SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
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SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

WEDNESDAY, DECEMBER 9, 2026

(moved from December 2, 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. SLOCOG PRESENTATION:

a. **Plaque of Appreciation to Outgoing Board Member – Bruce Gibson (Supervisor, County of San Luis Obispo, District 2)** for 20 years of service and contribution to the San Luis Obispo Region.

b. **Plaque of Appreciation to Outgoing Board Member – Ed Waage (Mayor, City of Pismo Beach)** for ten (10) years of service and contribution to the San Luis Obispo Region.

c. **Plaque of Appreciation to Outgoing Board Member – Heather Newsom (Council Member, City of Atascadero)** for two (2) years of service and contribution to the San Luis Obispo Region.

IV. DIRECTOR REPORTS

a. **SLOCOG Executive Director** *(report will be provided in the Addendum on 12/4/26)*
b. **Caltrans District 5 Director** *(report will be provided in the Addendum on 12/4/26)*

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

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

Consent Agenda – Minutes of Meetings:

A-1 **SLOCOG Board Meeting Minutes – October 7, 2026** (APPROVE)

A-2 **Executive Committee Meeting Minutes – November 18, 2026** ***(meeting moved from November 4, 2026)*** (INFORMATION) ****TO BE PROVIDED IN THE ADDENDUM ON 12/4/26*

A-3 **Social Services Transportation Advisory Council (SSTAC) Minutes – December 2, 2026** ***(meeting moved from November 18, 2026)*** (RECEIVE INFORMATION) ****TO BE PROVIDED IN THE ADDENDUM ON 12/4/26*

A-4 **Technical Transportation Advisory Committee (TTAC) Minutes – December 2, 2026** ***(meeting moved from November 18, 2026)*** (RECEIVE INFORMATION) ****TO BE PROVIDED IN THE ADDENDUM ON 12/4/26*

A-5 **Citizens Transportation Advisory Committee (CTAC) Minutes – December 2, 2026** ***(meeting moved from November 18, 2026)*** (RECEIVE INFORMATION) ****TO BE PROVIDED IN THE ADDENDUM ON 12/4/26*

Consent Agenda - SLOCOG Administrative Office & Regional Rideshare Items:

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

B-2 **2026 San Luis Obispo Council of Governments (SLOCOG) Fiscal Audit for Transportation Development Act (TDA) Compliance** (ACCEPT REPORT). Ashley Kneeland

B-3 **Update to: Administrative Operating Procedures and Policies**
Personnel and Benefits Procedures and Policies
(APPROVE UPDATED SLOCOG POLICIES AND PROCEDURES). Tessa Betz

B-4 **FY 2027/28 Preliminary Overall Work Program (OWP)** (CONCEPTUALLY SUPPORT AND DIRECT PREPARATION OF DRAFT OWP AND BUDGET FOR BOARD REVIEW IN FEBRUARY AND ADOPTION IN APRIL). Ashley Kneeland / Jacob Kramer

B-5 **SLOCOG Executive Director Restated Employment Contract Amendment No. 1** (APPROVE ATTACHED AMENDMENT NO. 1 TO THE EXECUTIVE DIRECTOR'S RESTATED EMPLOYMENT CONTRACT). Ashley Kneeland

Consent Agenda – Programming Division Items:

C-1 **FY 2026/27 Recommendations for Productivity Improvements of Operators** (ACCEPT OPERATORS' EFFORTS TOWARD PERFORMANCE AUDIT RECOMMENDATIONS AND APPROVE RECOMMENDATIONS FOR PRODUCTIVITY IMPROVEMENTS OF OPERATORS AS SPECIFIED IN ATTACHMENT A). Ivana Rodriguez

C-2 **Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR)** (APPROVE SCHEDULE FOR PROGRAMMING IN APRIL 2027, AND RELEASE CALL FOR PROJECTS). Tim Gillham

C-3 **Year-End Legislative Report** (APPROVE STAFF RECOMMENDATION). Gus Khouri, Legislative Consultant / Tim Gillham

a) Review enacted bills and modify processes and requirements accordingly (Attachment A)
b) Review and comment on Draft 2027 SLOCOG State Legislative Platform (Attachment B)
c) Accept November 16th State Legislative Update (Attachment C)

C-4 **SB1 Solutions for Congested Corridor Program Grant Priorities and Status** (APPROVE STAFF RECOMMENDATION). Richard Murphy

1) Recommend that the SLOCOG Board ratify and support the SCCP Cycle 5 regional project priority rankings established through the independent evaluation process (Attachment A), and
2) Receive and file the SB 1 Major Projects grant pursuit status update (Table 1).

C-5 **Contract Amendment 2 with Mark Thomas for SR 46 Antelope Grade Segment 2 PROTECT Grant Services** (APPROVE THE SECOND CONTRACT AMENDMENT [ATTACHMENT A] with Mark Thomas Associates for work completed on the federal PROTECT grant application for State Route 46 Antelope Grade Segment 2. The amendment increases the contract's not-to-exceed amount by $27,000, from $151,110 to$178,110, and retains the December 31, 2026 expiration date). Richard Murphy

Consent Agenda – Planning Division Items:

D-1 **Draft FY 2025-26 SLOCOG Annual Report** (APPROVE DRAFT SLOCOG 2025-26 ANNUAL REPORT)**.** Annie Bowsky

Consent Agenda – Correspondence, News Items & Other Reports:

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

E-2 **Ride-On Transportation Annual Report – July 2025 to June 2026** (RECEIVE INFORMATION). Mark Shaffer

VI. TRANSPORTATION AND PRESENTATION ITEMS

F-1 **2027 Regional Transportation Plan (RTP) Administrative Draft** (VOICE VOTE - PROVIDE COMMENT AND DIRECT STAFF TO PREPARE MATERIALS AND RELEASE DRAFT RTP FOR A 55-DAY PUBLIC COMMENT PERIOD FROM JANUARY 29TH TO APRIL 7TH WITH TWO NOTICED PUBLIC HEARINGS IN FEBRUARY AND APRIL). Sara Sanders

F-2 **2027 Regional Housing Needs Assessment (RHNA): Draft Distribution Methodology** (VOICE VOTE – APPROVE STAFF RECOMMENDATION). James Worthley / Sara Sanders

A. Support Recommendation from the 2027 RHNA Working Team (*Select Scenario 6 with Income Adjustment Factor to Distribute RHNA units*).
B. Direct Staff to Distribute Materials for a 45-day Public Comment Period ending on February 3rd with a Noticed Public Hearing at the February Board Meeting.

F-3 **Project Initiation Documents (PID) and Project Development Studies (PDS)** (VOICE VOTE - APPROVE THREE-YEAR PID/PDS WORKPLAN [TABLE 1]) Stephen Hanamaikai

VII. CLOSED SESSION

G-1 **CLOSED SESSION – PUBLIC EMPLOYEE APPOINTMENT**

Government Code § 54957(b)(1)

Position: Executive Director

VIII. BOARD MEMBER COMMENTS & BOARD REPORTS

IX. ADJOURNMENT

Next SLOCOG meeting: Wednesday, January 6, 2027

SLOCOG
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CONNECTING COMMUNITIES
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DRAFT

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
Board Meeting Minutes

Wednesday, October 7, 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 October 7, 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 – October 7, 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 **9:09 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) *(left @ 11:13 a.m.)*
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 *(left during the break)*
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

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): expressed gratitude to SLOCOG staff for their dedication and for taking ACA 22

off the Legislative Platform. He pointed out that one board member accepted his challenge of locking their keys in the car and relying on alternative transportation methods. This raises the question of whether local office access is out of reach for those of us without cars. **Greening** also reiterated the importance of keeping the call boxes, particularly noting the vehicle emissions on the Cuesta Grade (right near the last call boxes scheduled for removal).

III. DIRECTOR REPORTS:

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

- *The California Transportation Commission (CTC) Town Hall was a great two-day event. Day 2 of the event included a bus tour of a number of transportation projects in the central and south county.*
- *Bob Jones Trail Groundbreaking was held before the start of the CTC Town Hall.*
- *Federal Reauthorization Update – delayed again (twice now).*
- *Senator Laird Transportation Projects include Avila Beach Trail (funding provided to the County of San Luis Obispo) and Hearst Ranch Trail at San Simeon (funding provided to California State Parks).*
- *It is Walk to School Day today, October 7th. Schools around the county are participating. This event is part of Rideshare's "Walktober" challenge.*
- *World Day of Remembrance (for road traffic victims) will be held on November 15th at the Atascadero Lake Pavilion in Atascadero Park.*
- *Where are we with the Regional Housing Needs Allocation (RHNA)? Planning for the region's RHNA number (14,577) means planning for new housing units over the next seven-year RHNA cycle.*
- *An Acknowledgement – SLOCOG Administrative Services Manager Ashley Kneeland joined CALCOG'S California Academy of Regional Leadership (CARL), a CALCOG program for emerging leaders.*
- *The National Association of Regional Councils (NARC) will hold the Executive Directors Conference & Board Forum October 18-21, 2026, in Pismo Beach.*
- *Notable Consent Agenda Items: Item B-2 FY 2026/27 Transportation Development Act (TDA) Funding Revisions, and Item C-2 Intercity Rail Update.*
- *This meeting will be the last meeting for outgoing Board Members Heather Newsom (City of Atascadero) and Ed Waage (City of Pismo Beach). The December meeting will be the last SLOCOG board meeting for outgoing Board Member Bruce Gibson (County of San Luis Obispo, District 2).*

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 District 5 and crew are preparing for El Nino*
- *Deadline for applications for the Caltrans FY 2027-28 Sustainable Transportation Planning Grant program is 5:00 p.m. on Friday, October 9, 2026.*
- *The California Governor has signed a proclamation of a state of emergency. We, at Caltrans District 5, have already been preparing before that proclamation. The preparation for the El Nino season has been an ongoing effort by our teams and crews. There is a lot of work to do. Please know that District 5 is working diligently addressing problem areas and clearing any hurdles. We held annual preparation meetings where our maintenance crews go over issues and how to address them. We will continue to be transparent as possible.*

Board Member Kassi Dee: inquired about Caltrans social media accounts for people to contact Caltrans District 5. **Olejnik** noted there is one handle for all accounts and that he would provide that information to board members.

Board Member Dawn Ortiz-Legg: gave a shoutout to Kevin Drabinski, Public Information Chief for Caltrans

District 5, noting that she heard that Kevin does extensive work/public information, which includes lists of all Caltrans District 5 work that is being done, etc.

IV. CONSENT AGENDA:

President Carla Wixom: called for any public comments and any request to pull a consent agenda item for separate discussion. Items C-3 and C-5 were pulled for separate discussion and board actions.

Public Comments:

Eric Greening (Garden Farms): commented on consent agenda Items C-1 and C-5:

- On Item C-1, *2027/2028 Unmet Transit Needs Study Schedule, Methodology, Definitions, and Criteria, and Transit Needs Assessment*: **Greening** said he is looking forward to next year's unmet transit needs process. He noted about the definition of the word "finding" relative to farebox ratio as being weird, because it seems strange to him that a guess work is being done about the future. He added, "We did not make the law that we are observing here."
- On Item C-5, *Regional Call Box System Removal Update*: **Greening** noted that the call boxes have been serving a real need and that he continues to affirm the health risk of cell phone use (which needs to be addressed). He stressed that in any event, if it is not a call box, there is a need to think of some solution in which cell phone adoption retreats from its current universal high.

President Wixom: called for action on all consent agenda items except Items C-3 and C-5.

SLOCOG Board Action on a roll call vote: Approve the Consent Agenda as presented, with the exception of Items C-3 and C-5 (pulled for separate discussion and board action).

Motion by: Kassi Dee (Board Member) **Second by** Heather Newsom (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				

C-3 Regional Road Safety Action Plan Update:

Board Member Aileen Loe: applauded staff's work and emphasized the need to renew the commitment to road safety throughout the county. She indicated she plans to attend the World Day of Remembrance event in Atascadero. Acknowledging that some jurisdictions may have already adopted road safety policies, **Board Member Loe** invited SLOCOG and its member jurisdictions to collaborate on additional traffic safety efforts and identify opportunities for economies of scale.

Vice President Heather Moreno: concurred that the government needs to create a safe environment; however, human error is also a factor. Driving under the influence (DUI) is at the top of the list of reasons,

and catching people while doing it is certainly not something SLOCOG can do as an agency.

Board Member Jimmy Paulding: stated there is indeed a need to acknowledge how many of the fatalities are due to human error. He emphasized the importance of accident data and analysis (GIS analysis of accident locations, etc.), adding, "If we kind of follow the intent, maybe there is some sub regional focus that would help for the future." **John DiNunzio** noted that the California Highway Patrol (CHP) has accident reports, including accident locations, and that there is also data available at federal level. The data side is an important part but conducting safety audits, etc. would be a good way to go. He further noted that SLOCOG has completed the last Safety grant and will not be pursuing that funding source in the next cycle. **Board Member Paulding** brought to attention that the County will do a lot of public outreach on road safety starting next year.

Board Member Erica A. Stewart: agreed with Vice President Moreno that human error is a factor in road safety, noting that the City of San Luis Obispo is working to balance this reality with efforts to improve safety. She cited ongoing consideration of State Route (SR) 46 safety issues and asked how to keep all road users safe.

Board Member Dawn Ortiz-Legg: asked whether the ad hoc Ebike Safety Subcommittee includes a County representative. **DiNunzio** confirmed that it does. **Board Member Ortiz-Legg** emphasized the importance of bringing this item back at a future meeting for further discussion.

SLOCOG Board Action on a voice vote Item C-3: Receive and File the update, and incorporate the State Strategic Highway Safety Plan into SLOCOG Policies and Goals.

Motion by: Aileen Loe (Board Member) **Second by** Dawn Ortiz-Legg (Board Member)
The motion passed unanimously.

C-5 Regional Call Box System Removal Update:

Board Member John Peschong: stated he continues to support keeping the call boxes in service.

SLOCOG Board Action on a voice vote Item C-5: Approve Staff recommendation

a) **Approve Regional Call Box System Removal RFP for release in January 2027.**
b) **Find the Regional Call Box System Removal Project is exempt from CEQA provisions pursuant to 14 CCR § 15301(c) and approve the filing of the attached Notice of Exemption on that basis.**

Motion by: Carla Wixom (President) **Second by** Fred Strong (Board Member)
The motion passed on a 10/2 split vote. Board Members John Peschong and Erica A. Stewart voted "no."

Consent Agenda Items:

Consent Agenda – Minutes of Meetings:

A-1 SLOCOG Board Meeting Minutes – August 5, 2026 (APPROVE)
A-2 ~~Executive Committee Meeting Minutes - September 9, 2026~~ (INFORMATION) ****Meeting was cancelled (no quorum)*
A-3 Social Services Transportation Advisory Council (SSTAC) "Notes" (No quorum) – September 23, 2026 (RECEIVE INFORMATION)
A-4 Technical Transportation Advisory Committee (TTAC) Minutes – September 23, 2026 (RECEIVE INFORMATION)
A-5 Citizens Transportation Advisory Committee (CTAC) Minutes – September 23, 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 #1 (**a.** RECEIVE AND FILE YEAR-TO-DATE FINANCIAL STATEMENTS [ATTACHMENTS A AND B]; **b.** ADOPT RESOLUTION APPROVING FY 2026/27 OWP AND BUDGET AMENDMENT NO. 1 [ATTACHMENTS C AND D]. Ashley Kneeland / Jacob Kramer

B-2 FY 2026/27 Transportation Development Act (TDA) Funding Revisions (APPROVE FY 26/27 TDA FUNDING REVISIONS TO LTF, STA and SGR). Ashley Kneeland

Consent Agenda – Programming Division Items:

C-1 2027/2028 Unmet Transit Needs Study Schedule, Methodology, Definitions, and Criteria, and Transit Needs Assessment (APPROVE STAFF RECOMMENDATION). Lance Okuno / Paige Anderson

A. Approve draft flyers for distribution (Pages C-1-8 to C-1-9)
B. Approve resolution (Attachment A) adopting schedule, methodology, definitions and criteria (Attachments B and C)
C. Accept information and submit Transit Needs Assessment (Attachment D) to Caltrans

C-2 Intercity Rail Update (RECEIVE AND COMMENT ON UPDATES). Lance Okuno

C-3 Regional Road Safety Action Plan Update (RECEIVE AND FILE THE UPDATE, AND INCORPORATE THE STATE STRATEGIC HIGHWAY SAFETY PLAN INTO SLOCOG POLICIES AND GOALS) John DiNunzio & Audrey Bonifacio

C-4 Local Choice Funds – Urban State Highway Account (USHA) Expenditure Plans (RECEIVE INFORMATION). Ivana Rodriguez

C-5 Regional Call Box System Removal Update (APPROVE STAFF RECOMMENDATION). Tim Gillham

c) Approve Regional Call Box System Removal RFP for release in January 2027.
d) Find the Regional Call Box System Removal Project is exempt from CEQA provisions pursuant to 14 CCR § 15301(c) and approve the filing of the attached Notice of Exemption on that basis.

Consent Agenda – Planning Division Items:

D-1 TEA 2.0 Final Mapping & Report (ACCEPT THE FINAL REPORT). Sara Sanders & Jayden Hermansen

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 2026 Fund Cycle | Grant Pursuit Status | Major Projects: Richard Murphy presented Item F-1 with a PowerPoint presentation.

Public Comments: There were no public comments.

Board Member Bruce Gibson: briefly talked about the Antelope Grade project, reminding the Board about the discussion regarding the setup of the funding for Antelope Grade. He noted, "If we do not get a *Transit and Intercity Rail Capital Program* (TIRCP) grant, we either deprogram, reprogram or continue the project. What we have in the staff report indicates that we are not going to get the TIRCP; the state does not see this as a priority project and it is not competitive. It would be appropriate for this Board to have other funding source that could be deployed to get something done. Staff could return with a federal grant. However, the

likelihood of that happening is unknown. I propose pulling the Antelope Grade from this item and return in December to continue discussion here."

President Carla Wixom: asked about the timeline for a response to the proposed change in approach. **Murphy** stated that the Federal PROTECT Grant application is due October 9th. He noted that, if the grant were announced at the end of the year, approximately $790M would be available nationally through a competitive Federal Highway Administration (FHWA) program. He explained that $2M had previously been identified for a state grant and that efforts had focused on the urban SR 46 project, noting a lack of state participation. The intent of pursuing federal funding was to secure a larger amount than would be available through the state grant.

Board Member Fred Strong: reported that the Paso Robles City Council has authorized $750M and approved a professional services agreement with RS&H Inc. to complete the remaining Federal Aviation Administration requirements for the spaceport project. He noted that the project timeline could be shortened from five years to three years. **Board Member Strong** opposed deprogramming Antelope Grade funding, citing the additional traffic expected from the spaceport project.

Board Member Aileen Loe: stated that the State of California established SR 46 corridor a priority. The Antelope Grade is the final phase. She thinks it is not valid to modify the priority, noting she supports this 100%.

Board Member Gibson: acknowledged the importance of the corridor as a whole but stated that the corridor's problems are not on Antelope Grade, where he said there are no safety issues. He did not object to the idea but expressed concern about the limited time the Board had spent considering and discussing it.

Board Member John Peschong: thanked Board Member Fred Strong and SLOCOG staff for their support of the SR 46/Antelope Grade project, noting that it has been a priority for many years. **Board Member Ed Waage** concurred with Board Member Peschong's comments regarding the project's importance.

Board Member Fred Strong: briefly talked about State Route 46/US 101 project, noting that the Paso Robles City Council supports the proposed right-turn lane and that the landowner would provide the City with access at no additional cost.

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

1) Receive and file the October implementation and grants pursuit update for priority Major Projects associated with the 2026 Fund Cycle; and
2) Approve the project-specific implementation actions identified in Attachment A.

Motion by: Erica A. Stewart (Board Member) **Second by:** John Peschong (Board Member)
The motion passed unanimously.

F-2 State Legislative Update: Gus Khouri, Legislative Consultant (Actum II, LLC) presented Item F-2 with a PowerPoint presentation, providing a review of the 2026 platform and highlighted the Cap-and-Invest Deal, Proposition 43 and Bills of Interest.

Board Member Dawn Ortiz-Legg: asked whether Caltrans was responsible for addressing wildlife crossings on Highway 1. **Gus Khouri** responded yes and that Caltrans must develop a list of crossings. He expressed hope for continued collaboration with Caltrans and noted private-sector contributions. Regarding the Sustainable Communities Strategy (SCS), **Board Member Ortiz-Legg** noted that no two governments are the same.

Public Comments:

Eric Greening (Garden Farms): thanked Gus Khouri for his service and expressed opposition to using Cap-and-Trade funding for high-speed rail. He discussed replacing the gas tax with increased vehicle registration fees rather than a mileage fee. **Greening** questioned whether there is growing evidence of

widespread cognitive decline, including worsening driver attentiveness, and suggested a possible connection to widespread cell phone addiction.

Gus Khouri: noted, "SLOCOG Executive Director Peter Rodgers and I have been working with sister agencies on these must haves."

SLOCOG Board Action on a voice vote: Approve Staff recommendation (as revised in the Addendum, deleted Recommendation a).

~~**a) Support 5 bills and oppose 2 bills in SLOCOG Bill Matrix (Attachment A)**~~

a) Receive update on positions taken in June in SLOCOG Bill Matrix (Attachment A)

b) Accept September 2nd State Legislative Update (Attachment B)

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

President Carla Wixom recessed the meeting at 10:33 a.m. and reconvened at 10:47 a.m.

(Board Member Jimmy Paulding left during the break).

F-3 2027 Regional Transportation Plan (RTP) Draft Sections: Sara Sanders presented Item F-3 with a PowerPoint presentation. **Stephen Hanamaikai** presented the Action Element and next steps. **Jayden Hermansen** presented the Sustainable Communities Strategy (SCS), including the SCS requirements, Land Use and Travel Modeling Inputs, Preferred Growth Scenario, and next steps of SCS.

Public Comments:

Eric Greening: commended the work on the draft RTP and asked whether the planning process allows for reexamining assumptions about fuel costs and the availability of materials for road infrastructure. He cited events in the Middle East beginning February 28th of this year and their effects on fuel prices, agriculture, and manufacturing. **Greening** expressed concern that these changing conditions could render the plan outdated, stating, "I hope that what we are creating is not an artifact."

President Wixom: called for any comments from the Board. There were no board member comments on this item.

SLOCOG Board Action on a voice vote: Review and Comment; Support Staff direction.

Motion by: Ed Waage (Board Member) **Second by** Dawn Ortiz-Legg (Board Member)
The motion passed (Board Member Jimmy Paulding absent).

VI. BOARD MEMBER COMMENTS & BOARD REPORTS:

Board Member Ed Waage: announced that this will be his last SLOCOG Board meeting, noting his term as Mayor and city council member is up December 8th. He said it would be the first time in 18 years that he would not be running for a Pismo Beach City Council seat. He noted his appreciation of everyone on this Board and SLOCOG staff throughout the years. He appreciates all the work and Eric Greening's public comments all the time. He is looking forward to retirement.

Board Member Heather Newsom: also announced that this is her last meeting too, noting she is very happy to be moving on to other opportunities in her life.

Board Member Fred Strong: stated that as president of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Board, he is proud to report that LOSSAN made history this year, noting that the passenger rail corridor is making money. He is looking forward to continue his work at LOSSAN.

President Carla Wixom: thanked all board members and staff for their service.

Board Member Dawn Ortiz-Legg: stated that on behalf of the County of San Luis Obispo District 3, she

recognized Board Member Ed Waage's service in the District. She congratulated him on all his successes and his service. She then noted that an item on Traffic Safety will be included in the County Board agenda for November 3rd County Board of Supervisors meeting.

Board Member Kassi Dee: noted, "Rail is making more money because there are people like me collecting stickers and we ride passenger rail."

Vice President Heather Moreno: thanked the outgoing board members for their service and wished Board Member Ed Waage well on his retirement.

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

Public Comments:

Eric Greening: praised SLOCOG Executive Director Peter Rodgers for his consistent responsiveness to inquiries, despite the challenges of difficult questions, highlighting that the absence of complaints from SLOCOG staff reflects high productivity and morale within an office committed to its mission.

The Board went into closed session at 11:08 a.m.

(Vice President Heather Moreno left the meeting at 11:13 a.m.)

VIII. OPEN SESSION: SLOCOG Legal Counsel Reports Out: The Board returned to open session at 11:37 a.m.

Jenna Morton (SLOCOG Legal Counsel): reported out, noting the Board took no action on this item.

IX. ADJOURN SLOCOG BOARD Meeting: President Carla Wixom adjourned the SLOCOG Board meeting at **11:38 a.m.**, noting that the next regular meeting will be held in December (note: the December board meeting has been moved from December 2nd to December 9, 2026, at 9:00 a.m.), here at the SLO County Board of Supervisors Chambers, Katcho Achadjian Government Center San Luis Obispo County.

Respectfully Submitted,

Aida Nicklin
Executive Secretary

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SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: B-1**
SUBJECT:	**Year-to-date Financial Report**	
STAFF CONTACT:	**Jacob Kramer**	

SUMMARY

Year-to-Date Financial Report

- This year-to-date financial report covers the first four months of fiscal year 2026/27 (33% of the fiscal year), from July 1, 2026, to October 31, 2026. The report summarizes SLOCOG's expenditures and revenues for the year.
- Total year-to-date expenditures are within budgeted amounts and total $2,917,116 (26% of the expenditure budget at 33% of the FY). Salaries total $1,520,867 or 40% for the fiscal year.
- Year-to-date revenues total $1,078,103 (10% of the anticipated revenues). The largest anticipated revenue sources (federal and grant reimbursements) are received on a reimbursement basis and are not recovered until at least two months following the end of each fiscal quarter.

RECOMMENDATIONS

Staff: Receive and File Year-to-Date Financial Statements (Attachments A and B).
TTAC/CTAC: *To be provided in the Addendum on 12/4/26*

BACKGROUND

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

This financial report provides the budgeted and actual year-to-date revenue and expenditures for SLOCOG during the 2026/27 fiscal year. Attachment A is the Budget Status Report (page B-1-3), and Attachment B (page B-1-4) provides a breakdown of the Year-to-Date revenue through October. Overall expenditures and revenues are within budget.

Expenditures – Year-to-date (33% of the fiscal year) expenditures total $2,917,116 (26% of the expenditure budget). Major expenditures to date include:

- Salaries total $1,520,867 or 40% for the fiscal year, which includes a $280,757 annual lump sum payment required by the California Public Employees Retirement (CalPERS) for pension liability.
- Services, Supplies, and Professional Services total $1,396,248 or 20% of the budget.

The following categories have expenses that substantially exceed (over 10%) the percentage of the year complete (33%), which are not due to annual or monthly pre-payments made through October:

- Copying – Printing: $4,116 expended of $8,100 (51%) – due to higher than anticipated printing costs for the California Transportation Commission town hall materials.
- Food: $6,311 expended of $11,230 (56%) - due to higher in person meeting frequency and an increase in meeting food costs.
- Rental Costs – Buildings: $7,403 expended of $5,836 due to rental costs for the CTC town hall. The budget for the event was included as a lump sum for some expense types and will be moved to the specific categories in the upcoming amendment.
- Rental Costs – Equipment: $5,896 expended of $6,777 due to National Associations of Regional Councils (NARC) hosting costs. The event budget was included as a lump sum and will be moved to the specific categories in the upcoming amendment.
- IDC-MCA-Postage (SLO County): $1,094 expended of $1,500 (73%) due to an increase in the use of the county mailroom. This is offset by a lack of expenditure in the general postage account.

Revenues – Year-to-date revenues for SLOCOG total $1,078,103 (10% of the fiscal year revenue budget). A summary is shown on the top of the SLOCOG Budget Status Report (Attachment A), and detailed information is shown on the Line-Item Revenue (Attachment B). To date, major revenue SLOCOG has received includes:

- $390,941 in Transportation Development Act (TDA) Planning/Admin funds
- $186,950 in Avila In-Lieu Parking Fees (Bike Lockers)
- $147,000 in Regional Surface Transportation Program (RSTP) SHA exchange funds
- $110,000 in State Transit Assistance (STA) funds
- $100,000 in Agency Membership Dues
- $31,468 in Transit and Intercity Rail Capital Project Funds (TIRCP) funds
- $27,123 in DMV / Call Box Program funds
- $21,081 in Low Carbon Transit Operations Program (LCTOP) funds
- $17,802 in Zero-Emission Transit Capital Program Admin Funds (ZETCP) funds
- $17,269 in Interest
- $9,000 in Coast Rail Coordinating Council Contributions
- $8,000 in California Transportation Commission town hall sponsorships
- $11,469 in *All Other*.

