



City Council  
SPECIAL MEETING AGENDA

Tuesday, February 25, 2025, 5:30 p.m.

Council Chambers, 990 Palm Street, San Luis Obispo

**SPECIAL MEETING OF THE CITY COUNCIL**

Council meetings may be viewed remotely on Channel 20, the City's [YouTube Channel](#), and on the City's website under the [Public Meeting Agendas web page](#). Attendees of City Council or Advisory Body meetings are eligible to receive one hour of complimentary parking; restrictions apply, visit [Parking for Public Meetings](#) for more details.

**INSTRUCTIONS FOR PUBLIC COMMENT:**

**Public Comment prior to the meeting (must be received 3 hours in advance of the meeting):**

**Mail - Delivered by the U.S. Postal Service.** Address letters to the City Clerk's Office at 990 Palm Street, San Luis Obispo, California, 93401.

**Email - Submit Public Comments via email to [emailcouncil@slocity.org](mailto:emailcouncil@slocity.org).** In the body of your email, please include the date of the meeting and the item number (if applicable). Emails will not be read aloud during the meeting.

**Voicemail - Call (805) 781-7164 and leave a voicemail.** Please state and spell your name, the agenda item number you are calling about, and leave your comment. Verbal comments must be limited to 3 minutes. Voicemails will not be played during the meeting.

*\*All correspondence will be archived and distributed to councilmembers, however, submissions received after the deadline may not be processed until the following day.*

**Public Comment during the meeting:**

**Meetings are held in-person.** To provide public comment during the meeting, you must be present at the meeting location. Verbal comments must be limited to 3 minutes and may only address items listed on the agenda.

**1. CALL TO ORDER**

Mayor Erica A. Stewart will call the Special Meeting of the San Luis Obispo City Council to order.

**2. PLEDGE OF ALLEGIANCE**

Council Member Mike Boswell will lead the Council in the Pledge of Allegiance.

**3. PUBLIC COMMENT FOR ITEMS ON THE AGENDA ONLY**

Public Comment will only be accepted for items listed on the agenda.

**4. CONSENT AGENDA**

Not to exceed 15 minutes. Matters appearing on the Consent Calendar are expected to be non-controversial and will be acted upon at one time. A member of the public may request the Council to pull an item for discussion. Pulled items shall be heard at the close of the Consent Agenda unless a majority of the Council chooses another time. The public may comment on any and all items on the Consent Agenda within the three-minute time limit.

Recommendation:

To approve Consent Calendar Item 4a.

**4.a APPROVE THE DESCRIPTIONS FOR THE 2025-27 MAJOR CITY GOALS**

5

Recommendation:

Approve the descriptions of the 2025-27 Major City Goals.

**5. BUSINESS ITEM**

**5.a 2024 STATE LEGISLATIVE BRIEFING (Estimated Time: 45 Minutes)**

53

Recommendation:

1. Receive and file a report on the 2024 State Legislative Briefing which summarizes the adopted laws from the 2023-24 regular session of the California State Legislature (December 2023 through October 2024); and
2. Appoint an ad-hoc committee of the City Council to review the current legislative platform and suggest changes for the 2025-26 legislative session.

**6. STUDY SESSION ITEM**

**6.a STUDY SESSION: REVIEW THE ADMINISTRATIVE DRAFT OF SLO TRANSIT'S SHORT-RANGE TRANSIT PLAN (Estimated Time: 90 Minutes)**

231

Recommendation:

1. Receive and provide feedback on the administrative draft of SLO Transit's Short-Range Transit Plan; and
2. Direct staff to make any necessary changes to the Short-Range Transit Plan and return on April 15, 2025, with a final draft of the plan for adoption.

## 7. ADJOURNMENT

The next Regular Meeting of the City Council will be held on March 4, 2025 at 5:30 p.m. in the Council Chambers at City Hall, 990 Palm Street, San Luis Obispo.

LISTENING ASSISTIVE DEVICES for the hearing impaired - see the Clerk.

The City of San Luis Obispo wishes to make all of its public meetings accessible to the public. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (805) 781-7114 at least 48 hours before the meeting, if possible. Telecommunications Device for the Deaf (805) 781-7410.

City Council meetings are televised live on Charter Channel 20 and the City's YouTube Channel: [www.youtube.com/CityofSanLuisObispo](http://www.youtube.com/CityofSanLuisObispo). Agenda related writings or documents provided to the City Council are available for public inspection in the City Clerk's Office located at 990 Palm Street, San Luis Obispo, California during normal business hours, and on the City's website <https://www.slocity.org/government/mayor-and-city-council/agendas-and-minutes>. Persons with questions concerning any agenda item may call the City Clerk's Office at (805) 781-7114.



**Department:** Administration  
**Cost Center:** 1001  
**For Agenda of:** 2/25/2025  
**Placement:** Consent  
**Estimated Time:** N/A

**FROM:** Whitney McDonald, City Manager  
**Prepared By:** Natalie Harnett, Policy and Project Manager

**SUBJECT:** 2025-27 MAJOR CITY GOALS

## RECOMMENDATION

Approve the descriptions of the 2025-27 Major City Goals.

## POLICY CONTEXT

The City of San Luis Obispo follows a two-year financial planning process to develop its budget. On February 8, 2025, the City Council held its Goal-Setting Workshop, establishing six Major City Goals for the 2025-27 Financial Plan. Council directed staff to develop clear, action-oriented descriptions for each goal. While the full Major City Goal work plans will be included in the draft Financial Plan (April 2025), staff are presenting these descriptors now to ensure alignment with Council's vision.

## DISCUSSION

### Background

On Saturday, February 8, 2025, the City Council held a Special Meeting to establish the Major City Goals for the 2025-27 Financial Plan. This workshop followed extensive community input gathered through a citywide survey, Community Forum, Advisory Bodies, and various public meetings. The goals set by the Council will guide the City's work over the next two years.

The updated goals for the 2025-27 Financial Plan are listed below in alphabetical order:

- *Cultural Vitality, Economic Resilience, and Fiscal Sustainability*
- *Diversity, Equity, and Inclusion*
- *Homelessness Response*
- *Housing and Neighborhood Livability – Healthy, Safe, and Affordable*
- *Infrastructure and Sustainable Transportation*
- *Open Space, Climate Action, and Resilience*

## Item 4a

During the Goal-Setting Meeting, the facilitator encouraged Council to focus on high-level priorities—considering the broader meaning and intended outcomes of each goal—rather than refining specific wording. This approach allowed for a more strategic discussion rather than wordsmithing goal definitions. Staff committing to developing specific Major City Goal descriptors—including clear, action-oriented phrases—would be developed under each goal. Attachment A includes the Major City Goals along with these descriptions, based on feedback from the goal-setting workshop and facilitator notes outlining the key focus areas for each goal.

Following Council approval of these Major City Goal descriptions staff will develop a comprehensive Major City Goal work plan outlining specific tasks, timelines, and expectations. This work plan will be incorporated into the draft budget, which is scheduled for Council review on April 15, 2025.

The final presentation from Saturday’s workshop, along with facilitator notes, is included as Attachment B. A recording of the meeting is available on the [City’s YouTube channel](#).

### Public Engagement

Public comment on this item can be provided to the City Council through written correspondence before the February 25<sup>th</sup> Special City Council meeting and through public testimony at the meeting.

### ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to the recommended action in this report, because the action does not constitute a “Project” under CEQA Guidelines Sec. 15378.

### FISCAL IMPACT

Budgeted: Yes

Budget Year: 2024-25

Funding Identified: Yes

### Fiscal Analysis:

<b>Funding Sources</b>	<b>Total Budget Available</b>	<b>Current Funding Request</b>	<b>Remaining Balance</b>	<b>Annual Ongoing Cost</b>
General Fund	N/A	N/A	N/A	N/A
State				
Federal				
Fees				
Other:				
<b>Total</b>	N/A	N/A	N/A	N/A

There is no fiscal impact to this recommendation.

## ALTERNATIVES

1. ***Council could decide not to approve the Major City Goal descriptions.*** Council may choose not to approve the Major City Goals and associated action items and direct staff to return at a future meeting to discuss further.
2. ***Council could choose to modify the Major City Goal descriptions.*** Council may recommend changes to the Major City Goals. If any modifications are proposed, they should be specific.

## ATTACHMENTS

- A - Draft Major City Goals
- B - February 8, 2025, Goal Setting Presentation







# 2025-27 Financial Plan

## Major City Goals

### Cultural Vitality, Economic Resilience, and Fiscal Sustainability

- Improve the local business environment and help entrepreneurs and businesses thrive
- Support Downtown vitality and the cultural arts, centering on the Cultural Arts District
- Support initiatives to develop the skills needed to secure quality jobs and attract and retain talent
- Promote the City as an appealing destination for people to live, work, visit, and invest
- Balance operational needs and infrastructure investments with consideration of the long-term fiscal sustainability of the organization

### Diversity, Equity, and Inclusion

- Increase access and belonging for all community members
- Facilitate programs and initiatives to support diverse community engagement and representation
- Operationalize inclusive practices in City processes and policies
- Foster an inclusive organizational culture with equitable practices in recruiting, hiring, and retention

### Homelessness Response

- Collaborate with partners to prevent and reduce homelessness
- Leverage external funding to expand crisis response and continuum of shelter programs with regional partners
- Implement the Homelessness Response Strategic Plan (HRSP)
- Refine approaches to reduce the impacts of homelessness to balance safety, health, and community well-being

### Housing and Neighborhood Livability – Healthy, Safe, and Affordable

- Facilitate sustainable growth that aligns with climate, economic, and housing goals
- Promote the expansion and diversification of housing opportunities for all
- Ensure housing is safe, healthy, and affordable, while strengthening protections for renters
- Foster diverse, connected, and safe neighborhoods that are livable for all

### Infrastructure and Sustainable Transportation

- Advance street safety improvements and support Vision Zero goals for all road users
- Implement Active Transportation Plan, including expansion of multimodal transportation networks to improve connectivity
- Ensure public spaces, roads, and utilities support future growth and development
- Build out park infrastructure to support community recreation and accessibility

### Open Space, Climate Action, and Resilience

- Advance the Climate Action Plan and Lead by Example Plan 2025-27 Work Programs
- Implement disaster mitigation efforts to reduce risks from floods and fires
- Strengthen community resilience through emergency preparedness, community networks, and planning efforts
- Protect, sustain and enhance open space and natural and historic resources
- Expand trail connectivity and accessibility to support biking, hiking, and outdoor enjoyment for all community members





