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

DRAFT

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

WEDNESDAY, AUGUST 5, 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 a. **SLOCOG Board Meeting Minutes – June 3, 2026** (APPROVE)

b. **SLOCOG Board "Special" Meeting Minutes – June 16, 2026** (APPROVE)

A-2 ~~**Executive Committee Minutes – July 15, 2026** (RECEIVE INFORMATION)~~ ****Meeting was cancelled (no quorum)*

A-3 Social Services Transportation Advisory Council (SSTAC) Minutes – July 22, 2026 (RECEIVE INFORMATION)

A-4 Technical Transportation Advisory Committee (TTAC) Minutes – July 22, 2026 (RECEIVE INFORMATION)

A-5 Citizens Transportation Advisory Committee (CTAC) Minutes – July 22, 2026 (RECEIVE INFORMATION)

Consent Agenda - SLOCOG Administrative Office & Regional Rideshare Items:

B-1 Fiscal Year 2025/26 Year-End Financial Report (Unaudited) (RECEIVE AND FILE YEAR-END FINANCIAL STATEMENTS, INCLUDING THE BUDGET STATUS REPORT [ATTACHMENT A] AND THE LINE ITEM REVENUE REPORT [ATTACHMENT B]). Jacob Kramer / Ashley Kneeland

B-2 Calendar Year 2027 – Draft SLOCOG and RTA Meeting Calendar; and Office Closure during Christmas and New Year Holidays (APPROVE STAFF RECOMMENDATION). Peter Rodgers / Aida Nicklin

a) Adopt Draft SLOCOG and RTA Calendar Year 2027 Meeting Calendar
b) Approve SLOCOG Office Closure during Christmas and New Year Holidays, between December 24, 2026 [Christmas Eve] and January 1, 2026 [New Year's Day Holiday]. The office will resume operations on Friday, January 4, 2027.

B-3 Rideshare Update (RECEIVE INFORMATION). Hannah Heavenrich, Paige Anderson, Mallory Jenkins

B-4 Conflict of Interest Code Amendment: A Change to Exhibit A – Designated Position List – 2026 (ADOPT RESOLUTION APPROVING AMENDED Conflict of Interest Code, reflecting one change to *Exhibit A – Designated Position List - 2025*). Peter Rodgers/Aida Nicklin

Consent Agenda – Programming Division Items:

C-1 2026 Fund Cycle | Grant Pursuit Status | Major Projects (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 implementation, project coordination, and discretionary grant pursuit activities consistent with the Board-adopted

2026 Fund Cycle and return to the Board with future funding, programming, and implementation actions

C-2 **California Transportation Commission Town Hall | Program Update and Field Tour Project Summaries** (RECEIVE INFORMATION). Peter Rodgers, Richard Murphy

C-3 **Call Box Removal Plan Sole Source Contract** (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). Tim Gillham

C-4 **Final 2027 Federal Transit Program of Projects** (ADOPT FINAL 2027 TRANSIT PROGRAM OF PROJECTS). Ivana Rodriguez

C-5 **Overview of Transit Services and Coordination Opportunities with the City of Santa Maria** (RECEIVE INFORMATION) Stephen Hanamaikai

C-6 **SLO Regional Transit Authority (RTA) Transportation Development Act (TDA) Triennial Performance Audit (TPA) Final Report** (ACCEPT FINAL TDA TPA AUDIT REPORT AND RECOMMENDATIONS). Ivana Rodriguez

C-7 **Transit Fund Programming: FY 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B** (APPROVE FY 2025/26 LCTOP CYCLE B PROJECTS IN Table A; AUTHORIZE SLOCOG EXECUTIVE DIRECTOR TO MAKE MINOR ADJUSTMENTS TO LCTOP AMOUNTS UP TO 5% SHOULD FINAL STATE CONTROLLER'S OFFICE (SCO) ALLOCATION AMOUNTS DICTATE). Tim Gillham

C-8 **FY 2026/27 State of Good Repair (SGR) Project List Resolution** (APPROVE SLOCOG FY 2026/27 SGR PROJECT LIST AND ADOPT GOVERNING BODY RESOLUTION (ATTACHMENT A). Tim Gillham

C-9 **North County Serrano Rail Siding Improvements Project Notice of Exemption (NOE)** (AUTHORIZE THE EXECUTIVE DIRECTOR TO SUBMIT AN NOE FOR THE SERRANO SIDING IMPROVEMENTS PROJECT TO THE STATE CLEARINGHOUSE VIA CEQA; SUBMIT AND FILE WITH THE COUNTY CLERK). Lance Okuno

C-10 **Contract for Legislative Advocacy: Reassignment** (APPROVE CONSENT TO ASSIGNMENT OF LEGISLATIVE ADVOCACY CONTRACT WITH KHOURI CONSULTING, LLC TO ACTUM II, LLC). Tim Gillham

Consent Agenda – Planning Division Items:

D-1 **TEA 2.0 Economic Study - Final** (ACCEPT THE TEA 2.0 FINAL ECONOMIC STUDY). Sara Sanders

D-2 **FY 2027/2028 Caltrans Sustainable Transportation Planning Grants** (AUTHORIZE STAFF TO PREPARE OR SUPPORT GRANT APPLICATIONS LISTED IN TABLE 1). Ivana Rodriguez

D-3 **Regional Housing Needs Allocation (RHNA) Cycle 6 & 7 Updates** (RECEIVE INFORMATION). Sara Sanders

Consent Agenda – Correspondence, News Items & Other Reports:

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

V. PUBLIC HEARING, TRANSPORTATION AND PRESENTATION ITEMS

F-1 **2027 Federal Transportation Improvement Program (FTIP)** (ROLL CALL – APPROVE STAFF RECOMMENDATION). John DiNunzio

1. Adopt Resolution approving the 2027 Federal Transportation Improvement Program (FTIP) and the corresponding Air Quality Conformity Analysis and Determination, and the 2027 Transit Program of Projects (POP).
2. Approve and integrate comments received after publication and before close of public comment period.
3. Direct staff to include any additional technical corrections and submit to Caltrans for inclusion in the FSTIP.

F-2 **2027 Regional Transportation Plan (RTP) Draft Sections** (VOICE VOTE – APPROVE STAFF RECOMMENDATION). Jayden Hermansen/ Daniel Audelo

a. Select Scenario A to refine and develop for the 2035 “Preferred Growth Scenario” and build upon for the Future Year 2045 and 2055.
b. Review and comment on Performance Measures Part 1.

F-3 **Mariposa Pass Update** (VOICE VOTE - RECEIVE INFORMATION AND DIRECT STAFF TO ADMIT UP TO 250 MORE MARIPOSA PASS RECIPIENTS IN THE FALL). Ivana Rodriguez / Laura Gensert

VI. BOARD MEMBER COMMENTS & BOARD REPORTS

VII. CLOSED SESSION

G-1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code section 54957.6):

Title: Executive Director

CONFERENCE WITH LABOR NEGOTIATOR (Government Code section 54957.6).

Agency designated representative: Jenna Morton

Unrepresented employee: Executive Director Peter Rodgers

VIII. OPEN SESSION: SLOCOG Legal Counsel Reports Out

IX. ADJOURNMENT

Next SLOCOG meeting: Wednesday, October 7, 2026

H:\2026-27 OWP\0400 Agency Admin, Finance, Personnel 26-27\SLOCOG BOARD AGENDAS 26-27\2-August 2026\TAC Agendas - July 22, 2026\1-1 Draft SLOCOG Board Agenda - August 5, 2026.docx

DRAFT
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
Board Meeting Minutes

Wednesday, June 3, 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 June 3, 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 – June 3, 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 (Vice President)
Kassi Dee, City of Grover Beach
Bruce Gibson, Second District, County of San Luis Obispo
Aileen Loe, City of Arroyo Grande
Heather Newsom, City of Atascadero
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
John Olejnik, Caltrans District 5 (Alternate, Ex-Officio)

BOARD MEMBERS ABSENT:

None

SLOCOG STAFF PRESENT: Peter Rodgers, James Worthley, Richard Murphy, Tim Gillham, Sara Sanders, John DiNunzio, Stephen Hanamaikai, Ashley Kneeland, Annie Bowsky, Stacey Dougan, Aida Nicklin, Jenna Morton (Legal Counsel)

OTHERS PRESENT: AGP Video Staff, Gus Khouri of Khouri Consulting (Consultant), Becky Hewitt of ECO Northwest (Consultant)

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): thanked SLOCOG for *Bike Month*, noting there were multiple bike month events around the county, including Cal Poly. He mentioned a recurring issue relative to the Chorro Valley multiuse trail being excluded from the Cal Poly Master Plan. He said any insight on this issue is welcome, stressing the importance of this trail to go through Cal Poly and to stay west of the tracks. **Greening** asked if there is going to be a SLOCOG presence in the Safety Fair this weekend in Paso Robles since SLOCOG has a role in public safety. SLOCOG's voice and information would be a constructive element there.

Daniel See (San Luis Obispo): distributed a handout to board members and stated that he is speaking in personal capacity, to request SLOCOG to extend funding towards the City of San Luis Obispo (SLO) for a project at the intersection of King Court and South Street. He said the project has been long time conceived, noting he collected signatures to support a proposal on how to properly assess/study this project. He further noted that intersection warrants a signal. **Peter Rodgers** indicated that SLOCOG is aware of this issue and has participated in the funding. Staff will work with the City of SLO to verify for additional outreach on whether this project is warranted. **Board Member Erica A. Stewart** noted that this issue was discussed at the SLO City Council meeting last night.

III. DIRECTOR REPORTS:

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

- *Sustainable Communities Strategy (SCS) approved! The California Air Resources Board (CARB) finally approved SLOCOG's SCS plan.*
- *The Governor's May Revise has no changes to funding for transportation programs. Included in the Addendum is a letter signed by respective Executive Director of each US 101 Central Coast Coalition member (including SLOCOG), requesting support from Legislators to protect programs to accelerate Air Quality and Mobility Goals. The Cap and Invest Program is at risk with CARB's proposed amendments which could delay or invalidate adopted SCS plans. This will be resolved in the Governor's budget, but we will work with Legislature to keep the funding going. Also included in the said letter is a request to extend rail funding to support intercity passenger rail operations/maintenance/expansion.*
- *Federal Transportation Funding Reauthorization – is an extensive five-year program. We are working with the State staff (on talking points) and with State Legislators.*
- *SLOCOG held another Workshop on April 22nd at the Octagon Barn (topics: Regional Housing Needs Allocation process, Sustainable Communities Strategy & Project Initiation Documents)*
- *Bike Month was Busy! There were more than 50 bike events in May, with SLOCOG closing out the month with a bike breakfast at SLOCOG office parking lot on May 28th.*
- *Groundbreaking for the US 101 Five Cities Multimodal Transportation Network Enhancement Project was held on April 28th at the Pismo Preserve Overview.*
- *Pop-Up Safety Mini-Grants demonstrations were held in San Miguel (at L Street school corridor near Lillian Larsen Elementary School) and Paso Robles (along the North River Road Trail corridor). Relative to Eric Greening's inquiry, SLOCOG will not be participating in the Safety Fair this weekend in Paso Robles.*
- *Senior Go! Ridership Spike!*
- *2026 New Train: LA to Grover Beach to SLO / SLO to San Diego (funded for one year and will be evaluated subject to ridership).*
- *SLOCOG will host the California Transportation Commission (CTC) meeting. This is a strategic opportunity for the region. Tentative dates are September 17th and/or September 18th. On the 18th, SLOCOG staff will probably do a bus tour.*
- *Notable Consent Agenda Items: Items B-4, C-2, C-12, C-15, and D-1 (see Consent Agenda). Under D-1, CTAC has approved the appointment of Julia Wallerce. Welcome Julia to CTAC!!*

b. Caltrans District 5 Director's Report: John Olejnik, Caltrans District 5 Chief, Regional Planning North Office, presented the Caltrans District 5 Report, bringing to attention the following:

- *Caltrans' Sustainable Planning Transportation Grants awards for FY 2026/27 have been released. The City of Grover Beach was one of the jurisdictions around the state that got* *awarded. The next cycle is being released and in July, more workshops will be conducted.*

- *Thanks to SLOCOG for the mini grant, which supported Caltrans District 5's Bike Breakfast event at their South Higuera location; it was very well attended.*
- *Construction of the Wellsona Road Safety Improvement project is complete. We appreciate everyone's patience during the construction.*

Board Member John Peschong: thanked Caltrans for completing the Wellsona Road Safety Improvement project, noting it is a great project. He also thanked Caltrans for the State Route 46/41 of the State Route 46 Corridor Improvement project. He said he knows that Caltrans is now working on the Antelope Grade project.

IV. CONSENT AGENDA:

President Carla Wixom: called for any public comments.

Public Comments:

Eric Greening (Garden Farms): requested the Board to reject the contract on call box removal (Item C-6) as it is based on the assumption that the call box system is obsolete since people now use cell phones. He noted that not everyone has cell phones. He said, "Some of us avoid owning cell phones for health safety measure. The health impact from using cell phones is as real as the impact of smoking. The information on this issue is available online now. Any time you activate a cell phone means the demand for cell service increases and more cell towers would be installed in more areas. Those of us who do not use cell phones do exist."

Margaret Carman (Morro Bay): stated she agreed with Eric Greening about the need to keep call boxes, noting that people do not always charge their cell phones, hence, call boxes are still needed. She then encouraged the Board to postpone approval of the Final Morro Bay Estuary Climate Resiliency Transportation Plan (Item C-7), stressing the need to address the following concerns: the proposal of making State Park roads as one way loop; the projection of hazards, vulnerability and adaptation of ocean events and planning on these events that are far away in the future; the need to address the issue of water pipes in Los Osos. **Carman** also noted that the goal is to get dedicated bike and pedestrian lanes.

President Carla Wixom: asked if there are call boxes that are hard wired. **Tim Gillham** responded that there are no hard wired call boxes, noting that the number of call box users continue to drop. He further noted that many jurisdictions in the State have already removed their call boxes. **President Wixom** also asked if in this document (Final Morro Bay Estuary Climate Resiliency Transportation Plan) there is an attempt to do a one-way loop. **John DiNunzio** clarified, "The Plan is a planning document; the board is not approving or authorizing a project today as clarified in the response letter from the California Coastal Commission; the plan does identify a number of potential projects, including a one-way couplet (loop), but there is no mechanism with State Parks in place to carry that out. Staff believes the issue on the Park road is a maintenance/resurfacing issue. State Parks will at some point have to maintain that road. SLOCOG staff does not currently have a dialogue on that either."

Board Member Fred Strong: asked about the cost of keeping the call boxes. **Tim Gillham** responded that the maintenance cost is approximately $3,500 per month, plus additional costs for the cellular provider and call answering center services.

Vice President Heather Moreno: briefly talked about Item C-6 (the plan to remove call boxes), noting she does not know how much benefit there could be if the call boxes are kept. **Peter Rodgers** suggested continuing Item C-6 to the next meeting so staff can bring some information that will show where those call boxes are located. Gillham noted that there is a breakdown on page C-6-2, adding that majority of the call boxes are on Highway 166.

Consent Agenda Items:

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 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

SLOCOG Board Action on a roll call vote: Approve the Consent Agenda as presented, with the exception of Item C-6 (Call Box Removal Plan Sole Source Contract). Continue C-6 to next meeting.

Motion by: Fred Strong (Board Member) **Second by** Heather Moreno (Vice President)

BOARD MEMBERS	AYES	NOES	ABSENT	ABSTAIN	RECUSE
Wixom, Carla (President)	X				
Moreno, Heather (Vice President)	X				
Dee, Kassi	X				

Gibson, Bruce	X				
Loe, Aileen	X				
Newsom, Heather	X				
Ortiz-Legg, Dawn	X				
Paulding, Jimmy	X				
Peschong, John	X				
Stewart, Erica A.	X				
Strong, Fred	X				
Waage, Ed	X				

V. TRANSPORTATION AND PRESENTATION ITEMS:

F-1 Draft 2027 Federal Transportation Improvement Program (FTIP): John DiNunzio presented Item F-1 with a PowerPoint presentation.

President Wixom: called for any comments from board members and the public. There were no comments.

SLOCOG Board Action on a voice vote: Approve Staff recommendation outlined below.

1. **Review and Comment (Draft 2027 FTIP)**
2. **Based on input from 30-ay public review (June 10th to July 10th); Direct staff to integrate updated costs, schedule, and scope and; Schedule for Board Action on August 5, 2026.**

Motion by: Heather Moreno (Vice President) **Second by** John Peschong (Board Member)
The motion passed unanimously.

F-2 Draft TEA 2.0 Economic Study: Sara Sanders introduced Item F-2 with a PowerPoint presentation, noting that Becky Hewett of EcoNorthwest (Consultant) will be presenting this item. **Becky Hewett** presented the TEA 2.0 Economic Study with a PowerPoint presentation, highlighting the updates since last meeting.

President Wixom: thanked Becky Hewett for the update.

Board Member Aileen Loe: commented about the preparation of this study, noting that a lot of the recommendations here are compatible with the corridor grant that the City of Arroyo Grande is working on. She is wondering about the partnership on the planning phase from SLOCOG. **Peter Rodgers** noted that member jurisdictions can integrate into these recommendations into their own plans.

Board Member Jimmy Paulding: noted the importance of future discussion about aligning future investments with member jurisdictions' own project funding. **Rodgers** indicated that SLOCOG does not have a lot of funding sources where those policies can be integrated consistent with SLOCOG's Regional Transportation Plan (RTP).

President Wixom: called for any public comments. There were no public comments.

Board Member Bruce Gibson: briefly talked about the TEA 2.0 Economic study, mentioning the County's sources of funding that include property taxes. He raised a concern that there is no specificity related to expenses in this study. He urged the Board to realize that at some point, this study does not give a lot of direction to jurisdictions in making decisions.

Board Member Erica A. Stewart: noted that the City of San Luis Obispo (SLO) works hard on their Housing Element. She said she prefers to hear that the City's Housing Element is based on community input, not on this report. She noted that the City of SLO fully supports building housing and helping people in SLO.

Board Member Dawn Ortiz-Legg: commented that this leads to Item G-1 (Supplemental Funding), noting, "We know we cannot build jobs without housing, we need infrastructure. As a whole, we need to look at this on what it means to invest."

<u>SLOCOG Board Action on a voice vote</u>**: Review and Comment on the Draft TEA 2.0 Economic Study; Schedule for acceptance on August 5, 2026.**

Motion by: <u>Ed Waage</u> (Board Member) **Second by** <u>Dawn Ortiz-Legg</u> (Board Member)
The motion passed unanimously.

<u>**F-3 Regional Housing Needs Allocation (RHNA)**</u>**: Sara Sanders** presented Item F-3 with a PowerPoint presentation, noting the Cycle 7 RHNA timeline.

President Wixom: called for any Board or public comments. There were no public comments.

Board Member Strong: briefly talked about RHNA, noting, "The RHNA numbers now include two new allocations; one of them counts for homeless adjustment. To zone it is to zone land that we never use. Developers are not going to do it because it is too costly. Some may be able to do it through grants or private donations. To put this in the General Plan is unrealistic. At least eliminate that bottom section. We must make the State realize that they are asking for something that does not work."

Board Member Ortiz-Legg: noted that the demographics of this county is not being looked at, further noting that large number of people who are homeless are seniors.

Board Member Kassi Dee: stated she supports the staff recommendation, noting she personally agree for a higher density housing. However, she expressed concern about the high RHNA numbers and how the City of Grover Beach would be able make it with these numbers.

President Wixom: noted an issue with not counting university population as population increases.

<u>SLOCOG Board Action on a voice vote</u>**: File an objection to HCD's Cycle 7 RHNA determination while developing a distribution methodology with the Planning Directors. Seek RHNA Legislative reform.**

Motion by: <u>Erica A. Stewart</u> (Board Member) **Second by** <u>Kassi Dee</u> (Board Member)
The motion passed unanimously.

<u>**F-4 State Legislative Update**</u>**: Gus Khouri, Khouri Consulting, LLC (Legislative Consultant)** presented Item F-4 with a PowerPoint presentation, highlighting the FY 26-27 Budget Proposal.

Board Member Loe: requested clarification regarding the Active Transportation Program (ATP) Proposal and the position of "Oppose" – on how the funding is carved out. Khouri explained that AB 2168, if passed, gives the larger counties more advantage because they have larger ATP money to dedicate to transportation.

Board Member Jimmy Paulding: commented about how Sacramento keeps pushing these mandates that lack local control, asking what Councils of Governments (COGs) are supposed to do. **Khouri** responded, "COGs do not have the *land use* decision-making authority, but jurisdictions/cities do. COGs are responsible to distribute these numbers. When we are at California Transportation Commission (CTC) meeting/hearing, it boils down to our geography. It has to make sense for them to approve us." **Board Member Paulding** asked if other COGs and cities are fighting back. **Khouri** noted that yes (e.g., in the valley in particular, especially that they have a less clean air quality dynamic). He said, "We will continue to work with CALCOG and other stakeholders on this issue."

Vice President Moreno: noted that when the County Supervisors were at the California State Association of Counties (CSAC) conference, they learned that there is a senator who is trying to do some training for legislators. She asked if there is any opportunity to meet with some of State legislators or participate on that training. **Khouri** noted that educating legislators is a challenge in tandem with negotiations in Sacramento.

Board Member Ortiz-Legg: asked Gus Khouri for any thoughts on California Senator Dave Cortese's Bill – *SB 1250 - Road and Highway Safety: Wildlife*, noting that Caltrans supports this. **Khouri** noted that Senator Cortese introduced this Bill to help reduce wildlife-vehicle collisions by building wildlife crossings (e.g., issues with mountain lions in Santa Monica resulted in the construction of a wildlife crossing in Southern California).

He further noted that Caltrans does not particularly take formal actions, unofficially at least. **John Olejnik** stated that SB 1250 is a significant legislation, noting that Caltrans District 5 has staff collaborating and working on this issue.

Public Comments:

Eric Greening (Garden Farms): thanked Gus Khouri for his continued efforts/work and acknowledged the pushback on the California High-Speed rail project, stating that the project does not deserve one dime of funding. He expressed confidence in SLOCOG's current Legislative Platform. **Greening** brought to attention Legislative Bill AB 1944 (introduced by Assemblymember Lee), which postpones the implementation of axle weight limits for zero-emission transit buses to allow more time for battery technology improvements and operational feasibility. He noted that even with the existing battery, tires on transit buses were found to wear out faster than diesel buses. He prefers to see on policy level a phase out mandate on electric buses, with availability in the future of solid state battery. He said he does not support AB 1944, and suggested encouraging rapid development of solid state battery.

SLOCOG Board Action on a voice vote: Approve Staff recommendation.

a) Support 3 (1 if amended) and oppose ~~3~~ 2 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)

Motion by: Dawn Ortiz-Legg (Board Member) **Second by** Erica A. Stewart (Board Member)
The motion passed unanimously.

President Carla Wixom recessed the meeting at 10:40 a.m. and reconvened at 10:54 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) & Hearing to Adopt Ordinance No. 2026-01 - San Luis Obispo County TEP Ordinance and Request Call for Election: James Worthley presented Item G-1 with a PowerPoint presentation.

President Wixom: inquired about the last polling, when it was conducted and the numbers. **Worthley** responded that the last polling was done in October of 2025, and there are multiple numbers. The highest result received was 65% support, including people who were undecided but leaning towards support, and noted lower levels following the initial test question and after negative statements.

Public Comments: The following public comments were given:

- **Eric Greening (Garden Farms):** *"What is the likelihood of the sales tax measure reaching the required two-thirds vote? The prospect of that happening does not look good. If it fails at the ballot, how would SLOCOG respond? There is a need to give voters the information they need, accept critiques, and be forthright about the intention of this measure. This measure, however, does not clearly define the supervisorial district. If it fails, we must learn from that lesson to prevent a repeat in 2028. I advise the Board to recognize that placing this on the ballot would be an extremely uphill climb. There is a need for direct accountability to the public, make sure that this reflects the will of the people."*
- **Aaryn Abbot (San Luis Obispo):** *"I support this measure. While it may not be perfect, it represents a meaningful step forward; now is the right time to move ahead with this measure."*
- **Jocelyn Brennan (Home Builders Association):** "*I strongly support this measure and the Home Builders Association has approved to support this."*
- **Michael Stoltey (Templeton):** *"I am a builder. I want to see housing built in this county. I encourage the Board to approve this measure to go to the November ballot."*
- **Michael Foote (Director of Economic Development at REACH, San Luis Obispo):** *"Building housing is a key component of this for the future. The most effective way is to build housing infrastructure, and this measure would create a source of funding for that."*

- **Tracy Campbell (Pismo Beach)**: *"I am the Outreach Director for the Better Roads for all SLO County (a coalition of local residents advocating for safer, more reliable roads across our county). I am here today representing them. They believe that the roads can no longer wait; people are frustrated, they are tired of waiting and they want roads to improve. The Coalition supports moving this measure forward. Residents came together with one goal, that is to improve the roads and transportation system of this county. Campbell urged the Board to approve this item."*
- **Erik Justesen (Campaign Chair for Better Roads for all SLO County):** *"We are the only organization that runs a campaign. We have engaged with many residents throughout the county and gathered more than 12,000 signatures. We are here to support SLOCOG's sales tax measure. We stand ready to support this goal. We are fully prepared to run a vigorous campaign to support this measure. Most importantly, the citizens of this county deserve to be heard at the ballot box. Please move this forward today."*
- **Rachel Whalen (Director of Government Affairs at Chamber of Commerce):** *"The Chamber of Commerce supports putting this measure on the November ballot. Our transportation system is aging and funding sources are not keeping pace. This measure will transform our county. Citizens in this county want better roads."*
- **Brad Brechwald (San Luis Obispo):** *"I was involved in the 2016 campaign to support the SLOCOG measure. Now we have the Better Roads for all SLO County supporting this measure. I urged the Board to approve this today."*
- **Betty Winholtz (Morro Bay):** *"I have been involved in sales tax measure campaigns in the past, including in Morro Bay. My caution to you is, are you willing to step up or do you know your grassroots people to make this happen? You need to commit yourselves to finding the people in your community that will make this happen."*
- **Julia Wallerce (Los Osos):** *"I was recently appointed to SLOCOG's Citizens Transportation Advisory Committee (CTAC) as an At-Large representative. In Massachusetts, it is illegal to put a regional ballot initiative. It is fortunate that you can do this in California and in this county, to have people decide on your sales tax measure on the ballot. I encourage you to approve this today and let the voters decide."*

Board Member Comments: Board Members gave the following comments:

- **Board Member Ed Waage:** *"I support this measure. To address the funding shortfall, we have to do it ourselves by becoming a self-help county."*
- **Board Member Erica A. Stewart:** *"We have people in the county that want this on the ballot. We did learn from last time (2016). We need to make sure that we educate the community on this matter."*
- **Board Member Bruce Gibson:** *"I second the comments made by Julia Wallerce; yes, it is the people that have to decide on this. It is time to take this to the ballot."*
- **Board Member Fred Strong:** *"We hear from local jurisdictions that people want good roads. If they want good roads, they have to be able to build them. This sales tax measure will provide the funding to build roads."*
- **Board Member Dawn Ortiz-Legg:** *"Our city partners understand how important it is to have sales tax revenue. We need to give voters the chance to have the ability to get the tourism dividends. It is great that we can be a planning agency, and this is a good time to have that sales tax revenue. On one hand it creates jobs and the housing that we need. We are going to need the resilience and ability financially to manage our infrastructure needs."*
- **Vice President Heather Moreno:** *"I agree, we need funding and a sales tax measure can provide that. The problem is the polling results do not support the likelihood of this getting 2/3rds vote at the ballot. I am all to let voters decide but not at the cost of $500K."*
- **Board Member John Peschong:** *"Thank you all mayors who are present here today for your comments and support. I did not support the sales tax measure in 2016. I will be voting NO on this measure. I believe my District (SLO County District 1) does not support this. As Vice President Moreno said, half a million dollars is too high if this measure fails."*
- **Board Member Aileen Loe:** *"Thank you members of the public who came out today. Funding needs are increasing and funding amounts are decreasing. The ability to rely on funding sources is becoming uncertain. We are very close to having the support to get this to the finish line. I support this measure."*
- **President Carla Wixom:** *"I agree about the cost versus the funding. My concern is the cost being*

charged by the Clerk Recorders office for the cost of the ballot. We all received that information that the cost is significant. If there is an opportunity for us to have a discussion to run the budget for that cost as it is a significant amount. I hope we get some updates on what that might look like. Thank you to all of you who spoke today. I am feeling more comfortable to vote on this after hearing from the speakers from Better Roads for all SLO County campaign that you are going to continue to work and support this measure."

SLOCOG Board Action on Roll Call: Approve Staff recommendations as outlined below.

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.**

Motion by: Fred Strong (Board Member) **Second by** Bruce Gibson (Board Member)
The motion passed – 10/2 (10 yeses, 2 noes) split vote.

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

VII. BOARD MEMBER COMMENTS & BOARD REPORTS:

There were no Board Member comments & Board reports.

VIII. ADJOURNMENT: President Carla Wixom adjourned the SLOCOG Board meeting at **11:30 a.m.**, noting that the next regular meeting will be held on August 5, 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

DRAFT

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

*****SPECIAL MEETING*****
Board Meeting Minutes

Wednesday, June 16, 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 "Special" Board meeting held on June 16, 2026, together with staff report and related documents attached thereto and incorporated therein by reference. This meeting was held at the San Luis Obispo County Conference Room #D-361 (Third Floor, County Government Center).