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

Attachment A

SLOCOG Budget Status Report Octoberr 31st 2026 - 33% of the Budget Year
Fiscal Year 2026/27 Ending Period 4

Line	Commitment Item	Curr Budget	Actuals	Remain Bdt	Pct Used
1	4150000 Interest Revenue	80,000.00	17,268.87	62,731.13	22%
2	* 415 - REVENUE - USE OF MONEY & PROPE	80,000.00	17,268.87	62,731.13	22%
3	4200030 St Aid-Transit Asst	590,000.00	110,000.00	480,000.00	19%
4	4200105 State Aid-St Awarded Grants	2,506,297.00	52,269.87	2,454,027.13	2%
5	4200170 State Aid-Other	2,883,022.00	197,375.82	2,685,646.18	7%
6	4200245 St Aid-Transp-SB325	1,885,482.00	390,941.25	1,494,540.75	21%
7	* 420 - STATE AID	7,864,801.00	750,586.94	7,114,214.06	10%
8	4250105 Federal Aid-Other	2,988,391.00	328.82	2,988,062.18	0%
9	* 425 - FEDERAL AID	2,988,391.00	328.82	2,988,062.18	0%
10	4300005 Other Govt Aid	12,500.00	10,000.00	2,500.00	80%
11	* 430 - OTHER GOVERNMENTAL AID	12,500.00	10,000.00	2,500.00	80%
12	4550000 Other Revenue	20,000.00	3,540.00	16,460.00	18%
13	4550065 Other Reimbursements	240,580.00	296,378.00	55,798.00-	123%
15	* 455 - OTH REV (EXCL 4550060/61)	260,580.00	299,918.00	39,338.00-	115%
16	** TOTAL REVENUE	11,206,272.00	1,078,102.63	10,128,169.37	10%
34	* 500 - SALARIES, WAGES & BENEFITS	3,850,000.00	1,520,867.44	2,329,132.56	40%
35	5050015 Advertising-Services	145,541.00	35,096.82	110,444.18	24%
36	5050036 Billings by Non-Govt Agency	500.00	60.90	439.10	12%
37	5050040 Car Rentals	500.00	49.98	450.02	10%
38	5050065 Common Carrier Charges	5,900.00	598.60	5,301.40	10%
39	5050070 Computer Software	33,430.00	12,253.38	21,176.62	37%
40	5050085 Copying-Printing	8,100.00	4,115.82	3,984.18	51%
41	5050105 Dues and Subscriptions	1,567.00	418.39	1,148.61	27%
42	5050125 Food	11,230.00	6,311.34	4,918.66	56%
43	5050140 Fuel-Miscellaneous	3,000.00	773.50	2,226.50	26%
44	5050150 Household Expense	7,595.00	2,240.00	5,355.00	29%
45	5050160 Insurance	64,712.00	64,622.13	89.87	100%
46	5050195 Mainenance-Fleet Vehicles	3,720.00	1,030.52	2,689.48	28%
47	5050200 Maintenance-Other	4,000.00		4,000.00	0%
48	5050210 Maintenance-Equipment	300.00	19.58	280.42	7%
49	5050220 Maint-Struc/Imp/Grds	7,113.00	1,967.00	5,146.00	28%
50	5050255 Memberships	19,842.00	11,671.75	8,170.25	59%
51	5050260 Mileage Reimb-Co Employee	4,000.00	1,149.50	2,850.50	29%
52	5050280 Office Expense	8,480.00	3,552.22	4,927.78	42%
53	5050290 Other Minor Equipment	6,080.00	612.83	5,467.17	10%
54	5050300 Other Prof & Special Svc	14,827.00	4,093.31	10,733.69	28%
55	5050310 Other Purch Svc-Co Agency	19,726.00	19,763.00	37.00-	100%
56	5050320 Outside Legal Counsel Srv	33,125.00	2,120.00	31,005.00	6%
57	5050335 Postage	400.00	29.10	370.90	7%
58	5050340 Prof & Spec Svcs	6,478,988.00	1,162,634.21	5,316,353.79	18%
59	5050360 Publication & Legal Notices	5,500.00	410.37	5,089.63	7%
60	5050370 Registratn,Semnr,Trn	22,280.00	4,895.74	17,384.26	22%
61	5050380 Rental/Lease Costs-B	5,836.00	7,403.14	1,567.14-	127%
62	5050400 Rents & Leases-Equipment	6,777.00	5,896.37	880.63	87%
63	5050430 Special Dept Expense	98,005.00	26,526.13	71,478.87	27%
64	5050440 Telephone	14,952.00	5,595.00	9,357.00	37%
65	5050450 Travel Expenses	43,503.00	3,328.72	40,174.28	8%
66	5050465 Utilities-Electricity	12,000.00	3,580.26	8,419.74	30%
67	5050470 Utilities-Gas	2,000.00	64.20	1,935.80	3%
68	5050475 Utilities-Other	1,376.00	422.52	953.48	31%
69	5050480 Utilities-Water	4,800.00	1,847.58	2,952.42	38%
70	5102030 IDC-MCA-Postage	1,500.00	1,094.42	405.58	73%
71	* 505-510 - SERVICE AND SUPPLIES	7,101,205.00	1,396,248.33	5,704,956.67	20%
72	5909091 IIFEO-JE Alloc	192,307.00		192,307.00	0%
73	* Contingencies	192,307.00		192,307.00	0%
75	* Contingencies	52,760.00		52,760.00	0%
	** TOTAL EXPENSE	11,196,272.00	2,917,115.77	8,279,156.23	26%
	Capital Purchase/Building Reserve	10,000.00	10,000.00		100%
	Total to Tie to FY 26/27 Amendment 1	11,206,272.00	2,927,115.77	8,279,156.23	26%

Attachment B

SLOCOG FY 2026/27 LINE ITEM REVENUE
SUMMARY THROUGH October 31, 2026 -33% OF THE BUDGET YEAR

A/C #		ACCOUNT	BUDGET	OCTOBER	YTD	YTD %
4150000	1	Interest	80,000	17,269	17,269	21.6%
4200170	2	SHA Funds (RSTP Exchange)	2,447,509		147,000	6.0%
4200170	3	DMV /Call Box Program	174,589	27,123	27,123	15.5%
4200170	4	DMV /Call Box Funds for 511 Traveler Info/TDM	126,566		0	0.0%
4200170	5	DMV /Call Box Funds for FSP	104,545		0	0.0%
4200170	6	Access for All Fund	13,398	2,172	2,172	16.2%
4200170	7	Low Carbon Transit Operations Program (LCTOP)	16,415	21,081	21,081	128.4%
4200245	8	TDA Planning/Admin (LTF)(RTF) Rideshare Bikeway	1,865,483		390,941	21.0%
4200245	9	RTF for Amtrak Ticket Buydown Program	20,000		0	0.0%
4200030	10	STA (including STA for Vanpool)	590,000		110,000	18.6%
4200105	11	Programming, Planning & Monitoring (PPM)	302,154		0	0.0%
4200105	12	TAMC RTIP Contribution (CRCC)	3,000		3,000	100.0%
4200105	13	Sustainable Comm Strategies Grants (SCS-SB1) & Carry Forward	213,897		0	0.0%
4200105	14	State Highway Account - Climate Adaptation Planning Grant (SHA-CAPG)	209,946		0	0.0%
4200105	15	Freeway Service Patrol (FSP) - 25/26 SB1/SHA & 24/25 Carryover	418,181		0	0.0%
4200105	16	Regional Early Action Planning Admin (HCD REAP 2.0)	3,511		0	0.0%
4200105	17	Zero-Emission Transit Capital Program Admin Funds (ZETCP)	182,066	17,802	17,802	9.8%
4200105	18	Transit and Intercity Rail Capital Project Funds (TIRCP)	184,124	31,468	31,468	17.1%
4200105	19	Coronavirus Response and Relief Supplemental Appropriations Act	695,122		0	0.0%
4200105	20	State Transportation Improvement Program (STIP) - SR46E	294,296		0	0.0%
4250105	21	Mobility Mgt (FTA Sec 5310)	192,861		0	0.0%
4250105	22	FTA Grants (Sec. 5304)	219,441		0	0.0%
4250105	23	FTA Grants (Sec. 5303) & Carry Forward	131,606		0	0.0%
4250105	24	FHWA PL Funds & Carry Forward	1,128,173		329	0.0%
4250105	26	Carbon Reduction Program Funding (CRP)	1,128,018		0	0.0%
4250105	27	State Planning and Research Grant Funding (SPR)	4,454		0	0.0%
4250105	28	Highway Infrastructure Program Funding (HIP)	0		0	0.0%
4250105	29	Safe Streets for All (SS4A)	160,000		0	0.0%
4250105	30	FY 25/26 Office of Traffic Safety Grant Funding (OTS)	23,837		0	0.0%
4300005	31	Rideshare Sponsorships, including APCD	3,500		2,000	57.1%
4300005	32	CTC Sponsorships	9,000	1,000	8,000	0.0%
4300005	33	Avila In-Lieu Parking Fees	130,000	186,950	186,950	143.8%
4550000	34	Other Revenue (Employer Incentive Program, donations for maps, T-shirts)	20,000	880	3,540	17.7%
4550065	35	Agency Membership Dues	100,000		100,000	100.0%
4550065	36	Other Reimb/Contrib Non-Gov	0		428	0.0%
4550065	37	Coast Rail Coalition Contributions (SB, Vent, SC)	9,000		9,000	100.0%
4550120	38	Local - In Kind Revenue for Match	1,580		0	0.0%
		ROUNDING CORRECTION	0			
	39	**TOTAL REVENUE WITH IN-KIND**	**11,206,272**	**305,745**	**1,078,103**	**9.6%**
3350000	40	CARRYOVER BALANCE (Des Fund Bal)	0	---	0	N/A
3250060	41	DESIGNATED FUND BALANCE (CAPITAL IMPROVEMENTS)	0	0	0	N/A
	42	REVENUE PER 26/27 Amendment 1	11,206,272	---	1,078,103	9.6%

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**Item B-2**
SUBJECT:	**2026 San Luis Obispo Council of Governments Fiscal Audit for Transportation Development Act Compliance**	
STAFF CONTACT:	**Ashley Kneeland**	

SUMMARY

On October 22, 2026 SLOCOG staff received the San Luis Obispo Council of Governments (SLOCOG) audited Financial Statements for the fiscal year ended June 30, 2026, including the Independent Auditors' Report on Transportation Development Act (TDA) Compliance.

The Single Audit is not yet final and is pending completion of required federal compliance testing. The U.S. Office of Management and Budget (OMB) has not released the 2026 Compliance Supplement, affecting several program sections applicable to SLOCOG's federal awards. Federal rules require auditors to use the most current Compliance Supplement in effect at the time the audit is issued; therefore, the audit firm cannot finalize the Single Audit until the 2026 guidance is fully implemented. Once the 2026 Single Audit is completed and submitted electronically to the Federal Audit Clearinghouse, it will be brought to the Board for acceptance at the next available meeting.

Please refer to this link for a copy of the 2026 San Luis Obispo Council of Governments Fiscal Audit:

https://www.slocog.org/about/work-program

RECOMMENDATIONS

STAFF: Accept Report
TTAC/CTAC: To be provided in the Addendum on 12/4/26

BACKGROUND

The 2026 audits were performed by Brown Armstrong Accountancy Corporation (BACPAS) as the first year of a four-year contract awarded on October 1, 2025. Per the October 16, 2026 Independent Auditors Reports, the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate information of the San Luis Obispo Council of Governments as of June 30, 2026.

For the Independent Auditors Report on Internal Control, there were no deficiencies considered to be material weaknesses identified in internal controls over financial reporting, no instances of non-compliance or other matters required to be reported under *Government Auditing Standards*.

Pursuant to the Independent Auditors' Report on Transportation Development Act Compliance (Financial Statements), the funds allocated to and received by the San Luis Obispo Council of Governments were expended and accounted for in compliance with the applicable statutes, rules and regulations of the TDA, the CCR, and the allocation instructions and resolutions, in all material respects, for the fiscal year ended June 30, 2026.

The Independent Auditors' Report on Compliance for Each Major Federal Program and on Internal Control over Compliance (Single Audit) will be finalized and issued once the OMB 2026 Compliance Supplement updates are fully implemented and the audit firm is permitted to complete the required federal compliance testing.

INDEPENDENT AUDITOR'S REPORT

Board of Directors
San Luis Obispo Council of Governments
San Luis Obispo, California

Report on the Audit of the Basic Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the San Luis Obispo Council of Governments (COG) as of and for the fiscal year ended June 30, 2026, and the related notes to the financial statements, which collectively comprise the COG's basic financial statements as listed in the table of contents. The June 30, 2025, summarized comparative information has been derived from the 2025 financial statements and is included for additional analysis only.

In our opinions, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the COG, as of June 30, 2026, and the respective changes in financial position for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the COG and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the COG's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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REGISTERED with the Public Company Accounting Oversight Board and MEMBER of the American Institute of Certified Public Accountants

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the COG's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the COG's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the budgetary comparison schedules, the schedule of proportionate share of the net pension liability, the schedule of pension contributions, the schedule of changes in the net other postemployment benefits (OPEB) liability and related ratios, and the schedule of OPEB contributions, as presented in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Other Information

Management is responsible for the other information included in the basic financial statements. The other information comprises the schedule of capital assets – by source; the schedule of expenditures by work element; and the schedule of direct, pass-through, and indirect costs – General Fund, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated October 16, 2026, on our consideration of the COG's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the COG's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the COG's internal control over financial reporting and compliance.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
October 16, 2026

INDEPENDENT AUDITOR'S REPORT ON TRANSPORTATION DEVELOPMENT ACT COMPLIANCE

Board of Directors
San Luis Obispo Council of Governments
San Luis Obispo, California

We have audited the San Luis Obispo Council of Governments' (COG) compliance with the types of compliance requirements described in the *Transportation Development Act Guidebook*, published by the State of California Department of Transportation applicable for the fiscal year ended June 30, 2026.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the Transportation Development Act (TDA).

Auditor's Responsibility

Our responsibility is to express an opinion on the COG's compliance based on our audit of the compliance with applicable statutes, rules, and regulations of the TDA; the California Code of Regulations (CCR); and the allocation instructions and resolutions of the COG as required by Section 6662 of the CCR. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in G*overnment Auditing Standards,* issued by the Comptroller General of the United States; and the *Transportation Development Act Guidebook.* Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the financial statements of the COG occurred. An audit includes examining, on a test basis, evidence about the COG's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance. However, our audit does not provide a legal determination of the COG's compliance.

Opinion on Compliance with the Transportation Development Act

In our opinion, the COG complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of the TDA and the allocation instructions and resolutions of the COG for the fiscal year ended June 30, 2026.

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REGISTERED with the Public Company Accounting Oversight Board and MEMBER of the American Institute of Certified Public Accountants

This report is intended solely for the information and use of the Board of Directors and management of the San Luis Obispo Council of Governments, and for filing with the appropriate regulatory agencies and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
October 16, 2026

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: B-3**
SUBJECT:	**Update to: Administrative Operating Procedures and Policies Personnel and Benefits Procedures and Policies**	
STAFF CONTACT:	**Tessa Betz**	

SUMMARY
Annually, the San Luis Obispo Council of Governments (SLOCOG) updates both the Administrative Operating Procedures and Policies as well as Personnel and Benefits Procedures and Policies. The current update incorporates minor changes, clarifications, and updates to comply with new laws.

RECOMMENDATION:

Staff: Approve updated SLOCOG Policies and Procedures
TTAC & CTAC: Not Reviewed

DISCUSSION
Since 2016, SLOCOG has updated the Policy and Procedure handbooks annually. The SLOCOG Board originally approved the Administrative Operating Policies and Procedures on October 6, 1993, the Personnel Policies and Procedures on May 4, 1994, and the Employee Compensation and Benefits Plan on April 6, 1996. The current handbooks were previously updated and approved on December 10, 2025. The current effort is our annual policy and procedure review and update to remain in compliance with all legal requirements, document agency practices, and clarify any existing policies.

Policy Changes:

Administrative Operating Procedures and Policies

Page	Article	Update
27	ARTICLE X Section III	*NEW AI policy to establish guidelines for the responsible use of artificial intelligence tools by SLOCOG employees, requiring appropriate security protections, human review and accountability, protection of confidential information, compliance with public records and legal requirements, and management approval for higher-risk AI applications. Exhibit F is the full policy with required employee signature.
51	ARTICLE XVI Section I	Removed travel departure and return time requirements used to determine meal reimbursement eligibility and increased all meal reimbursement rates by $2 to account for inflation and higher meal costs.
75	EXHIBIT F	Complete AI Policy with signature acknowledgment.

Personnel and Benefits Procedures and Policies

Page	Article	Update
	ARTICLE 4 Section 4.4	Sections 4.4 and 4.4b were consolidated into one section that sets out a single process for addressing unsatisfactory performance: Executive Director approved Performance Improvement Plan (Appendix K)
43	ARTICLE 9 Section 9.2	Added a maximum year-end vacation accrual column to clearly identify the maximum vacation balance employees may carry based on their years of service.
45	ARTICLE 9 Section 9.3	Clarified that sick leave converted to vacation may only be used for time off, requires employees to exhaust available vacation leave before converting sick leave, and does not apply to the annual sick and vacation leave cash-out program.

48	ARTICLE 9 Section 9.7	The leave of absence policy was updated to strengthen administrative oversight of discretionary unpaid leaves, including clearer standards for approval and reinstatement. Additional revisions clarify benefit continuation options, adjust service date impact thresholds, and improve employee notification requirements.
68	APPENDIX B	Update Professional Staff Evaluation form to streamline evaluations and improve the quality and consistency of employee feedback.
96	APPENDIX I	Standardize all job descriptions to create a consistent format and provide greater clarity on classification levels.

The full documents are available online here ATTACHMENTS

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: B-4**
SUBJECT:	**FY 2027/28 Preliminary Overall Work Program**	
STAFF CONTACT:	**Ashley Kneeland and Jacob Kramer**	

SUMMARY

State and Federal law, and the San Luis Obispo Council of Governments (SLOCOG) Joint Powers Agreement require the annual preparation and approval of an Overall Work Program (OWP) and budget. The OWP identifies all work elements, major tasks, staffing levels, and products proposed for the upcoming fiscal year. The vast majority of work undertaken by SLOCOG is required to meet state or federal requirements.

This report presents the Preliminary FY 2027/28 SLOCOG Overall Work Program (OWP) for Board consideration and direction. The most notable projects next year are:

- Complete the 101 Managed Lane construction project, the Bob Jones Trail Phase One, and begin the Morro Bay to Cayucos Connector
- Retain the three LOSSAN round trips to SLO and achieve new rail services to the Bay Area for the 2028 Olympics
- Project delivery – SR 227 (Buckley, Los Ranchos, Edna Road)
- Adopt the 2028 fund cycle (major projects and community betterments program)
- Develop public engagement efforts with interested parties to enhance SLOCOG Regional programs and priorities
- Develop public engagement with interested parties and develop the 2029 FTIP

The attached Preliminary OWP will be further refined to integrate Board comments and direction, as well as address Federal and State comments received at the annual meeting in November. The budget assumptions will be presented in February. The detailed Overall Work Program (OWP) and Budget will be prepared for Board adoption in April.

Attachment A, Five Year Summary Table summarizes eleven (11) major work elements and key subtasks. As can be seen in the five-year table, many items are required annually, some biennially (every two years, such as project programming) and some every four-to-five year (major plans).

Attachment B, Preliminary Work Program Summary is a more detailed summary identifying work tasks under each of the eleven work elements. This is provided with highlights and strikeouts to differentiate changes from last year. This document will be further refined based upon input from Caltrans and our federal funding partners.

RECOMMENDATIONS

Staff: Conceptually support and direct preparation of draft OWP and budget for Board review in February and adoption in April.
TTAC: *To be provided in the Addendum on 12/4/26*
CTAC: *To be provided in the Addendum on 12/4/26*

BACKGROUND:

An initial Statewide OWP Development Meeting with Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Authority (FTA), was held on September 29, 2026, to share state and federal guidance for the direction of the FY 2027-28 OWPs. Additionally, the individual SLOCOG OWP Inter-Agency Annual Review Meeting will be held on November 23, 2026, with representatives from the FHWA, FTA, Caltrans Headquarters, California Department of Transportation Office of Regional Planning (ORP), and local Caltrans staff. The draft OWP must be submitted to Caltrans, FHWA, and FTA by

February 26th, 2027. Following receipt of the draft OWP, a subsequent meeting will be scheduled, if necessary, to address unresolved issues.

DISCUSSION

Staff will continue to place an emphasis on reviewing, addressing and complying with existing and recently enacted federal and state laws, policies, procedures and regulations. The overall focus of the work program is to plan, develop and maintain a comprehensive, integrated and sustainable intermodal transportation system. It supports SLOCOG's mission statement "We plan and fund transportation solutions by developing regional consensus to improve mobility for all."

SLOCOG Overall Work Program Objectives

1. Proactively secure and maximize local, state and federal funds
2. Satisfy state and federal regional planning requirements
3. Improve technical planning capabilities
4. Continue focus on comprehensive and cost-effective intermodal transportation system improvements, including aggressive demand management through the Ridesharing Program
5. Maintain and enhance local and regional multimodal mobility, emphasizing safe, secure, convenient and integrated transportation system development coordinated with land use that:
    - Encourages more walkable communities
    - Maximizes travel choices, and reduces traffic congestion, greenhouse gases, and the amount of vehicle miles traveled
6. Continue efforts to influence state and federal legislation addressing transportation revenues
7. Implement SLOCOG's 2025 Strategic Plan and Bold Steps:
    - Be intentional about creating a positive workplace culture
    - Proactively anticipate emerging mobility needs and sustainable solutions
    - Enhance partnerships to ensure accountability and follow-through with mutual respect
    - Secure new funding through a local optional sales tax and grants

Attachment A

Five Year Work Program Summary

2027/28 Key Work Efforts	*Multiyear Project* ☐ *Task Complete* ■	2025/26	2026/27	2027/28	2028/29	2028/29	Annual
1000 Transportation Development Act (TDA) Administration							
1100	TDA Fund Allocation and Administration	■	■	■	■	■	✔
1200, 1300	Performance Audits: RTA (including SoCo Transit)	■			■		
1200, 1300	Performance Audits: SLO Transit, SLOCOG		■			■	
1200, 1300	Performance Audits: Atascadero DAR, Morro Bay, Ride-On (CTSA)			■			
1200, 1300	Unmet Transit Needs Review and Annual Report	■	■	■	■	■	✔
1200, 1300	Transit Needs Assessment Update	■	■	■	■	■	✔
2000 Transit Planning, Coordination, and Programming							
2100, 2101, 2102	Transit Planning and Coordination (Including Mobility Wallet Program)	■	■	■	■	■	✔
2104	Long Range Transit Plan	☐	☐	■			
2105	Transit and Intercity Rail Capital Program (TIRCP)	☐	☐	☐	☐	☐	
2100	Coordinated Human Services Plan Update		☐	■			
2330	Transit Programming (incl. AFA)	■	■	■	■	■	✔
2100, 2101	Short Range Transit Plan (SRTP): RTA (incl. SoCo) + SLO-Transit				■	■	
2100, 2101	Short Range Transit Plan (SRTP): Morro Bay	■			☐	☐	
3000 Data Services, Forecasting, and Modeling							
3310	Performance Measures, Management & Data Development	■	■	■	■	■	✔
3330, 3370	GIS and land use, traffic and air quality Modeling	■	■	■	■	■	✔
3370	Countywide Imagery Project (Aerial)			■	■	■	
3500 Regional Rideshare							
3510	TDM Strategies	■	■	■	■	■	✔
3569	Safe Routes to School Education & Outreach	■	■	■	■	■	✔
3541, 3542	Mobility Management	■	■	■	■	■	✔
3518, 3521	Vanpool facilitation, Employer Outreach, Incentive Programs	■	■	■	■	■	✔
3519, 3570	Vanpool Subsidy and Rideshare Administration	■	■	■	■	■	✔
4000 Regional Transportation Planning							
4100,4150, 4151, 4309, 4310	Regional Transportation Plan / SCS and EIR adoption, CARB Review	☐	■		☐	☐	
4120	Regional Housing Needs Assessment	☐	☐	■			
4121	Transportation Efficiency Analysis 2.0	☐	■				
4200	Update to Public Participation Plan (Every 4 Years)				■		
4400, 4401	EV Fast Charger Installation and ZEV Planning Study/seek grants	☐	■	☐	☐	☐	
5000 Highways, Corridors, and Routes of Regional Significance							
5100	Surface Transportation System planning, coordination, and facilitation	■	■	■	■	■	✔
5121, 5122, 5123	Pedestrian and Bicycle Safety Program; Roundabout Demo	■	☐	■	☐	☐	
5124	SR 41 Coast-to-Yosemite Interregional Corridor Partnership & Strategic		☐	☐	■		
5130	North Coast Resiliency and Safety Plan	☐	☐	■			
5200	Project Initiation Document / Project Study Coordination	■	■	■	■	■	✔
6000 Integration with All Modes of Transportation							
6100, 6300, 6450	Planning, coordination and facilitation	■	■	■	■	■	✔
6100, 6500	Regional Active Transportation Partnership Plan & Program	☐	☐	☐	☐	■	
6200, 6205, 6206	Provide intercity rail planning, coordination, and facilitation	■	■	■	■	■	✔
6100	Bike/Ped/Trail system planning, coordination, and development	■	■	■	■	■	✔
6101	Complete Streets Planning & Coordination - CS	■	■	■	■	■	✔
6160	Mobility Hub Lot Facilitation, Improvement, and study update	■	■	■	■	■	✔
6600	Morro Bay Estuary Climate Resiliency Transportation Study	■					
6700	Santa Margarita Community Mobility & Main Street Plan			☐	☐	■	
7000 - Public Participation and Interagency Coordination							
7100, 7200, 7300	Public participation and outreach efforts	■	■	■	■	■	✔
7100, 7200	Website improvements and maintenance	■	■	■	■	■	✔
7100	Title VI Program Update			■			
8000 Programming, Delivery, and Financial Management							
8200, 8300	Programming (STIP, CMAQ, SHA) (RTIP:2026,2028,2030)	■	☐	■	☐	■	
8100	FTIP (2027, 2029)	☐	■	☐	■	☐	
8210	Regional Early Action Planning Admin (REAP) 2.0	☐	■				
8300	Community Betterments Cycle 3	☐	■	■	■	■	
8600	Project Delivery and Management	■	■	■	■	■	✔
8611,12,13, 8620, 8630, 8640	Project Management: SR 227, 46E / US 101, Chorro Valley, Edna Valley Trail	☐	☐	☐	☐	☐	
8650	SR1/41 Morro Bay Roundabout Project	☐	■				
8700	Infrastructure Grant Applications (ATP, Federal)	■	■	■	■	■	✔
9000 Special Services							
9100	Manage Callbox Program	■	■	■			
9151	511 Traveler Information Systems	■	■	■	■	■	✔
9155	Freeway Service Patrol contracts and management	■	■	■	■	■	✔
10000 Agency Program Development, Coordination and Administration							
0100-0750	Overall Work Program, Financial and Personnel Management	■	■	■	■	■	✔

OWP Timeline for Board Approval

December	Concepts and Preliminary Work Program Summary
February	Draft Budget Assumptions and Staffing Needs
February	Draft Overall Work Program to Caltrans for review
April	Final Overall Work Program and Budget for Adoption
May	Final Overall Work Program for Caltrans approval
July	New Fiscal Year on July 1st

Attachment B
Preliminary Work Program Summary
The following is a list of the proposed work tasks for fiscal year 2027/28

New Tasks
~~Completed Tasks~~
Major Tasks

WE 1000 Transportation Development Act Administration (TDA)

a. **1100: Administration and allocation of TDA funds:**
- Annual allocations, claims and processing
- Transit Needs Assessment Update
- Unmet Transit Needs Determination
- State Controller Reports

b. **1200: TDA Performance Audits** (funded by Operators)
- Annual Audit schedule
- Annual performance assessment follow-up
- Triennial Performance Audits (contract administration, draft, and final audits):
  - ~~SLOCOG and SLO Transit~~
  - Morro Bay, Atascadero, and Ride-On

c. **1300: Fiscal and compliance audits** (required and paid by all TDA fund recipients)
- Annual audits
- Collect and review all member agency audits

