 2027 to 2031 and how each year compares to pre-COVID pandemic level ridership.



Short-Range Transit Plan Capital Improvements and Transit-Related Investments

- Fleet Replacement
  - The bus investment projects will jointly allow for the bus fleet transition to battery electric buses (BEBs) which are anticipated to reduce greenhouse gas emissions by moving away from internal combustion engine (ICE) vehicles and increase ridership by providing an improved passenger experience. This includes replacement of diesel-powered buses with zero-emission BEBs, opportunity charging in areas of San Luis Obispo County, and other charging infrastructure to support the transition to a zero-emission fleet among transit operators in San Luis Obispo County.
- Relocation of Transit Center
  - Previous Short-Range Transit Plans and studies have looked at the relocation of the downtown San Luis Obispo Transit Center. Additional analysis on site location and mobility needs will be conducted before this project moves forward.
- Cal-ITP Contactless Payment
  - SLOCOG is funding the implementation of the California Integrated Travel Project (Cal-ITP) through the SB 125 program. Cal-ITP aims to modernize public transit payment by using contactless fare payment. Contactless payment offers the benefit of quick payment and improvement for the rider experience, thus increasing ridership. Cal-ITP is expected to have the added benefit of reducing boarding times on transit systems. Contactless debit cards, credit cards, and mobile wallets are accepted on all fixed-route transit services in San Luis Obispo County including all previously accepted forms of payment. Cal-ITP or Tap2Ride launch is scheduled for May 4, 2026.
- Downtown Access Pass Program (DAP) Expansion
  - The DAP provides free passes on SLO Transit for all people employed in the downtown San Luis Obispo area. SLO Transit is seeking to expand the qualifying area to include areas south of US 101, west of San Luis Obispo creek, and north of Pismo Street. This is funded locally.
- Revision of Fare Structures
  - A flat fare of $2 per boarding and $1 for discount passengers has been implemented on regional transit routes while all local transit systems in the county are $1.50 per boarding starting April 6, 2026.
  - SLO Transit has eliminated five- and seven-day passes to simplify options for riders.
- Mobility Wallet Pilot Program – Free Fare Passes
  - The Mobility Wallet or Mariposa Pass is a pilot program SLOCOG which will begin in July 2026 and is funded through the Low Carbon Transit Operations Program (LCTOP). The Mariposa Pass is a pre-paid debit card and issued to eligible SLO County residents granting them one year of fare-free access to all transit services and Amtrak. The Mariposa Pass is eligible for older adults (65+), veterans, people with disabilities, people with low income, and new

users to transit, and those with long commutes. The purpose of the Mariposa Pass is to encourage more people to use public transportation and remove barriers to taking public transportation. The program serves as a critical tool for reducing regional carbon emissions and traffic congestion while fostering a more equitable transportation network.

- Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Technology
  - SLO Transit has replaced outdated auto vehicle locator systems including router, ethernet switches, automated voice annunciation systems, software, and automatic passenger counters on its buses utilizing SB 125 funding. This technology will improve data collection and rider application interfaces by enabling high-accuracy real-time General Transit Feed Specification (GTFS) data.
  - RTA has recently conducted a procurement for demand response CAD/AVL services and selected a new provider. The new provider is expected to improve demand response efficiency of RTA services and could result in external agency partnerships. Real-time arrival digital display signs will be considered for high boarding locations as well.
- Morro Bay Transit Center
  - In addition to bus opportunity charging installation, an LED "Next Bus" sign was installed at the Morro Bay Transit Center to be consistent with other transfer points in the RTA system and to provide convenience to passengers.

SLOCOG has begun the process of developing a Long-Range Transit Plan for the region to complement each transit agency's Short-Range Transit Plans which will look at a planning horizon between 2030-2055. It will identify a unified transit vision for the county and how transit can best serve where people live, work, and recreate. This plan will be funded in part by SB 125 accrued interest and through the Caltrans Sustainable Transportation Planning Grant Program. Since the submission of the SB 125 Short-Term Financial Plan, a consultant has been selected and a contract approved by the SLOCOG Board. More information will be provided in future Annual Reports.

The Short-Range Transit Plans also review opportunities for intercity connections and day-to-day operational coordination between the transit operators. On-board surveys from October 2023 indicated that only 5 percent of RTA passengers on Routes 9, 10, and 12 transferred to SLO Transit to complete their trip, while just under 4 percent of SLO Transit respondents required a transfer to those same RTA routes. However, the total transfers have increased by about 6 percent since the previous Short-Range Transit Plans in 2015. The Short-Range Transit Plan provided informative opportunities for improvement such as timing coordination, increased SLO Transit evening service hours, maintaining academic schedule year-round on SLO Transit routes, and developing a central transit hub capable of accommodating at least 11 full-size buses simultaneously. Many of these opportunities will be addressed at varied levels. For instance, SLO Transit will explore evening microtransit service in the city to fill last-mile gaps and plans to increase academic schedule service through summers within the next five years. The Long-Range Transit Plan will provide site analysis, renderings, mobility hub amenities information, and potential funding opportunities for a central transit hub in downtown San Luis Obispo.

Five-Year Operating Funding Forecast

Based on the projected operational costs and needs for each agency, no SB 125 funding will be utilized for transit operations purposes. The following tables provide an overview of forecasted funds available for operating costs and their sources by transit agency. Morro Bay Transit is shown separately since services had not consolidated into RTA prior to the development of the RTA Short-Range Transit Plan.

RTA Operating Funds Forecast

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
TDA LTF Allocation	$10,269,990	$10,808,520	$11,325,120	$11,861,120	$12,435,120	$13,025,920
Passenger Fares	$1,141,910	$1,187,930	$1,248,260	$1,324,890	$1,420,230	$1,537,480
SoCo Management Contract	$153,700	$158,300	$163,000	$167,900	$172,900	$178,100
County Management Contract	$132,500	$136,500	$140,600	$144,800	$149,100	$153,600
North County Management Contract	$64,300	$66,200	$68,200	$70,200	$72,300	$74,500
Interest	$61,200	$62,400	$63,600	$64,900	$66,200	$67,500
STA Including SB 1	$1,497,100	$1,497,100	$1,497,100	$1,497,100	$1,497,100	$1,497,100
Rural Transit Fund	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000
FTA Section 5311	$837,200	$837,200	$844,700	$850,400	$853,000	$855,600
FTA Section 5307	$4,311,000	$4,311,000	$4,341,700	$4,371,000	$4,384,000	$4,397,100
Cuesta College Contribution	$200,280	$205,080	$209,980	$215,080	$220,280	$225,680
Special Events/Revenue Other	$113,300	$116,700	$120,200	$123,800	$127,500	$131,300
Total Revenue	**$18,856,600**	**$19,420,800**	**$20,001,800**	**$20,600,400**	**$21,217,000**	**$21,852,000**
Proposed Expenditures	**$18,856,600**	**$19,420,800**	**$20,001,800**	**$20,600,400**	**$21,217,000**	**$21,852,000**
Balance	$0	$0	$0	$0	$0	$0

Morro Bay Transit Operating Funds Forecast

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
TDA - LTF	$285,820	$499,660	$517,060	$535,150	$553,840
Passenger Fares	$19,600	$19,710	$20,110	$20,020	$20,130
TDA - STA	$68,730	$68,730	$68,730	$68,730	$68,730
FTA Section 5311	$36,000	$37,100	$38,200	$39,300	$40,500
Total Revenue	**$410,150**	**$625,200**	**$644,100**	**$663,200**	**$683,200**
Carryover Balance	$196,850	$0	$0	$0	$0
Proposed Expenditures	**$607,000**	**$625,200**	**$644,100**	**$663,200**	**$683,200**
Balance	$0	$0	$0	$0	$0

SLO Transit Operating Funds Forecast

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
Passenger Fares	$265,200	$275,900	$292,800	$316,900	$349,900	$394,000
Cal Poly Transit Agreement	$750,000	$772,500	$772,500	$772,500	$795,675	$795,675
Interest	$22,648	$43,017	$43,000	$43,000	$43,000	$43,000
TDA - LTF	$2,024,000	$2,048,300	$2,072,900	$2,097,800	$2,123,000	$2,148,500
TDA - STA	$725,000	$725,000	$725,000	$725,000	$725,000	$725,000
Other State Grants	$8,722	$8,722	$8,700	$8,700	$8,700	$8,700
FTA Section 5307	$3,378,430	$3,561,780	$3,777,700	$3,892,700	$3,995,513	$4,108,263
Total Revenue	**$7,174,000**	**$7,435,219**	**$7,692,600**	**$7,856,600**	**$8,040,788**	**$8,223,138**
Carryover Balance	$3,031,484	$2,863,384	$2,565,203	$2,084,503	$1,522,703	$892,490
Proposed Expenditures	**$7,342,100**	**$7,733,400**	**$8,173,300**	**$8,418,400**	**$8,671,000**	**$8,931,200**
Balance	$2,863,384	$2,565,203	$2,084,503	$1,522,703	$892,491	$184,428

Operating revenue is expected to outpace or balance out with operating expenditures for all transit systems in San Luis Obispo County over the next five years. Therefore, there are no anticipated operational funding needs through the SB 125 Program.

Short-Range Transit Plan Links:

- Regional Transit Authority (RTA): https://www.slorta.org/wordpress/wp-content/uploads/RTA-SRTP-Final-2025-reduced.pdf

- Morro Bay Transit: https://www.slorta.org/wordpress/wp-content/uploads/Morro-Bay-SRTP-Final-Plan-compressed.pdf
- SLO Transit: https://www.slocity.org/home/showpublisheddocument/38814/639105437658991543

ii. Progress and Improvements

Since the development of SLOCOG's Short-Term Financial Plan, there has been some progress on a few SB 125-funded capital projects. RTA, SLO Transit, and SLOCOG capital project updates can be found below.

RTA-1: Battery-Electric Bus (BEB) Purchase

Fund Source	FY 2023-2024
TIRCP	$1,220,000
ZETCP	$0

SB 125 funds were utilized for the purchase of bus radios, workforce development and partial payment towards the procurement of one battery-electric bus (BEB) from Gillig which was delivered. Workforce development included training for RTA maintenance and training staff on electrical safety, high voltage PPE and electrical lift training.

RTA-2: Implement Bus Maintenance Facility (BMF) Phase 1b of BEB Direct-Current Fast-Charging System

Fund Source	FY 2023-2024
TIRCP	$500,000
ZETCP	$0

RTA executed an agreement with Electricraft, Inc. for the implementation of Phase 1B BEB Direct-Current fast Charging System. Equipment delivery included switchgear, two ChargePoint Express Plus 250kW direct current fast-chargers using Power Blocks, and gantry-mounted Power Link dispensers.

RTA-3: Master Plan for Off-Site BEB Fast-Charging Systems

Fund Source	FY 2023-2024
TIRCP	$0
ZETCP	$200,000

Stantec Consulting Services, Inc. was selected as the consultant for the Bus Electrification Master Plan Study. The consultant began analyzing the RTA's data, including service schedules, blocking, passenger loads, vehicle assignments, mileage, service area information, and vehicle specifications from the original equipment manufacturers (OEM). The consultant has also begun examining route-level operations to understand the RTA's current operating conditions. Vehicle Performance Modeling (ZEVDecide) will model the mechanical energy demand of ZEVs using representative driving cycles, which are speed versus time profiles that simulate vehicle performance and energy use.

City of SLO 3: Auto Vehicle Locator System Replacement

Fund Source	FY 2024-2025
TIRCP	$130,000
ZETCP	$0

SLO Transit has completed replacement of outdated auto vehicle locator systems including routers, ethernet switches, automated voice annunciation system, software (including mobile application), and automatic passenger counters.

SLOCOG 1: Orcutt Left-Hand Crossover Project

Fund Source	FY 2023-2024	FY 2024-2025
TIRCP	$1,127,000	$656,000
ZETCP	$0	$0

The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency has submitted a Notice of Exemption (NOE) for the Orcutt Left-Hand Crossover Project. Next steps will include executing a reimbursement agreement with SLOCOG and procuring a contractor for design and construction of the project. Design work is expected to begin in 2026.

SLOCOG-4: Positive Train Control (PTC) Installation

Fund Source	FY 2024-2025	FY 2025-2026
TIRCP	$1,500,000	$500,000
ZETCP	$0	$0

PTC is mandated on intercity or commuter rail passenger main lines by the Rail Safety Improvement Act of 2008 (RSIA). Caltrans will lead this project, and the first phase will include the San Jose to Salinas segment of the Coast Rail Corridor which is expected to host regular passenger rail service in 2029. Other operational, governance, and infrastructure needs are still being established. The second phase of the PTC project will include the section of the Coast Rail Corridor down to San Luis Obispo. A fund transfer agreement (FTA) will be executed between SLOCOG and Caltrans in July 2026 for the $2,000,000 contribution from SLOCOG for PTC installation.

SLOCOG-5: Implementation of California Integrated Travel Project (Cal-ITP) Contactless Fare Payment Regionwide

Fund Source	FY 2023-2024
TIRCP	$955,000
ZETCP	$0

Vendors were selected under the Master Service Agreements (MSAs) available under the pre-negotiated rates between the state of California and specific vendors. 42 ABT3000 Payment Acceptance Devices (PADs), wire harness kits, Dallas chip, and pole mounts were installed in all fixed-route buses operating under the RTA and SLO Transit. SLOCOG staff and transit agency staff have coordinated with Caltrans and selected vendors to launch the new Tap2Ride payment systems on May 4, 2026. All existing payment methods remain in place and PADs will have QR-code readers enabled for Token Transit integration eliminating the need for unreliable legacy Bluetooth pass scanners. SB 125 funding will be utilized to fund capital and operating expenses of Cal-ITP for the next 5 years.

SLOCOG 7: Long-Range Transit Plan & Equity Study

Fund Source	FY 2023-2024
TIRCP	$160,000
ZETCP	$0

SLOCOG executed a contract with Kimley-Horn in February 2026. An ad hoc advisory committee will be formed including elected official representatives from each region of San Luis Obispo County to provide input throughout the development of the Long-Range Transit Plan. A kick-off meeting has occurred, and the consultant has begun the data collection phase. An existing conditions memo will be prepared. More information will be provided in future Annual Reports.

SLOCOG 8: Service Operation Plan for Olympics Pilot Train Service (NEW)

Fund Source	FY 2024-2025
TIRCP	$18,615
ZETCP	$0

SLOCOG will execute a contract with HDR, Inc. to develop a Service Operation Plan for a two- to three-month pilot train service during the 2028 Olympics. The scope includes identification of any capital and operation needs between San Luis Obispo and San Jose including any necessary agreements with partner agencies and the host railroad. The temporary service would improve statewide accessibility, increase passenger rail ridership, and lessen state highway congestion during the 2028 Games in Los Angeles. More information will be provided in future Annual Reports. This expenditure will be reimbursed if a $2 million state member's request is funded through Senator John Laird.
See Item C-12 of this SLOCOG Board Agenda.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**Item: C-4**
SUBJECT:	**Renew Park-and-Ride (P&R) Lot Lease with St. William's Church**	
STAFF CONTACT:	**Tim Gillham**	

SUMMARY
This staff report recommends renewing the existing Park-and-Ride (P&R) lot lease agreement with St. William's Church in Atascadero set to expire on June 30, 2026. Failure to renew a lease agreement has the potential of displacing up to 65 carpool and vanpool parking spaces. Staff is recommending up to $32,500 in Regional State Highway Account (RSHA) funding towards P&R improvements in exchange for entering into a new 5-year contract agreement. Funding will go towards re-sealing, re-striping, and re-stenciling of the parking lot, in addition to annual maintenance costs and liability insurance. An aerial of the St. William's Church P&R lot allowing for 65 P&R spaces for commuter use can be found in Exhibit A.

RECOMMENDATION

Staff: Authorize Executive Director to execute 5-year contract (not included) with St. William's Church not to exceed $32,500 for P&R Lot improvements, liability insurance, and maintenance costs.

TTAC: Did not review
CTAC: Did not review

DISCUSSION
A portion of the St. William's Church parking lot in Atascadero has been designated as a formal P&R lot under a lease agreement with SLOCOG since July of 1999. The current P&R lot lease agreement with St. William's was executed in June of 2021 and is set to expire on June 30, 2026. The St. William's P&R lot consists of 65 formally designated parking spaces for commuter use during the workweek (See Exhibit A).

Although the most recent (October 2025) P&R occupancy counts at St. William's show utilization rates well below pre-COVID numbers, failure to renew a new lease agreement has the potential of displacing up to 65 carpool and vanpool parking spaces at a time when fuel prices are rapidly approaching historic highs. The rise in fuel prices and potential loss of the P&R lot coincides with a period when congestion levels on SLO County roadways continues to increase.

SLOCOG remains committed to investing in Transportation Demand Management (TDM) systems, including P&R lot facilities, as a cost-effective strategy in helping to reduce congestion in the region. Continued investments are also warranted due to State requirements to reduce greenhouse gas emissions (GHG) throughout California. P&R lots and mobility hub facilities are also included in SLOCOG's update to the Regional Transportation Plan (RTP) as a fundamental component and low-cost solution in helping to alleviate congestion. Renewal of the St. William's P&R lease agreement will ensure continued use by carpoolers and vanpoolers for the next 5 years (July 1, 2026 to June 30, 2031).

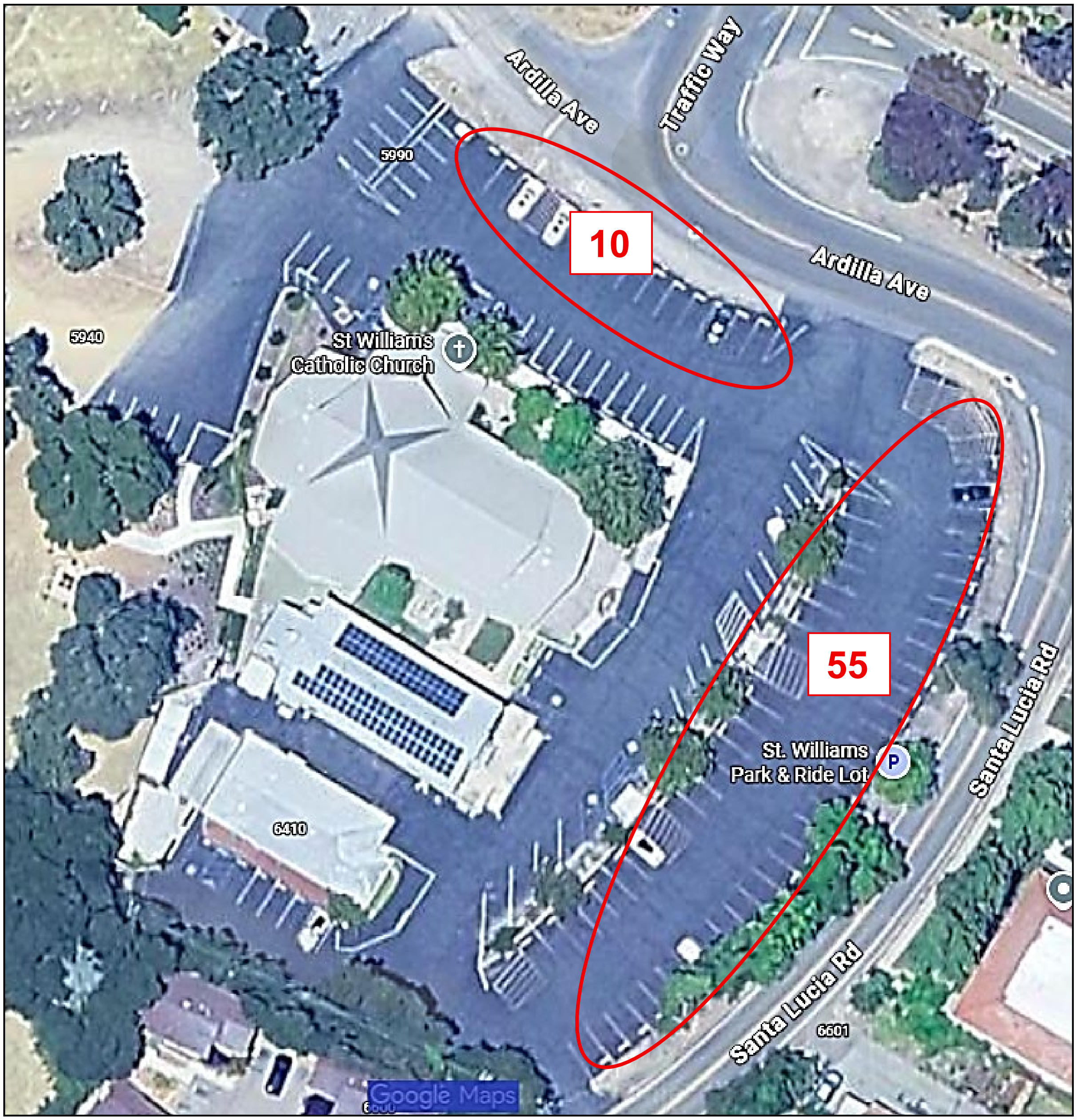
SLOCOG staff recommends entering into a new 5-year lease agreement with St. William's Church in exchange for the following:

- Parking lot improvements (i.e. re-sealing, re-striping, re-stenciling) not to exceed $15,000.
- Annual maintenance costs (not to exceed $15,000 over 5 years).
- Providing a minimum of $2 Million in liability insurance coverage (at a cost of $500.00 annually).

Contract available for review upon request.

EXHIBIT A

St. William's Park & Ride Lot (65 spaces)



SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: C-5**
SUBJECT:	**Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) Cycle B**	
STAFF CONTACT:	**Tim Gillham**	

SUMMARY

This staff report sets the programming schedule for Cycle B of the FY 25/26 Low Carbon Transit Operations Program (LCTOP). FY 25/26 LCTOP Cycle A programming occurred at the April 1st Board meeting. The LCTOP provides funding for transit projects that reduce greenhouse gas (GHG) emissions with an emphasis on serving Disadvantaged Communities (DAC) and low-income communities. The State released the following LCTOP Cycle B estimates on April 3rd:

FY 25/26 LCTOP Cycle B	Low Estimate	High Estimate
Regional Discretionary (99313)	$247,581	$304,171
Operator Apportionment (99314)	$17,236	$21,175
Total	**$264,817**	**$325,346**

Applications are due to SLOCOG on July 2nd with programming scheduled for the August 5th Board meeting. Allocation requests for Cycle B are tentatively scheduled for submittal to the State in Fall of 2026.

FY 25/26 LCTOP Cycle B Transit Programming Schedule:

- June 5, 2026 - Distribution of project nomination applications
- **July 2, 2026 - Project nomination applications due**
- July 17, 2026 - Draft recommendations released
- August 5, 2026 - SLOCOG Board awards funding
- Fall 2026 - Allocation Request Forms due to State

<u>All candidate projects submitted for funding must be specifically endorsed by the agency's respective Board (i.e. a general, or generic request for all the funds is not acceptable) before approval by the State.</u>

RECOMMENDATION

Staff: Approve schedule for programming in August 2026 and release call for projects.

SSTAC: Support staff recommendation
TTAC: Support staff recommendation
CTAC: Support staff recommendation

DISCUSSION

In September 2025, the Legislature adopted a package of energy and climate-related legislation. This package included two bills, AB 1207 and SB 840, that extended and made major changes to the Cap-and-Invest (previously Cap-and-Trade) program, one of the state's core efforts aimed at reducing GHG emissions. With the passing of SB 840 the timing and process of allocating Greenhouse Gas Reduction Funds (GGRF) to LCTOP changed. As a result of the changes associated with SB 840 there will be two FY 25-26 LCTOP Allocation Request cycles, one starting February/March 2026 and ending April/May 2026 (Cycle A) and one starting in July/August 2026 and ending September/October 2026 (Cycle B).

The SLOCOG Board awarded **$502,418** in FY 25/26 LCTOP Cycle A funding towards transit operating assistance and free and reduced fare programs at their April 1st meeting. Preliminary estimates for Cycle B released by the State on April 3rd are as follows:

FY 25/26 LCTOP Cycle B	**Low Estimate**	**High Estimate**
Regional Discretionary (99313)	$247,581	$304,171
Operator Apportionment (99314)	$17,236	$21,175
Total	**$264,817**	**$325,346**

As a result of the dual programming cycles for FY 25/26 LCTOP funding, applications for Cycle B are due to SLOCOG on July 2nd, with programming scheduled for the August 5th Board meeting. Allocation requests for Cycle B are tentatively scheduled for submittal to the State in Fall of 2026.

LCTOP Overview
The Low Carbon Transit Operations Program (LCTOP) is part of California's comprehensive Transit, Affordable Housing, and Sustainable Communities Program established in 2014 by Senate Bill 862 (SB 862). LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving Disadvantaged Communities (DAC). LCTOP supports new or expanded transit services, and expansion of intermodal transit facilities, with each project reducing greenhouse gas emissions. For agencies whose service area includes DACs, at least 50% of the total money received shall be expended on projects that will benefit these communities. SB 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in 2015-16.

LCTOP is administered by the California Department of Transportation (Caltrans) in coordination with California Air Resource Board (CARB) and the State Controller's Office (SCO). Caltrans is responsible for ensuring that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law.

Eligible Projects
The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Per Public Resource Code 75230 (f) (1-3), monies for the program shall be expended to provide transit operating or capital assistance that meets any of the following:

1. Expenditures that directly enhance or expand transit service by supporting ***new or expanded bus or rail services***, new or expanded water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.

2. Operational expenditures that increase transit mode share.

3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

Caltrans, in coordination with California Air Resources Board (CARB) will review each project to determine if the project supports at least one of the above-listed criteria, decreases GHG emissions, and benefits low-income households, low-income communities and/or a DAC (also known as Priority Populations).

Apart from projects accumulating rollover funds, all projects are to start within 6 months of the award date. Anything that initiates a project (e.g., place a bid/order, procurement of equipment, routes begin services, ready for construction or new installations) constitutes a start to a project. Any Allocation Request which will incur costs for a stage prior to construction will not be approved by LCTOP.

FY 25/26 LCTOP Cycle B Transit Programming Schedule:

- June 5, 2026 - Distribution of project nomination applications
- **July 2, 2026 - Project nomination applications due**
- July 17, 2026 - Draft recommendations released
- August 5, 2026 - SLOCOG Board awards funding
- Fall 2026 - Allocation Request Forms due to State

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**Item C-6**
SUBJECT:	**Call Box Removal Plan Sole Source Contract**	
STAFF CONTACT:	**Tim Gillham**	

SUMMARY

The purpose of this staff report is to seek Board approval to direct the SLOCOG Executive Director to enter into a sole source contract with JETT Consulting Services to prepare a Call Box Removal Plan for the remaining 41 call boxes in San Luis Obispo County. Due to the proliferation of personal cell phone ownership, wider cellular coverage, and declining annual call box call volumes, a number of statewide Service Authority for Freeway Emergencies/ Expressways (SAFE) programs have already completed, or are in the process, of call box removal.

JETT Consulting Services prepared a Call Box Reduction Plan for SLOCOG in FY 2019/20 that resulted in the removal of 120 (75%) call boxes from the regional system. It should be noted that the removal of the remaining 41 call boxes is included in the FY 2026/27 SLOCOG Overall Work Program (OWP). *The Scope of Work for the sole source contract is included in Attachment A beginning on page C-6-4.*

RECOMMENDATION

Staff: Approve Sole Source Contract with JETT Consulting Services for the amount not to exceed $7,000; and Authorize SLOCOG's Executive Director, President, & Legal Counsel to sign.

TTAC: Support staff recommendation
CTAC: Support staff recommendation

DISCUSSION

The San Luis Obispo Service Authority for Freeway Emergencies (SLOSAFE), administered by SLOCOG, has been in existence since 1996 and currently operates 41 call boxes. The call boxes provide a free emergency telephone service to stranded motorists. All calls are answered by a live operator at the Private Call Answering Center (PCAC) and then routed according to the type of emergency (e.g. California Highway Patrol (CHP), tow truck, and/or emergency services). As annual call box call volume continues to decline as a result of personal cellular phone ownership and wider cellular coverage in the region, staff recommends moving forward with the removal of the remaining 41 call boxes located in San Luis Obispo County.