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

President Carla Wixom led the Flag Salute and called the SLOCOG Board "Special" meeting to order at **8:15 a.m**. **Board Secretary Aida Nicklin** conducted a roll call.

BOARD MEMBERS PRESENT:

Carla Wixom, City of Morro Bay (President)
Kassi Dee, City of Grover Beach
Bruce Gibson, Second District, County of San Luis Obispo
Aileen Loe, City of Arroyo Grande *(arrived @ 8:18 a.m.)*
Heather Newsom, City of Atascadero
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 *(arrived @ 8:20 a.m.)*
Ed Waage, City of Pismo Beach

BOARD MEMBERS ABSENT:

Heather Moreno, Fifth District, County of San Luis Obispo (Vice President)
Fred Strong, City of Paso Robles

SLOCOG STAFF PRESENT: Peter Rodgers, James Worthley, Richard Murphy, Tim Gillham, Ashley Kneeland, Stacey Dougan, Aida Nicklin, Jenna Morton (Legal Counsel)

OTHERS PRESENT: None

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. There were no public comments.

III. TRANSPORTATION ITEM:

A-1 Election Costs to SLOCOG: James Worthley presented Item A-1 with a PowerPoint presentation, noting the details on the approximate ballot cost to SLOCOG.

Board Member John Peschong: asked, "What would happen if this item is not approved today, who would pay to put the sales tax measure in the November ballot?" **Worthley** responded that the action the Board is asked to approve today, provides authorization for SLOCOG to pay their share of the costs. Without this item, the County would have to bear the full cost of putting the measure on the ballot.

President Wixom: requested that once this is done, staff provide a breakdown on what SLOCOG's share of the cost is. **Worthley** explained that the current estimate is $3 per registered voter. If there is another ballot measure added, it should reduce the cost for all others on the ballot.

Public Comments: There were no public comments.

SLOCOG Board Action on a roll call vote: Provide Authorization to Execute Formal Memorandum of Understanding (MOU) with the County to Fully Pay for TEP Measure Election Costs, Consistent with Prior Board Direction.

Motion by: Bruce Gibson (Board Member) **Second by** Jimmy Paulding (Board Member)

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

IV. BOARD MEMBER COMMENTS & BOARD REPORTS:

There were no Board Member comments & Board reports.

V. ADJOURNMENT: President Carla Wixom adjourned the SLOCOG Board meeting at **8:23 a.m.**, noting that the next meeting will be held on August 5, 2026, at 9:00 a.m., 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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SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM: B-2**
SUBJECT:	**Calendar Year 2027 – Draft SLOCOG and RTA Meeting Calendar; and Office Closure during Christmas and New Year Holidays**	
STAFF CONTACT:	**Peter Rodgers / Aida Nicklin**	

SUMMARY

This staff report summarizes the proposed Calendar Year 2027 meeting schedule and office closures during the Christmas and New Year holidays. It includes all anticipated meetings of the San Luis Obispo Council of Governments (SLOCOG), the San Luis Obispo Regional Transit Authority (RTA), the Executive Committee, the Social Services Transportation Advisory Council (SSTAC), the Technical Transportation Advisory Committee (TTAC), and the Citizens Transportation Advisory Committee (CTAC). RTA agenda items will follow the SLOCOG meeting, unless it is a scheduled RTA meeting, in which the reverse will occur.

The SLOCOG office will again be closed this year during Christmas week from December 24, 2026 through January 1, 2027. Closing the office will benefit the Agency financially, improve accountability, and eliminate the need for mandatory “coverage” at a time that SLOCOG historically has few agency or general public contacts. Staff support closing the SLOCOG office and have seen no negative impacts from the holiday closure over the last ten years. Work product documentation and prior approval by management will be required of any staff member requesting to work during this period.

RECOMMENDATION

Staff:
a) Adopt Draft SLOCOG and RTA Calendar Year 2027 Meeting Calendar
b) Approve SLOCOG Office Closure during Christmas and New Year Holidays, between December 24, 2026 [Christmas Eve] and January 1, 2027 [New Year’s Day Holiday]. The office will resume operations on Monday, January 4, 2027.

SSTAC:
TTAC:
CTAC:

DISCUSSION

Each year, SLOCOG and RTA adopt a meeting schedule. The attached meeting calendar shows SLOCOG/RTA meetings for January 6, 2027 through January 5, 2028. SLOCOG and RTA lead off the meetings on alternating months. Tentative dates are set for minor issues or administrative items that generally do not require advisory committee review for the agency having the “off” month. If it is not necessary to meet on all of the meeting dates shown, SLOCOG and RTA will not convene. The shaded portions of the schedule indicate all scheduled SLOCOG priority meetings.

SLOCOG will again hold three workshops in 2027. The date, time and location for each workshop will be announced, and an agenda will be disseminated.

DRAFT

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (RTA)

DRAFT

2027 MEETING CALENDAR (*Adopted on _______, 2027)*

SLOCOG/RTA MEETING DATES	GROUP	AGENDA DIST.	MEETING DATE	KEY TOPICS, ISSUES, DEADLINES
JAN. 6, 2027 **RTA &** **SLOCOG** **(starts at 9:00 a.m.)**	EXEC COM **RTA & SLOCOG**	12/4/26 **12/22/26**	12/9/26 **1/6/27**	**RTA:** Election of RTA Board Officers (jointly with SLOCOG); Financial audits FY 25/26; Various grant resolutions **SLOCOG:** New Board Orientation, Election of SLOCOG & RTA Board Officers (jointly with RTA); Board Member Committee and Interagency assignments; Election of Officers - SSTAC, TTAC, CTAC; Reappoint SLOCOG At-Large representatives; Employee Recognition for years of service.
FEB. 3, 2027 **SLOCOG** **(starts at 9:00 a.m.)** (RTA tentative)	EXEC COM SSTAC TTAC/CTAC **SLOCOG Board**	1/8/27 1/15/27 1/15/27 **1/22/27**	1/13/27 1/20/27 1/20/27 **2/3/27**	**SLOCOG:** Plaque of Appreciation for outgoing President; Resolution of Appreciation for outgoing Board members (if any); Draft OWP & Budget Assumptions 2027/28; Proposed 2027 State and Federal Legislative Programs; Review Caltrans SHOPP; 2027/28 Unmet Transit Needs & Bike and Ped. Improvements Hearing; 2028 Fund Cycle Kick off; Regional Rideshare Biannual Progress Report; Access for All Program; Federal Performance Measures; Draft 2027 Regional Transportation Plan (RTP); Draft Environmental Impact Report (DEIR) Public Hearing #1; SLOCOG Workshop. **RTA:** Tentative
MAR. 3, 2027 **RTA** **(starts at 9:00 a.m.)** **SLOCOG follows RTA**	EXEC COM (SSTAC) (TTAC/CTAC) **RTA Board**	2/5/27 (2/12/27) (2/12/27) **2/19/27**	2/10/27 (2/17/27) (2/17/27) **3/3/27**	**RTA:** RTA Budget Assumptions 2027/2028 **SLOCOG:** Items for discussion – to be determined.
APR. 7, 2027 **SLOCOG** **(starts at 9:00 a.m.)** (RTA tentative)	EXEC COM SSTAC TTAC/CTAC **SLOCOG Board**	3/5/27 3/19/27 3/19/27 **3/26/27**	3/10/27 3/24/27 3/24/27 **4/7/27**	**SLOCOG:** FY 2027/28 OWP and Budget Adoption; FY 2027/28 TDA Fund Apportionment; FY 2027/28 State of Good Repair (SGR) & FY 2026/27 Low Carbon Transit Operations Program (LCTOP) Program of Projects; 2027/28 Unmet Transit Needs Findings; Draft 2027 RTP; Draft Regional Housing Needs Allocation (RHNA); DEIR Public Hearing #2;CTSA Contracts; 2028 Fund Cycle Draft Policies and Framework; SLOCOG Workshop (offsite). **RTA:** Tentative
MAY 5, 2027 **RTA** **(starts at 10:00 a.m.)** **SLOCOG follows RTA**	EXEC COM (SSTAC) (TTAC/CTAC) **RTA Board**	4/9/27 (4/16/27) (4/16/27) **4/23/27**	4/14/27 (4/21/27) (4/21/27) **5/5/27**	**RTA:** Final FY 2027/2028 Operating/Capital Budgets; RTA Budget Adoption **SLOCOG:** Items for discussion – to be determined.
JUNE 2, 2027 **SLOCOG** **(starts at 9:00 a.m.)** (RTA tentative)	EXEC COM SSTAC TTAC/CTAC **SLOCOG Board**	5/7/27 5/14/27 5/14/27 **5/21/27**	5/12/27 5/19/27 5/19/27 **6/2/27**	**SLOCOG:** Conditional Approval of TDA Claims for FY 2027/28; Triennial Performance Audit presentation; Potential Polling Results; State Legislative Update; Regional Housing Needs Allocation (RHNA) Status Report & Draft Plan; 2027 RTP Adoption & EIR Certification; 2028 Fund Cycle Draft Revenue Assumptions. **RTA:** Tentative
JULY 7, 2027 **RTA** **(starts at 9:00 a.m.)** **SLOCOG follows RTA**	EXEC COM (SSTAC) (TTAC/CTAC) **RTA Board**	6/11/27 (6/18/27) (6/18/27) **6/25/27**	6/16/27 (6/23/27) (6/23/27) **7/7/27**	**RTA:** Tentative **SLOCOG:** Items for discussion – to be determined.
AUG. 4, 2027 **SLOCOG** **(starts at 9:00 a.m.)** (RTA tentative)	EXEC COM SSTAC TTAC/CTAC **SLOCOG Board**	7/9/27 7/16/27 7/16/27 **7/23/27**	7/14/27 7/21/27 7/21/27 **8/4/27**	**SLOCOG:** Status of Major Projects: Program & Funding Needs Assessment; Draft SLOCOG and RTA 2028 Meeting Calendar; Closed Session: Exec. Dir. Performance evaluation; Regional Rideshare Biannual Progress Report; Final RHNA Plan for Board approval. **RTA:** Tentative
SEPT. 1, 2027 **RTA** **(starts at 9:00 a.m.)** **SLOCOG follows RTA**	EXEC COM (SSTAC) (TTAC/CTAC) **RTA Board**	8/6/27 (8/13/27) (8/13/27) **8/20/27**	8/11/27 (8/18/27) (8/18/27) **9/1/27**	**RTA:** Tentative **SLOCOG:** SLOCOG Workshop (Items for discussion – to be determined)
OCT. 6, 2027 **SLOCOG** **(starts at 9:00 a.m.)** (RTA tentative)	EXEC COM SSTAC TTAC/CTAC **SLOCOG Board**	9/3/27 9/17/27 9/17/27 **9/24/27**	9/8/27 9/22/27 9/22/27 **10/6/27**	**SLOCOG:** FY 2027/28 OWP Amendment; Adoption of Unmet Transit Needs Criteria & Transit Needs Assessment Update; Rideshare Week & International Walk-to-School Day (in Executive Director's Report); Caltrans Community-Based Transportation Planning Grants; Transit Programming; Adopt POP for 5311 non-urbanized formula funds; Draft 2028 RTIP (Fund Cycle). **RTA:** Tentative
NOV. 3, 2027 **RTA** **(starts at 9:00 a.m.)** **SLOCOG follows RTA**	EXEC COM (SSTAC) (TTAC/CTAC) **RTA Board**	10/8/27 (10/15/27) (10/15/27) **10/22/27**	10/13/27 (10/20/27) (10/20/27) **11/3/27**	**RTA:** RTA Budget Amendment (if necessary) **SLOCOG:** Items for discussion – to be determined.
DEC. 1, 2027 **SLOCOG** **(starts at 9:00 a.m.)** (RTA tentative)	EXEC COM SSTAC TTAC/CTAC **SLOCOG Board**	11/5/27 11/12/27 11/12/27 **11/22/27**	11/10/27 11/17/27 11/17/27 **12/1/27**	**SLOCOG:** Year-end legislative Report; FY 2028/29 Preliminary OWP; Recommendations for productivity improvements of operators; SLOCOG Annual Report 2026/27; SLOCOG Financial Audits FY 2026/27; SLOCOG Handbook Update; Final 2028 RTIP (Fund Cycle). **RTA:** Tentative
JAN. 5, 2028 **RTA &** **SLOCOG**	EXEC COM **RTA & SLOCOG**	12/3/27 **12/21/27**	12/8/27 **1/5/28**	**RTA:** Election of RTA Board Officers (jointly with SLOCOG); Financial audits FY 2026/27; Various grant resolutions **SLOCOG:** New Board Orientation, Election of SLOCOG Board Officers (jointly with RTA); Board Member Committee and Interagency assignments; Advisory Committee Election of Officers (SSTAC, TTAC, CTAC)

* SSTAC, TTAC and CTAC meet at the SLOCOG Conference Room (1114 Marsh Street, San Luis Obispo, California): SSTAC @ 12:15 p.m., TTAC @ 2:00 p.m., CTAC @ 4:30 p.m. Meetings in *PARENTHESIS* are *TENTATIVE* and will occur only if issues are to be addressed.

*** SLOCOG/RTA meetings location: County Board of Supervisors Chambers, Katcho Achadjian Government Center San Luis Obispo County, 1055 Monterey Street, San Luis Obispo, beginning at 9:00 a.m. The shaded portions indicate all scheduled SLOCOG meetings. Alternating months are scheduled RTA meetings.

**** Executive Committee meetings are normally held at the SLOCOG Conference room, 1114 Marsh Street, San Luis Obispo, beginning at 10:00 a.m.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM B-3**
SUBJECT:	**Rideshare Update**	
STAFF CONTACT:	**Hannah Heavenrich, Paige Anderson, Mallory Jenkins**	

SUMMARY

This report provides a snapshot of Rideshare program activities from January 1 – June 30, 2026, and includes a summary of each program and data highlights from the reporting period.

RECOMMENDATION

Staff: Receive information

SSTAC:
TTAC:
CTAC:

DISCUSSION

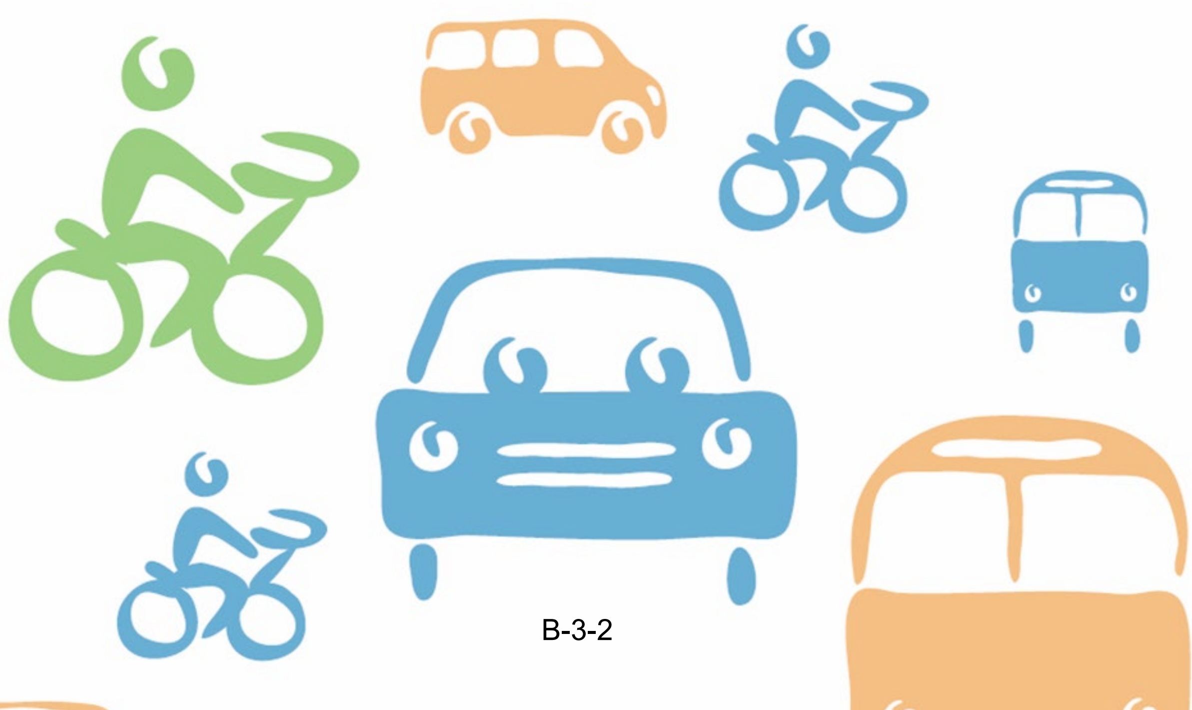
Transportation Demand Management (TDM) was identified in the 2023 Regional Transportation Plan (RTP) as a cost-effective strategy to combat congestion on our roadways and achieve State greenhouse gas emissions reduction targets. SLO Regional Rideshare implements TDM strategies to create awareness of regional travel choices, reduce drive-alone trips, improve quality of life, and save commuters money. Rideshare operates as a division of SLOCOG and develops regular progress reports, summarizing program activities and performance.

This report covers the January 1 – June 30, 2026 reporting period and presents highlights and metrics on the following programs:

- Bike Month
- Safe Routes to School
- Commuter Club
- Know How to Go
- 511 Traveler Information
- Regional and Visitor Outreach

RIDESHARE PROGRAM BIANNUAL REPORT

JANUARY 1 – JUNE 30, 2026



SLOCOG Bike Breakfast, May 28, 2026

Rideshare Update

Lots of exciting new ventures for Rideshare!

The Rideshare team started off 2026 with the "Share the Love, Love Your Commute" commuter challenge, resource fairs, and presentations throughout the county. In April, staff was busy with Earth Fest and Safe Routes to School outreach, then it was time for Bike Month! This year's Bike Month theme was "Pedal Power", a nod to our region's wildflowers, the human-power behind biking, and sustainable modes!

During Bike Month, staff launched a new pilot program to further increase biking visibility and collaboration with local businesses called the "Bike Friendly Business Network"! This pilot has received great feedback and as participation grows, staff plans to expand to additional areas.

As Bike Month came to a close, staff shifted to promoting the annual "Youth Ride Free" campaign for students K-12 to ride transit for free during summer school break.

Also new this year was a collaboration between Rideshare's *Know How To Go!* senior transportation program and the County's Public Health team to host a series of "Walk Safe Workshops" at various libraries and senior centers. Workshops included strength and balance stretches, navigation tips, safety items, and ideas for making connections to transit and other modes.

Another highlight is the launching of a new SLOCOG mobility wallet program, the "Mariposa Pass" which Rideshare staff are helping promote ahead of the first distribution event later this year.

Thank you for supporting Rideshare!

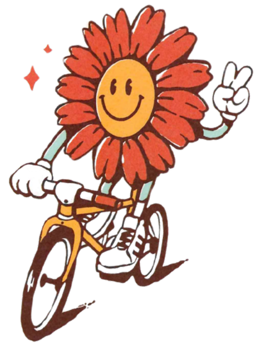
- Your Rideshare Team

BIKE MONTH

Funding Source:
Regional Surface Transportation Program

Pedal Power

Bike Month's Pedal Power delivered! With over 50 events encouraging biking in SLO County, this year's Bike Month was as big as ever. Bike Month kicked off with an event at The Hub in SLO with speakers including Mayor Stewart and Track Cycling Olympian, Anders Johnson.



Full racks, even in the rain!

Pedal to Puzzle winners

Bike Month Swag

Caltrans Bike Breakfast

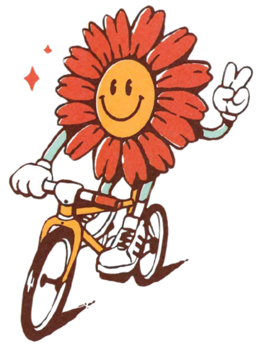
Bike Month's featured events included a Jigsaw Puzzle race (Pedal to Puzzle) and a short film series called Filmed by Bike: Adventure. Notable community events included a Tour de SLO group ride and an 'alleycat' race, plus another bike film, Tracing the Divide where even the film-maker attended!

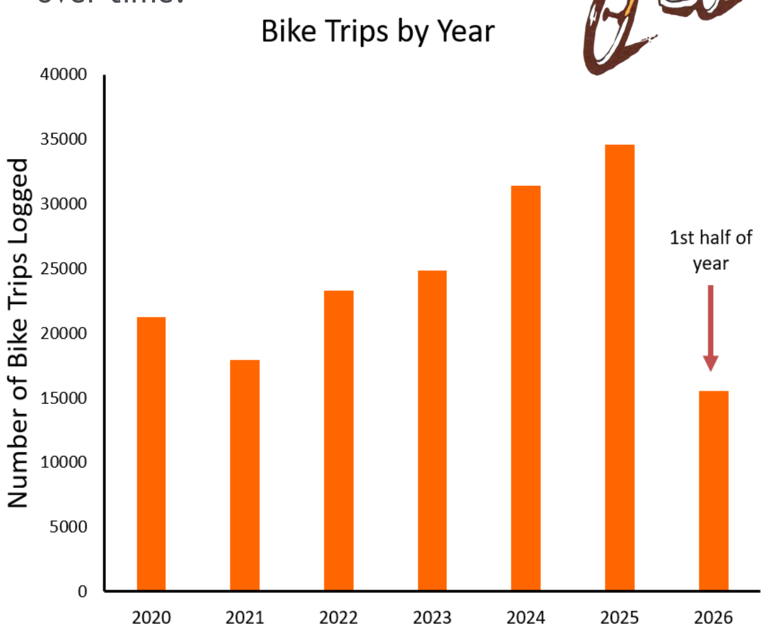
Nearly 4,000 Bike trips logged in May	Biked over 11,000 miles	Reduced 5 tons of CO_2	Burned over 6.5 million calories	127 new iRideshare users	Over 50 Events

Funding Source:
Regional Surface Transportation Program

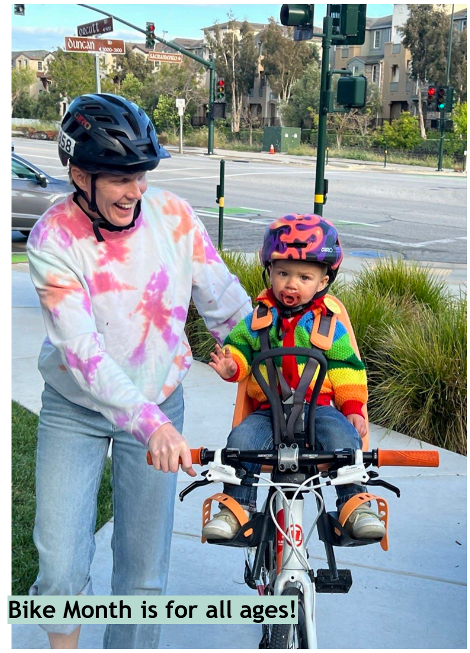
Pedal Power

Biking in SLO County seems to be on the rise! Looking at triplog data from iRideshare, we can see a steady increase in the number of bike trips logged over time.





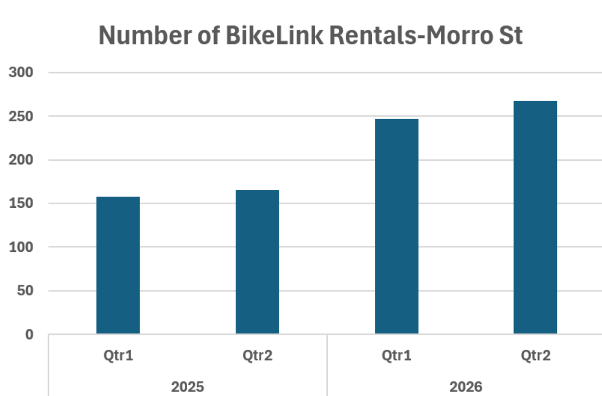
Source: iRideshare.org trip log data



Bike Month is for all ages!

Public Health Campaign

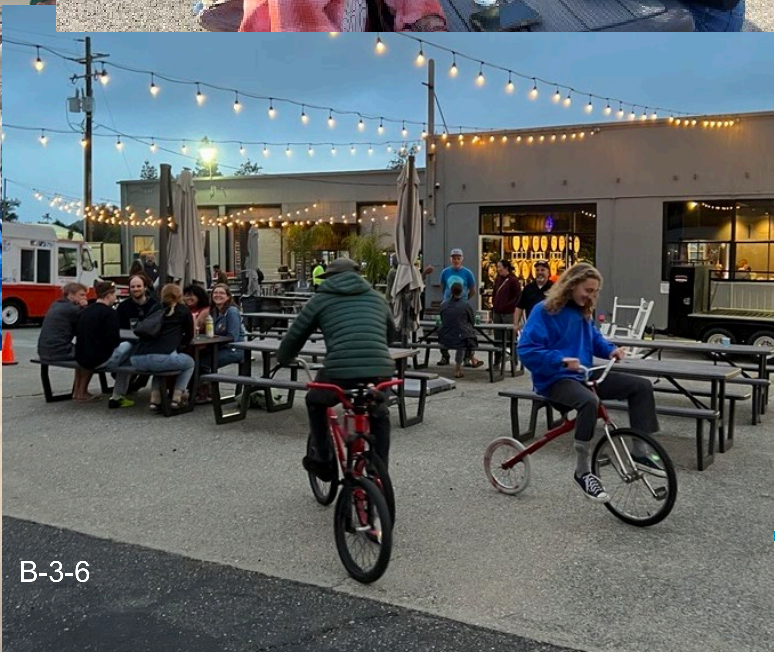
On-Demand Bike Lockers



Rideshare works with regional partners and the on-demand bike locker system provider Bike Link to install and maintain bike lockers that can be rented for $0.05/hr to securely store personal bicycles and e-bikes. Usage has continued to increase and more lockers continue to be added.

BIKE MONTH IN PHOTOS

Funding Source:
Regional Surface
Transportation Program



BIKE MONTH IN PHOTOS

Funding Source:
Regional Surface
Transportation Program

SAFE ROUTES TO SCHOOL

Funding Source:
Regional Surface Transportation Program

The Safe Routes to School (SRTS) Program works to increase safety for students who walk and bike to school and encourages using those active modes.

Every other year staff administers the **Family Survey**. This year the survey had 752 responses. This year staff did in-person outreach at four schools, the Healthy Kids fair (YMCA) and San Miguel Children's day to garner survey participation.

Rideshare works with the SRTS partners to implement a regional non-infrastructure Safe Routes to School Program. Rideshare contracts Bike SLO County to conduct **on-bike education** for 4-5th grade students in our County.

Hannah tabling at the YMCA

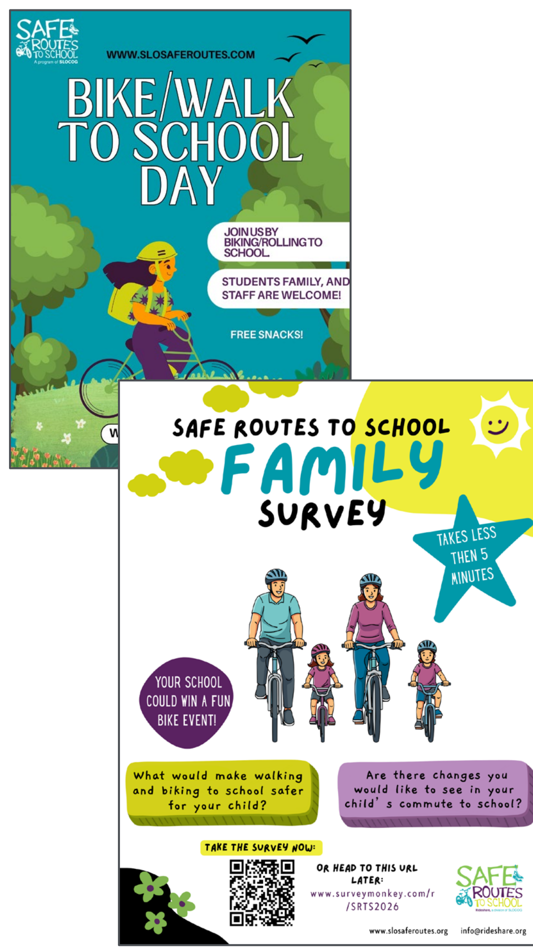
2026 Spring on-bike education:
- **Pacheco El**
- **Bellevue-Santa Fe El.**

2026 Spring Bike Rodeos:
- **Oceano El**
- **Monarch Grove El**

This year there was unprecedented participation in our sponsorship requests for **Bike to School Day (BTSD)** with 6 schools and one community group applying for funding to create a memorable BTSD event.

Productive SRTS Taskforce Meeting:
Update on SRTS Infrastructure Plans
Initial Family Survey Results
Vision Zero update

Districts Participating in BTSD:
- San Luis Coastal Unified (12 schools)
- Atascadero Unified (7 schools)
- Cayucos Elementary (1 schools)
- Paso Robles Joint Unified (4 schools)
- Lucia Mar Unified (9 schools)
- Templeton Unified (3 school)
- San Miguel Join Unified (1 schools)
- Other (2 schools)



Posters for BTSD and the Family Survey

COMMUTER CLUB

Funding Source:
Regional Surface Transportation Program

Rideshare staff continued to encourage employees in SLO County to choose alternative transportation! Staff worked with employers to set up campaigns, conduct site visits, and present at New Employee Orientations. Staff also did outreach to the public at EarthFest.


Hannah tabling at French Hospital


Paige & Mallory @ EarthFest 2026

Commuter Club Facts:

- 523 users joined iRideshare
- Vanpool program is full (18 vans)
- More Bike lockers are coming! (Avila, airport, etc)

Every January to February staff runs the Share the Love, Love your Commute campaign where iRideshare.org users can get a chance to win a gift basket for 2 by logging 14 trips!