WE 2000 Transit Planning, Coordination and Programming

a. **2100: Transit Planning and Coordination**
- Transit performance monitoring, planning input, review, interagency coordination
- Continue participation in transit plans and studies
- Continue interagency coordination with SLO Transit, RTA, and Santa Maria Transit.
- Define the functional needs for a new transit center in Downtown San Luis Obispo and build project siting criteria with SLO Transit and the RTA
- Research opportunities to deliver transit infrastructure projects through SB1 and IIJA
- Develop recommendations for long-term senior transportation solutions

b. **2101: Transit Programming**
- Consolidate transit programming processes, where feasible, to improve project delivery
- Continue monitoring future development of IIJA reauthorization
- Facilitate implementation of adopted transit plans (e.g., SRTPs, Long-range Transit Plan (LRTP), or programs
- Develop and manage transit program of projects for FTA 5307, FTA 5339, & FTA 5311
- Implementation and monitoring of the Mariposa Pass Transit Fare-free Pilot Program
- Develop Program of Projects for Low-Carbon Transit Operations Program (LCTOP), and State of Good Repairs (SGR) grants
- Prepare and review grant applications

c. **2104: Long Range Transit Plan**
- Identify existing and future locations for multimodal mobility hubs within the region and develop a comprehensive strategy for their placement and design
- Develop recommendations for improving transit services to accommodate future residential and job growth areas and integrate with mobility hub development
- Consider potential future transit connections, shared micromobility strategies for first/last mile connections, and infrastructure improvements to create a sustainable and integrated mobility network

d. **2105: SB125 Transit Program**
- Facilitate and administer TIRCP and ZETCP funding

- Regional coordination of CAL-ITP (Integrated Travel Project)
- Conduct lead agency activities on rail related projects
- Update program of projects as necessary
- Manage program of projects to ensure cost effective and timely delivery

New Tasks
~~Completed Tasks~~
Major Tasks

e. 2330: Access for All Program

- Administer prior year programming and upcoming cycle
- Providers to meet the on-demand transportation needs of persons with disabilities
- Distribute Access for All funds to selected access providers
- Monitor access provider progress, submit quarterly reports to the Commission, and evaluate cost effectiveness and regional value of the program
- Integrate Senior GO! and Wheelchair accessible vehicles

WE 3000 Performance Measurement, Data Services, Forecasting and Modeling

a. 3310: Performance Measures, Management, and Data Development

- Annual Update: Caltrans Highway Performance Monitoring system (HPMS)
- Continue to update and collect performance metrics, data sets and outputs consistent with State and Federal requirements (i.e., Safety, Infrastructure Condition, System Reliability, Congestion Reduction, and Asset Management)
- Update existing & post new datasets to Data Drive website
- Analyze new data from census bureau
- Provide performance metric data and assessment for grants and project programming
- Coordinate with local agencies and Caltrans to analyze traffic counts and prepare recommendations
- Analyze data for traffic volumes

b. 3330*:* GIS support and implementation

- Update GIS spatial files across agency activities
- Create, update, document and disseminate GIS databases
- Participate in SLO County's quarterly joint GIS Committee
- Support the SLO Regional GIS Collaborative in developing enhanced GIS planning & implementation capacity analysis
- Continue to develop GIS technical capabilities

~~c. 3340: Regional Land Use Modeling and Development~~

- ~~Continue maintenance updates or upgrades of Land Use Model and technical reports~~
- ~~Continue development and incorporation of new/updated information~~
- ~~Develop and improve GIS tabular and spatial data as necessary to report on performance metrics~~

~~d. 3350: Regional Traffic Modeling and Development~~

- ~~Continue to develop technical capabilities to address modeling requirements of State and Federal and RTP guidelines~~
- ~~Continue efforts to support RTP and FTIP amendments as necessary~~
- ~~Continue to develop/refine various GIS spatial data and tabular data. Maintain and update travel network, model scripts and planning assumptions in support of Federal Air Quality Conformity~~
- ~~Generate and compile modeling results including VMT and LOS considerations~~
- ~~Continue to coordinate with member agencies and project development team activities for circulation elements, major corridor, and intersection assessments as requested~~
- ~~Participate in the Central Coast Model User Group meetings (called by Caltrans), the California Inter-Agency Modeling forum group, and local modeling forums. Participate in Model Development efforts at the State and COG levels~~
- ~~Conduct literature review of current modeling trends and software developments including traffic simulation, advanced models and smart growth; attend/participate in web-based~~

~~seminars/courses. Investigate integration opportunities/challenges within SLOCOG's modeling software. Develop technical capabilities.~~
- ~~Review / update SLOCOG modeling technical reports~~
- ~~Manage maintenance contract and model users' agreements~~

New Tasks
~~Completed Tasks~~
Major Tasks

~~f. 3360: Air Quality Modeling and Development~~
- ~~Monitor, implement & assure compliance with federal air quality regulations, and review plans and programs for conformity with state and federal Clean Air Acts. Address EPA new standards, thresholds and requirements, as needed~~
- ~~Perform model runs and prepare documentation necessary for RTP and FTIP amendments and prepare air quality conformity determinations~~
- ~~Prepare materials, agenda, and host Inter-Agency Consultation Team meetings, as needed for required Air Quality Conformity Determination(s)~~
- ~~Review / Update SLOCOG modeling technical reports~~
- ~~Attend/participate in Statewide meetings in the coordination of Air Quality related activities, review distributed materials and participate in preparation of transportation components of State Implementation Plan (SIP)~~
- ~~Attend/Participate in training to expand staff modeling expertise and knowledge~~
- ~~Administer Air Quality Modeling/Management Program~~
- ~~Provide update to SLOCOG Advisory and Policy Boards regarding regulatory actions and COG planning processes~~
- ~~Support Monitor APCD and other regional efforts to update local agencies emissions calculations and software Conduct literature review of current modeling trends and software developments including traffic simulation, advanced models and smart growth; attend/participate in web-based seminars/courses. Investigate integration opportunities/challenges within SLOCOG's modeling software. Develop technical capabilities.~~
- ~~Review / update SLOCOG modeling technical reports~~
- ~~Manage maintenance contract and model users' agreements~~

g. 3370: Modeling and Development
- Continue maintenance updates or upgrades of Land Use Model and technical reports
- Develop/refine various GIS spatial data and tabular data. Maintain and update travel network, model scripts and planning assumptions in support of Federal Air Quality Conformity
- Participate in the Central Coast Model User Group meetings (called by Caltrans), the California Inter-Agency Modeling forum group, and local modeling forums. Participate in Model Development efforts at the State and COG levels
- Monitor, implement & assure compliance with federal air quality regulations, and review plans and programs for conformity with state and federal Clean Air Acts. Address EPA new standards, thresholds and requirements, as needed
- Administer Air Quality Modeling/Management Program
- Provide update to SLOCOG Advisory and Policy Boards regarding regulatory actions and COG planning processes
- Support Monitor APCD and other regional efforts to update local agencies emissions calculations and software
- Conduct literature review of current modeling trends and software developments including traffic simulation, advanced models and smart growth; attend/participate in web-based seminars/courses. Investigate integration opportunities/challenges within SLOCOG's modeling software. Develop technical capabilities.
- Review / update SLOCOG modeling technical reports
- Manage maintenance contract and model users' agreements

h. 3371: Five County Activity Based Model Development Grant (Pending)
- Work with neighboring central coast counties to select consultant and develop individual county activity-based models (ABMs)

WE 3500: San Luis Obispo Regional Rideshare Program

New Tasks
~~Completed Tasks~~
Major Tasks

a. 3510: Regional TDM Outreach
- Coordinate Bike Locker Program upgrades
    i. Avila Beach Installation
- Mass market consumer outreach of TDM message
- Event participation (virtual and/or in person)
- Marketing & Collateral including regional bike map
- Promote transportation choices at visitor/tourist locations including implementation of SLO Car Free program
- Newsletters, website maintenance
- Administer and support Walktober, Bike Month, ~~and Commuter Bike Challenge~~
- Coordination of Youth Ride Free activities with participating Transit Operators
- Coordination of Marketing, Outreach and Ridership Development (MORD) meetings
- Work with jurisdictions to encourage transportation demand management principles and planning in new developments

b. 3518: Employer TDM Outreach (Commuter Club)
- Expand outreach to major employers to increase Commuter Club participation
- Work with contracted vanpool providers and partners to promote and grow vanpool subsidy program
- Coordination and promotion of Bike Month and Walktober at employer worksites
- Improve mobility options and unified information through the Commuter Club program
- Market and promote trip logging and carpool matching
- Assess, develop and advocate vehicle trip reduction strategies and employer specific plans
- Administer Guaranteed Ride Home Program
- Investigate opportunities for vanpool program funding
- Develop/distribute Commuter Surveys

c. 3519: Vanpool Subsidy
- Vanpool incentives
- ~~Conduct Vanpool RFP for multi-year contract~~
- Administer Vanpool contracts

d. 3521: Employer Incentive Program
- Administration of rewards program for Commuter Club

~~**e. 3541: FTA 5310 Mobility Management**~~
- ~~Maintain and distribute Know How to Go! Guide~~
- ~~In-house mobility options counseling, travel trainer program, and targeted outreach~~
- ~~Administer VIP bus passes for seniors 80+~~
- ~~Coordinate with RTA for updated "Try Transit" passes~~

f. 3542: FTA 5310 Mobility Management
- Maintain and distribute Know How to Go! Guide
- In-house mobility options counseling, travel trainer program, and targeted outreach
- Administer VIP bus passes for seniors 80+
- Promotion for updated "Mobility wallet Mariposa pass"

g. 3569: Safe Routes to School Program
- Coordination with Bike SLO County to implement on-bike education curriculum program and outreach
- Coordinate and promote Bike and Walk to School Days
- Convene biannual Safe Routes to School Taskforce meetings
- Administer Mini grant program
- Identify opportunities and implement low-cost education and encouragement solutions

- ~~Conduct RFP for on-bike education contractor~~

New Tasks
~~Completed Tasks~~
Major Tasks

h. 3570: Rideshare Administration
- Provide Rideshare support through invoices and administrative duties
- Identify future grant opportunities and other additional funding options
- Regularly evaluate program activities and performance
- Secure ongoing funding sources for program priorities

WE 4000 Regional Transportation Planning

a. 4100: Regional Transportation Plan (RTP)
- Facilitate adopted 2027 RTP/SCS implementation and address policy issues with member jurisdictions, other regional agencies, improve interagency coordination, and prepare amendment as needed (scheduled once per year)
- ~~Continue to develop materials and host review team meetings (GHG team, IACT, Steering Committee)~~
- ~~Draft remaining 2027 RTP sections and chapters, SCS materials, modeling approach and modeling tools~~
- ~~Prepare 2027 RTP materials for review and adoption~~

b. 4120: Regional Housing
- Review and support local efforts to plan for and advance new housing
- Maintain housing and affordability data
- Collaborate with partner agencies on Housing Action Team
- ~~Continue 2027 RHNA development, work with HCD and local team members to review materials, develop and approve distribution methodology and begin developing the plan~~
- Adopt the 2027 RHNA Plan
- Collaborate and develop regional chapter for local housing elements

~~c. 4150: RTP Environmental Review~~
- ~~Prepare final Environmental document for review, distribution and certification~~

d. 4200: Intergovernmental Review, Coordination and Support:
- Local & regional governmental coordination and facilitation
- Review & comment on current local, regional and state projects, studies & plans for better Land Use Transportation Integration, Smart Mobility and sustainable growth considerations; project impact mitigation and Complete Streets
- Assess & modify procedures, rules & programming to address new state and federal requirements and consistency with newly enacted transportation legislation

e. 4309: Sustainable Communities Strategy (SCS) FY 2026/27
- Continue to develop and review SCS technical methodology and adopted SCS results with Air Resources Board (ARB)
- Attend State and Regional meetings and participate in MPO planning directors' meetings
- Develop initial draft and finalize SCS chapter (including APS if necessary)
- Continue to develop materials and host review team meetings for: GHG team, ARB staff, Steering Committee, etc.
- Continue to engage public in the SCS process

f. 4310: Sustainable Communities Strategy (SCS) FY 2027/28
- Develop results and collaborate with CARB
- Coordinate with public heath staff to incorporate healthy community design into policy and planning documents
- Engagement efforts and materials

New Tasks
~~Completed Tasks~~
Major Tasks

g. 4400: ZEV and Electric Vehicle Integration Planning

- ~~Integrate planning findings and information to the RTA maintenance facility projects~~
- Support Central Coast Clean Cities Coalition (C5) at their biannual meetings and through the Air Pollution Control District (APCD) to coordinate transportation system improvements and increase funding for alternative transportation infrastructure, including electric vehicle (EV) charging stations
- Coordinate with regional and local partner agencies to install electric vehicle (EV) charging infrastructure
- Support Regional efforts for electric vehicle programs and infrastructure funding
- Prepare County-level ZEV implementation plan (subject to funding)
- Coordinate with C5 and APCD on advancing hydrogen fueling infrastructure projects and pursuing grant opportunities for the Central Coast infrastructure

h. 4401: SLO County Zero-Emission Vehicle (ZEV) Readiness Plan Grant (Pending)

- Evaluate ZEV Readiness in SLO County
- Identify gaps and deficiencies in current ZEV/EV infrastructure

WE 5000 Highways, Corridors, and Routes of Regional Significance

a. 5100: Surface Transportation Planning and Coordination

- US 101 Central Coast and Caltrans Directors coordination
- Ongoing system wide planning, coordination and implementation with Caltrans and local agencies
- Follow-up action on adopted studies and plans (MIS, RTP, 101 Corridor Plans, US 101 Business Plan, California Transportation Plan, Central Coast Freight Study, et al.)
- Participate and respond to ongoing planning studies
- Continue to develop and implement on and off - system Corridor Plans, and priority projects through SB1 competitive grant programs. Coordinate with District 5 and stakeholders
- Project and Plan updates, fact sheets, schedules
- Continue to administer Transportation Safety Partnership Program including a focus on “next steps” resulting from the Regional Safety Action Plan including evaluation of grant opportunities to implement program objectives
- Coordinate amendments to the US 101 business plan

b. 5123: ~~Bethel Road Roundabout Project~~ SS4A Roundabout Demo Project

- Coordinate with partners to install and evaluate demonstration roundabout

c. 5124: SR 41 Coast-to-Yosemite Interregional Corridor Partnership & Strategic Implementation Framework (pending grant)

- Convene partner groups and conduct planning activities
- Identify corridor deficiencies and develop strategic implementation framework

~~**d. 5130: North Coast Resiliency and Safety Program**~~

- ~~Conduct Highway 1 corridor study, existing conditions analysis, engagement and recommendations~~

e. 5200: Project Initiation Document (PID)/Project Study Report (PSR) Coordination

- Manage Project Development Studies (PDS) Program
- Participate in development of studies to assure studies advance PDS program goals and objectives
- Ensure PIDs are assessed against the Caltrans Systems Investment Strategy (CSIS) for consistency
- Coordinate and submit recommendations for regional 3-year PID plan to Caltrans District 5 and identify co-sponsored and state-sponsored PID opportunities
- Develop a shelf ready queue of projects that considers reasonably expected revenue

New Tasks
~~Completed Tasks~~
Major Tasks

WE 6000 Integration of Modes of Transportation

a. **6100: Active Transportation (Bikeway and Pedestrian) and Livable Community Planning and Coordination**
   - Bicycle plan reviews, and ongoing needs assessment, priority setting, planning, coordination, facilitation and project development to assure Complete Streets
   - Ongoing plan and project development coordination on major regional bike plans and studies
   - Ongoing active transportation project review, assistance and development including downtowns, major regional projects and Downtown Streetscapes and system connectivity Assist applicants in preparing technical documentation (economic value, B/C analysis, greenhouse gas documentation)
   - Project and/or Plan updates, fact sheets, schedules
   - Advocate for amendments to CALTRANS district 5 active transportation plan

b. **6101: Complete Streets (CS)**
   - Coordinate with Caltrans on District SHOPP and Minor A programs
   - Develop complete street recommendations
   - Review local ATP and road safety plans
   - Review and comment on local circulation elements for CS collaboration opportunities

c. **6160: ~~Park and Ride Lot (~~Mobility Hub~~)~~ Facilitation and Improvement**
   - Coordinate with partners to assess transit express stops, new or expanded ~~Park and Ride Lots~~ mobility hubs through construction and lease agreements and/or increasing the number of spaces
   - ~~Participate, if possible, in developing sub-regional mobility hubs such as the Paso Robles Hotel Campus~~
   - Integrate recommendations from LRTP into mobility hubs inventory and coordinate development with major highway infrastructure projects
   - Conduct ~~Park and Ride~~ mobility hub utilization counts and reviews two times per year

d. **6200: Rail Service Coordination**
   - Participate in Pacific Surfliner technical meeting and policy meetings (i.e. San Diego to San Luis Obispo Rail Corridor Agency LOSSAN)
   - Assist LOSSAN with final design of Central Coast Rail Maintenance Facility
   - Facilitate local rail improvement planning and coordination (stations, schedules, local connections)
   - Prepare status reports, fact sheets, et al
   - CRCC coordination and administration
   - Participate in monthly Intercity Rail Coordination conference calls
   - Investigate new planning and infrastructure for passenger rail expansion through Federal Corridor ID Program and TIRCP Cycle 7, Fed State partnership program
   - Align planning activities with the 2023 California State Rail Plan
   - Continue study and implementation of recommendations of the Service Implementation Plan (SIP) and PIRS plans
   - Facilitate discussions with SLO city and SLOCOG leadership on layover facility site ownership
   - Retain the Three LOSSAN round trips to SLO and achieve new rail services to the Bay Area for Olympics

e. **6206: Central Coast Rail Improvements**
   - Implement Orcutt Road siding improvements ~~and North County Siding projects~~
   - Prepare fund transfer agreements to LOSSAN and others for implementation
   - Facilitate project development of the Serrano siding project to support future service expansion

f. **6300: Aviation Transportation Planning**
   - Planning and coordination, service augmentation, assess transit performance and roadway

access
- Assess, assist and investigate options for additional services (access)
- Support transportation relationship ~~impacts~~ between Spaceport and North County

New Tasks
~~Completed Tasks~~
Major Tasks

g. 6450: Maritime Transportation Planning
- Planning and coordination
- Participate with Port San Luis Harbor District and the City of Morro Bay to assess and develop improvement plans to enhance mobility, access, and parking

h. 6500: Reduce Vehicle Miles Traveled
- Continue research on best practices in TDM planning and commercial development to support multi-modal initiatives that reduce vehicle miles traveled (VMT)
- Attend Association for Commuter Transportation (ACT) virtual and in-person events
- Identify opportunities to incorporate TDM in planning discussions and provide input on strategies to reduce VMT in regional plans

~~**i. 6505: Broadband Analysis and Action Plan**~~
- ~~Work with partner agencies to evaluate funding opportunities and support applications~~

j. 6700: Santa Margarita Community Mobility & Main Street Plan (pending grant)
- Conduct a planning study
- Hold community workshops and produce mobility plan

WE 7000 Public Participation and Interagency Coordination

a. 7100: Public Participation
- Continued oversight of SLOCOG's marketing and branding for consistency
- Countywide distribution of Annual Report, bi-monthly newsletters, and regular social media updates
- Develop agency wide information materials and presentations to expand communications to public on transportation projects and programs in the region and explore new methods of distribution
- Surveys, polls, and other means of determining public perception of transportation needs/efforts
- Oversight and implementation of the 2024 Title VI Plan (Spanish translation, limited English proficiencies, accessibility tools, etc.)
- Update SLOCOG website and improve equity and accessibility including ADA Title II remediation
- ~~Begin~~ Complete 2027 Title VI Plan update

b. 7200: Interagency Cooperation and Coordination
- Local, regional and state agency interagency coordination and facilitation
- Assess implications of the new transportation bill and participate in the development of draft rules, policies and procedures, and modify local procedures as necessary
- Prepare updates, fact sheets, staff reports as necessary and applicable
- Participate in meetings with COG Directors Association of California, California Transportation Commission, and the National Association of Regional Councils, Central Coast 101 Coalition (5 COGs and Caltrans)
- Coordinate with City Managers, REACH, SLOCAL, Build a Better SLO, local chambers and other entities as needed
- ~~Host CTC townhall workshop and NARC executive directors conference~~

c. 7300: Revenue Augmentation Assessment
- Continuing efforts to inform and educate the public and respond to comments and questions

- ~~If measure does not go on November 2026 ballot, prepare and release RFP to hire consultant(s) for future polling, public engagement and expenditure plan development~~
- Release RFP to hire Consultant(s) for polling, public engagement and expenditure plan development for 2028 election

New Tasks
~~Completed Tasks~~
Major Tasks

WE 8000 Transportation Programming, Delivery and Financial Management

a. 8100: Federal Transportation Improvement Program (FTIP)

- Programming of all federal funding (highways, streets and roads, public transit, enhancements, byway, etc.
- Approve bi-monthly FTIP Amendments to address changes in Federal and State funding as requested by local agencies
- Administer and amend 2027 FTIP
- Initiate public engagement with interested parties and develop the 2029 FTIP
- Implement and administer new federal programming initiatives

b. 8200: State Transportation Improvement Program (STIP, ITIP, RTIP, HP)

- Ongoing project development, monitoring and administration
- Monitor and provide "Status of Projects" (Ongoing)
- Update regional programs and procedures as needed for consistency with new SB 1 grant programs and guidelines (e.g. SB 1 Congested Corridors Program, Local Partnership Program, and Trade Corridors Program) and integrate final statewide performance measures
- Pursue infrastructure funding from any California Transportation Commission competitive grant program, including Local Partnership Program, Trade Corridors Program, Congested Corridors Program, and Active Transportation Program funds, and program accordingly through amendments to the RTIP
- Revisit 2026 RTIP Programming pending outcome of competitive SB1 Cycle 5 grants
- Manage project finance plan agreements and update as necessary, and investigate loan infrastructure programs such as TIFIA
- Amend and administer as needed the 2026 Regional Transportation Improvement Program (RTIP)
- Develop the 2028 Regional Transportation Improvement Program (RTIP)

~~c. 8210: Regional Early Action Planning 2.0 (REAP)~~

- ~~Administer SLOCOG's Cycle 1 projects funded by REAP 2.0~~

d. 8300: ~~Surface Transportation Program (STP), State Highway Account (SHA) and Congestion and Air Quality Management (CMAQ)Funds~~ Surface Transportation Funding Programs (STBGP, CMAQ, SHA)

- Ongoing administration of previously programmed projects
- Annual status of projects and schedule/funding amendments
- Restructure regional programs and procedures as needed for consistency with state and federal programming guidelines and integrate performance measures into process as required by federal transportation law
- Pursue infrastructure funding from any Federal Highway Administration competitive program, including INFRA, BUILD, SS4A, and Congressional Priority funds, and program accordingly through amendments to the FTIP
- Manage project finance plan agreements, and update as necessary
- Manage loan agreements with sister-COGs to manage CMAQ annual program balances
- Administer SLOCOG's Community Betterment ~~/ Safe Routes For All Grant~~ Program
- Develop a 2028 community betterments grant program

e. 8400: Project and Financial Information Systems Development

- Ongoing: project tracking system
- Enhance and improve access of information through internet (TransInfo.org)

- Educate and train member agency staff on TransInfo (funding requests, amendments, expenditure status)
- Migrate data to updated system

New Tasks
~~Completed Tasks~~
Major Tasks

f. 8600: Project Administration
- Manage contract for services for special SLOCOG capital projects
- Project management activities for pre-construction contracts for SLOCOG agency lead projects including preparation of RFPs, contracts, conducting meetings, and managing project development team meetings

g. 8611 SR 227 Corridor Improvements Los Ranchos Road
- Prepare and administer preconstruction activities and environmental studies for Los Ranchos Rd roundabout
- Prepare cooperative agreement with Caltrans for construction activities
- Right of way procurement activities

h. 8612 SR 227 Corridor Improvements Buckley Road
- Prepare and administer preconstruction activities and environmental studies for Buckley Road
- Right of way procurement activities

i. 8613 SR 227 Corridor Improvements Edna Trail
- Prepare and administer preconstruction activities and environmental studies for Edna Trail

j. 8620 SR 46E/101NB Off Ramp Improvements
- ~~Secure Caltrans approval of environmental determination for improvements~~
- ~~Prepare and administer preconstruction activities~~
- Prepare project handover to Caltrans

k. 8700: Grants Center
- Maintain and update information related to applied for and funded grants
- Grants Center - Manage and disseminate grant funding opportunities to member agencies, including opportunities defined in the ~~Infrastructure Investment and Jobs Act of 2021~~ reauthorized federal transportation bill
- Annually review grant status and future opportunities with the Board

WE 9000 Special Transportation Services

a. 9100: ~~Call Box Program~~ Motorist Aid Program
- Administer Closeout of callbox program
- ~~Continue Call Box capital maintenance program~~
- ~~Remove all remaining call boxes~~
- Analyze budget resources for future opportunities

b. 9151: 511 Traveler Information Telephone System and Online Tool
- Administer, maintain, and enhance the 511 Telephone and Website Application
- Provide live Spanish speaking assistance and maintain bi-lingual website
- Promote the 511 tool region wide as a resource for real-time traffic updates and transportation information
- Coordination with transportation operators to provide up-to-date schedule and service information to the public
- Coordinate with local jurisdictions and partners for use of 511 as a public facing tool for comparing transportation options in region

c. 9155: Freeway Service Patrol
- Maintain Freeway Service Patrol Program (contract management and program administration)

New Tasks
~~Completed Tasks~~
Major Tasks

- Monitor expansion options for new Freeway Service Patrol Beats in conjunction with US 101 managed lane project
- Cost benefit analysis for third beat options

WE 10000 Agency Administration

i. 0100: OWP and budget development and maintenance
- Develop OWP and budget, amendments as needed
- Prepare quarterly progress reports and requests for reimbursements
- Develop the Indirect Cost Allocation Plan (ICAP)

j. 0150: Fiscal Audits – General Purpose Financial Statements for SLOCOG
- Trust Funds
- SLOCOG Financials
- SLOCOG Single Audit

k. 0300: Legislation
- Prepare annual year-end report
- Adopt annual State and Federal Legislative Principles
- Review and evaluate State and Federal Legislation

l. 0400: Ongoing agency administration, financial management, and personnel management
- Agency Administration
- Personnel Management
- Maintain focus on staff training and advanced professional certifications
- Financial Management
- CALCOG Leadership Development Program and mentor program

m. 0500: Travel

n. 0600: Stipends/Other
- Continue Implementation the SLOCOG 2025 Strategic Plan

o. 0700: Legislative Advocacy
- Efforts with lobbyists funded by COG member dues
- Advocate positions on State and Federal Legislation (letters, meetings, etc.)
- Annual advocacy trip to Sacramento, Washington D.C.

p. 0750: Census Data Center
- Analyze Census data, and prepare reports, tables and charts as needed for distribution to other agencies and the public
- Support efforts to prepare for census 2030

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: B-5**
SUBJECT:	**SLOCOG Executive Director Restated Employment Contract Amendment No. 1**	
STAFF CONTACT:	**Ashley Kneeland**	

SUMMARY

Annually, the San Luis Obispo Council of Governments (SLOCOG) Board conducts an Executive Director Employee Performance Evaluation and considers amendments to the Executive Director's employment contract. In June 2026, Legal Counsel distributed evaluation forms to SLOCOG staff and compiled the results. On October 7, 2026, the Board met in Closed Session to discuss feedback and directed staff to prepare a contract amendment for consideration in open session at the next Board meeting.

The proposed amendment includes a 2% merit-based salary increase, effective retroactively to the pay period that includes September 1, 2026, and an increase in the maximum compensation for unused accrued leave from 50 days to 75 days.

The attached contract amendment number one reflects the proposed changes.

RECOMMENDATION

Staff: Approve attached Amendment No. 1 to the Executive Director's restated employment contract.

DISCUSSION

The Executive Director employment contract requires an annual Performance Evaluation, which was conducted in October 2026. Based on the SLOCOG Board's review and employee assessment results, Peter Rodgers performance was rated "above satisfactory."

SLOCOG employees are generally eligible for merit-based salary increases of up to 5% within their designated salary ranges, subject to budget availability. Consistent with this practice, a 2% merit-based salary increase is proposed for the Executive Director. This adjustment would increase the annual salary from $234,374 ($112.68 per hour) to $239,054 ($114.93 per hour). The current employment agreement provides for compensation of up to 50 days of unused accrued annual leave upon separation from employment. The proposed amendment increases this maximum from 50 days to 75 days.

Amendment No. 1 to the Executive Director's restated employment contract incorporates the proposed changes to the follow sections:

- Section 5 Compensation
- Section 6b Benefits

Financial Implications: The proposed salary increase is within SLOCOG's adopted FY 2026/27 salary budget.

AMENDMENT NUMBER ONE TO EXECUTIVE DIRECTOR RESTATED EMPLOYMENT CONTRACT BETWEEN SAN LUIS OBISPO COUNCIL OF GOVERNMENTS AND PETER RODGERS

This Amendment Number One to Executive Director Restated Employment Contract ("Amendment No. 1") is hereby made this 9th day of December 2026 (the "Effective Date"), by and between the San Luis Obispo Council of Governments ("SLOCOG"), a joint powers authority, and Peter Rodgers ("Executive Director"), an individual.