The October 2025 Caltrans Traffic Operations Manual states the following when it comes to call box removal:

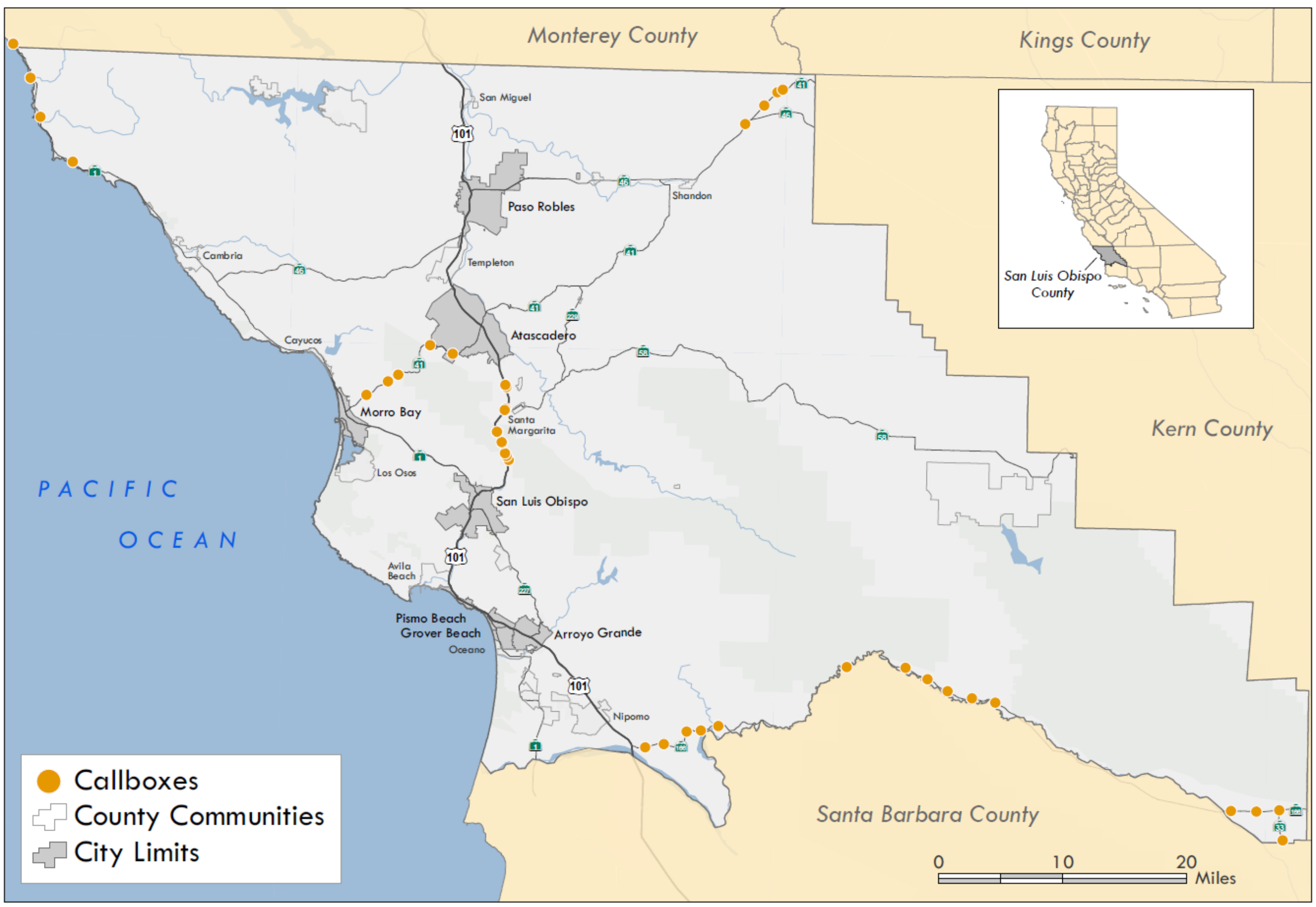
> "There may be factors, including significant decreases in annual call volume, administrative issues, and operational issues, which warrant the removal of call boxes systemwide. The SAFE will develop a systemwide call box removal plan that shall include a list of recommended call box sites to be removed, the resulting spacing between remaining adjacent call box sites, and justification for removal. If call boxes are being removed because of low call box

usage, call box usage data for each call box shall also be provided. However, it should be noted that a call box may be removed due to systemwide decreases in call volume. The SAFE shall notify CHP and Caltrans 30 days before the planned removal date of the affected call boxes. Permanent removal of call boxes will also require an encroachment permit from Caltrans."

Current Call Box Distribution by Corridor

Highway 33	1
Highway 1	4
Highway 41	10
US 101	12
Highway 166	14
Total	**41**

SLOCOG REGIONAL CALL BOX SYSTEM / REMAINING BOXES



Sole Source Contracting

SLOCOG's Article III Procurement Policies and Procedures on sole source contracting is as follows:

Policy

The Executive Director must approve a sole source justification. Sole source is justified when (1) only one firm vendor can provide the product or service, (2) time would prevent a formal bidding process, <u>(3) a previously provided service is being continued.</u>

SLOCOG may, without a competitive procurement process, award a contract for consulting services to a consulting firm under any of the following conditions:

1. The services are not federally-funded and the not-to-exceed amount of the contract is $50,000 or less;

Or,

2. The services are not federally-funded and:
    a. There is an urgent need for consulting services that due to the nature or time sensitivity of the services cannot be effectively met through competitive procurement, and
    b. The SLOCOG Board has authorized the Executive Director to enter into the contract

SLOCOG previously entered into a sole source contract with JETT Consulting Services in FY 2019/20 to prepare a Call Box Reduction Plan. As a result of the Plan, 120 (75%) call boxes of the regional system were removed. Due to JETT Consulting Services extensive knowledge of the regional call box system and remaining call boxes, staff is recommending a sole source contract with JETT Consulting Services to prepare a Call Box Removal Plan for the 41 remaining call boxes in San Luis Obispo County. JETT Consulting Services has previously, or continues to provide, services for the following agencies:

1. San Bernardino County Transportation Authority (SBCTA) — Call Box Program and Freeway Service Patrol
2. Riverside County Transportation Commission (RCTC) — Call Box Program and Freeway Service Patrol
3. San Joaquin Council of Governments — Freeway Service Patrol Program, Data Management
4. Transportation Agency for Monterey County — Freeway Service Patrol, Data Management
5. Santa Cruz County Regional Transportation Commission — Freeway Service Patrol, Data Management
6. Hawaii Department of Transportation (DOT) — Freeway Service Patrol, Data Collection System
7. Kern Council of Governments — Data Analysis, FSP Program
8. Placer County — Data Analysis, FSP Program
9. Santa Barbara County Association of Governments — Call Box Reduction Plan
10. San Luis Obispo Council of Governments — Call Box Reduction Plan
11. Sacramento Council of Governments — FSP Program Beat Analysis
12. Ventura County Transportation Commission — Freeway Service Patrol Beat Analysis

The Scope of Work for the sole source contract is included in Attachment A.

ATTACHMENT A

SCOPE OF WORK

Call Box System Removal — Project Management Services

San Luis Obispo Council of Governments (SLOCOG)

Prepared: May 2026

1. Background and Purpose

The San Luis Obispo Council of Governments (SLOCOG) administers the call box program serving San Luis Obispo County highways. There are currently 41 call boxes installed along state highways within the SLOCOG service area. These roadside emergency communication devices are to be decommissioned and physically removed from the highway right-of-way.

This Scope of Work establishes the framework for professional project management services required to plan, coordinate, permit, procure, and oversee the complete removal of all 41 call box units. All work shall be performed in conformance with Caltrans standards, applicable SAFE (Service Authority for Freeway Emergencies) guidelines, and California Highway Patrol (CHP) operational requirements.

2. Project Objectives

- Safely and efficiently remove all 41 call box units from San Luis Obispo County highways.
- Obtain all required Caltrans Encroachment Permits prior to the commencement of removal activities.
- Comply with all applicable Caltrans District 5 standards and SAFE guidelines throughout the removal process.
- Coordinate daily removal operations with the California Highway Patrol (CHP) to maintain traveler safety.
- Notify and coordinate with the Call Answering Center.
- Assist SLOCOG staff to Competitively procure a qualified removal contractor through a formal bid process.

3. Detailed Scope of Work — Project Management Tasks

Task 1 — Develop Scope of Work for Caltrans Encroachment Permit

The Project Manager shall prepare a comprehensive Scope of Work document describing the proposed removal of the 41 call box units. This document is required as a supporting exhibit for the Caltrans Encroachment Permit application and shall include, at minimum:

- Detailed description of all removal activities.
- Site-specific inventory of all 41 call box locations with highway post mile references.
- Traffic control requirements and safety measures during removal operations.
- Restoration requirements for roadway and right-of-way areas disturbed during removal.
- Applicable references to Caltrans Standard Plans, Special Provisions, and District 5 requirements.

Duration	~5 Weeks	**Estimated Hours**	12 Hours

Task 2 — Secure Caltrans Encroachment Permit

The Project Manager shall coordinate directly with Caltrans District 5 to submit, track, and obtain approval of the required Encroachment Permit authorizing removal activities within the state highway right-of-way. Responsibilities include:

- Preparation and submission of the complete Encroachment Permit application package.
- Coordination and follow-up with Caltrans District 5 permit staff throughout the review period.
- Response to any Caltrans requests for additional information or clarification.
- Receipt and distribution of the approved permit to all relevant project stakeholders.

Duration	~8 Weeks	**Estimated Hours**	8 Hours

Task 3 — Release Removal Scope of Work and Solicit Contractor Bids

The Project Manager shall assist SLOCOG procurement staff in a competitive procurement process to select a qualified contractor for the physical removal of all 41 call box units. This task includes:

- Assist in preparation of a formal solicitation package (Request for Proposals or Invitation for Bids) based on the approved Scope of Work.
- Conference call into a pre-bid meeting, if required.
- Review, and evaluation of contractor bids or proposals.

Duration	~4 Months	**Estimated Hours**	4 Hours

Task 4 — Create Caltrans/SAFE Removal Memorandum

The Project Manager shall prepare a formal project memorandum addressed to the SAFE. This document shall provide official notification of the planned call box removal program and shall include:

- A confirmed timeline for removal operations, including start and estimated completion dates.
- A statement affirming that all applicable Caltrans district guidelines and SAFE program requirements will be followed throughout the removal process.

Duration	~3 Weeks	**Estimated Hours**	2 Hours

Task 5 — Manage Removal Vendor and Field Coordination

Upon award of a removal contract and receipt of the Caltrans Encroachment Permit, the Project Manager shall provide full oversight of the removal contractor and coordinate with all relevant agencies during active field operations. Responsibilities include:

- Daily oversight and management of the removal vendor during field operations.
- Coordination with the local California Highway Patrol (CHP).
- Notification and coordination with the Call Answering Center.

- Coordination with the local Caltrans District 5 office regarding right-of-way access, inspection requirements, and permit compliance.
- Maintenance of daily removal logs documenting each call box removed, including location, date, photographs, and condition.
- Final project closeout documentation and permit clearance.

Duration	~8 Weeks	**Estimated Hours**	18 Hours

4. Project Schedule

The following schedule reflects the estimated sequencing of all project management tasks. Tasks 3 and 4 are initiated concurrently with Task 2 to optimize the overall project timeline. Removal operations (Task 5) commence following permit approval and contract award.

Phase	Task	Start	End	Duration	Responsible Party
Phase 1	Develop Scope of Work	Week 1	Week 5	~5 Weeks	Project Manager
Phase 2	Caltrans Encroachment Permit Application & Approval	Week 6	Week 12	~5 Weeks	Project Manager / Caltrans
Phase 2	Create Caltrans/SAFE Removal Memorandum	Week 6	Week 8	~3 Weeks	Project Manager
Phase 3	Release SOW & Competitive Bid Process	Week 8	Week 20	~3.5 Months	Project Manager
Phase 4	Vendor Removal Operations & Field Coordination	Week 24	Week 36	~7 Weeks	Proj. Mgr / Vendor / CHP

Estimated Total Project Duration: 36 Weeks (approximately 9 months from Notice to Proceed)

5. Project Management Cost Estimate

The following cost estimate reflects project management services only at a billing rate of $135.00 per hour.

#	Task Description	Duration	Hours	Cost
1	Develop Scope of Work for Caltrans Encroachment Permit	~5 Weeks	12	$1,620
2	Work with Caltrans to Secure Encroachment Permit	~8 Weeks	8	$1,080
3	Release SOW & Solicit Vendor Bids	~4 Months	4	$540
4	Create Caltrans/SAFE Removal Memorandum	~3 Weeks	2	$270

#	Task Description	Duration	Hours	Cost
5	Manage Vendor, Coordinate CHP/Call Center/Caltrans	~8 Weeks	18	$2,430
6	Contingency*		7.5	$1,012.50
		TOTAL PROJECT COST	51.5	**$6,952.50**

Billing Rate: $135.00 per hour

Total Estimated Project Management Hours: 44 Hours

Total Estimated Project Management Cost: $5,940

*A contingency allowance of 7.5 hours has been included to address unforeseen coordination, scope clarification, or project management needs that may arise during the course of the engagement. This allowance will only be utilized upon mutual agreement and will not be expended without prior authorization from the client.

Project Manager Resume

Qualifications of Key Personnel

Project Manager — Bernard J. Arroyo

Bernard J. Arroyo
Project Manager

Email: bernardarroyo@gmail.com
Education: San Diego State University, BA Geography

Professional Experience

Mr. Arroyo has extensive experience in transportation and air quality planning, intelligent transportation systems, transportation research, freeway service patrol, and motorist aid systems. Mr. Arroyo's experience includes working with the San Bernardino and Riverside County SAFEs for twenty-five (25) years, and an additional four (4) years while employed with Katz, Okitsu & Associates and TeleTran Tek Services.

Areas of responsibility have included freeway service patrol, call box systems management, data management, analysis and reporting, system infilling/reduction, ADA site retrofit planning, and various other call box and freeway service patrol projects.

Relevant Call Box Experience

- Managed the San Bernardino and Riverside Counties call box removal projects.
- Designed, developed, and implemented a handheld wireless data collection system for the Freeway Service Patrol program.
- Performed data analysis, cost-benefit analysis, and data management for various regional government transportation programs, including Freeway Service Patrol.
- Developed scope of work documents, requests for proposals, and proposal evaluations for various call box and FSP projects.
- Provided management and technical oversight of the call box motorist aid system in San Bernardino and Riverside Counties.
- Assisted SBCTA with privatization of the Call Box Call Answering Center, including development of an RFP, vendor selection, and staff transition from CHP to the private call answering center.

Relevant Projects

1. San Bernardino County Transportation Authority (SBCTA) — Call Box Program and Freeway Service Patrol
2. Riverside County Transportation Commission (RCTC) — Call Box Program and Freeway Service Patrol
3. San Joaquin Council of Governments — Freeway Service Patrol Program, Data Management
4. Transportation Agency for Monterey County — Freeway Service Patrol, Data Management
5. Santa Cruz County Regional Transportation Commission — Freeway Service Patrol, Data Management
6. Hawaii Department of Transportation (DOT) — Freeway Service Patrol, Data Collection System

7. Kern Council of Governments — Data Analysis, FSP Program
8. Placer County — Data Analysis, FSP Program
9. Santa Barbara County Association of Governments — Call Box Reduction Plan
10. San Luis Obispo Council of Governments — Call Box Reduction Plan
11. Sacramento Council of Governments — FSP Program Beat Analysis
12. Ventura County Transportation Commission — Freeway Service Patrol Beat Analysis

Professional References

Organization	Program	Contact	Phone
San Bernardino County Transportation Authority (SBCTA)	Call Box and Freeway Service Patrol	Kelly Lynn	(909) 884-8276
Riverside County Transportation Commission (RCTC)	Call Box and Freeway Service Patrol	Brian Cunanan	(951) 787-7141

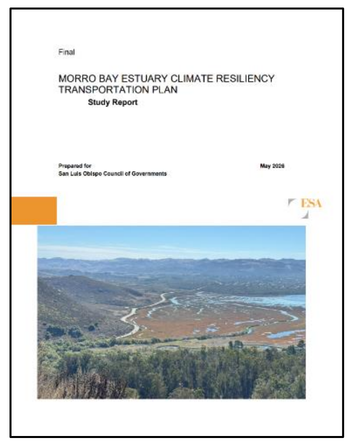
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM C-7**
SUBJECT:	**Final Morro Bay Estuary Climate Resilience Transportation Plan**	
STAFF CONTACT:	**John DiNunzio**	

SUMMARY

The Final Morro Bay Estuary Climate Resiliency Transportation Plan (Plan) consolidates the findings and recommendations generated throughout the project. The Plan was funded by FY 2023-24 Caltrans's Sustainable Transportation Planning Grant Program and presents potential solutions and strategies to address the multifaceted challenges facing mobility and infrastructure in the Morro Bay–Los Osos corridor near Hwy 1 and Morro Bay State Park, along with next steps to advance preferred alternatives.


Final

MORRO BAY ESTUARY CLIMATE RESILIENCY TRANSPORTATION PLAN

Study Report

Prepared for San Luis Obispo Council of Governments

May 2026

ESA

The Plan presents a concise, actionable roadmap for climate resiliency and transportation adaptation for the Morro Bay-Los Osos transportation corridor. The process emphasized collaboration, transparency, and innovation, leveraging technical expertise, stakeholder insights, and advanced modeling tools to inform decision-making. It also incorporates feedback from public review and stakeholder consultation, making the Plan robust, equitable, and ready for the next steps. The Plan also integrates deliverables from preceding tasks, including existing conditions assessments, sea level rise scenarios, coastal hazards vulnerability assessment, opportunities and constraints analysis, adaptation alternatives development, benefit analysis results, and documentation of community engagement outcomes, including input received from members of the public; the Advisory Committee, comprised of key stakeholders; and various local Boards and Committees, which are presented as attachments.

The Plan includes an executive summary, core report, and technical appendices with links to the project website and an Oculus Virtual Reality experience, which can be accessed via the Project website >>> https://sbbclimateplan.org/

The Final Plan can be downloaded >>> Final Morro Bay Estuary Climate Transportation Plan

RECOMMENDATIONS

Staff: (1) Approve the Final Morro Bay Estuary Climate Resiliency Transportation Plan. (2) Direct staff to include concepts in the 2027 Regional Transportation Plan. (3) Authorize staff to continue coordination and evaluation of potential implementation opportunities for the California Coastal Trail.

TTAC: Support staff recommendation
CTAC: Support staff recommendation

ABOUT THE FINAL PLAN

The Morro Bay Estuary Climate Resiliency Transportation Plan identifies the following key findings:

Existing Conditions:

- The corridor's lack of active transportation options, i.e., safe bicycle and pedestrian routes, is its current primary deficiency. In the future, South Bay Boulevard and State Park Road are anticipated to be vulnerable to sea level rise and in the absence of sea level rise adaptation, i.e., in the no-action scenario, the corridor's performance could become deficient for all modes of travel, including as a critical evacuation route (**see Plans Attachment B**).

Coastal Flood Hazards and Vulnerability Assessment:

- Transportation, recreational, and natural assets in the study area are already vulnerable today to temporary inundation, and over time, they will become increasingly at risk of permanent inundation if no action is taken **(see Plans Attachment C).**

- South Bay Boulevard between Los Osos and Chorro Creek Bridge, a primary evacuation route and connection between the City of Morro Bay to Los Osos, faces increasing exposure to storm and tidal flooding. Tidal inundation is not expected in the near term, but with 1.8 ft of sea level rise, king tides may reach the roadway from just south of Chorro Creek Bridge to just south of the Cerro Cabrillo Trailhead; with about 4 ft of sea level rise, flooding could occur about 12 times per year, rising to approximately 116 flooding events per year with 5 ft of sea level rise. Storm flooding already closes the segment between Chorro Creek Bridge and the Cerro Cabrillo Trailhead for about 1 day per year, with frequency and duration increasing by mid- and late century. Flooding does not extend further south, and the Los Osos Bridge remains above tidal flood elevations.

Potential Adaptation Solutions and Strategies:

- Strategies include mid-term mobility enhancements; accommodation strategies such as elevating the roadways on fill or on causeways; protection strategies such as using levees to protect the road; and/or retreat strategies by relocating the roadways (**see Plan's Attachment D).**

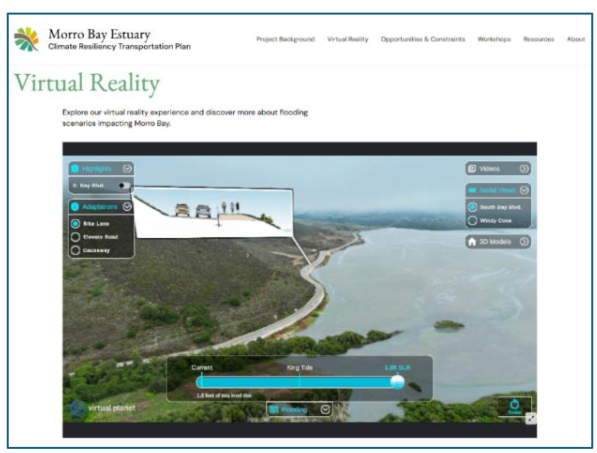
Benefit Analysis:

- The benefits of the adaptation options outweigh the anticipated costs, particularly because the no action alternative would result in a major detour that would add about 30 minutes to the trip for drivers, and the loss of access would impact the value of recreational resources (**see Plans Attachment E**).

Community Engagement Outcomes:

- Public input emphasized the importance of improving biking and walking options along the roadways in the study area, as well as the value of the adjacent habitats (**see Plans Attachment F).**

- The Plan included development of a virtual reality visualization tool to illustrate sea level rise impacts and potential adaptation concepts: https://sbbclimateplan.org/



- Advisory committee input emphasized the implementation challenges of the potential adaptation solutions.

Solution Prioritization:

- The solution prioritization for the Plan reflects findings from the previous sections, indicating the highest net benefits for elevation on fill, which is also consistent with the feedback obtained from public workshops and advisory committee meetings for improved bicycle/pedestrian facilities and protection of the transportation corridor.

- The Plan prioritizes a package of near-mid & long-term mobility enhancements and the elevation of critical roadway segments on engineered fill within the existing corridor as the main mid- to long-term strategy.

    a) Near-term mobility upgrades to address active transportation issues by advancing bicycle/pedestrian improvements, intersection/transit access, trail connections, and vegetation management, using an adaptation pathways approach with triggers and thresholds while designing and permitting larger capital projects progress.

    b) Elevating roads on fill allows integration of Class I/II bike and pedestrian facilities, limits deep excavation in sensitive estuarine/cultural areas, and works largely within the current footprint to reduce environmental and constructability constraints.

    c) Levee concepts and selective causeway segments remain an alternative in the long-term that would be considered if monitoring indicates that performance thresholds are exceeded. Low berms/localized protection may be supplemented in specific locations in the mid-term.

Next Steps:

- Next steps for the prioritized solutions, summarizing potential timeframe, implementing agencies, estimated cost, permits required, potential funding sources, and anticipated implementation challenges.

- Work with the CA Coastal Conservancy and partners on the preconstruction phases of a CA Coastal Trail Feasibility, Environmental, and Design along South Bay Blvd preferred alignment.

- Additional policy changes to facilitate implementation include pursuing a countywide sea level rise vulnerability assessment and adaptation plan to inform a San Luis Obispo County LCP amendment consistent with SB 272.

Comments Received on the Draft Plan:

Following the presentation of the Draft Morro Bay Estuary Climate Resilience Transportation Plan on February 4th SLOCOG released the document for a 60-day public comment period. Many of the comments from partner agencies were received prior to the Draft Plan; however, staff also received comments from the California Coastal Commission and letters of support from Assembly Member Dawn Addis and State Senator John Laird.

The California Coastal Commission has provided comments recognizing the Plan's strong technical foundation and its evaluation of multiple sea-level rise scenarios and adaptation pathways. At the same time, the Commission emphasized that much of the corridor is environmentally sensitive habitat, and future projects will require careful project-level analysis to avoid, minimize, and mitigate impacts in a manner consistent with the Coastal Act. Adoption of the Plan does not confer regulatory approval; rather, it establishes a framework to guide future studies, design, and permitting.

The South Bay Boulevard corridor reflects a core coastal planning challenge: balancing the protection of sensitive estuarine resources with the maintenance and enhancement of public access and mobility. Recent projects in the area demonstrate that this balance can be achieved through thoughtful design and mitigation. **The Plan is intended as a foundational step, defining risks, trade-offs, and pathways, while future phases will advance the technical, environmental, and funding work needed to implement resilient, publicly beneficial solutions.**

State Senator John Laird and Assemblymember Dawn Addis expressed support for the adoption of the Draft Morro Bay Estuary Climate Resiliency Transportation Plan, describing it as the type of forward-looking regional planning needed to prepare for climate change, sea level rise, and long-term coastal transportation challenges. Their comments highlighted the Plan's alignment with the enduring principles of the California Coastal Act, particularly its emphasis on balancing environmental stewardship, public access, and climate resilience. Both also expressed support for continued collaboration and for future efforts to advance a safe bicycle-and-pedestrian connection, including the long-term vision for a California Coastal Trail segment along South Bay Boulevard.

NEAR-TERM POLICY OPPORTUNITIES

1. State Park Road One-Way Couplet Concept.

Staff's recommendations include encouraging California State Parks to further explore a one-way traffic couplet system, freeing up a travel lane for a non-motorized circuit along lower and upper State Park roadways. This concept could:

- Improve safety for all users by reducing conflicts.
- Create space for a separated bicycle and pedestrian facility.
- Reduce roadway footprint pressures in sensitive estuarine areas; and
- Enhance operational flexibility during flood events or emergencies.

While this approach has been considered over the years, it would require further coordination. This draft recommendation aligns with the Plan's emphasis on near-term mobility improvements that can be implemented incrementally. Next Steps: Consider a Sustainability Planning Grant or PID and review as part of the 2028 Fund Cycle.

2. Class I Multi-Use Pathway – South Bay Boulevard.

The Draft Plan identifies a long-standing need for a Class I multi-use pathway along South Bay Boulevard, which would close a major gap in the California Coastal Trail and provide safe mobility. An ADA-compliant trail for walking and bicycling is also encouraged.

Staff recommends pursuing a State Coastal Conservancy grant to advance:

- Feasibility analysis;
- Environmental review; and
- Conceptual engineering and design for a Class I facility between the Chorro Creek Bridge to Los Osos Creek bridge, within the existing roadway right-of-way. Coordination with the City of Morro Bay, SLO County, CA State Parks, and relevant regulatory agencies will be

critical to navigating regulatory requirements while advancing a solution that balances access, habitat protection, and resilience.

CONCLUSION

With sponsorship from the California Department of Transportation through the FY 2023–24 Sustainable Transportation Planning Grant Program, the Morro Bay Estuary Climate Resiliency Transportation Plan provides a technically robust and forward-looking framework to address climate risk while improving safety, access, and ecological outcomes in one of the Central Coast's most sensitive and important transportation corridors. The Plan advances a shared regional understanding of the corridor's vulnerabilities to sea-level rise, storm flooding, and habitat change, while identifying a phased set of adaptation pathways and mobility improvements that are responsive to both community values and environmental constraints.

Importantly, the Plan reflects the collaborative efforts of local agencies, state partners, technical experts, community stakeholders, and resource agencies, and establishes a foundation for future project development, funding, and coordination of permitting. The Plan also reinforces broader regional and statewide priorities for climate adaptation, emergency preparedness, multimodal mobility, and the long-term vision for the California Coastal Trail.

<u>While the Plan itself does not constitute environmental clearance or regulatory approval for future projects,</u> <u>it represents a critical first step toward implementation by identifying feasible strategies, policy considerations, and partnership opportunities.</u> Continued coordination with agencies, including the California Coastal Commission, California State Coastal Conservancy, California State Parks, and regional stakeholders, will be essential as SLOCOG advances future feasibility, environmental, engineering, and funding efforts.

Adoption of the Final Plan positions the region to proactively respond to climate change while protecting coastal access, supporting active transportation, and preserving the ecological significance of the Morro Bay Estuary for future generations.

POTENTIAL IMPLEMENTATION PATHWAYS AND FUTURE COORDINATION

The Climate Resiliency Plan is intended to identify vulnerabilities, adaptation strategies, and implementation opportunities. <u>Advancement of specific projects or project initiation activities would remain subject to future Board direction, funding availability, and applicable regional programming and prioritization processes.</u>

As the Board continues its broader discussion regarding project initiation and the evaluation of new project concepts through the regional PID intake process (Item C-12), this plan may serve as one of several planning resources that inform future corridor, safety, resiliency, and multimodal project development discussions.