Love your Commute Prize

Bike Friendly Business Network

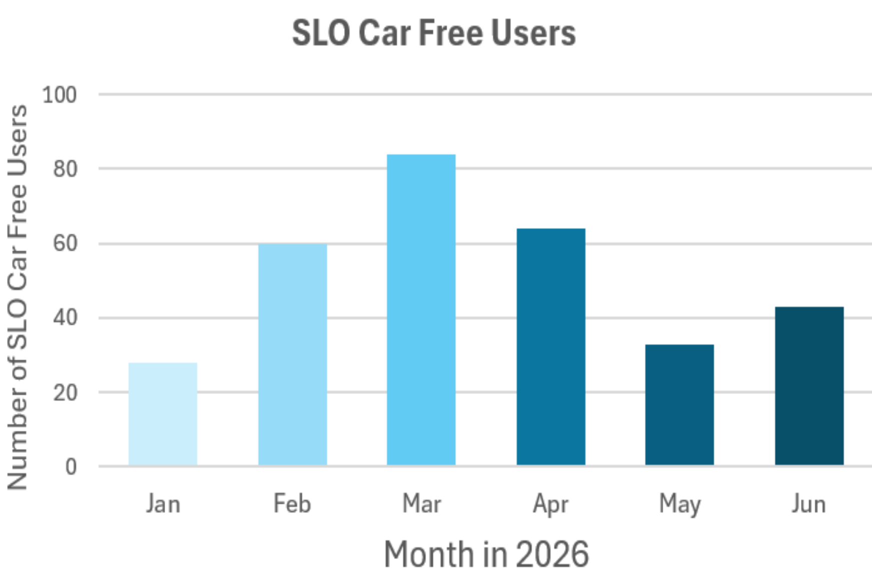
The goal of this new pilot program is to increase biking to the downtown SLO area, bring in business and incentivize the support of bicycling downtown. With this program, employers are recognized for their efforts to encourage a more welcoming atmosphere for bicycling employees, customers, and the community. Community members receive a punch card and receive a punch when biking to the participating businesses. Once completed, the punch card is returned to Rideshare for a prize.

SLO CAR FREE

Funding Source:
Regional Surface Transportation Program

SLO Car Free promotes and provides tools to travelers on the pleasures and availability of traveling to our area without their cars, or by parking their cars once they arrive. By pledging to travel to or around San Luis Obispo County without a car, visitors receive special incentives from participating hotels, restaurants, transportation services and attractions.

SLO CAR FREE
a Rideshare Program of SLOCOG



312 Users added since January

SLO Car Free usage saw **an increase of 26%** this half of the year compared to July-Dec of last year. Rideshare staff continues to promote SLO Car Free on multiple tourism websites (Central Coast Tourism Council, SLOCAL, Visit SLO) and our own website. Staff continues to advertise at the airport on an interactive dashboard. Staff also placed paid social media ads.

Spring Ad for SLO Car Free

KNOW HOW TO GO

Funding Source:
FTA Section 5310 grant funding

Know How to Go! is an outreach and information program designed to help seniors and people with disabilities understand their transportation options.


Cycling Without Age at Know How To Go!'s Bike Month Ice Cream Social


Meals That Connect Resource Fair at Paso Robles Senior Center


Walk Safe Workshop at Atascadero Senior Center with SLO County Public Health

Program Highlights

- Continued distribution of our recently updated **Transportation Guide**
- Conducted 8 presentations highlighting new programs such as the "**Mariposa**" mobility wallet and Cal-ITP "**Tap2Ride**"
- Attended 12 community events including hosting a senior-oriented **Bike Month** event in collaboration with **Cycling Without Age**, Meals That Connect resource fairs, and CAPSLO community outreach
- Co-hosted 7 "**Walk Safe Workshops**" with County Public Health which included strength and balance stretches, navigation tips, safety items, and ideas for making connections to transit and other modes
- Signed up 32 seniors for **VIP bus passes**, enabling them to ride transit for free
- Continued to share information about and recruit **volunteer drivers** for Community Partners in Caring's SLO County expansion
- Staff hosted March and June **Marketing, Outreach, Ridership Development** (MORD) meetings and regularly attended working groups including the **Commission on Aging**, the Latino Outreach Council, the Adult Services Policy Council, and the Farmworkers Outreach Taskforce
- Staff continue to educate on updates and changes to transit, shuttle programs, and regional issues.

Website Metrics

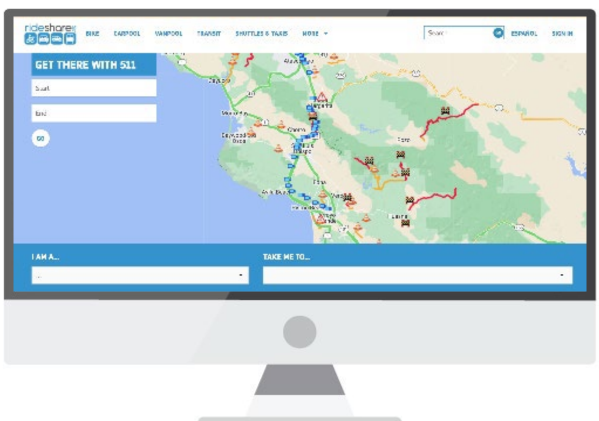
- Page Views: 1,753
- Resource Downloads: 14
- Trip Planning Assistance Calls: 53

511 TRAVEL INFORMATION

Funding Source:
Service Authority for Freeways & Expressways

511 Travel Information

511 was established by the FCC on July 21, 2000 as the national 3-digit telephone number for traveler information on State highways. SLO County's 511 system also includes an online trip planner and 24/7 information feed that includes County road closures and incident information.



511 Updates & Insights

- Staff utilized the text reminder system to send Bike Month updates to subscribers
- Staff participated in a survey of 511 systems conducted by Southern California agencies to identify challenges, public perceptions, and opportunities for collaboration and improvement
- Staff continues to advertise 511 as a transportation resource throughout SLO County

1,436 Total 511 System Calls

61,863 Total Website Views

Top Web Pages	Views
Home Page	19,863
Bike Month	11,051
SLO Car Free	3,935
Youth Ride Free	2,083
Bike Month Calendar	1,105

Phone Menu Interactions	
Total Interactions	**420**
Amtrak	4
Shuttles	23
Transit	81
Rideshare	88
Road Conditions	81
Roadside Assistance	28
Spanish Translation	7
Travel Training Office	108

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**August 5, 2026**	**ITEM: C-1**
SUBJECT:	**2026 Fund Cycle | Grant Pursuit Status | Major Projects**	
STAFF CONTACT:	**Rich Murphy**	

SUMMARY

The 2026 Fund Cycle became operational following adoption of the 2026 State Transportation Improvement Program (STIP) by the California Transportation Commission in April 2026. Since that time, staff has advanced implementation of the Board's adopted funding strategy by coordinating with project sponsors, Caltrans, and funding partners to position the region's highest priority projects for upcoming state and federal discretionary grant opportunities. This report builds upon the June 2026 Implementation Status Report (Agenda Item C-13), which provided the Board's previous bi-monthly update on implementation and grant pursuit activities associated with the 2026 Fund Cycle.

Since the Board's June update, staff has continued advancing implementation of the 2026 Fund Cycle, including execution of the Mark Thomas contract amendment to support Senate Bill 1 Cycle 5 grant preparation for the SR 46E/US 101, SR 46E/Union Road, and SR 46W/US 101 interchange projects in coordination with Caltrans District 5 and local project sponsors. Staff has also reassessed the implementation strategy for the Shell Beach Road Shared Use Path following the California Transportation Commission's decision not to support SLOCOG's requested TCEP scope change. Rather than pursuing grant funding for only a portion of the corridor, staff is recommending a strategic shift toward advancing environmental clearance and final design for the full corridor, including Phases 2 and 3 and satisfying Caltrans' Coastal Development Permit obligations, to position the project for a more competitive and comprehensive future funding strategy.

Attachment A provides the August grants pursuit status report for the region's priority major projects.

Attachment B provides an updated Shell Beach Road Shared Use Path fact sheet reflecting the revised project delivery and funding strategy.

RECOMMENDATIONS

Staff: 1) Receive and file the implementation update for priority projects associated with the 2026 Fund Cycle.

2) Authorize staff to continue implementation, project coordination, and discretionary grant pursuit activities consistent with the Board-adopted 2026 Fund Cycle and return to the Board with future funding, programming, and implementation actions

TTAC/CTAC:

BACKGROUND

The 2026 Fund Cycle established SLOCOG's discretionary funding commitments and implementation framework for the next five years of the regional capital improvement program. Following California Transportation Commission adoption of the 2026 State Transportation Improvement Program (STIP) in April 2026, staff has transitioned from the programming phase into active project implementation, discretionary grant pursuit, and regional funding coordination.

The Board's programming strategy focused on reaffirming funding commitments for implementation-ready projects, preserving contingency funding for advanced projects, and identifying the region's highest priority projects for pursuit of state and federal discretionary grants. This approach reflected lessons learned during implementation of the 2024 Fund Cycle, where evolving project costs, delivery schedules, funding assumptions, and partnership obligations required subsequent Board actions affecting projects such as the Bob Jones Pathway and Shell Beach Road Shared Use Path.

Those lessons continue to guide implementation of the 2026 Fund Cycle. Staff continues coordinating with project sponsors, Caltrans, consultants, and funding partners to evaluate project readiness, grant competitiveness, implementation responsibilities, and long-term funding strategies as projects advance toward construction and discretionary funding opportunities.

DISCUSSION

Implementation of the 2026 Fund Cycle continues to demonstrate that successful project delivery requires active coordination well beyond initial programming decisions. Depending on the project, SLOCOG may serve as a regional funding partner, grant applicant, implementation coordinator, corridor planning partner, or funding advocate. Current implementation activities focus on:

- grant application development
- project delivery schedules
- funding partnership coordination
- environmental and right-of-way readiness
- cost and funding strategy
- ownership and implementation responsibilities
- long-term operations and maintenance commitments

These activities are particularly important for projects involving regional grant sponsorship or multi-agency implementation responsibilities. Many discretionary grant programs require implementation agreements, maintenance commitments, or other partnership documentation prior to application submittal.

Since the Board's June update, staff has continued advancing several priority discretionary grant efforts identified in the 2026 Fund Cycle. Mark Thomas Associates is now under contract supporting preparation of Senate Bill 1 Cycle 5 grant applications for the SR 46E/US 101 Interchange, SR 46E/Union Road Overcrossing, and SR 46W/US 101 Interchange projects. This work builds upon the regional corridor bundle strategy previously developed for the federal BUILD Grant application, which remains under review by FHWA, and Congressional Directed Spending requests currently advancing through the federal appropriations process.

Staff has also reassessed the implementation strategy for the Shell Beach Road Shared Use Path following the California Transportation Commission's decision not to support SLOCOG's requested TCEP scope change. Rather than continuing pursuit of grant funding for only a portion of the corridor, staff recommends a purposeful pause in discretionary grant pursuit while advancing environmental clearance and final design for the complete corridor, including Phases 2 and 3 and the improvements necessary to satisfy the Caltrans Coastal Development Permit obligations for the US 101 Managed Lane project. This revised strategy is intended to position the entire corridor for a more competitive future grant application while preserving the Board's long-term funding objectives and reducing future implementation risk. (See Attachment C for more information on project scope and funding outlook).

Other regionally significant projects, including the Edna-Price Canyon Trail and Buckley Road Roundabout, continue advancing toward future construction through preparation of an Active Transportation Program (ATP) Cycle 8 application and the federally funded Safe Streets and Roads for All (SS4A) program, respectively, in coordination with local agencies, Caltrans, and project partners. Staff continues developing letters of intent, maintenance agreements, and other partnership documentation necessary to clarify implementation responsibilities, ownership obligations, funding assumptions, and long-term maintenance commitments in advance of discretionary grant applications.

Staff will continue monitoring project readiness, partnership commitments, funding assumptions, and grant competitiveness and will return to the Board, as necessary, with recommendations regarding implementation strategies, regional funding commitments, and discretionary grant pursuits.

Attachment A summarizes implementation coordination activities associated with the 2026 Fund Cycle programming strategy. 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.

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 completion/ freight mobility strategy, inter-regional corridor	SB1 TCEP / Federal Freight, IIJA Reauth. Earmark pursuit	Regional funding partner per 2026 STIP	Support letter(s) for SB1 grants; Applicant for federal BUILD grant. MOU update	Coordination with Caltrans D5 is ongoing. Revisit/refresh MOU D5/D6/Kern/SLOCOG	Return to Board if state/federal partnership assumptions change. " Conditional YES" from HQ to pursue SB1. **Update MOU (Oct. 2026 Board action)**
~~2~~	SR 46 at Union Rd. Improvements	Concurrent examination of lower cost alternative for undercrossing	SB1 TCEP/ Pursue R/W for original O/C improvement	Regional funding partner / grant support.	Confirm SB1 grant pursuit approach with City and D5	Caltrans D5 supportive of co-nomination grant pursuit (R/W only)	Reassess grant pursuit approach pending results of under-crossing feasibility assessment **(April 2027 Board discussion).**
~~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	Caltrans D5 supportive of co-nomination grant pursuit (PSE + R/W only)	Return if scope, schedule, or funding assumptions materially change
~~4~~	SR 46W & US 101 Imps./ Mobility Hub, including Vine St. realignment	Environmental and design readiness	SB1 SCCP / Federal discretionary	Applicant, Regional funding partner	Maintain readiness for grant cycles; ensure R/W advancing.	Local coordination ongoing regarding priority.	Reevaluate timing and current funding commitment if milestones are not achieved. Future Board direction required regarding SCCP priority setting **(Oct 2026).**
~~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 partners. Public meeting on Enviro. Doc. Sept 2026	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. City awaiting CTC LPP eligibility review	Applicant, Regional funding partner	Clarify, scope, schedule, local funding commitments for con. and cost incr's.	Additional coordination with City needed before application	Future Board direction required regarding SCCP priority setting **(Oct 2026).**
~~7~~	SR 227 Los Ranchos Roundabout	Construction implementation	Fully funded / implementation phase	Funding agency, implementation coordination	Monitor delivery schedule & contingency needs	Letter of intent to address maintenance received.	Return only if delivery or cost issues emerge
~~8~~	SR 227 Buckley Rd. Roundabout	Federal grant pursuit, Continue design & enviro. Activities	Federal SS4A, Application submitted	Applicant, funding contributor	Finalize implementation agreements and grant strategy	Letter of intent to address maintenance received	Revisit funding strategy as part of Mid-Cycle review if fed and state grants not secured **(June/Aug 2027)**
~~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 estimate	Letter of intent to address maintenance received	Revisit funding strategy as part of Mid-Cycle review if ATP grant not secured **(June/Aug 2027)**
~~10~~	Bob Jones Multi-Use Path Ph. 2	Complete final design	Fully funded	Regional funding partnership	Confirm delivery schedule	Cooperative agreement required	Return during the 2028 Fund Cycle if funding and delivery schedule issues arise **(Dec. 2027)**
~~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. **See FTIP for project consolidation.**
~~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

ATTACHMENT B
Shell Beach Road Shared Use Path – Corridor Development Strategy

At the time the Board adopted the 2026 Fund Cycle and 2026 RTIP, staff anticipated advancing the Shell Beach Road Shared Use Path through a phased construction strategy. Since then, changes in funding availability, grant opportunities, and project development have led staff to reevaluate the implementation approach. Rather than advancing Phase 2 independently, staff now recommends completing development of the full corridor before pursuing construction funding. Below is the updated Project Fact sheet and corridor development strategy.

#10 Project: Shell Beach Road Multi-Use Path

Lead Agency: City of Pismo Beach

Update as of July 15, 2026

Since the December 2025 update, the project funding strategy has shifted from relying on near-term cost savings and TCEP retention to advancing a combined Phase 2 and Phase 3 project for a future ATP application.

Current Funding Outlook

Anticipated construction cost savings identified in December 2025 for the U.S. 101 Managed Lane project did not materialize and therefore could not be reprogrammed to the Shell Beach Road Shared Use Path Phase 2 project. On December 9, 2025, after identifying a bid miscalculation, the lowest bidder, Security Paving Company, Inc., requested and was granted relief of bid by Caltrans. Caltrans then awarded the construction contract to the second-lowest bidder, Granite Construction, whose low bid was $55.3 million. With an additional $6.8 million in Caltrans support costs, the total construction phase cost is just over $62 million, using nearly all the current $62.6 million programming capacity. Any cost savings will be identified at the end of construction and made available on a proportional basis for future programming.

After the anticipated cost savings did not materialize, staff coordinated with the City of Pismo Beach to prepare a scope change request to the CTC in an effort to retain as much of the $3.6 million in TCEP grant funding as possible before the funds lapsed on June 30th. The request proposed constructing a path segment south of the Avila Beach Drive interchange to fill a network gap and connect with the city's bicycle and pedestrian network at El Portal Drive. Staff were notified on June 9 that the CTC did not approve the scope change request, and the funds lapsed on June 30th.

The FFY 2025/26 budget for Transportation, Housing and Urban Development (THUD) was signed into law February 3, 2026, and included $2 million in Community Project Funding/Congressionally Directed Spending (CPF/CDS) for the Shell Beach Road Path Extension project secured by Congressman Salud Carbal. These funds will be programmed for construction in the 2027 Federal Transportation Improvement Program (FTIP).

Project Development Approach

Phase 2 of the Shell Beach Road Shared Use Path would fill an important gap in the regional active transportation network, but it would not by itself complete connections to the regional and local networks north and south of the project.

As shown in Figure 1, two key gaps remain at the northern and southern termini of Phase 2. Phase 3 would fill the southern gap in the local network, is required to be constructed as a condition of the CDP, is a high priority for the City of Pismo Beach, and would contribute to continuity of the regional path system. SLOCOG is also required as a condition of the CDP for the U.S. 101 Managed Lane project to complete a scoping study for a path connection between the Avila Beach Drive roundabout and the Bob Jones Trail on Ontario Road. That study is nearly complete; however, the connection is not yet identified in any San Luis Obispo County planning documents, and delivery options remain unknown. Without a northern connection toward the Bob Jones Trail corridor, the project would not fully implement SLOCOG's long-planned "City to Sea" bicycle network connecting San Luis Obispo to the Five Cities area.

Figure 1: Shell Beach Road Path Gaps

Preliminary design layouts and cost estimates have been prepared for Phase 3, but several segments of the project alignment carry cost risk that must be evaluated further during detailed design and right-of-way assessment:

- **Residential areas and utilities:** Several homes in the Phase 3 segment sit below the grade of Shell Beach Road, and constructing the path in this area may require retaining walls. Numerous utility conflicts are also possible. These impacts should be studied further in design and avoided where feasible.
- **Terrain:** Widening to accommodate the path across a steep ravine may likewise require retaining wall construction. This impact should also be studied in design and avoided where feasible.
- **Caltrans right-of-way:** Shell Beach Road is physically constrained between existing residential and other built-up areas and U.S. 101. This constraint presents an opportunity to coordinate with Caltrans to evaluate whether the path could instead encroach into state right-of-way and avoid impacts to residential areas, utilities, and the ravine.

In addition to the detailed design and right-of-way assessment tasks, introduction of federal CPF/CDS funds also requires completion of NEPA. During this pause, the PDT will also explore design opportunities in Phase 2 to encroach into state right-of-way in certain segments, helping to reduce construction costs and impacts to the hillside adjacent to Shell Beach Road and the need for retaining wall construction. This approach has been preliminarily evaluated with Caltrans District 5 staff and appears feasible, though right-of-way coordination with Caltrans and certification can take up to 18 months in many cases.

Capital Funding Outlook

The Active Transportation Program (ATP) is highly competitive and consistently oversubscribed. The $3 billion in grant requests submitted for Cycle 8, which closed June 22nd, exceeds available programming by more than $2.6 billion. In light of this, rather than applying for Phase 2 alone in ATP Cycle 8 as recommended in December, the project development team (PDT) concluded that the strongest and most competitive application would combine Phases 2 and 3 into a single project—fully connecting the path from Avila Beach Drive to Terrace Avenue, where the existing path begins in Shell Beach. The PDT will work to ensure the combined Phase 2/3 project is complete with NEPA, design, and right-of-way clearance in time to submit a grant application in ATP Cycle 9 (2028).

$3.2 million in SLOCOG RIP funds, along with the $3.6 million in TCEP funds, lapsed on June 30th. However, the remaining RIP funds will be available for reprogramming in the 2028 RTIP. To maintain the schedule needed to complete NEPA, design, and right-of-way for the new combined project and to allow the project to apply in Cycle 9, staff will program funding through a cooperative agreement with the City of Pismo Beach to cover the added costs of the extended project, deducting from the current SLOCOG funding commitment of $3.2 million. Item F-1, the 2027 FTIP, captures this recommendation. Staff will return to the Board during the 2028 programming cycle with updated programming recommendations for the funding to pursue construction costs in ATP Cycle 9.

Project Capital Funding Outlook

Funding Source	Current Commitment ($M)	Recommended Action	Notes
SLOCOG (RIP)	~~$3.2M~~ Not to exceed $3.2M in Regional Discretionary Funding	~~Reprogram~~ Confirm funding is returned to SLOCOG's 2028 Fund Cycle	~~Re-commit $3.2M after allowing 25/26 funds to lapse. Funds return to SLOCOG for programming in the 2028 Fund Cycle.~~ RIP Funds lapsed June 30th. Hold funding commitment not to exceed $3.2M in SLOCOG discretionary funding; subject to change in the 2028 Fund Cycle. Deduct additional PE costs, as shown in Item F-1, to remain within approved programming levels.
Local	$850k	Increase partnership funds (City and County) and negotiate a commitment of local funds for the PE phase.	City of Pismo funds tentatively committed to construction of Phase 3. No County funding committed to date. SLOCOG to formalize funding agreements.
TCEP	~~$3.6M~~ $0	Allow funds to lapse	~~If not allocated by 6/30/26, funds lapse and return to Central Coast regional share in future TCEP cycle.~~ Funds lapsed on June 30, 2026, after Scope Change request was not approved by the CTC.
CPF/CDS	$2 million	Approve programming	~~Congressman Carbajal currently identified $2.7M in the stalled FFY 2026 budget~~. $2 million in Community Project Funding was approved in the FFY 2026 budget.
Regional discretionary funds & Local funds	Total amount pending	Finalize cost share with local agencies.	Execute cooperative agreement amendment with Pismo Beach to initiate NEPA, remaining design, and right of way.
Total	**~~$7.6M~~** **$6.05M**		

Information reflected in the 2027 FTIP, Agenda Item F-1

Project Development Schedule Update

Milestone	Year	Notes
Initiate NEPA, design, and right of way for new combined Phase 2/Phase 3	Sept. 2026	Local/regional cost share pending further coordination and local approvals.
Complete NEPA, design, and right of way of combined project	Dec. 2027	
Adopt 2028 RTIP	Dec. 2027	Adopt updated construction phase programming
ATP Cycle 9 Call for Projects	Mar. 2028 (tentative)	Substantial completion of design and right of way necessary to ensure accurate grant funding request.
ATP Cycle 9 Staff Recommendations	Nov. 2028	
Begin Construction	FY 28/29	

Next Steps:

- **Cost-share agreement:** Negotiate the Phase 3 preconstruction cost share with the City of Pismo Beach.
- **Design and right-of-way work:** Work with Pismo Beach to execute a contract amendment with the current design consultant to complete design and right-of-way tasks for both Phase 2 and Phase 3. Funding for the amendment will be deducted from the programming amounts approved in the 2026 RTIP.
- **Caltrans coordination:** Continue coordination with Caltrans District 5 to secure right-of-way encroachment, acquisition, or another agreement that would allow segments of the path to be constructed within state right-of-way and help reduce capital costs.
- **ATP Cycle 9 application:** Submit an ATP Cycle 9 application in 2028 for all construction and right-of-way costs. The match source and amount will be determined through future programming actions.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM C-2**
SUBJECT:	**California Transportation Commission Town Hall | Program Update and Field Tour Project Summaries**	
STAFF CONTACT:	**Peter Rodgers, Richard Murphy**	

SUMMARY

The California Transportation Commission (CTC) has selected SLOCOG to host a two-day Town Hall on September 17–18, 2026. The CTC periodically selects host regions throughout California to provide Commissioners with firsthand exposure to regional transportation issues, project delivery, and local partnerships. The event provides an opportunity to showcase San Luis Obispo County's transportation system, regional priorities, and major transportation investments while highlighting the unique mobility, economic development, and community needs of the Central Coast. Day 1 will include the Town Hall meeting at the Octagon Barn in San Luis Obispo, followed by a groundbreaking ceremony for the Bob Jones Trail extension project in coordination with the County. Day 2 will feature a field tour of transportation projects in and around the central and south county region. Staff is pursuing sponsorships from consultants and industry partners to help offset event hosting costs.

RECOMMENDATION

Staff: Receive information

TTAC:
CTAC:

DISCUSSION

The California Transportation Commission (CTC) makes critical funding, programming, and policy decisions that shape transportation investments throughout California. SLOCOG's selection to host the September 2026 CTC Town Hall provides a unique opportunity to showcase San Luis Obispo County's transportation system, regional priorities, and collaborative approach to project delivery directly to Commissioners, executive staff, Caltrans leadership, and regional transportation partners.

Staff is coordinating a two-day program of presentations, interactive discussions, and field visits to give Commissioners firsthand insight into the Central Coast's transportation challenges, opportunities, and investment priorities. The event will highlight regional partnerships that advance projects improving safety, mobility, economic vitality, and quality of life, while demonstrating the region's readiness to deliver state and federal transportation investments.

The Town Hall is intended to strengthen collaboration among local, regional, and state transportation partners by fostering dialogue on funding, policy, and project delivery strategies that support the Central Coast's long-term transportation goals.

<u>**Proposed Event**</u>

Day 1 – Regional Transportation Town Hall
Thursday, September 17, 2026

The Town Hall will provide an opportunity for CTC Commissioners, local elected officials, transportation agencies, and community stakeholders to engage in an open discussion regarding regional transportation priorities.

Potential agenda topics include:

- Welcome and Opening Remarks
- Tourism and Economic Development (SLOCAL and REACH)
- Programming Overview (SLOCOG)
- North County Focus: Hwy 46 Urban Area Projects (City of Paso Robles)
- Regional Transportation Breakout Discussions: Connecting Regions (Rail), Moving People (Rideshare), Preparing for Tomorrow (Planning)
- Multi-County Interregional Setting (Central Coast Coalition)
- City to Sea- The Bob Jones Trail Extension Groundbreaking (County of SLO)
- Closing Remarks and Networking Reception

The event is intended to foster collaboration and increase awareness of transportation issues unique to the Central Coast while providing Commissioners with direct feedback from regional partners.

Day 2 – Regional Transportation Tour
Friday, September 18, 2026

The second day will consist of a guided tour highlighting transportation projects in Central/South County subregion of San Luis Obispo County.

Potential tour elements include:
- RTA Maintenance Facility
- Prado Rd widening and over crossing.
- SR 227 Corridor includes the Los Ranchos Rd and Buckley Rd. Roundabouts, and Edna Valley Trail.
- Emerging issues at the Bello & Price Canyon Rd intersection.
- The City to Sea Active Transportation Network, including the Shell Beach Multi Use Path and Bob Jones Trail Head
- Avila Beach Roundabout

The tour will provide Commissioners with firsthand context that supports future funding and policy decisions affecting the region.

Sponsorship and Budget

Staff is actively seeking sponsorships from consultants and industry partners to offset the costs associated with hosting the event, including venue expenses, food & beverages, transportation, printed materials, and event logistics.

To ensure planning can move forward while sponsorship commitments are finalized, staff has identified up to $10,000 in agency funding for this event. This would serve as contingency funding to supplement sponsorship revenue and will be included as part of a budget amendment at the October 2026 Board meeting.

Staff will continue pursuing sponsorship opportunities with the goal of minimizing the use of agency funds.

More information can be found on SLOCOG’s website at https://slocog.org/townhall2026/

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**August 5, 2026**	**Item C-3**
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 drastically declining annual call box call volumes, a number of statewide Service Authority for Freeway Emergencies/ Expressways (SAFE) agencies have already completed, or are in the process of, sunsetting their call box programs.

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). <u>*The Scope of Work for the sole source contract is included in Attachment A beginning on page C-3-6.*</u>

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:
CTAC:

BACKGROUND

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). 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.

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."

DISCUSSION

Given declining reliance on call boxes, rising maintenance and operating costs, and the availability of safer alternatives that do not require motorists to walk along active freeways to seek assistance, 511 represents the next-generation evolution of motorist aid services. Concentrating motorist assistance efforts on 511 is also fully aligned with DOT goals to establish a nationwide motorist assistance and traveler information system.

Sunsetting the regional call box system in favor of services that are demonstrably safer for motorists and significantly more cost-effective to operate reflects responsible stewardship of public resources and is consistent with SLOCOG's obligation to act in the best interest of the public's trust. SAFE funds currently dedicated to the call box program can be better served funding continued 511 development, support, and outreach, as well as expanding SLOCOG's Freeway Service Patrol (FSP) program.

California's call box networks rely on older, proprietary technology that requires frequent maintenance and includes components that are increasingly difficult to source. The current call boxes are the only solar-cellular units that have been crash-tested and approved for installation on California highways. As a result, maintenance services are effectively limited to a single vendor, creating a de facto monopoly. Although the current call box maintenance agreement does not expire until June 30, 2027, SLOCOG and peer agencies have reported significant cost increases when negotiating their maintenance services with the single-source vendor. SLOCOG incurred a 66% increase in monthly maintenance costs under the current contract which includes a Consumer Price Index (CPI) increase in FY 26/27. Call box replacement parts have also seen an increase.