WHEREAS, the SLOCOG appointed Peter Rodgers in August 2018 to officially serve as the Executive Director of SLOCOG; and

WHEREAS, the SLOCOG updated an Executive Director Compensation and Benefit Plan and Director Evaluation Process in December 2000 requiring an annual performance evaluation and a concurrent compensation modification as negotiated with the SLOCOG Board of Directors; and

WHEREAS, the current employment contract between the SLOCOG and Peter Rodgers was entered into on September 9, 2018 and subsequently amended on November 6, 2019, October 7, 2020, October 6, 2021, October 5, 2022, and October 4, 2023. The contract was amended and restated on October 1, 2025 replacing all prior employment contracts (hereafter the "Executive Director Contract"); and

WHEREAS, SLOCOG evaluated the Executive Director's performance on October 7, 2026 in accordance with the provisions set forth in the adopted evaluation process; and

WHEREAS, SLOCOG finds the Executive Director's performance was "Above Satisfactory," and

WHEREAS, SLOCOG desires to recognize the value of the Executive Director's continuing performance with a 2% merit based salary increase effective the pay period that includes September 1, 2026 and, in addition, allow for the Executive Director, upon separation from employment, to be compensated for up to 75 days of unused accrued annual leave.

NOW, THEREFORE, SLOCOG and Peter Rodgers do mutually agree as follows:

1. Contract Amendment

Section 5 of the Executive Director Contract is hereby deleted in its entirety and replaced with the following:

> **5. <u>Compensation.</u>** Beginning with the pay period including September 1, 2026, SLOCOG shall pay to Employee as compensation in full for all services performed by Employee pursuant to this Contract an annual salary of $239,054 (equivalent to $114.93 per hour), payable in increments compatible with SLOCOG's payment of other employees. The SLOCOG Board may, at its discretion, elect to give Employee an annual merit increase of no more than five percent (5%) following a successful performance evaluation. Salary may be determined by legislative action of the SLOCOG Board and may be amended without specific notice to Employee. Nothing in this Contract shall limit the right of the SLOCOG Board to establish or amend a salary range for the Executive Director position, in which case merit increases cannot exceed the upper limit of the adopted Executive Director salary range. In addition to

any merit increases, Employee shall receive any cost-of-living increase provided to SLOCOG employees without further action by the SLOCOG Board.

The last bullet point in section 6b of the Executive Director Contract is hereby deleted in its entirety and replaced with the following:

> **6b. <u>Benefits.</u>** Upon separation from employment, compensation for up to 75 days of unused accrued annual leave, compensation for 50% of any additional unused accrued annual leave up to 180 days. SLOCOG will deposit of the first $15,000 of any such compensation into a pre-tax post-employment health care account.

2. Continuation of All Other Terms and Conditions. All other terms and conditions of the Executive Director Contract shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, SLOCOG and Peter Rodgers have executed this Amendment No. 1 as of the Effective Date.

Carla Wixom, President San Luis Obispo Council of Governments	**Peter Rodgers, Executive Director** San Luis Obispo Council of Governments
Attest:	
Aida Nicklin, Executive Secretary San Luis Obispo Council of Governments	**APPROVED AS TO FORM & LEGAL EFFECT** Jenna Morton, Legal Counsel

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**DECEMBER 9, 2026**	**ITEM C-1**
SUBJECT:	**FY 2026/27 Recommendations for Productivity Improvements of Operators**	
STAFF CONTACT:	**Ivana Rodriguez**	

SUMMARY

Public Utilities Code 99244 of the Transportation Development Act (TDA) states that each year SLOCOG shall identify, analyze, and recommend potential productivity improvements, which could lower the operating costs of operators under its jurisdiction. The recommendations for improvements and productivity shall include, but not be limited to, the recommendations related to productivity made in the operators' last performance audit.

Table 1 of this staff report presents the original performance audit recommendations, progress made, and plan for full implementation of potential productivity improvements during FY 25/26 for each of the operators receiving TDA funding for FY 26/27: 1) Atascadero Transit, 2) Morro Bay Transit, 3) Ride-On Transportation, 4) SLO Regional Transit Authority (RTA), including Paso Robles Routes A and B and South County Transit (SCT), 5) SLO Transit. It should be noted that, while Atascadero Transit and Morro Bay Transit have since consolidated with the SLO RTA, the productivity metrics presented in this report have been presented separately. This is due to the fact that the analysis period concluded prior to the formal consolidation of Atascadero Transit and Morro Bay Transit with the RTA. SLOCOG Performance Audit recommendations are also included.

RECOMMENDATION

Staff: Accept operators' efforts toward performance audit recommendations and approve recommendations for productivity improvements of operators as specified in Attachment A
SSTAC: *To be provided in the Addendum on 12/4/26.*
TTAC: *To be provided in the Addendum on 12/4/26.*
CTAC: *To be provided in the Addendum on 12/4/26.*

DISCUSSION

The Transportation Development Act (TDA) states that each transportation planning agency shall annually identify, analyze, and recommend potential productivity improvements that could lower the operating costs of operators within their region. The recommendations for improvements and productivity shall include, but not be limited to, the recommendations related to productivity made in the operators' last performance audit.

If an operator has not made a reasonable or timely effort to implement recommended improvements or comparable strategies, SLOCOG shall not approve the allocation to the operator for the support of its public transportation system for the next fiscal year which exceeds the allocation to the operator in the current fiscal year. This report is for the FY 26/27 TDA allocations. With the exception of Atascadero Transit's Short-Range Transit Plan (SRTP), all operators have made reasonable efforts to implement their audit recommendations. Staff recommends that the RTA and the City of Atascadero demonstrate measurable progress toward establishing an SRTP and post-consolidation performance standards prior to the 2030 update to support future planning and funding evaluations.

Table 1 summarizes the productivity improvements and recommendations for each operator based on the operators' most recent triennial performance audit. It includes operators' efforts on the improvements and recommendations and SLOCOG's recommendations for full implementation.

Table 1

1. Atascadero Transit

Atascadero Transit		
FY 2022 - 2024 Triennial Performance Audit Recommendations	**Progress on FY 2021 TPA Recommendations (Operator)**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Ensure that the full-time employee equivalent data reported are consistent with the TDA definition. (Compliance Requirement).	RTA staff is now preparing the appropriate State Controller and NTD reports and is ensuring that the appropriate calculation is being utilized.	Implementation of recommendation complete.
Ensure that a formal set of performance standard metrics for Atascadero transit services post-consolidation are developed as part of the expanded Short-Range Transit Plan (SRTP) update. (Auditor Recommendation)	2026/2027: RTA is planning to incorporate the Atascadero Transit Services in future short range transit plans and is incorporating the service in the performance standards reported to the RTA Board and jurisdictions as part of the strategic business plan. 2025/2026: The RTA will include performance standards in the strategic business plan reports and will work with the City of Atascadero to determine future planning for a SRTP.	The RTA and the City should demonstrate progress toward developing an SRTP prior to the next RTA updated SRTP. A current SRTP gives SLOCOG the service, financial, and performance information needed to evaluate an operator's capital and operating needs, set priorities among competing projects, and make sound funding decisions. Without one, SLOCOG cannot confirm that the City's transit projects are the best use of limited federal and state funds. In accordance with the planning regulations and FTA guidance, the Public Transportation Providers are required to prepare a five (5) year short-range plan to support sound financial and operations decision-making in transit planning and programming

2. Morro Bay Transit

Morro Bay Transit		
FY 2022 - 2024 Triennial Performance Audit Recommendations	**Progress on FY 2021 TPA Recommendations (Operator)**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Ensure that a formal set of post-consolidation performance metrics for Morro Bay transit services are developed as part of the expanded Short-Range Transit Plan (SRTP) update	RTA worked with the City of Morro Bay on their short range transit plan. RTA is incorporating the services in the performance standards reported to the RTA Board and jurisdictions as part of the strategic business plan.	Implementation of recommendation complete.

3. Ride-On Transportation

Ride On Transportation		
FY 2022- 2024 Triennial Performance Audit Recommendations	**Progress on FY 2024 Recommendations (Operator)**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Continue to improve the efficiency and effectiveness of Ride-On operations including scheduling efficiencies and route optimization.	Ride-On is making the final updates on their new website. Ride-On is working to develop a system to respond quickly (within two hours) to ride requests made through the Ride-On App or the website. Additionally, Ride-On is working to make the mid-day routes more efficient by adjusting the number of drivers who remain on duty after the peak morning period. By monitoring the number of drivers, we are reducing overtime and our driver payroll.	Implementation of recommendation sufficiently in progress.
Enhance the Ride-On customer experience through an effective communication strategy that would result in a more effective use of services.	Ride-On's Marketing Plan is using outreach to medical facilities, senior centers, businesses, and agencies is increasing community awareness of Ride-On's transportation services. Ride-On reached out to the Boys and Girls Club and established a six route shuttle in the afternoon to bring kids from school to their facility for after-school activities. We have been promoting the Ride-On App and we are working on a promotion for lower cost rides when the ride is scheduled through the Ride-On App.	Implementation of recommendation sufficiently in progress.
Pursue further enhancements to cost allocation model.	Ride-On is using AI to seek grant opportunities at the local, state, and federal level. We are establishing partnerships with the medical community to improve medical transportation in SLO County. There are several grants available to support medical and senior transportation. We have met with the SLO Community Foundation and we are planning to apply for a grant for $20,000. Some of the grants we are looking at will need a partnership with SLOCOG and RTA to meet the requirements for the grant. We will be meeting with those agencies to plan grants for 2027.	Implementation of recommendation sufficiently in progress. SLOCOG and Ride-On can meet to discuss grant opportunities and partnerships.

4. SLO Regional Transit Authority

Regional Transit Authority		
FY 2020 - 2022 Triennial Performance Audit Recommendations	**Progress on FY TPA Recommendations (Operator)**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Update Strategic Business Plan.	RTA is reviewing the internal standard goal, and it was reviewed as part of the short range transit plan as well. The updated standard was presented to the RTA Board in the fall of 2025 as part of the semi-annual update.	Implementation of recommendation sufficiently in progress.
Continue Reducing Rate of No-Shows on Nipomo Dial-A-Ride.	RTA implemented a new dispatching and scheduling software program in July 2026 and is working on maximizing efficiencies and is continuing to monitor system performance and enhance productivity.	Implementation of recommendation sufficiently in progress.
Review and Address Fare Policy Discrepancies.	In April 2026 the RTA changed the cash fare, moving to a simple base fare instead of a zone based fare. In May 2026 the RTA implemented the Tap2Ride program. Through the budget making process and public participation, staff will be working with the South County Transit Committee and the City of Paso Robles to address the fare structures.	Implementation of recommendation sufficiently in progress.

5. San Luis Obispo Transit

San Luis Obispo Transit		
FY 2021 - 2023 Triennial Performance Audit Recommendations	**Progress on 2023 TPA Recommendations (Operator)**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Ensure timely completion and submittal of the Transit Operators Financial Transactions Report.	The City will ensure timely completion of the Transit Operators Financial Transactions Report now that new staff is fully trained and onboarded.	Implementation of recommendation complete.

San Luis Obispo Transit		
FY 2021 - 2023 Triennial Performance Audit Recommendations	**Progress on 2023 TPA Recommendations (Operator)**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Provide consistent and accurate performance measures on all external and internal transit reporting, including to the State Controller, National Transit Database, and SLOCOG.	Staff established a new operations reporting and tracking system to ensure consistent and accurate reporting of performance measures	Implementation of recommendation complete.
Continue advocacy for funding a transit grants coordinator.	Staff requested funding for the creation of a new Grants Coordinator position to be included in the City's 2025-27 Financial Plan but the request was denied. Staff will submit another request at the appropriate time in the City's financial planning process.	Implementation of recommendation sufficiently in progress.

6. San Luis Obispo Council of Governments

San Luis Obispo Council of Governments		
FY 2021- 2023 Triennial Performance Audit Recommendations	**Progress on FY 2021 - 2023 Recommendations**	**Plan for Full Implementation of Recommendations / Commentary (SLOCOG)**
Maintain on file evidence of submission of TDA performance audits to Caltrans.	Staff will PDF and save all submission documents on the SLOCOG server for effective retention and record keeping. If submissions are made through electronic mail, staff will cc their Supervisor and also PDF the submission email and save on the server accordingly for all staff to access.	Implementation of recommendation complete.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: C-2**
SUBJECT:	**Transit Programming Update: Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR)**	
STAFF CONTACT:	**Tim Gillham**	

SUMMARY

This staff report sets the programming schedule for two (2) transit funding sources scheduled for programming in April 2027. Staff will also be reaching out to eligible transit operators to determine whether a multi-year programming cycle for both the Low Carbon Transit Operations Program (LCTOP) and State of Good Repair (SGR) programs would be beneficial (See discussion on Page C-2-4).

1. Low Carbon Transit Operations Program (LCTOP) **$824,314** (Est. based on FY 25/26 amt.)
2. State of Good Repair (SGR) **$551,755** (Est. based on FY 26/27 amt.) *(Includes $18,637 in carry-over funding)*

   Applications due to SLOCOG: **February 5th**

These "transit-only" funding sources total **$1,376,069** *(Subject to change with final FY 26/27 LCTOP and FY 27/28 SGR allocation amounts)*. LCTOP and SGR amounts listed are an estimate based on last year's figures and includes $18,637 in SGR carry-over funding from FY 21/22 and FY 23/24. Both funding programs has unique criteria, constraints, processes, and reporting requirements.

(1) Low Carbon Transit Operations Program and (2) State of Good Repair (April 7th programming):

- December 18, 2026 Distribution of project nomination applications
- **February 5, 2027 Project nomination applications due**
- March 19, 2027 Draft recommendations released
- April 7, 2027 SLOCOG Board awards funding

All candidate projects submitted for each funding program must be specifically endorsed by the agency's respective Board (i.e. a general, or generic request for all the funds is not acceptable).

RECOMMENDATION

Staff: Approve schedule for programming in April 2027 and release call for projects.

SSTAC: *To be provided in the Addendum on 12/4/26.*
TTAC: *To be provided in the Addendum on 12/4/26.*
CTAC: *To be provided in the Addendum on 12/4/26.*

1. FY 26/27 Low Carbon Transit Operations Program (LCTOP)

The Low Carbon Transit Operations Program (LCTOP) is part of California's comprehensive Transit, Affordable Housing, and Sustainable Communities Program established in 2014 by Senate Bill 862 (SB 862). LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emissions and improve mobility, with a priority on serving Disadvantaged Communities (DAC). LCTOP supports new or expanded transit services, and expansion of intermodal transit facilities, with each project reducing GHG emissions. LCTOP funds are part of the State Cap-and-Invest (previously Cap-and-Trade) program and are derived from carbo auction proceeds.

The regional discretionary and operator LCTOP amounts are unknown at this time since the State Controller's Office (SCO) has yet to release the allocation distribution list (anticipated mid-February 2027). Last year's allocation was **$824,314** for the region (See adjacent table). Additionally, the State has yet to finalize the LCTOP guidelines for FY 26/27. Final guidelines are not expected until late November or mid-December. Allocation requests are anticipated for submittal in late April 2027.

PROJECTED 26/27 PROGRAM TARGET
Based on FY 25/26 Cycles A & B

Low Carbon Transit Ops Program	
Agency	**Amount**
Atascadero	$722
Morro Bay	$811
SLO Transit	$15,704
SLO RTA	$36,413
SLOCOG (Discretionary)	$770,664
Total	**$824,314**

Note: SoCo Transit and Paso Express operator allocations included with RTA.

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

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

1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
2. Operational expenditures that increase transit mode share.
3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

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

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

2. FY 27/28 State of Good Repair (SGR)

On April 28, 2017, Senate Bill 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, was signed, providing transit operators in California a consistent revenue source to invest in the repair, upgrade, and improvement of their agency's existing transportation services and infrastructure. This includes the maintenance and rehabilitation of existing vehicles, transit facilities, and the purchase of new, energy efficient transit vehicles. These investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants. This investment in public transit is the State of Good Repair (SGR) Program.

The SGR Program is funded from the Transportation Improvement Fee portion of the revenues received from the State Transit Assistance (STA) Program to the State Controller's Office (SCO). Pursuant to Public Utilities Code (PUC) Section 99312.1, these funds will be distributed to eligible agencies using the STA Program formula, distributing SGR funds according to population and transit operator revenues.

The SGR program provides capital only funding to transit operators to maintain the public transit system in a state of good repair. Each regional agency and transit operator is entitled to a portion of SGR funds identified by a statewide formula. The regional discretionary and operator SGR amounts are unknown at this time as the SCO has yet to release the FY 27/28 allocation list. The SGR funding amount available for the SLOCOG region in FY 26/27 was approximately **$533K**. An additional **$18,637** in regional discretionary SGR carry-over funding from FY 21/22 and FY 23/24 will also be made available for programming this cycle (See adjacent table).

PROJECTED 27/28 PROGRAM TARGET
Based on FY 26/27 Allocation

State of Good Repair Program	
Agency	**Amount**
SLO Transit	$17,099
SLO RTA	$19,869
SLOCOG (Discretionary)*	$514,787
Total	**$551,755**

Note: SoCo Transit, Paso Express, Atascadero and Morro Bay Transit operator allocations included with RTA.

*Includes FY 21/22 & FY 23/24 carry-over.

The California Department of Transportation (Caltrans) is legislated to administer the SGR Program and its goal of keeping transit systems in a state of good repair. Senate Bill 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, eligible agencies receiving SGR funds will need to comply with all reporting requirements.

Eligible Projects:
PUC section 99212.1 (c) lists the projects eligible for SGR funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Projects that solely expand capacity or service are not eligible projects. However, expansion of capacity within replacement projects to meet current or projected short-term service needs (for example replacing a maintenance facility with a larger facility, or replacing a bus with a larger bus) are eligible

3. Multi-Year Programming Consideration

Following internal discussions, staff believes a multi-year programming cycle for both LCTOP and SGR funding would be beneficial to transit agencies in the region by allowing eligible recipients to better plan funding for future priority projects. Staff will poll eligible recipients to determine whether a multi-year programming cycle would help alleviate staff resources and streamline the programming process.

SLOCOG has previously conducted multi-year programming by setting aside multiple cycles of LCTOP funding towards the Regional Fare Subsidy Transit Pass (i.e. Mariposa Pass). Funding for this project involved the roll-over of 4 years of LCTOP funding totaling $1.47 million to launch the program in 2026.

Sample of Multi-Year Funding Capacity (3-year projection)

Program	1 Year	2 Years	3 Years
LCTOP	$824,314	$1,648,628	$2,472,942
SGR	$551,755*	$1,066,236	$1,599,354
Total	**$1,376,069**	**$2,714,864**	**$4,072,296**

***** *Note: Year 1 of SGR funding includes $18,637 of carry-over funds from FY 21/22 and FY 23/24.*

LCTOP and SGR Transit Programming Schedule:

- December 18, 2026 Distribution of project nomination applications
- **February 5, 2027** **Project nomination applications due**
- March 19, 2027 Draft recommendations released
- April 7, 2027 SLOCOG Board awards funding

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: C-3**
SUBJECT:	**Year-End Legislative Report**	
STAFF CONTACT:	**Gus Khouri, Legislative Consultant / Tim Gillham**	

SUMMARY

This staff report provides the SLOCOG Board with a year-end State legislative overview. SLOCOG's Legislative Consultant, Gus Khouri (Actum II, LLC), tracked twenty-two (22) State legislative bills of interest to the region during the 2025-26 Regular Session. The Board received an update on these 22 bills at their October meeting. A final status of the 22 bills following Governor Newsom's bill signing deadline on September 30th are included in Attachment A. In consultation with staff, Gus Khouri prepared a Draft 2027 SLOCOG State Legislative Platform for Board review and comment (Attachment B). Following Board input, staff will return with the 2027 Legislative Platform, as well as the 2027 Central Coast Coalition Legislative Platform, for adoption at the February SLOCOG meeting. Gus Khouri also prepared a November State Legislative Update memo which can be found in Attachment C.

This report includes 3 attachments:

1. SLOCOG Bill Matrix – November 2026 **(Attachment A: Page C-3-3 to C-3-11)**
2. Draft 2027 SLOCOG State Legislative Platform **(Attachment B: Page C-3-12 to C-3-16)**
3. Gus Khouri (Actum II, LLC) November State Legislative Update **(Attachment C: Page C-3-17 to C-3-21)**

RECOMMENDATIONS

Staff: a) Review enacted bills and modify processes and requirements accordingly (Attachment A)
b) Review and comment on Draft 2027 SLOCOG State Legislative Platform (Attachment B)
c) Accept November 16th State Legislative Update (Attachment C)

SSTAC: *To be provided in the Addendum on 12/4/26.*

TTAC: *To be provided in the Addendum on 12/4/26*

CTAC: *To be provided in the Addendum on 12/4/26*

DISCUSSION

This staff report provides the SLOCOG Board, partner agencies, and interested parties with a year-end State legislative overview, a Draft 2027 SLOCOG State Legislative Platform, as well as a State Legislative Update prepared by SLOCOG's Legislative Consultant, Gus Khouri (Actum II, LLC).

1. SLOCOG Bill Matrix (Attachment A)

SLOCOG's Legislative Consultant, Gus Khouri (Actum II, LLC), tracked twenty-two (22) State legislative bills of interest to the region during the 2025-26 Regular Legislative Session. A final status of the 22 bills following Governor Newsom's bill signing deadline on September 30th are included in Attachment A. Of the 22 bills tracked, 19 bills were enacted, while 3 bills failed passage.

2. Draft 2027 SLOCOG State Legislative Platform (Attachment B)

In consultation with staff, Gus Khouri (Actum II, LLC) prepared a Draft 2027 SLOCOG State Legislative Platform based of the following 6 issues:

1. Acquire and protect State funding for SLOCOG's priority projects
2. Regional partnerships

3. Secure predictable and stable transit funding
4. Pragmatically address air quality and mobility goals
5. Passenger rail
6. Housing

3. State Legislative Update (Attachment C)

SLOCOG's Legislative Consultant prepared a State Legislative Update memo on November 16th providing the Board with a general outlook and recap of the midterm election results. The State Legislative Update also highlights the following legislative items of interest:

- State Budget Volatility
- Temporary Deal Reached on Cap-and-Invest Funding
- SB 125 Funding Secured for FY 26/27
- Bills of Interest
- 2027 State Legislative Platform Summary

ATTACHMENT A

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 939 (Schultz) **Housing development: density bonuses: affordability of for-sale units**	9/29/26 Signed by the Governor Chapter 790, Statutes of 2026	As amended on August 21, this bill revises Density Bonus Law (DBL) to allow qualifying nonprofit corporations to purchase for-sale units developed under DBL without waiting 180 days.	**Watch**
AB 1599 (Ahrens) **California Transit Stop Registry**	9/18/26 Signed by the Governor Chapter 269, Statutes of 2026	This bill would require Caltrans to create, on or before June 1, 2027, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. The bill would require a transit operator, on or before January 1, 2028, to ensure that the name and location of each of its transit stops conforms with the name and location for the stop in the California Transit Stop Registry and to use a transit stop's unique identifier listed in the registry when publishing any dataset with stop information or during publication of agency open datasets. By requiring a transit operator to perform new duties, the bill would impose a state-mandated local program.	**Watch**
AB 1614 (Dixon) **Vehicles: bicycles**	6/30/26 Signed by the Governor Chapter 40, Statutes of 2026	This bill would prohibit a person from operating a bicycle on a Class I bikeway without a permanent seat being affixed.	**Watch**

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1944 (Lee) **Zero-emission transit buses: axle weight**	9/30/26 Signed by the Governor Chapter 909, Statutes of 2026	This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031, inclusive.	**Watch**
AB 1976 (Wicks) **Streets and highways: pedestrian and bicycle facilities**	9/27/26 Signed by the Governor Chapter 565, Statutes of 2026	This bill would also prohibit a city or county from terminating a pedestrian or bicycle safety project after a contract is awarded or staff directed to begin construction, unless specified findings are made at a public meeting. This bill would revise the process for authorizing a pedestrian mall, declare the establishment of a pedestrian mall consistent with the public access requirements of the California Coastal Act, and exempt the establishment or expansion of a pedestrian mall exempt from CEQA.	**Watch**
AB 2002 (Solache) **Local government assistance: Regional Early Action Planning Fund**	8/13/26 Failed Passage	This bill would establish the Regional Early Action Planning Fund to provide agencies with one-time funding for planning activities for the regional housing needs assessment. Funds would be distributed on a population basis. While establishing a fund, the bill does not a source of revenue for the fund.	**Watch**
AB 2059 (Wilson) **California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation**	9/27/26 Signed by the Governor Chapter 576, Statutes of 2026	This bill would specify that a transportation project is presumed to have a less than significant transportation impact, as determined by the vehicle miles travelled metric, if at least 80% of the project lies within one or more nonmetropolitan counties, which is a county with a population of less than 200,000.	**Watch**

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2168 (Wicks) **Active Transportation Program: guidelines**	9/14/26 **Signed by the Governor** Chapter 210, Statutes of 2026	As amended on June 22, this bill requires the California Transportation Commission (CTC) to establish penalties for failure to use Active Transportation Program (ATP) funds in a timely manner, clarifies ATP eligibility criteria related to projects that provide access to transit, and expands the goals of ATP to include increasing the proportion of trips accomplished by accessing public transit. The previous version would have required SLOCOG to dedicate STIP funding for these purposes, which would take capacity away from addressing other modes, such as highway and rail projects.	**Watch** (SLOCOG Board took an oppose position on June 3, 2026)
AB 2184 (Wilson) **Cap-and-Invest Program: nature-based climate solutions: funding**	5/14/26 **Failed Passage**	This bill would annually appropriate up to $250,000,000 from the Greenhouse Gas Reduction Fund in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including $150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. The bill would also appropriate $150,000,000 from the Greenhouse Gas Reduction Fund from 2027-28 to 2045-46 to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions. More transit funding is needed. The legislature has not met its obligations under Cap and Invest. This bill failed given the lack of funding available in the Greenhouse Gas Emission Reduction Fund.	**OPPOSE** (SLOCOG Board took an oppose position on June 3, 2026)

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2296 (Papan) **Planning and zoning: housing element: regional housing needs allocation**	9/29/26 Signed by the Governor Chapter 798, Statutes of 2026	This bill makes changes to California's Housing Element planning deadlines and review process under the Planning and Zoning Law. The bill would extend certain timelines for cities and counties to form subregional entities to allocate housing needs, shifting deadlines from 28 months to 34 months, and it would extend the time for councils of governments to assign each subregion its share from 25 months to 31 months. It would also move earlier planning steps back by requiring the methodology to distribute housing needs to be developed starting at least 2.5 years before a housing element revision (instead of 2 years) and requiring the draft allocation distribution to be sent at least 2 years before the revision (with an exception related to the 2027 cycle for certain councils). This bill would require the Department of Housing and Community Development (HCD), if it finds a draft is not in substantial compliance, to provide more detailed deficiency and remedy information, and require additional review within 30 days if changes are made. The bill would also require local legislative bodies to include either the HCD's specific expected text/analysis or detailed findings explaining why they believe it complies.	**Watch**
AB 2346 (Wilson) **Vehicles: electric bicycles and speed limits.**	9/30/26 Signed by the Governor Chapter 842, Statutes of 2026	As amended on June 18, this bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. This bill would authorize a local authority to set a speed limit on a bicycle path of 10, 15, or 20 miles an hour or on a multiuse trail to 10, 15, or 20 miles per hour, as specified, subject to specified signage requirements. The bill would additionally set a prima facie speed limit of 10 miles per hour on a sidewalk and specify that a conviction of a violation of that speed limit shall not result in a violation point count. It also requires sellers and distributors to disclose information at the point of sale the classification and maximum speed of the electric bicycle and a recommendation that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour.	**SUPPORT** (SLOCOG Board took a support position on June 3, 2026)

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2560 (Schultz) **Climate Action Plan for Transportation Infrastructure: goals**	8/13/26 **Failed Passage**	As amended on April 15, this bill establishes the Climate Action Plan for Transportation Infrastructure (CAPTI) guiding principles in statute and states that those goals are consistent with state law. Notably, the bill does not include the preface found in CAPTI that, within the state's "fix-it-first" approach and through existing funding frameworks, the state's transportation infrastructure investments should be deployed to achieve the goals, where feasible. The bill amends stated the goals of promoting projects that do not significantly increase passenger vehicle miles traveled (VMT) to recognize that highway expansion projects serve different purposes and, as a result, assessing the impact of each project will vary based on context and project-specific analysis.	**OPPOSE**
ACA 22 (Wicks) **Local taxes: limitation**	6/25/26 **Signed by the Governor** Chapter 132, Statutes of 2026 **Failed as Prop 43 on Nov 2026 Ballot**	This measure would, beginning January 1, 2027, prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing, extending, or increasing any special tax, except as provided, unless and until that tax is submitted to the electorate and approved by a $^{2}/_{3}$ vote. The measure would prohibit a local government, including the electorate of a local government exercising the initiative power, from imposing ad valorem taxes on real property, except as provided pursuant to specified constitutional provisions. This bill eliminates the option to pass a local sales tax measure, including a general sales tax or renewal, by less than a two-thirds majority of the electorate.	**INFORMATION** (Unable to take a position based on proximity to election polling location)
SB 193 (Committee on Budget) **Public resources: Greenhouse Gas Reduction Fund: programs**	9/18/26 **Signed by the Governor** Chapter 259, Statutes of 2026	This bill would ensure that funding for Tier 3 investments through the Cap-and-Invest program, including air quality, affordable housing, and public transportation, are maintained for FY 26-27. As part of the compromise, the full funding for SB 125 for FY 26-27 is provided in AB 113.	**SUPPORT** (New bill. No position taken on June 3, 2026)