# Council Goal-Setting Workshop

February 8, 2025

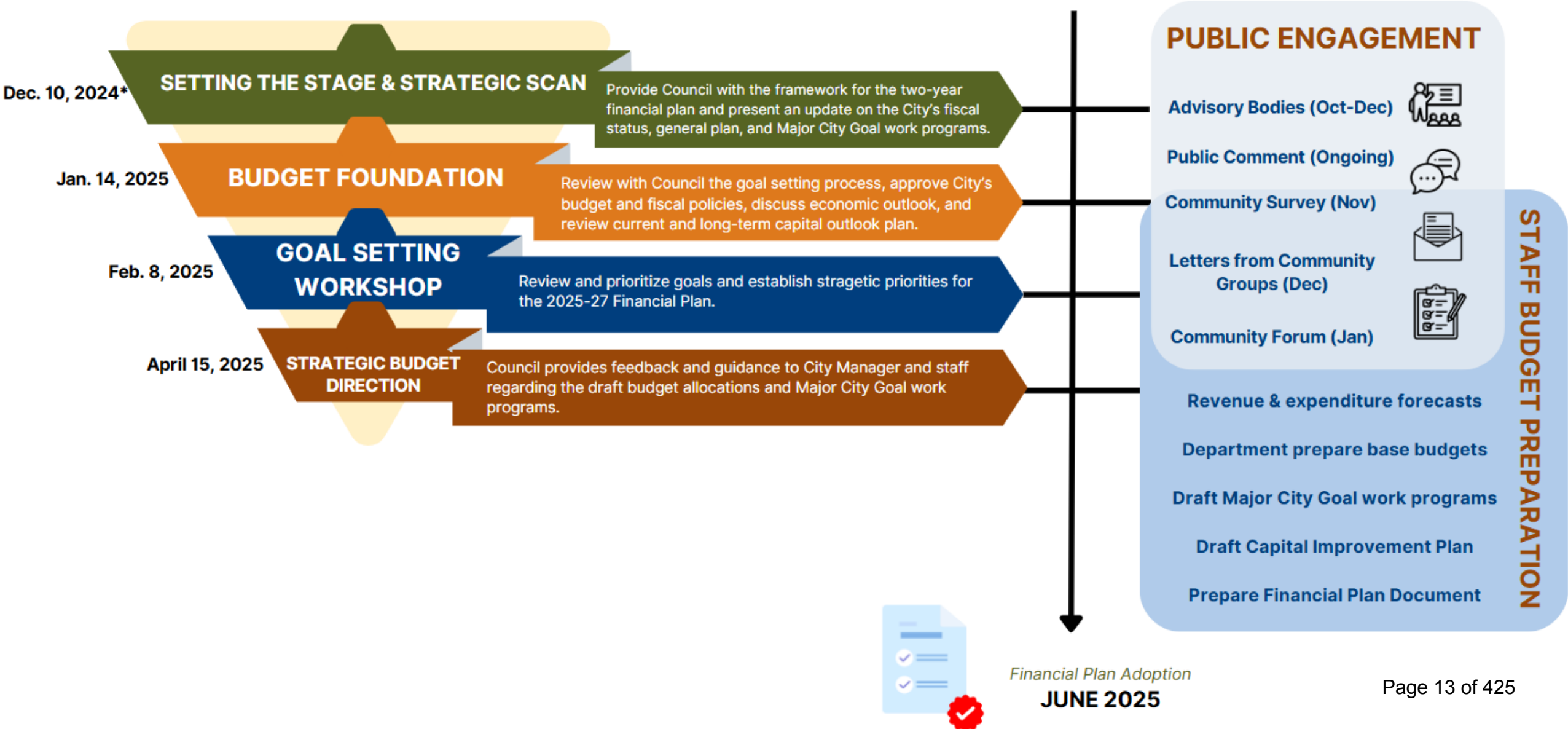


# Today's Agenda

- 9:00 a.m. Welcome, *Mayor*
- 9:05 a.m. Introduction and Budget Context, *City Manager*
- 9:15 a.m. Review of Community Input and Forum Results, *Staff*
- 9:35 a.m. Process and Guidelines, *Facilitator*
- 9:40 a.m. Discuss Goals for FY 2025-27 and Review Prioritization, *Council*
- 12:00 p.m. Break
- 12:30 p.m. Discuss Goals for FY 2025-27 and Review Prioritization, *Council*
- 2:00 p.m. Public Comment, *City Clerk*
- 2:30 p.m. Discuss Next Steps, *Council/Staff*

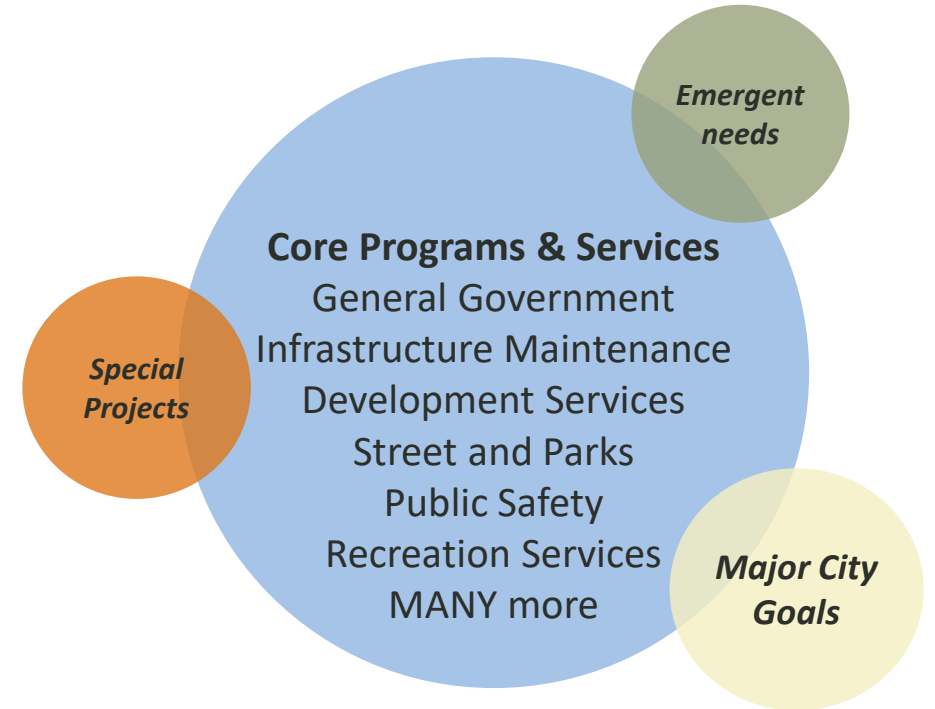


# Budget Process & Community Engagement Timeline

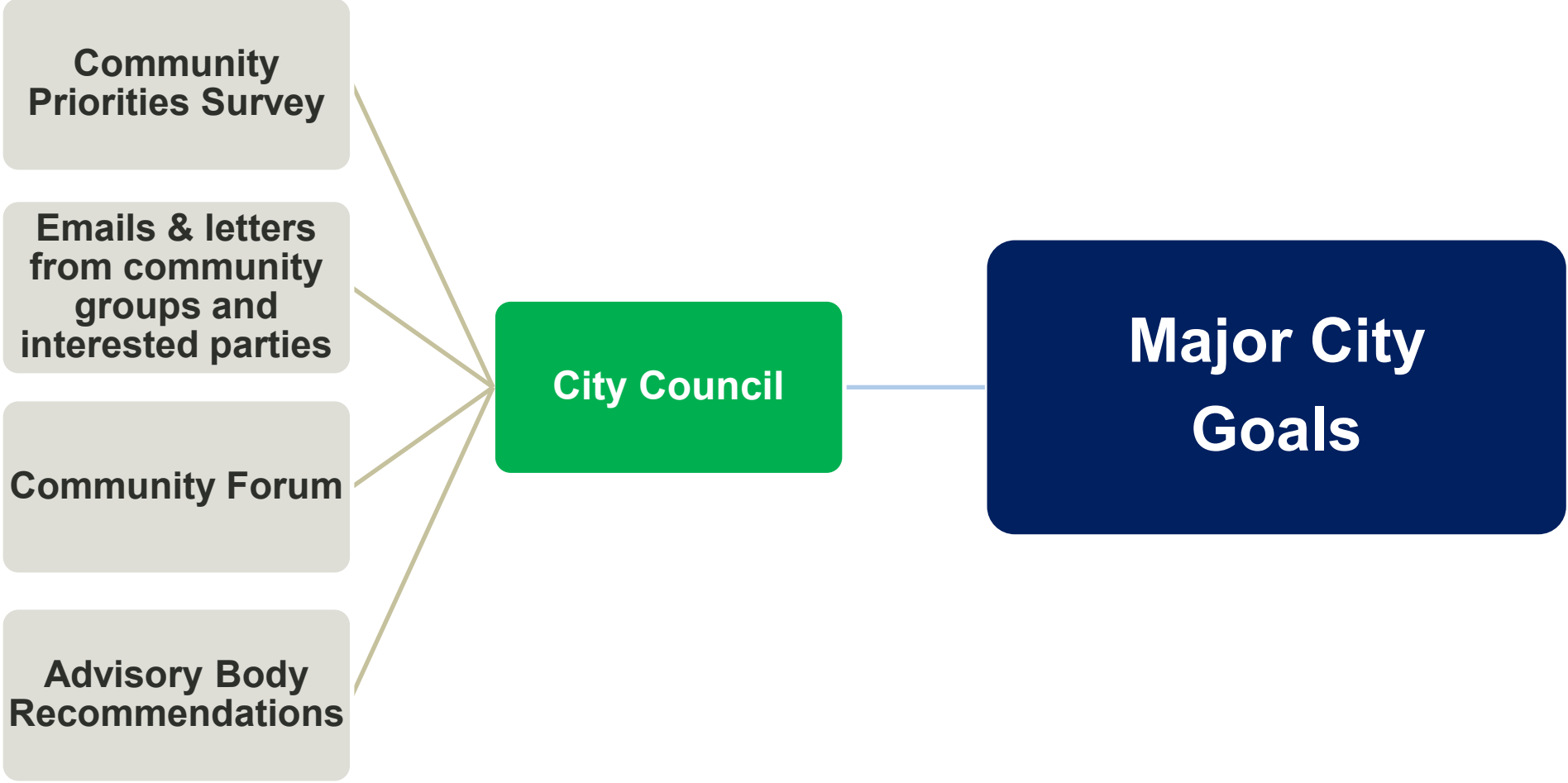


# City Services & Goal Setting Relationship

- The City of San Luis Obispo is a full-service city.
- The City's **first obligation is to provide core services.**
- New initiatives and one-time strategic goals *overlap* core services and require tradeoffs.
- Historically, many Major City Goal (MCG) initiatives have morphed into core services (Housing, Climate Action, DEI). **These programs do not go away** even if not selected as MCGs.
- MCGs should reflect the most important, strategic focus areas for the upcoming financial plan years.