Potential implementation actions may include planning studies, demonstration projects, grant-funded scoping activities, safety pilots, operational improvements, corridor studies, adaptation planning, or formal Project Initiation Documents (PIDs), depending on the scale, complexity, and readiness of the identified need. In general, regionally significant Major Projects affecting the state highway system typically require more formal project development processes, such as PIDs and subsequent environmental and design phases, whereas Community Betterments and other local- or corridor-scale improvements may advance through more targeted planning studies, safety demonstrations, operational strategies, or phased implementation approaches.

Staff will continue evaluating external funding opportunities, including potential partnership opportunities with agencies such as the California Coastal Conservancy, to support future adaptation planning, corridor analysis, demonstration efforts, and project development activities identified through this planning effort.

In some cases, regionally significant corridors or systems identified through regional planning efforts may warrant consideration of an SLOCOG-led planning or project development role, subject to future Board direction and established programming policies.

Following completion of the Morro Bay Estuary Climate Resiliency Transportation Plan, SLOCOG staff have initiated discussions with the California State Coastal Conservancy to explore the next phase of work. Conservancy staff have indicated interest in a pre-application and noted that moving a preferred South Bay Boulevard corridor concept to approximately 30 percent design would strengthen future environmental review, permitting, and funding competitiveness. This next phase would translate the Plan's high-level adaptation strategies into a more actionable project framework.

A potential future grant request in 2028 could focus on advancing a preferred alternative that improves safety, resilience, and multimodal access, including closing a key gap in the California Coastal Trail, while addressing sea-level rise and habitat constraints. Possible work could include preliminary engineering, environmental studies, permitting strategy, stakeholder and tribal coordination, and cost estimating. A SLOCOG funding contribution match would make the potential grant application more competitive.

###

ATTACHMENT A
COMMENT LETTER & LETTERS OF SUPPORT

STATE OF CALIFORNIA — NATURAL RESOURCES AGENCY

GAVIN NEWSOM, *GOVERNOR*

CALIFORNIA COASTAL COMMISSION
CENTRAL COAST DISTRICT
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
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FAX: (831) 427-4877
WEB: WWW.COASTAL.CA.GOV

April 14, 2026

John DiNunzio
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

Subject: **Draft Morro Bay Estuary Climate Resiliency Transportation Plan**

Dear Mr. DiNunzio:

Thank you for the opportunity to provide comments on the Draft Morro Bay Estuary Climate Resiliency Transportation Plan. We want to recognize the robust modeling and assumptions used in the Plan and we appreciate the analysis of a range of sea level rise (SLR) scenarios when evaluating impacts to the transportation corridor between Morro Bay and Los Osos. Overall, the Plan recommends several high level SLR adaptation strategies in the near, mid, and long term, where such strategies invariably raise questions and issues regarding potential impacts to coastal resources, including wetlands and ESHA (Environmentally Sensitive Habitat Areas). These strategies include creating levees, raising the roadway on fill, and creating causeways in areas that might constitute ESHA, wetlands, or marine resources. We want to further emphasize that the vast majority of the Morro Bay Estuary is designated ESHA[1] and/or could qualify as wetland. Thus, these areas would be subject to the habitat protection policies of the Coastal Act and/or the applicable Local Coastal Program policies of San Luis Obispo County, and the City of Morro Bay derived from the Act, including those governing mitigation requirements for impacts to ESHA and wetlands. Thus, we encourage consideration of potential impacts to ESHA, wetlands, and marine resources to remain at the forefront of future planning efforts related to this transportation corridor and for the long-term management of the Morro Bay Estuary. We stand as a ready partner to further identify and evaluate project-level avoidance and mitigation strategies consistent with the Coastal Act and LCPs.

We would also like to see a discussion of any other existing plans that contemplate sea level rise impacts within the Morro Bay Estuary, especially in areas near the transportation corridors of interest. Are there existing documents that highlight nearby areas expected to erode or accrete? Are there related adaptation measures planned for the estuary that may impact the planning efforts for the transportation corridor? Lastly, it would be helpful to note within the plan that future tribal consultation will be needed for

[1] Both the City of Morro Bay and San Luis Obispo County LCPs map the Morro Bay Estuary as ESHA.

any large-scale project that results in ground disturbance in/around the transportation network to ensure there aren't significant impacts to cultural resources.

We look forward to future coordination with all stakeholders as adaptation pathways and associated project solutions are fleshed out and mitigation for impacts is developed.

Sincerely,

Devon Jackson

Devon Jackson
Senior Transportation Planner
California Coastal Commission

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Assembly
California Legislature

DAWN ADDIS
ASSEMBLYMEMBER, THIRTIETH DISTRICT

COMMITTEES
CHAIR, BUDGET SUBCOMMITTEE
NO. 1 ON HEALTH
BUDGET
BUSINESS AND PROFESSIONS
HEALTH
INSURANCE

April 27, 2026

Board President Carla Wixom
c/o San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

Dear Board President Wixom and Members of the San Luis Obispo Council of Governments Board,

As the Assemblymember representing California's 30th Assembly district and a co-chair of the California Legislative Central Coast Caucus, I am pleased to offer my strong support for the Morro Bay Estuary Climate Resiliency Transportation Plan. As an advocate for climate resilience, environmental stewardship, and the Central Coast, I encourage the San Luis Obispo Council of Governments Board to adopt the Plan, which will further strengthen our community and natural habitats.

If approved, the Plan will address the long-term vulnerability of the South Bay Boulevard corridor between Morro Bay and Los Osos, a critical connection for residents, emergency access, recreation, and coastal mobility that faces increasing risk from sea level rise, flooding, and habitat change. Through technical analysis and community engagement, the Plan evaluates adaptation strategies to improve transportation resilience while balancing protection of the sensitive Morro Bay Estuary environment. It also recognizes the opportunity to improve bicycle and pedestrian access and help close an important public accessibility gap along the California Coastal Trail.

As California marks the 50th anniversary of the California Coastal Act, this effort demonstrates how the Act's enduring values remain relevant today: protecting coastal resources, expanding public access, and planning responsibly for future generations. This is exactly the kind of forward-looking regional visioning we need as communities across California respond to climate change and the pressures it places on transportation systems, natural resources, and public safety.

I am particularly encouraged that this planning effort does not stop at identifying challenges but begins charting a path toward practical next steps. With continued partnership and future funding for preliminary engineering, environmental review, permitting, and design, I am hopeful that a preferred solution can emerge that strengthens corridor resilience while advancing safe and sustainable coastal, public access.

I also remain optimistic that this work can help realize, in the near future, a meaningful California Coastal Trail connection along South Bay Boulevard—an outcome that would benefit residents, visitors, active transportation users, and the broader Central Coast for generations to come.

Thank you for your leadership and commitment to thoughtful, regional planning. I respectfully encourage adoption of the Morro Bay Estuary Climate Resiliency Transportation Plan and continued collaboration on the next phase of this important effort.

Sincerely,

Dawn Addis
Assemblymember, District 30

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California State Senate

**SENATOR
JOHN LAIRD**
SEVENTEENTH SENATE DISTRICT

STANDING COMMITTEES
BUDGET & FISCAL REVIEW
CHAIR
HUMAN SERVICES
JUDICIARY
LABOR, PUBLIC EMPLOYMENT & RETIREMENT
LOCAL GOVERNMENT
NATURAL RESOURCES & WATER
RULES

JOINT COMMITTEES
LEGISLATIVE BUDGET
CHAIR
RULES
VICE CHAIR

SELECT COMMITTEE
NONPROFIT SECTOR

April 28, 2026

San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

Subject: **Encouraging Adoption of the Morro Bay Estuary Climate Resiliency Transportation Plan**

Dear Chair and Members of the San Luis Obispo Council of Governments (SLOCOG) Board,

As the Senator representing California's 17th Senate District, including SLOCOG, and as a former California Secretary for Natural Resources who oversaw the state's environmental agencies and has long worked on landmark climate policy, environmental stewardship, and the continued promise of the California Coastal Act, I support the Morro Bay Estuary Climate Resiliency Transportation Plan and to encourage the your Board to adopt the plan.

The plan addresses the long-term vulnerability of the South Bay Boulevard corridor between Morro Bay and Los Osos a critical connection for residents, emergency access, recreation, and coastal mobility that faces increasing risk from sea level rise, flooding, and habitat change. Through technical analysis and community engagement, it evaluates adaptation strategies to improve transportation resilience while balancing protection of the sensitive Morro Bay Estuary environment. It also recognizes the opportunity to improve bicycle and pedestrian access and help close an important gap in the California Coastal Trail.

As California marks the 50th anniversary of the California Coastal Act, this effort demonstrates how the act's enduring values remain relevant today through protecting coastal resources, expanding public access, and planning responsibly for future generations. This is the kind of forward-looking regional visioning we need as communities across California respond to climate change and the pressures it places on transportation systems, natural resources, and public safety.

Thank you for your leadership and commitment to thoughtful regional planning. I encourage adoption of the Morro Bay Estuary Climate Resiliency Transportation Plan and collaboration on the next phase.

Sincerely,

John Laird

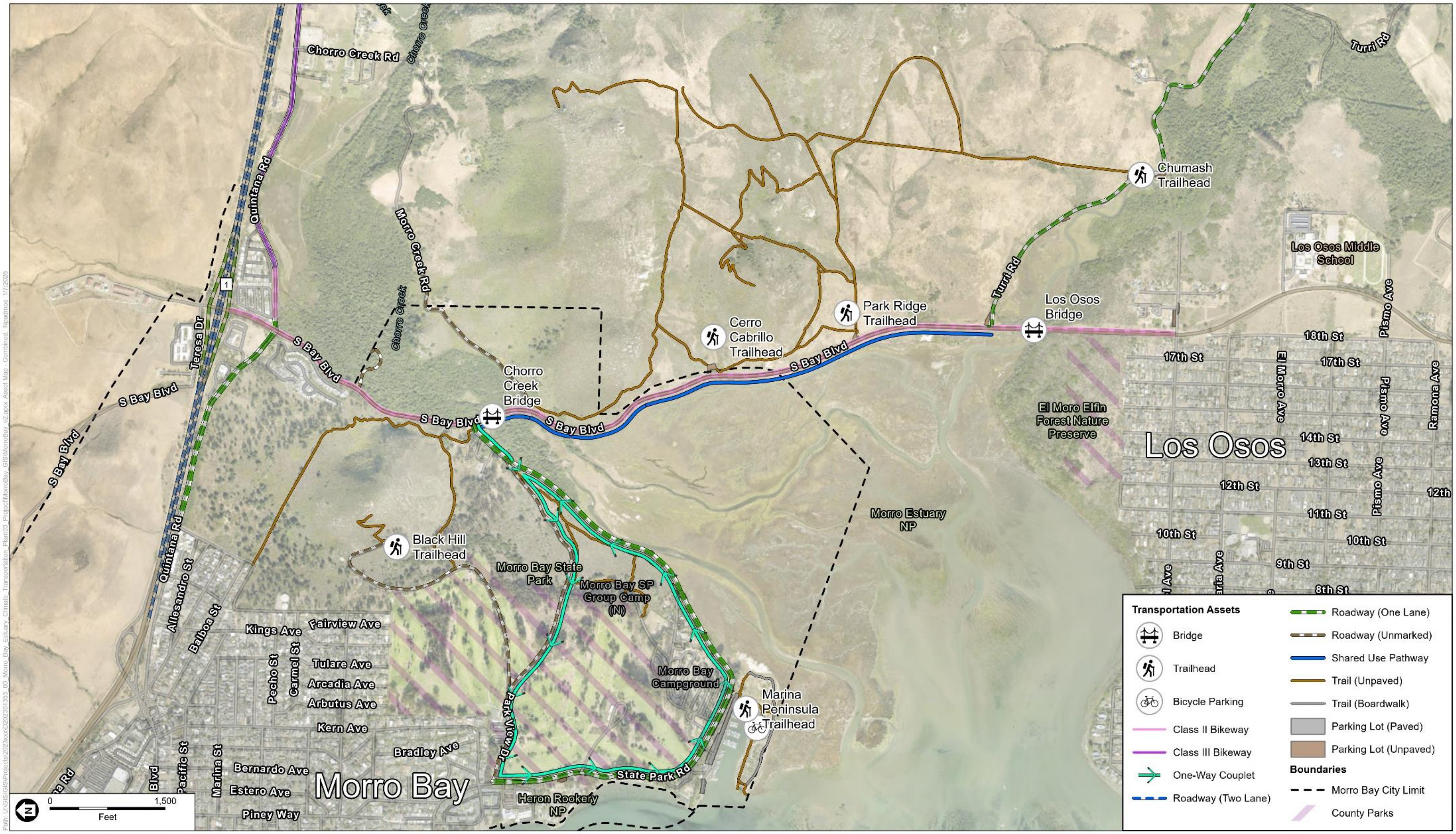
JOHN LAIRD
Senator, 17th District

Figure 1: MB Estuary Transportation Asset Vulnerability Map – Storm Scenario

SOURCE: ESRI, 2024; SLO County, 2024; RRM, 2024; ESA, 2024

Morro Bay Estuary Climate Transportation Plan

Figure 2: MB Estuary Transportation Assets – Near Term Opportunities Map



SOURCE: ESRI, 2024; SLO County, 2024; RRM, 2024; ESA, 2024

Morro Bay Estuary Climate Transportation Plan

Figure 3: Schematic of Alternatives and Adaptation Pathways for the Project Site

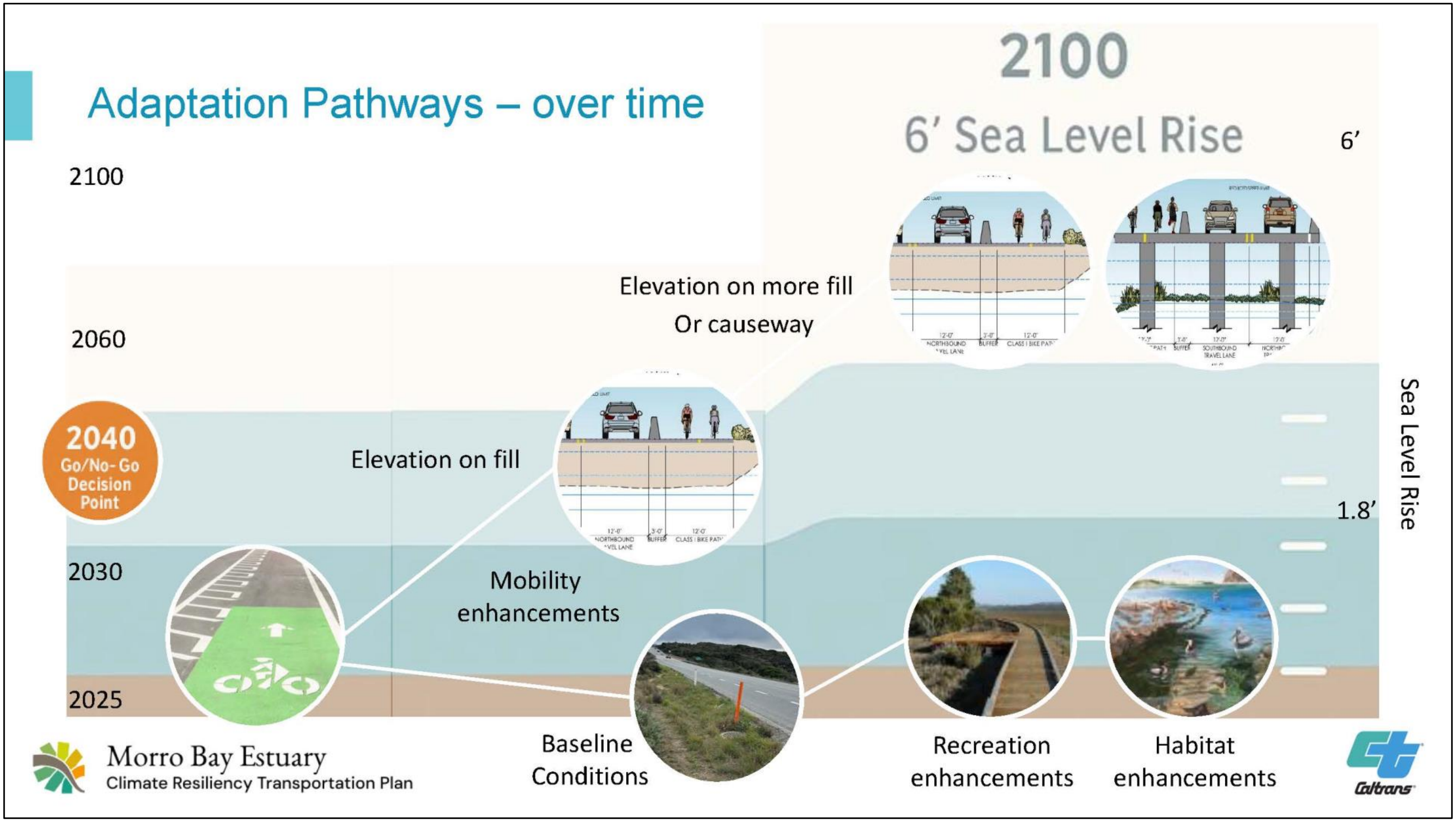
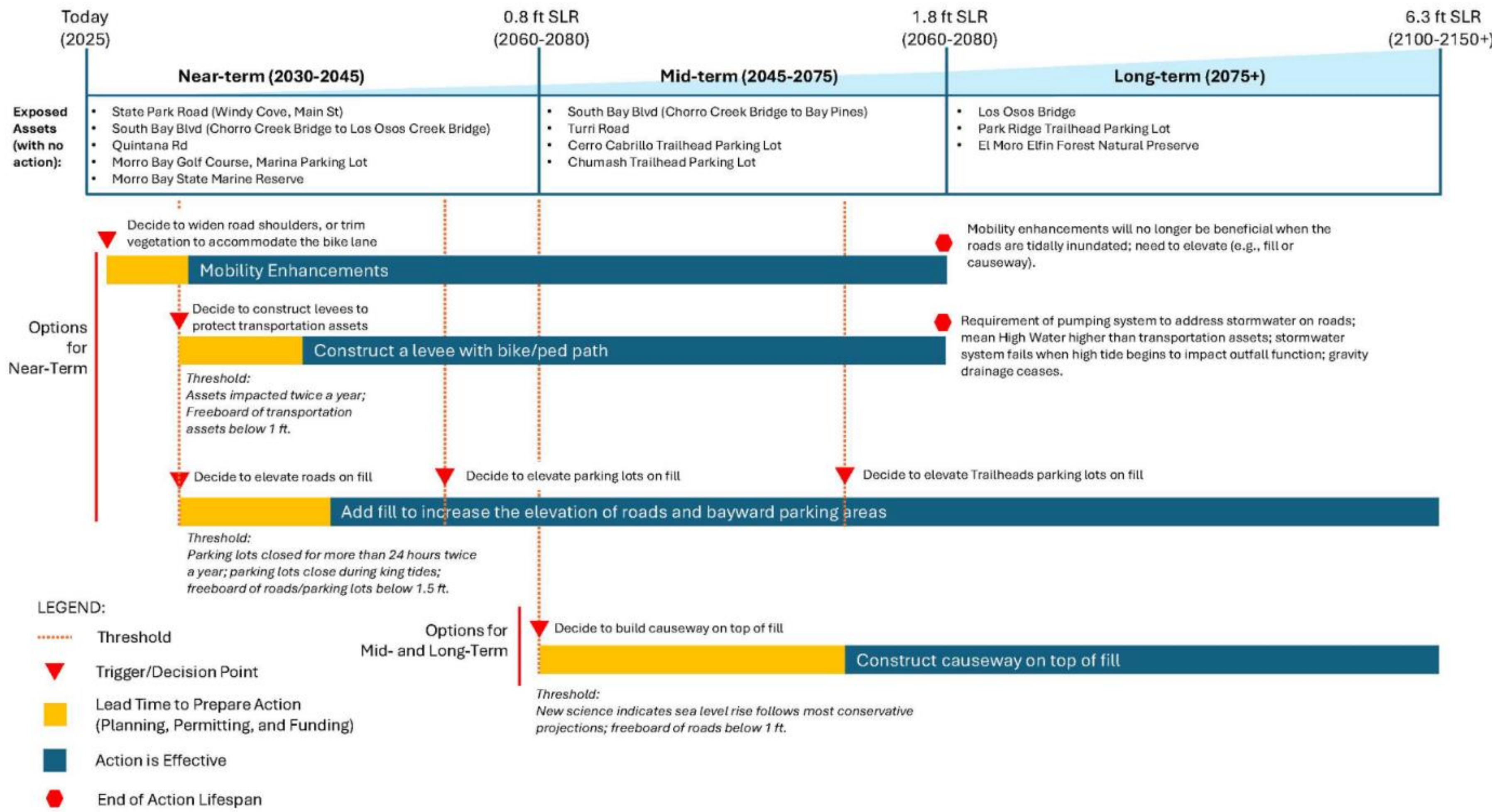


Figure 4: Potential adaptation pathways illustrating conceptual phasing of measures triggered by extreme weather events



SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: C-8**
SUBJECT:	**Long Range Transit Plan Update**	
STAFF CONTACT:	**Ivana Rodriguez**	

SUMMARY

SLOCOG is in the process of preparing a Long Range Transit Plan. The project has kicked off and is currently evaluating the existing conditions of the transit system. The outreach stage is also beginning, and C-8 Attachment A contains the Draft Public Engagement Plan for the project. This item is informational to keep up to date on project activities.

RECOMMENDATION

Staff: Receive information.

SSTAC: Support Staff Recommendation.
TTAC: Support Staff Recommendation.
CTAC: Support Staff Recommendation.

BACKGROUND

The Long Range Transit Plan (LRTP) will guide long-term transit planning by looking at potential housing and job development patterns, provide a long-range vision for the public transit system, and develop long-term strategies to meet projected travel needs. The plan will also analyze emerging trends and strategize investments for upgrading specific park and rides into a mobility hubs network that will include more innovative alternative transportation options to help mode shift and reduce vehicle miles traveled (VMT). Mobility hubs are locations where multiple transportation modes come together, including transit, to provide for a seamless, well-connected transportation network. In addition to transit services, they often include community spaces, community-serving uses (such as food trucks and mobile retail), user amenities (such as Wi-Fi, device charging, and restrooms), first-mile/last-mile transportation solutions, and integrate well with surrounding land uses, often including transit-oriented development. The analysis will include recommendations of new capital infrastructure improvements related to Mobility Hubs, such as shared mobility, micromobility, and transit safety enhancements.

The LRTP will include a Comprehensive Operations Analysis (COA) of fixed-routes operated by the RTA, SLO Transit local fixed-routes, and general public paratransit services to identify potential service efficiencies across the transit network, address existing service gaps, with a focus on ensuring equitable access for priority/disadvantaged communities. The COA will also include a detailed analysis of the on-time performance and reliability of the fixed-routes in the study area. The plan will also analyze countywide travel patterns to inform the development and implementation of the Mobility Hub Network.

An Ad Hoc Committee for the planning process was established at the April 3, 2026, Board meeting comprised of volunteer representatives from the SLOCOG Board. Each Board Member is representative of a SLOCOG sub-region. The first meeting will be held on May 27, 2026. The Committee members represented on the SLOCOG Board are the following:

- Supervisor Dawn Ortiz Legg, SLO County 3rd District – Central/ Southy County Representative
- Mayor Erica A. Stewart – Central Representative
- Mayor Kassi Dee – South County Representative
- Mayor Carla Wixom – North Coast Representative
- Councilmember Fred Strong – North County Representative

PUBLIC ENGAGEMENT PLAN

The Public Engagement Plan serves as a roadmap to establish the process and priorities of how the Plan will engage members of the community before the outreach officially begins. The purpose of this community engagement effort is to ensure people who live, work, commute, and travel through San Luis Obispo County have meaningful input in shaping the future of transit in the County. This includes reaching beyond traditional participants to engage transit riders, non-riders, residents in underserved areas, workforce commuters, individuals with mobility challenges (seniors and veterans), students, and visitors.

In addition to the technical analysis and planning conducted by consultants, Kimley-Horn, there will be three rounds of public outreach and community engagement opportunities led by the Kimley-Horn and CEA Strategies team.

For a detailed scope of the proposed strategy for incorporating community direction, please view the Public Engagement Plan in Attachment A.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: C-9**
SUBJECT:	**Mariposa Pass Update**	
STAFF CONTACT:	**Ivana Rodriguez/ Laura Gensert**	

SUMMARY

The Mariposa Pass is a pilot program that will distribute prepaid debit cards that can only be used on transit and Amtrak in the County to eligible residents. This pilot program was approved by the SLOCOG Board on June 4, 2025, and the funding has continually been set aside through the Low Carbon Transit Operations Program (LCTOP) annually since 2023 through Board approval. Total funding available for this program is $1,047,355. This funding will be distributed to eligible recipients over the next three years. Approximately 1,000 passes are expected to be distributed throughout this pilot program that will equate to receiving one year of transit at no cost for the recipient.

The purpose of this staff report is to provide an update on the status of the outreach and applications received.

RECOMMENDATION

Staff: Receive information.

SSTAC: Support Staff Recommendation.
TTAC: Support Staff Recommendation.
CTAC: Support Staff Recommendation.

BACKGROUND

On June 4, 2025, the SLOCOG Board authorized the San Luis Obispo Region-wide Fare Subsidy Pilot Program to be implemented as a “mobility wallet” model that distributed prepaid transit cards to eligible residents to provide financial assistance to vulnerable populations. Eligible populations include older adults (65+), veterans, students (k-12) and college, persons with a disability, low-income, people with a long commute[1], and new users to transit. Riders will be able to tap this card on participating local/regional transit systems (and Amtrak) at no cost for an entire year beginning July 1, 2026. Train trips are eligible if they start and end within SLO County. Including the following stations; San Luis Obispo, Grover Beach, Paso Robles, Guadalupe. SLOCOG will fund each Mariposa Pass with up to $100 each month, which will be adequate funding for all transit trips due to new technology that allows for fare capping on the transit system.

The vendor PEX, through its dashboard functionality allows SLOCOG to configure spend controls, view real-time visibility of how funds are being used, and has in place security and fraud protections.

[1] Those with a long commute are categorized by having longer than the County median commute time of 24.5 minutes (https://censusreporter.org/profiles/05000US06079-san-luis-obispo-county-ca/)

PILOT PROGRAM UPDATE

In April 2026, SLOCOG launched an outreach campaign to spread awareness about the Mariposa Pass. The application was shared via SLOCOG social media channels and distributed by hard copy throughout the County at the following locations listed in **Table 1**.

Table 1: Locations of Mariposa Pass Flyer and Application Distributed

Category	Locations & Organizations
Government & Transit	RTA Office, Transit Services Building (RTA Transit Center, SLO), County Government Center (1055 Monterey St), North County Transit Center (Paso Robles), City of SLO Mobility Services, City Halls (SLO, Morro Bay, Paso Robles, Atascadero, Arroyo Grande, Pismo Beach, Grover Beach), Public Libraries (Paso Robles, Atascadero, SLO, Morro Bay).
Education	Cuesta College (SLO & North County), Cal Poly SLO (Student Union & Multicultural Center).
Social Services	Department of Social Services (SLO, Grover Beach, Morro Bay), CAPSLO Offices (Community Action Partnership).
Community Spots	SLO Public Market, Nautical Bean, Achievement House.
Outreach & Events	Senior Services: Commission on Aging, The Villages at the Palms, Cayucos Senior Center, Morro Bay Senior Center, Meals That Connect Resource Fairs (SLO/Paso Robles). Community Centers: South Bay Community Center, Morro Bay Community Center, Boys & Girls Club (South & North SLO County). Specific Outreach: Latino Outreach Council, Farmworkers Outreach Taskforce, Regional Equity Roundtable, Veterans Resource Fair SLO, SLO Mission Resource Fair, Earth Fest.
Housing & Planning	Anderson Hotel (HASLO), Downtown SLO Parking & Access meeting.
Digital Outreach	SLO County Library e-newsletter, Regional Equity Roundtable e-newsletter, SLOCOG e-newsletter and social media, KSBY news segment, Pismo Beach Today Radio Show.