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 417 (Limón) **The Affordable Housing Bond Act of 2026**	6/25/26 Signed by the Governor Chapter 16, Statutes of 2026 Approved as Prop 1 on Nov 2026 Ballot	As amended on June 22, this urgency bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted by the voters in the statewide election November 2, 2026, would authorize $11.25 billion in general obligation bonds to fund specified housing programs. This will be designated as Proposition 1 on the November 2026 ballot. Of the proceeds from the sale of these bonds, $10,000,000,000 would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program, and $1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobile home purchase assistance for veterans, as provided.	**Watch**
SB 667 (Archuleta) **Railroads: safety: wayside detectors**	9/18/26 Signed by the Governor Chapter 316, Statutes of 2026	As amended on June 3, would require the Public Utilities Commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site. This bill no longer affects SLOCOG since the requirement to install wayside detection systems has been removed, but is being monitored for any sites that may be impacted.	**Watch** (SLOCOG Board took an oppose position on June 3, 2026)

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 741 (Blakespear) **Low Carbon Transit Operations Program**	9/18/26 Signed by the Governor Chapter 247, Statutes of 2026	As amended on July 1, this bill would repeal the requirements for transit agencies to demonstrate that the expenditure of funds received under the Low Carbon Transit Operations Program (LCTOP) reduces the emissions of greenhouse gases and authorizes transit agencies to spend the money on specified services and programs, including maintenance, transit fare subsidies, and network integration.	**SUPPORT** (New bill. No position taken on June 3, 2026)
SB 922 (Laird) **Vehicles: local agency charges: use of streets or highways.**	8/27/26 Signed by the Governor Chapter 148, Statutes of 2026	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight, such as waste hauling. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge.	**Watch**

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1087 (Cabaldon) **Transportation planning: sustainable communities strategies transportation funding programs**	9/30/26 Signed by the Governor Chapter 1005, Statutes of 2026	Metropolitan Planning Organizations (MPOs) must prepare a Sustainable Communities Strategy (SCS) to be eligible for state grant funding. The SCS is a document that details how a region intends to create livable communities by addressing housing needs and reducing miles traveled and greenhouse gas emissions. As amended on August 21, the bill does the following: • Extends the timeline for metropolitan planning organizations to prepare a regional transportation plan, including a sustainable communities strategy, from 4 to 8 years. • Removes the requirement for a separate Alternative Planning Scenario (APS) document. • Maintains the Air Resources Board (ARB) 's responsibility for setting greenhouse gas targets and requires ARB to set targets for 2035 and 2045. • Targets must be based on what is achievable for the region, considering existing conditions, exogenous factors, and financial constraints, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles. • Targets must also reflect the combined effect of policies, regulations, and investments by cities, counties, special districts, county transportation agencies, air districts, metropolitan planning organizations, the state, and the federal government to improve fleet efficiency and reduce vehicle miles traveled. • Requires ARB to hold workshops on GHG targets. Requires all MPOs to prepare an implementation progress report four years after adopting an SCS. Statutory scope is defined and does not require new modeling or primary data collection. MPOs under 1.5 million may include a board adopted resource certification that satisfies the requirement regardless of omissions due to capacity constraints.	**SUPPORT** (SLOCOG Board took a support if amended position on June 3, 2026)

SLOCOG Bill Matrix – November 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1167 (Blakespear) **Vehicles: electric bikes**	9/30/26 Signed by the Governor Chapter 846, Statutes of 2026	This bill would revise the definitions of electric bicycles (e-bikes), motor driven cycles, and mopeds, update the labeling and disclosure requirements for manufacturers and sellers of these devices, and expand prohibitions on false advertising and unfair competition related to e-bikes, among other things.	**SUPPORT** (SLOCOG Board took a watch position on June 3, 2026)
SB 1324 (Blakespear) **Passenger and freight rail: LOSSAN Rail Corridor: working group report**	8/27/26 Signed by the Governor Chapter 158, Statutes of 2026	Existing law requires the Secretary for Transportation to convene a LOSSAN Rail Corridor work group and to submit a report to the legislature with recommendations to improve connectivity with other passenger rail service, to improve existing service and ridership, to achieve zero-emission intercity service, and strategies to support coastal hazard resiliency. As amended on March 23, this bill would delay when the report is required to be submitted to the legislature from February 1, 2026, to February 1, 2027.	**SUPPORT** (SLOCOG Board took a support position on June 3, 2026)
SB 1423 (Stern) **Regional planning: standardized spatial planning datasets**	9/30/26 Signed by the Governor Chapter 1039, Statutes of 2026	As amended on June 22, this bill would requires the Governor's Office of Land Use and Climate Innovation (LCI) to create a consolidated online platform to make publicly available a core set of statewide standardized spatial planning datasets that include specified categories of information for consideration in state, regional, and local land use and infrastructure plans.	**Watch**

ATTACHMENT B

Draft 2027 State Legislative Platform

Issue	Goal	Strategy
1. Acquire and Protect State Funding for SLOCOG's Priority Projects	Aggressively pursue funds through the State Budget, California Transportation Commission allocation process, or any other state sources. Ensure predictability and stability of transportation revenue should conversion occur due to the lack of reliance on petroleum consumption to address greenhouse gas emission reduction. Ensure that CSIS allows investments to enhance safety and goods movement on the state highway system.	SLOCOG will remain diligent in competing for additional state funds for countywide priorities, with an emphasis on alleviating congestion on Highway 101 and addressing safety through the U.S. 101 and State Routes 46 and 227 Corridors. SLOCOG will pursue a permanent solution to ensure that predictable revenue is made available through Cap-and-Invest, including excess auction proceeds and interest, and Active Transportation Programs (ATP) for operations and capital needs for bus, rail, bicycle, and pedestrian programs. This includes supporting increased permanent funding for ATP. SLOCOG supports a revenue-neutral conversion to a source, such as a tiered vehicle registration fee, that ensures equity in revenue collection that does not disadvantage those who must drive further to job centers. Distribution should respect the Central Coast's vital role in maintaining system integrity and providing mobility options. SLOCOG will advocate for restoring truck weight fees to fund infrastructure priorities. These resources have been used since 2011 to pay down general obligation bond debt service. SLOCOG will advocate to ensure that the goals expressed in the Caltrans System Investment Strategy (CSIS) allow the ability to address safety and goods movement projects on the state highway system.
2. Regional Partnerships	Coordinate with Central Coast Coalition to raise awareness of regional corridors as facilities of	SLOCOG will collaborate with Central Coast partners, California State Transportation Agency, California Transportation Commission, and Caltrans to pursue funding to improve safety and congestion resulting from goods movement throughput and tourism on regional arterials such as U.S.101 and State Route 46. This includes ensuring that efforts to reduce greenhouse gas emissions account

Issue	Goal	Strategy
	state and national significance. Ensure that CAPTI allows investments to enhance safety and goods movement on the state highway system.	for opportunities and limitations along the Central Coast, such as the implementation of broadband, electric vehicle infrastructure, climate resiliency, and transit-oriented development to help reduce greenhouse gas emissions. SLOCOG will collaborate with all stakeholders to implement the Climate Action Plan for Transportation Infrastructure (CAPTI) to promote mode-shift where feasible while also working towards completing key highway projects that enhance safety and support goods movement, tourism, disaster response, and military operations. SLOCOG will oppose efforts to codify unattainable vehicle miles traveled reduction goals proposed in CAPTI 2.0 that preclude access to state funding opportunities and do not account for previous investments made to reduce greenhouse gas emissions and advance regional mobility options.
3. Secure Predictable and Stable Transit Funding	Support potential changes to the Transportation Development Act (TDA) to assist local public transportation systems with funding eligibility. Modify the existing definition of disadvantaged communities to allow for greater flexibility in delivering projects that benefit both the region and disadvantaged community.	SLOCOG will support modifications to the TDA process as appropriate to ensure that transit operators are provided with permanent flexibility beyond FY 26-27 (SB 169 of 2026) to continue accessing funding to maintain and expand service, particularly with ridership challenges resulting from the recovery of the COVID-19 pandemic and shift to working from home for many. SLOCOG will advocate to protect and acquire the remaining balance of SB 125 formula funds ($1.7M for FY 27-28) provided by the legislature for operations and capital needs from being diverted. SLOCOG will support efforts to modify the strict requirement of state funding programs to only invest in disadvantaged communities, so that large scale projects that help disadvantaged communities, such as farmworkers and laborers, can enhance safety and mobility.
4. Pragmatically Address Air Quality and Mobility Goals	Remain competitive in a CAPTI environment. Advocate for extension of Cap-and-Invest program,	SLOCOG will collaborate with all stakeholders to implement CAPTI to promote mode-shift where feasible while also working towards completing key highway projects that enhance safety and support goods movement, tourism, disaster response, and military operations. Operational improvements such as telecommuting, vanpools, shipping more freight via rail, and promoting opportunities for regions to sell mitigation credits to generate revenue for providing multi-modal options, should also be considered.

Issue	Goal	Strategy
	Monitor activities on conversations regarding the jobs-housing imbalance and the impact on vehicle miles traveled. Protect transportation funding from being withheld or diverted and find other alternatives to address meeting affordable housing goals. Support state funding to expand infrastructure and incentives for conversion to electric vehicles to reduce greenhouse gas emissions.	SLOCOG will also work with organizations such as the California Association of Councils of Governments (CALCOG), California League of Cities, California State Association of Counties, and Self-Help Counties Coalition (SHCC), among others, to comply with the statewide mandate to reduce greenhouse gas emissions and endorse policies that promote equity and regional job creation to reduce vehicle miles traveled with pragmatic solutions that fit the region. This includes monitoring and advocating the establishment of new greenhouse gas emissions as required by SB 1087 of 2026 and pursuing a CEQA exemption for the preparation of sustainable communities strategies documents as clean-up legislation to SB 1087. SLOCOG will work with state, regional, and local level agencies to support the planning required by SB 375, while addressing impacts of the jobs-housing imbalance in rural communities. This includes working with the business community to incentivize regional job creation to reduce greenhouse gas emissions and vehicle miles traveled. SLOCOG will also support efforts to expand the infrastructure and incentives for electric vehicle conversion by minimizing concerns over range, cost, and infrastructure. An evaluation of the cost of increased usage of electricity and safety protocols should be considered. SLOCOG will support legislation to allow small to medium-sized metropolitan planning organizations greater flexibility in complying with state air quality standards so that solutions regarding population density, vehicle miles traveled, and housing are emblematic of a region's geography, demographics, travel patterns, and availability of alternative modes. SLOCOG will evaluate pursuing funding made available through Proposition 4, which provides $550 million for sea-level rise and restoring coastal areas, to address flooding on state highways, such as State Route 1 and U.S. 101, which has been subject to flooding through winter storms.
5. Passenger Rail	Prioritize expanding passenger rail options to	SLOCOG will continue to work cooperatively with CalSTA, Caltrans Division of Rail, Amtrak, CTC, LOSSAN, Coast Rail Coordinating Council, and Union Pacific

Issue	Goal	Strategy
	better connect San Luis Obispo to the LA Basin and establish service to the Bay Area over high-speed rail investments. Maintain and increase funding for intercity passenger rail in the LOSSAN North Corridor. Pursue funding opportunities made available through CalSTA.	Railroad to expand passenger rail service to accommodate San Luis Obispo schedules. SLOCOG will also advocate to permanently increase and acquire funding from CalSTA through the State Rail Assistance (SRA) and Transit Capital and Intercity Rail Program (TIRCP), among other sources, with goal of delivering capital improvements to close the gaps and make Coast Rail connecting the Bay Area and LA Basin a reality. This includes pursuit of TIRCP funding to address multi-modal priorities to help offset greenhouse gas emissions and expand mobility options to alleviate congestion within the region. State funding should prioritize passenger rail systems that can be cost-effectively delivered. Augmenting those programs would expedite delivery of mode-shift opportunities to meet climate change goals. This includes supporting the continued augmentation of the Public Transportation Account to support intercity rail passenger service, which is set to expire on June 30, 2027, and pilot passenger rail service to accommodate travelers during the 2028 Olympics. SLOCOG supports the draft 2024 State Rail Plan, which references near- and mid-term objectives (2028, 2034) of hourly intercity service on LOSSAN between San Diego and Los Angeles, with bi-hourly service north to Santa Barbara, and every-four-hour intercity service to San Luis Obispo.
6. Housing	Monitor efforts to update state housing law related to the Regional Housing Needs Allocation process and advocate for the interests of the region in any proposed legislative changes. Secure funding for costs associated with the Regional Housing Needs	SLOCOG will monitor California Department of Housing and Community Development updates related to the Regional Housing Needs Allocation Process in anticipation of the next cycle for San Luis Obispo County that is anticipated to begin in 2027. SLOCOG will work with CALCOG to develop additional revenue sources at the state, regional and local levels to support the planning required by SB 375 to advance the construction of affordable housing in the region to protect against unfunded mandates. SLOCOG will advocate for funding to produce housing near jobs and transit areas with local flexibility, such as advocating to continue Regional Early Action Planning

Issue	Goal	Strategy
	Allocation process, an unfunded state mandate. Support policies aimed at increasing production of housing and funding to produce and preserve affordable housing and associated infrastructure to help the jobs-housing imbalance and the impact on vehicle miles traveled.	Grant funding opportunities. Additionally, SLOCOG will seek opportunities to streamline the Regional Early Action Planning Grant process to align with other state funding programs.

ATTACHMENT C

Actum

STRATEGY EXECUTION OUTCOMES

November 16, 2026

TO: Board Members, San Luis Obispo Council of Governments

FROM: Gus Khouri, Partner, Actum II LLC

RE: STATE LEGISLATIVE UPDATE – NOVEMBER

General Outlook
Governor Newsom had until September 30 to sign or veto legislation. He signed 1,040 of the 1,160 bills sent to his desk (89.6%) this Session, and 6,752 of 7,803 bills (86.5%) during his eight-year tenure. The Regular Session concluded on September 1. The current class of legislators can meet through November 30 if a Special Session is called. The new class of legislators will be sworn in on December 7.

Election Day was held on November 3. Prior to the midterms, Republicans held a 218 to 214 advantage over Democrats in the House of Representatives. There were two vacant seats in the House due to the resignations of Rep. Tony Gonzales (R-Texas) and Rep. Sheila Cherfilus-McCormick (D-Florida) that needed to be filled. Rep. Kevin Kiley is the lone Independent having served California former 3rd Congressional District. Tuesday night's results revealed that Democrats had made substantial gains in Congress and even in the California legislature. This report will highlight races impacting SLOCOG's congressional and state delegation, state ballot measures, and legislative items of interest.

Statewide Offices
Governor – Xavier Beccera (D) 65.6%
Lt. Governor – Fiona Ma (D) 65.5%
Secretary of State – Shirley Weber (D) 66.5% (incumbent)
Treasurer – Eleni Kounalakis (D) 65.7%
Attorney General – Ron Bonta (D) 65.4%

State Ballot Measures of Interest
Prop 1 ($11.25 Affordable Housing Bond) Approved – 61.1%
Prop 2 (doubles State Rainy Day Fund) Approved – 61.2%
Prop 40 (Billionaire Tax) Failed – 52.2%
Prop 43 (All special taxes at 2/3) Failed – 57.6%

Congress (CD – Congressional District)
Nationally, Democrats currently hold a 257 to 169 advantage in the House of Representatives after flipping 46 seats, well over the 218 needed to have control, with 9 seats remaining to be called. Some projections estimate Democrats having as many as 259 members. Democrats also gained eight seats in the U.S. Senate and will have at least 55 members, with gains in North Carolina Pennsylvania, Texas, Michigan, Mississippi, New York, Ohio, Kentucky and Colorado, with only a Senate seat in Alaska remaining to be called.

CD 19 includes a portion of Monterey, **San Luis Obispo,** Santa Clara, and Santa Cruz Counties, including the whole Cities of Atascadero, Capitola, Carmel- by-the-Sea, Del Rey Oaks, Paso Robles, Marina, Monterey, Pacific Grove, Sand City, Santa Cruz, Scotts Valley, and Seaside, and portions of the City of San Jose. **Congressmember Jimmy Panetta (D) won re-election with 71.9% of the vote.**

CD 24 includes the whole County of Santa Barbara, **portions of San Luis Obispo** and Ventura Counties, including the entire Cities of Arroyo Grande, Buellton, Carpinteria, Goleta, Grover Beach, Guadalupe, Lompoc, Morro Bay, Ojai, Pismo Beach, San Luis Obispo, Santa Barbara, Santa Maria, and Solvang, and portions of San Buenaventura (Ventura). **Congressmember Salud Carbajal (D) won re-election with 65.8% of the vote.**

State Legislature
Democrats will continue to hold supermajorities in both houses of the State Legislature (at least 75%), with a 32 to 8 margin in the Senate, after a pick-up in SD 40 in San Diego County, and 67 to 13 the Assembly, which is a pickup of four seats, including a win in Assembly District 33, home of Assembly Republican Leader Alexandra Macedo.

California State Senate (SD – Senate District)
Even numbered Senate Districts were up this cycle so there was no impact to Senators from the Central Coast. The Central Coast is represented by Senate President pro Tempore Monique Limón (D-Santa Barbara) in SD 21, and Senator John Laird (D- Santa Cruz) in SD 17.

SD 17 is based on nesting AD 29 and AD 30 and includes the **whole Counties of Monterey, San Benito**, **Santa Cruz, and portions of San Luis Obispo County**, which was split to balance population, but keeps together small coastal communities and cities. This district includes the whole Cities of Arroyo Grande, Atascadero, Capitola, Carmel-by-the-Sea, Del Rey Oaks, El Paso de Robles (Paso Robles), Gonzales, Greenfield, Hollister, King City, Marina, Monterey, Morro Bay, Pacific Grove, Pismo Beach, Salinas, Sand City, San Juan Bautista, San Luis Obispo, Santa Cruz, Scotts Valley, Seaside, Soledad, and Watsonville.

SD 21 is based on nesting AD 37 and AD 38 and includes **Santa Barbara County and portions of San Luis Obispo** and Ventura Counties. All splits were made to balance population while considering communities of interest. This district includes the whole Cities of Buellton, Camarillo, Carpinteria, Fillmore, Goleta, Grover Beach, Guadalupe, Lompoc, Ojai, Oxnard, Port Hueneme, San Buenaventura (Ventura), Santa Barbara, Santa Maria, Santa Paula, and Solvang.

California State Assembly (AD – Assembly District)
AD 30 consists of **portions of Monterey, Santa Cruz, and San Luis Obispo Counties**, including the whole Cities of Sand City, Del Rey Oaks, Morro Bay, Carmel-by-the-Sea, Capitola, Pacific Grove, Atascadero, Seaside, Arroyo Grande, Pismo Beach, Marina, El Paso de Robles (Paso Robles), Monterey, Grover Beach,

and San Luis Obispo. This coastal district shares a tourism-based economy and strong ties to higher education institutions, including the Monterey Institute of International Studies and California State University, Monterey Bay. **Assemblymember Dawn Addis was re-elected with 66.4% of the vote.**

AD 37 includes all of **Santa Barbara County and portions of San Luis Obispo County**. This district consists of the whole Cities of Guadalupe, Buellton, Lompoc, Santa Maria, Goleta, Carpinteria, Solvang, and Santa Barbara. This is a coastal district with solid communities of farmworkers to the north and includes the University of California, Santa Barbara**. Assemblymember Gregg Hart was re-elected with 66.3% of the vote.**

State Budget Volatility Continues

Last November, the Legislative Analyst's Office (LAO) was forecasting an $18 billion state budget deficit for FY 26-27. On January 9, Governor Newsom published a projected deficit of $2.9 billion. The difference is the Governor's Budget forecast reflects General Fund revenues that are more than $42 billion higher over the budget window ($31 billion more than the LAO projected due), from 2024-25 through 2026-27, than projected at the 2025 Budget Act—an increase driven by higher cash receipts, higher stock market levels, and an improved economic outlook rather than the LAO's conservative approach that capital gains revenues will regress by 20 percent, which the Governor does not factor. A $39 billion surplus was published with the release of the May Revision – A $57 billion swing from the LAO's November estimate, primarily due to a windfall of capital gains receipts. This volatility will continue as long as the state relies on capital gains, personal income tax and corporate taxes as the main resources for revenues. Governor Newsom announced that the September revenues came in $2.9 billion over expectation.

Temporary Deal Reached on Cap-and-Invest Funding for Tier 3 Programs

On September 18, Governor Newsom signed Senate Bill (SB) 193 (Committee on Budget), providing a short-term compromise on maintaining investments through Cap-and-Invest auction proceeds for programs referred to as Tier 3 priorities such as air quality, affordable housing, public transportation, safe drinking water, and decarbonization of agricultural equipment. SB 193 makes this possible by dedicating new Cap-and-Invest revenue ($128 million), using $500 million in annual Cap-and-Invest interest earnings, and pushing back $500 million of the CalFire obligation to fiscal year (FY) 27-28. As a result, the Low Carbon Transit Operations Program (LCTOP) will receive $208 million, and Transit and Intercity Rail Capital Program (TIRCP) will receive $95 million. The TIRCP amount receives a $210 million annual supplement from SB 1 but is still $305 million short of the amount provided in the SB 840 expenditure plan. This will have an impact on awards made by the California State Transportation Agency (CalSTA) competitive grants issued through TIRCP Cycle 8, which will be made later this month. The Cap-and-Invest deal also fully funds SB 125 for FY 26-27. This is welcome news considering threats throughout the year to eliminate funding for these programs for the next five years.

Under the Cap-and-Trade program, which ran through June 30, 2026, the Transit and Intercity Rail Capital Program (TIRCP) receives 10%, and the Low Carbon Transit Operations Program (LCTOP) receives 5% of all proceeds. In FY 25-26, the program generated $4.4 billion, resulting in $440 million for TIRCP and $220 million for LCTOP. The extension and rebranding of Cap-and-Trade to Cap-and-Invest has made things challenging, as those programs are the lowest priority. The SB 840 expenditure plan caps TIRCP at $400 million, LCTOP at $200 million, and the Affordable Housing and Sustainable Communities (AHSC) Program at $800 million — a 10% reduction from Cap-and-Trade levels.

However, industry's reluctance to purchase emission credits early this year was preventing the state from realizing those funding levels. Industry has also been importing energy to circumvent California regulations, a practice known as "leakage." The Air Resources Board (ARB) is fighting to curb this practice to help accelerate achievement of greenhouse gas emissions targets. Projections for Cap-and-Invest have declined to $2.7 billion for FY 26-27, a decrease of 37%. In May, the ARB approved the framework for a Manufacturing Decarbonization Credit (MDI) to provide a subsidy for business to buy credits and restore funding.

In combination with a stagnant credit market, Governor Newsom's plan to accelerate $2 billion in larger utility credit rebates through FY 30-31 (bringing the total to $8–10 billion), the MDI program would eliminate funding for air quality conformity, affordable housing, and public transportation. SB 193 provides a respite for FY 26-27 while a new class of legislators will look to address a longer-term solution to Cap-and-Invest next Session.

SB 125 Funding Secured for FY 26-27
The legislature has appropriated $4.4 billion of the $5.1 billion made available by SB 125 in 2023. SLOCOG's total share is $33.2 million. On September 18, Governor Newsom signed AB 113 (Committee on Budget), the junior budget bill, which includes $230 million for FY 26-27, meaning that $4.64 billion of the $5.1 billion is available for allocation. SLOCOG will be able to draw down $31.5 million, leaving $1,760,954 that will need to be appropriated for FY 27-28 to exhaust all program funding.

Bills of Interest

1. **AB 2168 (Wicks),** as amended on July 2, this bill requires the California Transportation Commission (CTC) to establish penalties for failure to use Active Transportation Program (ATP) funds in a timely manner, clarifies ATP eligibility criteria related to projects that provide access to transit, and expands the goals of ATP to include increasing the proportion of trips accomplished by accessing public transit.

   SLOCOG Position: Watch **Status:** Chapter 210, Statutes of 2026

2. **SB 741 (Blakespear),** as amended on July 1, this bill would repeal the requirements for transit agencies to demonstrate that the expenditure of funds received under the Low Carbon Transit Operations Program (LCTOP) reduces greenhouse gas (GHG) emissions. This bill places less strings on using LCTOP funds.

   SLOCOG Position: Support **Status:** Chapter 247, Statutes of 2026

3. **SB 1087 (Cabaldon),** as amended on August 21, this bill would modernize the preparation of sustainable communities strategies documentation, which is required to be prepared by a metropolitan planning organization (MPO), such as SLOCOG, for eligibility to apply for state grant funding. These plans must demonstrate how an MPO plans to reduce greenhouse gas emissions and vehicle miles traveled, by investing into housing and multimodal transportation options, in addition to traditional highways projects. This bill would require the California Air Resources Board (CARB) to approve an SCS within 60 days and pushes the requirement to complete one from 4 to every 8 years. If an MPO has changes to its Federal Transportation Improvement Plan, it must amend its SCS and send it to CARB. Greenhouse gas emissions must be based on air conformity models and

assumptions rather ambitious one-size fits-all statewide targets. The bill also places performance metrics on the California Transportation Plan for Caltrans to follow.

SLOCOG Position: Support **Status**: Chapter 1005, Statutes of 2026

2027 State Legislative Draft Platform

SLOCOG annually adopts a state legislative platform to establish advocacy priorities for the year. Major themes for the year include addressing and finding a replacement source of funding to offset the declining revenues derived from gas and diesel, addressing safety and mobility in priority corridors such as State Route 46, 101, and 227, and restoring Cap-and-Invest proceeds to allow for investments into multimodal options, and flexibility in meeting air quality goals. The draft legislative platform may be revised based on feedback by SLOCOG and to incorporate language to account for potential opportunities and threats that may be present in the FY 27-28 State Budget, which will be published by January 10. Staff will return with the 2027 Legislative Platform, as well as the 2027 Central Coast Coalition Legislative Platform, for adoption at the February SLOCOG meeting.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: C-4**
SUBJECT:	**SB1 Solutions for Congested Corridor Program Grant Priorities and Status**	
STAFF CONTACT:	**Rich Murphy**	

SUMMARY

SLOCOG is advancing two applications under the Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP), Cycle 5: the US 101/SR 46W Interchange and Mobility Improvements project in Paso Robles and the US 101/Prado Road Overcrossing project in San Luis Obispo.

At its October 7, 2026 meeting, the SLOCOG Board authorized the Executive Director to establish the relative priority of the two SCCP nominations using five evaluation criteria and return the results to the Board for ratification in December. To support this determination, staff developed a standardized, independent evaluation process using weighted scoring criteria and comparable project information.

The results of the independent evaluation and recommended regional priority rankings will be distributed as a handout at the Transportation Technical Advisory Committee (TTAC) meeting.

This report also provides an update on SLOCOG's ongoing SB 1 grant pursuits and other recently submitted grant applications, highlighting key developments since the Major Projects Program status update presented to the SLOCOG Board on October 7, 2026. The October staff report provides additional background on the projects, funding strategies, and grant opportunities discussed herein.

RECOMMENDATIONS

Staff: 1) Recommend that the SLOCOG Board ratify and support the SCCP Cycle 5 regional project priority rankings established through the independent evaluation process (Attachment A), and

2) Receive and file the SB 1 Major Projects grant pursuit status update (Table 1).

TTAC: To be provided in the Addendum on 12/4/26

CTAC To be provided in the Addendum on 12/4/26

DISCUSSION

SCCP Cycle 5 – Independent Project Prioritization

The SCCP guidelines require applicants submitting multiple nominations to identify their relative priority. SLOCOG is advancing two geographically distinct projects addressing regional transportation needs along the US 101 corridor.

Both projects were submitted for SCCP funding consideration by the November 19th deadline regardless their relative ranking. The California Transportation Commission is expecting correspondence on the rankings after the Board takes action on December 9th.

To establish a consistent and objective basis for prioritization, staff developed a three-step independent review process.

Step 1 – Evaluation Criteria and Reviewer Instructions

Independent reviewers were provided common evaluation criteria and instructions emphasizing consistent standards, documented evidence, and consideration of project benefits, financial commitments, readiness, and delivery risks.

Step 2 – Standardized Project Fact Sheets

Staff prepared comparable fact sheets for each nomination using project application materials, funding commitments, delivery schedules, and regional planning documents. The fact sheets were organized around the five evaluation criteria to provide a consistent basis for review.