# Budget Process and Community Input



# Economic Outlook

General consensus is that a recession is not expected, despite numerous recessionary indicators since 2020

Staff is waiting for information to update the long-term forecast, but is closely tracking a number of items:

- a. Major revenue streams, analyzed by City's consultants
- b. Upcoming labor negotiations
- c. Costs to support a growing community (ex. Fire Station 5)
- d. 2023 Storms expenditure reimbursement
- e. Los Angeles fires
- f. Potential actions by incoming Federal administration





# Risks & Opportunities to factor into forecast

FY 2025-26	Upside Case	Downside Case
<b>Risk</b>		
Sales Tax	(\$1.0M)	(\$3.0M)
Development Fees	(2.0M)	(2.5M)
Labor	(1.0M)	(1.5M)
<b>Opportunity</b>		
Fire Station 5 timing	+1.1M	+1.1M
Property Tax	+1.5M	+1.0M
Base budget savings	+1.0M	+0.5M
TOT	+0.6M	+0.4M
<b>Net Change to Last Forecast</b>	<b>+\$0.2M</b>	<b>(\$4.0M)</b>

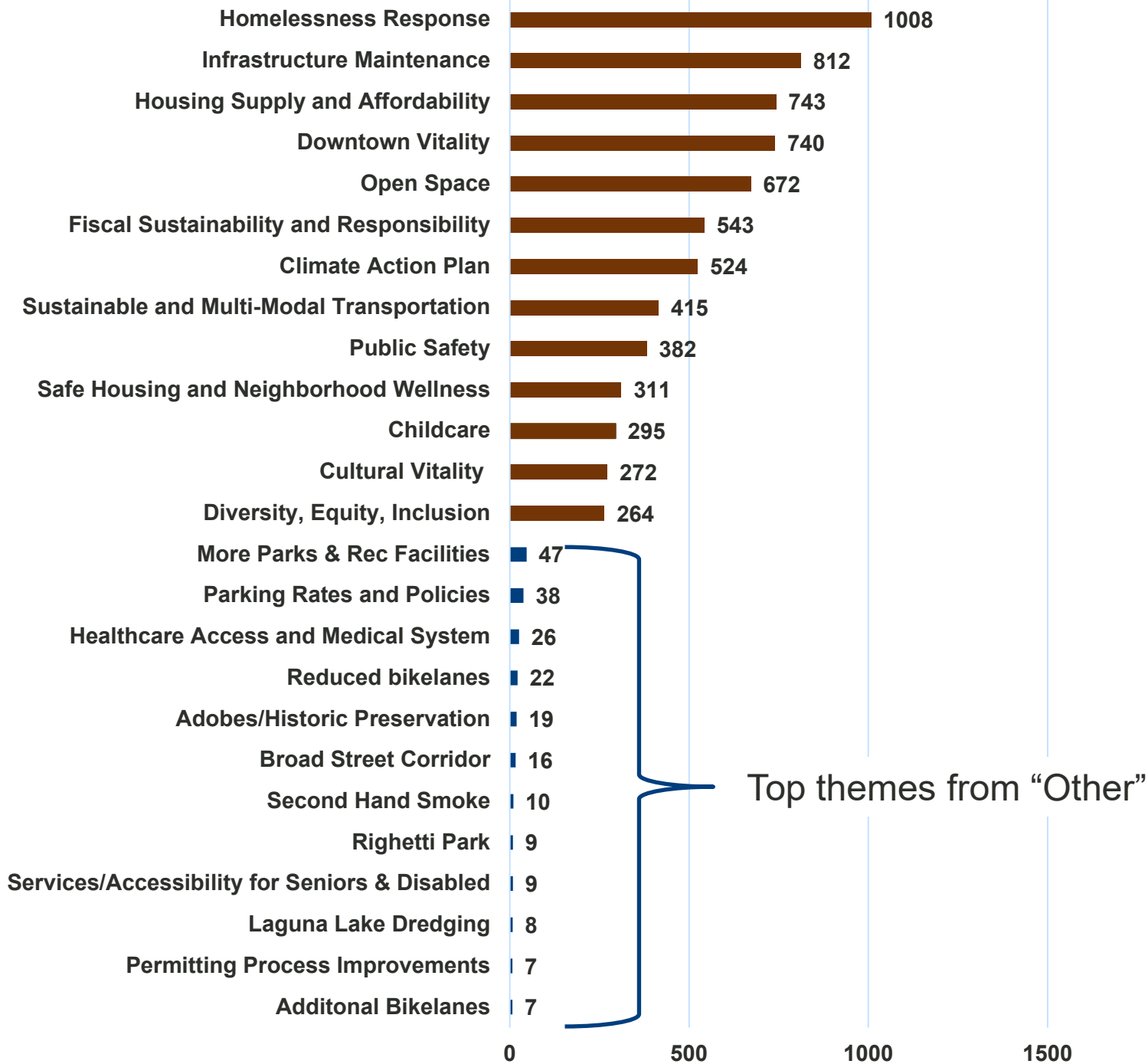




# Community Survey and Forum Results



# Survey Results





# Participation Summary *(# of participants)*

Station	Ranking Poll	Free Response Poll	Combined
Infrastructure	325	103	428
Downtown Vitality and Economic Development	175	244	419
Climate Action and Open Space	266	80	346
Housing Safety, Affordability, and Neighborhood Livability	234	60	294
Diversity, Equity, and Inclusion	161	43	204
Public Safety	137	34	171
Homelessness	133	36	169
Use of the Local Revenue Measure <i>(no free-response)</i>	128	-	128
Fiscal Sustainability	104	21	125
New Ideas <i>(no ranking poll)</i>	-	74	74



# Housing Safety, Affordability and Neighborhood Livability

Priority Projects/Programs ( <i>shortened description</i> )	Count
Implement Below Market Rate Housing best practices	143
Improve unsafe/unsanitary/illegal housing conditions, barriers to accessibility, or unsafe neighborhoods	139
Leverage grant funding and collaborate with partners to develop additional below-market-rate units.	133
Update the Margarita Area Specific Plan and the completion of the Prado Road extension to Broad Street.	127
Work with Cal Poly to secure the designation of on-campus fraternity/sorority living groups.	121
Update the Upper Monterey Area Plan	116
Update to the 7th Cycle Housing Element to comply with state mandates	110
Continue the City's Neighborhood Services/Code Enforcement programs	109
Support "good neighbor programs" with Cal Poly, Cuesta College, the City and local residents.	106
Continue State housing law tracking and implement changes to comply with new housing laws.	105
Tenant Protections and Safe Housing (e.g. rental registry)*	14
Zoning Changes for Higher Density*	9
Accelerate the LUCE Update*	5

# Climate Action and Open Space

Priority Program/Project <i>(shortened description)</i>	Count
Acquire and protect new open spaces in the San Luis Obispo Greenbelt and manage open spaces	206
Continue to build and maintain a contemporary and sustainable trail system.	195
Provide affordable and accessible sustainable transportation options (e.g., public transit, bike/pedestrian infrastructure, electric vehicle chargers, electric car and bike share programs, etc.).	159
Support the City goal to plant and maintain 10,000 new trees by 2035 (the "10 Tall" initiative).	149
Invest in resilient infrastructure to improve community safety and reduce natural disaster risks	145
Provide access to resources and direct support for residents that make it easy and affordable to have a green and healthy home	136
Reduce greenhouse gas emissions from City operations	129
Laguna Lake Dredging*	18
Additional bike trails and infrastructure (e.g. Mountain Bike Park at Laguna Lake)*	11
More trail connections*	6

# Homelessness

Priority Program/Project <i>(shortened description)</i>	Count
Support partners in securing funding for and implementing transitional and permanent supportive housing	101
Leverage funding from partner agencies for the MCU and CAT programs	94
Work collaboratively with County and key stakeholders to coordinate regional outreach, including an expanded hotel voucher program to ensure a bridge for temporary emergency shelter	93
Rotating Safe Parking Program Implementation	79
Continue to increase homelessness response communications, resource sharing, and education, including increased public use of Ask SLO app	77
Continue to develop the City's Safe Housing Outreach and Education Program	76
Continue to expand implementation of digital encampment management tool internally and for potential countywide use or explore using other countywide systems	63
Rent Control and Tenant Protections*	9
Mental Health and Drug Rehabilitation Programs*	4
Multi-use Homeless Site*	3



# Diversity, Equity, and Inclusion

Priority Program/Project ( <i>shortened description</i> )	Count
Grant programs that support arts, culture, and the work of non-profit organizations in the community	121
Efforts to attract and support minority-owned businesses and resources for success in SLO.	110
Continue efforts to improve access and affordability of high-speed internet in the community	106
Implement strategies for enhancing disaster preparedness programs for underrepresented communities.	97
Implement climate justice projects that support vulnerable populations.	94
Improve participation in public meetings through updated public engagement practices	93
Continue efforts toward community-based policing to address the needs of vulnerable communities.	91
Create and sustain inclusive recruitment practices to encourage a diverse workforce.	89
Continue to host equity and inclusivity focused education and events (e.g. Community Belonging Series).	87
Tenant Protections and Housing Solutions as a Strategy for Advancing DEI*	11

# Downtown Vitality and Economic Development

Priority Program/Project <i>(shortened description)</i>	Count
Continuation/expansion of Cultural Vitality programs (e.g. Cultural Arts District, arts and culture)*	210
Continue programs to support small businesses like Buy Local Bonus and SLO Restaurant Month	128
Support activations in Mission Plaza and other Downtown events	122
Work with regional partners to support the business community	113
Support of Downtown's Clean and Safe ambassador programs.	92
Promote and empower business neighborhoods including and beyond Downtown.	92
Expand outreach efforts to businesses through a business retention and expansion program.	91
Continue to support childcare business startups and expansions through grants and incentives	89
Continue to bolster the entrepreneurial ecosystem.	81
Implement disaster preparedness measures and training for business preparedness	73
Continue telling the SLO story via targeted marketing and activities of an authentic and inviting California community for residents and visitors.	73

# Fiscal Sustainability

Priority Program/Project ( <i>shortened description</i> )	Count
Identify and secure grants and partnerships that reduce reliance on the General Fund.	78
Implement cost-saving measures and explore revenue-generating opportunities to strengthen long-term fiscal sustainability.	78
Continue to implement and enhance the City's sound financial management practices	73
Continue to implement strategies to expedite the paydown of the City's CalPERS pension liabilities.	59
Complete a Development Impact Fee study and implement updated Council-adopted fees.	46

## ***Other responses:***

- *Re-prioritizing infrastructure projects and expediting their completion to mitigate inflationary costs.*
- *Reducing departmental budgets and headcount.*
- *Expanding the business license program to include a rental registry and implementing a per-property fee for landlords.*
- *Suggestions for investment strategies.*

# Use of the Local Revenue Measure

Funding Priority	Count
Street Maintenance and Transportation	92
Address Homelessness	85
Open Space/Natural Areas Preservation and Maintenance	83
Safe and Clean Public Spaces	81
Community Safety and Emergency Preparedness	75
Youth/Senior Services & Recreation Facilities	74
Economic Development and Business Retention	69
Creek and Flood Protection	68
Protection of Financial Stability	54
Other Services and Projects	48



# Infrastructure and Sustainable/Multi-modal Transportation

Priority Program/Project ( <i>shortened description</i> )*	Count
Implement Parks & Recreation projects for new and improved parks and park amenities.	249
Implement the Active Transportation Plan Tier 1 (Bike/Pedestrian) Network	133
Continue work towards building the Prado Road Interchange and Creek Bridge Replacement.	112
Continue work on flood control infrastructure improvements	110
Complete infrastructure improvements for individuals with mobility issues (e.g. curb ramps)	98
Continue to implement Street Reconstruction and Resurfacing projects.	98
Maintenance of traffic control devices (refreshing roadway striping, traffic signal timings, etc.)	87
Improve public transit as described in the Short-Range Transit Plan and Transit Innovation Study	87
Continue projects that replace and improve water and wastewater infrastructure.	86
Install additional street lighting.	84
Implement traffic safety improvements identified in the Vision Zero Action Plan	84
Begin construction of the California/Taft Roundabout.	74
Righetti Ranch Park*	49
Expansion of Bike Paths and Bike Infrastructure (e.g. Mountain Bike Park)*	19

# Public Safety

Priority Program/Project <i>(shortened description)</i>	Count
Utilize proven strategies to increase road safety for pedestrians, bicyclists, and motorists.	91
Enhance City hazard mitigation and risk reduction capabilities (fire, flood, earthquake).	85
Provide diversified outreach and enforcement to keep downtown clean, safe, and secure.	79
Utilizing grant opportunities to expand police and fire programs and support public safety initiatives.	77
Continue to diversify outreach and support for our unhoused community members and enforce city ordinances preserving overall quality of life for all community members.	74
Increase and expand community policing initiatives	67
Increase public safety staffing to enhance service delivery to the community	67
Enhance the City Emergency Operations Center and Management capabilities.	64
Continue to leverage technology to support a safer community and streamlined efforts of public safety personnel.	62



# New Ideas and Email Responses Combined

## Top 10 Themes

Program/Project	Count
Cultural Arts	29
Safe Housing, Tenant Protections	18
La Loma Adobe	13
More Parks & Rec Facilities/Services	10
Righetti Ranch Park	9
Trails Systems and Open Space	7
Bike Trails/Park	6
Broad Street Corridor, Vision Zero	5
Clean Air - Smoking Ordinance for Multifamily homes	5
Childcare/Kids Programs	3



# Workshop Facilitator



**Sommer Kehrli, Ph.D.**

Chief Executive Officer

*The Centre for Organization Effectiveness*





# Purpose of Goal-Setting

Define the most important, highest priority goals for the City to accomplish over the next two years, and as such, resources to accomplish them should be provided and included in the 2025-27 Financial Plan.