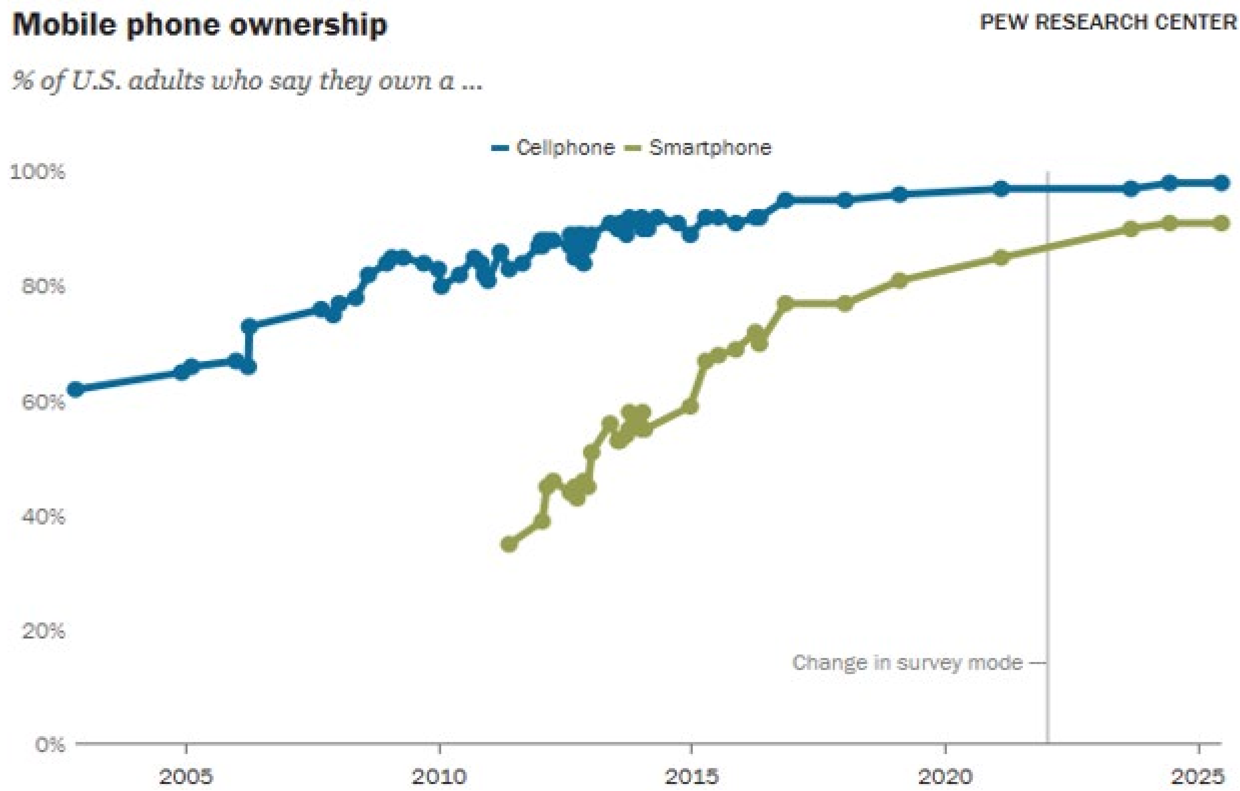
Staff's analysis of FY 25/26 call box call volumes and reported incidents indicates roughly 2.5 emergency-related calls per month. The cost of administering and maintaining the remaining 41 call boxes in the SLOCOG region costs approximately $100,000 annually, which includes staff time. This equates to a cost of over $3,300 per call in FY 25/26. Long-run annual call box volumes have followed a downward trend with the proliferation of cell phones and improved coverage areas throughout the County.

The Pew Research Center, a nonprofit, nonpartisan, and nonadvocacy research group, reports that as of 2025, 98 percent of Americans owned a cell phone, and that this figure is consistent across all ages, genders, ethnicities, incomes, and community groups. A direct correlation can be drawn with reduced call box usage/call volumes and personal cellular phone ownership. Additionally, with programs like California LIFELINE, qualified households may receive discounted services, making cellphones available regardless of income.

Mobile Call Box and Motorist Aid

The 511 Ridesharing and Traveler Information Telephone System administered by SLOCOG includes a mobile call box function that is currently directed to the call box call answering center and routed according to incident, which would serve as a replacement once the remaining boxes are permanently removed. 511 is now considered the future of motorist aid assistance with the sunsetting of call box programs throughout the state. The mobile call box program run through the 511 system only requires the call answering center contract at a fraction of the cost.

As of 2025, the vast majority of Americans – 98% – now own a cellphone of some kind. About nine-in-ten (91%) own a smartphone, up from just 35% in the Center's first survey of smartphone ownership conducted in 2011.



Note: The vertical line indicates a change in survey mode. Polls from 2002-2021 were conducted via phone. In 2023, the poll was conducted via web and mail. In 2024 and 2025, the poll was conducted via web, mail and phone.

Today, cellular networks enable wireless communication via email, text, instant messaging, and voice calls, with service coverage extended via satellite technology in areas where traditional infrastructure is difficult to deploy. The widespread availability and adoption of cellular services, combined with the federal designation 5-1-1 as the nationwide number of motorist assistance and traveler information, has positioned 511 as the next-generation replacement to roadside call boxes.

All major cellular service providers report coverage along SLO County freeways and state highways, eliminating the original need for a fixed-roadside communication system. This makes 511 an effective option for freeway assistance. In emergencies, motorists are encouraged to call 911, which connects them directly to the California Highway Patrol. <u>As an emergency number, 911 is available to motorists anywhere there is a cellular signal, regardless of the service provider, even if the phone is not activated. This has become a requirement since 1999, when the FCC sought to apply modern communication technologies to public safety.</u>

Based on these considerations, staff recommends the planned, orderly decommissioning of the remaining 41 regional call boxes, and the transition of SAFE-funded motorist assistance services to 511 and FSP, as the next generation replacement by June 30, 2027. The removal of the remaining call boxes will allow funds to be better utilized on other motorist aid projects, such as the 511 and Freeway Service Patrol (FSP) programs. The Rideshare 511 phone system costs approximately $2,500 annually to operate (does not include staff time). As such, the procurement of JETT Consulting Services through a sole source contract to prepare a Call Box System Removal Plan for the removal of the remaining 41 call boxes by the end of the current fiscal year is necessary. Transitioning from call boxes to the safer, more cost-effective option (i.e. Mobile Call Box Motorist Aid 511 System) reflects responsible stewardship and is consistent with SLOCOG's obligation to act in the best interests of the public's trust.

The removal process takes approximately 9 months from start to completion to secure the appropriate encroachment permits, procuring a qualified contractor for removal through a competitive bid process, etc. Both the call box maintenance contract and call answering center contracts expire on June 30, 2027.

Figure 1 and 2 below show location by State Route of the remaining call boxes.

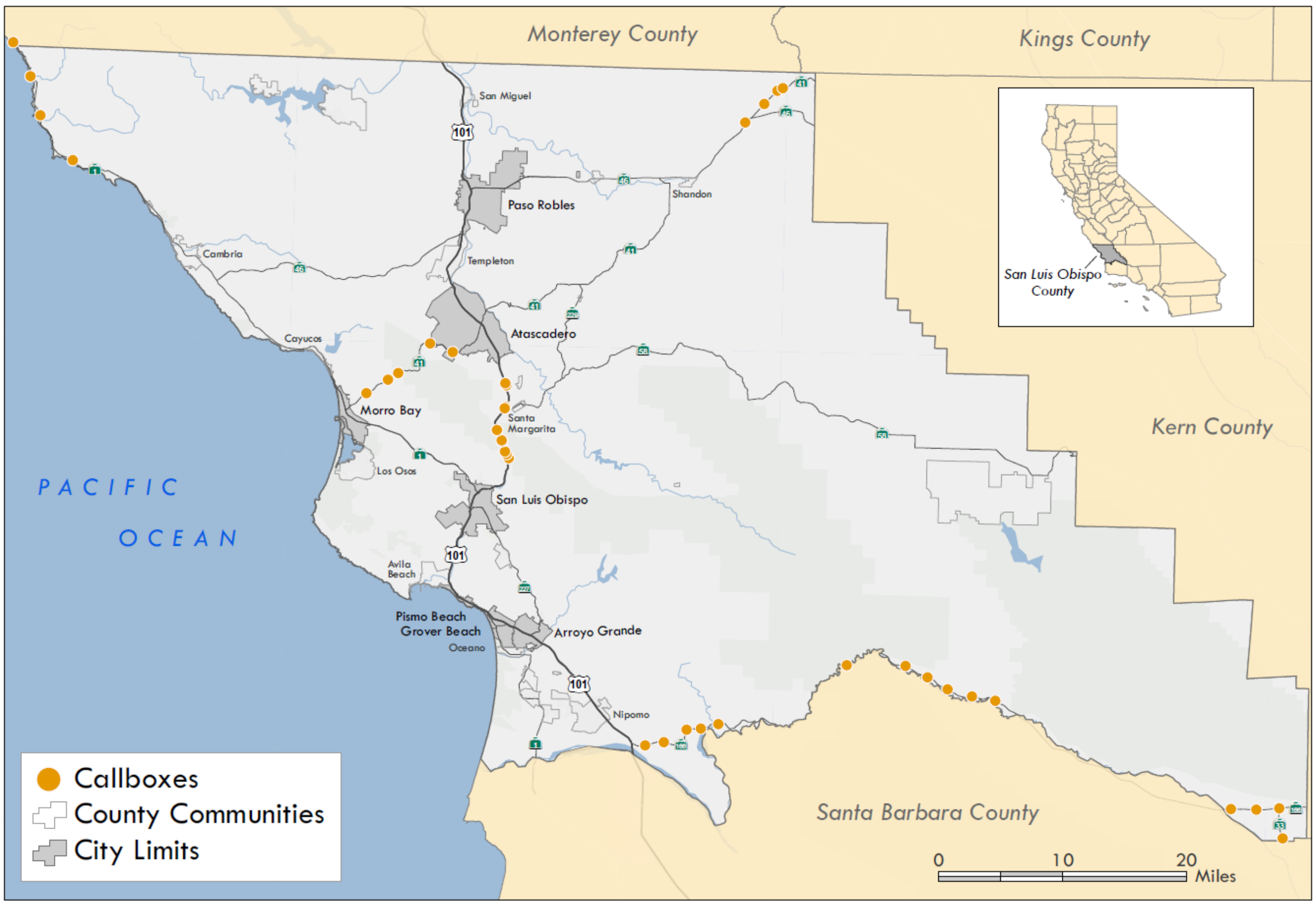
Current Call Box Distribution by Corridor

Figure 1

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

Figure 2

SLOCOG REGIONAL CALL BOX SYSTEM / REMAINING BOXES



SLOCOG Sole Source Contracting Procurement/ Policy

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

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 and is recommended for approval.

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:	**AUGUST 5, 2026**	**ITEM C-4**
SUBJECT:	**Final 2027 Federal Transit Program of Projects**	
STAFF CONTACT:	**Ivana Rodriguez**	

SUMMARY

The transit program of projects (POP) is a list of projects proposed by federal transit funding recipients in cooperation with their metropolitan planning organizations (MPO) to be funded through urbanized areas Section 5307, 5339, and 5311 rural area apportionments. SLOCOG works with transit operators to allocate annual apportionments for three urbanized areas: Atascadero-Paso Robles, San Luis Obispo, and Arroyo Grande-Grover Beach. The jurisdictions within each of the urbanized areas and the RTA have a memorandum of understanding with SLOCOG that specifies cooperative procedures for carrying out transit planning and programming, establishes technical committees that review and approve a proposed program of projects, and a programming timeline.

SLOCOG worked with transit operators to develop the initial draft list of transit projects proposed for programming in the 2027 Federal Transportation Improvement Program (FTIP) that was presented to the Board on April 1, 2026. See April ITEM C-8 for reference. The project list represents all the operating, vehicle replacement, operating equipment, transit infrastructure, and vehicle rehabilitation projects that are expected to be implemented with federal transit funding between FFY2027 and 2028. FFYs from 2029-2030 are included in the 2027 POP and should be considered as illustrative. Since April, staff continued to coordinate with transit operators and seek concurrence on the final list of projects by the UZA Technical Committee comprised of jurisdiction staff. SLOCOG staff received concurrence and no changes were recommended from the draft list presented and the final project list.

This process concludes with a public hearing at the August 5, 2026, Board meeting to receive public input on the proposed POP and officially incorporate it into the 2027 FTIP.

The proposed projects and programming are summarized below, and the full project list can be accessed through this link.

RECOMMENDATION:

Staff: Adopt Final 2027 Transit Program of Projects (POP).

BACKGROUND

Every two years, SLOCOG, transit operators, and their advisory bodies cooperatively develop and propose a transit POP that is fiscally constrained based on estimated state and federal funding availability. The 2027 Transit POP includes projects proposed for funding in federal fiscal years 2027 and 2028, where federal fiscal years 2027 and 2028 are fiscally constrained and 2029 and beyond is considered illustrative. SLOCOG's primary purpose in this process is to prepare and adopt the fiscally constrained FTIP, incorporating all federally funded transit projects.

DISCUSSION

Operating Projects

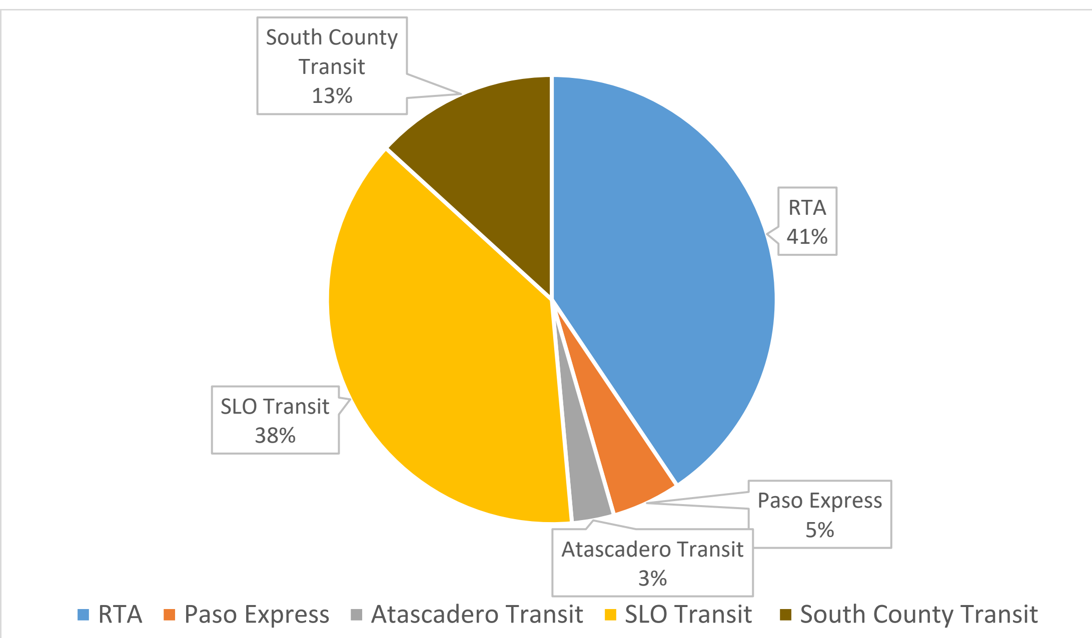
Consistent with past transit POP's, funding existing transit operations is a high priority for programming. Operating funding shortfalls are not anticipated at this time. Table 1 below details the total operating cost and federal share by service. Figure 1 provides the percentage of programming for operating costs by service. Section 5307 authorizes a federal cost-share of up to 50% for eligible operating assistance.

The SLO UZA receives approximately $4.9 million annually in 5307 apportionment. The Arroyo Grande-Grover Beach UZA receives approximately $3.4 million annually in 5307 apportionment. Within this UZA, there is an adequate amount of funding to fund each of the projects identified in the POP list with additional carryover revenue of approximately $1.8 million that will expire by 2030. SLOCOG will continue to coordinate with RTA to program carryover revenue into new or existing projects. This ensures that funding remains aligned with future POP cycles and long-term planning goals. The Paso Robles-Atascadero UZA receives approximately $2.5 million annually in 5307 apportionment. Within the Paso Robles-Atascadero UZA, current project costs account for the full estimated 5307 apportionment. However, due to carryover funding from previous years, the UZA remains fiscally solvent.

Table 1: Total Operating Costs & Federal Share by Service 2027-28

Service	Federal	Total	% Federal
RTA	$6,131,500	$15,328,000	40%
Paso Express	$749,300	$1,873,000	40%
Atascadero Transit	$459,800	$1,149,440	40%
SLO Transit	$7,216,046	$14,432,092	50%
South County Transit	$1,827,500	$4,994,200	37%

Figure 1: Percentage of Programming for Operations by Service



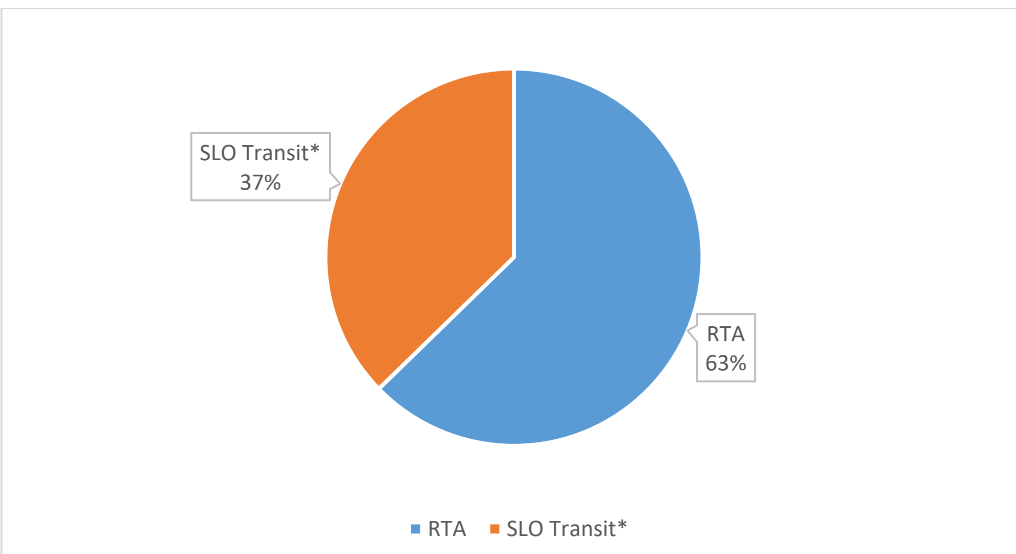
Vehicle Replacement Projects

A well-maintained fleet of transit vehicles ensures transit services are reliable and can continue uninterrupted and is another high priority for programming. The draft POP includes $14.7 million for the replacement of fixed route buses (including battery electric and internal combustion engine buses) demand response electric and non-electric vehicle replacement, support vehicle, and trolley replacement. Table 3 below shows the federal share and total cost of the vehicle replacement projects by service. Figure 2 provides a percentage breakdown of vehicle replacement project costs by service. Paso Express, South County Transit, and Atascadero Transit vehicles are included in RTA's proposed programming request.

Table 3: Total Vehicle Costs & Federal Share by Service 2027-28

Service	Federal	Total	% Federal
RTA	$7,630,800	$9,263,700	82%
SLO Transit	$4,405,600	$5,507,000	80%
*Paso Express	-	-	-
*Atascadero Transit	-	-	-
*South County Transit	-	-	-
Total	**$12,036,400**	**$14,770,700**	

Figure 2: Percentage of Total Vehicle Replacement Programming by Service



Approximately $33 million in Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds apportioned to SLOCOG through Senate Bill 125 (2023) were programmed by the Board in December 2023 for additional zero emission buses and associated charging infrastructure improvements. Some of these funds were incorporated in the 2027 Transit POP towards electric vehicle replacement and charging systems, but are not federally funded.

Vehicle Rehabilitation, Transit Infrastructure, and Operating Equipment

$7 million is proposed for programming for vehicle rehabilitation, transit infrastructure, and operating equipment projects as shown in Figure 4. The proposed programming for FFY 2027 includes a $3 million SLO Transit project that is eligible for discretionary funding. To preserve the SLO Urbanized Area UZA fund balance, projects eligible for both Section 5307 and discretionary grants will be submitted to discretionary sources prior to utilizing Section 5307 allocations. Consequently, the ultimate 5307 UZA fund balance will depend on whether these eligible SLO Transit projects successfully secure discretionary awards. While this variable does not impact the FFY 2027 Transit Program of Projects POP, it could affect available balances by FY 2030.

Table 4: Vehicle Rehabilitation, Transit Infrastructure, and Operating Equipment 2027-28

Service	Federal	Total	% Federal
RTA	$790,500	$987,860	80%
SLO Transit*	$4,778,328	$5,972,910	80%
Total	$5,568,828	$6,960,770	

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**August 5, 2026**	**ITEM: C-5**
SUBJECT:	**Overview of Transit Services and Coordination Opportunities with the City of Santa Maria**	
STAFF CONTACT:	**Stephen Hanamaikai**	

SUMMARY

In August 2025, the San Luis Obispo Regional Transit Authority (RTA) reduced service on Route 10—the regional fixed-route service connecting San Luis Obispo and Santa Maria via Pismo Beach, Arroyo Grande, and Nipomo—as approved by their Board and as recommended in their adopted 2025 Short Range Transit Plan. That December, the City of Santa Maria launched an express Route 210 pilot service between Santa Maria and downtown San Luis Obispo to address service needs previously identified through it's FY 22/23 Unmet Transit Needs assessment process.

Community requests to restore RTA Route 10 evening service to Santa Maria were subsequently submitted through SLOCOG's 2026/27 Unmet Transit Needs outreach process. In response, the SLOCOG Board approved a recommendation directing staff to continue coordinating with the City of Santa Maria to explore options for filling the service gap left by RTA's reduction.

This staff report summarizes RTA's Route 10 funding history, the recent service changes, and the status of Santa Maria's (SMRT) Route 210 express service.

RECOMMENDATION:

Staff: Receive Information
SSTAC/TTAC/CTAC:

BACKGROUND

RTA operates Route 10 along the U.S. 101 corridor between San Luis Obispo and Santa Maria, with major stops in Pismo Beach, Arroyo Grande, and Nipomo. The route's total approved budget for FY 2026/27 is $2.7 million, including $2.27 million in service delivery costs.

Historically, the City of Santa Maria programmed a portion of its annual Federal Transit Administration (FTA) Section 5307 Urbanized Area apportionment to support the RTA's Route 10 service based on a negotiated arrangement between the two agencies. However, no fund sharing agreement based on a mutually accepted methodology has been approved by either the RTA or the City of Santa Maria.

This programming step, referred to by FTA as a "Split Allocation," is required when two transit operators serve the same urbanized area. Split allocations are based on service need rather than a fixed funding ratio, and splits are negotiated and agreed to annually by MPOs and federal transit funding recipients. For example, split allocations are approved annually for the San Luis Obispo Urbanized Area, where both the City of San Luis Obispo and RTA operate service. For reference, the split letter for the SLO Urbanized Area is included as Attachment A.

Santa Maria last approved programming for Route 10 in FY 2023/24, contributing approximately $255,000 toward Route 10 operations, in addition to $1 million in one-time COVID-era federal CARES Act funds, but no further programming has been approved since a formalized agreement has yet to be achieved.

In August 2025, as approved by its Board, RTA implemented three changes to Route 10 as recommended in its adopted the 2025 Short Range Transit Plan:

- Reducing service to Marian Medical Center in Santa Maria
- Ending the last two southbound evening trips arriving at 8:19 PM and 9:19 PM in Nipomo rather than Santa Maria

- Adding a southbound trip from San Luis Obispo to Santa Maria at 6:03 AM

In December 2025, the City of Santa Maria launched the commuter-focused express Route 210, offering direct service between south Santa Maria and downtown San Luis Obispo with stops only at those two locations. SMRT Route 210 utilizes a SLO Transit bus bay under an executed Memorandum of Understanding (MOU) that also requires that the SMRT Route 210 accept the RTA Regional Pass. Santa Maria's corresponding Route 210 is budgeted for $255,000 in service delivery costs.

Eight months into the pilot service, ridership has appeared to peak and has since leveled off at approximately 60 riders per month. However, according to SMRT staff, the service has filled the Unmet Transit Need requests received by SMRT and solves a mobility challenge specific to Santa Maria and Orcutt residents. The pilot is expected to run for at least three years, consistent with Transportation Development Act (TDA) timelines for new service implementation and evaluation. Route 210 service may also be adjusted during the remainder of the pilot period to improve ridership. Santa Maria staff have identified potential adjustments, including adding a stop at the Santa Maria Downtown Transit Center.

DISCUSSION

Funding Agreements

Developing a fund-sharing methodology and formal agreement between SLO RTA and the City of Santa Maria would align the programming process with FTA guidance and establish a clearer basis for future split allocations. Such an agreement could support either SLO RTA Route 10 or, as appropriate, SMRT Route 210.

Near-term Service Coordination

If a formal funding agreement is not in place, staff should further evaluate options to extend Santa Maria evening service to Nipomo in coordination with RTA Route 10's 8:19 PM and 9:19 PM trips to Nipomo. This option would respond to travel needs identified through the FY 2026/27 Unmet Transit Needs process, but would also require an MOU establishing operating requirements, comparable to the existing agreement with the City of San Luis Obispo.

Attachment A: 2025/26 Split Letter—San Luis Obispo Urbanized Area

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

April 28, 2026

Wendy King
Chief, Office of Transit Grants and Contracts
Caltrans Division of Rail and Mass Transportation
1120 N St MS 39
Sacramento, CA 95814

Re: FFY 2026 Split Allocations for the San Luis Obispo Small Urbanized Area

Dear Ms. King:

The Federal Transit Administration (FTA) and Caltrans have published formula funding apportionments for the Federal Fiscal Year (FFY) 2026. As the Designated Recipient for the San Luis Obispo Small Urbanized Area; per the requirements set forth in FTA Circulars 9030 and 5010; and Caltrans' procedures, Caltrans has requested that metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA) determine the split allocations for these formula funds among the multiple Direct Recipients within their jurisdiction. These allocations are identified in the table below:

Table 1: San Luis Obispo UZA Apportionment

Sec. 5307 Apportionment	Sec. 5339 (a) Apportionment
$4,508,331	$290,152

Table 2: San Luis Obispo UZA Split

Direct Recipient Name	Recipient ID	Sec. 5307	Sec. 5339 (a)
San Luis Obispo Regional Transit Authority	6930	$1,259,908	$290,152
City of San Luis Obispo	1670	$3,248,423	$0

These allocations were determined cooperatively among the Direct Recipients and SLOCOG, the region's MPO and RTPA. Funding for each recipient was determined by discussing current need, Short Range Transit Plan's recommendations and project readiness. The undersigned agree to the amounts allocated to each Direct Recipient. Each Direct Recipient is responsible for its grant application to FTA to receive such funds and assumes the responsibilities associated with any award for these funds.

Public Transportation Security Projects

We request that Caltrans' approval letter certify that:

- The recipients in the urbanized area will collectively expend greater than 1% **($45,083)** of the FFY 2026 apportionment of 5307 Urbanized Area funding on public transportation security projects, including RTA Bus Stop Solar Lighting Improvements, RTA bus stop camera security surveillance, RTA bus stop safety repairs, RTA radio communication upgrades project, and City of San Luis Obispo (SLO Transit) network and information services projects.

1114 Marsh Street San Luis Obispo, CA 93401 | t (805) 781-4219 f (805) 781-5703 | slocog@slocog.org SLOCOG.ORG

If you have any questions or comments, please contact Ivana Rodriguez, Transportation Planner, at 805-781-4392 or irodriguez@slocog.org.

Sincerely,

Signed by:
Peter F. Rodgers
BF57AD2600FD473...

Pete Rodgers, Executive Director
SLOCOG

DocuSigned by:
Aaron Floyd
9F2FD8D5F79C4F0...

Aaron Floyd, Public Works and Utilities Department
City of San Luis Obispo

DocuSigned by:
Geoff Straw
B1A22BA1A8D14BD...

Geoff Straw, Executive Director
San Luis Obispo RTA

cc: Brian Travis, Caltrans DRMT
Michael Lange, Caltrans DRMT
Tania Arnold, SLO RTA
Melissa Mudgett, SLO RTA
Alex Fuchs, City of San Luis Obispo
Jennifer Rice, City of San Luis Obispo
Ivana Rodriguez, SLOCOG
Stephen Hanamaikai, SLOCOG

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: **August 5, 2026**	**ITEM: C-6**
SUBJECT: **SLO Regional Transit Authority (RTA) Transportation Development Act (TDA) Triennial Performance Audit (TPA) Final Report**	
STAFF CONTACT: **Ivana Rodriguez**	

SUMMARY

The Transportation Development Act (TDA) requires that a triennial performance audit be conducted of public transit entities that receive TDA revenues. The performance audit serves to ensure accountability in the use of public transportation revenue. This report presents the final audit report conducted during fiscal year 2025/2026 for the San Luis Obispo Regional Transit Authority (SLO RTA) during July 1, 2022 - June 30, 2025.

Audits were conducted by Michael Baker International. The Final SLO RTA Triennial Performance Audit can be viewed at: [2026 SLO RTA Performance Audit]

SLOCOG staff now seeks Board acceptance of the audits and recommendations. Once approved SLOCOG will continue to support SLO RTA agency staff in the implementation of the recommendations provided to them as needed.