Step 3 – Independent Scoring and Prioritization

Reviewers independently evaluated each project using a standardized scorecard, assigning points under five weighted criteria totaling 100 points.

Evaluation Criterion	Maximum Points
Local Partnership & Financial Commitment	15
Project Readiness & Milestones	20
Schedule & Delivery Certainty	20
Funding Plan & Leverage	20
RTP Implementation & SCCP Benefits	25
Total	**100**

The criteria balance the credibility of project delivery and financial commitments with the anticipated transportation benefits of each investment. The highest-weighted criterion considers implementation of adopted regional transportation priorities and the extent to which each project addresses congestion, reliability, safety, multimodal access, and other SCCP objectives.

Reviewers were asked to provide supporting comments explaining the principal factors influencing their scores, including significant project strengths, uncertainties, or delivery risks.

SCCP Regional Priority Rankings

The independent evaluation results and recommended regional priority rankings were presented as a handout at the TTAC and CTAC meetings and distributed to the SLOCOG Board in Attachment A (See December 4th addendum distribution).

The evaluation is intended to establish the relative priority of SLOCOG's two SCCP nominations, rather than predict the California Transportation Commission's funding decisions.

Following advisory committees review, the recommended rankings were transmitted to the SLOCOG Board for ratification and subsequently communicated to the CTC.

SB 1 Grant Pursuit Status and Other Grant Activities

At its October 7, 2026 meeting, the SLOCOG Board received a comprehensive Major Projects Program status update outlining project delivery challenges, funding strategies, and anticipated state and federal grant opportunities (refer to the October 7, 2026 Major Projects Program staff report). Since that update, staff has continued advancing several SB 1 grant applications and other discretionary funding opportunities.

The following summarizes significant developments, recent grant submissions, and upcoming milestones associated with these efforts. Additional project background and funding strategies are documented in the October staff report.

In addition to SCCP prioritization, staff continues implementing the Major Projects grant pursuit strategy established through the 2026 Fund Cycle.

The current effort includes six priority projects or project bundles:

- SR 46E/US 101 Interchange and Union Road Bundle: TCEP Cycle 5 co-nomination with Caltrans to advance project development and right-of-way activities.
- US 101/SR 46W Interchange, South Vine Street and Mobility Hub: SCCP Cycle 5 nomination addressing congestion, regional gateway operations, local circulation, and multimodal connectivity.
- US 101/Prado Road Overcrossing: SCCP Cycle 5 nomination supporting a new US 101 crossing, planned growth, and improved multimodal connections in Central County.
- SR 46E Antelope Grade Segment 2: Pursuit of federal PROTECT funding to advance completion of the SR 46 expressway corridor and potentially leverage future TCEP investment.

- SR 227/Buckley Road Roundabout: Federal Safe Streets and Roads for All (SS4A) grant application submitted in 2026 to advance intersection safety improvements. Grant not awarded.
- SR 227/Edna Valley Trail: California Active Transportation Program (ATP) Cycle 8 grant application submitted in 2026 to advance a multimodal connection along the SR 227 corridor. Funding recommendations are anticipated in December 2026. Grant not awarded

Table 1 provides a condensed status summary for four of the six Major Projects submitted and pending grant award announcement.

TABLE 1: SB 1 Grant Pursuit Status and Other Grant Activities

#	Project	Grant Program/ Strategy	SLOCOG Role	Grant Status
1	SR 46E / US 101 & SR46E/Union Rd Bundle	SB 1 TCEP Cycle 5	Co-nominator / regional funding partner	Caltrans Headquarters selected the project bundle for co-nomination with Caltrans District 5. SLOCOG condition: Maintain n/b off-ramp RTL. D5 condition: Expand scope to include s/b off-ramp within PS&E phase of project. If awarded, Caltrans D5 to take over implementing agency role. Application scope: Union Rd.O/C PS&E & R/W, 46E/101 NB offramp PSE+. App. submitted by Nov. 20th deadline SLOCOG commitment $4.54M * **TCEP Grant Request $ $26.4M** Note: City feasibility work proceeding concurrent with grant request for lower cost solution.
2	SR 46W / US 101, Vine St. & Mobility Hub	SB 1 SCCP Cycle 5	Applicant / regional funding partner	SLOCOG / City partnership. Letter of funding commitment received. Application scope: Construction only funding pursued per SCCP guidelines. Three project components: (a) S. Vine St. realignment, (b) Theater Dr. mobility-hub, and (c) SR46W roundabouts. App. submitted by Nov. 19th deadline SLOCOG commitment $3.25M* City commitment $8.86M **SCCP Grant Request $50M** Note: Cost increases above and beyond potential grant award: (a) City, (b) SLOCOG, (c) SLOCOG
3	US 101 / Prado Rd. Overpass & Local Rd. Imps.	SB 1 SCCP Cycle 5 / potential LPP	Applicant / regional funding partner	SLOCOG / City partnership. Letter of funding commitment received. Application scope. Construction and construction support pursued per SCCP and LPP guidelines. App. submitted by Nov. 18th (LPP) and Nov.19th (SCCP) deadline SLOCOG commitment $3.5M* City commitment $90.0M **SCCP $80M, LPP $25M (Total $105M)** Note: Any cost increases exceeding available grant funding and other committed project funds shall be borne by the City.
4	SR 46E Corridor – Antelope Grade Ph. 2	Federal INFRA / BUILD /PROTECT	Regional funding partner / federal grant applicant / corridor advocate	SLOCOG / Caltrans partnership. Application scope: Construction only funding pursued at 80% of project estimate per federal PROTECT guidelines. App. submitted by Oct. 9th deadline SLOCOG commitment $2M* **PROTECT Grant Request $79.8M**. Note: If awarded, must request TCEP Cycle 6 advance programming per guidelines to secure remaining 18% ($20M+/-).

ATTACHMENT A

SCCP Regional Priority Rankings

The independent evaluation results and recommended regional priority rankings were presented as a handout at the TTAC and CTAC meetings and distributed to the SLOCOG Board in Attachment A (See December 4th addendum distribution).

The evaluation is intended to establish the relative priority of SLOCOG's two SCCP nominations, rather than predict the California Transportation Commission's funding decisions.

Following advisory committees review, the recommended rankings were transmitted to the SLOCOG Board for ratification and subsequently communicated to the CTC.

See Addendum for SB1 SCCP Prioritization and Letter to CTC

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**JUNE 3, 2025**	**ITEM C-5**
SUBJECT	**Contract Amendment 2 with Mark Thomas for SR 46 Antelope Grade Segment 2 PROTECT Grant Services**	
Staff Contact:	**Rich Murphy**	

SUMMARY

Staff requests approval of a $27,000 amendment to SLOCOG's on-call contract with Mark Thomas for work completed on the federal PROTECT grant application for State Route 46 Antelope Grade Segment 2. The proposed amendment would increase the contract's not-to-exceed amount from $151,110 to $178,110 and retain the December 31, 2026 expiration date.

The first contract amendment, approved in June 2026, added $45,000 for technical support to prepare Senate Bill 1 (SB 1) Cycle 5 grant applications for the SR 46 corridor in Paso Robles. That work supported Trade Corridor Enhancement Program applications for the SR 46 East / US 101 interchange and the SR 46 East / Union Road Overcrossing, and a Solutions for Congested Corridors Program application for the SR 46 West / US 101 interchange.

Mark Thomas initially expected to use part of the existing contract budget for PROTECT because it anticipated that Caltrans District 5 would lead preparation of the SR 46 East grant application. Mark Thomas ultimately performed that work, and the SR 46 West application required its full budget. Mark Thomas reported $27,000 in PROTECT application preparation costs beyond the existing contract ceiling.

RECOMMENDATIONS

Staff: Approve the second contract amendment (Attachment A) with Mark Thomas Associates for work completed on the federal PROTECT grant application for State Route 46 Antelope Grade Segment 2. The amendment increases the contract's not-to-exceed amount by $27,000, from $151,110 to $178,110, and retains the December 31, 2026 expiration date.

TTAC/CTAC: To be provided in the Addendum on 12/4/26.

DISCUSSION

In June 2026, the Board approved the first amendment to the Mark Thomas contract, adding $45,000 in technical support to prepare Senate Bill 1 (SB 1) Cycle 5 grant applications for the SR 46 Corridor Bundle in Paso Robles. The work supported Trade Corridor Enhancement Program (TCEP) applications for preconstruction and right-of-way funding for the SR 46E / US 101 interchange and the SR 46E / Union Road Overcrossing, as well as a Solutions for Congested Corridors Program (SCCP) application for the SR 46W / US 101 interchange.

SLOCOG also pursued a federal PROTECT grant for SR 46 Antelope Grade Segment 2. Mark Thomas initially expected to use part of the existing contract budget for the PROTECT application because it anticipated that Caltrans District 5 would lead preparation of the SR 46E TCEP application. Mark Thomas ultimately performed that work, and the SR 46W SCCP application required its full budget. The consultant reused prior federal BUILD grant materials where applicable, and the SB 1 guidelines required additional work. As a result, the existing contract budget was needed for the SB 1 applications.

On October 19, 2026, Mark Thomas reported that it had incurred $27,000 preparing the PROTECT application. On November 4, the consultant confirmed after reviewing the contract budget that the work exceeded the

existing contract ceiling. The proposed second amendment adds the completed PROTECT application work to the contract scope and increases the contract's not-to-exceed amount by $27,000, from $151,110 to $178,110.

For any SB 1 Cycle 5 application that does not receive an award, staff can update and reuse the technical analyses, cost estimates, funding plans, and project readiness documentation for SB 1 Cycle 6 or other eligible state and federal grant opportunities. The PROTECT application provides a similar foundation for future grant requests for Antelope Grade Segment 2. It also positions SLOCOG to work with Congressman Jimmy Panetta's office on a project-specific funding request through federal surface transportation reauthorization.
SLOCOG has secured support for completing Antelope Grade Segment 2 from the Kern Council of Governments, The Wonderful Company, and Congressmembers Jimmy Panetta, Vince Fong, and Salud Carbajal. The Wonderful Company's Wonderful Logistics Center is in Shafter, Kern County. Congressmembers Fong and Carbajal serve on the House Transportation and Infrastructure Committee. This support reflects the project's importance to freight movement
.

FISCAL IMPACT

The proposed second amendment to the Mark Thomas Associates contract increases the not-to-exceed amount by $27,000, from $151,110 to $178,110, to cover the cost of preparing the federal PROTECT grant application for SR 46 Antelope Grade Segment 2.

The SLOCOG Board has previously committed discretionary funding toward technical grant support activities through both the 2024 and 2026 Fund Cycle programming policies and related implementation actions. Resources remain available within SLOCOG's discretionary programming and project delivery budget to support this work effort and associated state and federal grant preparation activities.

ATTACHMENT A

AMENDMENT No. 2
to
Contract Amendment between the San Luis Obispo Council of Governments and Mark Thomas & Company, Inc. for Preparation of the federal PROTECT grant application for SR 46 Antelope Grade Segment 2

Date of Contract: **August 18, 2025**

Amended End date of Contract: **December 31, 2026**

Not-to-exceed amount: **$178,110**

AMENDMENT No. 2

to

the Contract between the San Luis Obispo Council of Governments and Mark Thomas & Company, Inc. for Preparation of the federal PROTECT grant application for SR 46 Antelope Grade Segment 2

This Amendment No. 2 is made and entered into this _____day of ___2026 (the "Effective Date"), by and between the San Luis Obispo Council of Governments, a California Joint Powers Agency (hereinafter referred to as "SLOCOG"), and MARK THOMAS & COMPANY, INC., a California Corporation (hereinafter referred to as "CONSULTANT").

WITNESSETH:

WHEREAS, in June 2026, the SLOCOG Board approved Amendment No. 1 to extend the Contract through December 31, 2026, and increase the not-to-exceed amount by $45,000, from $106,110 to $151,110, to support preparation of Senate Bill 1 (SB 1) Cycle 5 grant applications for the SR 46 Corridor Bundle in Paso Robles; and

WHEREAS, SLOCOG and the CONSULTANT desire to amend the Contract to add the work completed to prepare the federal PROTECT grant application for SR 46 Antelope Grade Segment 2 and increase the Contract's not-to-exceed amount by $27,000, from $151,110 to $178,110;

WHEREAS, CONSULTANT has assisted SLOCOG with development of the Investment and Grants Pursuit Strategy, scalable corridor bundle analysis, federal discretionary grant preparation, Caltrans System Investment Strategy (CSIS) analysis, readiness evaluations, and coordination with Caltrans and regional stakeholders associated with the SR 46 corridor and US 101 interchange system; and

WHEREAS, the SLOCOG Board has recognized the importance of strategic technical grant support, corridor bundle development, project readiness activities, and funding strategy coordination necessary to leverage state and federal discretionary funding opportunities associated with priority regional transportation investments; and

WHEREAS, the prior federal discretionary grant effort associated with the SR 46 corridor remains under review by FHWA, and corridor concepts have also been advanced through Congressional Directed Spending requests coordinated with the offices of U.S. Senators Schiff and Padilla; and

WHEREAS, SLOCOG and the CONSULTANT desire to amend the Agreement to extend the Termination Date through December 31, 2026, increase the contract amount, and continue technical support services associated with SB1 Cycle 5 funding strategies and related corridor bundle analyses; and

WHEREAS, continuation of services with CONSULTANT supports economy and efficiency by preserving continuity across active state and federal funding efforts, avoiding duplication of prior

technical analyses, and maintaining institutional knowledge associated with the SR 46 corridor funding strategy.

NOW, THEREFORE, it is mutually agreed that the Agreement shall be amended as follows:

4. PERFORMANCE PERIOD

A. This Contract shall go into effect upon the Effective Date, and CONSULTANT shall commence work after notification to proceed issued to CONSULTANT by SLOCOG'S Contract Manager.

B. This Contract shall terminate on December 31, 2026, unless otherwise extended in writing signed by both parties.

C. CONSULTANT is advised that any recommendation for contract award is not binding on SLOCOG until the contract is fully executed and approved by SLOCOG.

All other terms and conditions not hereby amended shall remain in full force and effect.

NOT-TO-EXCEED AMOUNT
The total amount payable by SLOCOG to CONSULTANT under this Contract shall not exceed $178,110.

CONSULTANT
Mark Thomas, INC., a California Corporation authorized to do business in California. BY:

BY: _____

Matt Brogan

Principal, Vice President
Mark Thomas

DATE: _____

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

BY: _____

Peter Rodgers
Executive Director
San Luis Obispo Council of Governments

DATE: _____

APPROVED AS TO FORM AND LEGAL EFFECT:
SLOCOG Counsel

BY: _____
Jenna Morton
SLOCOG Legal Counsel

DATE: _____

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**DECEMBER 9, 2026**	**ITEM D-1**
SUBJECT:	**DRAFT FY 2025-26 SLOCOG ANNUAL REPORT**	
STAFF CONTACT:	**ANNIE BOWSKY**	

SUMMARY
The SLOCOG Annual Report describes the accomplishments and activities carried out by the San Luis Obispo Council of Governments for fiscal year (FY) 2025-26 and looks forward to the goals of FY 2026-27. This report has been prepared pursuant to SLOCOG's Joint Powers Agreement for distribution to SLOCOG member agencies, as well as state and federal funding agencies and anyone who requests a copy of the report. The Annual Report will be available online at www.slocog.org under the "About" tab on slocog.org.

RECOMMENDATION
Staff: Approve Draft SLOCOG 2025-26 Annual Report
SSTAC: *To be provided in the Addendum on 12/4/26*
TTAC: *To be provided in the Addendum on 12/4/26*
CTAC: *To be provided in the Addendum on 12/4/26*

DISCUSSION
The annual report contains highlights and accomplishments from FY 2025-26, and looks forward to FY 2026-27 which the Board reviewed during the executive director's annual review.

Review FY 2025/26 Accomplishments and Goals

The outline of this annual report is based on major goals established at the beginning of the fiscal year. This report documents SLOCOG's continuing efforts to address funding issues; increase efficiency and system effectiveness; address bottlenecks; and enhance system interconnectivity, multi-modalism, and community livability. SLOCOG has been careful to track all funding opportunities, striving for efficiencies and assuring maximized funding for the region. Below is a progress report on the goals approved last year and what is planned for this year.

FY 2025-26 General Summary

The San Luis Obispo Council of Governments (SLOCOG) had a productive Fiscal Year 2025/26, marked by a continued emphasis on regional partnership, focused project delivery, and meaningful recognition. With continued uncertainty and challenges at the regional, State, and Federal tier, SLOCOG continued to emphasize a steady hand and work creatively to access and equitably deliver funding opportunities to the region.

Key accomplishments included:
- Construction on the Five Cities Project began and SLOCOG hosted the groundbreaking ceremony
- Marked completion of the $21 million Avila Beach Drive Roundabout Project
- Continued public outreach and information sharing by staff on the Local Roads First Transportation Tax initiative for a proposed November 2026 ballot measure

- In partnership with the City of San Luis Obispo (SLO) and Regional Transit Authority (RTA), implemented the Tap2Ride program
- Approved the 2025 Strategic Plan through the Overall Work Program and supported the plan by hosting two public workshops in 2026
- Adoption of the 2026 Fund Cycle committing $25M toward high priority projects and programs

A primary focus for the year continued to be the Local Roads First initiative. With the signing of two consultants, SLOCOG renewed outreach and information sharing efforts for a potential November 2026 transportation funding measure. Feedback from focus groups, community workshops, and extensive community group and city council presentations was integrated into the development of the Board-approved Transportation Expenditure Plan. These efforts support the region's ability to compete for state and federal funds, deliver priority projects, and plan for long-term transportation needs.

SLOCOG came full circle the with ribbon cutting for the Avila Beach Drive Roundabout Project and groundbreaking for the Five Cities Project, both part of the South County "Bundle of Projects." Key multimodal accomplishments included the collaborative implementation of the Tap2Ride program, continuation of the Pacific Surfliner fare discount program with Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency, and distribution of the pedestrian and bicycle safety demonstration mini-grant program. SLOCOG was also pleased to advance the 2025 Strategic Plan, host two board and committee workshops, and continued work of the 2027 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), both key elements of long-term planning and strategy efforts.

Review FY 2025/26 Accomplishments and Goals

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 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 – September 13th, 2026, through November 12th, 2026.

Correspondence:

Ongoing: Resolutions and letters of support for the Olympics Train Pilot Service, continued coordination with regional rail partners to secure additional train service during the 2028 Olympics in Los Angeles.

Review Correspondence Letters

Press Releases and News Updates:

09/17/26	NEWS: SLOCOG, County of San Luis Obispo, and Partners Break Ground on Bob Jones Trail "City to the Sea" Connection
09/30/26	SLOCOG Invites Public to October 8 Workshop on U.S. 101 Northbound Off-Ramp and State Route 46 East Improvements
10/01/26	NEWS: SLO Rideshare Announces the Walktober Challenge to Encourage Walking, Transit, and Active Commuting Across SLO County During October
11/03/26	NEWS: SLOCOG Invites Public to November 12 Workshop on State Route 1 at 41 and Main Street Improvements in Morro Bay

News Articles:

9/13/26	County Pulls Sales Tax Hike - Estero Bay News	Estero Bay News	Neil Farrell
9/16/26	As Grover Beach debates building heights, officials look for room for new housing	KCBX	Gabriela Fernandez
9/17/26	Bob Jones Trail "City to the Sea" connection breaks ground	KSBY	KSBY Staff
9/19/26	Groundbreaking Marks Major Step for Bob Jones Trail 'City to the Sea' Multimodal Extension	Edhat	Staff Writer
9/30/26	Public invited to workshop on Highway 101 off-ramp improvements at Highway 46 East	Paso Robles Daily News	Staff Writer
10/1/26	Part of SLO County highway renamed for Hollywood movie star killed 7 decades ago	SLO Tribune	Hannah Poukish

10/5/26	SLO City Council to vote on pilot rail extension	KCBX	Kendra Hanna
10/7/26	SLO Regional Rideshare Launches Walktober Challenge	Edhat	Staff Writer
11/3/26	Proposed roundabout in Morro Bay to be discussed at public open house	KSBY	KSBY Staff
11/9/26	A local housing authority wants to know how much you spend on rent	KCBX	Kendra Hanna
11/10/26	Atascadero Lake Pavilion to host World Day of Remembrance for road crash victims Nov. 15	A-town Daily News	Staff Writer
11/12/26	Community input sought on proposed Morro Bay roundabout	KSBY	Valentina Saldaña
11/12/26	Morro Bay residents weigh in on proposed roundabout at busy intersection	KSBY	Leslie Santibañez-Molina

AGENDA ITEM E-2

Ride-On Annual Report

July 2025 - June 2026







Ride-On Transportation

Proudly Operating in
San Luis Obispo County
since 1993

ride-on
TRANSPORTATION

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Introduction

Ride-On provides an annual report to share their accomplishments for the past fiscal year and goals for this fiscal year. The goal of this report is to inform the public and receive feedback from the community on the appropriate tasks and services that Ride-On can provide as a Consolidated Transportation Services Agency (CTSA) in San Luis Obispo County. We have provided financial information from the past fiscal year and our budget for the current fiscal year.

Background/History

United Cerebral Palsy (UCP) was facilitating self-advocacy groups with adults with developmental disabilities in 1985 to help them identify areas of their lives to improve for a more independent life. The advocates noted that they had no public transportation options in the evening and weekends, because Runabout had limited hours of operation. UCP approached the San Luis Obispo Council of Governments (SLOCOG) in 1986 to seek partial funding for a specialized, door-to-door service in the evenings and weekends. The Community Interaction Program (CIP) began operation in 1987. SLOCOG designated UCP as the CTSA in 1987 to provide matching funds to supplement the funding from UCP to provide this new service.









In 1991, SLOCOG conducted a study to look at expanding the role of the CTSA in San Luis Obispo County to include transportation for seniors, people with disabilities and social service agencies. UCP teamed up with Friendship School and Mesa Dolores Homes to create Ride-On in 1993 to support coordinated, social service transportation with 16 vehicles and 20 drivers. Ride-On added services for the general public under Ride-On's Transportation Management Association (TMA) in 1995. These services include vanpools, group shuttles and serving the airport.

Ride-On has grown over the past 33 years to a fleet of 68 vans and buses. There are 56 vans and buses that are used for social service transportation. They currently have 52 drivers who are providing around 600 rides a day. Ride-On has become the safety net for social service rides for riders whose transportation needs are not met by traditional transit services. They also provide transportation support services to organizations providing their own transportation services.

Ride-On Summary

The fiscal year from July 1, 2025- June 30, 2026 saw a year to year 3% drop in social service transportation from 130,104 rides to 125,571. The cost per ride rose from $44.63/ride to $46.61 per ride. The majority of the ride reductions were attributed to less Medi-Cal and Senior Go rides sent to Ride-On from Ventura Transit Services. Ride-On saw increases in the cost of fuel and hourly wages for staff. Ride-On did not have to hire as many drivers in the past year, which reduced their driver training cost. They also had to pay higher maintenance costs to keep several older buses on the road, while they waited for new buses from the Section 5310 Grant Program. Unleaded fuel for the vans and buses increased 56% from the prices before the War on Iran.

Tri-Counties Regional Center (TCRC) ridership increased from 86,473 in 2024/25 to 87,012 riders (1% increase) from last year. Medi-Cal rides decreased from 20,025 in 2024/25 to 14,845 riders (26 % decrease) last year. The Community Interaction Program (CIP)'s ridership increased from 2,827 in 24/25 to 3,358 (19% increase) last year. The number of Private Pay riders dropped from 3,828 in 24/25 to 3,750 last year (a 2% decrease).

Ventura Transit Services sent 3,263 Senior Go rides to Ride-On down 18% from the 4,000 rides a year ago. The number of Food Bank deliveries increased from 9,286 in 24/25 to 9,732 last year (5% increase) Access rides for low-income residents increased from 473 rides in 24/54 to 520 in 25/26 (9% increase). The Veterans Express ridership decreased from 1,578 in 24/25 to 1,544 in 25/26 (2% decrease). The Ride-On Express ridership increase from 868 in 24/25 to 1,052 in 25/26 (8 % increase. Ride-On Cares for adults with disabilities who need rides to work in the community dropped from 746 rides in 24/25 to 495 rides last year for a 34% reduction.



Accomplishments for 2025-26

1. Ride-On Received 7 Large Buses and 3 Minivans: Ride-On received 7 large buses (18 passenger buses) and 3 accessible minivans through Caltrans' 5310 Grant Program.

2. Established Vehicle Program with Enterprise: Ride-On has partnered with Enterprise to purchase regular minivans at a corporate rate. Enterprise is assisting Ride-On in selling their older 15 passenger vans. Ride-On is moving to minivans for their TMA vanpools.

3. Ride-On Approved for 10 New Vehicles Through 5310 Program: Ride-On submitted a grant application through Section 5310 for seven large buses and three minivans. Caltrans approved funding for all ten vehicles.

4. Ride-On Added Six Minivans for Vanpools: Ride-On leased six new minivans to use for vanpool services.

5. Ride-On Increases Community Outreach: Ride-On has been placing information cards at Senior Centers, medical facilities, hotels, and businesses to increase business opportunities.

Goals for 2026-27

1. Ride-On will Order Seven 5310 Large Buses and Three Minivans: Ride-On will acquire a contract from Caltrans and order seven large buses and three minivans.

2. Implement New Marketing Plan: Ride-On has developed a new Marketing Plan that moves toward increased social medial and sales contacts with senior facilities, medical facilities, hotels, and businesses.

3. Lauch New Ride-On Website: Ride-On will launch new website that allows online scheduling and information about all transportation options in San Luis Obispo County.

4. Ride-On will Develop Transportation Service for TCRC Social Recreation Programs: Ride-On will work with TCRC organizations who are starting social recreational programs in the community and need transportation to get their clients to the activities.

5. Promote the Use of Ride-On App: Ride-On will continue to promote the use of their App and increase the number of riders using the App to 200.

6. Ride-On will Seek Funding for Ride-On Cares Service: Ride-On will seek funding for the Ride-On Cares Service providing transportation to adults with disabilities who are working in the community. TCRC currently does not fund the transportation for this group.

7. Ride-On will Add Three New Vanpools: Ride-On will start three new vanpools using the new minivans that were purchased this year.

8. Ride-On will Submit Three or More Grants for Funding: Ride-On will identify at least three grants to pursue to seek supplemental funding for the increased cost of operations.

9. Ride-On will Work with RTA to Coordinate Rides: Ride-On will work with RTA to use Ecolane to send rides to each other to make both systems more efficient.

10. Ride-On will Work with SLO Rideshare to Coordinate Mobility Management: Ride-On will establish monthly meetings with SLO Rideshare to coordinate consistent information to give to riders.







Utilization of Transportation Development Act (TDA) Funds for CTSA Purposes

Ride-On's CTSA funding for 2026/27 for TDA is:

CIP Transportation	$122,000
Veterans Express	$97,200
Access Service	$21,200
Ride-On Express	$21,200
CTSA Support Activities	$57,700
Total:	$319,300

Ride-On Looks Ahead to 2026-27

Ride-On is focusing on using the additional capacity of drivers and vehicles to increase their income to cover the increasing costs of fuel and maintenance. With the ten new vehicles that Ride-On received through the Section 5310 grant, they will be removing some older vehicles, which will reduce maintenance costs for the fleet. They will be reaching out to develop new customers to generate additional rides. One recent addition for Ride-On is an afternoon shuttle for children from their schools in Paso Robles to the Boys and Girls Club facility. Tri-Counties Regional Center is funding more social recreational activities in the community, but the participants do not have reliable transportation to move them to the different locations in their community. They are looking to Ride-On to provide the service, so we are negotiating a rate to increase the transportation in the evenings and weekends.

Ride-On will be launching their new website that will provide visitors with all the transportation resources in San Luis Obispo County. The website will give the user options and contacts for each service. Ride-On is working with AI to give the Ride-On staff all the transportation options when people call into the Ride-On Call Center. They will also use AI to make scheduling and billing faster. The Ride-On Marketing Plan is moving toward increased social media efforts and outreach to social service agencies to encourage them to look at Ride-On to meet their transportation needs.

Ride-On's Transportation Management Association (TMA) leases vehicles and drivers from Ride-On CTSA. The TMA provides vanpools, group shuttles, and other general public shuttle service. The vanpool program saw a dramatic drop in participation as the number of vanpools dropped from twelve to five in the last two years. Ride-On has purchased six new minivans to dedicate to starting new vanpools in a smaller vehicle. The TMA shuttle service has increased its marketing efforts and their ridership has grown over the past year. The TMA is reaching out to hotels and medical facilities to increase their utilization of Ride-On' services.

Ride-On would like to work with the SLOCOG Rideshare Program to work together to standardize the two call centers to give accurate information to the community. Ride-On is looking at increasing their grant funding and there is the opportunity to submit joint proposals that benefit both Ride-On and Rideshare. Ride-On is also looking to develop a stronger collaboration with SLORTA to send rides between the agencies. Both agencies are now using the Ecolane Scheduling Software, which should make ride coordination easier.