Application Trends

The application period for the program commenced on April 1, 2026, and is scheduled to remain open through May 31, 2026. As of May 21st, the program has received a total of 485 applications. The below analysis was performed when applications were at 391. Initial data analysis indicates that the 25–44 age group represents the highest level of participation among respondents **(Figure 1)**. Regarding applicant motivation, the most frequently cited primary reason for applying was the improved access to opportunities, such as employment and essential services, facilitated by free transit **(Figure 2)**. Furthermore, within the "select all that apply" eligibility categories, "low income" was the most frequently identified group by applicants **(Figure 3).** When analyzing the applicants' existing transit usage, the largest group applying for the Mariposa Pass belongs to people who currently do not utilize transit at all. This is a promising sign that the program can spur non-existing transit users to start utilizing transit **(Figure 4).**[2]

Figure 1: Age of Applicants

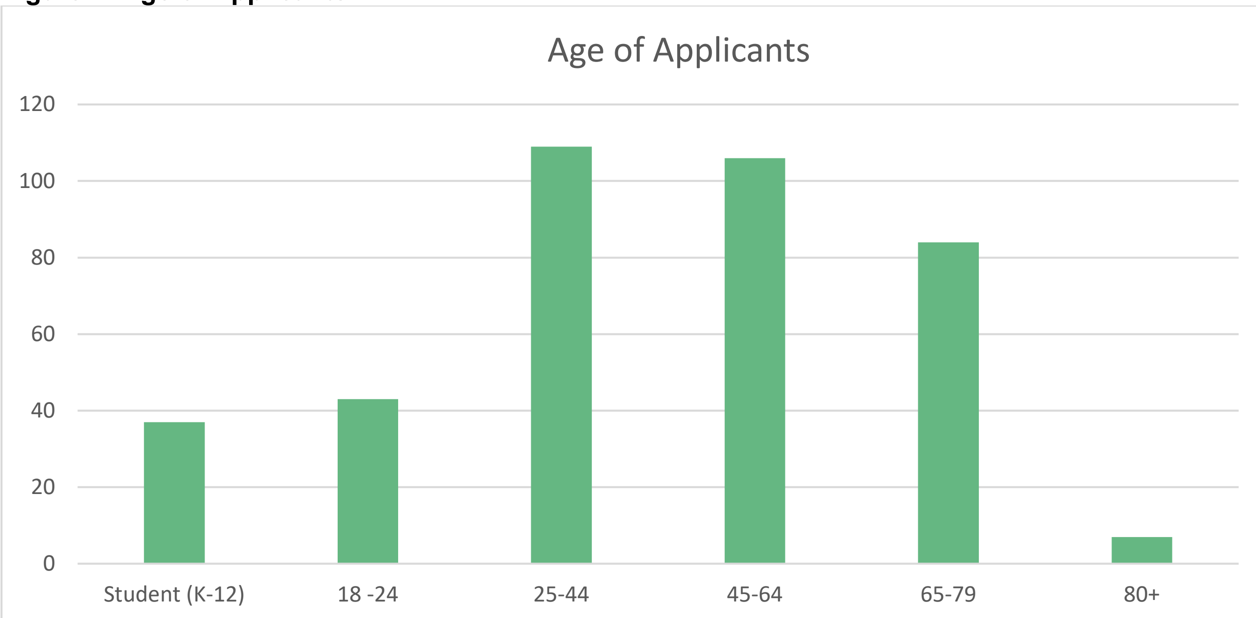
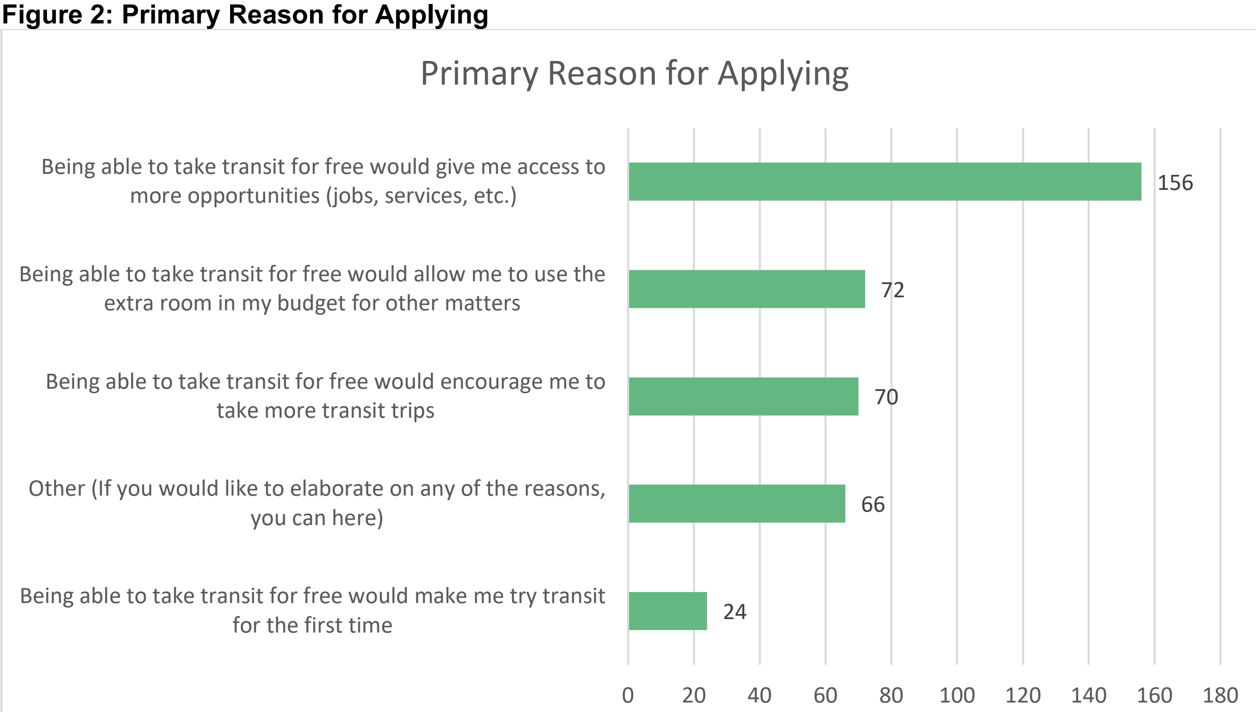


Figure 2: Primary Reason for Applying



[2] Figures 1-4 are based off data when the application total was 391.

Figure 3: Eligibility Groups Selected by Applicants

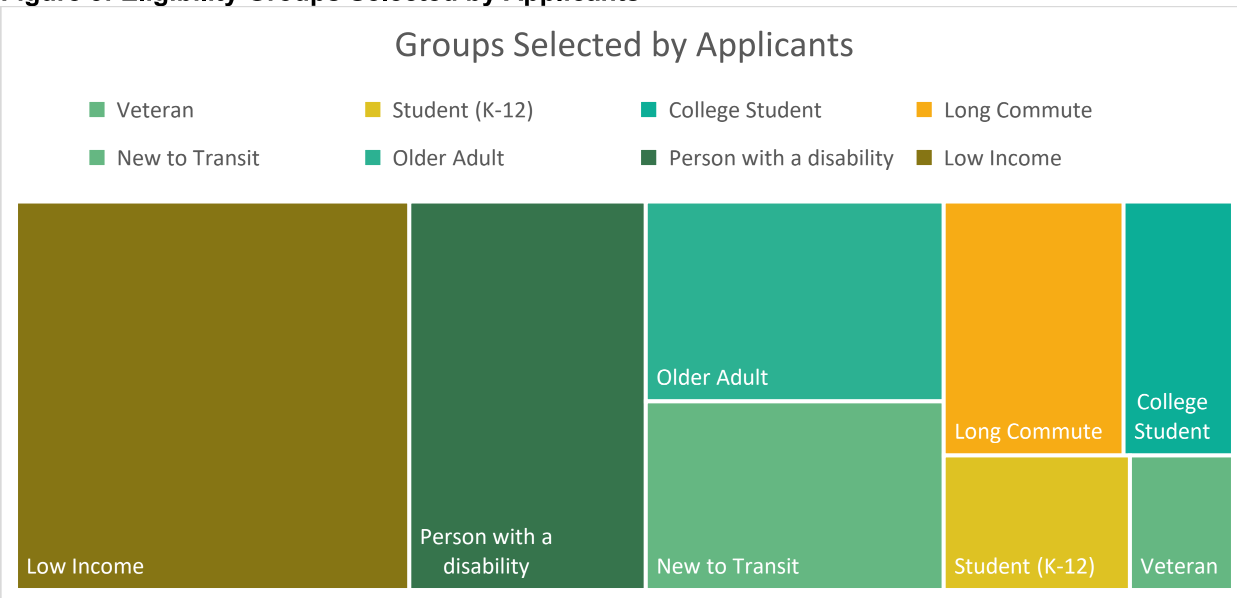
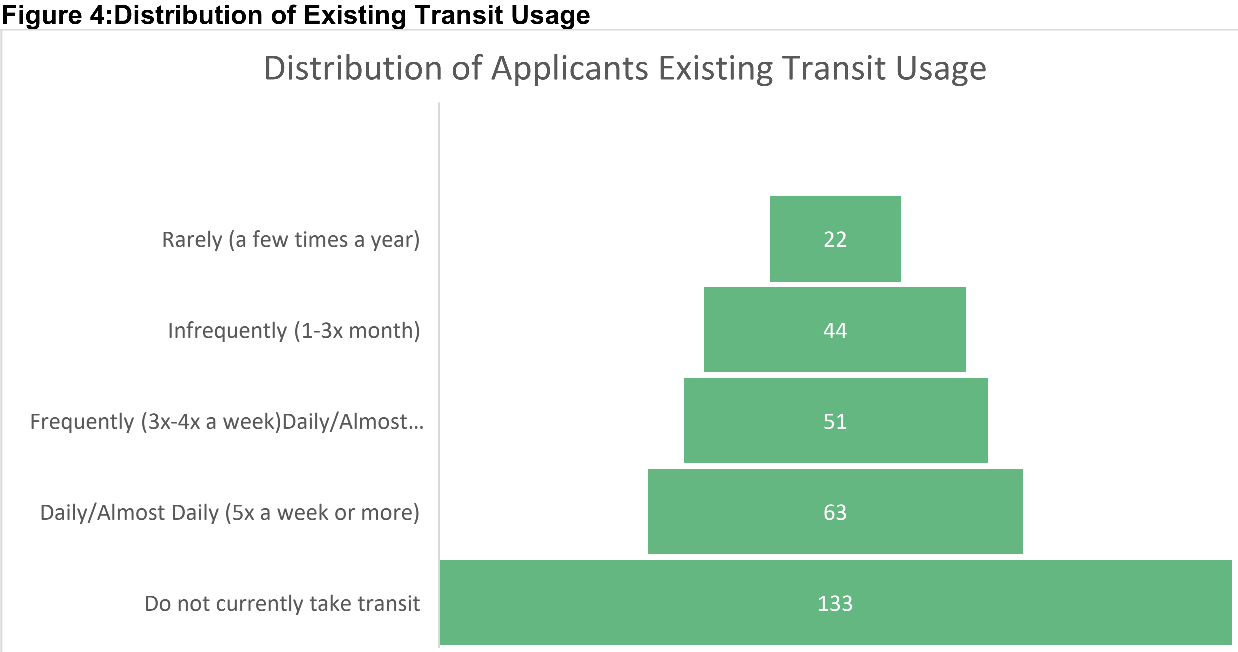


Figure 4:Distribution of Existing Transit Usage



Conservation Efforts

The Mariposa Pass program intentionally incorporates monarch butterfly conservation as a key educational and outreach component, using the monarch as a symbol of migration, connectivity, and environmental stewardship. In alignment with this goal, SLOCOG has initiated conversations with local and regional partners, including the City of San Luis Obispo, California Native Plant Society, Xerces Society, and Monarch Alert to incorporate conservation-focused materials and information into the program's rollout.

Efforts to date include identifying and sourcing bilingual educational resources on monarch migration and habitat, exploring the distribution of native seed packets to support local pollinators, and planning a community event to complement the program launch that will provide in-person education and engagement opportunities. Moving forward, the program will continue to expand these outreach strategies, with the intent of increasing public awareness, supporting local conservation efforts, and encouraging community participation in monarch and pollinator habitat restoration alongside increased use of sustainable transportation.

Next Steps

After applications close at the end of May, staff will proceed to select and enroll applicants. Priority will be given to individuals who may face greater transportation burdens. Applicants will be notified upon selection, and staff will work with the cohort to activate the passes, discounts if eligible, and answer general questions. Staff will work closely with the cohort to check-in with users to learn how the pass has affected their transit usage.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: C-10**
SUBJECT:	**Rail Buy-Down Program Extension**	
STAFF CONTACT:	**Laura Gensert/Lance Okuno**	

SUMMARY
This staff report provides an overview of a proposed 2-year cooperative agreement extension from July 1, 2026, to June 30, 2028, between the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency (LOSSAN) and San Luis Obispo Council of Governments (SLOCOG). This agreement, the Pacific Surfliner Amtrak Fare Buy-Down Program, subsidizes ticket prices between designated stations. Multiple funding sources will support continued and expanded participation in the Amtrak Ticket Buy Down Program, extending the successful pilot through FY26–27 and FY27–28 in response to ridership greatly exceeding projections. Continued demand for the program is further supported by ongoing transportation impacts associated with US 101 construction along the corridor, reinforcing the need to maintain the subsidized fare program. The project sustains discounted fares between San Luis Obispo, Grover Beach, and Guadalupe, benefiting associated Low-Income and Disadvantaged Communities.

This report establishes that the maximum amount SLOCOG shall be invoiced under this amendment is not-to-exceed One Hundred Forty Thousand Dollars ($140,000) for ticket subsidies. Additionally, staff seeks authorization for the Executive Director to make fare subsidy adjustments as needed over the progression of the program extension.

RECOMMENDATION

Staff: (A) Approve contract extension with Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency for Rail Buy-Down Program for an additional $100,000.
(B) Authorize the Executive Director to make fare subsidy adjustments.

SSTAC: Support staff recommendations
TTAC: Support staff recommendations
CTAC: Support staff recommendations

DISCUSSION
This project reduces out-of-pocket travel costs for lower-income and transit-dependent residents by subsidizing rail fares originating or terminating in San Luis Obispo (SLO), Grover Beach (GVB), and Guadalupe (GUA). By providing affordability and access to reliable intraregional rail service, the program improves access to employment, education, healthcare, and other essential destinations in the region.

LCTOP funds will support continued and expanded participation in the Amtrak Pacific Surfliner Fare Buy-Down Program, extending the successful pilot through FY 26/27 and FY 27/28 in response to ridership greatly exceeding projections. The project sustains discounted fares between San Luis Obispo, Grover Beach, and Guadalupe, benefiting associated AB 1550 Low-Income Communities. Additionally, a third Pacific Surfliner roundtrip train service recently launched on May 4, 2026, providing more flexible travel options for commuters, students, and visitors (May 14, 2026 SLOCOG Press Release). To meet program needs, item C-2 Transit Fund Programming FY 2026/27, approved on April 1, 2026 by the SLOCOG Board, recommends an additional $20,000 from SLOCOG's Specialized Transit Services "Reserve" (RTF) account to be allocated to cover FY 26/27 first quarter expenses, until FY 25/26 LCTOP Cycle A funding is received on April 1, 2027.

The Amtrak Pacific Surfliner Fare Buy-Down Program extension also serves to complement the Five Cities Multimodal Transportation Network Enhancement Project (i.e. Pismo Congestion Relief) by helping to alleviate congestion on the US 101 corridor during construction. Construction has already begun with impacts limited to local surface streets at this time, but will expand to the US 101 corridor as the project progresses. The existing program successfully encourages travelers to choose rail over driving, thereby contributing to regional GHG reduction goals and improved air quality.

From day one, rider participation in the Amtrak Ticket Buy Down Program has maintained a steady increase, extending the successful pilot through FY26–27 and FY27–28 in response to ridership exceeding projections by 56.25%, as seen in Table 1. The project sustains discounted fares benefiting associated AB 1550 Low-income Communities (C-1 Cooperative Agreement with LOSSAN for Fare Buy-Down).

Table 1. Counts of Amtrak Pacific Surfliner tickets purchased by month between San Luis Obispo, Grover Beach, and Guadalupe train stations

Month	Count of One-Way Tickets	Count of 10-Ride Passes	Count of Monthly Passes	Total Ticket Count
May 2025	198	2	0	**200**
June 2025	311	1	0	**312**
July 2025	327	2	0	**329**
August 2025*	157	1	0	**158**
September 2025	225	12	1	**238**
October 2025	241	1	2	**244**
November 2025	289	1	0	**290**
December 2025	287	1	0	**288**
January 2026	256	1	3	**260**
February 2026	241	1	0	**242**
March 2026	247	1	0	**248**
			Average Monthly Ticket Count:	**255 (56.25% above expected sales)**

*No rail service due to track closure from August 1-16
May 14 Press Release

The Rail Buy-Down Program extension updates SLOCOG's maximum cumulative payment to $140,000. The funding source breakdown is detailed in Table 2 of this staff report.

Table 2. Breakdown of funding sources for Amtrak Pacific Surfliner program extension

Funding Source	Prior	FY 25-26 (A)	FY 25-26 (B)	FY 26-27
Low Carbon Transit Operations Program (LCTOP)	-	$80,000*	-	-
Regional Transit Funds (RTF)	$20,000	-	-	$20,000*
State Transit Assistance (STA)	$20,000	-	-	-
			Total for Extension:	**$100,000**
		Total including prior funds	**Program Total:**	**$140,000**

*Amounts were approved by the SLOCOG Board on April 1, 2026

Low Carbon Transit Operations Program (LCTOP) is awarded based on GHG emissions reductions and benefit to Low-Income/Disadvantaged Communities, both of which this project does (C-3 LCTOP Signatory Resolution). The Amtrak Pacific Surfliner Fare Buy-Down Program reduces greenhouse gas (GHG) emissions by encouraging travelers to shift from single-occupancy vehicle trips to passenger rail. By lowering fares between San Luis Obispo, Grover Beach, and Guadalupe, the program makes rail a more affordable alternative to driving along the U.S. Highway 101 corridor. Increased rail ridership reduces vehicle miles traveled (VMT) and associated tailpipe emissions while increasing transit mode share. Thus $80,000 of the $100,000 requested for approval of this Staff Report is expected to come from LCTOP. From which, the California Air Resources Board (CARB) Benefits Calculator Tool estimates 26 metric tons of carbon dioxide equivalent (MTCO2e) GHG emissions reductions as result of the program (as seen in Table 3).

Table 3. Estimated Green House Gas (GHG) Emissions Reductions resulting from the Amtrak Ticket Buy-Down Program Extension.

LCTOP	
TIRCP GHG Emission Reductions ($MTCO_2e$)	26
TIRCP Funds Requested ($)	$80,000
TIRCP GHG Emission Reductions/TIRCP Funds Requested ($MTCO_2e$/$)	0.000327
TIRCP Funds Requested/TIRCP GHG Emission Reductions ($/$MTCO_2e$)	3,062

The proposed extension of the Amtrak Pacific Surfliner Fare Buy-Down Program represents a cost-effective and impactful investment in equitable, sustainable transportation for the San Luis Obispo region. Strong ridership growth, demonstrated demand, and the program's ability to support low-income communities while reducing GHG emissions underscore its continued value. As construction along the US 101 corridor progresses, maintaining and adapting this program will be critical to providing reliable travel alternatives and mitigating congestion impacts. Approval of the recommended actions will enable SLOCOG to build on the program's success, ensure continued regional mobility benefits, and retain flexibility to respond to evolving ridership and funding conditions.

ATTACHMENTS

Attachment A: Amendment No. 2 to Cooperative Agreement No. L-4-0019 LOSSAN & SLOCOG

Attachment B: Pacific Surfliner Rail Program Flyer

ATTACHMENT A

AMENDMENT NO. 2 TO

COOPERATIVE AGREEMENT NO. L-4-0019

BETWEEN

LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO RAIL CORRIDOR AGENCY

AND

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

FOR

THE PROVISION OF PACIFIC SURFLINER INTERCITY PASSENGER RAIL

SERVICE FARES BETWEEN GUADALUPE-SAN LUIS OBISPO

THIS AMENDMENT NO. 2 is made and entered into this ___ day of _________, 2026 ("Effective Date"), by and between the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency ("LOSSAN Agency"), and the San Luis Obispo Council of Governments ("SLOCOG").

WITNESSETH:

WHEREAS, LOSSAN Agency and SLOCOG entered into Cooperative Agreement No. L-4-0019 to establish a subsidized fare program for Pacific Surfliner service between Guadalupe and San Luis Obispo, with a defined term and maximum cumulative payment obligation (the "Original Agreement"); and

WHEREAS, Amendment No. 1 to the Original Agreement increased the maximum cumulative payment obligation and extended the term of the Agreement through June 30, 2026 (the Original Agreement as amended by Amendment No. 1 shall be referred to as the "Agreement") ; and

WHEREAS, the subsidized fare program has experienced higher-than-anticipated demand, requiring additional funding authority to continue the program; and

WHEREAS, continued demand for the program is further supported by ongoing transportation impacts associated with US 101 construction in the corridor, reinforcing the need to maintain the subsidized fare program; and

WHEREAS, the Parties desire to amend the Agreement to increase the maximum cumulative payment obligation to One Hundred Forty Thousand Dollars ($140,000) and extend the term through June 30, 2028 in order to maintain continuity of the program; and

WHEREAS, the Parties further desire to provide limited flexibility to adjust the subsidy percentage upon mutual written agreement of the Parties to support effective administration of the program, with all other terms and conditions remaining unchanged;

NOW, THEREFORE, it is mutually understood and agreed by the Parties that Agreement No. L-4-0019 is hereby amended as follows:

1. Amend **ARTICLE 3. RESPONSIBILITIES OF LOSSAN AGENCY,** page 4 of 10, Paragraph F, to delete in its entirety and in lieu thereof, insert the following:

"F. The maximum amount SLOCOG shall be invoiced under this Agreement is up to but not to exceed One Hundred Forty Thousand Dollars ($140,000) for ticket subsidies as specified in Appendix A, attached hereto and incorporated herein by reference."

2. Amend **ARTICLE 6. MAXIMUM OBLIGATION**, page 5 of 10, Paragraph A, to delete in its entirety and in lieu thereof, insert the following:

"Notwithstanding any provision of this Agreement to the contrary, LOSSAN Agency and SLOCOG mutually agree that SLOCOG's maximum cumulative payment obligation hereunder shall be One Hundred Forty Thousand Dollars ($140,000), unless agreed to and amended by both Parties."

3. Amend **ARTICLE 9. ADDITIONAL PROVISIONS**, page 6 of 10, Paragraph A, to delete in its entirety and in lieu thereof, insert the following:

"A. Term of Agreement: This Agreement shall be effective on May 1, 2025, and shall be in full force and effect for thirty-eight (38) months through June 30, 2028, unless terminated earlier."

The balance of Agreement No. L-4-0019 remains unchanged.

IN WITNESS WHEREOF, the PARTIES hereto have caused this Amendment No. 2 to Agreement No. L-4-0019 to be executed as of the date of the last signature below.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

By:______________________________
Carla Wixom
President

Date: ____________________

LOSSAN RAIL CORRIDOR AGENCY

By: ______________________________
Jason Jewell
Managing Director

Date: ____________________

ATTEST:

By: ______________________________
Peter Rodgers
Executive Director

Date: ____________________

APPROVED AS TO FORM:

By: ______________________________
James M. Donich
General Counsel

Date: ____________________

APPROVED AS TO FORM

By: ______________________________
Jenna Morton
SLOCOG Legal Counsel

Date: ____________________

ATTACHMENT B

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: C-11**
SUBJECT:	**Positive Train Control Funds Transfer Agreement**	
STAFF CONTACT:	**Lance Okuno**	

SUMMARY

This staff report includes a draft Funds Transfer Agreement (FTA) between SLOCOG and Caltrans (Attachment A). The FTA outlines SLOCOG's $2,000,000 contribution of SB 125 funding for the Positive Train Control (PTC) project north of San Luis Obispo. It will involve the installation and upgrade of wayside communications equipment in San Luis Obispo, Monterey, Santa Cruz, San Benito, and Santa Clara counties. The implementing agency is Caltrans, and the Transportation Agency for Monterey County (TAMC) will also contribute Senate Bill (SB) 125 funding under a separate FTA.

RECOMMENDATION

Staff: Approve Funds Transfer Agreement (FTA) with California Department of Transportation (Caltrans) for the transfer of $2,000,000 for installation of Positive Train Control (PTC) technology on the Union Pacific Railroad (UPRR) Coast Subdivision

DISCUSSION

According to the Federal Railroad Administration (FRA), Positive Train Control (PTC) technology is "designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and movements of trains through switches left in the wrong position." It is necessary for increased frequency, reliability, safety, and overall availability of regular passenger rail services north of San Luis Obispo and is expected to reduce the risk of fatalities, property damage, and service disruptions. PTC is mandated on intercity or commuter rail passenger main lines by the Rail Safety Improvement Act of 2008 (RSIA) (signed by the President on October 16, 2008, as Public Law 110-432). In addition, Union Pacific Railroad (UPRR) has been clear that PTC installation must occur prior to any additional rail service on the Coast Subdivision of their rail line which already hosts the Amtrak Coast Starlight train and some freight traffic. Components of PTC include:

- Precise real-time locating (GPS) of all trains and other vehicles occupying track
- Cataloging of infrastructure, including turnouts, crossing junctions, grades, and associated permissible speeds
- Algorithms that calculate the effective safe braking characteristics for each train en route in PTC territory
- Wireless communications between all operating units, including engineers, dispatchers, and work crews

PTC would be installed along two (2) segments of Union Pacific Railroad's (UPRR's) Coast Subdivision between Milepost (MP) 77.03 in Gilroy and MP 113.3 in North Salinas; and between MP 114.9 in Salinas and MP 248.44 in North San Luis Obispo for a total of about 171.09 miles of track. If on schedule, the project would receive National Environmental Policy Act (NEPA) clearance this year and begin construction shortly thereafter.

PTC is project SLOCOG-4 as programmed by the SLOCOG Board on December 6, 2023 in Item E-2. SLOCOG's total contribution amounts to $2,000,000 for construction and the total project cost is approximately $76,500,000 for the identified segments (see Exhibit A of Attachment A on page C-11-6). SLOCOG's contribution is derived from SB 125 Program disbursements from the California State Transportation Agency (CalSTA) through the Transit and Intercity Rail Capital Program (TIRCP), and PTC is an eligible project under the SB 125 Program objective to improve transit safety.

ATTACHMENTS

Attachment A: Draft Funds Transfer Agreement with Caltrans (pages C-11-3 to C-11-7)

Attachment A

D R A F T

FUNDS TRANSFER AGREEMENT

This Funds Transfer Agreement (Agreement), effective upon date of signature, is between the State of California, acting through its Department of Transportation, (referred to hereinafter as "CALTRANS") and the San Luis Obispo Council of Governments (SLOCOG), which serves as San Luis Obispo County's regional transportation planning agency and is a state designated agency responsible for planning and financial programming of transportation projects (referred to hereinafter as "SLOCOG"). CALTRANS and SLOCOG are referred to collectively as "PARTNERS."

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the Union Pacific Railroad Company (UPRR) Coast Subdivision per California Government Code section 14038(b).

2. UPRR Coast Subdivision Positive Train Control (PTC) would install PTC technology along two (2) segments of UPRR's Coast Subdivision between Milepost (MP) 77.03 in Gilroy and MP 113.3 in North Salinas in Monterey County, via San Benito, Santa Clara, and Santa Cruz Counties; and between MP 114.9 in Salinas and MP 248.44 in North San Luis Obispo in Monterey and San Luis Obispo Counties, referred to hereinafter as "PROJECT."

3. SLOCOG will contribute up to $2,000,000.00 (Two Million Dollars) in SB 125 funding for the PROJECT and is subject to SB 125 requirements.

4. PARTNERS agree that the SB 125 funds will be contributed to the PROJECT towards the cost of construction capital.

5. PARTNERS understand and agree that the terms of this Agreement do not take effect unless and until CALTRANS and UPRR execute a contract to construct the PROJECT.

6. PARTNERS hereby set forth the terms, covenants, and conditions for contribution toward the PROJECT.

ROLES AND RESPONSIBILITIES

7. CALTRANS is the sponsor and implementing agency for the PROJECT.

8. SLOCOG is a funding PARTNER contributing a not-to-exceed funding amount toward the PROJECT.

9. CALTRANS is responsible for managing the work needed to complete the PROJECT. The SLOCOG SB 125 funds in the amount of $2,000,000.00 is only one fund source for the PROJECT.

10. All obligations of CALTRANS under the terms of this Agreement are subject to the transfer of SLOCOG SB 125 funds subject to all applicable terms and conditions.