RECOMMENDATION

Staff: Accept Final TDA TPA Audit Report and recommendations.

BACKGROUND

Over the course of fiscal year 2025/2026, a performance audit was conducted for SLO RTA of performance during fiscal years 2022–23 through 2024–25 by a third-party contractor, Michael Baker International, in accordance with the Transportation Development Act. The report focuses on Operator Compliance Requirements, Prior Triennial Performance Recommendations, and Triennial Audit Findings and Recommendations. The following is a summarized list of SLO RTA's performance and recommendations:

- **Compliance Requirements:** Of the compliance requirements pertaining to RTA, the operator fully complied with all ten applicable requirements.
- **Prior Triennial Performance Recommendations:** All prior triennial performance recommendations have been implemented.
- **Triennial Audit Findings and Recommendations:**
    1. Update Strategic Business Plan. (High Priority)
    2. Continue Reducing Rate of No-Shows on Nipomo Dial-A-Ride. (Medium Priority)
    3. Review and Address Fare Policy Discrepancies. (Medium Priority)

The SLO RTA triennial performance audit has been reviewed by SLOCOG staff and SLO RTA staff. Staff have provided updates on multiple sections of the document which has been sent to the contractor and incorporated in this Final Report. Along with these updates, SLOCOG staff submitted the Final report to Caltrans.

The Final SLO RTA Triennial Performance Audit is posted at: 2026 SLO RTA Performance Audit. Following Board adoption, SLOCOG staff will work toward implementation of SLO RTA recommendations.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**August 5, 2026**	**Item C-7**
SUBJECT:	**Transit Fund Programming: FY 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B**	
STAFF CONTACT:	**Tim Gillham**	

SUMMARY

Staff recommends programming **$310,213** in FY 25/26 Low Carbon Transit Operations Program (LCTOP) Cycle B funding towards RTA operating assistance for multiple transit services (see Table A below). Due to LCTOP program changes as result of Senate Bill (SB) 840, two LCTOP programming cycles for FY 25/26 are required. The SLOCOG Board awarded $502,418 in FY 25/26 LCTOP Cycle A funding at their April 1st meeting. The amounts listed in Table A are preliminary estimates provided by LCTOP staff for Cycle B. Final State Controller's Office (SCO) allocations are anticipated for release in late July. LCTOP Cycle B Allocation Requests are due to the State in September/October 2026.

TABLE A - FY 25/26 Low Carbon Transit Operations Program (LCTOP) Cycle B

	Low Carbon Transit Operations Program Projects	Lead Agency	LCTOP Regional Request	Regional Competitive	Operator Apportionment	Total Recommended
1	Enhanced Operations with Expanded Route 10 Services, School Tripper Services, and Morro Bay Transit Weekend Service Pilot	RTA	$368,055	$290,023	$20,190*	$310,213
	RTA, SLO Transit, Morro Bay and Atascadero 99314 operator amounts.		**$368,055**	**$290,023**	**$20,190**	**$310,213**

RECOMMENDATION

Staff:

a) Approve FY 2025/26 Low Carbon Transit Operations Program (LCTOP) Cycle B projects in Table A; authorize SLOCOG Executive Director to make minor adjustments to LCTOP amounts up to 5% should final State Controller's Office (SCO) allocation amounts dictate.

SSTAC:
TTAC:
CTAC:

DISCUSSION

Low Carbon Transit Operations Program (LCTOP)

The LCTOP was created to provide operating and capital assistance for transit agencies with the goal of reducing greenhouse gas (GHG) emissions and improved mobility, with an emphasis on serving Disadvantaged Communities (DAC) and low-income communities. Each regional agency and transit operator is entitled to a portion of LCTOP funds identified by a statewide formula. The State Controller's Office (SCO) allocation amounts for FY 25/26 LCTOP Cycle B are anticipated to be released in late July. Preliminary estimates to the SLOCOG region shows **$290,023** in regional discretionary and **$20,190** in operator apportionments. FY 25/26 LCTOP Cycle B Allocation Requests are due in September/October.

Staff received one (1) project application submitted for the competitive FY 25/26 LCTOP Cycle B regional discretionary funding by the July 2nd deadline date. Following review and consideration, the RTA request for operating assistance for multiple transit services is being recommended for full and partial funding. The total amount of FY 25/26 LCTOP Cycle B funding being recommended for programming is **$310,213**, which includes operator apportionments. <u>If necessary, staff is recommending the SLOCOG Executive Director be authorized to make minor adjustments to LCTOP amounts up to 5% should final SCO allocation amounts dictate.</u>

TABLE A - FY 25/26 Low Carbon Transit Operations Program (LCTOP) Cycle B

	Low Carbon Transit Operations Program Projects	Lead Agency	LCTOP Regional Request	Regional Competitive	Operator Apportionment	Total Recommended
1	Enhanced Operations with Expanded Route 10 Services, School Tripper Services, and Morro Bay Transit Weekend Service Pilot	RTA	$368,055	$290,023	$20,190*	$310,213
	**RTA, SLO Transit, Morro Bay and Atascadero 99314 operator amounts.*		**$368,055**	**$290,023**	**$20,190**	**$310,213**

Comments on Projects Recommended for Full and Partial Funding

1. <u>Enhanced Operations with Expanded Route 10 Services, School Tripper Services, and Morro Bay Transit Weekend Service Pilot</u> **<u>($310,213)</u>**

LCTOP funds will be used towards the unfunded operating costs of Route 10 services in FY 2026/27. LCTOP funds will partially fund FY 2028 school tripper services in the cities of Paso Robles and Arroyo Grande, as well as enhanced transit services of RTA fixed-routes to lower-income or disadvantaged communities throughout the county of San Luis Obispo for six months. LCTOP funds will also be used to support the City of Morro Bay Short Range Transit Plan recommendation to operate a 2-year pilot program to provide weekend services. The breakdown of services in priority order and funding requests with recommendations are identified in Table B below. <u>*Note: Recommended funding awards are subject to the SCO's final FY 25/26 LCTOP Cycle B allocation amounts.*</u>

TABLE B - FY 25/26 LCTOP Cycle B Operations Application Breakdown

Priority #	Project Description	Funding Request	Recommendation	Comments
1	*Unfunded from LCTOP Cycle A Request: Continued Route 10 (SLO-Santa Maria) Service	$63,882	$63,882	Fully funded request (subject to final SCO allocation amounts)
2	Continued Paso Robles School Tripper Service (FY28 Partial Year/ Aug 2027 – Jan 2028)	$8,000	$8,000	Fully funded request (subject to final SCO allocation amounts)

3	Continued Arroyo Grande High School Tripper Service (FY28 Partial Year/ Aug 2027 - Jan 2028)	$13,500	$13,500	Fully funded request (subject to final SCO allocation amounts)
4	Continued Saturday Service Route A in Paso Robles (FY28 Partial Year/ Aug 2027 – Jan 2028)	$18,500	$18,500	Fully funded request (subject to final SCO allocation amounts)
5	Continued Route 10 (SLO-Santa Maria) Service (FY28 Partial Year/ Aug 2027 – Jan 2028)	$95,000	$95,000	Fully funded request (subject to final SCO allocation amounts)
6	Nipomo Dial-A-Ride Service Expansion (FY28 Partial Year, July 2027 – Dec 2027)	$32,973	$32,973	Fully funded request (subject to final SCO allocation amounts)
7	Morro Bay Fixed-Route Weekend Service & Call-A-Ride Non-Summer Season Service (2-Year Pilot Program FY27 & FY28)	$136,200	$78,358	Partially funded based on remaining estimated funding for LCTOP Cycle B (subject to final SCO allocation amounts)
		$368,055	**$310,213**	

Funding Recommendation Comments:
Projects #1-6 recommended at full funding request. Project #7 is recommended for partial funding with remaining estimated balance, which would cover Year 1 of the pilot program. Because final SCO allocation amounts for FY 25/26 LCTOP Cycle B funding are unknown at this time, staff is using preliminary estimates provided by LCTOP staff. As such, these amounts are subject to change based on final SCO allocation amounts anticipated for release in late July. Additionally, SLO Transit did not submit an application requesting regional discretionary LCTOP Cycle B funding this programming cycle and is contributing their operator apportionment towards the RTA projects.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**August 5, 2026**	**ITEM: C-8**
SUBJECT:	**FY 2026/27 State of Good Repair (SGR) Project List Resolution**	
STAFF CONTACT:	**Tim Gillham**	

SUMMARY

Prior to receiving funds from the FY 2026/27 State of Good Repair (SGR) Program created by SB 1 (Beall), The Road Repair and Accountability Act of 2017, SLOCOG is required to authorize the FY 26/27 SGR Project List and to adopt a Governing Body Resolution. **These are formal supporting documents for FY 26/27 SGR programming action already taken by the Board on April 1, 2026** (i.e. Item C-2) for the project included in Table A. In April, the SLOCOG Board also authorized the Executive Director to make minor adjustments to the SGR amounts once the State Controller's Office (SCO) revised allocation is released in August. The FY 26/27 SGR Project List and Board Resolution are due to the State on September 1st.

TABLE A - FY 26/27 State of Good Repair (SGR)

State of Good Repair Projects	Lead Agency	SGR Regional Request	Regional Competitive	Operator Apportionment	Recommended
Match for 2 ADA & 3 Diesel Bus Replacements	RTA	$497,560	$497,560	$34,639*	$532,199
		$497,560	**$497,560**	**$34,639**	**$532,199**

**RTA, SLO Transit, Morro Bay and Atascadero Transit 99314 operator amounts.*

RECOMMENDATION

Staff: Approve SLOCOG FY 2026/27 State of Good Repair (SGR) Project List (Table A) and Adopt Governing Body Resolution (Attachment A).

SSTAC:

TTAC:

CTAC:

DISCUSSION

During their April 1, 2026 meeting, the SLOCOG Board awarded **$532,199** in SB 1 SGR funding towards local match amounts for five (5) vehicles that maintain the public transit system in a state of good repair. This amount includes both FY 26/27 regional discretionary and operator apportionments. The project award amounts are subject to minor revision once the final FY 26/27 SCO adjusted allocation is released in August. The August SCO revision is not anticipated to fluctuate greatly up, or down. Per State SGR Guidelines, this project must be included in the annual SLOCOG SGR Project List which is due to the State on September 1st.

Content and Format of SGR Project List Submittals (in CalSMART)

Each potential recipient as listed in the SCO Allocation Estimate letter shall submit a list of projects to their respective regional entity including the following:

- A proposed list of projects to utilize, at a minimum, the estimated amount of SGR funding programmed for the recipient for the upcoming fiscal year (use estimates provided by the SCO in January and/or August). This list must include the following information:
    1. Project Title
    2. Proposed Project Description (Scope of Work)

   a) Vehicle or rolling stock projects should indicate the number of vehicles, size, passenger count, accessibility, and fuel type
   b) Estimated benefits provided by project
3. Proposed Project Schedule (Start to Completion)
4. Project Location
5. Estimated Project Cost by Fiscal Year
6. Estimated Useful Life of the Improvement

An eligible recipient may choose to contribute its SGR funding apportionment (partial or whole) to another eligible recipient to carry out a project consistent with the SGR Program's goals and objectives. The contributing agency must notify the regional entity and Caltrans of their intention to transfer funds and indicate the amount and the operator to whom the funding will be transferred.

Funds can only be allocated from the SCO to the contributing agency's designated regional entity. The local agency must make arrangements for the transfer of funds to the alternate local agency. Caltrans is not responsible for tracking funding agreements (borrowing, loaning, delegating, relinquishing funds, etc.) between the contributing and recipient agencies.

A pass-through arrangement to another recipient does not relieve the contributing agency of its responsibilities to carry out the terms and conditions of the SGR Program. The contributing agency is responsible for reporting on the project's status, SGR expenditures, and in ensuring the project is completed as described on the project list and in compliance with all items in the Certifications and Assurances document.

Regional Entities shall review project lists submitted by the transit operators in their region and forward the project list(s) to Caltrans accompanied by an approved declaration, board resolution and/or other appropriate document(s) as required by their respective governing board(s).

Regional Entities are expected to verify the local operator's approval of their individual project lists. This could include:

- Requiring a signed cover letter on agency letterhead, with original signature authorizing and approving the list of projects for funding,
- A signed and dated Board Resolution, or equivalent, authorizing the list of projects for SGR funding commitment, or
- A copy of a publicly adopted document listing the applicable projects (for example the Short-Range Transit Plan).

Regional Entities shall establish their own requirements for the supporting documentation their respective local operators are to provide in respect to the documentation required of the Regional Entity by their respective governing board(s) when supplying both operators and the region's own project list.

Note: The SCO will allocate the quarterly disbursement of SGR solely to those eligible recipients that have submitted timely and complete information. Funds will not be held for allocation to agencies that submitted late project lists or failed to submit at all.

ATTACHMENT A

Resolution No. 26-___

AUTHORIZATION FOR THE SAN LUIS OBISPO COUNCIL OF GOVERNMENTS' (SLOCOG) PROJECT LIST FOR THE FY 2026/27 CALIFORNIA STATE OF GOOD REPAIR (SGR) PROGRAM

WHEREAS, the San Luis Obispo Council of Governments (SLOCOG) is the designated Regional Transportation Planning Agency (RTPA) for the San Luis Obispo region; and

WHEREAS, SLOCOG is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair (SGR) account now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors; and

WHEREAS, the Department requires eligible SGR recipient agencies to submit an annual list of proposed SGR projects.

NOW, THEREFORE, BE IT RESOLVED that SLOCOG acting as the Regional Transportation Planning Agency, does hereby authorize the FY 2026/27 SLOCOG SGR Project List to include the San Luis Obispo County Regional Transit Authority Local Match for 2 Americans with Disabilities Act (ADA) and 3 Diesel Bus Replacements Project.

TABLE A - FY 26/27 State of Good Repair (SGR)

State of Good Repair Projects	Lead Agency	SGR Regional Request	Regional Competitive	Operator Apportionment	Recommended
Match for 2 ADA & 3 Diesel Bus Replacements	RTA	$497,560	$497,560	$34,639*	$532,199
		$497,560	**$497,560**	**$34,639**	**$532,199**

**RTA, SLO Transit, Morro Bay and Atascadero Transit 99314 operator amounts.*

On a motion by Board Member _____________, seconded by Board Member ______________, and on the following roll call vote, to wit: the foregoing resolution is hereby adopted this 5th day of August 2026.

AYES:

NOES:

ABSENT:

ABSTAINING:

____
Carla Wixom, SLOCOG Board President

ATTEST:

____
Peter Rodgers, SLOCOG Executive Director

APPROVED AS TO FORM AND LEGAL EFFECT:

____
Jenna Morton, SLOCOG Legal Counsel

Date: ____________________

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM: C-9**
SUBJECT:	**North County Serrano Rail Siding Improvements Project Notice of Exemption**	
STAFF CONTACT:	**Lance Okuno**	

SUMMARY

On December 6, 2023, the SLOCOG Board approved staff recommendations to submit an SB 125 allocation package including $6,840,000 for environmental and design of rail siding projects in north county, and authorized the Executive Director to adjust allocations as needed and return to the Board for endorsement (E-2 TIRCP_ZETCP). On October 23, 2024, an additional $12,098,000 was awarded to a single north county siding improvements project through Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP) grant program to fund construction. On December 4, 2024, the SLOCOG Board endorsed an adjusted allocation of $5,185,000 of SB 125 formula funds towards the environmental and design phase of a north county siding improvements project (F-2 Senate Bill 125 Programming Update & Revisions).

Concurrently, improvements to speed and turnouts of the Serrano siding adjacent to Cuesta Grade were identified as infrastructure requirements for reliable train meets of future train service to the San Francisco Bay Area. This staff report seeks Board authorization to submit a Notice of Exemption (NOE) to the State Clearinghouse via the California Environmental Quality Act (CEQA) Submit portal and to file the NOE with the County Clerk to begin environmental review of the Serrano Siding Improvements Project.

RECOMMENDATION

Staff: Authorize the Executive Director to submit a Notice of Exemption for the Serrano Siding Improvements Project to the State Clearinghouse via CEQA; Submit and file with the County Clerk.

SSTAC:

TTAC:

CTAC:

BACKGROUND

Previously, this project was referred to as the Templeton Siding Improvements project. Without additional analysis, it was known that at least one siding north of San Luis Obispo would require upgrades to accommodate anticipated train meets. The Central Coast Service Deployment (CCSD) playbook, developed by the California Department of Transportation (Caltrans) Division of Rail, analyzed a longer-term vision for four roundtrips of passenger rail service from the Sacramento-Bay Area to San Luis Obispo. With the addition of new rail service, upgrading aging infrastructure on the Central Coast rail corridor is a critical need. The CCSD playbook specifically noted the need to identify infrastructure deficiencies at the Serrano Siding location which is assumed to become a frequent train meet for the four roundtrips under the proposed service plan. Additional coordination with Union Pacific Railroad (UPRR), the company that owns the Central Coast rail corridor right-of-way, will need to occur to ensure the project addresses reliability concerns through Serrano Siding. For instance, UPRR review will be necessary during the design phase.

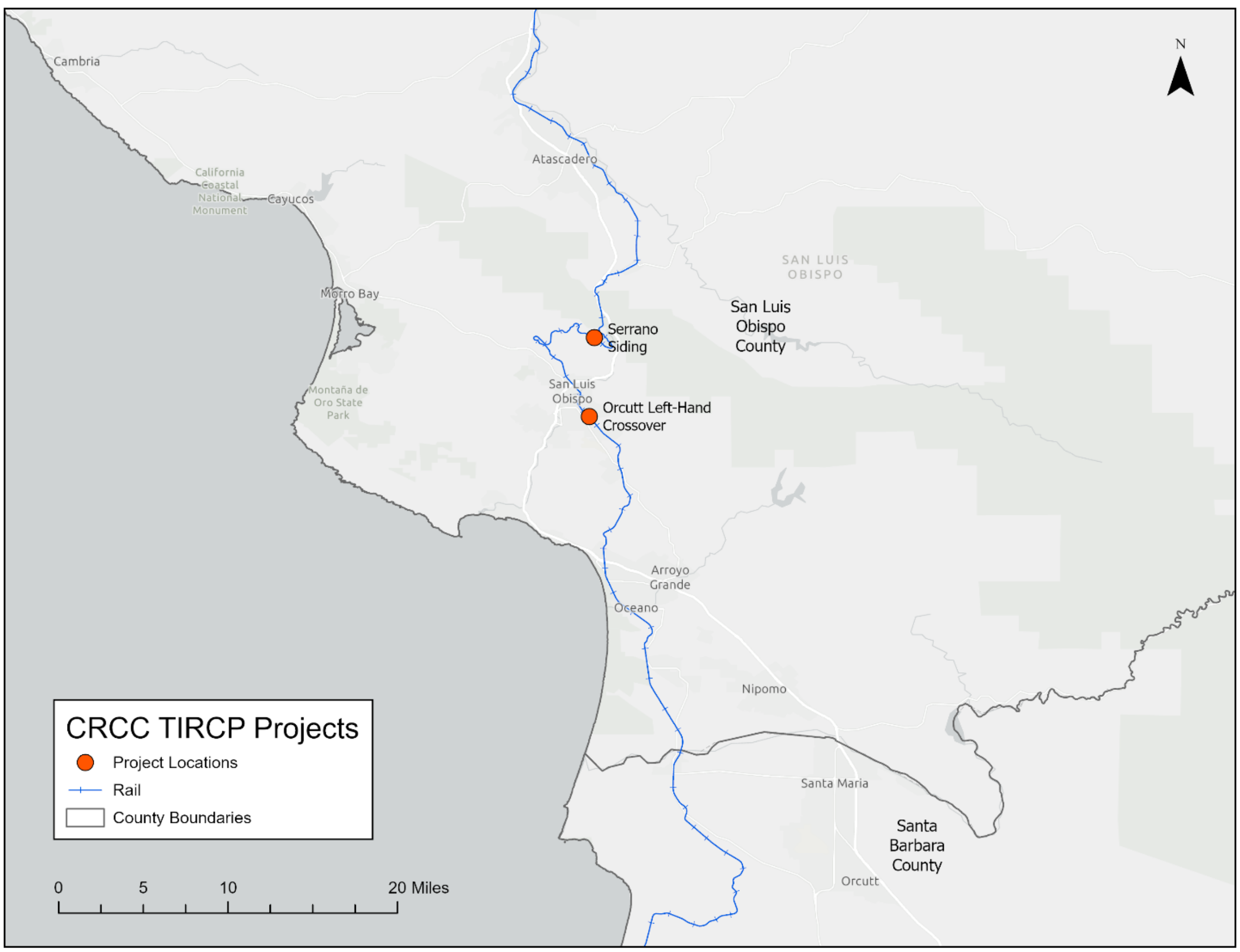
Serrano Siding is located between the UPRR Coast Subdivision mileposts 238.8 and 240.1, north of the city of San Luis Obispo border and is adjacent to the Cuesta Grade and US 101. According to California Passenger

Rail Network Schematics, the rail siding allows for 20 mile per hour (mph) turnout speeds, 25 mph main line speeds, and 20 mph siding speeds. It is approximately 1.3 miles in length, which is sufficient for passenger train meets. The current state of the Serrano Siding, which is utilized as a train meet for the northbound and southbound Amtrak Coast Starlight trains in addition to infrequent freight rail, is uncontrolled creating both inefficiency and safety concerns. In the 2021 Coast Corridor Study that established the Service Implementation Plan (SIP), it is stated that service north of San Luis Obispo to Salinas is expected to require specific infrastructure to support reliability of train service. In conjunction with the 2023 State Rail Plan, the 2021 Coast Corridor Study explains that the service increases that are envisioned along the Central Coast are not possible without improvements to an existing siding.

DISCUSSION

Proposed improvements to the Serrano Siding include new No. 15 turnouts and control point signaling at each existing end-of-siding location. The improvements would reduce travel time caused by train meets for existing trains and mitigate impacts from future rail service to the San Francisco Bay Area. Under the current project schedule, completion of construction is expected by 2029. This schedule would align with full buildout of the positive train control (PTC) phased project between San Jose/Gilroy and San Luis Obispo (C-11 Positive Train Control Funds Transfer Agreement) led by Caltrans, and the King City Multimodal Transit Center (MMTC) project led by the Transportation Agency for Monterey County (TAMC). The combination of these projects provides a foundation for the introduction of regular intercity passenger rail service on the Central Coast rail corridor.

Serrano Siding Location



The Serrano Siding project is fully funded by previously programmed SB 125 local funding and a competitive TIRCP grant awarded in 2024. The total project cost is expected to be approximately $17,283,000 for the completion of environmental, design, and construction.

Project Funding Table

	SB 125	Transit and Intercity Rail Capital Program (TIRCP)
Environmental and Design (completion expected in 2028)	$6,840,000	
Construction (completion expected in 2029)		$12,098,000

CEQA Guidelines define a "project" as an action that has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. It would include an activity undertaken by any public agency. Under this definition of a "project," state law necessitates CEQA environmental review for the Serrano Siding Improvements project.

The project would qualify for a statutory exemption under CEQA Guidelines Section 15275(a) [PRC§21080(b)(10)] due to existing mass transit passenger rail service in operation on the rail line. The siding project site is also located within existing railroad right-of-way (ROW) in its entirety. A statutory exemption indicates that a project is exempt from the requirements of CEQA, under specific activities as determined by the State Legislature. As the lead agency, SLOCOG is responsible for submitting a Notice of Exemption (NOE) to the State Clearinghouse via the California Environmental Quality Act (CEQA) Submit portal and to file the NOE with the county clerk. An NOE serves as a public notice that a project is exempt from CEQA. It will be made available for public inspection and posted within 24 hours of receipt in the office of the county clerk. It would then be posted for a period of 30 days and a 35-day statute of limitations period on legal challenges to the claim of exemption would begin. The latest NOE postings can be found on the CEQAnet Web Portal here: https://ceqanet.lci.ca.gov/

National Environmental Policy Act (NEPA) environmental clearance is not expected to be required since the project does not include any nexus to federal funding sources.

ATTACHMENTS

Attachment A: Notice of Exemption

Attachment A

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: San Luis Obispo
1055 Monterey Street Room D120
San Luis Obispo, CA 93408

From: (Public Agency): San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401
(Address)

Project Title: Serrano Siding Improvements Project

Project Applicant: San Luis Obispo Council of Governments

Project Location - Specific:

MP 238.8 MP 240.1

Project Location - City: N/A Project Location - County: San Luis Obispo

Description of Nature, Purpose and Beneficiaries of Project:

The project would upgrade the turnouts and siding speeds of the existing, uncontrolled Serrano Siding to improve safety, reliability, and train meet efficiency of the current Amtrak Coast Starlight trains, freight, and more regular passenger rail frequencies along the Central Coast Rail Corridor.

Name of Public Agency Approving Project: San Luis Obispo Council of Governments

Name of Person or Agency Carrying Out Project: San Luis Obispo Council of Governments

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: ____
- ☒ Statutory Exemptions. State code number: §21080(b)(10)[15275(a)]

Reasons why project is exempt:

This project has been determined to qualify for a Statutory Exemption under CEQA Guidelines Section 15275(a) [PRC§21080(b)(10)] since the project would support mass transit passenger rail operations conducted by the Amtrak Coast Starlight on a rail line already in use. The project would facilitate with improving efficiency and service reliability.

Lead Agency
Contact Person: Lance Okuno Area Code/Telephone/Extension: 805 597 8021

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes ▪ No

Signature: ____ Date: ____ Title: Executive Director

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: ____

Revised 2011

☐

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM: D-1**
SUBJECT:	**TEA 2.0 Economic Study - Final**	
STAFF CONTACT:	**Sara Sanders**	

SUMMARY

The 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. After feedback from both presentation items in April and June 2026, ECONorthwest has provided the attached final Economic Study and Study Area Appendix. The body of Attachment 1 provides higher level trends between the ten study areas, and Attachment 2 provides a detailed summary and findings of each of the study areas. The TEA 2.0 effort includes two main efforts: the Economic Study and the Transportation Efficiency mapping effort. This completes the Economic Study portion of the TEA 2.0 effort, and the mapping effort will be completed for Board consideration in the Fall.

RECOMMENDATION

Staff: Accept the TEA 2.0 Final Economic Study.
CTAC:
TTAC:
SSTAC:

DISCUSSION

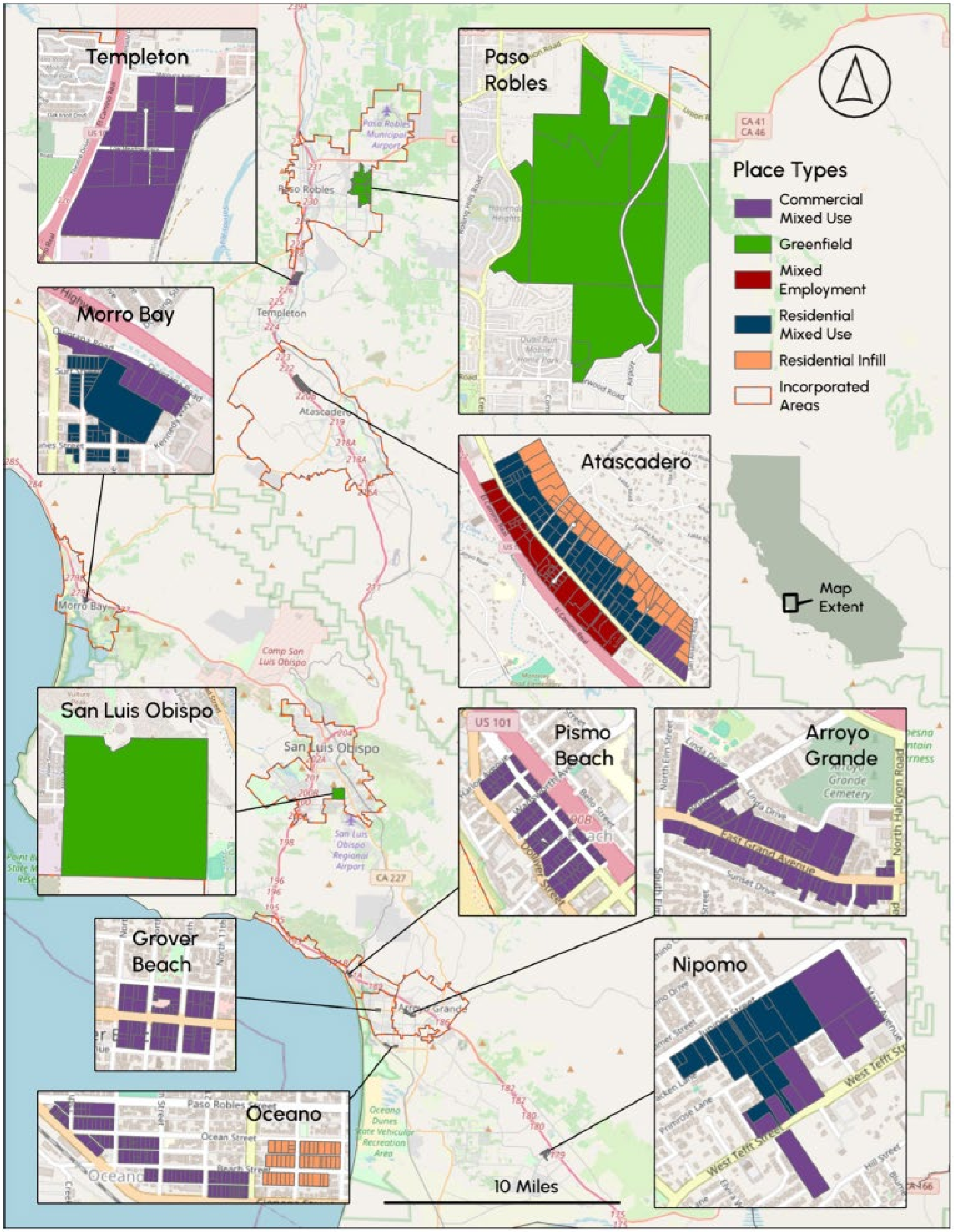
The TEA 2.0 Economic Study addresses three core questions:

- **Study Areas: Where in the region could intensifying land use support transportation efficient development?** SLOCOG and ECOnorthwest worked with planning staff in each jurisdiction to select study areas for further evaluation. Some are already transportation efficient, while others are not as developed and need transportation investments to become transportation efficient. An area is transportation efficient if it includes the following transportation access factors: ½ mile from a transit stop, ½ mile from a bikeway, and 1 mile from a highway on-ramp.
- **Feasibility Analysis: 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.
- **Fiscal Analysis: 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.