Ride-On Services

TCRC Program Transportation

Ride-On is contracted by Tri-Counties Regional Center (TCRC) to provide 29 routes for daily round trips for individuals with developmental disabilities to their work and day programs. Ride-On provides over 7,000 rides per month for TCRC riders. Many of these riders are in wheelchairs and need specialized buses to provide safe transportation to their programs.

Medi-Cal/CenCal Health

Ride-On is a provider for CenCal rides, with rides assigned by the broker Ventura Transit Services. Eligible Medi-Cal and CenCal participants are referred to Ventura Transit Services (VTS) to verify their eligibility or to request their CenCal ride. Riders may request that Ride-On Transportation be the provider of your CenCal ride when they place their ride request with VTS.

Veterans Express

Ride-On is proud to offer transportation for veterans in San Luis Obispo County from their homes to local veteran's clinics and medical facilities. This service provides veterans with disabilities, or veterans who have no means of transportation, door-to-door service to the San Luis Obispo or Santa Maria veterans' clinics. The cost is $3.00 each way. The service is subsidized by contributions from the community, Ride-On and SLOCOG.

Community Interaction Program (CIP)

United Cerebral Palsy (UCP) of San Luis Obispo County works closely with Ride-On Transportation to provide a door-to-door transportation service for riders with developmental disabilities. This special service is available after 5 pm on Monday

through Friday and throughout the weekends. The Community Interaction Program (CIP) driver will even support the rider in the community upon request. This service empowers individuals with disabilities to plan their own trips into the community. Established in 1987, the CIP Service now provides rides throughout San Luis Obispo County for a mere $3 each way.

Access Shuttle

Ride-On has established a new shuttle service for San Luis Obispo County residents who meet the criteria for low-income individuals and do not have access to public transit. Individuals who are below the established income levels can send an eligibility form from their case manager to Ride-On to begin Access services. Once the rider is signed up for the Access Shuttle, they will be able to set up two round-trip rides a month for $3 each way. The Access Shuttle is a door-to door service within San Luis Obispo County.



Ride-On Express

Many subsidized transportation services require 24-48 hours of advanced notice to request a ride for CenCal, Senior GO! or Runabout. Ride-On will take same day ride requests and put them on an available vehicle for half the price of a private pay. Ride-On provides rides throughout San Luis Obispo County and into the Santa Maria area.

Medical Shuttles/Private Pay

With their wheelchair accessible vehicles, Ride-On can handle your special needs and medical shuttle transportation in SLO County. Our experienced and reliable drivers are trained to transport people with special transportation needs. We make it easy to get you to your medical appointment anywhere in SLO County. The price is dependent upon the city of origin and the destination city. Our drivers will pick you up at work, home, or school, take you to your doctor's office or hospital, and return you to your original location.

Grocery/Meal Delivery

We have developed a very effective grocery delivery program for seniors and people who cannot leave their homes. We partnered with the SLO Food Bank and Ride-On currently provides eleven delivery routes a week, on Tuesdays and Thursdays.

Ride-On Cares

Ride-On continues to provide transportation for riders with developmental disabilities to provide home-to-work transportation for individuals who cannot use public transit to get to work. Ride-On Transportation funds this service. The fare is $3 each way.

Ride-On Continues Agency Support for Transportation

Ride-On continues to provide support services for social service agencies to support their transportation services.

Ride-On doubled the size of their maintenance facility to accommodate providing preventative maintenance and vehicle repairs for other agency vehicles. They will work with the agency to track the mileage on each of their vehicles to schedule regular safety inspections of the vehicles. Ride-On charges only $100/hour for labor and gets their parts at very reasonable prices. They have two, full-time mechanics available to respond to an agency’s vehicles service needs. Unfortunately, this program ended on June 30, 2026 because Ride-On could not secure garage insurance to cover vehicles that were not in their fleet.

Ride-On is working on developing an online training library, so drivers from other agencies can access safety training through the Ride-On website. The Ride-On Safety Trainer will lead this project with the goal of launching this project by January 2026.

Agencies can lease a Ride-On 15 passenger van for just $60 a day for their program transportation or special events. The agency driver needs to complete a four-hour training program before they can drive the van. Once the driver is approved, the agency

just calls Ride-On to reserve a van. Agencies that transport children would need to have a driver with a Class B license to rent the Ride-On van.

Rider Survey Results 2025/2026

		Poor	Not Good	Ok	Good	Excellent	Total
1	Rate the level of helpfulness of the Ride-On staff while scheduling your rides.					40	40
2	Rate your drivers for courtesy and assisting you on and off the vehicle.					40	40
3	Rate the cleanliness of the Ride-On vehicles.				3	37	40
4	Rate your drivers for safe driving practices.				1	39	40
5	Rate Ride-On for picking you up on time.		1	2	4	33	40
6	How would you rate your overall experience with Ride-On?				3	37	40

Ride-On performed their annual rider survey by distributing survey cards to their riders in May of 2026. Ride-On received 40 returned surveys. Ride-On received 37 excellent scores on overall service in the survey the surveys, with no “not good” and a “poor” on the overall experience. There was a “Not Good picking up riders on time”. The best scores were on scheduling staff and driver assistance the lowest scores on picking up riders on time.



Ride-On Financial Summary 2025/26

Summary of Income

Fare Income	**$288,953**
Contract Income	**$5,577,821**
Gas Tax Refund	**$51,478**
TDA Income (SLOCOG)	**$57,577**
Vehicle Sales	**$0**
Donations	**$1831**
Total	**$5,977,660**

Summary of Expense

Wages/Salaries	**$3,180,394**
Benefits	**$590,705**
Fuel	**$896,727**
Insurance	**$276,616**
Operations Expense	**$905,994**
Maintenance	**$245,330**
Depreciation	**$343,920**
Total	**$6,439,686**

SLOCOG Services 2024-2025 Ridership Data

Ride-On
Operational Numbers for All Services

	Rides 2024 - 2025	Rides- 2025-2026	Miles 2024 - 2025	Miles 2025-2026	Hours 2024 - 2025	Hours 2025-2026
Tri-Counties Regional Center	86,473	87,012	591,350	605,728	33,733	32,972
Community Interaction Program (CIP)	2,827	3,358	26,620	31,613	1,352	1,488
Medi-Cal	20,025	14,845	293,539	279,424	13,891	11,537
Veterans Express	1,578	1,544	23,674	22,949	1,114	982
Private Pay	3,828	3,750	45,154	40,247	2,038	1,718
Access Shuttle	473	520	3,606	3,805	183	173
Ride-On Cares	746	495	5,111	3,058	296	168
Ride-On Express	868	520	7,964	9,473	424	420
Senior Go	4,000	3,263	52,316	42,971	2,492	1,926
SLO Food Bank	9,286	9,732	18,101	19,787	1,192	1,236
TMA Services	4,288	4,892	6,773	5,536	254	196
TMA Vanpools	15,116	13,336	95,552	79,596	2,381	2,026

Ride-On Budget for
2025-2026

Income

CIP	115,000
Access	24,000
Medi-Cal	1,000,000
Private Pay	120,000
TCRC	4,600,000
Veterans Express	100,000
Express Shuttle	30,000
Gas Tax Refund	48,000
Vehicle Sales	10,000
TMA Contract	70,000
Maint. Income	0
General TDA	60,000
SLO Food Bank	78,000
Ride-On Cares	15,000
Senior Go	180,000
Vehicle Leasing	3,000
Total	$6,453,000

Expenses

Driver Wages	2,500,000
Fuel	1,000,000
Insurance	220,000
Vehicle Maintenance	190,000
Vehicle Cleaning	25,000
Vehicle Communication	35,000
Office Wages	481,000
Dispatch Wages	190,000
Maintenance Staff	190,000
Health Benefits	130,000

Workers' Comp		180,000
Office Expenses		68,000
Marketing		10,000
Accounting Expense		40,500
Audit		19,000
Scheduling Software		108,000
Drug Testing		3,000
Bus Passes		36,000
Conferences		3,000
Uniforms		3,000
Other Expenses		120,000
Depreciation		360,000
	Total	$5,721,950

Budget Assumptions for Fiscal Year 2026-27

Introduction: The higher cost for vehicle maintenance and fuel have prompted staff to work on increasing income and reducing costs for this fiscal year.

Income

Ride-On CTSA Income

1. **Tri-Counties Regional Center:** We have leveled off in TCRC income with the new rate. We hope to add a transportation service for social recreation. We are anticipating an increase to $4,600,000.
2. **CenCal:** Ride-On has had an increase in CenCal income this year. We anticipate a no significant decrease and will be budgeting $1,000,000 for next fiscal year.
3. **Community Interaction Program (CIP):** This service remains very popular and we have increased funding from SLOCOG. We will be budgeting $115,000 for the year for this service.
4. **Veterans Express:** This service has increased dramatically as veterans are able to go to local medical appointments, rather than taking a bus to Santa Barbara or LA for medical services. SLOCOG continues to fund this service, so we are budgeting $100,000 for this service.
5. **Access Service:** This service for low-income riders has leveled off over the past two years. We will budget $24,000 for this service.
6. **Express Shuttle:** This new service is for same day rides for people who were too late to request their rides on a specialized service. The service has become very popular, so we will budget an increase to $30,000 for next year.
7. **Private Pay Shuttle:** This service is our social service rides for organizations and individuals who do not qualify for specialized transportation services. We will budget $120,000 for Private Pay service for next year.
8. **SLO Food Bank:** We expect to bring in $78,000 for the year with our weekly food deliveries for the SLO Food Bank. We have received a significant rate increase for this service.
9. **Senior Go:** Ventura Transit Services has sent many Senior Go rides to us this past year. We will budget $180,000 for this year.
10. **Ride-On Cares:** Low fare transportation for people with developmental disabilities during the day. We will budget $15,000 of income this year. We will continue this service, but it will be the next cut if we do reach a profitable result for Ride-On.

Other Ride-On Income

1. **Transportation Development Act (TDA):** This funding is from SLOCOG and is now designated to specific transportation services. Only $60,000 is designated for Ride-On administrative services.
2. **Gas Tax Refund:** This funding is the gas tax refund from the federal and state and will be reduced to $48,000 a year.
3. **Maintenance Income:** Ride-On will discontinue this service.

4. **TMA Contract Services:** This funding is charged to Ride-On's TMA for the use of the CTSA's drivers and vehicles. We are maintaining our budgeted amount for this income source to $70,000 a year.
5. **Sale of Vehicles:** We believe will sell $10,000 of our older vehicles

Expenses

Ride-On Expenses

Ride-On Operating Costs

1. **Driver Wages:** We will increase the wages for drivers to allow for wage increases to $2,500,000 for next year.
2. **Fuel:** We anticipate fuel prices will remain high and budget $1,000,000 for next year.
3. **Insurance:** We expect a decrease in the cost for insurance to $220,000 for the year, because we have reduced our fleet size.
4. **Vehicle Maintenance:** We expect an increase in maintenance cost to $190,000 a year. We expect to receive some new vehicles in the next year, which will lower our maintenance cost
5. **Vehicle Cleaning:** We expect a slight increase for vehicle cleaning to $25,000 for next year.
6. **Vehicle Communication:** Cost for phones, GPS and tablets will decrease this year to $35,000 as we have drivers using their own cell phones.
7. **Scheduling Software Support:** Our software expense will increase with Ecolane to $85,000 a year.

Ride-On Staff/Office Cost

1. **Office Staff:** Ride-On office staff will get raises (4% increase) and will go to $481,000 for next year.
2. **Dispatch Staff:** The funds allocated for dispatch staff will be $190,000.
3. **Maintenance Staff:** Salaries will decrease to $200,000 as we move down to two technicians. Our fleet size has dropped to 64 vehicles
4. **Benefits:** Health benefits have stabilized after increasing our driver pool. We are budgeting our health insurance at $130,000. Workers' compensation will decrease due to lower rates to $180,000 for the year.
5. **Office Expenses:** Facility costs, including rent, will increase slightly to $110,610 for next year. Office operation costs will be steady $68,950 for next year.

Other Ride-On Costs

1. **Marketing:** Ride-On marketing budget will drop to at $10,000 for next year
2. **Accounting Expense:** Accounting expense will increase slightly with wage increase for Accounting Manager to $40,250 for next year.

3. **Audit:** We will be putting out audit out to bid for next year and will increase the budgeted amount from $17,500 to $19,000.

2026 Ride-On Stakeholders

T Transportation
M Maintenance Support
V Vehicle Acquisition
CHP Preparation for CHP Inspection
DT Driver Training

Performing Arts Foundation **T**
Cal Poly University **T**
Bayside Care Center **T**
SLO Arts Council **T**
SLO Symphony **T**
South County Youth Coalition **T**
SLO Food Bank **T**
Templeton Youth Center **T**
SLO YMCA **T**
Achievement House **T, V**
Department of Social Services **T**
California Children's Services **T**
Bella Vista Center **T,V**
Arroyo Grande Care Center **T**
Pathpoint, Inc. **T, V, M, DT**
SLO Health Department **T**
NCI **T, V**
SLO County Mental Health **T**
Escuela Del Rio **T, V**
Tri-Counties Regional Center **T**
People First **T**
Department of Rehabilitation **T**
SLO Devita Dialysis Center **T**
Sports Without Limits **T**
Pacific Care Center **T**
Twin Cities Hospital **T**
Arroyo Grande Hospital **T**
American Heart Association **T**
Regional Transit Authority T
Mission Prep High School **T,V**
Nature Conservancy **T**

Monday Club **T**
SLO Chamber of Commerce **T**
Central Coast Gymnastics **T**
Canyon Creek Learning Center **T**
City of Pismo Beach **T**
Hearst Cancer Foundation **T**
SLO County Veterans' Services **T**
United Methodist Church Children's Center **T**
Morro Bay Winter Bird Festival **T**
American Cancer Society **T**
Bay Foundation of Morro Bay **T**
Boys and Girls Club of Oceano **T**
Campfire Boys and Girls **T**
Cuesta College **T**
Child Development Center **T**
Economic Opportunity Commission **T**
French Hospital **T**
Sierra Vista Hospital **T**
Life Span **T**
Morro Bay Senior Center **T**
Morro Bay Park and Rec. **T**
SLO County Social Services **T**
R&D Transportation **T**
San Luis Obispo Park and Recreation **T**
Transitions Program **T, CHP, M**
Cambria Community Bus **M, V, DT**
SLO Rideshare **T**
San Luis Obispo Council of Governments **T**
Avila Senior Living- **T**
Association of Amputee Surfers **T, V, M**
Woods Humane Society **T**
Mission View Care Facility **T**
People Self Help Housing **T**
SLO Historical Society **T**
SLO Senior Center **T**
Architectural Society **T**
Cal Poly **T**
Hospice Partners of SLO County **T**
SLO Kiwanis Club **T, V**
Air Pollution Control District **T**
Cambria Historical Society **T**
Pacific Gas and Electric **T**
St. Patrick's Church **T**
Epic Camp **T**
Vineyard Care Center **T**
Jack's Helping Hands **T**

Kiwanis Club of Atascadero **T, V**
Pismo Beach Moose Lodge **T**
Santa Maria Senior Center **T**
Oceano Senior Center **T**
SLO Special Olympics, **T,V**

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**DECEMBER 9, 2026**	**Item F-1**
SUBJECT:	**2027 Regional Transportation Plan (RTP) Administrative Draft**	
STAFF:	**Sara Sanders**	

SUMMARY

The 2027 RTP Administrative Draft brings together the region's transportation goals, anticipated funding, and proposed investments over a 28-year planning horizon. Its four elements establish policy direction, identify realistic financial resources and funding gaps, outline near-, mid-, and long-term transportation actions, and coordinate transportation investments with a preferred growth strategy intended to reduce vehicle miles traveled and greenhouse gas emissions. Board review and comments will inform continued refinement of the draft as staff develops the Environmental Impact Report, convenes the final RTP Steering Committee meeting in January 2027, and prepares for the first public hearing on February 3.

RECOMMENDATIONS

Staff: Provide Comment and Direct Staff to Prepare Materials and Release Draft RTP for a 55-Day Public Comment Period from January 29th to April 7th with Two Noticed Public Hearings in February and April.

TTAC: *To be provided in the Addendum on 12/4/26.*
CTAC: *To be provided in the Addendum on 12/4/26.*
SSTAC: *To be provided in the Addendum on 12/4/26.*

DISCUSSION

Every four years, SLOCOG is required to prepare and adopt the RTP. This Plan outlines the region's transportation policies, programmed investments necessary to support growth expectations, and overarching goals. The RTP must be action-oriented, fiscally constrained, and comprehensive. RTPs are developed to reflect regional and local priorities and goals, and they are also instruments used by federal and state agencies to demonstrate how regional agency efforts contribute to their own transportation system goals. There are four required elements to the RTP, and they include the Policy Element, Financial Element, Action Element, and Sustainable Communities Strategy.

The Policy Element (Chapter 2) describes the purpose, regional setting, transportation issues, regional needs, and how progress is measured. This element also identifies the transportation vision; goals; policy objectives; and short-term, long-term, and ongoing action strategies. The 2027 RTP Policy Element includes the Introduction & Setting (Section 2.1), Vision & Goals (Section 2.2), The Regional Planning Approach (Section 2.3), and Measuring Performance (Section 2.4).

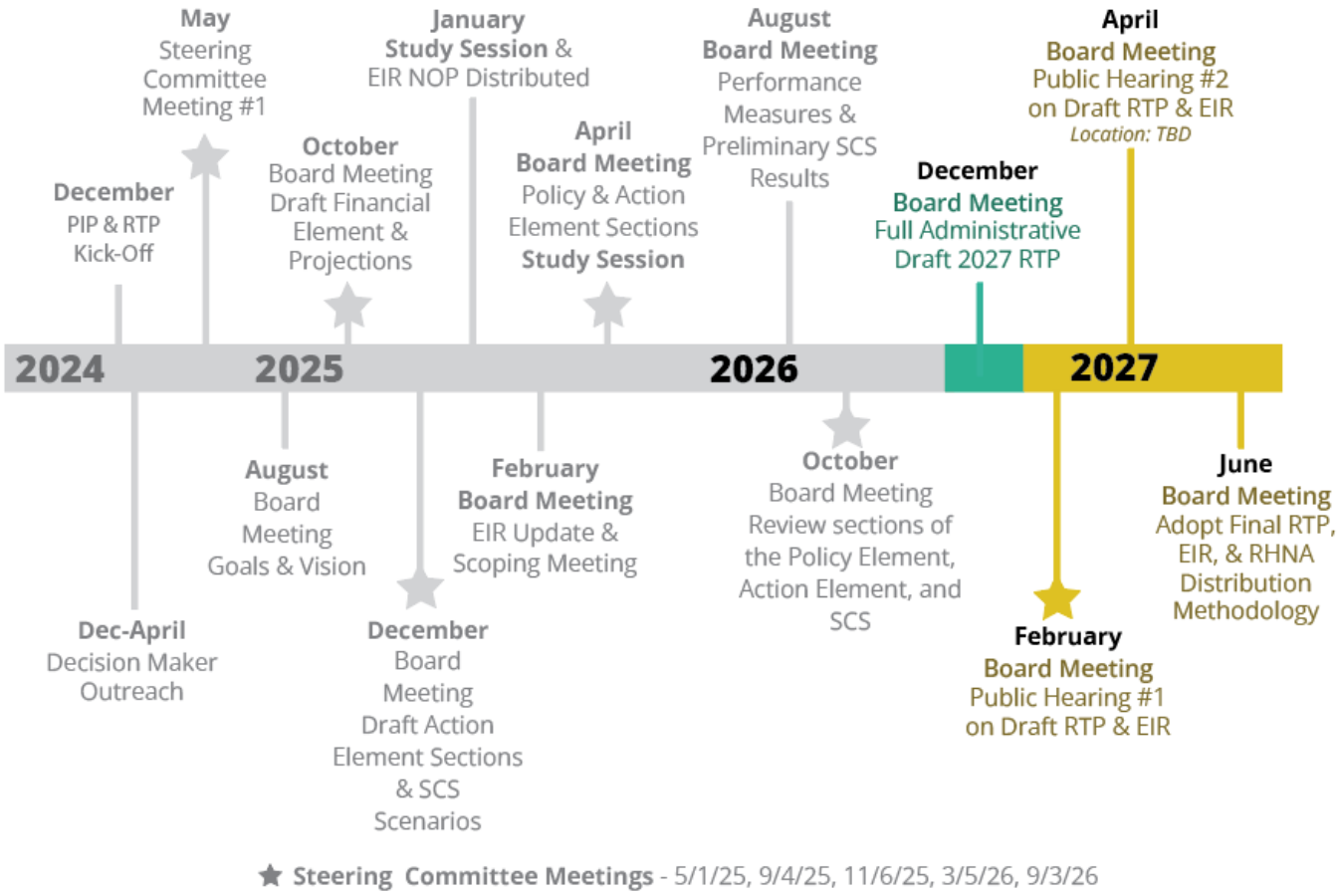
The Financial Element (Chapter 3) includes the review and identification of anticipated public (federal, state, regional, and local) and private financial resources available, including estimated funds for highways, local streets and roads, and bicycle/pedestrian improvements. The element includes revenue and expenditure assumptions, including inflation and growth percentage expectations. Both federal regulations and state statutes require that the RTP be financially constrained (based on realistic revenue projections). Projects included in the Action Element are listed as "fundable" within the 28-year time frame or "unfunded" projects which are needed but lack the financial resources.

The Action Element (Chapter 4) describes proposed transportation programs and actions that are likely to be completed within the 28-year timeframe of the RTP. It consists of near-, mid-, and long-term activities and investments that address regional transportation needs. This chapter includes Action Element Overview

(Section 4.1), Supporting the Economy Through Transportation (Section 4.2), Key Issues (Section 4.3), Near Term Actions and Progress (Section 4.4), and Mid- and Long-term Actions and Solutions (Section 4.5). The fundable project list (Section 4.5) and unfunded project list (Section 4.6) are also found in this element. Sections in the Action Element are organized by subregion and transportation mode.

The Sustainable Communities Strategy (SCS) (Chapter 5) first emerged in California to recognize the critical links between transportation, land use, and other societal goals following the passage of California Senate Bill 375 (2008). The SCS identifies a forecasted development pattern for the region and sites where future development can be located while still reducing vehicle miles traveled (VMT) and greenhouse gas emissions (GHGs). SB 375 established an approach to ensure that cities, counties, and the public are involved in the development of regional plans to achieve targets set by the California Air Resources Board for reducing GHGs from passenger vehicles and light-duty vehicles. The SCS must also remain consistent with other plans prepared by local, state, and federal agencies. Consistency can be described as a balance and reconciliation between different policies, programs, and plans. Land use scenarios developed in the SCS consider the general plans, zoning, and other specific plans of local jurisdictions, whether the documents are pending or approved. The SCS's Preferred Growth Strategy aligns with the Policy Elements goals and is closely tied to the Financial Element investments within the Action Element.

Next Steps
Staff will continue to refine the administrative draft and develop the Environmental Impact Report. Staff will hold a final RTP Steering Committee Meeting in January 2027. The first public hearing will be on February 3rd.



ATTACHMENTS
Attachment 1: Table of Contents
Attachment 2: Policy Element
Attachment 3: Financial Element
Attachment 4: Action Element
Attachment 5: Sustainable Communities Strategy

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**DECEMBER 9, 2026**	**Item F-2**
SUBJECT:	**2027 Regional Housing Needs Allocation (RHNA): Draft Distribution Methodology**	
STAFF:	**James Worthley / Sara Sanders**	

SUMMARY

To help address the statewide housing shortage on a policy level, California created the Regional Housing Needs Allocation (RHNA) process. Every eight years, the California Department of Housing and Community Development (HCD) assigns each region a number of housing units. These units are divided up between the eight jurisdictions, and each jurisdiction is then required to include their allocation in their housing element update. These units are also distributed based on income levels set by HCD. RHNA does not require the County or cities to build these units, but HCD does require each jurisdiction to update their general plans and zoning rules to accommodate them.

The simplified RHNA process:

1. HCD (Determines) allocates to SLOCOG a minimum number of housing units for the region;
2. SLOCOG develops a methodology to distribute the housing units between the eight jurisdictions and adopts a RHNA Plan; and
3. Each jurisdiction updates its Housing Element to accommodate the units.

2027 RHNA Plan Timeline

2024 & '25: SLOCOG sought HCD Consultation
Feb. 2026: Initial Consultation (**17,000**+ units)
Mar. 2026: SLOCOG identified flaws/concerns
May 2026: Determination of **15,284** units
Jun. 2026: SLOCOG submitted Objection Letter
July 2026: Final Determination of **14,577** units
Oct. 2026: Working Team selects Scenario 6
Dec. 2026: SLOCOG selects draft methodology
45+ day Public comment period/Public Hearing
Feb. 2027: Board adopts distribution methodology
HCD 60 days to review and accept or reject
Jun. 2027: Board reviews draft RHNA Plan
TBD 2027: Final 2027 RHNA Plan adopted
Dec. 2028: Housing Elements due

RECOMMENDATIONS

2027 RHNA Working Team: Select Scenario 6 with Income Adjustment Factor to Distribute RHNA units.

Staff: A. Support Recommendation from the 2027 RHNA Working Team.
B. Direct Staff to Distribute Materials for a 45-day Public Comment Period ending on February 3rd with a Noticed Public Hearing at the February Board Meeting.

TTAC: *To be provided in addendum on 12/4/26*
CTAC: *To be provided in addendum on 12/4/26*
SSTAC: *To be provided in addendum on 12/4/26*

DISCUSSION

The Regional Housing Needs Allocation (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. SLOCOG is currently preparing the 7th -cycle RHNA Plan for the planning period from *June 2028-January 2037*. Development of the 2027 RHNA began with surveys and input from local agencies.

The RHNA is a projection of the additional housing units needed to accommodate projected household growth at all income levels between the start and end dates of the RHNA period. It is not a prediction of building permits, construction, or housing activity, nor is it limited by existing land use capacity or growth controls (rezoning is often necessary). The RHNA neither encourages nor limits growth; rather, it allows communities to anticipate growth so the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address fair share housing needs. Resource constraints such as limited water supply, lack of sewer capacity, no physical space to grow, and high fire risk zones are not considered limiting factors. Government

Code 65584.04 also states that the following criteria shall not justify a determination or a reduction in a jurisdiction's share of the regional housing need:

- Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits it issues.
- Prior underproduction of housing in a city or county from the previous regional housing need allocation.
- Stable population numbers in a city or county from the previous regional housing needs cycle.

1. HCD (Determines) allocates to SLOCOG a minimum number of housing units for the region.

HCD is responsible for determining the regional housing needs for each region. HCD starts with existing demographic information from the California Department of Finance (DOF) and uses a formula to calculate a projected housing need for each region. In developing the determination, DOF projects the population at the end of the cycle. DOF converts the projected population to needed households. HCD adjusts the figure to account for: housing unit replacement, vacancy rates, and overcrowding factors. Newly added for our 7th Cycle was the Cost-Burden adjustment.

San Luis Obispo Council of Governments (SLOCOG): June 30, 2028 – January 15, 2037 (8 years) HCD Determined Population, Households, & Housing Unit Need		
Reference No.	Steps Taken to Calculate Regional Housing Need	Amount
1.	**Population: January 15, 2037 (DOF June 30, 2036 projection adjusted + 6.5 months to January 15, 2037)**	278,125
2.	- *Group Quarters Population:* January 15, 2037 (DOF June 30, 2036 projection adjusted + 6.5 months to January 15, 2037)	-20,368
3.	Preliminary Household (HH) Population	257,757
4a.	+ Projected Apartment Style Student Households	+116
4b.	**Total Projected Households**	**116,028**
5.	+ Vacancy Adjustment for Existing Households	+1,055
5.	+ Vacancy Adjustment for Projected Households	+166
6.	+ Overcrowding Adjustment	+777
7.	+ Cost-burden Adjustment	+8,769
8.	- Adjustment to account for HHs that experience both overcrowding and cost-burden (DOF data)	-777
9.	+ Replacement Adjustment Demolitions (0.1%)	+116
10.	+ Replacement Adjustment Seasonal, Recreational, and Occasional Use (2016 vs. 2024) (6.54%)	+895
11.	+ Jobs Housing Relationship Adjustment	+0
12.	+ Homelessness Adjustment	+592
13.	+ State of Emergency Adjustment	+0
14.	- *Occupied Units (HHs) estimated projected June 30, 2028 (from DOF data)*	-113,044
15.	**Preliminary Regional Housing Need (Not including Replacement Adjustment Seasonal, Recreational, and Occasional Use)**	**13,682**
16.	+ Feasible Jobs/Housing Balance Adjustment	+0
Total	**7th Cycle Regional Housing Need Assessment (RHNA)**	**14,577**

SLOCOG Staff sought early consultation with HCD (dating back to Dec. 2024). HCD's initial consultation (Feb. 2026) provided an estimate in excess of 17,000 units for the region. SLOCOG staff reviewed the methodology and estimates-used and consulted with HCD and DOF to improve to the formula. This resulted in an initial determination of 15,284. In June 2026, the SLOCOG Board approved staff submittal of a formal objection letter on four major concerns. The four major concerns included:

1. Population decline
2. Calculations do not account for housing expected to be built in 2026, 2027, or 2028.
3. Cost-burden adjustment
4. Several additional add-ons applied are inappropriate

HCD responded to the Objection letter and made its Final Determination of 14, 577 units on July 17th.