## City Council Vision Statement

The City of San Luis Obispo is a dynamic community embracing its future while respecting its past with core values of civility, sustainability, diversity, inclusivity, regionalism, partnership, and resiliency.

In the planning process we are committed to:

- Being honest and respectful in our discussions.
- Participating with active listening and respectful challenging
- Believing in the process and the outcome
- Allowing for differences
- Learning from the past
- Making the process and progress visible
- Committing to transparency around priorities
- Engaging the public

With the plan we are committed to:

- Creating a clear plan with agreed upon purposes.
- Making sure our stated values are clear.
- Making defining, concrete statements
- Including measurables, budgets, and timelines for all items
- Making the plan accessible

In implementation we are committed to:

- Doing what we say
- Remaining open to new information, new ideas, and public input
- Scheduling bi-annual updates with Council on progress
- Considering emerging issues



# Bike Rack



# Overall Pre-Work Notes

- Overall, the current Major City Goals are still relevant
  - Refine some of the titles and goal definition
  - Refine actions for the next two years
  - Potentially add performance measures to MCGs and/or action items
  - Three additional goals submitted
- Openness to reorganizing the language and revisiting the label of Major City Goal (MCG) to maybe Major City Budget Goals, Pillars, Priority Areas, or Strategic Budget Priorities
  - Potentially making the MCGs more inclusive of all of the work of the city (more of a strategic plan with a longer-term view and then having specific strategic budget priorities for the 2-year financial plan cycle)



# FY 23-25

## Major City Goals (MCGs)

- Climate Action, Open Space & Sustainable Transportation
- Diversity, Equity and Inclusion
- Economic Resiliency, Cultural Vitality and Fiscal Sustainability
- Housing and Homelessness



# Additional Three Goals

## Strengthening Community Sense of Well Being

- Complete and improve parks (shade retreats, splash pads, bike courses), including Righetti park
- Continue DEI policies in city administration and reach out to new residents, permanent and student
- Support youth, senior and mental health services, partnering with the county and nonprofits
- Expand local volunteer opportunities
- Make the city a “Family Friendly workplace” (improve childcare options for employees)
- Continue to facilitate high speed internet access for all residents

## Improving Public Safety

- Increase CAT, MCU and Community Service Officers, expand evening and weekend coverage
- Hire more needed police officers
- Determine a location for Fire House #5 and expedite construction
- Hire an Emergency Operations Officer
- Educate cell phone users that they need to sign up for reverse 911 service
- Reinstate CERT and community emergency preparedness
- Improve notification of evacuation routes, including that of senior and disabled residents

## Infrastructure and Transportation

- Protect water security & improve ground water augmentation
- Extend purple pipe to older neighborhoods to save potable water
- Upgrade maintenance of streets for automobile, bicycle, and mass transportation
- Conduct actual usage, traffic counts and “origin/destination” studies for need, before building future permanent bike lanes or eliminating traffic lanes
- Prioritize improvement of dangerous streets and intersections, as well as evacuation routes
- Improve the safety of the Broad Street corridor



# Loads of Input

Public Engagement  
(e.g., Community Forum, Survey)



Pulse

MCG Upd

## Climate Action, Open Space and Sustainable Transportation

Items notated with orange will require additional resources to continue in the 2025-27 Financial Plan

Task/ Action	Completion Date	Status	Outcome
<b>4.1 Implement the Climate Action Plan and Lead by Example 2023-25 Work Plans</b>			
h. Continue to monitor impacts to Municipal Code 8.11 (All-Electric New Buildings), and if necessary return to Council with an alternative approach to achieving the City's climate action goals as they relate to new buildings.	Complete	●	Operationalized. Council adopted a new buildings and existing buildings reach code, which were completed with staff time and 3CE technical support and are implemented via budgeted staff time. These will require updating in 2025 and 2026, which can be done with staff resources.
j. Continue SB 1383 implementation by developing an inspection and enforcement program and complying with procurement requirements for organic waste and paper as called for in CAP Circular Economy task 1.1.A and 1.1.B.	Ongoing	●	Compliance with SB 1383 continues to be monitored and enforced by City staff and through partnerships with San Luis Garbage Company and the SLO County Integrated Waste Management Authority.
k. Continue to support the IWMA on facilitating the City's edible food recovery programs as called for in CAP Circular Economy task 1.1.C, 1.2.A, and 1.3.A.	Ongoing	●	Staff continues to support the IWMA on facilitating the City's edible food recovery programs.
a. Continue to install electric vehicle chargers and replace fleet vehicles as needed with all-electric alternatives as called for by CAP Lead by Example task 1.1.A .	Ongoing	●	Operationalized. Projects are in the CIP, subject to approval and funding.



## Reflection Questions

- What needs focus over the next 2 years?  
What do you want to see take a higher priority?
- If needed, are you willing to cut services or capital to make this happen?



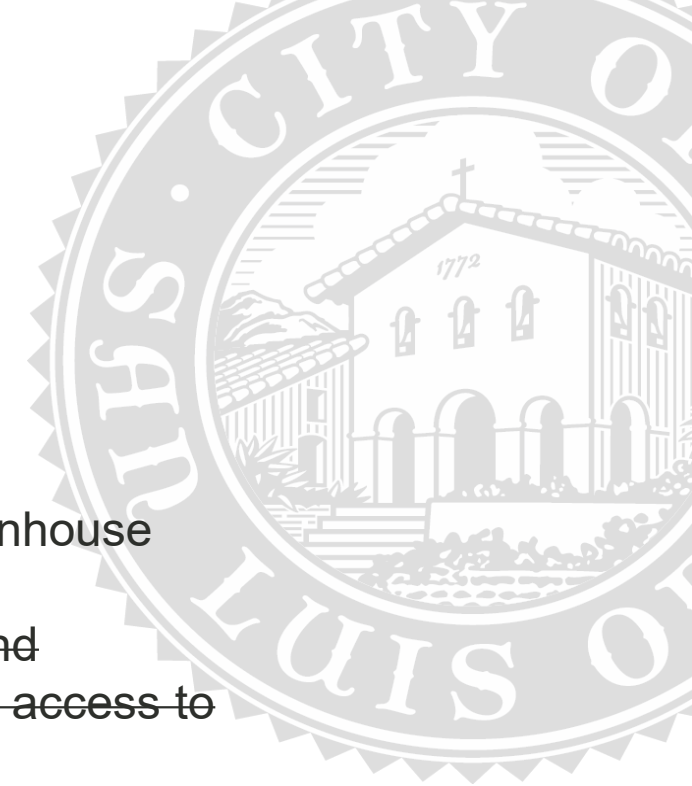


# Climate Action, Open Space & Sustainable Transportation

Proactively address the climate crisis and increase resiliency through the implementation of the Climate Action Plan. Use resources to reduce greenhouse gas emissions and reach carbon neutrality by 2035, ~~with a focus on the preservation and enhancement of convenient and equitable alternative and sustainable transportation, the preservation of open space, and equitable access to parks and open space.~~

## Title Change Suggestions:

- Protection of Open Space and Natural Resources, Climate Action and Resilience
- Climate Action and Sustainability
- Climate Action >>>> Climate Resilience
- Sustainable Transportation >>>> Safe Transportation or Vision Zero

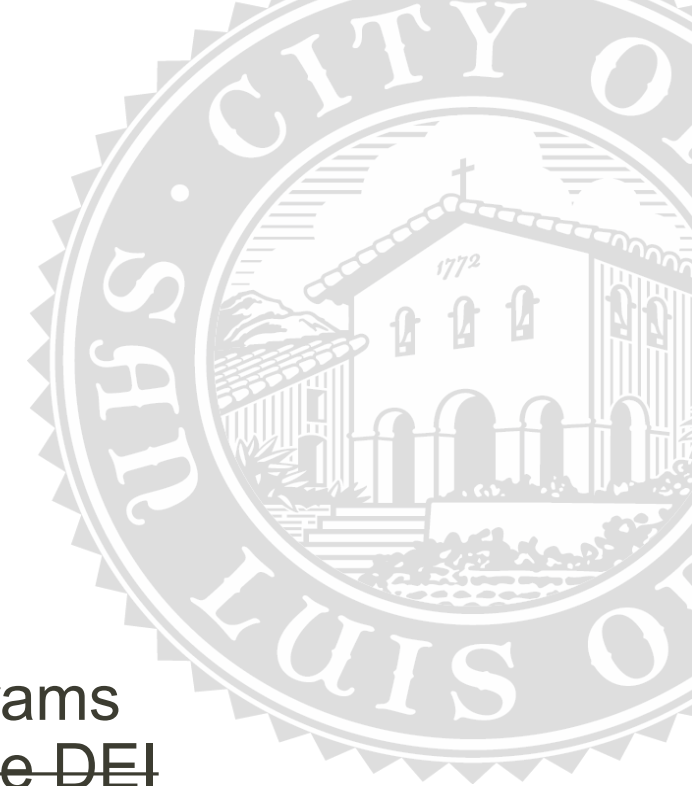


# Diversity, Equity and Inclusion

Further our commitment to making San Luis Obispo a welcoming and inclusive city for all by continuing to incorporate diversity, equity, and inclusion into all programs and policies and advancing the recommendations of the DEI Task Force DEI Strategic Plan.

## Title Change Suggestion:

- Diverse, Inclusive and Culturally Vibrant



# Economic Resiliency, Cultural Vitality and Fiscal Sustainability

In collaboration with local partners, implement initiatives that reinforce a thriving and sustainable local economy, support a diverse, inclusive, and culturally vibrant community, ~~preserve arts and culture, and ensure fiscally responsible and sustainable city operations~~ along with fiscally responsible city operations.

## **Title Change Suggestions:**

- Cultural and Economic Vitality
- Economic and Cultural Vitality
- Fiscal Responsibility and Sustainability
- Responsible Government and Economic Vitality



# Housing and Homelessness

Support the creation ~~expansion~~ of housing options for all, and continue to facilitate the production of housing, including the necessary supporting infrastructure, with an emphasis on affordable and workforce housing as well as accessibly connected development. Collaborate with local non-profit partners, non-governmental agencies, the county, the state, and federal governments to advocate for increased funding and implementation of comprehensive and effective strategies to prevent and reduce homelessness.

## **Title Change Suggestions:**

- Housing, Homelessness, and Tenant Protection
- Healthy, Safe, Livable
- Housing for Social, Economic and Neighborhood Balance

## **Separate into two goals:**

### **Increase Housing Quantity, Safety, and Overall Livability**

Support the expansion of housing options for all, and continue to facilitate the production of maintenance of safe and healthy housing, including the necessary supporting infrastructure, with an emphasis on low-income, as well as accessible and attainable-workforce housing

### **Reduce and Prevent Homelessness**

Collaborate with local non-profit partners, non-governmental agencies, all level of governments to advocate for increased funding and implementation of comprehensive and effective strategies to prevent and reduce homelessness.