Key Findings Include:

- Several existing transportation efficient areas could support higher-intensity development.
- Two large greenfield sites in Paso Robles and San Luis Obispo—both with outdated specific plans—offer substantial potential for more housing.
- Market conditions and land values may limit potential intensification in other study areas.
- The pace of development may be slow due to current macroeconomic conditions and other factors.
- Intensification tends to generate more revenue.
- New residential development contributes to economic growth beyond its direct revenue impacts.
- The net fiscal impact of new development depends on context.
- Higher-intensity residential development can mean lower per-capita infrastructure and operating costs.

Figure 1: The Ten Study Areas and their Place Types



Through both the Sustainable Communities Strategy and the next Regional Housing Needs Allocation Cycle, our region is mandated to consider areas for growth potential that help achieve State climate and land use goals. As jurisdictions accommodate future growth, concentrating housing in transportation efficient areas may be more fiscally efficient than accommodating the same growth through lower-density or more dispersed development patterns. Infill development may take advantage of existing infrastructure and public facilities, reducing the need for costly infrastructure expansion. Although the impacts of growth on municipal service costs vary across jurisdictions and are more difficult to estimate, multiple studies have found a relationship between higher density and lower per-capita costs of providing certain services, including road maintenance and fire protection. While some studies have found mixed results on the relationship between density and police operations costs, the overall body of research suggests that accommodating growth through more compact development patterns can result in lower per-capita costs compared to lower-intensity development patterns. Given state mandates to plan for additional housing at a range of affordability levels, the key question for local governments in the SLOCOG region is not whether to allow new housing, but how best to accommodate it. Even if residential development does not fully offset the cost of local services in a given jurisdiction, adding new housing in the most cost-effective locations and development patterns could reduce the overall fiscal strain from serving new households and maintaining new infrastructure.

The Appendix provides specific details for each study area. The Appendix breaks down current conditions, the feasibility of upzoning, the property and sales tax revenue potential, taxable value intensity depicted by 3D maps (example Figure 2), suggestions for potential zoning changes and transportation investments.

Figure 2: Comparison Example of Taxable Value per Acre

Exhibit 7. Arroyo Grande Current Taxable Value per Acre of Parcels

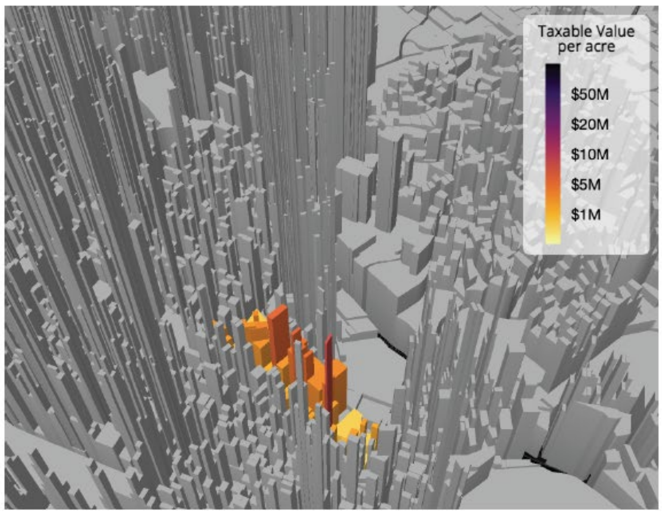
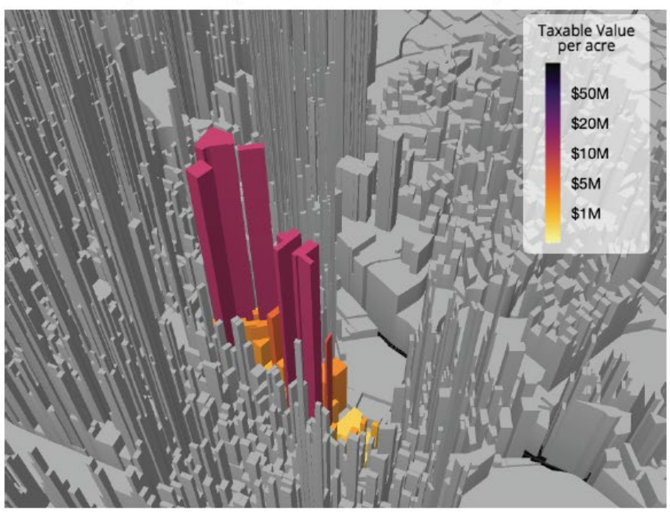


Exhibit 8. Arroyo Grande Upzone Scenario Taxable Value per Acre of Parcels



Nearly all study areas have zones with residential densities that are too low to allow many of the types of development identified as feasible. Many infill areas (e.g., Morro Bay, Pismo Beach, Arroyo Grande, Atascadero, and Grover Beach) have maximum densities in their mixed-use or higher-density residential zones of 30 du/ac or less, compared to feasible densities of up to 58 du/ac in some cases. Areas zoned for lower-density residential (e.g., Oceano and Atascadero) have allowed densities of 7 du/ac or less (much less in Atascadero's case), while small-lot single-family and middle housing up to 20 du/ac may be feasible. Minimum parking ratios are also likely to constrain higher-intensity development in many areas because of the site area required for parking. Requiring more than one parking space per unit for multifamily housing makes it difficult to build at higher intensities due to the cost of building structured parking and the space required for surface parking. Most jurisdictions require more than one space per unit for units larger than studios or one-bedrooms. Some also require guest parking, which further increases the need for surface parking. Specific modifications to key zoning standards that may be needed to support the higher-intensity land uses analyzed in this study are documented in Attachment 2.

Many of the study areas need or benefit from transportation investments. The two greenfield areas require major roadway improvements to provide connectivity as they build out. Jurisdictions could consider supporting investments that make the areas more transportation efficient and/or partnering on infrastructure costs to help deliver a mixed-income community that incorporates affordable housing. In addition to the planned road connections, extending transit service and multimodal infrastructure (including sidewalks and bike lanes) can help make these areas more transportation efficient in the future. The infill areas may not require new roads and generally meet criteria for transportation efficient development, but the majority would still benefit from improved multimodal accessibility. For example, some areas need sidewalk infill to increase walkability and pedestrian safety, including Atascadero, Nipomo, and Oceano. Infill areas—including Arroyo Grande, Grover Beach, and Atascadero—would benefit from streetscape improvements to enhance safety and comfort for cyclists and pedestrians in what are currently auto-oriented commercial corridors. Placemaking investments such as parks or other public facilities and streetscape enhancements could make study areas in Templeton, Atascadero, Oceano, and Nipomo more desirable to live in and visit. Specific transportation investments for each study area are included in Attachment 2.

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 TEA 2.0 mapping effort. In June 2026, the SLOCOG Board provided additional comments on the draft Economic Study.

Attachments:

Attachment 1 – Final TEA 2.0 Economic Study
Attachment 2 - Economic Study Appendices

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM D-2**
SUBJECT:	**FY 2027/2028 Caltrans Sustainable Transportation Planning Grants**	
STAFF CONTACT:	**Ivana Rodriguez**	

SUMMARY

The California Department of Transportation (Caltrans) will be accepting applications for the Sustainable Transportation Planning Grants Program in October 2026. SLOCOG staff have identified eligible projects that align with the criteria of the associated grant programs and is available to either lead the development of the grant applications or support as a project partner. In accordance with established agency policy, formal approval is required prior to allocating resources for application development. The proposed projects are listed in Table 1.

RECOMMENDATION

Staff: Authorize staff to prepare or support grant applications listed in Table 1.

TTAC:

CTAC:

BACKGROUND

The Sustainable Transportation Planning Grants program provides funding through SB 1 and other State and federal grants. Funding is available for local and regional transportation and land use planning projects that align with the region's Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) and contribute to achieving the state's greenhouse gas (GHG) reduction target. SLOCOG has identified one project to submit that is a resubmittal of a project from last year and three other eligible projects that SLOCOG would be a project partner on the application or tentatively lead.

The table below (Table 1) shows each project SLOCOG would lead the application for estimated cost and local match source. Since the project scopes of work have not been developed, the current "not to exceed" match amounts represent a maximum amount of available funds. Once the full scope of each project is defined, actual project costs and corresponding local match requirements may be lower. The table is followed by brief descriptions of each planning effort. All four projects would require a total local match from SLOCOG of $228,585 if all grants were pursued.

Table 1

Project Title	Project Lead	Project Total	Grant Request	SLOCOG Match	Match Fund Type
SLO County Zero-Emission Vehicle (ZEV) Readiness Plan	Y	Not to exceed $300,000	Not to exceed $265,590	Not to exceed $34,410	Regional State Highway Account
Santa Margarita Connected Community & Rural Main Street Plan	TBD	Not to exceed $350,000	Not to exceed $309,855	Not to exceed[1] $ 20,072	Regional State Highway Account
Rock to Rock SR-41 Multi-County Corridor Plan	TBD	900,000	$500,000	Not to exceed $74,103[2]	Regional State Highway Account
CCABM Enhancements and Implementation	N	$1,000,000	$700,000	Not to exceed $100,000[3]	Regional State Highway Account

1 SLOCOG can split the match as a project partner. The full match required would be $40,145.

2 This match would be split between the five regional planning agency based on a 50% population split and 50% total match split.

3 Each agency partner obligation would be $100,000. Total of three agencies splitting the local match requirement of $300,000.

SLO County Zero-Emission Vehicle (ZEV) Readiness Plan:

Unlike the previous Central Coast Zero-Emission Vehicle Strategy (CCZEVS) released in July 2023, this proposed plan will focus specifically on San Luis Obispo County. The consultant led plan will evaluate ZEV readiness in SLO County in an effort to identify deficiencies and gaps in the current ZEV/EV infrastructure, thereby removing barriers such as "charging deserts" that currently exist. The plan's main goal is to build out a robust and interconnected network of ZEV/EV charging stations throughout SLO County. There is currently no comprehensive plan for the County or its jurisdictions to strategically plan for siting EV charging infrastructure, specifically in the more rural areas of the county. The Plan will include an evaluation of existing conditions, findings of stakeholders and public outreach, a feasibility and siting analysis, an infrastructure analysis, an economic analysis, and an implementation plan, as well as touching upon emerging technologies. This analysis will offer valuable information when competing for state infrastructure grant. As a destination county, interregional travel continues to increase. This plan will complement the ZEV readiness plans developed on the central coast.

Santa Margarita Connected Community & Rural Main Street Plan

Various street and road segments were identified in the Road Safety Action Plan as high-risk corridors for pedestrian crashes, bicycle crashes, and crashes caused by aggressive driving actions like speeding, red-light running, and other unsafe behaviors. This grant would create a community-driven plan to improve safety, walkability, bicycling, public spaces, and downtown connectivity in Santa Margarita while preserving the town's historic rural identity and supporting long-term economic vitality.

Rock to Rock SR-41 Multi-County Corridor Plan

This multi-county effort would focus on State Route 41 (SR 41) which segments San Luis Obispo, Kern, Kings, Fresno, Madera, and Mariposa Counties from the Morro Rock in Morro Bay to Half Dome in the Yosemite. The corridor plan would analyze safety, traffic operations, EV/ZEV charging infrastructure, and ecological resilience to address systemic, corridor-wide challenges. This study represents an unprecedented level of collaboration between Caltrans Districts 5 and 6, and five distinct county planning agencies.

CCABM Enhancements and Implementation:

Implementation of a full Activity Based Model (ABM) for SBCAG & SLOCOG, enhancements to AMBAG ABM, and ABM base-year update to year 2025 (or 2026) for AMBAG, SBCAG, and SLOCOG. A model update is needed to keep up with state of the practice, satisfy state and federal requirements (conformity determination), and long range transportation plan and sustainable communities plan development. The model update would be used to support the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) development, specifically determining the conformity status in the East County, and determining greenhouse gases (GHG) reductions in future years to support the RTP/SCS. A model update would also support SLOCOG's local jurisdictions and stakeholders.

Other Member Agency Applications

At this time, SLOCOG has been informed of two additional projects that will/may be submitted for the Sustainable Transportation Planning Grants Program within the region. For these projects, SLOCOG will not lead application development, but may support the project as a sub applicant.

The other projects include:

- Paso Robles Pedestrian/ Bicycle Access Improvements Plan (Resubmittal)
- Arroyo Grande - East Grand Complete Streets Conceptual Plan
- County of San Luis Obispo – Active Transportation Plan (Resubmittal)

Past Success

Over the past funding cycles, SLOCOG and member agencies have been successful in securing funding through this program:

- Grover Beach - South 4th Street Complete Streets Plan – FY 2026-27
- Hwy 1 SLO North Coast Resiliency and Safety Plan – FY 2025-26
- Transit Mobility Hub & Equity Study– FY 2025-26
- Transportation Efficiency Analysis (TEA) 2.0– FY 2024-25
- Morro Bay Estuary Climate Resiliency Transportation Study – FY 2023-24
- City of Arroyo Grande Active Transportation Plan – FY 2022-23
- San Luis Obispo County Vehicle Miles Traveled Mitigation Program – FY 2022-23
- Coordinated Human Services Public Transportation Plan Update – FY 2020-21
- Resilient San Luis Obispo – FY 2019-20

Financial Implications

The 2026 Fund Cycle set aside funding for both the Programming and Planning Division to pursue grant funding for planning level work that supports near-term priorities consistent with the vision and bold steps of the 2026 SLOCOG Strategic Plan. Match funding of $128,585 (if all grants were pursued) will be sourced from the Project Initiation Documents program account; the balance of match funding of $100,000 is sourced from the Planning Division's set aside programming account.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM: D-3**
SUBJECT:	**Regional Housing Needs Allocation (RHNA) Cycle 6 & 7 Updates**	
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. There are 3 major steps in RHNA: determination, allocation, and plan for the units. Every eight years, the California Department of Housing and Community Development (HCD) determines the number of housing units for the region. These units are allocated to the eight jurisdictions, and each jurisdiction plans for these units 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. This information item provides details on where the region is in Cycle 6 (the current cycle) and what is happening with Cycle 7.

RECOMMENDATION

Staff: Receive Information.
CTAC:
TTAC:
SSTAC:

DISCUSSION

Cycle 6 *I December 2020-December 2028*

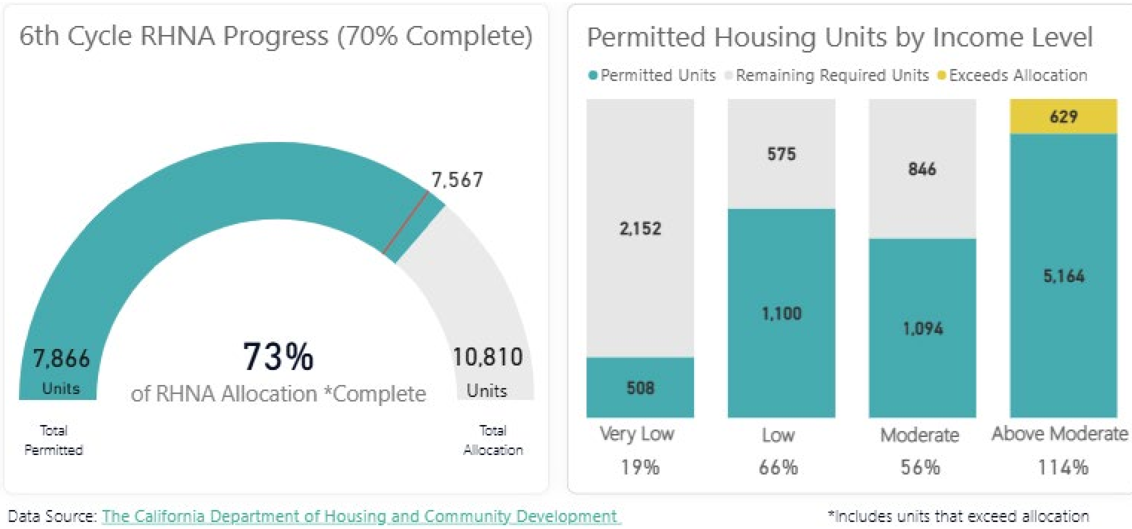
In Cycle 6, the regional total was 10,810 units divided into four income categories (very low, low, moderate and above moderate) as seen in Figure 1.

Figure 1: Cycle 6 RHNA (Current Cycle)

Jurisdiction	Total Allocation	Very Low 24.6%	Low 15.5%	Moderate 18.0%	Above Moderate 41.9%
Arroyo Grande	692	170	107	124	291
Atascadero	843	207	131	151	354
Grover Beach	369	91	57	66	155
Morro Bay	391	97	60	70	164
Paso Robles	1,446	356	224	259	607
Pismo Beach	459	113	71	82	193
San Luis Obispo	3,354	825	520	603	1,406
Unincorporated	3,256	801	505	585	1,365
Regional Total	**10,810**	**2,660**	**1,675**	**1,940**	**4,535**

All eight jurisdictions developed & approved their respective housing elements in 2020 to plan for needed housing units. Permit information is collected annually by HCD and SLOCOG includes these annual updates in the Data Drive. As seen in Figure 2, the region is 73% through the allocation. Most of the permitted units are within the above moderate-income category at 66%. Moderate, Low, and Very low-income units make up 34% of the permitted units from 2019 to 2025. Three more years remain in Cycle 6.

Figure 2: SLO Regional Total RHNA Progress (2019-2025)



***Cycle 7** / December 2028-December 2036*

With the passage of AB 1275 (2025), RHNA timelines moved forward requiring HCD to begin SLOCOG's 7th Cycle RHNA consultation at least 34 months prior to Housing Element adoption. SLOCOG staff requested allocation numbers starting in late 2024; however, initial consultation was February 9th, 2026. During the February meeting, SLOCOG was informed that the region's estimated allocation was over 17,000 units. Working with DOF and HCD, the regional allocation shifted to 15,284 units in the May 15th Determination letter. Changes in 7th Cycle also include the addition of two more income categories, 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 was 40% of the total allocation whereas in Cycle 7, low income and below units make up 50% of the total allocation.

Figure 3: Income Category Breakdown of Regional RHNA Cycle 7 (5/15/26)

Table 1 - Regional Housing Need by Income

Regional Housing Need Determination
San Luis Obispo County

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	17.3%	2,649
Above-Moderate	32.2%	4,926
Total	**100.0%**	**15,284**

Income Distribution: Income categories are prescribed by California Health and Safety Code (Section 50063.5, et. seq.). Percents are derived based on ACS reported household income brackets and county median incomes as determined by HCD.

During the SLOCOG June board meeting, staff received direction to object to HCD's May 15th Cycle 7 RHNA Determination. Staff submitted an objection letter on June 3rd, 2026 which can be seen in Attachment 1. HCD has 45 days (July 18, 2026) to respond with a final determination. As of July 14th, staff have not received any correspondence from HCD.

The objection letter included the following suggestions for RHNA Cycle 7:

1. The determination should be calculated using Figure 3.
2. A cap on add-ons should be established if the totals severely outpace the projected need.
3. HCD maintains the practice of multiplying the cost burden rate difference by the calculated need.
4. HCD should use the American Community Survey 5-year 2024 Table B25140 as the data source in the cost burden calculation which is exclusive of the 30% Cost Burden population.
5. The Projected Apartment Style Student Housing (Row 4b) should be removed.
6. The region receives a reduction in units when numbers are below HCD thresholds.
7. Approved housing studies remain valid for the entire RHNA Cycle.

Figure 3: Suggested Cycle 7 Calculation included in June Objection Letter

San Luis Obispo County: June 30, 2028 - January 15, 2037 (8 Years) HCD Determined Population, Households, & Housing Need		
1	**Population: DOF 6/30/2036 projection adjusted 6.5 months to 01/15/2037**	**278,125**
2	- Group Quarters Others: DOF 6/30/2036 adjusted 6.5 months to 01/15/2037	(20,368)
3	**Total Household (HH) Population: 01/15/2037**	**257,757**
4a	Projected Households (Occupied Unit Stock)	115,912
~~4b~~	~~+ Projected Apartment Style Student Housing~~	
5	+ Vacancy Adjustment for Existing Households	1,055
	+ Vacancy Adjustment for Projected Households	166
6	+ Overcrowding Adjustment (National Average % vs Region ACS %)	777
7	+ Cost-burden Adjustment (Calculated below)	
~~8~~	~~- Adjustment to account for HHs that experience both overcrowding and cost-burden (DOF data)~~	
9	+ Replacement Adjustment Demolitions (.1% min, 5% max, vs. % DOF Demolitions)	116
10	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use Housing Units (2016 vs. 2024)	938
11	+ Relationship between jobs and housing (HCD standard of 1.5 housing units per job)	-
12	+ Homelessness Adjustment	592
13	+ Units lost during a state of emergency during the prior planning period	-
14	- Occupied Units (HHs) projected June 30, 2028	(113,044)
15	**= Preliminary regional housing need after factors described in 65584.01(b)**	**6,512**
	+ Cost-burden Adjustment (National Average % vs Region ACS %) 7.85% Difference	511
16	+ Feasible Jobs/Housing Balance (Employment Projections / RHND <= 1.5 jobs per housing unit)	-
Total	**7th Cycle Regional Housing Need Assessment (RHNA)**	**7,023**

Attachment:

Attachment 1 – SLOCOG 7th Cycle RHNA Determination Objection Letter (June 3rd, 2026)

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 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 – May 14th, 2026, through July 15th, 2026.

Correspondence:

May 22, 2026: Letter to SS4A Program U.S. DOT, RE: Letter of Support – SLOCOG SS4A Implementation Grant Application
June 3, 2026: Letter to Marisa Prasse, Fair Housing Section Chief, Department of Housing & Community Development, RE: Final Regional Housing Need Determination
June 16, 2026: Letter to California Department of Transportation, Letter of Intent to Execute Maintenance Agreement for the Edna-Price Canyon Trail
June 22, 2026: Letter to Anja Aulenbacher, Associate Deputy Director, CTC, RE: Letter of Support – SLOCOG Application for the Broad Street/State Route 227 Corridor Safety Enhancement Project
July 8, 2026: Letter to Marisa Prasse, Fair Housing Section Chief, Department of Housing & Community Development, from City of Grover Beach, RE: Support for SLOCOG's Objection to the Final RHNA Determination for the San Luis Obispo County 7th Cycle Housing Element
July 16, 2026: Letter from Jack Delpit, Foreperson, 2026-27 San Luis Obispo County Grand Jury RE: Thank you letter to Pete Ridgers for meeting with the Grand Jury

Review Correspondence Letters

Press Releases and News Updates:

5/14/26	NEWS: New Mid-day Pacific Surfliner Service Boosts Rail Access to SLO County, Expanding Travel Options for Residents and Visitors
05/28/26	MEDIA ALERT: Five Cities Project Construction Delays Expected this Weekend during the 40th Annual Classic Car Show in Pismo Beach
06/03/26	SLOCOG Board Advances the Local Roads First Transportation Funding Measure to November 2026 Ballot
06/18/26	Local Roads First Transportation Measure to Appear on November 2026 Ballot as Measure H in SLO County
07/15/26	In the Loop: Hwy. 227 Project Update

News Articles:

5/15/26	New Mid-day Pacific Surfliner Service Boosts Rail Access to SLO County, Expanding Travel Options for Residents and Visitors	Edhat	Staff Writer
5/29/26	Carbajal Votes to Pass Transportation Infrastructure Bill Out of Committee	Carbajal Press Release	Staff
6/9/26	SLOCOG Board Advances the Local Roads First Transportation Funding Measure to November 2026 Ballot	Edhat	Staff Writer
6/14/26	SLO County may have to zone for 15,284 more homes. 'Seems like a slap in the face'	SLO Tribune	Editorial Board
6/18/26	Should SLO County raise sales tax for transportation projects? Voters will decide	SLO Tribune	Hannah Poukish
6/19/26	San Luis Obispo County voters to decide on Measure H half-cent sales tax for road repairs	KSBY	Jessica Roe
6/19/26	Measure H heads to November ballot in SLO County	Paso Robles Daily News	Staff Writer
6/23/26	SLO County road tax needs support from our leaders. These 2 aren't helping | Opinion	Tribune Editorial Board	SLO Tribune
6/23/26	Local Roads First Transportation Measure to Appear on November 2026 Ballot as Measure H in SLO County	Edhat	Staff Writer
6/24/26	Gas taxes in California are going up again on July 1	KSBY	Jessica Roe
6/29/26	San Luis Obispo County voters face 8 local measures and 14 statewide propositions this November	KSBY	Jessica Roe
7/8/26	Construction to begin on Bob Jones Trail connector after years of delays	SLO Tribune	Hannah Poukish

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**AUGUST 5, 2026**	**ITEM: F-1**
SUBJECT:	**Final 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) Adopt Resolution approving the 2027 Federal Transportation Improvement Program (FTIP) and the corresponding Air Quality Conformity Analysis and Determination, and the 2027 Transit Program of Projects (POP).
(2) Approve and integrate comments received after publication and before close of public comment period.
(3) Direct staff to include any additional technical corrections and submit to Caltrans for inclusion in the FSTIP.

SSTAC:
TTAC:
CTAC:

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 **100** transportation projects
- The 2027 FTIP includes $74M federal, $262M state, and $204M local funding of approximately ***$ 540 million*** programmed in the four-year cycle and $65M in the Transit Program of Projects.

The Final 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 Final 2027 FTIP is posted on the SLOCOG website (June 12th, 2026) and will be circulated for public comment for thirty days. The public comment period was extended until July 29th. Those without access to the Internet could 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)

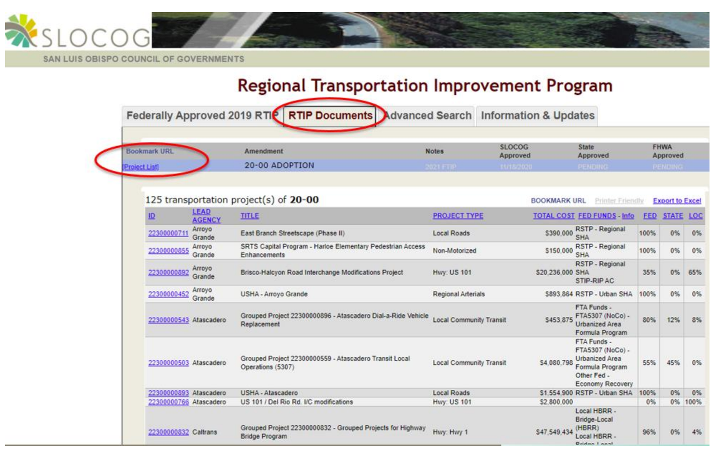
According to the Bipartisan Infrastructure Law 2021, the most recent Federal surface transportation act, the FTIP shall cover at least a four-year period and contain a priority list of projects grouped by year. The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists 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 Final 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 June 12th to July 29th, 2026, a hard copy was 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 was released for a 30-day public review and comment period. Notices were 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 was held on June 3, 2026, to announce the public comment period, which began on June 12th and lasted 30 days. After the public comment period closed on July 29, 2026, staff responded to comments and modified 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.

SLOCOG staff has presented an update to the Shell Beach Rd Shared Use Path in agenda item C-1. A modification to the project delivery approach and funding outlook is presented. Final adoption of the FTIP reflects the approach as described.

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 29, 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 by implementing 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) met on 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:	**AUGUST 5, 2026**	**Item F-2**
SUBJECT:	**2027 Regional Transportation Plan (RTP) Draft Sections**	
STAFF:	**Jayden Hermansen and Daniel Audelo**	

SUMMARY
This presentation will include Part 1 of the Performance Measures Section and initial modeling results of the Sustainable Communities Strategy (SCS) Element of the 2027 Regional Transportation Plan (RTP).

RECOMMENDATIONS

Staff: **A:** Select Scenario A to refine and develop for the 2035 "Preferred Growth Scenario" and build upon for the Future Year 2045 and 2055.

B: Review and comment on Performance Measures Part 1.

TTAC:
CTAC:
SSTAC:

DISCUSSION

Development of the 2027 RTP and SCS is underway. As a Metropolitan Planning Organization (MPO), SLOCOG is required to develop and adopt this long-range planning document every four years. It must balance projected-available funding with the needs (maintenance or improvements) of all modes and address population, housing, and job growth. Each element must also be balanced with the other elements in mind, so that the entire plan is internally consistent.