11. Neither SLOCOG nor any officer, commissioner, or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS arising under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SLOCOG and all of its officers, commissioners, and employees from all claims, suits, or actions of every name, kind, and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement. CALTRANS and its officers/employees are not responsible for any injury, damage, or liability occurring by reason of anything done or omitted by SLOCOG or its agents in connection with any work, authority, or jurisdiction conferred upon SLOCOG under this Agreement. It is understood and agreed that, SLOCOG will, to the extent permitted by law, defend, indemnify, and save harmless CALTRANS and its officers/employees from all claims, suits, or actions of every name, kind, and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by SLOCOG or is agents under this Agreement.

12. This Agreement is intended to be PARTNERS' final expression and supersedes any oral understanding or writings pertaining to PROJECT.

INVOICE AND PAYMENT

13. No invoicing will occur for this FTA.

14. CALTRANS will not use SLOCOG funding for construction support for the PROJECT.

15. Any savings shall be proportionally distributed among all funding sources to the construction phase of the PROJECT.

16. This Agreement will terminate upon CALTRANS' receipt of the SLOCOG SB 125 funds. However, the indemnification provision will remain in effect until the PROJECT is built, or the indemnification clause terminated or modified in writing.

17. See EXHIBIT A, *Funding Summary*, for the complete listing of project funding sources.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTNER to this Agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

Primary Agreement contact person for CALTRANS:

Berinder Dhaliwal, Contract Manager
Division of Mass Transportation
California Department of Transportation
1120 N Street, MS-1
Sacramento, CA 95814
(916) 862-2846
berinder.dhaliwal@dot.ca.gov

Primary Agreement contact person for SLOCOG:

Lance Okuno
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo CA 93401
Phone: (805) 597-8021
lokuno@slocog.org

SIGNATURES

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

By: ______________________________ Date: ___________________________
Pete Rodgers, Executive Director

Approved as to Form:

By: ______________________________ Date: ___________________________
Jenna Morton, Legal Counsel

CALIFORNIA DEPARTMENT OF TRANSPORTATION

By: ______________________________ Date: ___________________________
W. Kyle Gradinger, Chief
Division of Rail

Approved as to Form and Procedure:

By: ______________________________ Date: ___________________________
Jennifer Hunt
Deputy Attorney

EXHIBIT A

SLOCOG agrees to contribute TIRCP funds as reflected in the PROJECT funding plan below, with the understanding that the plan is subject to change based upon the availability of other funding sources.

FUNDING SUMMARY			
Fund Source	**Fund Type**	**Project Component**	**Amount**
TAMC	TIRCP	Construction	1,615,000
TAMC	SB 125	Construction	4,694,523
Total Available TAMC-Contributed Funds			**6,309,523**
SLOCOG	SB 125	Construction	$2,000,000
State/ Caltrans	STIP (PPNO 2194A)	Construction	16,659,000
State/CalSTA	SRA	Construction	29,762,682
Federal	CRISI	Construction	10,375,190
Amtrak	Amtrak Discretionary	Construction	11,365,000
Total Other Funds			**70,161,872**
Total Project Funding			**76,471,395**

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: **JUNE 3, 2026**	**ITEM: C-12**
SUBJECT: **Service Operation Plan Contract for Olympics Pilot Train Service**	
STAFF CONTACT: **Lance Okuno**	

SUMMARY

In 2028, the Summer Olympics are being hosted in the Los Angeles area, and many promotional materials emphasize the region's push for a car-free 2028 Games. Los Angeles is investing heavily into regional transit projects to prepare for the increase in athletes and tourists from around the world and from other parts of the U.S. However, California's statewide rail network lacks ample intercity passenger rail service to support the 2028 Games.

This staff report outlines an effort by SLOCOG and the Coast Rail Coordinating Council (CRCC) to acquire a state or federal earmark of funding to support a 2-3 month pilot service between the San Francisco Bay Area and San Luis Obispo. A sole source contract not-to-exceed $18,615 is being executed with HDR, Inc., which will result in a conceptual service operations plan (Attachment B).

RECOMMENDATION

Staff: 1) Ratify Service Operation Plan Contract with HDR, Inc. not-to-exceed $18,615 for Olympics Pilot Train Service

2) Adopt Resolution (Attachment E) supporting the CRCC in providing a pilot train service between the Los Angeles-San Luis Obispo-San Francisco Bay Area during the 2028 Olympics Games

SSTAC: Support staff recommendations

TTAC: Support staff recommendations

CTAC: Support staff recommendations

DISCUSSION

SLOCOG will be seeking state or federal funds of approximately $2-15 million to fund the planning, operations, and capital costs of a 2-3 month pilot service overlapping with the 2028 Olympics in Los Angeles. The pilot service could preview future regular Central Coast passenger rail service between Los Angeles and the San Francisco Bay Area. This temporary service offers an alternative to statewide travel for those seeking to experience the unrivaled scenery and culture of Coastal California while also lessening traffic congestion on highways and around Southern California's airports. It would improve statewide accessibility to globally renowned events during the Olympic Games and boost economic growth throughout the state.

The office of State Senator John Laird is currently working with SLOCOG staff on a $2 million state funding request. There will also be additional opportunities to secure funding such as state or federal bills with a nexus to the 2028 Olympics Games. For instance, the CRCC most recently submit an earmark request to Congressman Salud Carbajal for $10 million through the BUILD America 250 Act to support the pilot service in 2028. In addition to a funding earmark, there is a need to develop a service operations plan which would be utilized to advocate for the service and bolster support from partners, Union Pacific Railroad, and legislators. HDR, Inc. was identified as a firm with sufficient capabilities and familiarity with the Central Coast Rail Corridor.

The consultant will develop a service operations plan under a sole source contract with SLOCOG at a not-to-exceed amount of $18,615 (Attachment B). This is consistent with SLOCOG administrative policy for sole source procurement since there is an urgent need for consulting services that due to the nature of the services cannot be effectively met through competitive procurement. HDR, Inc. is the same consultant that has also contracted with SLOCOG in the past to develop the 2021 Coast Rail Corridor Study.

See the fact sheet (Attachment A) or storymap for more information:

https://arcg.is/0yzv012

Scope of Work Summary

HDR will prepare conceptual special event service plans that will include equipment needs and cycles, and crew requirements. Through a memorandum, HDR will identify possible agreements and approvals from agencies and the host railroad. The full draft contract and scope of services is included in Attachment B (pages C-12-5 through C-12-26). Deliverables include:

- Progress reports and invoices;
- Two service concepts for service between San Jose and San Luis Obispo, and extending Pacific Surfliner service to San Jose;
- Two conceptual schedules;
- Two sets of conceptual equipment and crew needs;
- Two virtual meetings;
- A memorandum of potential implementation challenges; and
- Draft and Final Report

Task	Draft Schedule
Project Setup	May 29, 2026 (Week 1)
Service Concepts, Equipment and Crew Needs	June 19, 2026 (Week 4)
Memorandum of Potential Implementation Challenges	July 6 (Week 6/7)
Draft Report	July 17 (Week 8)
SLOCOG Review of Draft Report	July 24 (Week 9)
Final Report Submitted	July 31, 2026 (Week 10)

ATTACHMENTS

Attachment A: 2028 Olympics Pilot Service Fact Sheet (pages C-12-3 and C-12-4)
Attachment B: Conceptual Service Operations Plan Contract with HDR (pages C-12-5 through C-12-26)
Attachment C: Budget Request Letter to State Senator John Laird (pages C-12-27 and C-12-28)
Attachment D: BUILD America 250 Act Earmark Request Letter to Congressman Salud Carbajal (pages C-12-29 and C-12-30)
Attachment E: Draft Resolution of Support for Olympics Pilot Service (page C-12-31 and C-12-32)

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: C-13**
SUBJECT:	**2026 Fund Cycle | Implementation Phase and Grant Pursuit Activities**	
STAFF CONTACT:	**Rich Murphy**	

SUMMARY

The SLOCOG Board has completed the programming phase of the 2026 Fund Cycle, reaffirming capital funding and contingency commitments for projects determined to be sufficiently advanced and "ready to go" within the current five-year capital improvement program. The Board also identified the region's highest priority projects for pursuit of state and federal discretionary grants. The region is now entering the implementation and grant pursuit phase of the 2026 Fund Cycle.

Lessons learned during implementation of the 2024 Fund Cycle highlighted the importance of more thoroughly evaluating project readiness, funding assumptions, and implementation responsibilities before reaffirming regional funding commitments. Subsequent funding amendments associated with projects such as the Bob Jones Pathway and Shell Beach Road Shared Use Path reinforced the need for stronger coordination with project sponsors and funding partners during the programming process.

Staff is now advancing several major discretionary grant pursuits anticipated over the next 12 months, including Senate Bill 1 competitive grant applications due in December 2026. Agenda Item C-15 proposes a contract amendment with Mark Thomas to support development of the SR 46 and US 101 project bundle strategy previously discussed with the Board. Other projects advancing through ATP Cycle 8 and the federal SS4A program, including Shell Beach Road, Edna-Price Canyon Trail, and the Buckley Road Roundabout, will continue pursuing agreements intended to clarify implementation responsibilities and long-term maintenance obligations.

Attachment A summarizes the implementation status and next-step coordination efforts for the region's priority major projects.

Attachment B, SLOCOG's 2026 Fund Cycle Fact Sheet, summarizes the region's priority major projects and identifies those projects currently advancing through the 2026 grants season.

Attachment C & D are draft partnership letters associated with the Edna-Price Canyon Trail illustrating the types of implementation and maintenance coordination activities increasingly necessary to support competitive grant applications and project delivery.

RECOMMENDATIONS

Staff: 1. Receive and file the implementation update for priority projects associated with the 2026 Fund Cycle.

2. Authorize staff to continue coordination and grant pursuit activities associated with the regional programming strategy.

3. Direct staff to return, as necessary, with updates or recommendations if implementation commitments or partnership agreements affecting grant eligibility, competitiveness or project delivery are not achieved.

TACs: Concur

BACKGROUND

The 2026 Fund Cycle established SLOCOG's discretionary funding commitments for the next five years of the regional capital improvement program. Funding recommendations focused on:

- reaffirming commitments for projects determined to be implementation-ready,
- preserving contingency funding for advanced projects, and

- identifying priority projects for pursuit of state and federal discretionary grants.

This programming approach reflects lessons learned from the 2024 Fund Cycle, where several projects later encountered funding shortfalls, revised schedules, and implementation challenges after programming commitments had already been established.

In particular, the Bob Jones Pathway and Shell Beach Road Shared Use Path required subsequent funding amendments and revised implementation strategies as project costs, delivery assumptions, and partnership obligations evolved during project development. These experiences reinforced the importance of more closely evaluating project readiness, implementation strategy, and long-term responsibilities before committing limited regional discretionary funding.

As part of the 2026 Fund Cycle process, staff worked more closely with project sponsors, Caltrans, consultants, and funding partners to reassess schedules, funding assumptions, grant competitiveness, and implementation feasibility before developing final programming recommendations.

The region is now transitioning from the programming phase of the fund cycle into active grant pursuit and implementation coordination.

DISCUSSION

SLOCOG's role in advancing regionally significant transportation improvements continues to evolve beyond programming transportation funds alone. Depending on the project, SLOCOG may serve as a regional funding partner, grant applicant, implementation coordinator, corridor planning partner, or funding advocate.

As projects advance into active grant pursuit and delivery phases, implementation coordination becomes increasingly important. Current coordination efforts focus on:

- grant application strategy,
- project delivery schedules,
- funding partnership coordination,
- environmental and right-of-way readiness,
- cost contingency planning,
- ownership responsibilities, and
- long-term maintenance obligations.

These issues are especially important for projects involving regional grant sponsorship/application or multi-agency implementation responsibilities. To be eligible to apply for many grant programs agreement on implementation and maintenance responsibilities is required prior to application submittal.

Staff is currently advancing several major discretionary grant pursuits anticipated over the next year, including Senate Bill 1 competitive grant applications expected in December 2026. Agenda Item C-15 proposes a contract amendment with Mark Thomas to support development of the SR 46 and US 101 project bundle strategy previously discussed with the Board. The strategy focuses on positioning corridor improvements for state and federal grant competitiveness while maintaining consistency with regional corridor priorities and funding strategies.

Other regionally significant projects are also advancing through ATP Cycle 8 and the federal Safe Streets and Roads for All (SS4A) program. Projects such as the Shell Beach Road Shared Use Path, Edna-Price Canyon Trail, and Buckley Road Roundabout continue advancing in coordination with Caltrans and local agencies. Staff is pursuing letters of intent from local agencies for the Edna-Price Canyon Trail intended to clarify implementation responsibilities, funding assumptions, ownership obligations, and long-term maintenance responsibilities prior to application submittal.

Staff will return to the Board in August and/or October, as necessary, to provide updates regarding project partnerships, implementation agreements, and grant readiness associated with the 2026 Fund Cycle programming strategy. Should local agencies, project sponsors, or partnering agencies be unable to meet commitments necessary to support grant submittal, grant competitiveness, project implementation, or ongoing maintenance responsibilities, staff will return no later than the December Board meeting with recommendations to suspend or withdraw pursuit of grant funding.

Attachment A: Implementation Status & Coordination Efforts for Priority Major Projects

#	Project	Current Focus	Grant Program / Strategy	SLOCOG Role	Current Implementation Need	Partnership / MOU Status	Potential Board Action
1	SR 46E Corridor Improvements – Antelope Grade Ph. 2	Corridor bundle / freight mobility strategy	SB1 TCEP / Federal Freight	Regional funding partner per 2026 STIP	Support letter(s)	Coordination with Caltrans D5 ongoing	Return to Board if state/federal partnership assumptions change
2	SR 46 at Union Rd. Improvements	Grant competitiveness and phased delivery strategy	SB1 TCEP	Regional funding partner / grant support	Confirm local match, delivery schedule, and phased implementation approach	Funds may be needed & maintenance agreements	Reassess grant pursuit if partnership or match commitments are not secured
3	SR 46E / US 101 I/CE/B Off-Ramp	Advance preconstruction and bundle strategy	SB1 TCEP/ Federal discretionary	Corridor coordination / funding strategy	Maintain project readiness and corridor integration	Coordination ongoing	Return if scope, schedule, or funding assumptions materially change
4	SR 46W & US 101 Imps./ Mobility Hub	Environmental and design readiness	SB1 SCCP / Federal discretionary	Grant coordination / regional funding partner	Maintain readiness for grant cycle; ensure R/W advancing	Local coordination ongoing	Reevaluate timing if milestones are not achieved
5	SR 41 / Main St. / SR 1 Roundabout & Bike/Ped Improvements	SHOPP partnership and local coordination	SHOPP / regional partnership	Regional funding partner	Maintain implementation coordination with Caltrans and Morro Bay	Partnership coordination ongoing	Return if funding commitments shift
6	US 101 Prado Rd. Overpass & Local Rd. Improvements	Evaluating scope, grant program fit and competitiveness	SB1 SCCP and LPP	Applicant, Regional funding partner	Clarify, scope, schedule, local funding commitments for con. and cost incr's.	Additional coordination needed before application	Future Board direction may be required
7	SR 227 Los Ranchos Roundabout	Construction implementation	Fully funded / implementation phase	Funding agency, implementation coordination	Monitor delivery schedule & contingency needs	Existing maintenance agreement in place	Return only if delivery or cost issues emerge
8	SR 227 Buckley Rd. Roundabout	Safety grant pursuit, continue design & enviro. activities	Federal SS4A	Applicant, funding contributor	Finalize implementation agreements and grant strategy	Existing maintenance agreement in place	Revisit funding strategy if fed and state grants not secured
9	Edna-Price Canyon Trail (Los Ranchos to Aero)	ATP grant pursuit	ATP Cycle 8	Applicant, funding contributor	Continue enviro & design and refine con. cost est.	Maintenance agreement coordination required	Potential withdrawal prior to application if agreements are not achieved
10	Bob Jones Multi-Use Path Ph. 2	Complete final design	Fully funded	Regional funding partnership	Confirm delivery schedule	Cooperative agreement required	Return if delivery schedule issues arise
11	Shell Beach Rd. Shared Use Bike & Ped Path	ATP grant pursuit and implementation coordination	ATP Cycle 8	Grant coordination / funding partnership	Clarify scope, implementation & maintenance obligations	Letter of intent required for ongoing maintenance	Potential withdrawal prior to application if agreements are not achieved
12	Morro Bay to Cayucos Connector	Final delivery coordination	Existing funding commitments	Funding partner / implementation coordination	Monitor final delivery and contingency needs	Existing coordination ongoing	Return only if funding or delivery issues emerge

Note: This matrix summarizes implementation coordination activities associated with the 2026 Fund Cycle programming strategy. Project grant pursuits, partnership agreements, and implementation assumptions remain subject to change based on grant competitiveness, local agency commitments, environmental readiness, and delivery schedules. Staff may return to the Board with recommendations to revise, suspend, or withdraw grant pursuits prior to grant awards if necessary partnership or implementation commitments are not achieved.

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SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES

ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

Fact Sheet

2026 Regional Transportation Improvement Program (RTIP)

Fiscal Years 26/27 thru 30/31

Summary

The 2026 Regional Transportation Improvement Program (RTIP) describes how the San Luis Obispo Council of Governments (SLOCOG), through its biennial Fund Cycle, programs regional discretionary transportation funding, including its county share of the State Transportation Improvement Program (STIP), in coordination with the California Transportation Commission. The RTIP identifies proposed STIP investments and partnership funding that support priority regional projects, as reflected in the accompanying tables.

The 2026 Fund Cycle represents SLOCOG's coordinated approach to programming all discretionary surface transportation funding, integrating its STIP share with federal sources such as the Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs to advance SLOCOG-established priorities along key corridors.

Consistent with the 2026 STIP Fund Estimate, the RTIP reflects a base STIP programming target of $8.6 million. Through the 2026 Fund Cycle, SLOCOG proposes approximately $2.9 million in new STIP programming, with the total five-year STIP period identifying $27.1 million in project funding commitments. Approximately $5.7 million in STIP capacity has been identified and committed through SLOCOG's Fund Cycle Board action, with programming to be implemented through subsequent STIP amendments.

Across all discretionary sources, the Fund Cycle commits approximately $21 million of the $25 million total capacity, with the remaining approximately $4.2 million (including STIP and federal funds) held in reserve for future action. These funds preserve flexibility to address project delivery risk, cost escalation, and evolving funding opportunities during the STIP cycle, including a coordinated grant strategy seeking over $216 million in 2026 and $76 million in 2028, recognizing that not all funding will be secured in a single cycle and remaining needs will carry forward. These efforts reflect the scale of investment required to deliver priority corridor projects and the need for supplemental funding beyond available regional resources.

The 2026 RTIP advances SLOCOG-established regional priorities, aligning investments with statewide transportation policies and objectives, including CAPTI and CSIS, and positioning projects to be competitive for state and federal discretionary funding that supports shared regional and statewide goals.

Priority Corridor Investments (in $1,000s)

#	Project Name	Ready to List	2026 STIP	Other COG*	Project Cost**
1	NE SLO Co.: SR 46E Corridor Improvements Antelope Grade - Ph. 2 [2,3]	2028	$2,000	-	$98,776
2	Paso Robles: SR 46E at Union Rd. Improvements [2,3]	2029		$4,270[4]	$68,060
3	Paso Robles: SR 46E / US 101 I/C, E/B off-ramp [2,3]	2030	$0,171	$4,050[4]	$39,370
4	Paso Robles: SR 46W & US 101 Imps & Mobility Hub @ S/W Quadrant [2,3]	2028	-	$5,797	$30,714
5	Morro Bay: SR 41 / N. Main St. / SR 1 Roundabout & Bike/Ped Safety Improvements [1]	2029	$5,200	$3,099	$17,224
6	San Luis Obispo: US 101/ Prado Rd. Overpass & Local Rd. Improvements [2]	2029	$3,500	-	$128,046
7	Near SLO: SR227 Corridor / Los Ranchos Rd. Roundabout Ph. 1 [1]	2027	$6,196	$3,306	$10,803
8	Near SLO: SR 227 Corridor / Buckley Rd. Roundabout, Edna Trail Ph. 2 [2,3]	2028	-	$1,804	$12,800
9	Near SLO: Bob Jones multi-use path - Ph. 2 [1]	2028	$7,350	$9,470	$21,820
10	Pismo Beach: Shell Beach Rd. Shared Use Bike & Ped Path Ph. 1 & 2 [1,2]	2029	-	$3,200[4]	$14,300
11	North Coast: Morro Bay to Cayucos Connector [1]	2026	$2,850	$1,165	$15,661
		TOTAL	$27,096	$36,161	$457,574

* Prior committed and reaffirmed SLCOOG discretionary funds (STBG, CMAQ, and prior STIP) | ** Includes all phases (pre-construction, R/W, capital) | [1] Prior STIP commitments reaffirmed | [2] SB1 and ATP Grants pursuit | [3] IIJA Grants pursuit | [4] Also includes 25/26 STIP funds (Allocate, Extend, or Lapse)

Questions?

Contact Richard Murphy, Programming Director, SLOCOG
rmurphy@slocog.org

Updated 4/17/26

Benefits

The 2026 Regional Transportation Improvement Program (RTIP) delivers measurable safety, mobility, environmental, equity, and economic benefits by focusing investments on the region's highest-priority corridors.

Safety benefits are advanced through improvements at high-collision locations and complex intersections, including roundabouts, interchange upgrades, and corridor operational enhancements. RTIP investments target corridors identified in the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as having elevated safety and congestion challenges, improving reliability for all users.

Environmental and climate benefits are supported through projects that improve system efficiency and expand multimodal travel options. Adopted RTP/SCS performance measures project a reduction in vehicle miles traveled per capita from 28.9 to 28.2, along with increases in walking and bicycling mode share, outcomes directly supported by RTIP-funded active transportation and multimodal investments.

Equity and access benefits result from investments that improve connectivity between communities, employment centers, and essential services. Projects included in the RTIP enhance access to low-stress bicycle and pedestrian facilities and improve safety for all roadway users.

Economic and freight benefits are advanced through targeted investments on interregional corridors, including SR 46 East, a critical goods-movement link between the Central Coast and Central Valley. RTIP investments support improved reliability, safety, and system performance for freight, agricultural, and regional travel.

Project-level performance and readiness are documented in the electronic Project Programming Requests (ePPRs) included in the RTIP appendices.

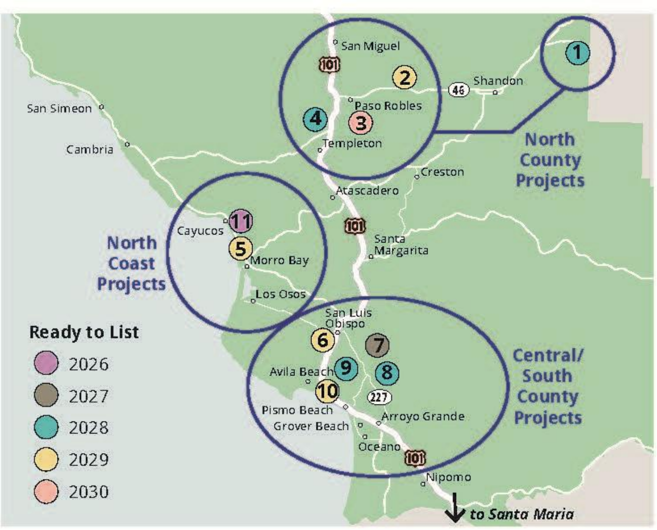
Goals and Objectives

The 2026 Regional Transportation Improvement Program (RTIP) advances the goals and objectives of SLOCOG's adopted 2023 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) by prioritizing investments that improve safety, expand multimodal access, enhance system performance, and support economic vitality within a financially constrained framework. RTIP projects are located on, or directly support, the RTP/SCS Priority Corridors, including US 101, SR 46, and SR 227.

Implementation of these priorities is guided by SLOCOG's adopted corridor, safety, and modal plans, including the US 101 Central and South County Multimodal Corridor Plan, the US 101 North County Multimodal Corridor Plan, the 2021 Regional Active Transportation Plan, and the 2025 Regional Road Safety Action Plan. Together, these plans inform corridor-level design, safety strategies, and multimodal improvements reflected in RTIP project scope and phasing.

At the state level, the RTIP aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans' System Investment Strategy (CSIS), and the California Freight Mobility Plan. In coordination with Caltrans District 5, SLOCOG applied CSIS- and CAPTI-informed evaluations to Tier 1 Major Projects, improving baseline CAPTI alignment scores from 57–63 to 77–86 through targeted multimodal, operational, and climate-resilient refinements.

More information, including projects recently completed or under construction, visit the SLOCOG website at slocog.org/rtip and the online project portal at bit.ly/2026rtip.



Project Locations

1. NE SLO Co.: SR 46E Corridor Improvements Antelope Grade - Phase 2 [2,3]
2. Paso Robles: SR 46E at Union Rd. Improvements [2,3,4]
3. Paso Robles: SR 46E / US 101 I/C, E/B off-ramp [2,3,4]
4. Paso Robles: SR 46W & US 101 Imps & Mobility Hub @ S/W Quadrant [2,3]
5. Morro Bay: SR 41 / N. Main St. / SR 1 Roundabout & Bike/Ped Safety Improvements [1]
6. San Luis Obispo: US 101/ Prado Rd. Overpass & Local Rd. Improvements [2]
7. Near SLO: SR227 Corridor / Los Ranchos Rd. Roundabout Ph. 1 [1]
8. Near SLO: SR 227 Corridor / Buckley Rd. Roundabout, Edna Trail Ph. 2 [2,3]
9. Near SLO: Bob Jones multi-use path - Phase 2 [1]
10. Pismo Beach: Shell Beach Rd. Shared Use Bike & Ped Path Ph. 1 & 2 [1,2,4]
11. North Coast: Morro Bay to Cayucos Connector [1]

[1] Prior STIP commitments reaffirmed | [2] SB1 and ATP Grants pursuit | [3] IIJA Grants pursuit | [4] Also includes 25/26 STIP funds (Allocate, Extend, or Lapse)

Public Works
919 Palm Street, San Luis Obispo, CA 93401-3218
805.781.7200
slocity.org

May 12, 2026

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

RE: Letter of Intent to Maintain the Edna-Price Canyon Trail

Dear Application Reviewers,

This letter serves as a letter of support and statement of intent from the City of San Luis Obispo (City) to engage with the San Luis Obispo Council of Governments (SLOCOG) to enter into an agreement to maintain portions of the proposed Edna-Price Canyon Trail located along Broad Street within the City Limits, prior to City Encroachment Permit approval and start of construction for any work within the City's jurisdiction. Our understanding is that SLOCOG is the lead agency for the Preliminary Engineering (PE) phase and Caltrans will serve as the lead agency for construction of the project.

We understand that SLOCOG intends to apply for construction phase funding through the Cycle 8 Active Transportation Program and the 2026 Safe Streets for All program for the Edna-Price Canyon Trail, and because the project proposes improvements within the City's jurisdiction, the grant applications will need to include documentation affirming the City's intent to maintain the project and assigning the City responsibility for the maintenance of the pathway and related features installed with as part of the project within the City's right-of-way.

Prior to project approval, and assuming the City has been provided an opportunity to review and approve final project design features proposed to be maintained by the City, we affirm our intent to be responsible for the ongoing operation, maintenance, repair, and replacement of these improvements, including, but not limited to:

- Routine inspection and upkeep of all installed features, including path pavement section, sign & striping, drainage facilities, and lighting
- Repair 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 City standards, permits, and agreements

The City also expresses a desire to enter into a Cooperative Agreement with SLOCOG which provides sufficient funding for the City's ongoing maintenance costs introduced with construction of the project.

We further agree that all maintenance activities will be performed in accordance with City policies and applicable permits.

This letter demonstrates our commitment to long-term stewardship of these proposed improvements.

If you require additional information or documentation, please feel free to contact me via email at MKacsint@slocity.org or via phone at (805) 781-7094.

Sincerely,

Madeline Kacsinta
Assistant Director of Public Works

CITY OF
SAN LUIS OBISPO

Attachment D

March 24, 2026

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 serves as a formal statement of intent from the San Luis Obispo Council of Governments (SLOCOG) to engage with and arrange for the County of San Luis Obispo (County) to enter into a Maintenance Agreement with Caltrans for portions of Segment 6A and Segment 7A of the Edna-Price Canyon Trail and Roundabouts at Buckley Rd and Los Ranchos Rd located south of the City of San Luis Obispo on State Route 227, as shown in the attached Project Map, 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.