# Additional Three Goals

## **Strengthening Community Sense of Well Being**

- Complete and improve parks (shade retreats, splash pads, bike courses), including Righetti park
- Continue DEI policies in city administration and reach out to new residents, permanent and student
- Support youth, senior and mental health services, partnering with the county and nonprofits
- Expand local volunteer opportunities
- Make the city a “Family Friendly workplace” (improve childcare options for employees)
- Continue to facilitate high speed internet access for all residents

## **Improving Public Safety**

- Increase CAT, MCU and Community Service Officers, expand evening and weekend coverage
- Hire more needed police officers
- Determine a location for Fire House #5 and expedite construction
- Hire an Emergency Operations Officer
- Educate cell phone users that they need to sign up for reverse 911 service
- Reinstate CERT and community emergency preparedness
- Improve notification of evacuation routes, including that of senior and disabled residents

## **Infrastructure and Transportation**

- Protect water security & improve ground water augmentation
- Extend purple pipe to older neighborhoods to save potable water
- Upgrade maintenance of streets for automobile, bicycle, and mass transportation
- Conduct actual usage, traffic counts and “origin/destination” studies for need, before building future permanent bike lanes or eliminating traffic lanes
- Prioritize improvement of dangerous streets and intersections, as well as evacuation routes
- Improve the safety of the Broad Street corridor

## Reflection Questions

- What needs focus over the next 2 years?  
What do you want to see take a higher priority?
- If needed, are you willing to cut services or capital to make this happen?



# Future Focus



How might you want to revisit the label/ structure of Major City Goals?



- Overall considerations:
  - Continue doing the things we are already committed to (Active Transportation Plan, Climate Action, DEI Strategic Plan, specific plans)
  - Wiggle room as new items coming forward in the next two years that we aren't anticipating
  - Internal city staff:
    - Pacing and workload for staff – we're asking a lot, keep goals but may need to slow down some
    - Family friendly workplace – set the example
- Housing – Short-term rental housing ordinance
- **Tenant protections** – awareness of rights they already have, rental registry, multi-family smoking bans, health elements
- **Neighborhood challenges – balance needs of longer-term residents and students**
  - **Approach towards code enforcement**
- Evaluate approach to unhoused neighbors – Are we doing the *right* work?
- **Increase CAT and MCU resources – greater access**
- **Emergency preparedness and response** (wildfire, flood, drought) – resiliency and evacuation plans, build awareness of reverse 911, evacuation routes
- Childcare – make progress on this goal
- Facilities for family use – splash pads, enough parks (Righetti park), hours for pool
- Continued protection of open space
- Trails and bike infrastructure
- Active transportation and infrastructure (specifically Higuera, Foothill and Broad)
- Water security
- Downtown:
  - Continue support of local downtown economy and cultural arts district
  - Entice different types of businesses (e.g., access to groceries)
- Public outreach, engagement, and communication:
  - Engaging more to be involved in government (e.g., volunteers) and build awareness towards voter rights
  - Reaching out to new residents to create cohesive community
  - Updating community on work being done
- **Update of General Plan (+Land Use and Circulation Element)** – not to have updated in this financial plan, but take steps in this direction (Housing Element required and due to be updated in 2028)
- **Public safety – traffic enforcement, traffic safety**

# Focused Action Items



## Potential Major City Goals for FY 25-27

(with specific action items to be identified under each one)

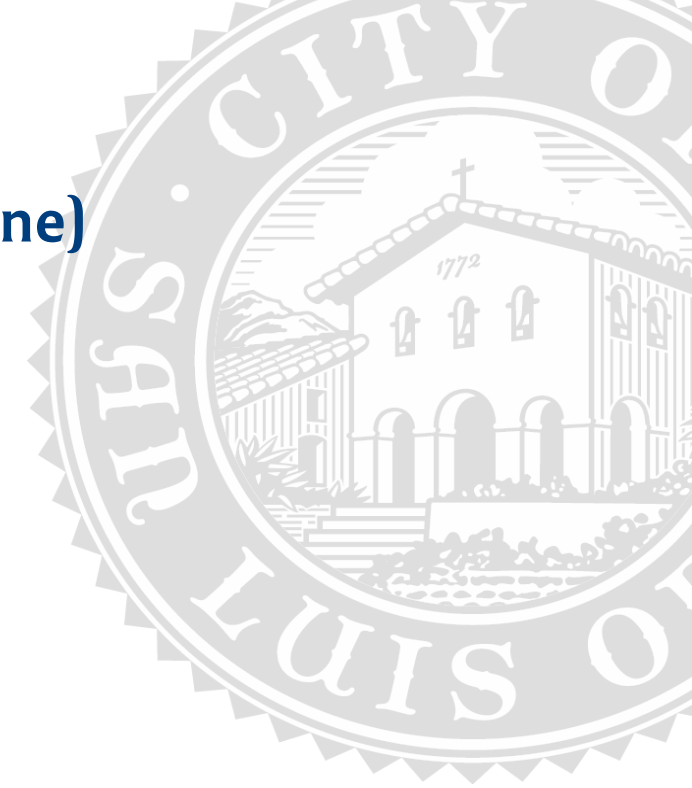
- Open Space and Climate Resilience
- Diversity, Equity, and Inclusion
- Economic Resilience and Cultural Vitality
- Housing and Neighborhood Wellness – healthy, safe, livable, and affordable
- Homelessness
- Infrastructure and Sustainable Transportation
- Responsive City Government and Fiscal Sustainability



# FINAL Major City Goals for FY 25-27

(with specific VERB action items to be identified under each one)

- Open Space, Climate Action and Resilience
- Infrastructure and Sustainable Transportation
- Diversity, Equity, and Inclusion
- Cultural Vitality, Economic Resilience and Fiscal Sustainability
- Housing and Neighborhood Livability – healthy, safe, and affordable
- Homelessness Response





**Thank you!**







**Department:** Administration  
**Cost Center:** 1001  
**For Agenda of:** 2/25/2025  
**Placement:** Business  
**Estimated Time:** 45 minutes

**FROM:** Greg Hermann, Deputy City Manager  
**Prepared By:** Natalie Harnett, Policy and Project Manager

**SUBJECT:** 2024 STATE LEGISLATIVE BRIEFING

## RECOMMENDATION

1. Receive and file a report on the 2024 State Legislative Briefing which summarizes the adopted laws from the 2023-24 regular session of the California State Legislature (December 2023 through October 2024); and
2. Appoint an ad-hoc committee of the City Council to review the current legislative platform and suggest changes for the 2025-26 legislative session.

## POLICY CONTEXT

According to Section 3.9 of the Council Policies and Procedures Manual, the City implements a proactive legislative program aimed at strengthening local governance, advancing City objectives, and opposing state and federal legislative actions that could undermine local authority or reduce traditional revenue sources. At the conclusion of each legislative cycle, staff compile a legislative briefing designed to enhance understanding of new State laws affecting the City and to inform the community and Council about significant legislative trends. This briefing also supports updates to the Legislative Platform for the upcoming Legislative Calendar Year. The City Council adopted the [current Legislative Platform](#) on April 2, 2024.

## REPORT-IN-BRIEF

The 2024 State Legislative Briefing provides an in-depth overview of significant legislative changes affecting the City of San Luis Obispo, highlighting new laws passed during the 2023-24 California legislative session. Key bills covered in the briefing include measures that impact housing, environmental quality, homelessness, and local governance. Among these, AB 3012 mandates local agencies to provide a fee estimate tool on their websites by 2032, allowing the public to estimate fees for proposed housing developments. Additionally, AB 3093 requires cities to incorporate the housing needs of individuals experiencing homelessness into their next housing element cycle, necessitating updates to San Luis Obispo's housing plans.

The briefing also addresses new requirements related to local land use and zoning, such as SB 1123, which mandates ministerial approval of subdivisions for up to 10 housing units without discretionary review, and SB 1211, which requires local agencies to approve up to eight Accessory Dwelling Units (ADUs) on multi-family lots. Furthermore, environmental laws like AB 98 require cities to update circulation elements by 2028 to accommodate increased truck traffic, potentially impacting local transportation planning. The report also covers the expansion of housing and homelessness programs, such as SB 1361, which exempts homelessness services from CEQA, easing the process of implementing these critical services.

In addition to summarizing these legislative changes, the briefing recommends the appointment of an ad-hoc committee to review and recommend updates to the City's Legislative Platform for the 2025-26 Legislative cycle. This review would ensure the City remains proactive in adapting to legislative shifts and continues to effectively address challenges presented in our community. The Council can choose to appoint a committee to guide this process or direct staff to make changes and ask staff to return in April with a draft updated platform. The entire Council will ultimately review and approve the draft legislative report in April 2025.

## **DISCUSSION**

### **Background**

During the 2023-24 session of the California State Legislature, lawmakers proposed over 2,200 bills and resolutions to establish new laws, repeal existing ones, or amend current statutes. Of the approximately 1,200 bills that reached Governor Newsom's desk, 189 were vetoed. While most of the enacted bills took effect on January 1, 2025, certain urgency measures became effective immediately upon being signed into law.

Each year, thousands of bills are introduced that could impact local governments. To stay informed, City staff utilizes legislative tools provided by the League of California Cities (Cal Cities). This year, Cal Cities published the 2024 Legislative Report, which offers a comprehensive overview of bills signed into law by the Governor and their potential implications for cities across California. City staff has reviewed the report and prepared this item to highlight key legislative changes for the City Council, focusing on the newly adopted laws that will affect the City of San Luis Obispo.

This report includes a summary of state laws that will impact the City, linking them to the City's initiatives, departmental operations, and Council priorities. It also references the Cal Cities 2024 Legislative Report (Attachment A) for further details on the highlighted legislation. Each section of this report includes a table that references page numbers in Attachment A for additional information. While this report is not intended to cover every introduced or signed bill, the attached Cal Cities report provides comprehensive information on all legislative actions from the session.

### **Budget and Trailer Bills**

The Budget Act of 2024 tackled California's \$47 billion deficit, a result of revenue volatility and missed forecasts, underscoring the state's reliance on personal income taxes and susceptibility to stock market fluctuations. The final budget agreement in June allocated \$293 billion in total spending, addressing the deficit through program cuts, new revenue sources, and tapping into state reserves. It adopted important budget reforms aimed at mitigating future fiscal volatility including expanding the Rainy Day Fund from 10% to 20% of the state budget and creating a "Projected Surplus Temporary Holding Account" to manage surplus revenues until confirmed. These measures sought to strengthen the state's financial resilience while addressing immediate challenges.

Despite some sacrifices, the budget safeguarded key education, healthcare, public safety, and social services investments. For example, environmental programs experienced \$2.3 billion in cuts and shifts but retained a \$29 billion commitment over seven years. State operations returned \$762.5 million to the General Fund by eliminating many vacant positions. The State transportation program faced \$771 million in cuts, affecting mainly the Active Transportation Program and port projects. Housing and homelessness programs saw a \$1.4 billion reduction in unspent funds but received \$1 billion for Homeless Housing Assistance and \$500 million for the Low-Income Housing Tax Credit Program. Public safety reductions totaled \$359 million, impacting prison capacity, trial court operations, and emergency services. Healthcare reforms included a revised Managed Care Organization (MCO) tax package projected to generate \$2.8 billion in 2024-25. Despite budget cuts, some programs saw additional allocations including \$199 million for fire response improvements and \$94 million for flood prevention.