<u>Performance Measures Part 1</u>

SLOCOG's planning process fully embraces and incorporates the performance-based approach required by the Moving Ahead for Progress in the 21st Century Act (MAP-21 2012) and Fixing America's Surface Transportation Act (FAST Act 2016), as well as the performance-based approach recommended by the California Department of Transportation (Caltrans). The Infrastructure Investment and Jobs Act of 2021 (IIJA), continued to identify safety as a national goal area and requires each state to set Safety Performance Management Targets to achieve a significant reduction in motorized and non-motorized traffic fatalities and serious injuries on all public roads. The 2027 RTP includes performance measures to assess progress toward regional, state, and federal goals like MAP-21, the FAST Act, and IIJA. The 2027 RTP goals and performance measures are presented in Figure 1. The Performance Measures section of the RTP provides a detailed overview of each pillar, goal, and performance measure. This staff report highlights local pavement conditions, while Attachment 1 provides a comprehensive overview of the performance measures. Several performance measures rely on the results of ongoing modeling efforts and are not yet available, primarily those within Sections 3 (Economy), 5 (Healthy Communities), and 6 (Environment). The sections will be completed once modeling efforts are finalized.

Forecasting Future Results (F)

To the extent possible, the 2027 RTP objectively quantifies results using SLOCOG's Integrated Land Use Model (ILUM), the Regional Travel Demand Model (RTDM), and the State's Air Quality model.

Historical Data (H)

The cornerstone of the federal highway program transformation is the transition to a performance and outcome-based program. Beginning with MAP-21 and continuing with the FAST Act, federal agencies began to integrate performance measures into many of their transportation programs. The 2027 RTP identifies

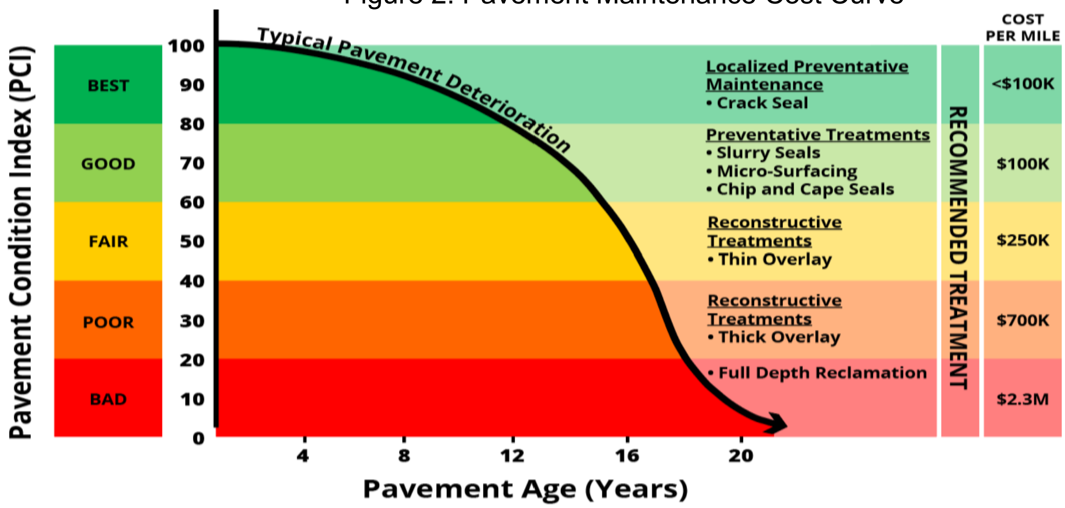
Figure 1: 2027 RTP Performance Measures

PILLAR	GOAL	MEASURES OF PERFORMANCE	
INFRASTRUCTURE			
	1. Keep Our Transportation System Running Smoothly	1.1	Local infrastructure condition by jurisdiction (Historical/Future)
		1.2	Percentage of pavement and bridges on the non-interstate National Highway System rated as being in Good/Poor condition (H)
		1.3	Transit asset management measures (H)
		1.4	Percentage of the plan's investment allocated to local maintenance, maximizing operations and system efficiencies (F)
MOBILITY			
	2. Make It Easier for Everyone to Get Around	2.1	System-wide VMT per capita (F)
		2.2	Percentage of reliable person miles traveled on the NHS (H)
		2.3	Effect of plan's investment toward non-automobile investments (F)
		2.4	Modal shares; share of daily trips that are non-SOV trips (H)
		2.5	Transit ridership (H)
		2.6	Percent of (new) population, jobs, and housing within ½-mile walking distance of regular transit stops (F)
ECONOMY			
	3. Support a Strong Resilient Economy	3.1	Total freight delay (F)
		3.2	Passenger-vehicle delay (F)
		3.3	Percent of (new) population within ½-mile walking distance to downtown / village area (F)
SAFETY			
	4. Make Travel Safer and More Secure	4.1	Number and rate of fatalities (H)
		4.2	Number and rate of serious injuries (H)
		4.3	Number of non-motorized injuries and fatalities (H)
		4.4	Transit Safety Targets (H)
HEALTHY COMMUNITIES			
	5. Build Healthier, More Connected Communities	5.1	Number and percent of new affordable and workforce housing (indicated by housing type, dependent on jurisdiction) (F)
		5.2	Average density of new residential areas in dwelling units per acre (F)
		5.3	Percent of (new) population within ½-mile walking distance to community shopping center (F)
ENVIRONMENT			
	6. Protect Our Environment	6.1	Carbon dioxide (CO_2) emissions for passenger vehicles and percent change from 2005 (F)
		6.2	Percent of new housing units accommodated within existing developed and urbanized area (F)
		6.3	Number of acres of agricultural land or grazing land consumed by new development (F)
		6.4	Criteria pollutant emissions per capita (F)
		6.5	Total emissions reductions for applicable criteria pollutants, for nonattainment areas (H)
FISCAL RESPONSIBILITY			
	7. Use Financial Resources Wisely	7.1	Total high-priority competitive funds secured (H)
		7.2	SLOCOG-programming alignment with the Plan's Balanced Intermodal Investment Approach (H)

Local Infrastructure

Section 1.1 of the Performance Measures section presents an overview of regional pavement conditions from 2017 to 2025. Roadway conditions are described in terms of the Pavement Condition Index (PCI). Figure 2 depicts the range of conditions by PCI and provides typical treatment costs per condition category.

Figure 2: Pavement Maintenance Cost Curve



Source: Caltrans 2023 State of the Pavement Report.

Figure 3 outlines local pavement conditions as well as the funding needed to maintain current conditions and the cost estimate to improve target conditions. As of 2025, the average condition of the streets and roadways within the San Luis Obispo region is 60. Since the adoption of the 2023 RTP, the overall regional PCI increased by 1 point but stayed within the "fair" (41-60) condition. The average target for the region is 67, which is solidly in the good category. To achieve their targets, Arroyo Grande, Atascadero, Grover Beach, and Paso Robles will need at least double and, in some cases, triple the amount in road funding compared to the cost of maintaining the current pavement conditions.

Figure 3: 2025 Local Infrastructure Conditions

JURISDICTION	ROAD MILES (STREET CENTERLINE)	EXISTING		Funding to Maintain per Year	TARGET		Funding to Achieve Target per Year
		PCI #	Category		PCI #	Category	
Arroyo Grande	68	57	Fair	$6,000,000	70	Good	$15,000,000
Atascadero	145	57	Fair	$5,000,000	65	Good	$9,000,000
Grover Beach	45	52	Fair	$3,000,000	60	Fair	$9,000,000
Morro Bay	54	60	Fair	$4,500,000	70	Good	$8,000,000
Paso Robles	152	54	Fair	$6,500,000	62	Good	$12,000,000
Pismo Beach	38	67	Good	$4,600,000	72	Good	$6,000,000
San Luis Obispo	144	73	Good	$7,000,000	70	Good	$7,000,000
Incorporated Cities	646	60	Fair	$36,600,000	67	Good	$66,000,000
San Luis Obispo County	1,106	60	Fair	$12,700,000	65	Good	$16,500,000
Regional Total *	**1,752**	**60**	Fair	$49,300,000	**67**	Good	$82,500,000

Note: Data is reflective of 2025 Conditions. Data may vary across jurisdictions based upon reporting times.

Figures 4 and 5 depict the regional pavement conditions by jurisdiction. Since 2022, three of the County's seven cities, Arroyo Grande, Atascadero, and San Luis Obispo, have improved their PCI. Morro Bay and Paso Robles have experienced declines, while Grover Beach and Pismo Beach have remained unchanged. The unincorporated County PCI declined from 2017 to 2022 and from 2022 to 2025 remained at 60.

Figure 4: Pavement Condition by City (2017 – 2025)

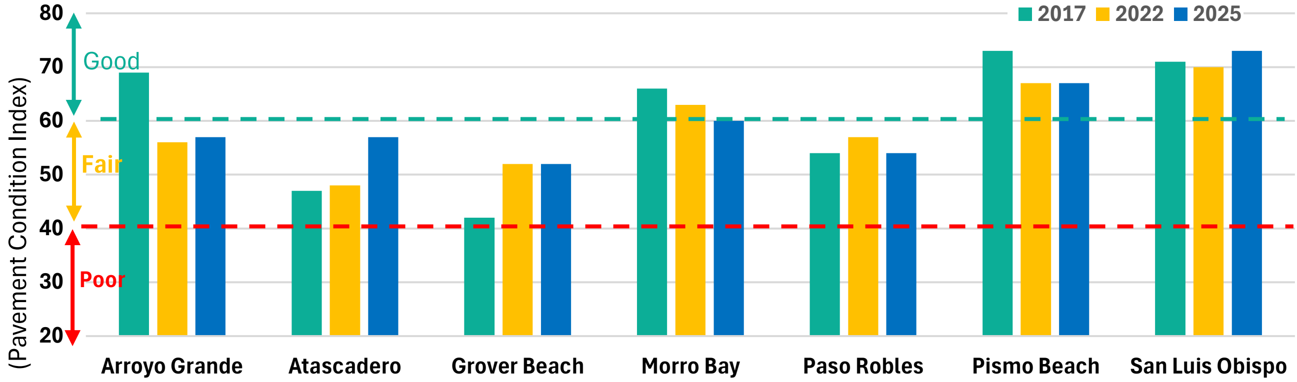


Figure 5: Regional Pavement Conditions (2017 – 2025)

Performance Measures Next Steps

SLOCOG staff is currently developing the models and data inputs needed to forecast future land use development and travel behavior. As the models are in development and the results are pending, some metrics for the 2027 RTP are currently unavailable. SLOCOG staff continues to develop and refine the models and data inputs to reflect future conditions to complete any remaining performance measures.

Sustainable Communities Strategy (SCS)

In California, transportation planning and land use planning became more closely linked following the passage of Senate Bill (SB) 375 (2008). The Sustainable Communities Strategy (SCS) is a required element of the RTP and must identify areas within the region sufficient to house the entire population of the region over the course of the RTP planning period. The SCS will identify a forecasted development pattern for the region, informed by both existing and projected land use, population, housing, and employment. SLOCOG's Integrated Land Use Model (ILUM) was utilized to test a variety of future development patterns to identify effects on VMT and greenhouse gas (GHG) emissions.

The forecasted development pattern developed in the SCS must accomplish a percentage reduction in per-capita GHG emissions from 2005 to 2035 set by the California Air Resources Board (CARB). The 2023 SCS was held to a -3% reduction by 2020 and -11% by 2035 (Figure 6). The 2020 reduction target was met and approved, therefore will not be modeled in the 2027 SCS. CARB has not finalized the 2035 reduction targets, so an 11% target was used for initial modeling results and comparisons.

Figure 6: CARB Regional GHG Targets for San Luis Obispo Region (2023 SCS)

TARGET YEAR	REGIONAL GHG TARGET *(% reduction in per-capita GHG emissions, relative to 2005)*
2020	-3%
2035	-11%

SCS Scenario Development

The Integrated Land Use Model (ILUM) and Regional Travel Demand Model (RTDM) will test 4 horizon years in the development of the SCS (Figure 7). Horizon year 2035 (H2) is used as the framework development horizon year since it aligns with CARB's GHG reduction target year and the 7th Cycle Regional Housing Needs Allocation (RHNA). Once the 2035 preferred scenario is selected and developed, it will be utilized to model the remaining future years of 2045 (interim) and 2055 (RTP planning horizon).

Figure 7: Scenario Horizon Years

Horizon	Year	Horizon Description	Integrated Land Use Model Factors
H0	2024	Baseline	Existing Conditions
H1	2028	Interim Modeling year + RHNA Cycle 6	Committed Development
H2	2035	CARB GHG Targets + RHNA Cycle 7	Select Scenario A, B, or C to develop as a "Preferred Growth Scenario"
H3	2045	Interim Modeling year	Use Selected Scenario
H4	2055	RTP Horizon	Preferred Land Use Scenario + Economic Generator (Scenario D)

SLOCOG staff is seeking direction on which scenario to further develop as the "2035 Preferred Growth Scenario" for the 2027 SCS. There are three options: Transportation Efficiency Analysis (TEA) (Scenario A), TEA with Missing Middle (Scenario B), and Everyday Places (Scenario C). Some factors were kept constant in all scenarios for an accurate comparison. These include existing conditions, pipeline development assumptions, number of households spread (RHNA Cycle 7), jobs/housing balance, and development constraints (protected lands, flood risk areas, etc.). "Intended growth areas" are used to prioritizes development at various levels and categories of infill and is what differentiates scenarios.

Scenario A: Transportation Efficiency Analysis (TEA) (PREFERRED)

Prioritize growth in transportation efficient and potentially efficient areas (TEA areas). These are areas that are ½ mile from transit a stop, ½ mile from a bike lane, and 1 mile from a highway interchange. Allocating growth in TEA areas supports infill development near transit, existing development, and active transportation. View the TEA 2.0 Storymap for information on calculating the TEA areas. Only the geographic TEA areas (green and yellow) are used for land use modeling. Economic Study areas are not included. Scenario A was selected as the preferred growth scenario for the 2023 RTP/SCS and was recently approved by CARB in May of 2026.

Pros:

- Supports infill development near transportation access
- Aligns with 2023 SCS
- Predictable for long-term planning

Cons:

- Not all units fit within intended growth area

Scenario B: Transportation Efficiency Analysis (TEA) with Missing Middle

Prioritize growth in zones that allow for Missing Middle housing within TEA areas. "Missing Middle Housing" continues to gain traction as a strategy in addressing the housing crisis. It fills the gap between detached single-family homes and large apartment buildings. It is defined in this analysis as multi-family units that are low to medium density. Land uses that were prioritized for spreading growth for this scenario include low density residential (4-8 du/ac), medium density residential attached (8-12 du/ac), med-high density residential attached (12-16 du/ac), and mixed use. Accessory dwelling units (ADUs) are also considered to be “Missing Middle” housing for the SLO region. ADUs are also considered to be “Missing Middle” in this analysis.

Pros:

- Supports a higher intensity infill within TEA areas
- Emphasis on increasing diversity of housing types

Cons:

- Recent studies show that this type of housing is difficult/expensive to accomplish in our region.
- Does not always align with general plans (increased density).

Scenario C: Everyday Places
Prioritizes growth in areas of highly concentrated trips on a typical day (Thursday, Fall 2025). Everyday places are defined in this analysis as destinations that are more commonly visited by residents on a typical day. Replica data was used to filter the highest Traffic Analysis Zone (TAZ) trip generators and allocate housing within ½ mile. Trip purposes examined in this analysis include dining, errands, recreation, school, shopping, work, and other.

Pros:

- Utilizes access to large new data source
- Emphasis on destinations (including all population types).

Cons:

- Everyday places may change depending on travel behavior
- Large geography of inputs (Replica data)
- Not all units fit within intended growth area

7th Cycle RHNA (Regional Housing Needs Allocation)
Our region is required to plan for new units determined by the Housing and Community Development Department (HCD) in the 7th Cycle RHNA. As of May 15th, 2026, this allocation is 15,284 new units between 2028 to 2037 (8-year cycle). This is a significant increase from Cycle 6 and will require allocating more households in the land use model than recent household projections for 2035. Therefore, it is expected that population will also increase in the model beyond previously projected numbers.

Jobs/Housing Balance
Subregional jobs/housing balance was identified as a key component of allocating new employment and households in the region in the last two RTP/SCS cycles. It will be incorporated regardless of scenario selection. For preliminary scenario testing, jobs/housing balances were kept close to 2023 SCS ratios, resulting in a regionwide jobs/housing balance of 1.1 job per housing unit.

Initial Modeling Results
Over four model runs were tested in the land use and travel models for each scenario (28 total travel model runs). The most recent results are within 1-2% GHG reduction of each other and are on track to meet a 11% reduction by 2035. **SLOCOG staff recommends selecting Scenario A, the Transportation Efficiency Analysis Scenario, to refine and improve for the 2035 “Preferred Growth Scenario”.** Scenario A is consistent with the recently approved 2023 SCS, provides a realistic level of infill, accomodates the draft Cycle 7 RHNA allocation, and aligns closely with other RTP elements. Figure 8 compares the results of the three scenarios.

Figure 8: Scenario A, B, C Initial Results Comparison

Scenario	Focus	Prioritize:	2023 SCS Alignment	Infill	Jobs/Housing	ADUs	GHG Reduction	General Plan alignment
Scenario A (TEA)	Transportation Access	Proximity to bike lanes, transit, interchanges	Yes	Medium	23 SCS	Business as usual	On track	Yes
Scenario B (MM)	Transportation Access + Housing Type	Medium density housing.	Yes+	High	23 SCS	Doubled	On track	Increase Density
Scenario C (EDP)	Common Destinations	Areas within ½ mile from top 10%	No	High	23 SCS	Business as Usual	On track	Yes

SCS Next Steps

With Board direction, SLOCOG staff will refine the 2035 Preferred Growth Scenario and test additional factors. Then, the Preferred Growth Scenario will be used to model the remaining horizon years of 2045 and 2055. Interest has been expressed in testing an additional “Economic Generator” scenario for remaining horizon years as well. Modeling results and a draft SCS Element will be presented at the next RTP Steering Committee and the October Board Meeting. SLOCOG will continue to work with CARB to finalize GHG reduction targets.

Attachments:

Attachment 1: Performance Measures Chapter 5

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**August 5, 2026**	**ITEM: F-3**
SUBJECT:	**Mariposa Pass Update**	
STAFF CONTACT:	**Ivana Rodriguez/ Laura Gensert**	

SUMMARY

The Mariposa Pass is a pilot program that will distribute prepaid debit cards to eligible residents that can only be used on transit and Amtrak within San Luis Obispo County. 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, 2% is reserved for the technology needed to distribute and manage the passes. Approximately 1,000 passes are expected to be distributed throughout this pilot program that will equate to recipients receiving one year of transit at no cost.

On April 1st, 2026, SLOCOG opened the application for the public to apply. 574 applications were received within the application period (April 1st – June 2nd). SLOCOG staff evaluated the applicants and selected 235 to receive the Mariposa Pass in this first phase. Staff is in the process of distributing the passes and recipients of the pass can begin using them on public transportation once they receive and activate them. Due to high demand SLOCOG staff recommends allowing an additional 250 applicants to receive the Mariposa Pass this fall.

RECOMMENDATION

Staff: Receive information and direct staff to admit up to 250 more Mariposa Pass recipients in the fall.

SSTAC:
TTAC:
CTAC:

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 debit cards to eligible residents to provide financial assistance to priority populations. Eligible recipients 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 local/regional transit systems and Amtrak at no cost for an entire year beginning August 2026. Amtrak trips are eligible if they start and end within SLO County, including the following stations: San Luis Obispo, Grover Beach, Paso Robles, Guadalupe. These stations correspond to SLOCOG’s Rail-Buy-Down Program which reduces the cost of an Amtrak ticket when traveling between these stations. SLOCOG will fund each Mariposa

[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/)

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 transit pass will be replenished monthly to a maximum balance of $100. Rather than a flat monthly deposit, funding will only cover the difference required to bring the card balance back to $100 (e.g., if a pass retains a $85 balance at the end of the month, the subsequent top-up will be $15). 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. PEX is a leading financial technology platform that was selected through a competitive procurement process. PEX manages a similar mobility wallet program for Marin Transit. SLOCOG can configure the PEX dashboard so that the issued physical or virtual cards will automatically decline if used anywhere other than on SLO Transit, SLO RTA, or Amtrak. This is done through Merchant Category Code (MCC) restriction. SLOCOG as the administrator of the program has real-time visibility and reporting functionality through the use of the PEX Dashboard.

DISCUSSION

Community Outreach

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 was closed on June 2nd, 2026. As of June 2nd, the program received a total of 574 applications. Due to high demand for program participation, the application remains open and new applicants are being put on a waitlist for additional cycles. At the time of this writing, there have been an additional 75 applications submitted. The analysis below was performed after the first round of applications closed on June 2nd. The data indicates that the age group of 25–44, and 45-64 age represent the highest level of participation among respondents as shown in **Figure 1**. Regarding the applicant's primary reason for applying, the most frequently cited reason for applying was the improved access to opportunities, such as employment and essential services, facilitated by free transit shown in **Figure 2**. Furthermore, within the "select all that apply" eligibility categories, "low income" was the most frequently identified group by applicants presented in **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 positive indicator that the program can spur non-existing transit users to start utilizing transit as shown in **Figure 4.** Additionally, data shows that the majority of people applied live in San Luis Obispo, however geographic coverage of people applied span the entire County as shown in **Figure 5** and **Figure 6**.