Based on Caltrans comments on the 30% GAD, this proposed improvement will require a Maintenance Agreement assigning a local agency responsibility for the maintenance of the pathway, structural section, signage & striping, sweeping & debris removal, drainage facilities, lighting, proposed planting/landscaping/irrigation, shade structures and all associated features, artistic hardscaping, and any other features not standard to or maintainable by Caltrans.

SLOCOG intends to apply for construction phase funding through the Cycle 8 Active Transportation Program and the 2026 Safe Streets for All program and must include with the applications an agreement for the ongoing operations and maintenance of the facilities. We acknowledge that the proposed project includes improvements that fall under Caltrans jurisdiction. Prior to project approval, we agree to enter into a Cooperative Agreement with the County which provides funding sufficient enough for the County to execute a maintenance Agreement with Caltrans for the ongoing operation, maintenance, repair, and replacement of these improvements, including, but not limited to:

- Routine inspection and upkeep of all installed features
- Repair 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 the state right-of-way.

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**	**Item C-14**
SUBJECT:	**Project Development Study Program Application Receipt Log**	
STAFF CONTACT:	**Stephen Hanamaikai**	

SUMMARY

The 2026 Fund Cycle identified up to $1.5 million in fiscal years 2026/27 through 2028/29 for Project Initiation Documents (PID) and other studies needed to advance the next generation of projects from the planning phase into the implementation pipeline. The funding set-aside was established through the 2026 Fund Cycle programming process, with an initial emphasis on advancing “next generation” transportation concepts and positioning the region to respond strategically should supplemental local, state, or federal funding opportunities emerge. Attachment A provides the Board with a receipt log of applications submitted through the Project Development Study Program solicitation released to Transportation Technical Advisory Committee (TTAC) member agency representatives on Tuesday, April 7, 2026.

RECOMMENDATION

Staff: Receive information
TTAC & CTAC: Support staff recommendation

DISCUSSION

SLOCOG’s 3-year workplan will take a partnerships-first approach, focusing on aligning regional and local priority projects where shared goals and objectives can be advanced. In addition to local project priorities identified through adopted plans and studies, regional transportation planning efforts continue to identify safety, mobility, climate resiliency, and multimodal corridor needs that may warrant future SLOCOG-sponsored project development activities, subject to Board direction, funding availability, and adopted programming policies. Several projects are and are included in the log list. This approach is responsive to recent Board discussions regarding project readiness, funding alignment, and delivery strategy.

FUTURE PROGRAMMING

Funding awarded through the Project Development Study Program is not an indicator of future programming for any preconstruction or construction phases.

In some cases, projects may be advanced because they align with specific state or federal funding opportunities and demonstrate strong competitiveness and high potential for funding and delivery. This approach allows the region to strategically position a range of project concepts for funding opportunities that may emerge across different grant programs. Some concepts may be advanced to address unique regional or corridor needs, align with targeted grant opportunities, or position the region for future funding opportunities, including potential regional sales tax, state, or federal discretionary programs.

Attachment A: Project Development Study Program Application Receipt Log

ATTACHMENT A: Project Development Study Program Application Receipt Log

Agency	Project Title
Atascadero	Atascadero Avenue-Traffic Way Multi-Modal Connector and Safety Improvements Project
Pismo Beach	Price Canyon Road-Price Street Corridor to US 101
San Luis Obispo	US 101/Madonna Road and Marsh Street Shared Use Path Connectors
San Luis Obispo	South Broad Street (SR 227) Tank Farm to City Limit Corridor Concept Development
County of San Luis Obispo	Southland Interchange
SLOCOG	SR 1 & Old Creek Road Intersection Safety Improvements
SLOCOG	SR41 & La Panza Intersection Safety Improvements
SLOCOG	SR46 & McMillian Road Intersection Safety

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2025**	**ITEM C-15**
SUBJECT	**Contract Extension with Mark Thomas for Grant Services**	
Staff Contact:	**Rich Murphy**	

SUMMARY

Staff requests approval of a contract amendment with Mark Thomas (CONSULTANT), one of SLOCOG's on-call consultants, to continue professional services in support of the 2026 Fund Cycle and SB1 Cycle 5 grant preparation activities. The proposed amendment extends the current contract through December 31, 2026, and increases the contract amount by a not-to-exceed amount of $45,000.

The CONSULTANT has an established track record assisting SLOCOG with programming and grant strategies, including development of the Investment and Grants Pursuit Strategy, Caltrans System Investment Strategy (CSIS) analysis, scalable SR 46 corridor bundle analysis, and federal discretionary grant preparation associated with the SR 46 and US 101 interchange system. The amendment continues this partnership, ensuring SLOCOG maintains the technical support needed to advance coordinated state and federal funding strategies for priority regional corridor projects.

The amendment primarily focuses on the SR 46 Bundle, including:

- US 101 / SR 46E Interchange
- SR 46E / Union Road Overcrossing
- US 101 / SR 46W Interchange

The amendment supports:

- SB1 Trade Corridor Enhancement Program (TCEP) Cycle 5 preparation associated with the SR 46E / US 101 and SR 46E / Union Road projects;
- SB1 Solutions for Congested Corridors Program (SCCP) Cycle 5 strategy development associated with the SR 46W / US 101 interchange;
- traffic analysis, concept refinement, phasing/scalability planning, updated cost estimates, readiness matrices, and coordination with project sponsors and consultants;
- continued coordination with Caltrans District 5 and Caltrans Headquarters.

The prior federal discretionary grant effort associated with the SR 46 corridor remains under review by FHWA. In addition, SLOCOG has advanced elements of the corridor strategy through Congressional Directed Spending requests coordinated with the offices of U.S. Senators Schiff and Padilla. The proposed amendment maintains continuity across these active funding efforts while supporting timely preparation of SB1 Cycle 5 grant materials.

Limited peer review support associated with the Prado Road / SR 227 Bundle may also be provided at SLOCOG's direction for locally sponsored project development efforts.

RECOMMENDATIONS

Staff: Approve a contract amendment (Attachment A) with Mark Thomas Associates extending technical support services associated with the SR 46 Corridor Bundle and SB1 Cycle 5 grant preparation activities through December 31, 2026, and increasing the contract amount by a not-to-exceed amount of $45,000.

TTAC/CTAC: Concur

DISCUSSION

The proposed amendment represents a continuation of a proven partnership that has already strengthened SLOCOG's programming approach, grant readiness, and regional corridor funding strategy. Prior work completed by Mark Thomas established scalable project bundle concepts, federal discretionary grant strategies, CSIS analysis, readiness evaluations, and funding recommendations associated with the SR 46 corridor and US 101 interchange system.

The amendment refines and advances this work effort toward SB1 Cycle 5 grant preparation and related corridor funding strategies. The SR 46E / US 101 and SR 46E / Union Road projects are being advanced for TCEP Cycle 5 consideration focused on preconstruction and right-of-way funding, while positioning the projects for future capital funding consideration in SB1 Cycle 6. The SR 46W / US 101 interchange is anticipated to be advanced through SCCP Cycle 5 due to its strong operational congestion relief and multimodal corridor characteristics.

The amendment also supports continued coordination with Caltrans, refinement of scalable funding strategies, updated readiness evaluations, implementation sequencing, and regional funding recommendations associated with the 2026 Fund Cycle.

In addition, SLOCOG continues to see positive momentum associated with the regional corridor funding strategy developed under the prior federal discretionary grant effort. On May [insert date], SLOCOG was notified by its federal advocacy team that Senator Adam Schiff selected the SR 46 / US 101 corridor project bundle for inclusion in his FY 2027 Congressional Directed Spending (CDS) Transportation, Housing and Urban Development (THUD) requests in the amount of $8 million. The request remains subject to additional Congressional review and approval processes. Staff believes the technical analyses, scalable corridor bundle strategy, and federal grant positioning work previously completed by Mark Thomas contributed significantly to advancing the project for federal consideration.

Continuing services with the existing consultant team preserves continuity across active federal and state funding efforts, avoids duplication of prior technical analyses, and maintains institutional knowledge associated with the SR 46 corridor bundle strategy.

FISCAL IMPACT

Contract amendment with Mark Thomas Associates increases the existing contract authority from $106,110 to a revised not-to-exceed amount of $151,110, funded from SLOCOG's approved Programming & Project Delivery consultant services budget. No additional local funds are required at this time.

The SLOCOG Board has previously committed discretionary funding toward technical grant support activities through both the 2024 and 2026 Fund Cycle programming policies and related implementation actions. Resources remain available within SLOCOG's discretionary programming and project delivery budget to support this work effort and associated state and federal grant preparation activities

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: D-1**
SUBJECT:	**Citizens Transportation Advisory Committee (CTAC) Vacancy – SLOCOG At-Large Appointment**	
STAFF CONTACT:	**James Worthley**	

SUMMARY

The CTAC bylaws provide for 15 members - one for each city, one for each Supervisorial District, and the SLOCOG Board appoints three At-Large members. A public notice and solicitation to fill the currently vacant At-Large position resulted in two applications for consideration. The attached applications were reviewed by CTAC at the May 20, 2026 meeting and the committee provided its recommendation for the existing vacancy on the committee. One seat remains vacant (Supervisorial District 1).

RECOMMENDATION

Staff: Support the recommendation from the Citizens Transportation Advisory Committee.
CTAC: Appoint Julia Wallerce to the Citizens Transportation Advisory Committee.

BACKGROUND

The following table shows the current CTAC Members. Following the resignation of one At-Large member, a public notice and solicitation to fill the position was circulated. Two applications for consideration were received and are attached. CTAC reviewed the applications and considered the applicants.

In addition to the At-Large vacancy, on May 12, 2026, the Arroyo Grande City Council appointed Cynthia Shaheen to serve as its CTAC representative.

CTAC develops and offers their recommendation(s) for the SLOCOG Board's consideration.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)
May 20, 2026

Chair: Paul Holden　　Vice Chair: Tom O'Malley

AGENCY	APPOINTEE
SLO County District 1 (Peschong)	***VACANT***
SLO County District 2 (Gibson)	Dave Abrecht
SLO County District 3 (Ortiz-Legg)	Don Dunkle
SLO County District 4 (Paulding)	James Pisz
SLO County District 5 (Moreno)	Tom O'Malley
City of Arroyo Grande	Cynthia Shaheen
City of Atascadero	Terrence Hobson
City of Grover Beach	Paul C. Holden
City of Morro Bay	Chris DeMoville
City of Paso Robles	Chris Iversen
City of Pismo Beach	Tracy M. Steele
City of San Luis Obispo	Takuto Doshiro
SLOCOG (At-Large)	Hans Hershberger
SLOCOG (At-Large)	Keith Foxe
SLOCOG (At-Large)	***VACANT***

APPLICATION FOR APPOINTMENT
CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

NAME OF APPLICANT: LEONARD MILSTEIN

RESIDENCE STREET ADDRESS:	**CITY:**	**ZIP:**
8 [redacted]	GROVER BEACH	93433

RESIDENCE TELEPHONE NUMBER:	**BUSINESS TELEPHONE NUMBER:**
805 [redacted]	[redacted]

BUSINESS STREET ADDRESS:	**CITY:**	**ZIP:**
PO BOX 204	AVILA BEACH	93424

1. Are you a full-time paid officer or employee of local/state government (circle one)? NO Yes **If yes, where** **position**

2. Education: UCLA - POLITICAL SCIENCE U. SANTA CLARA - LAW

3. Present Occupation: PART TIME - HOME DEPOT

4. Membership in organizations: CENTRAL COAST COMMISSION FOR SENIOR CITIZENS (PAST) AREA AGENCY ON AGING (PAST); SLO FEDERATION OF San Luis CLUBS

5. Please describe why you are interested in serving on this committee. (Use reverse side for any additional information – 200 words maximum):

To involve myself in assisting the community with my background in business, community affairs and law

6. Please describe other community activities that you have been involved in:

Volunteer Usher Performing Arts Center - San Luis Obispo
Volunteer Usher Festival Mozaic - San Luis Obispo

7. Signature of applicant: [redacted]

8. Date: 5-12-26

APPLICATION FOR APPOINTMENT
CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

NAME OF APPLICANT: **Julia Wallerce**		
RESIDENCE STREET ADDRESS: [redacted]	**CITY:** **Los Osos**	**ZIP:** **93402**
RESIDENCE TELEPHONE NUMBER: [redacted]	**BUSINESS TELEPHONE NUMBER:**	
BUSINESS STREET ADDRESS:	**CITY:**	**ZIP:**

1. Are you a full-time paid officer or employee of local/state government (circle one)? NO Yes If yes, where position

No

2. Education:

MA, Tufts University, Urban and Environmental Policy and Planning (2009)
BA, UC Santa Cruz, Environmental Studies (2003)

3. Present Occupation: Consultant

4. Membership in organizations:

Transportation Committee, Los Osos Community Advisory Council (LOCAC)
Estero Bay Kindness Coalition (Board Member)
Friends of Cuesta Inlet (Lands Committee)
American Planning Association (APA)
Association for Commuter Transportation (ACT)

5. Please describe why you are interested in serving on this committee. (Use reverse side for any additional information – 200 words maximum):

As a transportation planning professional who built my career in Greater Boston but was born and raised in Northern California, I am thrilled to be back in my home state and looking for ways to contribute to and make an impact on critical mobility, land use, and urban sustainability issues. I have extensive background with serving on publicly appointed committees as well as nonprofit boards, and have worked in both the public and private sectors as a planner focusing primarily on transit, streets, parking and housing. The CTAC presents an opportunity for me to help shape transportation planning in SLO County while also building my familiarity with and institutional knowledge of the issues.

6. Please describe other community activities that you have been involved in:

In Boston, I was very active in the regional transportation/planning world for 18 years; since moving to SLO County in August of 2025 I have become involved with my local CAC by way of planning and applying for a street safety demonstration popup grant through SLOCOG, organizing a children's music and fundraiser for Save Cuesta Inlet (and now serving on the Lands Committee), and planning the first Los Osos Community Bike Rodeo.

7. Signature of applicant: [redacted]

8. Date: 5/12/26

JULIA WALLERCE

[redacted]

[redacted], Los Osos, CA 93402

EXECUTIVE SUMMARY

Strategic, equity-driven transportation leader with 15+ years of experience stewarding complex regional networks, managing high-performing teams, and advancing sustainable mobility through policy, planning, and cross-sector collaboration. Known for translating big-picture vision into actionable programs, building strong relationships across local governments and advocacy partners, and creating systems that help practitioners thrive. Dedicated to fostering connected, mission-aligned professional communities that support equitable, safe, and people-centered cities.

CORE LEADERSHIP COMPETENCIES

Impact Network Stewardship ▪ Strategic Vision & Program Development ▪ Equitable People Management
Cross-Agency Collaboration ▪ Transportation Policy & Mobility Justice ▪ Multi-Year Project Management
Communications & Public Engagement ▪ Operational Systems & Feedback Loops

PROFESSIONAL EXPERIENCE

METROPOLITAN AREA PLANNING COUNCIL (MAPC) • Boston, MA • 2023 - 2025
Assistant Director of Transportation
Regional leader for the planning agency serving 101 municipalities across Greater Boston. Directed staff, budgets, and a diverse portfolio of initiatives advancing sustainable mobility, transportation equity, and smart growth.

- Managed and coached department staff, fostering accountability, clarity, and equitable leadership practices.
- Represented MAPC on the MPO board, aligning local needs with regional transportation and land-use goals.
- Convened governmental and advocacy partners around high-impact transportation and development projects.
- Led major initiatives including regional bikeshare expansion, bus priority, zoning and parking reform, transportation finance tools, and place-based technical assistance.
- Advanced transportation components of MetroCommon2050, the region's long-range policy and land-use plan.

INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY (ITDP) • Boston, MA • 2017 - 2023
Boston Program Manager
Directed strategic initiatives and daily operations for ITDP's Boston program, stewarding a diverse network of municipal leaders, transit agencies, consultants, and community partners.

- Elevated BRT and bus priority through data-driven pilots with municipalities and regional transit authorities.
- Managed consultant teams and staff for the BostonBRT Initiative.
- Produced public events, technical research, and creative messaging campaigns to build momentum for bus priority.
- Built strong cross-agency relationships and translated practitioner needs into impactful programming.

MASSCOMMUTE • Boston, MA • 2014 - 2017
Executive Director
Led administrative and advocacy efforts for a coalition of 15 TMAs representing 350+ businesses and 400,000 employees.

- Built relationships with legislators, government leaders, and regional partners to advance transportation demand management.
- Represented the coalition with state agencies, planning bodies, and nonprofit partners.
- Strengthened coalition operations, strategic direction, and member value.

ADDITIONAL PROFESSIONAL EXPERIENCE

SOMERVILLE COMMUNITY CORPORATION (SCC) • Somerville, MA • 2013-2014
Manager of Marketing & Communications

- Led messaging and public relations during rapid transit expansion.
- Organized public events and crafted communications to build support for equitable development

LOCAL INITIATIVES SUPPORT CORPORATION (LISC) • Boston, MA • 2010-2013
Assistant Program Officer, Green Development Center

- Managed communications, grant-making, and lending activities for a national program serving 30 local offices.
- Served as national transportation advisor to the federal policy team.

NELSON / NYGAARD CONSULTING ASSOCIATES • Boston, MA • 2008 - 2010
Multi-Modal Transportation Planning Intern

- Conducted outreach and policy analysis on parking reform, BRT, complete streets, and TDM.

MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT • Somerville, MA • 2008
Graduate Planning Intern

- Prepared the *Somerville Trends Report 2009: Transportation & Infrastructure*, analyzing spatial evolution and transportation and land-use impacts.

ACCOUNTABLE DEVELOPMENT COALITION • Santa Rosa, CA • 2005 - 2007
Coalition Coordinator

- Directed community organizing and political advocacy for a coalition of 15 labor, environmental, land-use, and housing groups through the public process for a new Station Area Plan

EDUCATION

Master of Arts, Urban & Environmental Policy and Planning, Tufts University (2009)
Thesis: *Spatial Justice: A New Frontier in Planning for Just, Sustainable Communities*
Projects in parking reform, affordable housing, and complete streets.
Bachelor of Arts, Environmental Studies & Education (Honors) University of California, Santa Cruz (2003)
Language Studies: *Centro Linguistico Internacional, Antigua, Guatemala*
International Studies in Thailand: *The Wildlands Field Studies, San Francisco State University*

TRAININGS

Advancing Racial Justice in Organizations, *Interactive Institute for Social Change (IISC)*, Boston, 2022
Managing to Change the World, *The Management Center*, New York City, 2019

LEADERSHIP & SERVICE

Transportation Committee Member, Los Osos Community Advisory Committee (LOCAC)
Board Chair, LivableStreets Alliance • Founder, Project Play Winthrop
Chair, Winthrop Transportation Advisory Committee • Planning Board Member, Winthrop, MA
Transition Team Member, MA Governor Healey-Driscoll Administration (Transportation)

AWARDS

Innovative Transportation Solutions Award, WTS Boston (2019)
Good Neighbor Award, Friends of Belle Isle Marsh (2020)
APA Outstanding Student Planning Award (2009)

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

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

SUMMARY

The following correspondence and news articles are a compilation received by SLOCOG – March 10th, 2026, through May 18th, 2026.

Correspondence:

April 8, 2026: MPO Sustainable Communities Strategy Consistency Questionnaire Letter of Support
April 27, 2026: Letter from Assembly Member Dawn Addis supporting the Morro Bay Estuary Climate Resiliency Transportation Plan
April 28, 2026: Letter from Senator Laird Encouraging Adoption of the Morro Bay Estuary Climate Resiliency Transportation Plan
April 28, 2026: Letter to Gustavo Velasquez, Director Department of Housing and Community Development, regarding Paseo Paloma – CBO Letter of Support Affordable Housing and Sustainable Communities (AHSC) Application
April 30, 2026: Letter to Lauren Sanchez, Chair California Air Resources Board regarding Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns
May 18, 2026: Toks Omishakin, Secretary California State Transportation Agency (CalSTA), supporting the Los Angeles - San Diego - San Luis Obispo Rail Corridor Agency 2026 Transit and Intercity Rail Capital Program Application
May 20, 2026: Letter of Support for the Smart Transportation Planning Pilot Program Amendment to the BUILD America 250 Act

Review Correspondence Letters

Press Releases:

04/07/26	Traffic Delays Expected on Price Street in Pismo Beach as Construction Begins on the Five Cities Project	http://eepurl.com/jDpMgU
04/21/26	Bike Month Kicks Off Across SLO County Starting May 1st	http://eepurl.com/jEfNJg
04/28/26	SLOCOG, in Partnership with Caltrans and the City of Pismo Beach, Break Ground on the Five Cities Project	http://eepurl.com/MyxrbQfuTL

News Articles:

4/30/26	Citizen-led effort to fund SLO County road work ends, endorses similar campaign for November	Citizen-led effort to fund SLO County road work ends, endorses similar campaign for November	KSBY	Leslie Santibañez -Molina
4/30/26	SLO County Voter Guide	SLO County Voter Guide	SLO Tribune	Hannah Poukish
4/29/26	Group abruptly ends effort to get new sales tax on SLO County ballot. Here's why	https://www.sanluisobispo.com/news/politics-government/election/article315574332.html	SLO Tribune	Hannah Poukish
4/29/26	Five Cities Project Breaks Ground on $57.3 Million Highway 101 Upgrades	Five Cities Project Breaks Ground on $57.3 Million Highway 101 Upgrades	Edhat	News Staff
4/29/26	Popular California beach town gets cash to solve tourist problem	Popular California beach town gets cash to solve tourist problem	New York Post	Nikki Dobrin
4/28/26	New $85 million Highway 101 project aims to ease Pismo Beach traffic	New $85 million Highway 101 project aims to ease Pismo Beach traffic	KSBY	Makayla Richardson
4/27/26	SLO Transit Launches New Technology Upgrades to Improve the Rider Experience	SLO Transit Launches New Technology Upgrades to Improve the Rider Experience	Edhat	News Staff
4/24/26	What Are People Asking SLO About? Here Are the Top 10 Requests	What Are People Asking SLO About? Here Are the Top 10 Requests	Edhat	News Staff
4/22/26	SLO Rideshare Kicks Off Bike Month Across San Luis Obispo County with Multiple Community-Focused Events for All	SLO Rideshare Kicks Off Bike Month Across San Luis Obispo County with Multiple Community-Focused Events for All	Edhat	News Staff
4/20/26	Traffic Delays Expected Near San Luis Obispo Airport This Week Due to Highway 227 Paving Work	Traffic Delays Expected Near San Luis Obispo Airport This Week Due to Highway 227 Paving Work	Edhat	News Staff
4/16/26	A pilot train service would connect San Luis Obispo to the Bay Area	A pilot train service would connect San Luis Obispo to the Bay Area	KCBX	Kendra Hanna
4/6/26	Hwy. 1 bridge work to slow traffic, block beach access in SLO County. Here's where	https://www.sanluisobispo.com/news/local/article315314024.html	SLO Tribune	Alexiah Syrai Olsen

4/2/26	Development debate in Grover Beach sparks joint City Council and Planning Commission housing discussion	Development debate in Grover Beach sparks joint City Council and Planning Commission housing discussion	New Times SLO	Bulbul Rajagopal
4/1/26	SLOCOG Announces New and Accessible Tap to Ride System Across San Luis Obispo County	SLOCOG Announces New and Accessible Tap to Ride System Across San Luis Obispo County	Edhat	News Staff
3/31/26	County launches new Tap2Ride transit payment system	County launches new Tap2Ride transit payment system	Paso Robles Daily News	Staff Report
3/25/26	SLO County town was set to get a temporary roundabout. What happened?	https://www.sanluisobispo.com/news/local/article315169378.html	SLO Tribune	Hannah Poukish
3/24/26	Pismo Beach voted against proposed county sales tax increase. Here's why	Pismo Beach voted against proposed county sales tax increase. Here's why	KSBY	Makayla Richardson
3/19/26	200 transit riders will be able to ride for free in SLO County starting in July	200 transit riders will be able to ride for free in SLO County starting in July	KSBY	Valentina Saldaña
3/17/26	Avila Beach Roundabout has officially been completed	Avila Beach Roundabout has officially been completed	KSBY	Mariana Ramos
3/16/26	SLO Trolley Extends Free Thursday Service Hours Beginning March 19	SLO Trolley Extends Free Thursday Service Hours Beginning March 19	Edhat	News Staff
3/15/26	2 separate efforts would add a new half-cent sales tax to SLO County ballot. Why?	https://www.sanluisobispo.com/news/politics-government/article314955550.html	The San Luis Obispo Tribune	Hannah Poukish
3/12/26	Political Watch: March 12, 2026	Political Watch: March 12, 2026	Santa Maria Sun	Caleb Wiseblood
3/12/26	Atascadero downtown El Camino Real project receives statewide public works award	Atascadero downtown El Camino Real project receives statewide public works award	Paso Robles Daily News	Staff Report
3/10/26	San Luis Obispo County infrastructure projects to get $2.2 million in federal funding	San Luis Obispo County infrastructure projects to get $2.25 million in federal funding	Edhat	Kathakali Nandi
3/10/26	SLO County to get $2.2 million for path extension and stormwater drainage	https://www.sanluisobispo.com/news/local/article314987321.html	SLO Tribune	Hannah Poukish

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: F-1**
SUBJECT:	**Draft 2027 Federal Transportation Improvement Program (FTIP)**	
STAFF CONTACT:	**John DiNunzio**	

SUMMARY

The FTIP is the document prepared by a Metropolitan Planning Organization (MPO) that lists projects to be funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds for the next one-to-four year period. The FTIP is the process by which the Regional Transportation Plan is implemented. It does so through providing an orderly allocation of federal, state, and local funds for use in planning and building specific transportation projects.

All regionally significant transit, highway, local roadway, and non-motorized investments or projects requiring Federal action are included in the FTIP. Federal regulations require an opportunity for public comment prior to FTIP approval.

The FTIP must be financially constrained by year, meaning the amount of dollars committed to the project must not exceed the amount estimated to be available. Some of the investment decisions reflected in the FTIP are made by the SLOCOG Board during regular programming cycles. Other investment decisions reflect actions made by the California Transportation Commission and/or Caltrans Headquarters.

RECOMMENDATION

Staff:

1. Direct staff to release for a 30-day public review beginning on June 10th, and to integrate updates as required for compliance;
2. Schedule to return with Final 2027 FTIP for Board Action on August 5th, 2026.

TTAC: Support Staff Recommendation
CTAC: Support Staff Recommendation

The 2027 FTIP: Features and Highlights

- The 2027 FTIP is compliant with federal requirements of the Bipartisan Infrastructure Law of 2021.
- Addresses the Performance Management requirements for the FTIP
- The 2027 FTIP includes projects with funding programmed through various previous processes in the next four federal fiscal years (2026/27 through 2029/2030).
- The 2027 FTIP will include approximately **75** transportation projects
- The 2027 FTIP includes $39M federal, $209M state, and $180M local funding of approximately ***$ 428 million*** programmed in the four-year cycle and $24M in the Transit Program of Projects.

The Draft 2027 FTIP has two parts. Part A is the required narrative outlining the overview of the FTIP development and project selection process, and Part B is the Project Listings. TTAC members and transit operators are providing an update to SLOCOG staff on the funding status on each of their existing FTIP project(s).

All programming actions have occurred in subsequent Board and California Transportation Commission meetings. The Draft 2027 FTIP is posted on the SLOCOG website (June 10th, 2026) and will be circulated for public comment for thirty days. Those without access to the Internet may view a printed copy of Part A and Part B at the San Luis Obispo Council of Governments Office, 1114 Marsh St., San Luis Obispo.

BACKGROUND | About the Federal Transportation Improvement Program (FTIP)

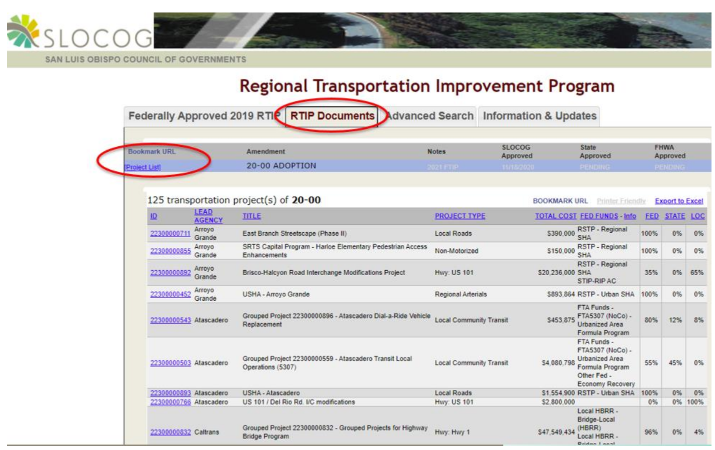
According to the Bipartisan Infrastructure Law 2021, the most recent Federal surface transportation act, the FTIP shall cover at least a four-year period and contain a priority list of projects grouped by year. The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds for the next one- to four-year period (2026/27 through 2029/2030). The federal fiscal year begins on October 1st and ends on September 30th.