### **Community Services, Behavioral Health, and Homelessness**

#### *Children, Childcare, and Youth Programs*

**AB 262** establishes a stakeholder workgroup, led by the Department of Social Services, to develop recommendations for improving safety and regulations for children's camps. While these recommendations could eventually impact the City's program standards, the workgroup will include representatives from local governments to ensure their interests are considered.

#### *Behavioral Health and Community Wellness*

The most notable development was **Proposition 1**, passed in March 2024, which aims to modernize the Mental Health Services Act and allocate \$6.38 billion in bonds for behavioral health treatment beds and supportive housing units. The Behavioral Health Services Act is intended to prioritize equitable access to services for individuals with significant mental health needs. The BHSA also aims to increase transparency and accountability at the local level, which will impact both the County and the City. The Behavioral Health Bond includes a \$1.5 billion funding allocation for counties and cities. However, it also reallocates some funding from existing County mental health, drug, and alcohol treatment funds to the state. This shift is intended to enhance housing and personalized support services but has raised concerns about potential reductions in county-level mental health services.

Supporting measures were also enacted to enhance integrity and transparency in alcohol and drug recovery services. **AB 2574** expands the State Department of Health Care Services' (DHCS) oversight and reporting requirements for sober living homes, while **AB 2081** requires licensed recovery homes to inform individuals seeking care that they can verify a facility's compliance with state licensing laws online.

Homelessness

**AB 2081** requires licensed substance abuse recovery or treatment facilities to include a disclosure on their website and on intake paperwork that agency certification information is available on the DHCS website, including probationary status, temporary suspensions, and any law violation notices that have been issued. This legislation creates additional transparency and accountability measures for local agencies.

**AB 2574** mandates that organizations operating certified alcohol or drug abuse recovery programs or licensed treatment facilities disclose to the DHCS any ownership or financial interests in unlicensed recovery residences, commonly known as sober living homes. This requirement applies regardless of the zoning designation of where the unlicensed facility is located. There have been cases where a licensed facility provides services to the residents of a sober living home but does not include the sober living home in the facility's licensure. The law aims to enhance transparency to ensure that if a recovery residence is operated as a business with a licensed treatment facility, it is regulated like a business, not a residential home.

**SB 1361** exempts local agencies' efforts to provide homelessness services from the California Environmental Quality Act (CEQA), aiming to accelerate program implementation by reducing administrative burdens for cities addressing homelessness.

Bill # and Author	Title	Page #
AB 262 (Holden)	Children's Camps: Safety and Regulation	12
AB 2081 (Davies)	Substance Abuse: Recovery and Treatment Programs	10,118
AB 2574 (Valencia)	Alcoholism or Drug Abuse Recovery or Treatment Programs and Facilities: Disclosures	11,119
SB 1361 (Blakespear)	California Environmental Quality Act: Exemption: Local Agencies: Contract for Providing Services for People Experiencing Homelessness.	16,23

**Environmental Quality**

**AB 98**, listed under "Environmental Quality," relates to both land use and air quality. Introduced late in the legislative session following months of closed-door negotiations, the bill was signed by the Governor despite opposition from nearly 700 local leaders, business groups, and environmental organizations. In summary, the bill requires cities to update their circulation elements by 2028 to accommodate increased truck traffic, particularly in areas near logistics centers or major truck routes. Cities must ensure truck routes avoid residential neighborhoods and sensitive environments. Noncompliance could result in fines of \$50,000 every six months imposed by the Attorney General.



Additional details on AB 98 and its implications for cities can be found in the attached report, Appendix Section (page 121). While the full impact on the City remains unclear, compliance will necessitate updates to the Land Use and Circulation Element. Additionally, the City will need to install more truck route signage, which will involve both financial and staff resources.

California legislators proposed a swathe of amendments to the state's SB 1383 organics recycling law this legislative session. **AB 2346** expands the kinds of facilities that count toward jurisdictions' organic materials procurement targets by allowing compost from community composting and on-site composting operations to count toward a jurisdiction's procurement target. To further advance the development of composting infrastructure, **SB 1046** would require CalRecycle to develop a program environmental impact report by January 2027 that streamlines the process for local jurisdictions to develop and site small and medium compost facilities. Neither of these bills will affect the City of San Luis Obispo since the City is meeting its SB 1383 procurement target through the San Luis Obispo County Integrated Waste Management Authority's Compost Rebate Program from compost generated from the Kompogas anaerobic digestion facility, but it will help other local jurisdictions meet their targets.

**AB 1053** strengthens the state's existing restrictions on retailers offering single-use carryout bags at the point of sale by refining some definitions that allowed loopholes. Grocery stores, retail outlets, convenience shops, and most other retailers will need to stop offering both single-use plastic bags and thicker reusable plastic bags at the point of sale, not including plastic bags offered for produce and bulk purchase. Consumers who do not bring their own carryout bags may purchase one for no less than 10 cents, which will be required to be made from at least 50 percent postconsumer recycled materials. **SB 1280** will require one pound propane cylinders, often used for lanterns and cooking stoves, to be refillable or reusable starting January 1, 2028. These bills will impact residents' behaviors but there will be no fiscal impact to the City.

**SB 867** enacted the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, which was approved by the voters in the November 2024 statewide general election. The passage of Prop 4 authorizes the state to issue approximately \$10 billion in bonds to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.

**AB 1889**, also known as the Room to Roam Act, introduces new requirements for conservation planning in general plans. Starting January 1, 2028, cities will need to update the conservation elements of their general plans during the next scheduled update to address wildlife movement and habitat connectivity. The City will need to evaluate how development projects and other barriers may disrupt wildlife and work towards developing programs to mitigate negative impact on wildlife connectivity. This will be a significant planning work effort for the City that will require additional resources. The City's existing Conservation and Open Space Element (2006) includes mapping and policies to address wildlife migration corridors; nevertheless, the City will assess and follow the updated general plan element guidance that is issued for this update.

**Proposition 4**, also known as the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 is a legislatively referred bond act (SB 867) that allows California to issue \$10 billion in bonds to fund climate-related projects, including safe drinking water (\$3.8 billion), wildfire prevention and extreme heat mitigation (\$1.95 billion), preservation of natural lands and parks (\$1.9 billion), coastal protection (\$1.2 billion), green energy infrastructure (\$850 million), and sustainable agriculture (\$300 million). Initial program resources are expected to be available as early as July 2026.

Energy and climate change remain key focal points for the legislature and California’s regulatory agencies. The 2025 legislative and rulemaking session is expected to address crucial issues, including electricity affordability, renewable energy, and climate adaptation and resilience. The City actively engages in these discussions through its membership in the Local Government Sustainable Energy Coalition, which participates in proceedings before the Public Utilities Commission, and Green Cities California, which directly advocates in regulatory matters before entities such as the Air Resources Board, California Energy Commission, and State Building Standards Commission.

Bill # and Author	Title	Page #
AB 98 (J Carillo and Reyes)	Planning and Zoning: Logistics Use: Truck Routes	50,120
AB 2346 (Lee)	Organic Waste Reduction Regulations: Procurement of Recovered Organic Waste Products.	30
AB 1053 (Blakespear)	Solid Waste: Recycled Paper Bags: Standards: Carryout Bag Prohibition.	32
SB 1046 (Laird)	Organic Waste Reduction: Program Environmental Impact Report: Small and Medium Compostable Material Handling Facilities or Operations.	32
SB 1280	Waste Management: Propane Cylinders: Reusable or Refillable.	32
SB 867 (Allen)	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.	24
AB 1889 (Friedman)	Conservation Element: Wildlife and Habitat Connectivity.	51

## Housing Community and Economic Development

### Housing and Housing Elements

Each year brings a wave of legislation intended to drive housing construction, yet often bring consequences of restricting local land use authority and enacting punitive measures for non-compliance. In 2024, there was heightened attention on cities' housing plans and the controversial "builder's remedy" – a state housing element law that allows developers to bypass certain local zoning and planning restrictions when a city or jurisdiction is out of compliance with state housing requirements.

**AB 3093** mandates that local governments incorporate the housing needs of individuals experiencing homelessness into their housing elements. As part of the next Housing Element Update (7<sup>th</sup> Cycle) the City of San Luis Obispo will need to address the newly

established income categories. Guidance from the California Department of Housing and Community Development (HCD), expected by December 31, 2026, will provide tools and sample programs to support compliance. However, the City will need to plan for the resources to thoroughly evaluate and implement these recommendations as part of the Housing Element update process.

In addition to AB 3093, the Governor has signed nine significant bills that collectively reduce local control over the approval of new housing projects:

- **AB 1886** gives the California Department of Housing and Community Development (HCD) the authority to determine whether a housing element complies with state requirements, eliminating the ability of local governments to self-certify their housing elements.
- **AB 1893** prohibits local agencies from denying housing development projects that qualify as builder's remedy, mixed-income, or low-income, if the city lacks a certified housing element. Additionally, it expands the list of actions that would constitute a "denial" of a housing project and therefore trigger a State Law violation.
- **SB 1037** imposes fines of up to \$50,000 per month on cities that fail to maintain a certified housing element or fail to timely approve eligible housing projects through ministerial processes.
- **AB 2023** sets a higher legal standard for local agencies to contest the HCD's determination that a local government lacks a certified housing element. As a result, the City will need to ensure its housing element meets these elevated standards and deadlines.
- **SB 450** removes the ability of local governments to deny a housing project under SB 9 (2021) based on objective standards applied to the specific project. The City will need to continue to apply its streamlined approval process for housing projects under SB 9, as this legislation limits the City's ability to deny projects based on detailed objective standards. The City will also need to ensure it can meet the 60-day review timeline for such applications.
- **AB 2243** expands the by-right zoning provisions from AB 2011 (2022) to include specific sites, such as regional malls up to 100 acres, areas near freeways (with air-filtration requirements), and certain high-rise districts. This bill aims to simplify housing development by easing the approval process and limiting local review of housing proposals. The City will need to ensure that its zoning and approval processes align with these ministerial requirements.

- **SB 1123** updates SB 684 (2023) to require local agencies to approve the subdivision of vacant single-family parcels for up to 10 housing units ministerially, without discretionary review. It also mandates ministerial approval of housing units on vacant, single-family zoned properties beginning July 1, 2025. The City will need to ensure that its zoning and approval processes align with these ministerial requirements
- **SB 1211** requires local agencies to ministerially approve up to eight detached Accessory Dwelling Units (ADUs) on an existing multifamily dwelling lot, provided that the number of ADUs does not exceed the number of existing dwelling units on the lot. Additionally, it prohibits local agencies from requiring the replacement of uncovered parking spaces that are demolished to construct an ADU. Staff is currently working on processing zoning ordinance amendments to address the requirements in both SB 1123 and SB 1211.

#### Other Zoning/Land Use

**AB 2085** requires the City to ministerially approve community clinics offering reproductive health services if the site is in a zone where office, retail, parking, or healthcare uses are permitted.

**AB 2904** amends the notification requirements for zoning ordinance changes. Under this new law, cities must now provide at least 20 days' advance notice to affected property owners before holding public hearings on proposed zoning amendments, an increase from the previous 10-day requirement. From the City's perspective, this change necessitates adjustments to Planning Commission workflows, including earlier preparation and distribution of hearing notices. While this extended timeline allows property owners more time to prepare and engage, it also requires cities to allocate additional resources and planning to ensure compliance with the new deadlines.