HCD also provided the income categories to divide the total housing unit allocation. Income distributions are prescribed by California Health and Safety Code (Section 50093, et.seq.). Percentages are derived based on local Census/ACS reported household income brackets and county median income. There were two additions to the Cycle 7 income categories including Acutely Low and Extremely Low. The breakdown can be seen below.

INCOME CATEGORY	PERCENT	HOUSING UNIT NEED
Acutely Low	11.0%	1,606
Extremely Low	9.9%	1,449
Very-Low	12.5%	1,827
Low	17.0%	2,484
Moderate	17.3%	2,522
Above-Moderate	32.2%	4,689
Total	**100.0%**	**14,577**

2. SLOCOG develops a methodology to distribute the housing units among the eight jurisdictions and adopts a RHNA Plan.

The 2027 RHNA Working Team was formed. Initially, this team was comprised of the eight Planning Directors in the region. The Planning Directors met (2/25, 5/27, 7/10, 8/28 and 9/16) and provided information in person and through surveys, reviewed the RHNA process with SLOCOG staff, provided input and offered concerns about the HCD's estimates, and provided and reviewed metrics and weightings to consider in the distribution of units. Five meetings were held with the Planning Directors alone. Two additional meetings were held to expand the team to also include all seven City Managers and the County Chief Executive Officer. The first meeting (5/8) allowed HCD to present the RHNA process and for the City Managers to offer feedback and note concerns. The second meeting (10/9) gained consensus from the Team to support Scenario 6 as the preferred distribution methodology.

Staff met with the RHNA Working Team to consider multiple options, metrics, weighting options, concerns, limitations, and adjustment factors for the distribution formula, including:

- Population
- Employment
- Jobs-Housing relationship
- Handling employment of four unique employers – Diablo, Cal Poly, ASH, CMC
- Land Area
- Service Workers Commuting to a different jurisdiction
- HCD's 2026 AFFH Tool
- Household Income Levels by Jurisdiction
- Resource availability and limitations

To develop scenarios, three variable weightings (60/40, 75/25, and 90/10) were applied to existing employment and population (Sources: California Department of Finance, 2026, California Employment Development Department, 2025). One of the objectives of RHNAs is to improve the intraregional jobs/housing relationship. A higher weighting toward employment improves imbalance and achieves reductions in regional per capita VMT and GHG. Support for improving the intraregional jobs/housing imbalance is included within the 2027 RTP's SCS (draft) as directed by the SLOCOG Board, supported by SLOCOG's Advisory Committees, and the 2027 RTP Stakeholder Group.

Staff also identified four unique statewide institutions / major employers within the region (amounting to 9.5K employees): Atascadero State Hospital, California Men's Colony, Cal Poly, and Diablo Canyon Nuclear Power Plant and offered the Team three options to account for the employees from these four institutions:

- **Include** employees within the jurisdictions where each is physically located
- **Exclude** (subtract out) employees from where each is physically located, or
- **Redistribute** (reallocate) employee totals to all jurisdictions based on relative share of population

Using three weighting options for population and employment and three options for considering the four employers noted above, nine scenarios were generated using the framework below. All scenarios used 14,577 as the total regional housing units.

San Luis Obispo County RHNA Allocation									
Scenario:	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**
Population W:	40%	40%	40%	25%	25%	25%	10%	10%	10%
Employment W:	60%	60%	60%	75%	75%	75%	90%	90%	90%
Uni/Lg Employer Allocation	**Included**	**Exclude**	**Redistribute by pop. share**	**Included**	**Exclude**	**Redistribute by pop. share**	**Included**	**Exclude**	**Redistribute by pop. share**
Jurisdiction Percent Share									
Arroyo Grande	5.8%	6.1%	6.1%	5.7%	6.0%	6.1%	5.6%	6.0%	6.0%
Atascadero	9.0%	8.5%	8.6%	8.6%	7.9%	8.1%	8.1%	7.3%	7.6%
Grover Beach	3.4%	3.5%	3.6%	3.1%	3.3%	3.4%	2.8%	3.1%	3.2%
Morro Bay	3.3%	3.4%	3.4%	3.2%	3.4%	3.4%	3.1%	3.3%	3.3%
Paso Robles	12.5%	13.2%	13.1%	12.9%	13.7%	13.5%	13.2%	14.2%	14.0%
Pismo Beach	3.6%	3.8%	3.7%	3.8%	4.0%	3.9%	4.0%	4.3%	4.2%
San Luis Obispo	25.6%	27.2%	26.4%	27.5%	29.5%	28.5%	29.4%	31.8%	30.7%
SLO County	36.8%	34.3%	35.0%	35.4%	32.2%	33.0%	33.9%	30.1%	31.1%
Regional Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Jurisdiction Numerical Share									
Arroyo Grande	850	891	894	830	882	885	810	872	877
Atascadero	1,313	1,233	1,261	1,248	1,148	1,182	1,182	1,062	1,103
Grover Beach	494	514	525	454	480	493	415	445	462
Morro Bay	477	500	503	462	490	494	446	480	485
Paso Robles	1,828	1,930	1,907	1,874	2,001	1,973	1,920	2,072	2,038
Pismo Beach	521	552	541	550	589	574	579	626	608
San Luis Obispo	3,726	3,958	3,852	4,003	4,293	4,160	4,280	4,628	4,468
SLO County	5,368	4,998	5,095	5,156	4,695	4,816	4,945	4,391	4,536
Regional Totals	14,577	14,577	14,577	14,577	14,577	14,577	14,577	14,577	14,577

Staff reviewed this table with the Planning Directors and the City Managers/County CEO. Scenario 6 was chosen as the preferred distribution methodology to allocate each jurisdiction a total number of units. Additionally, an Income Adjustment Factor was also supported by the Team to shift the distribution of units into Income Categories to address HCD Statutory Objectives. The Income Adjustment Factor adjusts (up or down) the share of units within each Income Category based on the relative share (to the region) of existing household incomes in each jurisdiction.

Overview of Steps

Step 1: Collect the most recent data available by jurisdiction for population and employment.
Step 2: Collect employment data for the four, large and unique, statewide institutions or facilities.
Step 3: Adjust jurisdictions' employment numbers for the four large/unique-statewide employers by redistributing their employees based on jurisdictions' population shares.
Step 4: Split the HCD total determination of 14,577 units into a Population-based share (25%) and a Redistributed Employment-based share (75%) and calculate Jurisdictions' Distributions.
Step 5: Apply the HCD-provided percentages to calculate the Unadjusted Units Table for each income category for each jurisdiction.
Step 6: Create and incorporate a regional income adjustment factor.
Step 7: Create a balanced allocation table.

ATTACHMENTS: The detailed draft distribution methodology is in the attachment folder.

Balanced Allocation Table

Income Category:	Acutely Low	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
Arroyo Grande	101	90	110	149	151	284	**885**
Atascadero	134	118	146	195	204	385	**1,182**
Grover Beach	54	49	59	81	81	169	**493**
Morro Bay	56	50	62	80	88	158	**494**
Paso Robles	217	198	239	331	332	656	**1,973**
Pismo Beach	66	60	74	103	96	175	**574**
San Luis Obispo	424	388	514	732	729	1,373	**4,160**
SLO County	554	496	623	813	841	1,489	**4,816**
Regional Totals	**1,606**	**1,449**	**1,827**	**2,484**	**2,522**	**4,689**	**14,577**

Note: ◤ identifies cells that were modified by one unit (up or down) in the final step to achieve fidelity with HCD-determined Income-Categories and with Jurisdiction Distribution Totals.

Public Outreach

To encourage public participation from all economic segments of the region in developing the distribution methodology, SLOCOG staff will publish a public hearing notice (Tribune), post to the SLOCOG website and newsletter, ask Working Team members to share the notice through their regular channels, and offer to present a RHNA overview to local jurisdictions.

Following a public comment period on the draft methodology, a public hearing, and SLOCOG adoption of the distribution methodology, HCD will have 60 days to review and approve it. The review will determine whether the methodology furthers HCD's Statutory Objectives. If found deficient, the methodology must be revisited until HCD approves it. Lake County's methodology was rejected by HCD for not furthering 2, 3, and 5. The five Statutory Objectives include:

1. Increase housing supply and mix of types, tenure and affordability equitably, with every jurisdiction receiving lower- and very-low-income units.
2. Promote infill, socioeconomic equity, environmental/agricultural protection, efficient development patterns and GHG reduction.
3. Improve the intraregional jobs/housing relationship, including low-wage jobs and housing affordable to low-wage workers.
4. Allocate a lower proportion of a particular income category to jurisdictions that already have a disproportionately high share of households in that category
5. Affirmatively further fair housing (AFFH)

3. Each jurisdiction updates its Housing Element to accommodate the units.

All California cities and counties are required by Government Code (Sections 65580-65590) to adopt housing elements as part of their general plans and submit draft and adopted elements to HCD for review with compliance with State law.

The housing element is a planning document, requiring the community to plan for meeting its "fair share" of regional housing market need. Unlike the other elements, the Housing Element must be revised and updated to reflect the Regional Housing Need Allocation. Despite the wording, a community is not obligated to actually provide housing to all in need. The RHNA is a "distribution of housing development capacity" that each city and county must zone for in a planning period. It is not a "construction need allocation."

Locally, all current Housing Elements are valid through December 2028. Adopting a new housing element requires significant lead time. HCD reviews draft housing elements, and communities often submit multiple drafts. Housing Elements are due December 15th, 2028, to HCD. It is important to remain on schedule for Housing Element compliance. If a city or county does not have a compliant Housing Element, it will be subject to Builder's Remedy. Meaning, if a city or county does not plan for the number of homes required by the state, the city must approve any housing project if it is at least 20% low-income or 100% moderate-income. If a housing element is not compliant, the California Housing Accountability Act indicates that the jurisdiction

cannot use its zoning or general plan standards to disapprove any housing project that meets the affordability requirements. Additionally, a noncompliant housing element can lead to financial penalties.

RHNA Survey

	Survey Data Point	Arroyo Grande	Atascadero	Grover Beach	Morro Bay	Paso Robles	Pismo Beach	San Luis Obispo	SLO County	SLO Regionwide
1	2025 Existing Jobs-Housing Relationship (Regional Growth Forecast)	1.2	0.8	0.7	0.6	1.7	0.8	2.0	0.6	1.1
1	2036 Projected Jobs-Housing Relationship (Regional Growth Forecast)	1.2	0.9	0.7	0.7	1.5	0.9	1.8	0.7	1.1
2a	Sewer Capacity Constraints	No	Yes	No	No	No	No	Yes	Yes	
2a	Water Capacity Constraints	No	No	Yes	No	No	No	No	Yes	
2b	Infill opportunities	Yes	Yes	Yes	Yes	Yes	No	Yes	Not available	
2c	Lands Preserved	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	
2d	Prime Ag Policies	No	Yes	No	Yes	Yes	No	No	Yes	
2e	*Evac Route Capacity (OES Hazard Mitigation Plan)*	N/A	Yes	Yes		No	Yes	Yes	Not available	
2e	Wildfire Risk (CalFire)	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	
2e	Sea Level Rise (NOAA)	No	No	Yes	Yes	No	Yes	No	Yes	
2e	*Other Climate Impacts*	Extreme Heat, Drought, Flooding, Wildfire								
3	Opportunity Areas to Maximize use of existing transportation infrastructure (TEA Area)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
4	Agreements between unincorporated & Cities to move growth	No	Yes	No	No	No	No	No	Yes	
5	Loss of Deed Restricted Units since 2021 * no net loss	No	No	No	No	No	No	No	No	
6	% of Cost Burdened Households paying 30% and above (ACS 2024)	40%	37%	45%	34%	40%	38%	50%	40%	40%
7	Rate of overcrowding (1.01 person per bedroom and above) (ACS 2024)	3%	5%	5%	2%	9%	2%	4%	4%	4%
8	*Farmworker Housing Needs*	Yes, Regional need.								
9	Housing needs generated by Cal Poly (Cal Poly Planning)	Yes, Regional need.								
10	*Housing needs of homeless individuals (SLO Countywide Plan to Address Homelessness)*	Yes, Regional need.								
11	Loss of units during a state of emergency (Already provided by HCD)	0	0	0	0	0	0	0	0	0
12	Region's greenhouse gas emissions targets	11% by 2035								

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**December 9, 2026**	**ITEM: F-3**
SUBJECT:	**Project Initiation Documents and Project Development Studies**	
STAFF CONTACT:	**Stephen Hanamaikai**	

SUMMARY

The Project Initiation Document/Project Development Study (PID/PDS) Program is intended to identify and evaluate the next generation of transportation projects needed to address regional safety, mobility, and multimodal transportation challenges. As several major transportation projects in the region move into construction or seek construction funding, the program provides an opportunity to develop projects that are competitive for future state and federal funding opportunities by clearly defining project purpose, need, scope, and cost at an early stage.

Staff evaluated candidate projects using a framework informed by the draft 2027 Regional Transportation Plan, the Regional Safety Action Plan, corridor planning efforts, transportation system performance data, safety needs, congestion conditions, multimodal travel patterns, and funding competitiveness. Particular emphasis was placed on identifying projects with credible delivery and construction funding pathways, strong safety benefits, and opportunities to reduce vehicle miles traveled through improved walking, bicycling, transit, and multimodal connectivity.

The proposed three-year work program prioritizes studies that advance regional transportation goals, support coordinated corridor planning efforts, and improve competitiveness for state and federal discretionary funding programs. The recommended program also reflects opportunities to package projects with transit improvements, regional safety initiatives, and corridor investments to maximize future funding and implementation success.

RECOMMENDATIONS

Staff: Approve 3-year PID/PDS Workplan (Table 1)
TTAC: To be provided in the Addendum on 12/4/26
CTAC: To be provided in the Addendum on 12/4/26

BACKGROUND

Program Purpose

SLOCOG initiated the PID/PDS Program to identify and advance the next generation of regional transportation investments. As several major transportation projects have recently been completed, are currently under construction, or are expected to be construction-ready within the next few years and pursuing implementation funding, opportunities exist to begin developing new projects for future delivery.

Major transportation projects typically require 10 to 16 years to advance from concept to construction, with project initiation and preliminary studies representing the first one to two years of that process. Defining purpose, need, scope, and planning level cost estimates before pre-construction or construction programming decisions are made reduces delivery risk in later phases and presents an opportunity to develop projects that can be competitive in future grant pursuits.

Evaluation Framework

The framework drew on draft 2027 RTP goals and policy objectives, the Regional Safety Action Plan, corridor plans, the Transportation Efficiency Analysis (TEA), SB 1 program objectives, and metrics similar to the Caltrans System Investment Strategy (CSIS) and Climate Action Plan for Transportation Infrastructure (CAPTI) alignment process. Proposals were reviewed on three questions:

- How does the study area function within the regional system?
- What challenges does the study address (congestion, safety, growth)?
- How do those challenges affect multiple modes?

Funding Context for Future Phases

Absent local funding commitments or other supplemental funding, regional funds for preliminary design or environmental clearance will be limited. Studies that produce projects that can compete for external funding would be in the best position to advance toward construction sooner. Policies regarding preconstruction programming will be discussed in the upcoming 2028 funding cycle beginning in April 2027.

DISCUSSION

Project Screening

An initial study is a commitment, not just a deliverable. Starting a PID or similar study creates an expectation, for sponsors and the public, that the project will advance. With few discretionary funding sources, SLOCOG cannot fund most projects it starts on its own. Staff therefore evaluated each proposal on on whether a credible funding pathway exists for the project that would follow. Large, costly projects will need to leverage local, regional, developer contributions where applicable, and substantial state funding, primarily the SB 1 competitive programs administered by the California Transportation Commission: Solutions for Congested Corridors (SCCP), Trade Corridor Enhancement (TCEP), and the competitive component of the Local Partnership Program[1] (LPP). Those programs, and Caltrans investment decisions through CSIS, emphasize CAPTI principles including VMT reduction, safety, multimodal access, and equity. Projects that are primarily capacity-oriented or that induce VMT face a difficult path. Staff used the following as screening considerations:

- Primary and secondary purposes of the proposed study
- Annual average daily traffic
- Current and forecast congestion and traffic flow
- Safety
    - 5-year crash history
    - Location on Regional High-Risk Corridors
    - Evaluation in Local Road Safety Plans, Systemic Safety Analysis Reports, or Vision Zero Action Plans
    - Crashes per million vehicle miles traveled
- Existing mode share and mode shift potential
- Potential to support planned development

[1] To be eligible for the LPP Competitive Program, an agency must be a local or regional transportation agency that:

- has sought and received voter approval of taxes, tolls, or fees that are dedicated solely to transportation improvements and that agency administers those taxes, tolls, or fees; **or**
- imposes fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, which fees are dedicated solely to transportation improvements.

Risk

New or fully reconstructed interchanges nominated for programming carry the highest cost, the longest delivery timelines, the greatest environmental and right-of-way complexity, and potential exposure to CAPTI misalignment. A single study of this type can consume a large share of the $1.5 million program and encumber pre-construction funding without a clear route to construction funding. Smaller operational improvements at existing adjacent interchanges, such as intersection and ramp improvements, signal and turn-lane modifications, and bike/ped connections, can often address the same corridor needs. They are generally less costly, easier to scope and clear environmentally, and more likely to be eligible for flexible state development processes and approvals. They can also be phased and delivered sooner. Where a larger project remains the local agency sponsor's preference, staff recommends scoping studies to compare an operational-improvement alternative against the larger build.

Programming Timelines

Because programming is annual at $500,000, staff recommends sequencing studies by readiness and project construction funding-pathway timing. That includes projects that support residential or commercial development that does not have a clear path to approval or construction, projects dependent on development impact fees generated by future development, and projects that support planned development lacking an adopted specific plan or applicable zoning.

Multimodal packaging

SB 1 competitive programs and the CAPTI framework reward projects that reduce vehicle miles traveled, so the evaluation estimated how much travel around each project could realistically shift to walking, biking, or transit. Staff used Replica, a platform that models disaggregated, person-level trip data, for two purposes. First, it supplied Fall 2024 mode share for each study area. Second, it identified trips that start, end, or pass through the study area and are short enough to walk or bike. Staff used 1 mile for walking and 3 miles for biking. Car trips that fall within those distances are the pool of trips most likely to shift if the project improves conditions for people on foot and on bikes. Staff then compared that pool to existing walking and biking trips to estimate each project's mode shift potential.

The results show meaningful differences among the projects. For example, the share of auto trips within bikeable distance of the Madonna Road and Marsh Street, Atascadero Avenue/Traffic Way, and Tefft Street corridors have the highest potential for mode shift versus the rural State Route 41 and State Route 46 intersections. Projects where a large share of short auto trips pass through the study area, particularly near schools, downtown cores, and interchanges that separate neighborhoods, carry the strongest potential. Projects at rural intersections have little shiftable travel, and their case rests on safety.

Replica estimates are modeled rather than counted, and they are most reliable when aggregated across a study area. Staff therefore used them to compare projects against each other, not to forecast the exact VMT reduction of any one project. Detailed VMT and mode shift analysis will occur in later project phases, such as environmental review.

Transit Service Expansion Opportunities

Transit is a further opportunity to reduce VMT. In 2026, short range transit plans were prepared for transit services operated in Paso Robles, San Luis Obispo, Morro Bay, the Five Cities area, and for the RTA that focus mainly on maintaining existing service levels, which leaves little near-term room for service expansion. SLOCOG's Long Range Transit Plan (LRTP) fills that gap by evaluating service improvements under a net neutral funding scenario and a "vision" scenario, which gives staff a way to pair service improvements with the study projects programmed here. The proposed PID/PDS program can define the capital side (transit stops, ramp and intersection modifications, bus priority signalization, and bike and pedestrian access to

stations), while the LRTP identifies where more frequent or expanded service could promote mode shift and VMT reductions. State funding patterns show why this is important. Of the 33 projects the California Transportation Commission funded across the four Solutions for Congested Corridors Program (SCCP) cycles from 2018 to 2024, 24 (73%) clearly included transit components such as rail, bus service, vehicles, or stations, and the share rose to 16 of 17 (94%) in the two most recent cycles. This also fits the state's current emphasis on transit. In June 2026 the Governor signed Executive Order N-7-26, directing state transportation agencies to accelerate transit project delivery and increase ridership. Staff will use the LRTP findings as it develops to refine project scopes and identify where studies programmed in this work plan should include transit elements.

Advancing Regional Safety and Mobility Planning

Staff used Replica origin-destination data to identify opportunities to coordinate project nominations with corridor planning efforts, including the North County Multimodal Corridor Plan and the U.S. 101 San Luis Obispo to Santa Maria Multimodal Corridor Plan (South County Plan). Where adjacent or related projects serve the same travel patterns, combining them into a single study or closely coordinated studies can strengthen funding partnerships, improve vehicle miles traveled (VMT) reduction justification, and enhance competitiveness for programs such as the Sustainable Communities Competitive Program (SCCP), Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP), and Safe Streets and Roads for All (SS4A).

For example, Price Canyon Road and Price Street in Pismo Beach carry more than 41,000 vehicles daily and provide an important regional connection between State Route 227 and U.S. 101. The City of Pismo Beach nominated a project to evaluate safety and mobility improvements at the intersections of Bello Street, Hinds Avenue, Stimson Avenue, and Ocean View Avenue. The South County Plan has also identified operational and safety needs along northbound U.S. 101 between the 4th Street on-ramp and the Price Street off-ramp. Many trips along this corridor continue onto Price Canyon Road and into downtown Pismo Beach, where pedestrian and bicycle mobility and safety challenges are well documented. The City's Local Road Safety Plan (LRSP) and Safety Action and Regional Roadway Plan (SARRP) identify a history of fatal and severe-injury pedestrian and bicycle crashes along the Price Street corridor. Coordinating these efforts would create a more comprehensive corridor-level approach and strengthen future funding applications.

Similarly, the City of Atascadero's proposal to assess safety and mobility issues along Atascadero Avenue and Ardilla Way is closely related to congestion and operational challenges at nearby intersections with State Route 41 and the southbound U.S. 101 ramps at Traffic Way and Atascadero Avenue. These locations were identified in the North County Multimodal Corridor Plan as priorities for operational and safety improvements, making coordination between efforts a logical next step.

The City of San Luis Obispo's South Broad Street project is also closely connected to improvements currently advancing along the State Route 227 corridor. Trips using State Route 227 continue into south San Luis Obispo, contributing to safety concerns at uncontrolled intersections between Farmhouse Lane and Tank Farm Road. This segment has experienced multiple fatal and severe-injury bicycle and pedestrian crashes. Expanding the corridor study to include South Broad Street would provide an opportunity to advance a more comprehensive safety strategy and strengthen future applications for SS4A and other competitive grant programs.

Coordinating these studies advances the program's partnership-focused approach, incorporates multimodal considerations early in project development, and improves overall programming efficiency by aligning planning, project development, and future funding opportunities.

Projects nominated by SLOCOG that currently lack a clear delivery partner are not recommended for programming at this time. However, these projects may be evaluated through future corridor studies proposed during the three-year program cycle and should be reconsidered as planning efforts advance.

Although safety audits were completed through the Regional Safety Action Plan, the following projects are not located on identified regional high-risk corridors and require additional evaluation, prioritization, and identification of a delivery partner, such as Caltrans or the County of San Luis Obispo.

State Route 41 and La Panza Road and State Route 46 and McMillan Road: SLOCOG has applied for funding through Caltrans' Sustainable Transportation Planning Grant Program to develop a corridor business plan for State Route 41 between Morro Bay and Mariposa County. This effort would provide an opportunity to further assess the need and priority for improvements at La Panza Road, McMillan Road and other locations along the corridor.

Highway 1 and Old Creek Road: While there are fewer opportunities to integrate this location into broader corridor studies, staff will continue coordinating with Caltrans and the County to identify incremental safety improvements. Potential measures could include lead pedestrian intervals, signal timing modifications, or other improvements that can be implemented in conjunction with planned pavement maintenance projects.

Emerging Study Needs

Comments received through the community meeting recently conducted for the Highway 1/Main Street/Atascadero Road roundabout project in Morro Bay identified the southbound on- and off-ramp intersection with Atascadero Road as an emerging safety need operationally related to the roundabout project. Although not recommended for programming, proactively assessing the purpose and need for the project is an opportunity to build an inventory of projects that could be advanced when extraordinary funding opportunities with the state or otherwise present themselves.

Funding Partnerships and Study Authorization

The three-year workplan assumes a shared funding responsibility, with member agencies and/or Caltrans contributing 50% of individual PID/PDS costs. SLOCOG's contribution shall not exceed $250,000 per study. In developing funding partnerships, staff will consider each member agency's ability to pay, opportunities for state participation, and the regional significance of the proposed study.

Approval of the three-year workplan establishes study priorities and anticipated sequencing but does not authorize individual study expenditures. Prior to initiating each study, staff will return to the SLOCOG Board for approval of:

- Proposed scope of work.
- Project development partnerships and cost-sharing arrangements
- Final study budget
- Authorization to release a Request for Proposals (RFP)

This approach maintains Board oversight, promotes shared financial commitment, and provides flexibility to maximize the effectiveness of the $1.5 million program.

State Sponsorship

Caltrans District 5 jurisdiction spans the state highway system across five counties: Santa Cruz, San Benito, Monterey, Santa Barbara, and San Luis Obispo. Two state-sponsored PIDs are anticipated to be proposed for funding by the District in the biennial State Highway Operations and Protection Program (SHOPP) and staff will work closely with district staff to advance the regionally sponsored PID with the strongest prospects for state sponsorship or co-sponsorship. The Districts SHOPP PID program is expected to be finalized in February 2027.

Table 1: 3-year PID/PDS Workplan

Project Name	Project Study Areas	Description	Traffic Volume	5-year Crash History	Mode Shift Potential	Supports Planned Development	Corridor Plan Implementation	Recommendation	Programming year
Traffic Way-El Campo Interchange	- Brisco Interchange - Grand Ave. NB & SB Interchange - Fair Oaks Ave. from Traffic Way to Valley Rd. - Grand Ave. from El Camino Real to Traffic Way	This project will assess operational deficiencies at the Brisco Road, Grand Avenue, Fair Oaks, and Traffic Way interchanges with U.S. 101 in Arroyo Grande.	High	Low	Medium	Yes	No	Preliminary evaluation of operational deficiencies and alternatives at existing interchanges.	2026/27
U.S. 101/Traffic Way-Atascadero Ave/State Route 41	- Traffic Way Interchange - Ardilla/Atascadero Ave from Traffic Way to SR 41	Assess operational deficiencies at the Traffic Way interchange and multimodal mobility and safety conditions on Ardilla Way and Atascadero Avenue between Traffic Way and State Route 41	Low	High	High	No	Yes	PID and PDS	2027/28
Price Canyon Road - Price St - 101 Corridor	- Price Canyon Rd., Bello St., Hinds, Price St. - NB U.S. 101 from 4th St. to Price St.	Assess operational and safety deficiencies at arterial intersections and NB 101 between 4th St. and Price St.	High	Low	Low	No	Yes	PID and PDS	2027/28
Madonna Rd/US 101 and Marsh St/ US 101 Shared-Use Path	- Madonna Rd. interchange - Marsh St. undercrossing	Assess feasibility of installing shared use path connecting Madonna Rd. path to Higuera/Marsh over/under U.S. 101	Medium	Medium	High	No	No	PID	2028/29
South Broad Street Safety	- Broad St. from Tank Farm Rd. to Farmhouse Lane	Evaluate access safety conditions corridor-wide. Supports mobility and safety improvements	High	Low	Medium	No	Yes	PDS	2027/28

		under development on SR 227.							
Southland Interchange	- Tefft St. interchange - Tefft St. from Orchard to Thompson	Assess operational deficiencies at the Tefft St. interchange and bicycle/pedestrian safety and access issues.	Medium	High	High	Yes	No	Preliminary evaluation of operational deficiencies and alternatives at existing interchanges.	2026/27
SR1 & Old Creek Road	Intersection	Assess safety and access deficiencies	Low	High	Medium	No	No	Not recommended for programming	N/A
SR41 & LaPanza	Intersection	Assess safety and access deficiencies	High	Medium	Low	No	No	Not recommended for programming	N/A
SR46 & McMillan Road	Intersection	Assess safety and access deficiencies	Low	Low	Low	No	No	Not recommended for programming	N/A