The FTIP is not the first step towards project selection and implementation, but a process in which projects secure federal and state funds for implementation. The 2027 FTIP is the list of projects, using a combination of federal, state, and local funds, that will implement a four-year Capital Improvement Program (CIP) period consistent with SLOCOG's long-range plan, the 2023 Regional Transportation Plan (2023 RTP). Like the RTP, the FTIP is dynamic. Changes to the FTIP occur more frequently to accommodate shifts in funding, project schedules, and even priorities set by the California Transportation Commission (CTC). This ability to "amend" projects allows for flexibility as projects in the region are all at different stages of planning and construction. Ultimately, these projects will be built to further improve the transportation network.

Three easy ways to access the Draft 2027 FTIP

1) The document is available for electronic download from **here >>>**

2) An online project database can be accessed from https://transinfo.slocog.org/default.asp



3) From Wednesday, June 10th to Friday, July 10th, 2026, a hard copy is available at SLOCOG's front desk, and printed copies are available by request. Contact: John DiNunzio jdinunzio@slocog.org

Public Review of the 2027 FTIP

Consistent with the SLOCOG Public Participation Plan, the 2027 Draft FTIP will be released for a 30-day public review and comment period. Notices are sent to an extensive stakeholder list, including transportation agencies, other state and federal agencies, and other transportation interests, with the objective to continue the consultation process for transportation planning and investments in San Luis Obispo County, and the document can be downloaded from www.slocog.org as well.

A public hearing is scheduled to announce the public comment period on June 3, 2026, and the public comment period will begin on June 10th for 30 days. After the close of the public comment period on July 10, 2026, staff will respond to significant comments and modify the draft document accordingly. In August, the SLOCOG Board will also authorize the Executive Director to incorporate any unanswered public comments into the Final 2027 FTIP prior to submittal to Caltrans.

Upon adoption by SLOCOG on August 5, 2026, the Final 2027 FTIP is transmitted to Caltrans HQ by Friday, August 30, 2026, for inclusion into the California Federal Statewide Transportation Improvement Program (FSFTIP) or Statewide FTIP. After review and approval by Caltrans, the Statewide FTIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the FTIP and federal funding can then be apportioned, appropriated and authorized for project implementation.

DISCUSSION

Federal regulations require an opportunity for public comment prior to FTIP approval. Air quality standards in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) are such that SLOCOG's FTIP has to be accompanied by an evaluation and finding of Federal air quality conformity standards.

SLOCOG developed the FTIP in cooperation with the transportation stakeholders of the San Luis Obispo County region, including SLOCOG member agencies (seven cities and the County), transit operators, and other project sponsors, and city and county public works and planning department representatives, and Caltrans.

Central to developing the FTIP is SLOCOG's process for deciding how to invest "flexible" federal dollars, meaning those funds that can be used on a variety of transportation needs. SLOCOG works closely with local partner agencies and its citizen-based advisory committees to develop regional priorities, developing a plan for spending funds in the federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) and Carbon Reduction Programs. Guidelines for these programs are available here.

SLOCOG has adopted a policy to use these flexible federal funds for system preservation, maintenance, and more efficient operation of the existing transportation system, including advance planning activities for key transportation projects defined in the adopted RTP. Such policies complement the programming of state and local funds that are primarily used for expansion projects.

The FTIP also includes federal funds that are returned to the region by a statutory formula for transit capital and, in very limited circumstances, operating purposes. These funds constitute a baseline of capital revenue for transit operators, which are also able to compete for other discretionary funds.

SLOCOG 2027 FTIP | Development Schedule

April 1– May 29, 2026	Agency and stakeholder engagement, collaboration, and input.
May 20, 2026	Advisory Committees (CTAC, TTAC)
May 28, 2026	IACT Meeting (FTIP and RTP Air Quality review for East County)
June 3, 2026	Draft 2027 FTIP presentation to SLOCOG Board
June 10 – July 10, 2026	Open 30-Day Public Comment Period, Close Public Comment
August 5, 2026	Adopt Final 2027 FTIP (SLOCOG Board Meeting), technical corrections
August 30, 2026	Submit the Final 2027 FTIP to Caltrans

Many of the projects in the 2027 FTIP are carried over from the 2025 FTIP and programmed by SLOCOG Board and CTC in spring of 2026. To decide which projects to carryover, SLOCOG interacted with project sponsors to indicate which of their projects had been completed, were underway or were still in planning or early implementation stages. During the preliminary review of the FTIP, project sponsors and the Technical Advisory Committee (TTAC) were asked to review the funding sources and amounts for new projects and project components of existing projects to ensure that SLOCOG programming actions are reflected accurately in the 2027 FTIP.

After SLOCOG Board adoption, the final 2027 FTIP is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP) or Statewide FTIP. After review and approval by Caltrans, the Statewide FTIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the FTIP.

Performance Measures

The 2012 federal transportation authorization legislation, 'Moving Ahead for Progress in the 21st Century' (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the Federal Transportation Improvement Program (FTIP), SLOCOG is required to show (1) that the FTIP "makes progress towards achieving San Luis Obispo's performance targets" and (2) that the FTIP includes, "to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets."

The projects contained within the 2027 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2027 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

Air Quality

Under Federal law and regulations, MPO's that are in non-attainment of Federal air quality standards must have an FTIP that conforms with the approved Federal Air Quality Plan. In 2012, the EPA developed new ozone non-attainment designations that include areas in the eastern portion of San Luis Obispo County. Projects in the designated area are required to have a project-level conformity determination demonstrating consistency with a conforming Regional Transportation Plan and TIP. The proposed projects in the RTP and TIP should not exacerbate existing air quality problems.

A quantitative regional emission analysis was developed using the SLOCOG Land Use and Traffic models in conjunction with EMFAC2024-SG. The analysis shows that implementing the transportation projects programmed in the Draft 2027 SLOCOG Federal Transportation Improvement Program (FTIP) and SLOCOG's 2023 Regional Transportation Plan will not result in increased Ozone Levels. **The current Air Quality Conformity Analysis and Determination** can be found here >>.

The Inter-Agency Consultation Team (IACT) will meet during the week of May 28, 2026, to discuss Air Quality Conformity review of the Draft 2027 FTIP (and 2023 RTP). IACT includes members from the Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, the California Air Resources Board (CARB), the Air Pollution Control District (APCD), the Regional Transit Authority (RTA), and SLOCOG.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: F-2**
SUBJECT:	**Draft TEA 2.0 Economic Study**	
STAFF CONTACT:	**Sara Sanders / ECONorthwest (Consultant)**	

SUMMARY

The draft TEA 2.0 Economic Study is intended to create a better understanding of the revenue impacts of land use development and adjacent public infrastructure investment. The ten study areas were identified during an in-person steering committee meeting attended by all eight jurisdictions and then formally selected by each Planning Department. ECONorthwest will provide a summary of the results of the Feasibility Analysis and Fiscal Analysis. They will also provide potential zoning changes and transportation investments to support intensification. The body of the report provides higher level trends between the study areas, and the appendix provides a detailed summary and findings of each of the study areas.

RECOMMENDATION

Staff: Review and comment on the draft TEA 2.0 Economic Study; Schedule for acceptance on August 5th, 2026.
CTAC: Support Staff Recommendation.
TTAC: Support Staff Recommendation.
SSTAC: Support Staff Recommendation.

DISCUSSION

The draft Economic Study addresses three core questions:

- **Where in the region could intensifying land use support transportation efficient development?** SLOCOG and ECONorthwest worked with planning staff in each jurisdiction to select ten study areas for further evaluation. Some are already transportation efficient, while others are not as developed and need transportation investments to become transportation efficient.
- **If zoning allowed for higher intensity in those areas, would the market respond?** ECONorthwest analyzed market feasibility of a range of development scenarios in each study area to determine where higher intensity development may be financially feasible.
- **If higher intensity development were built in those areas, how would it impact local revenues?** ECONorthwest estimated the potential change in local property tax and sales tax revenues from market-feasible (re)development scenarios.

During the April SLOCOG Board meeting, the following topics related to the Economic Analysis were brought up to explore. Staff included how those topics have been addressed in the draft.

- **Solutions around parking issues and policies**: Although not a specific focus of the Economic Study, parking requirements remain a challenge to development and jurisdictions continue to grapple with a balance. There is a discussion in the “What Policies and Investments Could Support Land Use Intensification?” section on pg. 29 of Attachment 1 and Specific suggestions for each study area are detailed in Attachment 2.
- **Accounting for Jurisdictional Expenses and Costs**: Within the Fiscal Analysis of Attachment 1, “Impacts on Costs” section was included. The text draws on published literature to consider how costs might vary between serving lower and higher intensity development. Also, the revenue estimates were updated to reflect only City or Community Service District portion of property taxes.

- **Short-term rentals impact on Assumptions:** During the Feasibility Analysis short-term rental policies were collected from the eight jurisdictions. In Pismo Beach's Study area, condo pricing assumptions reflect potential demand from short-term rentals and second homes.
- **Recommendations for Land Use and Zoning Changes:** Page 28 in Attachment 1 goes into detail on what could support Land Use intensification. These recommendations include development minimums rather than maximums, parking requirement reviews, and placemaking improvements like streetscape & betterment improvements that enhance safety and connectivity.

This study points to opportunities to increase land use intensity through higher density housing and/or mixed-use development within several existing commercial corridors around the region, with net increases in revenues. In addition, it suggests that specific plans for several major greenfield development sites could be updated to support more housing, a broader range of housing types, and additional locally-serving retail space without negatively impacting market feasibility or local property tax revenues. While further planning and analysis is needed to establish appropriate zoning regulations and public facilities improvements for each area, this study suggests that many of the areas have sufficient potential for intensification to merit this additional effort.

NEXT STEPS

This presentation focuses on the draft TEA 2.0 Economic Study which is one part of the Transportation Efficiency Analysis 2.0. The full TEA 2.0 effort looks at the entire region whereas the Economic Study goes into specific detail on ten selected areas. The full TEA 2.0 effort will continue to be developed with the 2027 Regional Transportation Plan, but this draft Economic Study will come before the SLOCOG Board during the August 2026 meeting for consideration to close out the ECONorthwest contract and Caltrans grant requirements.

BACKGROUND

With the signing of the regional compact in 2020, SLOCOG, the County of SLO, and the seven incorporated Cities envision that residents have access to a healthy housing supply with a diversity of housing types across all incomes near jobs and services. TEA 2.0 is intended to help move the regional compact forward. The SLOCOG Board authorized staff to pursue a 2024-25 Caltrans Sustainable Transportation Planning Grant for TEA 2.0 on December 6, 2023. After receiving a letter of support from all eight local jurisdictions, SLOCOG and the County of San Luis Obispo submitted a grant proposal on January 18, 2024. Caltrans announced the awards on July 9, 2024, and SLOCOG and the County of San Luis Obispo's application was one of the 89 successful applications. This grant application secured $309,855. Staff provided a TEA 2.0 overview to the SLOCOG Advisory Committees and the SLOCOG Board in October 2024. The SLOCOG Board approved the distribution of the Request for Proposals in February 2025 and ECONorthwest was selected as the consultant team for the project in April 2025. The SLOCOG Board received a memo detailing the ten study areas in October 2025. During the April 2026 Board Meeting, key findings were summarized and staff received additional direction on both the Economic Study and Full TEA 2.0 mapping effort.

Attachments:

Attachment 1 – Draft TEA 2.0 Economic Study
Attachment 2 - Economic Study Area Analysis Results

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2026**	**ITEM: F-3**
SUBJECT:	**Regional Housing Needs Allocation (RHNA)**	
STAFF CONTACT:	**Sara Sanders**	

SUMMARY

To help address the statewide housing shortage on a policy level, California created the Regional Housing Needs Allocation (RHNA) process. Every eight years, the California Department of Housing and Community Development (HCD) assigns each region a number of housing units. These units are divided up between the eight jurisdictions, and each jurisdiction is then required to include their allocation in their housing element update. These units are also distributed based on income levels set by HCD. RHNA does not require the County or cities to build these units, but HCD does require each jurisdiction to update their general plans and zoning rules to accommodate them. SLOCOG has been working with HCD since early February 2026 and is scheduled to receive HCD's final allocation determination on May 15th, 2026. As of May 7th, 2026, the current determination is 15,284 units.

RECOMMENDATION

Staff: File an objection to HCD's Cycle 7 RHNA Determination while developing a distribution methodology with the Planning Directors. Seek RHNA legislative reform.

CTAC: Support Staff Recommendation.

TTAC: Support Staff Recommendation including: These actions as recommended by Planning Directors and City Managers at the meeting on May 8, 2026.

SSTAC: Support Staff Recommendation.

DISCUSSION

With the passage of AB 1275 (2025), RHNA timelines moved forward requiring the HCD to begin SLOCOG's 7th Cycle RHNA at least 34 months prior to Housing Element adoption. Initial consultation was February 9th, 2026; however, SLOCOG Staff requested numbers starting in late 2024. During the February meeting, SLOCOG was informed that the region's estimated allocation was over 17,000 units. Since the 6th Cycle, seven additional adjustment factors have been added to HCD determinations as seen in Figure 1.

Figure 1: HCD Updates to the RHNA Determination Methodology

SLOCOG's 6th Cycle:	New to 6th Cycle After SLOCOG:	New for 7th Cycle:
• Vacancy Adjustment (combined) • Overcrowding Adjustment • Replacement Adjustment: Demolished Units	• Cost-burden Adjustment • State of Emergency Adjustment	• Homelessness Adjustment • Jobs Housing Adjustments • Replacement Adjustment: Seasonal, Recreational, and Occasional Use Home Adjustment • Vacancy Adjustment (Owner and Renter) • *Apartment-Style Student Housing

Some of these adjustment factors have been required by Government Code 65584.01 such as using national statistics in the cost-burden and overcrowding adjustments but other adjustment factors like "apartment-style student housing" are not included in statute.

From mid-February to mid-March 2026, SLOCOG staff went through the data HCD used to calculate the estimate, met with the Department of Finance and HCD multiple times, and held a meeting with HCD to review the estimates with the Planning Directors. This collaboration resulted in HCD providing SLOCOG with an extension on the final determination to May 15th, 2026 rather than April 15th, 2026. Working with DOF and HCD, the regional allocation shifted from over 17,000 units to 15,284 units as seen in Figure 2. An expanded version of Figure 2 can be seen in Attachment 1. It is interesting to note that as of January 2026, DOF estimates County's entire population is currently 279,242 residents and 128,942 housing units.

Figure 2: SLOCOG's 7th Cycle RHNA Determination (May 7th, 2026)

San Luis Obispo County: June 30, 2028 – January 15, 2037 (8 Years) HCD Determined Population, Households, & Housing Unit Need		
Reference No.	Steps Taken to Calculate Regional Housing Need	Amount
1.	**Population: DOF June 30, 2036 projection adjusted + 6.5 months to January 15, 2037**	**278,125**
2.	- Group Quarters Population: **DOF June 30, 2036 projection adjusted + 6.5 months to January 15, 2037**	-20,368
3.	**Household (HH) Population**	**257,757**
4a	**Projected Households**	**115,912**
4b	+ Projected Apartment Style Student Housing	**116**
5.	+ Vacancy Adjustment for Existing Households	+1,055
	+ Vacancy Adjustment for Projected Households	+166
6.	+ Overcrowding Adjustment (County avg. 4.14% vs National avg. 3.44%)	+777
7.	+ Cost-burden Adjustment (County avg. 40.66% vs National avg. 32.21%)	+9,433
8.	- Adjustment to account for HHs that experience both overcrowding and cost burden (DOF data)	-777
9.	+ Replacement Adjustment Demolitions (.10%)	+116
10.	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use (2016 vs. 2024) (6.54%)	+938
11.	+ Jobs Housing Relationship Adjustment	+0
12.	+ Homelessness Adjustment	+592
13.	+ State of Emergency Adjustment	+0
14.	- Occupied Units (HHs) estimated projected June 30, 2027 (from DOF data)	-113,044
15.	**Preliminary Regional Housing Need (Not including Replacement Adjustment Seasonal, Recreational, and Occasional Use)**	**14,346**
16.	+ Feasible Jobs/Housing Balance Adjustment	+0
Total	**7th Cycle Regional Housing Need Assessment (RHNA)**	**15,284**

HCD also allocates these numbers based on income category. These categories are then used annually by the eight jurisdictions for HCD's RHNA reporting requirements. In the 7th Cycle, two categories were added, acutely low and extremely low. The breakdown can be seen in Figure 3. In Cycle 6, the regional total of low income and below units comprised of 26% of the total allocation. In Cycle 7, 50% low income and below units make up the total allocation.

Figure 3: Income Category Breakdown RHNA Cycle 7

Income Category	Percent	Housing Unit Need
Acutely Low	10.9%	1,664
Extremely Low	9.9%	1,515
Very-Low	12.6%	1,920
Low	17.1%	2,610
Moderate	17.4%	2,649
Above-Moderate	32.2%	4,926
Total	100.0%	**15,284**

SLOCOG staff has received a 30-day extension from HCD and will receive the "final" determination letter by May 15th, 2026. If an objection is directed by the SLOCOG Board, Staff has 35-days to file an objection and HCD will have 45-days to respond resulting in final numbers by late July 2026. However, Staff can begin developing methodology options with the planning directors. A methodology must be formed and submitted to HCD by January 2027 for their 60-day review. SLOCOG's draft allocation plan is due by June 2027, which is the same timeline as the 2027 RTP. Housing Elements are due December 15th, 2028, to HCD within 18 months of the RTP's adoption.

The importance of getting this number right for the region and remaining on schedule is Housing Element compliance. If a city or county does not have a compliant Housing Element, it will be subject to Builder's Remedy. Meaning, if a city or county does not plan for the number of homes required by the state, the city must approve any housing project if it is at least 20% low-income or 100% of them are moderate-income. If a housing element is not compliant, the California Housing Accountability Act indicates that the jurisdiction cannot use its zoning or general plan standards to disapprove any housing project that meets the affordability requirements.

OPTIONS

1. Accept Numbers: Accept HCD's Final Determination of 15,284.
2. File an Objection: Section 65584.01 (c)(1) states:

"(c) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (b). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.
(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (a),and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (b). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (b), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (b).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made."

SLOCOG, HCD, City Managers, and Planning Directors met on May 8th, 2026. Following that discussion, it was suggested that SLOCOG Staff with the Planning Directors begin methodology development while filing an objection. It is important to begin developing a methodology because HCD must now review and approve the methodology unlike in Cycle 6, which adds 60 days to the timeline.

Staff's general objections include:

- **Cost-burdened Adjustment:** In Cycle 6, the cost-burdened adjustment was calculated using the difference between the cost-burden rate from a comparable region and the County's rate. This difference was then multiplied by the region's calculated RHNA Cycle 6 need. In the current spreadsheet, the national difference is multiplied by DOF's total occupied units. Since legislation changed, the national rate must be used, but the practice of multiplying rate difference by the calculated need should stand.

- **Projected Apartment Style Student Housing:** This adjustment is not part of legislation and was just recently added to the May 7th Draft. Nowhere else in this calculation process is the type of unit called out.
- **Lack of data consistency:** HCD provided a determination spreadsheet that contains a maze of reference cells across over 30 tabs of data. Data sources range from the American Community Survey (2024) to DOF Quarterly projections (January 2026). According to DOF, SLO County's population will be lower in 2036 than it currently is in 2026; yet their projections do not include the housing development that is scheduled to be permitted between now and 2028 (end of Cycle 6). That is at least 3,000 units not accounted for in the 7th Cycle calculation.

Note: Resource-constraints such as limited water supply, lack of sewer capacity, no physical space to grow, high fire risk zones, and others are not considered limiting factors by HCD. The typical response from HCD has been that RHNA calculates the region's existing share of the total state housing need. However, resource-constraints can be used as a factor in the regional distribution methodology.

Attachments:
Attachment 1 – SLOCOG 7th Cycle RHNA Determination (May 7th, 2026)

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**June 3, 2026**	**ITEM: F-4**
SUBJECT:	**State Legislative Update**	
STAFF CONTACT:	**Gus Khouri, Legislative Consultant / Tim Gillham**	

SUMMARY

This staff report provides the Board with twenty-four (24) active State legislative bills for consideration (Attachment A). In consultation with SLOCOG's Legislative Consultant, Gus Khouri (Khouri Consulting LLC), recommended positions on the 24 bills of interest for Board action are included. Staff is also seeking for the Board to accept the May 11th State Legislative Update (Attachment B) and May 14th Governor's FY 2026-27 State Budget May Revision summary (Attachment C) prepared by Khouri Consulting LLC.

This report includes 3 attachments:

1. SLOCOG Bill Matrix – May 2026 **(Attachment A: Page F-4-5 to F-4-13)**
2. Khouri Consulting May 11th State Legislative Update **(Attachment B: Page F-4-14 to F-4-16)**
3. Khouri Consulting May 14th Governor's FY 2026-27 State Budget – May Revision **(Attachment C: Page F-4-17 to F-4-18)**

RECOMMENDATIONS

Staff: a) Support 3 (1 if amended) and oppose 3 bills in SLOCOG Bill Matrix (Attachment A)

b) Accept May 11th State Legislative Update (Attachment B)

c) Accept May 14th Governor's FY 2026-27 State Budget - May Revision (Attachment C)

SSTAC: Support staff recommendations

TTAC: Support staff recommendations

CTAC: Support staff recommendations and review positions consistent with California Bicycle Coalition Legislative Platform.

DISCUSSION

SLOCOG's Legislative Consultant, Gus Khouri, tracked 24 active State legislative bills of interest to the region. The following 24 bills are covered in more detail in Attachment A. Staff is recommending the Board take support positions on 3 (1 if amended) of the bills and opposition on 3, as well as to accept the May 11th State Legislative Update in Attachment B and the May 14th Governor's FY 2026-27 State Budget May Revision summary included in Attachment C. Both Board memos were prepared by Khouri Consulting.

1. Bills of Interest (Attachment A)

1) **AB 939 Schultz (D)** – Housing development: density bonuses: affordability of for-sale-units ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB939

2) **AB 1421 Wilson (D)** – Vehicles: Road Usage Charge Technical Advisory Committee ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1421

3) **AB 1557 Papan (D)** – Vehicles: electric bikes ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1557

4) **AB 1599 Ahrens (D)** – California Transit Stop Registry: transit datasets ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1599

5) **AB 1614 Dixon (R)** – Vehicles: bicycles ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1614

6) **AB 1942 Bauer-Kahan (D)** – Electric bicycles: registration and special license plates ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1942

7) **AB 1944 Lee (D)** – Zero-emission transit buses: axle weight ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1944

8) **AB 1976 Wicks (D)** – Streets and highways: pedestrian and bicycle facilities ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1976

9) **AB 2002 Solache (D)** – Local government assistance: Regional Early Action Planning Fund ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2002

10) **AB 2059 Wilson (D)** – California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2059

11) **AB 2168 Wicks (D)** – Active Transportation Program: guidelines ***(Recommendation: Oppose)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2168

12) **AB 2184 Wilson (D)** – Cap-and-Invest Program: nature-based climate solutions: funding ***(Recommendation: ~~Oppose~~ Died in Committee)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2184

13) **AB 2296 Papan (D)** – Planning and zoning: housing element: regional housing needs allocation ***(Recommendation: Watch***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2296

14) **AB 2346 Wilson (D)** – electric bicycles and speed limits ***(Recommendation: Support)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2346

15) **AB 2560 Schultz (D)** – Climate Action Plan for Transportation Infrastructure: goals ***(Recommendation: Oppose)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB2560

16) **SB 417 Cabaldon (D)** – The Affordable Housing Bond Act of 2026 ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB417

17) **SB 667 Archuleta (D)** – Railroads: safety: wayside detectors ***(Recommendation: Oppose)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB667

18) **SB 741 Blakespear (D)** – Coastal resources: coastal development permit: exemption: LOSSAN Rail Corridor ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB741

19) **SB 922 Laird (D)** – Vehicles: local agency charges: use of streets or highways ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB922

20) **SB 1087 Cabaldon (D)** – Transportation planning: sustainable communities strategies transportation funding programs ***(Recommendation: Support if Amended)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1087

21) **SB 1136 Blakespear (D)** – Intercity rail and commuter rail: special events service plans: fare system integration ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1136

22) **SB 1167 Blakespear (D)** – Vehicles: electric bikes ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1167

23) **SB 1324 Blakespear (D)** – Passenger and freight rail: LOSSAN Rail Corridor: working group report ***(Recommendation: Support)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1324

24) **SB 1423 Stern (D)** – Active Transportation Program: report ***(Recommendation: Watch)***
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB1423

2. State Legislative Update (Attachment B)

Fiscal Committees are meeting through May 15th to consider legislation in the house of origin. Each house must approve bills on its respective Floor by May 29th for them to remain alive. Budget subcommittees continue to convene to discuss items, but no action will be taken until the Governor's May Revise is published on May 14th. The Legislature must send a balanced budget to the Governor by June 15th, and the Governor must sign it by June 30th.

Governor Newsom projects a $2.9 billion deficit, while the Legislative Analyst's Office (LAO) estimates an $18 billion hole based on a predicted downturn in the stock market and capital gains receipts. Our conversations with legislators suggest that capital gains revenue may exceed expectations, resulting in a surplus for FY 26-27, but a structural deficit of up to $20 million is anticipated for FY 27-28.

Of particular interest to SLOCOG, are changes to the Cap-and-Invest (previously Cap-and-Trade) program and its impact on transit funding, specifically the Transit Capital and Intercity Rail Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Furthermore, the likelihood of honoring previously appropriated SB 125 balances remains uncertain.

An additional item of interest is SB 1087 (Cabaldon) and its attempt to modernize SB 375 as it relates to the required Sustainable Communities Strategy (SCS). The California Air Resources Board (CARB), which approves the SCS plans, has become more stringent in its approval process due to ever-changing greenhouse gas (GHG) reduction targets that do not correlate with a region's density, demographics, or travel patterns. SB 1087 is intended to provide greater flexibility in modeling and in meeting state mandates to comply with air quality standards. (More information can be found in Attachment B beginning on page F-4-14).

3. Governor's FY 2026-27 State Budget – May Revision (Attachment C)

On May 14, Governor Newsom released his proposed May revision to the FY 2026-27 State Budget. Estimated General Fund revenues from the Big Three sources (Personal Income, Corporate, and Sales and Use Taxes) are $16.5 billion higher than projected in January ($2.9 billion deficit). This upgrade to the forecast is driven by personal income tax—accounting for $13.6 billion of this total—boosted by a 2025 spike in capital gains realizations, reflected in $11.9 billion of higher cash receipts through April. After accounting for solutions, General Fund spending at the May Revision is estimated at $246.6 billion in 2026-27. This is approximately $1.8 billion lower than the estimate in the Governor's January Budget. The May Revise provides an operating reserve of $4.5 billion in FY 2026-27 and $2.1 billion in FY 2027-28, leaving a balance of $15 billion in the Rainy Day Fund.

Impact on Transportation

There are no changes to funding for transportation programs, which are predominantly reliant on special funds such as the gas tax, vehicle registration fees, or Cap-and-Invest auction proceeds. It remains to be seen whether the legislature can fulfill its obligation to fully allocate the remaining balance of SB 125 funding for transit capital and operations, and maintain ongoing commitments to transit capital operations, affordable housing, and air quality programs under Cap-and-Invest. That will be contingent upon the accrual of auction proceeds, which have been plummeting from an unstable credit market. (Additional information can be found in Attachment C beginning on page F-4-17).