#### Permit Fees

**AB 1820** requires local agencies to provide a preliminary estimate of fees and exactions within 30 business days to any development proponent requesting an estimate during the preliminary application process, although the estimate is non-binding and for informational purposes. It also requires agencies to post current fee schedules and relevant fee studies on their websites, which the City already does.

**SB 937** requires local agencies to defer the payment of mitigation fees for certain affordable housing projects until the certificate of occupancy or final inspection is granted. It also sets conditions for when a developer can qualify for fee deferral, including breaking ground on the affordable housing project within five years. The City will need to track and implement these deferral processes in compliance with the bill's timelines and take them into consideration during financial planning.

**AB 3012** mandates local agencies to provide a fee estimate tool on their websites, enabling the public to estimate fees for proposed housing developments. The City is not required to comply with this until 2032. However, implementing this change will necessitate early planning to address logistics, technical needs, and integration onto the City's website.

Bill # and Author	Title	Page #
AB3093 (Ward)	Land Use: Housing Element.	16, 25,
AB 1886 (Alvarez)	Housing Element Law: Substantial Compliance: Housing Accountability Act.	51
AB 1893 (Wicks)	Housing Accountability Act: Housing Disapprovals: Required Local Findings.	51
AB 2023 (Quick-Silva)	Housing Element: Inventory of Land: Substantial Compliance: Rebuttable Presumptions.	52
SB 1037 (Wiener)	Planning and Zoning: Housing Element Enforcement	57
AB 2085 (Bauer- Kahan)	Planning and Zoning: Permitted Use: Community Clinic	52
AB 2904 (Quirk-Silva)	Zoning Ordinances: Notice	55
AB 2243 (Wicks)	Housing Development Projects: Objective Standards: Affordability and Site Criteria.	52
SB 450 (Atkins)	Housing Development: Approvals	56
SB 1123 (Caballero)	Planning and Zoning: Subdivisions: Ministerial Review	57
SB 1211 (Skinner)	Accessory Dwelling Units: Ministerial Approval	59
AB 1820 (Schiavo)	Housing Development Projects: Applications Fees and Exactions	63
SB 937 (Wiener)	Development Projects: Fees and Charges	64
AB 3012 (Garyson)	Development Fees: Fee Schedule Template: Fee Estimation Tool	64

## Governance, Transparency, and Labor Relations

### Employee Relations

**AB 2561** is a highlighted bill requiring local public agencies to report on the status of job vacancies and recruitment and retention efforts at least once per fiscal year during a public hearing. If job vacancies within a single bargaining unit reach or exceed 20% of the total authorized full-time positions, the public agency must provide additional specified information during the hearing. The City will comply with this requirement and has scheduled a public hearing on the Council agenda for March 4, 2025. The current vacancy rate is less than 20%, so it will not be subject to some of the additional reporting requirements outlined in the bill.

### Government Operations

**AB 2631** focuses on enhancing ethics training for local agency officials, something that the City already requires its local officials to do. While it this bill will not change City operations, it will formally codify the Fair Political Practices Commission's ethics training program in statute, thus making it a permanent program and ensuring local officials continue to have free and convenient access to this resource.

### Political Reform Act

**SB 1181 and 1243** both amend the Political Reform Act of 1974, specifically the "Levine Act" which governs campaign contributions to agency officers involved in proceedings related to licenses, permits, or other entitlements for use. The most notable change is that it increases the contribution limit from \$250 to \$500. It also makes changes to increase the amount of time allowed to fix contribution mistakes and provides clearer guidelines on how contributions are counted.

**AB 2041** expands the permitted uses of campaign funds toward personal and family security expenses, up to \$10,000.

Public Meetings and Public Records

Several important bills have been enacted to enhance public meeting practices and public records laws to address current challenges more effectively. **AB 2715** clarifies that local agencies can hold closed-session meetings to discuss cybersecurity issues. **AB 2302** updates the rules for how many meetings a member of a legislative body can attend remotely during emergencies without having to disclose or publicize their teleconference location. Instead of a fixed 20% limit for all legislative bodies, the limit is now based on the typical number of regular meetings the body holds each month. Lastly, **SB 1034** grants local agencies an extended response time of up to 14 days for public records requests received during governor-declared states of emergency. This extension allows cities to focus on urgent priorities during periods of limited resources.

**AB 2715** amends the Brown Act to permit a legislative body of a local agency to hold closed sessions with law enforcement and security personnel regarding cybersecurity matters relating to critical infrastructure controls and information. This includes discussion of matters posing a threat to the security of public buildings, a threat to the security of essential public services, including water, drinking water, wastewater treatment, natural gas service, and electric service, a threat to the public’s right of access to public services or public facilities, or a threat to critical infrastructure controls or critical infrastructure information relating to cybersecurity.

Bill # and Author	Title	Page #
AB 2561 (McKinnor)	Local Public Employees: Vacant Positions	41
AB 2041 (Bonta, Mia)	Political Reform Act of 1974: Campaign Funds: Security Expenses	44
SB 1181 (Glazer)	Campaign Contributions: Agency Officers	45
SB 1243 (Dodd)	Campaign Contributions: Agency Officers	46
AB 2302 (Addis)	Open Meetings: Local Agencies: Teleconferences	48
AB 2715 (Boerner)	Ralph M. Brown Act: Closed Sessions.	48
AB 2631 (Fong, Mike)	Local Agencies: Ethics Training	43
SB 1034 (Seyarto)	California Public Records Act: State of Emergency	48
AB 2715 (Boerner)	Ralph M. Brown Act: Closed Sessions	48

**Public Safety**

Cannabis

Several bills were passed as part of California's efforts to support the Cannabis industry's growth while ensuring public safety and compliance. **SB 1064** creates a new license type allowing cannabis businesses to conduct multiple activities—such as cultivation, distribution, and retail—under one license at the same location. Although cannabis businesses would be able to hold a “combined activities” state license authorizing two or more commercial cannabis activities at the same premises under one combined license, there is no impact to the City. Cannabis operators are required to obtain both a Commercial Cannabis Operator Permit with the City, as well as Use Permit as required by the City’s Zoning Regulations.

**AB 1775** permits local jurisdictions to authorize licensed cannabis retailers or microbusinesses to prepare or sell non-cannabis food and beverages in areas designated for cannabis consumption (“consumption lounge”). It also allows these businesses to sell tickets for live musical performances in such spaces. While the City of San Luis Obispo currently does not permit consumption lounges, this bill would need to be considered in any future discussions on the topic.

Civil Rights

**AB 3024** was passed to address increasing concerns about harassment and intimidation of private property occupants, particularly due to a rise in the distribution of hateful flyers, posters, or symbols targeting protected communities. The bill expands the definition of “intimidation by threat of violence” under the Ralph Civil Rights Act to include unauthorized material distribution on private property with the intent to terrorize its owner or occupant. By incorporating these provisions into the Ralph Civil Rights Act, individuals affected by hate littering on their property would have the ability to seek damages from the responsible party; however, it would still not be classified as a criminal offense.

Retail Theft

In 2024, the Legislature and the Governor made addressing retail theft a priority after the unintended consequences of Prop 47 became clear in 2023 when the Public Policy Institute of California (PPIC) reported that commercial burglary hit its highest rate since 2008. Attachment A includes an Appendix Section (page 111) dedicated to the retail theft package, but a high-level summary of the measures that were passed by the Legislator include:

- **AB 1779 (Irwin): Theft: Jurisdiction:** Allows district attorneys to consolidate theft-related charges across counties if all jurisdictions agree.
- **AB 1802 (Jones-Sawyer): Organized Retail Theft:** Permanently removes the sunset date for the organized retail theft statute and the Regional Property Crimes Task Force.
- **AB 1960 (Rivas, Robert): Sentencing Enhancements for Property Loss:** Introduces sentencing enhancements for felonies involving property damage or loss exceeding specified amounts.
- **AB 1972 (Alanis): Regional Property Crimes Task Force:** Includes cargo theft as a property crime for consideration by the Regional Property Crimes Task Force.
- **AB 2943 (Zbur and Rivas): Retail Theft:** Creates a new retail theft crime category, allows arrests without witnessing the crime, prohibits nuisance actions against retailers for reporting crime, and provides diversion programs and extends probation periods for offenders.
- **AB 3209 (Berman): Retail Theft Restraining Orders:** Authorizes courts to issue restraining orders for retail theft and related crimes and permits legal representatives of retail establishments to petition for such orders.
- **SB 905 (Wiener): Theft from Vehicles:** Makes forcibly entering a vehicle with intent to steal punishable by up to three years in county jail.
- **SB 982 (Wahab): Organized Retail Theft:** Removes the sunset date for the organized retail theft statute.

- **SB 1144 (Skinner): Online Marketplaces:** Expands requirements for online marketplaces to verify third-party sellers and mandates policies to prevent and report the sale of stolen goods, effective July 1, 2025.
- **SB 1242 (Min): Fires in Retail Theft:** Adds sentencing aggravation for setting fires within retail premises during organized theft.
- **SB 1416 (Newman): Sentencing for Stolen Property Sales:** Creates a sentencing enhancement of 1–4 years for selling or exchanging stolen goods if the value exceeds certain amounts.

Bill # and Author	Title	Page #
SB 1064 (Laird)	Cannabis: Operator and Separate Premises License Types: Excessive Concentration of Licenses	75
AB 1775 (Haney)	Cannabis: Retail Preparation, Sale, and Consumption of Noncannabis Food and Beverage Products	74
AB 1779 (Irwin)	Theft: Jurisdiction	89,115
AB 1802 (Jones-Sawyer)	Crimes: Organized Theft	89,115
AB 1960 (Rivas, Robert)*	Sentencing Enhancements: Property Loss	89,115
AB 1972 (Alanis)	Regional Property Crimes Task Force	89,116
AB 2943 (Zbur)	Crimes: Shoplifting	89,116
AB 3209 (Berman)	Crimes: Theft: Retail Theft Restraining Orders	89,116
SB 905 (Wiener)	Crimes: Theft from a Vehicle	89,116
SB 982 (Wahab)	Crimes: Organized Theft	90,116
SB 1144 (Skinner)	Marketplaces: Online Marketplaces	90,116
SB 1242 (Min)	Crimes: Fire	90,116
SB 1416 (Newman)	Sentencing Enhancements: Sale, Exchange, or Return of Stolen Property	90,117
AB 3024 (Ward)	Civil rights	91

**Revenue and Taxation**

Few major revenue and taxation bills were passed in 2024. The most notable development was the failure of the California Business Roundtable's (CBRT) initiative to make it to the ballot. Cal Cities worked alongside the Legislature and Governor to successfully block the Taxpayer Deception Act, a proposed ballot measure that would have significantly restricted the City's ability to levy taxes, fees, and other charges needed to fund services. The California Supreme Court ruled that the initiative constituted a constitutional revision and therefore could not appear on the November ballot.

Several measures were enacted to address property taxation, refunds, and delinquencies, but their impact on the City is minimal. **AB 2854**, a Bradley-Burns sales tax law, requires local jurisdictions to publicly post any agreements they have with private retailers resulting in the direct or indirect payment, transfer, diversion or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration (CDTFA). While the City currently has no such agreements, it will need to comply with this requirement if any are established in the future. **SB 1059**, a cannabis tax measure, standardizes tax calculations by prohibiting local jurisdictions from including state cannabis taxes in the definition of “gross receipts” when calculating local cannabis business taxes or fees. The City’s process for assessing gross receipts already excludes state taxes, so this bill will have no impact on the City’s procedures or revenue collection.