Figure 1: Age Distribution of Applicants

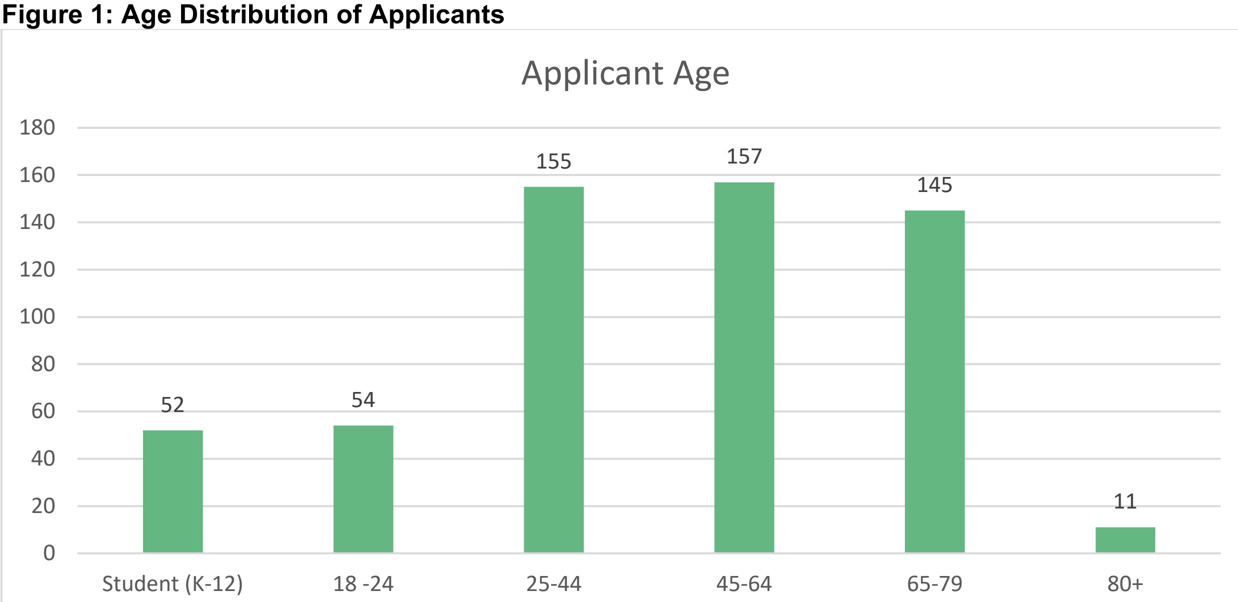


Figure 2: Primary Reason for Applying

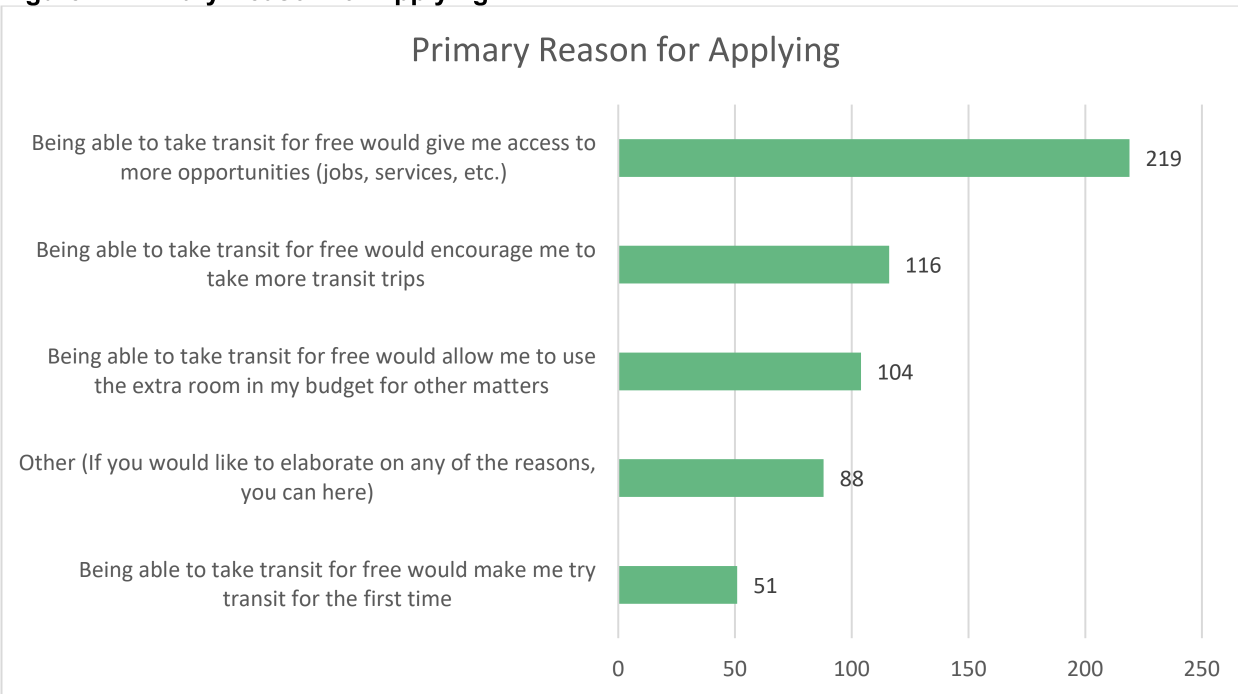


Figure 3: Eligibility Groups- Select All That Apply

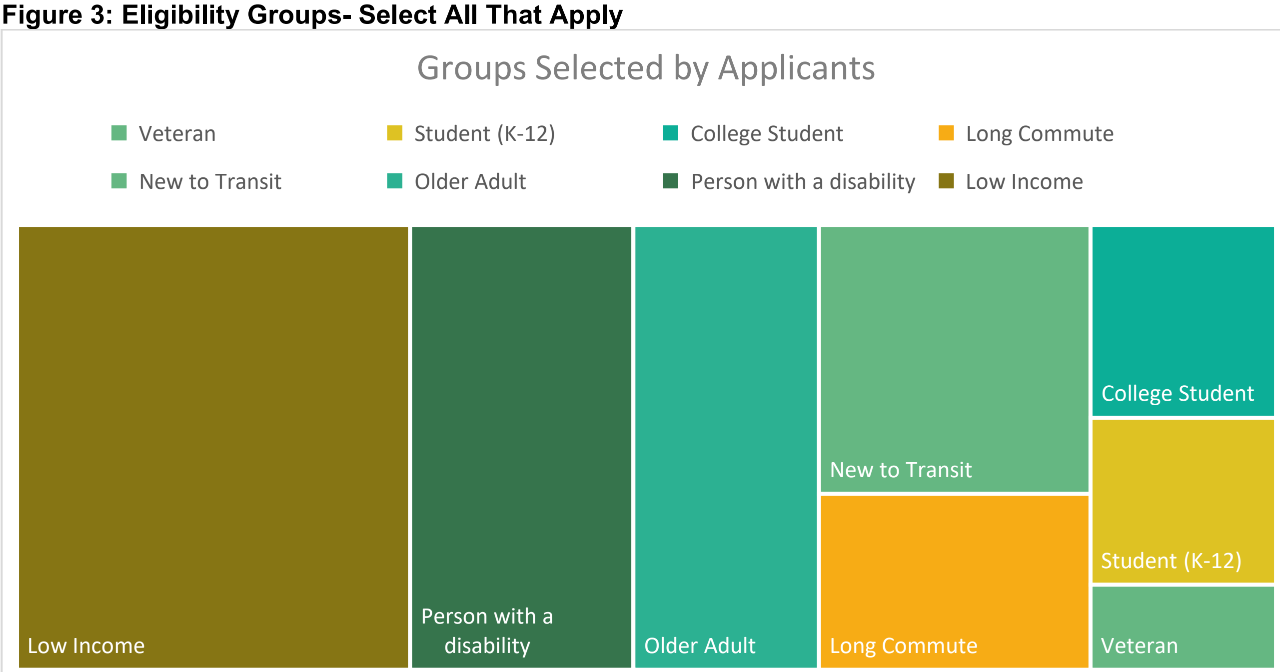


Figure 4:Distribution of Existing Transit Usage

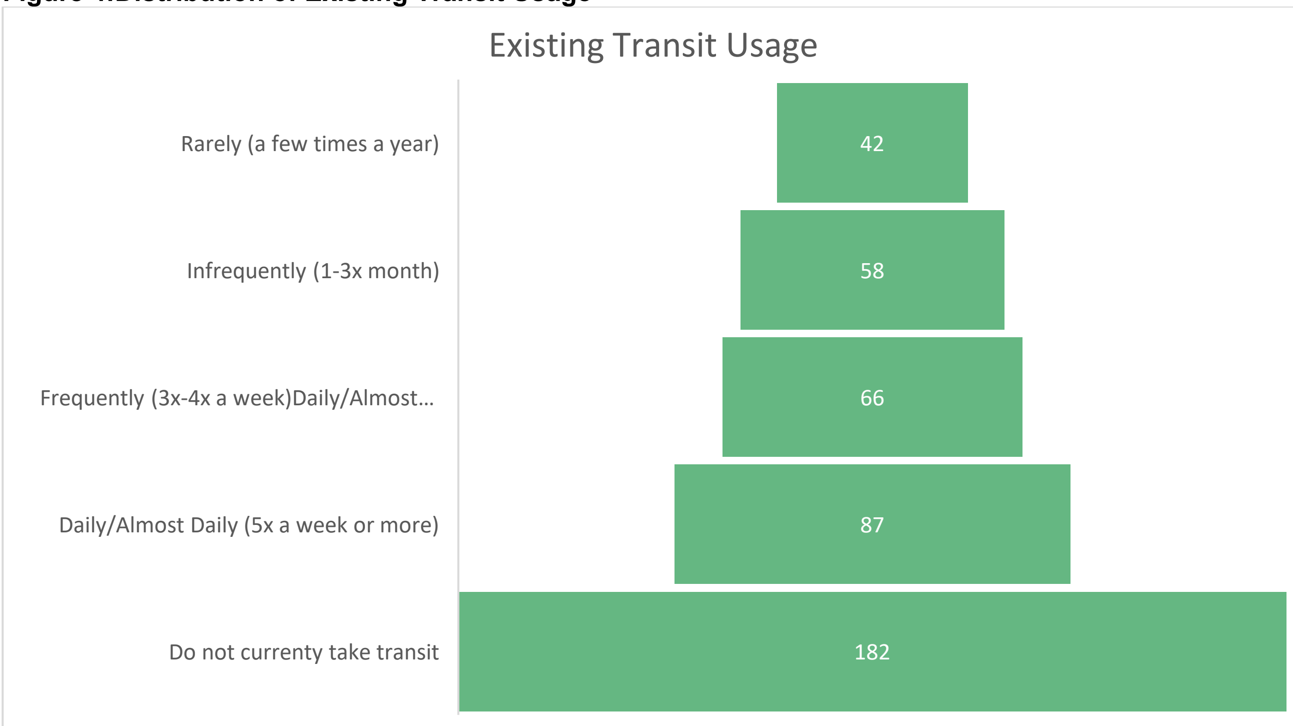


Figure 5. Applicant Place of Origin

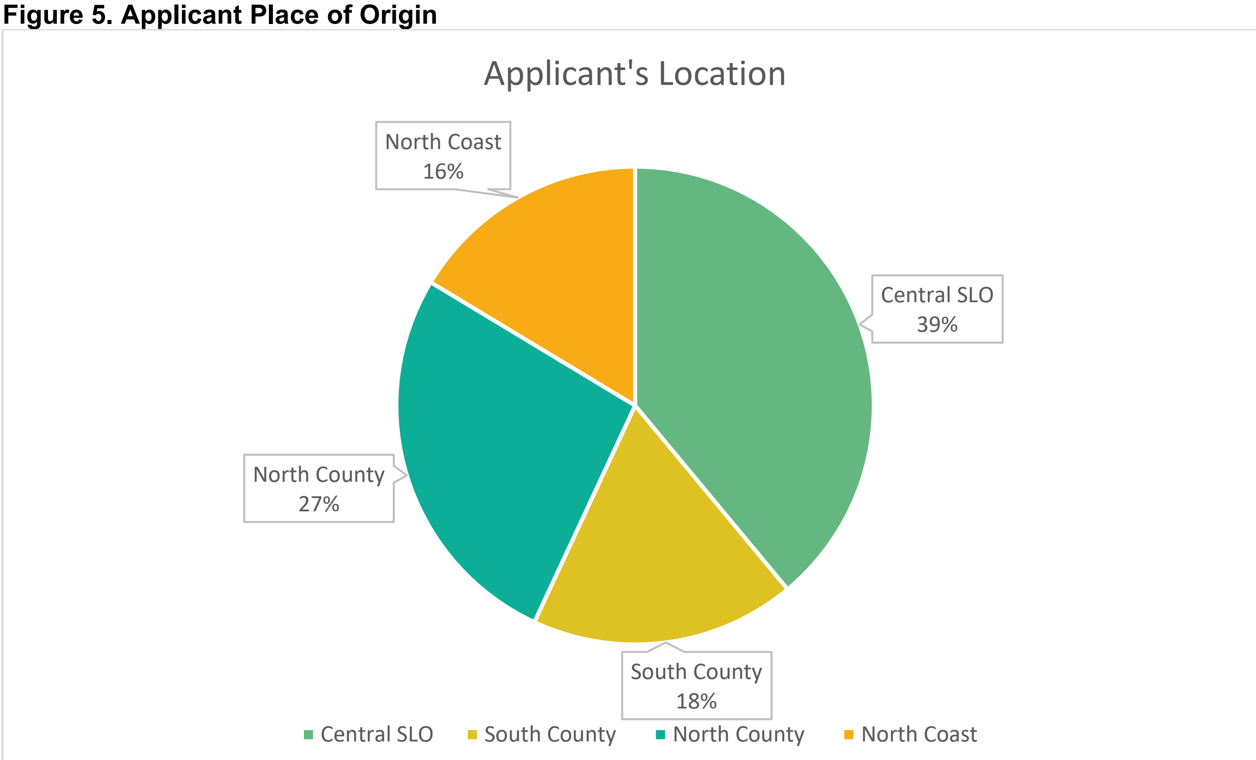
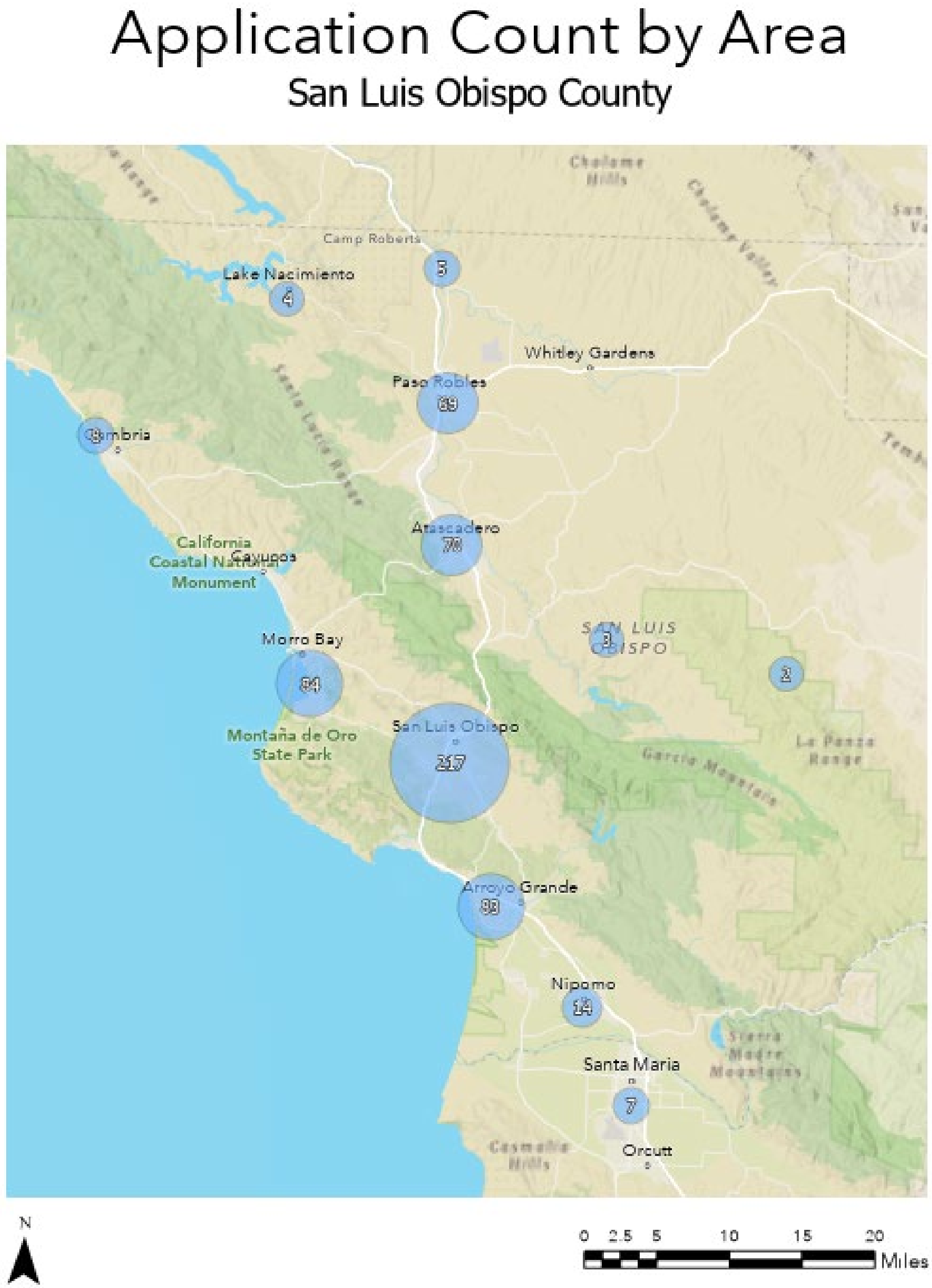


Figure 6. Application Count by Area Map



Trends in the Selected Cohort

The first cohort of Mariposa Pass recipients includes 235 individuals selected from a total of 574 applicants. Selected applicants have been notified of their status and provided with instructions outlining the next steps to receive their passes.

Analysis of the selected cohort demonstrates that the program successfully prioritized applicants with the greatest transportation needs. As shown in **Figure 9**, more than 75% of recipients identified as low-income, and over half reported having some form of disability. These characteristics reflect the program's emphasis on serving populations with higher transportation barriers.

Figure 10 illustrates how often recipients currently use transit . The most common reported purposes include running errands, traveling to medical appointments, and improving overall convenience. These responses indicate that recipients rely on public transportation for essential day-to-day activities and access to critical services.

To prioritize applicants, SLOCOG staff evaluated eligibly requirements and other variables such as, census data and transit propensity. The distribution of applicant scores is presented in **Figure 13,** which shows that scores were concentrated around 4 points. The selection threshold for the first cohort was established at 5 points or higher, resulting in the selection of the 232 highest-priority applicants. Overall, the demographic characteristics and score distribution of the selected cohort suggest that the scoring methodology effectively identified applicants with the greatest transportation needs. In addition to quantitative metrics, qualitative feedback from participants highlights the deeply personal impact of the program; recipients have described the pass as a 'life-changing' resource that significantly reduces daily stress and improves their overall quality of life

Figure 7. Age Distribution of Program Recipients

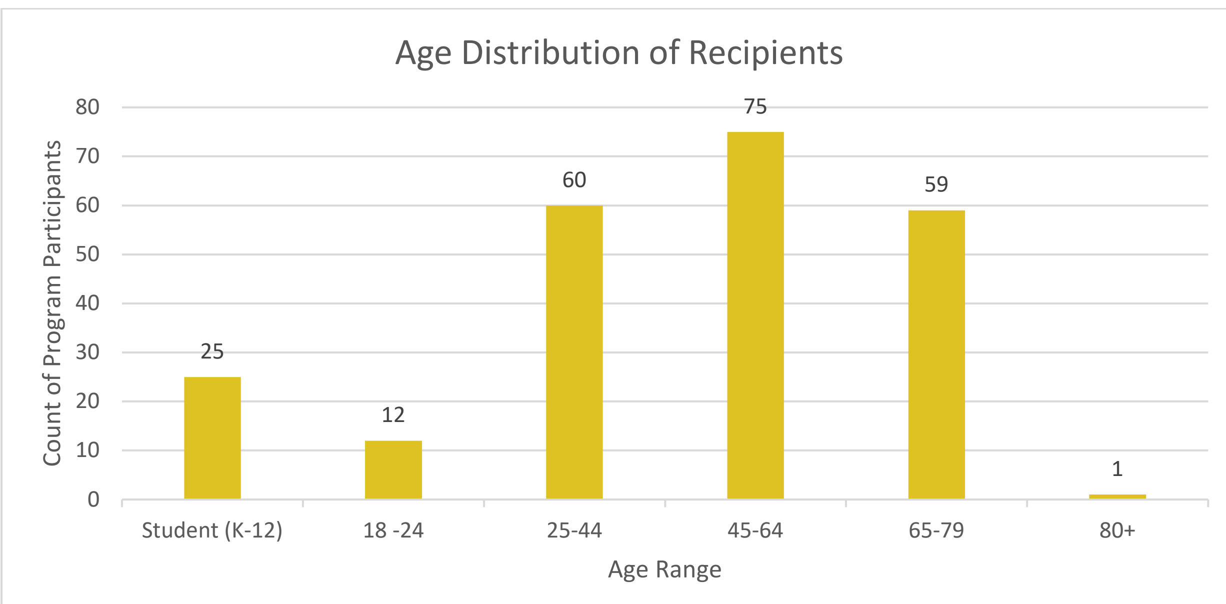


Figure 8. Program Recipients' Primary Reason for Applying

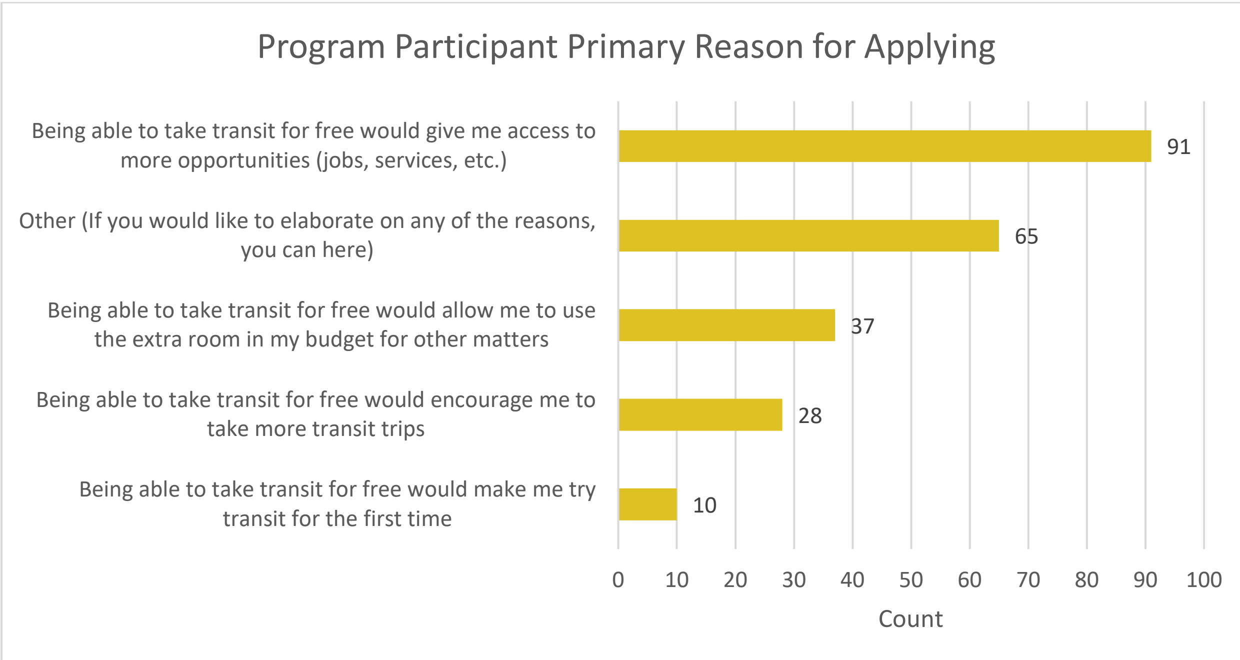


Figure 9. Measures of Eligibility of Program Recipients (applicants could select all that apply).

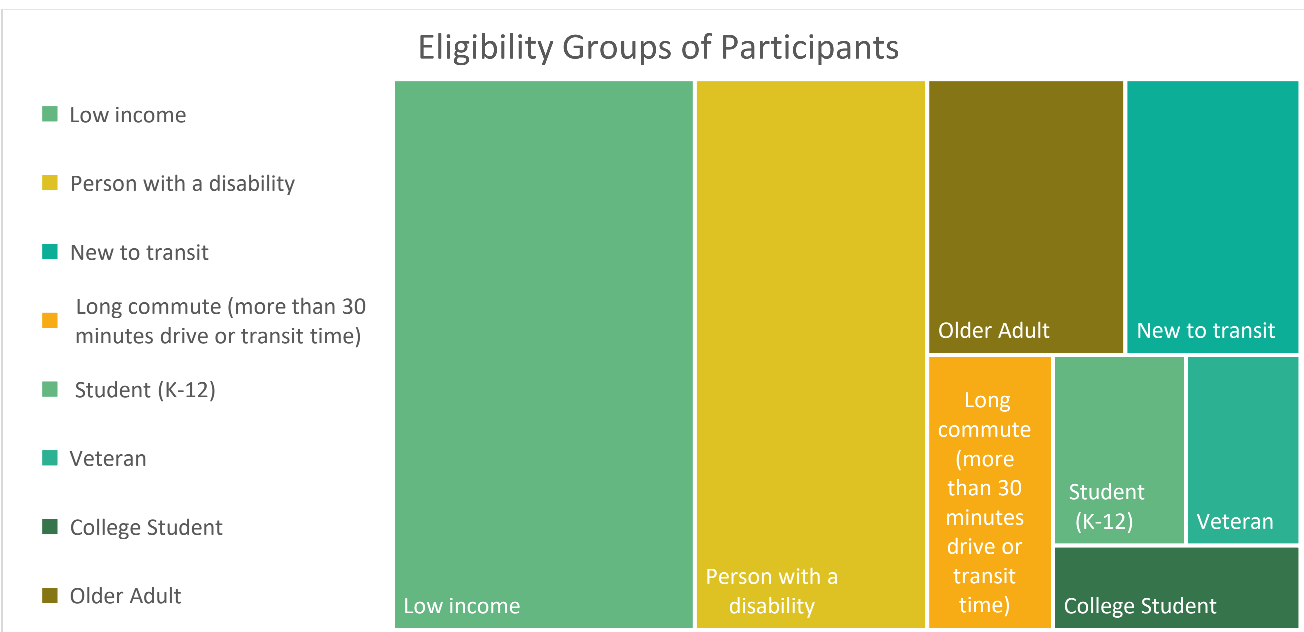


Figure 10. Distribution of Existing Transit usage

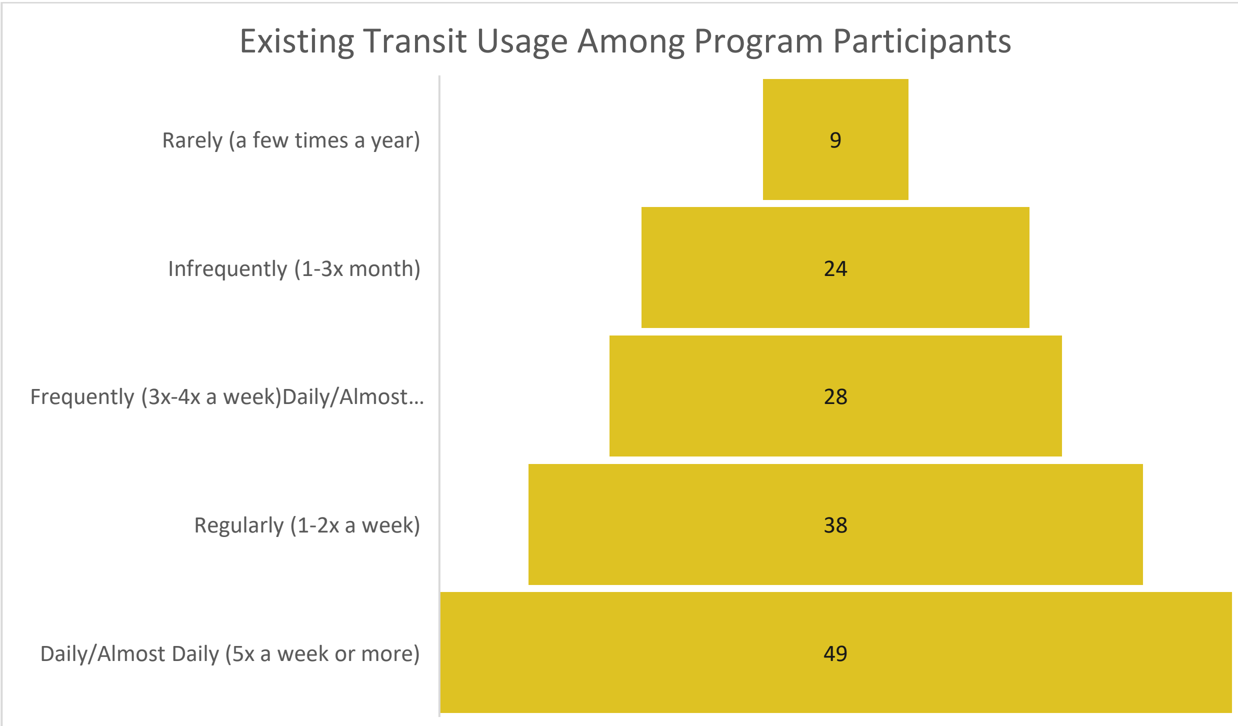


Figure 11. Program Recipient Place of Origin

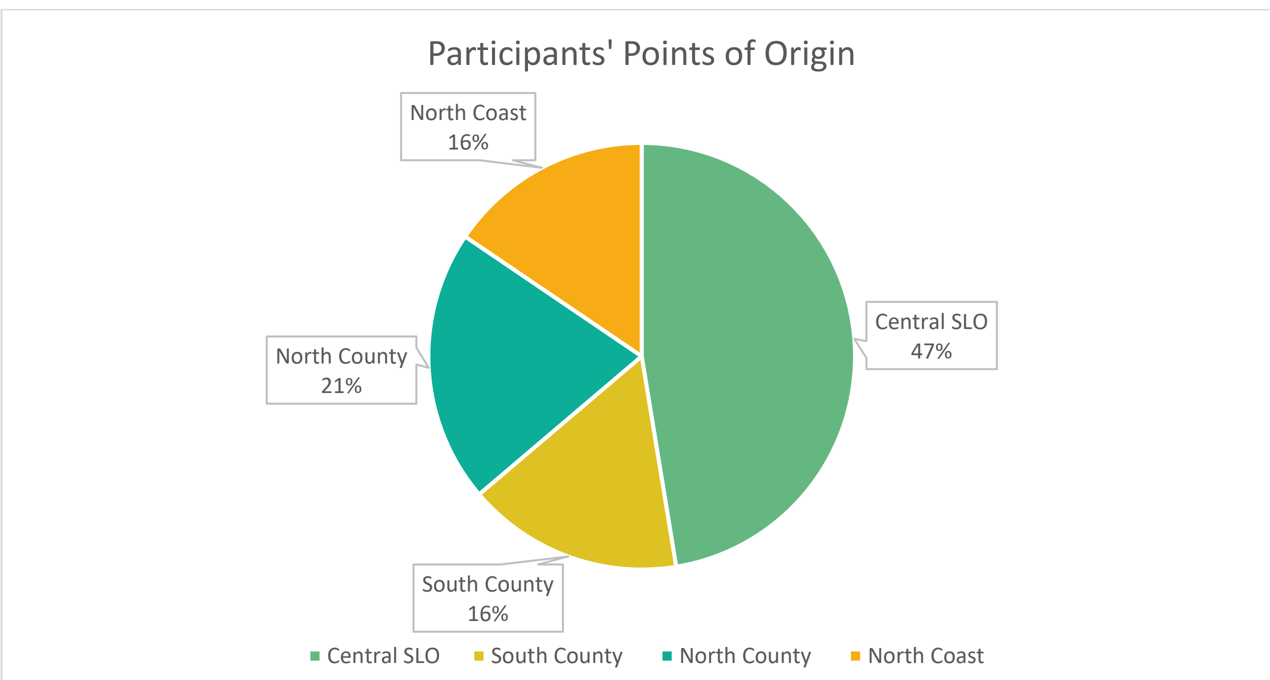


Figure 12. How Program Recipients Use Transit

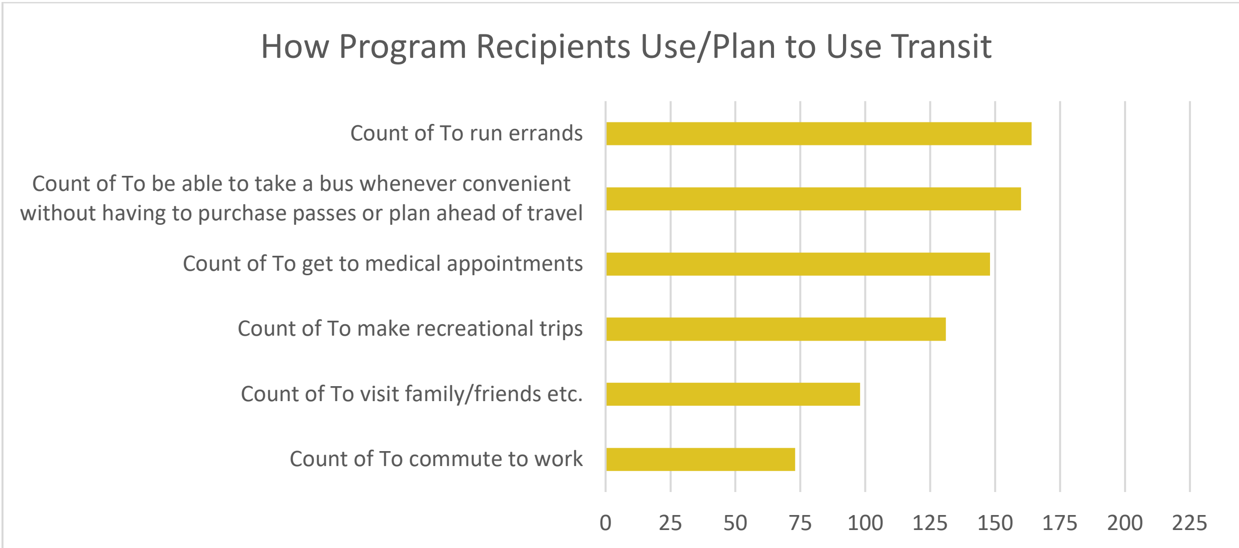
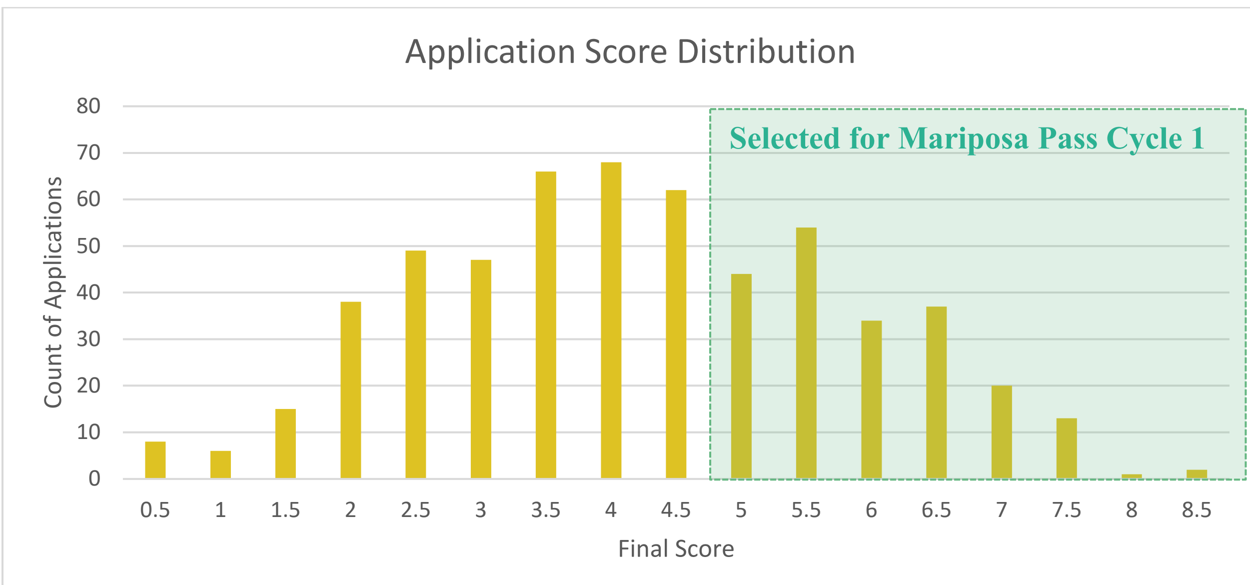


Figure 13. Score Distribution of Applications.



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. This event will take place August 14, 2026 in the Mission Plaza in downtown San Luis Obispo. Information, conservation materials (including native seed packets), transit passes, and more will be distributed at this event. 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

As first-round applications have closed, staff are in the final steps of the selection and enrollment process of applicants. Priority has been given to individuals who face greater transportation burdens, through the application of a variety of geographic and demographic data analysis tools. Applicants were notified of their selection status in July, and staff will work with the selected cohort to activate the passes, sign up for discounts if eligible, and answer general questions. Many applicants in the first phase cohort selected that they would be willing to participate in follow-up surveys so staff can track over time how the program affected their transit usage and receive feedback.