ATTACHMENT A

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 939 (Schultz) **Housing development: density bonuses: affordability of for-sale units**	1/29/26 Senate Rules	Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation for properties to be sold to and occupied by extremely low, very low, or lower income families who participate in a below-market interest rate loan program.	**Watch**
AB 1421 (Wilson) **Vehicles: Road Usage Charge Technical Advisory Committee**	1/29/26 Senate Rules	This is a spot bill for a possible gas tax successor source solution. The bill was amended on January 5 to require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.	**Watch**
AB 1557 (Papan) **Vehicles: electric bikes**	5/14/26 Assembly Appropriations Held in Committee	As amended on April 16, this bill would strengthen the language regarding the maximum power of the motor on an electric bicycle (750 watts) <u>and provides an exception that cargo bikes may be equipped with an electric motor with a maximum continuously rated power of 750 watts</u>. The bill would also reduce the speed at which motors cease providing assistance (from 20 to 16 mph) for an electric bicycle to meet the definition of a class 1 or class 2 electric bicycle. <u>The bill would prohibit a person under 16 years of age from operating an electric bicycle with a motor capable of exceeding 250 watts of continuous power.</u>	**Watch**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1599 (Ahrens) **California Transit Stop Registry: transit datasets**	5/14/26 Assembly Floor	This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified.	**Watch**
AB 1614 (Dixon) **Vehicles: bicycles**	4/23/26 Assembly Floor	This bill would prohibit a person from operating a bicycle on a Class I bikeway without a permanent seat being affixed.	**Watch**
AB 1942 (Bauer-Kahan) **Electric bicycles: registration and special license plates**	5/14/26 Assembly Appropriations Held in Committee	This bill would require class 2 and class 3 electric bicycles to be registered with the Department of Motor Vehicles (DMV) and to display a special license plate issued by the department. The bill would require DMV to adopt regulations to implement these requirements and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program.	**Watch**
AB 1944 (Lee) **Zero-emission transit buses: axle weight**	4/6/26 Senate Rules	This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031, inclusive.	**Watch**
AB 1976 (Wicks) **Streets and highways: pedestrian and bicycle facilities**	5/14/26 Assembly Floor	This bill would prohibit a city or county from holding a community input meeting to gather input on a proposed pedestrian or bicycle safety project after the project is included in a plan that will be implemented as a part of its general plan. The bill would also prohibit a city or county from terminating a pedestrian or bicycle safety project after a contract is awarded or staff directed to begin construction, unless specified findings are made at a public meeting. This bill would revise the process for authorizing a pedestrian mall, declare the establishment of a pedestrian mall consistent with the public access requirements of the California Coastal Act, and exempt the establishment or expansion of a pedestrian mall exempt from CEQA.	**Watch**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2002 (Solache) **Local government assistance: Regional Early Action Planning Fund**	5/14/26 Assembly Floor	This bill would establish the Regional Early Action Planning Fund to provide agencies with one-time funding for planning activities for the regional housing needs assessment. Funds would be distributed on a population basis. While establishing a fund, the bill does not identify a source of revenue for the fund.	**Watch**
AB 2059 (Wilson) **California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation**	5/14/26 Assembly Floor	This bill would specify that a transportation project is presumed to have a less than significant transportation impact, as determined by the vehicle miles travelled metric, if at least 80% of the project lies within one or more non-metropolitan counties.	**Watch**
AB 2168 (Wicks) **Active Transportation Program: guidelines**	5/14/26 Assembly Floor	As amended on April 13, this bill requires the CTC to include in its Active Transportation Program (ATP) guidelines project selection criteria recommendations to maximize the commitments of State Transportation Improvement Program (STIP) funds to projects funded in the ATP to scale funding for larger or network-level active transportation improvements. This could disadvantage ATP project applications from San Luis Obispo if SLOCOG's RTIP capacity was programmed to priority rail and highway projects. The bill requires the ATP guidelines include scoring penalties for applicants that failed to use previously programmed funds in a timely manner, while considering factors that are outside an agency's control. Additionally, the bill requires, rather than making it optional, that the guidelines include incentives to maximize the potential for attracting other funds to eligible projects. The bill also expands upon the references to transit in the ATP goals, project eligibility, and criteria, but in a manner that will likely have limited impact on the program.	**OPPOSE**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2184 (Wilson) **Cap-and-Invest Program: nature-based climate solutions: funding**	5/14/26 Assembly Appropriations Held in Committee	This bill would annually appropriate up to $250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including $150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. The bill would also appropriate $150,000,000 from the Greenhouse Gas Reduction Fund from 2027-28 to 2045-46 to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions. More transit funding is needed. The legislature has not met its obligations under SB 125, and transit has become a lower priority under Cap and Invest.	~~**OPPOSE**~~ **Died in Committee**
AB 2296 (Papan) **Planning and zoning: housing element: regional housing needs allocation**	5/14/26 Assembly Floor	This bill makes changes to California's Housing Element planning deadlines and review process under the Planning and Zoning Law. The bill would extend certain timelines for cities and counties to form subregional entities to allocate housing needs, shifting deadlines from 28 months to 34 months, and it would extend the time for councils of governments to assign each subregion its share from 25 months to 31 months. It would also move earlier planning steps back by requiring the methodology to distribute housing needs to be developed starting at least 2.5 years before a housing element revision (instead of 2 years) and requiring the draft allocation distribution to be sent at least 2 years before the revision (with an exception related to the 2027 cycle for certain councils). This bill would require the Department of Housing and Community Development (HCD), if it finds a draft is not in substantial compliance, to provide more detailed deficiency and remedy information, and require additional review within 30 days if changes are made. The bill would also require local legislative bodies to include either the HCD's specific expected text/analysis or detailed findings explaining why they believe the draft still complies.	**Watch**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2346 (Wilson) **Vehicles: electric bicycles and speed limits.**	5/14/26 Assembly Floor	As amended on March 26, this bill would authorize a local authority to set a speed limit on a bicycle path of 15 or 20 mph, or on a multiuse trail, of 10,15, or 20 mph, and require the authority place speed limit signs that indicate the limits of the restricted zone. The bill would also establish the prima facie speed limit for a sidewalk of 10 mph and would prohibit a person under 16 years of age from riding an electric bicycle faster than 15 mph on a highway or bicycle path. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer.	**SUPPORT**
AB 2560 (Schultz) **Climate Action Plan for Transportation Infrastructure: goals**	5/14/26 Assembly Floor	As amended on April 15, this bill establishes the Climate Action Plan for Transportation Infrastructure (CAPTI) guiding principles in statute and states that those goals are consistent with state law. Notably, the bill does not include the preface found in CAPTI that, within the state's "fix-it-first" approach and through existing funding frameworks, the state's transportation infrastructure investments should be deployed to achieve the goals, where feasible. The bill amends stated the goals of promoting projects that do not significantly increase passenger vehicle miles traveled (VMT) to recognize that highway expansion projects serve different purposes and, as a result, assessing the impact of each project will vary based on context and project-specific analysis.	**OPPOSE**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 417 (Cabaldon) **The Affordable Housing Bond Act of 2026**	5/14/26 Assembly Floor	This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the Cal Home Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.	**Watch**
SB 667 (Archuleta) **Railroads: safety: wayside detectors**	5/4/26 Assembly Utilities and Energy	This bill requires a railroad to operate a network of wayside detector systems on or adjacent to any track used by a freight train. By mandating comprehensive detection coverage and communication protocols, it attempts to enhance California's ability to detect potential equipment failures before they result in catastrophic incidents. The bill would cap train speed based on whether they fit into one of three classes.-While this bill is intended to enhance safety, it may have an adverse impact on freight operations and, ultimately, scheduling slots for passenger rail service and ridership if enacted. This bill must be approved out of the Senate by January 31 for this or any purpose to remain live. While safety should be the highest priority, positive train control is being installed along the Central Coast. SLOCOG staff is recommending an oppose position because this bill is an unfunded mandate whereby the host railroad would pass the cost of this detection system on to SLOCOG at a time when transit agencies statewide are struggling to maintain existing service.	**OPPOSE**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 741 (Blakespear) **Coastal resources: coastal development permit: exemption: LOSSAN Rail Corridor**	7/3/25 Assembly Natural Resources Two-year bill	Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways. As amended on April 21, this bill would exempt the need to have a coastal permit for specific emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor.	**Watch**
SB 922 (Laird) **Vehicles: local agency charges: use of streets or highways.**	3/19/26 Senate Floor	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge.	**Watch**

SB 1087 (Cabaldon) **Transportation planning: sustainable communities strategies transportation funding programs**	5/14/26 Senate Floor	This bill amends statute pertaining to the development of sustainable communities strategies planning documents, which is a prerequisite to accessing state competitive grant funding. It proposes to do the following: • Extends the timeline for metropolitan planning organizations to prepare a regional transportation plan, including a sustainable communities strategy, from 4 to 8 years. • Removes the requirement for a separate Alternative Planning Scenario (APS) document. • Exempts the preparation of an RTP and SCS from CEQA. • Maintains the Air Resources Board (ARB) 's responsibility for setting greenhouse gas targets, and requires ARB to set targets for 2045, but requires establishing a Regional Target Advisory Committee before setting targets, deviating from the one-size-fits-all approach the ARB has taken in setting statewide targets. • Targets must be based on what is achievable for the region, considering existing conditions, exogenous factors, and financial constraints, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles. • Targets must also reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled. • Establishes a robust public outreach process contained in the bill. Concerns remain regarding the inclusion of language requiring an MPO to account for all on-road activity, such as commercial truck traffic, which may drive a more daunting target if funding does not follow. Also, CARB's continued oversight of the targets may still pose issues for smaller MPOs. An amendment is recommended to ensure that the ARB does not undermine the RTAC in developing targets so that SLOCOG remains competitive for state grants.	**SUPPORT IF AMENDED**

SLOCOG Bill Matrix – May 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1136 (Blakespear) **Intercity rail and commuter rail: special events service plans: fare system integration**	5/14/26 Senate Appropriations Held in Committee	This bill would require a regional operator operating within an intercity rail corridor to ensure that its fare systems are fully integrated within the fare system of the intercity rail operator, and any other regional rail operator operating in the intercity rail corridor. The bill contains specific requirements for an interagency rail operator's annual business plan, including, among other requirements, proposed service enhancements to increase ridership, funding requirements, an action plan with specific goals and objectives, and a special events service plan.	**Watch**
SB 1167 (Blakespear) **Vehicles: electric bikes**	5/14/26 Senate Floor	This bill would revise the definitions of electric bicycles (e-bikes), motor driven cycles, and mopeds, update the labeling and disclosure requirements for manufacturers and sellers of these devices, and expand prohibitions on false advertising and unfair competition related to e-bikes, among other things.	**Watch**
SB 1324 (Blakespear) **Passenger and freight rail: LOSSAN Rail Corridor: working group report**	4/30/26 Assembly Rules	Existing law requires the Secretary for Transportation to convene a LOSSAN Rail Corridor work group and to submit a report to the legislature with recommendations to improve connectivity with other passenger rail service, to improve existing service and ridership, to achieve zero-emission intercity service, and strategies to support coastal hazard resiliency. As amended on March 23, this bill would delay when the report is required to be submitted to the legislature from February 1, 2026, to February 1, 2027.	**SUPPORT**
SB 1423 (Stern) **Active Transportation Program: report**	5/14/26 Senate Floor	As amended on April 23, this bill would require the California Transportation Commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified.	**Watch**

ATTACHMENT B

May 11, 2026

TO: Board Members, San Luis Obispo Council of Governments

FROM: Gus Khouri, President
Mitch Weiss, Legislative Advocate
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MAY

General Outlook

Fiscal Committees are meeting through May 15 to consider legislation in the house of origin. Each house must approve bills on its respective Floor by May 29 for them to remain alive. Budget subcommittees continue to convene to discuss items, but no action will be taken until the May Revise is published (May 14). The Legislature must send a balanced budget to the Governor by June 15, and the Governor must sign it by June 30. Governor Newsom projects a $2.9 billion deficit, while the Legislative Analyst's Office (LAO) estimates an $18 billion hole based on a predicted downturn in the stock market and capital gains receipts. Our conversations with legislators suggest that capital gains revenue may exceed expectations, resulting in a surplus for FY 26-27, but a structural deficit of up to $20 million is anticipated for FY 27-28. Below is a summary of items of interest to SLOCOG.

Cap-and-Invest Program– Impact on Transit Funding

The new construction of Cap-and-Invest includes line items rather than a percentage-based continuous appropriation, and it has a lower priority for programs such as the Transit Capital and Intercity Rail Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). TIRCP and LCTOP are capped at $400 million and $200 million, respectively, and would only receive those appropriations if other obligations, such as funding for high-speed rail ($1 billion) and legislative appropriations ($1 billion), were met first.

Under Cap-and-Trade, which runs through June 30, 2026, TIRCP receives 10%, and LCTOP 5% of all proceeds. In FY 25-26, $4.4 billion was generated, which results in $440 million for TIRCP and $220M for LCTOP.

In September of 2025, with the passage of the Cap-and-Invest (the rebranded name for the Cap-and-Trade extension), TIRCP and LCTOP were capped at $400 million and $200 million, respectively. Cap-and-

Invest was estimated to generate $4.2 billion in FY 26-27, but that estimate was before an underwhelming Fall auction that was $600 million short of projections. Therefore, at best, TIRCP and LCTOP were expected to receive $40 million and $20 million less, respectively, than in FY 25-26. The Legislative Analyst's Office recently reported that Cap-and-Invest auction proceeds are estimated to generate $3.7 billion for FY 26-27. As a result, TIRCP is estimated at $283 million, and LCTOP is projected at $141 million, based on the last two auctions, representing a 36% reduction from FY 25-26 for each program.

On April 14, the Air Resources Board (ARB) announced that it would consider proposed amendments to the Cap-and-Invest program at its May 28th meeting to prevent "industry leakage, " meaning emission reductions achieved within a Cap-and-Invest jurisdiction are offset by emissions increases outside that jurisdiction, undermining the program's environmental effectiveness. An example is when a utility switches from regulated in-state power generation to importing electricity from unregulated out-of-state sources. Additionally, the Governor announced his intention to provide larger utility credits to ratepayers. Credits have been issued since Cap-and-Trade's inception in 2014. The combined impact of underwhelming auction proceeds and the increased use of auction proceeds revenue for ratepayers (from $8 billion to $10 billion between 2027 and 2030) will eliminate funding for TIRCP, LCTOP, and the Affordable Housing and Sustainable Communities Program. Furthermore, this action would reduce the likelihood of honoring the appropriation of the remaining SB 125 balance ($690 million, including $230 million for FY 26-27 and $460 million for FY 27-28). SLOCOG's share of SB 125 funding is $33 million.

On May 6, the legislature held a hearing to review the implications of the proposal. This included a letter and questions for ARB. Please click here to view the LAO's analysis. The legislature wants an opportunity to weigh in prior to the ARB meeting on May 28, as this will impact the State Budget.

SB 375 Modernization- SB 1087 (Cabaldon)

Metropolitan Planning Organizations (MPOs), such as SLOCOG, must prepare a Sustainable Communities Strategy (SCS) to be eligible for state grant funding. The SCS is a document that details how a region intends to create livable communities by addressing housing needs and reducing miles traveled and greenhouse gas (GHG) emissions. The California Air Resources Board (CARB), which approves the plans, has become more stringent in its approval process due to ever-changing greenhouse gas reduction targets that do not correlate with a region's density, demographics, or travel patterns. SLOCOG is eligible for SB 1 competitive grant funding and has successfully secured awards for US 101 and SR 46. It must continue to have access to it to address multimodal needs and safety projects on the state highway system, as well as for multimodal investments.

All 18 MPOs statewide have been advocating for greater flexibility and the elimination of duplicative processes in complying with state air quality standards, so that solutions regarding population density, vehicle miles traveled, and housing reflect a region's geography, demographics, travel patterns, and availability of alternative modes.

Senator Christopher Cabaldon (D-Yolo) has introduced SB 1087 to provide greater flexibility in modeling and in meeting state mandates to comply with air quality standards. Currently, the bill does the following:

- Extends the timeline for metropolitan planning organizations to prepare a regional transportation plan, including a sustainable communities strategy, from 4 to 8 years.
- Removes the requirement for a separate Alternative Planning Scenario (APS) document.

- Exempts the preparation of an RTP and SCS from CEQA.
- Maintains the Air Resources Board (ARB) 's responsibility for setting greenhouse gas targets, and requires ARB to set targets for 2045, but requires establishing a Regional Target Advisory Committee before setting targets, deviating from the one-size-fits-all approach the ARB has taken in setting statewide targets.
- Targets must be based on what is achievable for the region, considering existing conditions, exogenous factors, and financial constraints, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles.
- Targets must also reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled.
- Establishes a robust public outreach process contained in the bill.

Concerns remain regarding the inclusion of language requiring an MPO to account for all on-road activity, such as commercial truck traffic, which may drive a more daunting target if funding does not follow. Also, CARB’s continued oversight of the targets may still pose issues for smaller MPOs.
The bill is expected to undergo extensive amendments as negotiations continue among the state’s 18 MPOS. Of the 18 MPOs, four (the Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, and Southern California Association of Governments) contain 87% of the state’s population. The remaining 14 MPOs (including SLOCOG) represent 13% of the state’s population, exacerbating challenges such as the jobs-housing imbalance and reducing vehicle miles traveled, particularly in rural areas.

ATTACHMENT C

May 14, 2026

TO: Board Members, San Luis Obispo Council of Governments
FROM: Gus Khouri, President
Mitch Weiss, Legislative Advocate
Khouri Consulting LLC

RE: STATE LEGISLATIVE UPDATE – GOVERNOR'S FY 2026-27 STATE BUDGET- MAY REVISION

On May 14, Governor Newsom released his proposed May revision to the FY 2026-27 State Budget. Estimated General Fund revenues from the Big Three sources (Personal Income, Corporate, and Sales and Use Taxes) are $16.5 billion higher than projected in January ($2.9 billion deficit). This upgrade to the forecast is driven by personal income tax—accounting for $13.6 billion of this total—boosted by a 2025 spike in capital gains realizations, reflected in $11.9 billion of higher cash receipts through April. After accounting for solutions, General Fund spending at the May Revision is estimated at $246.6 billion in 2026-27. This is approximately $1.8 billion lower than the estimate in the Governor's January Budget. The May Revise provides an operating reserve of $4.5 billion in FY 2026-27 and $2.1 billion in FY 2027-28, leaving a balance of $15 billion in the Rainy Day Fund.

Impact on Transportation

There are no changes to funding for transportation programs, which are predominantly reliant on special funds such as the gas tax, vehicle registration fees, or Cap-and-Invest auction proceeds. It remains to be seen whether the legislature can fulfill its obligation to fully allocate the remaining balance of SB 125 funding for transit capital and operations, and maintain ongoing commitments to transit capital operations, affordable housing, and air quality programs under Cap-and-Invest. That will be contingent upon the accrual of auction proceeds, which have been plummeting from an unstable credit market.

The new construction of Cap-and-Invest includes line items rather than a percentage-based continuous appropriation, and it has a lower priority for programs such as the Transit Capital and Intercity Rail Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). TIRCP and LCTOP are capped at $400 million and $200 million, respectively, and would only receive those appropriations if other obligations, such as funding for high-speed rail ($1 billion) and legislative appropriations ($1 billion), were met first.

Under Cap-and-Trade, which runs through June 30, 2026, TIRCP receives 10%, and LCTOP 5% of all proceeds. In FY 25-26, $4.4 billion was generated, which results in $440 million for TIRCP and $220M for LCTOP.

In September of 2025, with the passage of the Cap-and-Invest (the rebranded name for the Cap-and-Trade extension), TIRCP and LCTOP were capped at $400 million and $200 million, respectively. Cap-and-Invest was estimated to generate $4.2 billion in FY 26-27, but that estimate was before an underwhelming Fall auction that was $600 million short of projections. Therefore, at best, TIRCP and LCTOP were expected to receive $40 million and $20 million less, respectively, than in FY 25-26. The Legislative Analyst's Office (LAO) recently reported that Cap-and-Invest auction proceeds are estimated to generate $3.7 billion for FY 26-27. This figure may be lower pending an auction on May 20. As a result, TIRCP is estimated at $283 million, and LCTOP is projected at $141 million, based on the last two auctions, representing a 36% reduction from FY 25-26 for each program.

On April 14, the Air Resources Board (ARB) announced that it would consider proposed amendments to the Cap-and-Invest program at its May 28th meeting to prevent "industry leakage, " meaning emission reductions achieved within a Cap-and-Invest jurisdiction are offset by emissions increases outside that jurisdiction, undermining the program's environmental effectiveness. An example is when a utility switches from regulated in-state power generation to importing electricity from unregulated out-of-state sources. Additionally, the Governor announced his intention to provide larger utility credits to ratepayers. Credits have been issued since Cap-and-Trade's inception in 2014. The combined impact of underwhelming auction proceeds and the increased use of auction proceeds revenue for ratepayers (from $8 billion to $10 billion between 2027 and 2030) will eliminate funding for TIRCP, LCTOP, and the Affordable Housing and Sustainable Communities Program. Furthermore, this action would reduce the likelihood of honoring the appropriation of the remaining SB 125 balance ($690 million, including $230 million for FY 26-27 and $460 million for FY 27-28). SLOCOG's share of SB 125 funding is $33 million.

On May 6, the legislature held a hearing to review the implications of the proposal. This included a letter and questions for ARB. Please click here to view the LAO's analysis. The legislature wants an opportunity to weigh in prior to the ARB meeting on May 28, as this will impact the State Budget.

Significant Budget Adjustments

LA 28 Games Route Network (GRN)—The May Revision proposes statutory changes to establish and administer an automated enforcement program on the State Highway System portion of the GRN in advance of the 2028 Olympic and Paralympic Games that will be held in the Los Angeles region. The GRN is a planned network of dedicated lanes to efficiently transport athletes, coaches, and Games stakeholders across the dozens of Olympic venues in the greater Los Angeles Region. The automated enforcement program is intended to deter unauthorized use of the GRN through the issuance of fines to vehicles that do not have authorization to use the GRN while also enabling CHP to prioritize its limited resources effectively across the Games' security needs.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: **JUNE 3, 2026** **ITEM G-1**

SUBJECT: **Supplemental Funding: San Luis Obispo County Transportation Expenditure Plan (TEP) & Hearing to Adopt Ordinance No. 2026-01 - San Luis Obispo County TEP Ordinance and Request Call for Election**

STAFF CONTACT: **James Worthley/Annie Bowsky**

SUMMARY

Transportation funding for future infrastructure falls short of our needs within the San Luis Obispo region. A dedicated, local transportation sales tax is an available tool that 25 other California county transportation authorities have used to help fund transportation improvements in their communities. Adding San Luis Obispo county to the list of California's self-help counties would help provide potentially hundreds of millions of dollars in additional transportation funding for both capital projects and road repairs for our residents and our communities.

At its February meeting, the SLOCOG Board introduced Ordinance 2026-01 San Luis Obispo County Transportation Expenditure Plan (TEP). As introduced, the Measure Materials (including Ordinance and TEP) were sent to the seven cities and county for review and necessary approvals. Six of the seven cities, and the Board of Supervisors, reviewed and approved the TEP. The Board however, directed staff to monitor the "parallel" initiative measure that was being promoted by the Citizens' Committee for *Better Roads for All San Luis Obispo County* to determine if that measure qualifies for the 2026 ballot, and if so, whether an agency sponsored sales tax measure is appropriate. As indicated in a recent news release, the Citizens' Committee has withdrawn their proposed sales tax measure.

The staff report includes one attachment ATTACHMENTS - June 3, 2026 which includes a single Resolution to adopt and approve:

a. Ordinance
b. Transportation Expenditure Plan (TEP)

SLOCOG BOARD RECOMMENDATIONS

Staff: 1) Adopt Resolution: adopting the Transportation Expenditure Plan.
2) Authorize ¼ page public notice to be published about the Ordinance.
3) Direct staff to work with the County Clerk to finalize necessary materials.

LOCAL TRANSPORTATION AUTHORITY RECOMMENDATIONS

Staff: 1) Adopt Ordinance No. 2026-01: San Luis Obispo County Transportation Expenditure Plan and Waive Full Reading.
2) Request the Board of Supervisors place the measure on the November 2026 ballot.

TTAC: Supported Staff Recommendations.
CTAC: Supported Staff Recommendations.
SSTAC: Supported Staff Recommendations.

DISCUSSION

At its February 2026 meeting, the SLOCOG Board introduced Ordinance 2026-01 San Luis Obispo County Transportation Expenditure Plan (TEP). As introduced, the Measure Materials (including Ordinance and TEP) were sent to the seven cities and county for review and necessary approvals. Six of the seven cities, and the Board of Supervisors, reviewed and approved the TEP. The Board however, directed staff to monitor the "parallel" initiative measure that was being promoted by the Citizens' Committee for *Better Roads for All San Luis Obispo County* to determine if that measure qualifies for the 2026 ballot, and if so, whether an agency sponsored sales tax measure is appropriate. As indicated in a recent news release, the Citizens' Committee has withdrawn their proposed sales tax measure due to a technical error in the initiative's circular.

However, SLOCOG's proposed measure can still be placed on the November ballot. SLOCOG's Transportation Expenditure Plan (TEP) was approved by the SLOCOG Board on February 4, 2026. This TEP was presented to the eight jurisdictions between February 24, 2026 and March 24, 2026. The TEP was approved by a majority of cities with a majority of the incorporated population, with results below:

Feb. 24: Arroyo Grande City Council	Approved
Feb. 24: Atascadero City Council	Approved
Mar. 3: Paso Robles City Council	Approved
Mar. 9: Grover Beach City Council	Approved
Mar. 10: Morro Bay City Council	Approved
Mar. 17: Pismo Beach City Council	No Action
Mar. 17: San Luis Obispo City Council	Approved
Mar. 24: San Luis Obispo County Board of Supervisors	Approved

Six cities approved the TEP representing 94.9% of the incorporated population. The Board of Supervisors also approved the TEP. With sufficient approvals received, the SLOCOG Board can consider moving it forward to the November 2026 election. Prior to adoption of this Ordinance, a public notice is required. Instead of publishing the Ordinance in its entirety, a quarter-page summary of the proposed ordinance was published more than 5 days before (and, would again be published within 15 days following) the meeting.

Responsibilities

It is the SLOCOG Board responsibility to act on the TEP, fund public notices, and direct staff to work with the County Clerk to finalize materials for the ballot (minor changes to the format of the Measure Materials to fit the Couty Clerk printing requirements should be expected).

The SLOCOG Board, acting as the Local Transportation Authority (LTA), is responsible to act on the Ordinance (within which the TEP is included as an attachment) and to request the Board of Supervisors place the measure on the ballot.

Schedule and Next Steps

- Summer and Fall 2025**:** Engagement Efforts, Focus Groups, Workshops and Polling
- November 2025: Drafting of the Expenditure Plan and Guidelines and Engagement Efforts
- December 10, 2025: SLOCOG Board Meeting: Review/Comment on Draft Expenditure Plan; Send / Present Draft to Cities/County for review and input.
- December 2025/January 2026: Cities and County Review/Comment on Draft Expenditure Plan
- February 4, 2026: SLOCOG Board Meeting: Receive/Address Jurisdictions' comments/adjustments; Review/Approve Final Measure Materials; Introduce Ordinance; Send Final Expenditure Plan to Cities/County for Approvals
- February/March 2026: Cities and County consider Approval of Final Expenditure Plan.
- April 1, 2026: SLOCOG Board Meeting: Continued the item to June 3, 2026.
- **June 3, 2026: SLOCOG Board Meeting:** Consider Adoption of Ordinance and the TEP.
- June 16, 2026: Board of Supervisor could consider placement of the measure on the ballot.
- Impartial informational materials development and distribution.

BACKGROUND

A San Luis Obispo regional, ½ cent sales tax for transportation would:

- Generate $35M annually, escalating, (topping $1B over 30 years without escalations)
- Have a 30-year sunset
- Reclaim $0.8M to $1M, annually, from State funds
- Collect a $3M to $5M one-time payment from State funds
- Qualify the region to receive our fair share of State and Federal funds (neighboring Central Coast Counties have seen average annual grants that equal or nearly double collected tax amounts)
- Include safeguards, assurances, and oversight of funds.

- 99% of all funds must be for transportation-related improvements within the Expenditure Plan; and a 1% maximum set aside for independent audits and administration.

TEP Distribution, based on $35M annually:

55% for Local Road Repairs, Safety and Improvements			**$19,250,000**
Arroyo Grande	$	1,256,955	
Atascadero	$	2,029,354	
Grover Beach	$	865,712	
Morro Bay	$	733,207	
Paso Robles	$	2,146,387	
Pismo Beach	$	550,195	
San Luis Obispo	$	3,207,856	
Unincorporated*	$	8,460,335	
40% for Regional Corridor Improvements			**$14,000,000**
North County	$	4,923,893	
South County	$	4,001,218	
Central County	$	3,085,830	
North Coast	$	1,989,059	
4% for Senior/Disabled/Veterans' mobility improvements			**$1,400,000**
1% Administration Costs (Maximum)			**$350,000**

**Unincorporated to be distributed, equally, between five Supervisorial Districts*