Lastly, **AB 2257** is a bill that changes the administrative process for objections to property-related water or sewer fee charges (Prop 218). In summary, it requires individuals or entities to submit written objections to local agencies before pursuing legal action and the local agencies must then respond in writing. Court challenges are limited to the administrative record, promoting dispute resolution at the local level with the goal of enhancing transparency, and streamlining legal proceedings.

Bill # and Author	Title	Page #
AB 2854 (Irwin)	Bradley-Burns Uniform Local Sales and Use Tax Law	95
SB 1059 (Bradford)	Cannabis: Local Taxation: Gross Receipts	95
AB 2257 (Wilson)	Local Government: Property-related Water and Sewer Fees and Assessments: Remedies	95

### Transportation, Communications, and Public Works

**AB 1777** would, commencing July 1, 2026, require manufacturers of autonomous vehicles that operate without a human operator physically present in the vehicle to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials, as defined, and to equip each autonomous vehicle with a two-way voice communication device that enables emergency response officials that are near the vehicle to communicate effectively with a remote human operator.

To support the state’s efforts to expand EV charging infrastructure and eliminate barriers to EV adoption, **AB 2427** requires the State’s Zero-Emission Vehicle Market Development Office to create a model permitting checklist, zoning ordinances, and best practices for local governments to streamline the permitting process for curbside EV charging stations. Smaller cities, such as San Luis Obispo, must implement these provisions by January 2029.

Another bill supporting the state's zero-emission vehicle adoption goals is **SB 1418**, which requires cities to adopt an ordinance establishing an expedited, streamlined permitting process for hydrogen-fueling stations. While the ordinance must align with the state’s guidebooks, it can be tailored to San Luis Obispo’s unique climate, geology, and local conditions in consultation with the City’s fire department. The City of San Luis Obispo must comply with the provisions of this measure by September 2028.

**SB 1216** would prohibit any agencies from installing shared bicycle lane markings (“sharrows”) on any roadway where bicycle travel is permitted that has a posted speed limit greater than 30 mph. The City generally does not propose Class III bikeways (shared auto/bike lanes) or shared lane markings on high-speed roadways. Currently, there are no known instances of shared lane markings on streets with speed limits exceeding 30 mph, except in cases where they are used to facilitate transitions between a curbside bike lane and a channelized bike lane positioned to the left of a dedicated right-turn lane, in accordance with current design standards. If SB 1216 is approved and the California Manual on Uniform Traffic Control Devices is updated accordingly, the City will discontinue the use of shared lane markings in these environments as part of future roadway restriping projects.

**AB 3177** imposes various requirements with respect to imposition of impact fees and land dedication requirements for housing developments. For example, this bill prohibits local agencies from requiring land dedications for housing developments for the purposes of roadway widening to mitigate traffic, with exceptions for cases where road widening is required to address safety impacts, for sidewalk and utility improvements, or where the development is both (a) located outside of a transit priority area and (b) includes a linear street frontage of 500 feet or more. No current locations in San Luis Obispo meet the formal designation of a “transit priority area”, but this could change in the future if bus transit frequencies are increased significantly. This bill also requires agencies that impose transportation impact fees to adjust fee rates (or at least the portion of fees directly related to mitigating vehicle traffic impacts) for housing developments that satisfy all of the following criteria: (a) located within a transit priority area, (b) located within one-half mile of convenience retail uses, and (c) provides the minimum number of parking spaces required by the local ordinance, or no more than one space for 0-2 bedroom units or two spaces for 3+ bedroom units, whichever is less.

Artificial Intelligence

Although not covered in the Cal Cities Legislative Briefing, five newly passed bills are set to shape the future of artificial intelligence (AI) by promoting transparency, accountability, and ethical standards in its development and use.

- **SB 896** enhances public awareness by requiring notifications and human contact options when generative AI is utilized.
- **AB 1008** extends the California Consumer Privacy Act (CCPA) to cover AI-stored personal and neural data, ensuring privacy protections keep pace with advancing technology.
- **SB 942** mandates provenance disclosures and identification tools for AI-generated content in systems with over 1 million users, addressing concerns about misinformation and authenticity.
- **AB 2885** refines legal definitions of AI to mitigate risks associated with digital content forgery and deepfakes.
- **AB 2013** strengthens transparency by requiring developers to disclose high-level summaries of datasets used to train AI models, fostering trust and accountability.

Collectively, these bills play a crucial role in AI governance, balancing innovation with public interest. As AI evolves, additional legislation is likely to emerge. These laws provide a framework that City can adopt to develop its own AI policies.

Bill # and Author	Title	Page #
SB 1418 (Archuletta)	Hydrogen-fueling Stations: Administrative Approval	104
AB 2427 (McCarty)	Electric Vehicle Charging Stations: Permitting: Curbside Charging	100
AB 1777 (Ting)	Autonomous Vehicles	99
SB 1216 (Blakespear)	Transportation Projects: Class III Bikeways: Prohibition	103
AB 3177(W. Carrillo)	Mitigation Fee Act: Land Dedications: Mitigating Vehicular Traffic Impacts.	64

### **Looking Forward to 2025**

Next year will bring a new two-year legislative session, over 30 new lawmakers, and two special elections. At the federal level, significant policy shifts under the current administration could lead to major changes in funding structures and potential budget cuts, which may impact service delivery at the local level.

While it is clear that the Governor and legislative leaders will respond to these changes in Washington, the impact on state politics remains uncertain. Regardless, California will face numerous challenges in the coming year, including a projected \$2 billion budget shortfall for FY 2025-26, a structural deficit of over \$20 billion in the coming years, insufficient electric vehicle infrastructure, ongoing property insurance issues, and the persistent challenges of high building costs, climate change, disaster preparedness, and homelessness.

Cal Cities recently adopted their 2025 Advocacy Priorities (Attachment B) which will help guide the City's legislative platform. Unsurprisingly, the four top priorities align well with the City's Major City Goals:

1. Protect local revenues and expand economic development tools.
2. Strengthen climate change resilience and disaster preparedness.
3. Strengthen and modernize critical infrastructure.
4. Secure investments to prevent and reduce homelessness and increase the supply of affordable housing.

### **Legislative Platform**

The City's Legislative Platform states the City's position on the issues it faces at the County, State, and Federal levels. The Legislative Platform conveys to legislators, policymakers, and the public where the Council stands on important policy positions. A legislative platform also provides a mechanism for staff and council to "be on the same page" and better coordinate execution of Council's policies.

The Legislative Platform allows the City to respond quickly in support of or opposition to issues included in the platform that could impact the City and to reach out to legislators or regulators to share the City's stance on an issue. The City's [Legislative platform](#) is reviewed and amended every year in conjunction with the opening of a new legislative year. This enables the platform to evolve and adapt to the changing needs of the City.

### **Ad-Hoc Committee Process**

In recent years, Council has appointed an ad-hoc committee to review and make changes to the Legislative Platform in addition to recommendations from staff. The Committee is made up of no more than two Council Members to ensure compliance with the Brown Act. The Committee addresses a specific issue or task. In this case, the Committee would be established to review the Legislative Platform and make recommendations to the full Council. Once the task is completed, the committee disbands. The draft updated 2025-26 Legislative Platform is scheduled to go to Council on April 1, 2025 for adoption.

This meeting is the opportunity for Council to appoint the ad-hoc committee. If Council does not wish to form an ad hoc committee at this time, staff would propose updates and bring a draft legislative platform back to Council for review and direction.

**Previous Council or Advisory Body Action**

The last Legislative Briefing before City Council occurred on January 9, 2024. The City Council annually reviews its Legislative Platform, which was last reviewed and approved at the April 2, 2024 City Council meeting.

**Public Engagement**

This is an educational item for the benefit of City Council, so no outside public engagement was completed. Public comment can be provided to the City Council through written correspondence prior to the meeting and through public testimony at the meeting.

**CONCURRENCE**

In preparing the 2024 Legislative Briefing to City Council, input was solicited from all City Departments. This report includes an overview of critical bills and the impacts they have on departments and Major City Goal work efforts.

**ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) does not apply to the recommended action in this report because the action does not constitute a “Project” under CEQA Guidelines Sec. 15378.

**FISCAL IMPACT**

Budgeted: N/A

Budget Year: 2024-25

Funding Identified: No

**Fiscal Analysis:**

<b>Funding Sources</b>	<b>Total Budget Available</b>	<b>Current Funding Request</b>	<b>Remaining Balance</b>	<b>Annual Ongoing Cost</b>
General Fund	N/A	N/A	N/A	N/A
State				
Federal				
Fees				
Other:				
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

The action before Council does not have a fiscal impact. As noted in the report, there are several areas where State legislation may impact City work efforts or service delivery. These changes could impact the City’s budget and, if so, those impacts will be identified at the point at which new processes are implemented and incorporated into the appropriated budget and paid for through the department budget that leads the effort.

## ALTERNATIVES

1. ***Council could decide not to create an ad-hoc committee and instead direct staff to make recommended updates.*** In this alternative, staff would incorporate recommendations from Cal Cities and other relevant sources to update the legislative platform. The draft 2025-26 Legislative Platform would then be presented to the Council for approval in April 2025.
2. ***Council could decide not to create an ad-hoc committee and continue with the current legislative platform.*** This is not recommended as there may be changes in policy landscape that are not addressed in the current platform.
3. ***Council could decide not to adopt a legislative platform.*** This is not recommended as the legislative platform allows for the City to move quickly to address legislative issues as they arrive. Without the platform the City would not be able to write letters or reach out to legislators on key issues without requesting review and approval of the letters by Council each time. This would limit the impact that the City might have on pending legislation due to the time constraints on fast-moving bills and issues. Adopting a legislative platform is considered a best practice.

## ATTACHMENTS

- A – 2024 Legislative Report Published by The League of California Cities
- B – League of California Cities 2025 Advocacy Priorities





LEAGUE OF  
**CALIFORNIA  
CITIES**

# Legislative Report

December 2024



# League of California Cities 2024 Legislative Report

**Copies of the Legislative Report may be purchased for:**

**City Officials \$15.00**  
**Non-city Officials \$25.00**

Price includes sales tax and shipping  
10% discount on orders of five or more copies

Please mail payment to: League of California Cities  
Publications Department  
1400 K Street, Suite 400  
Sacramento, CA 95814

Publications:           Phone: (916) 658-8200  
                                  Fax: (916) 658-8240  
                                  [www.calcities.org](http://www.calcities.org)

This document will be available on the Cal Cities website in December 2024.  
[www.calcities.org/advocacy](http://www.calcities.org/advocacy)

## ***About the League of California Cities***

Established in 1898, the League of California Cities is a member organization that represents California's incorporated cities. Cal Cities strives to protect the local authority and autonomy of city government and help California's cities effectively serve their residents.

In addition to advocating on cities' behalf at the California State Capitol and Congress, Cal Cities provides its members with professional development programs and information resources, conducts educational conferences and research, and publishes the *Cal Cities Advocate* weekly newsletter and *Western City* magazine.



# Legislative Report

**2024**

Please note: Legislation marked with an asterisk (\*) has been identified as significant by Cal Cities staff.

Copyright 2024. All rights reserved. This publication is the work product of the League of California Cities and is being provided to city officials in its member cities in electronic form to assist their efforts to track legislation. If information is taken from this document and is used by city officials in member cities for informational and other purposes, Cal Cities requests that the information be attributed to the League of California Cities.

This publication, or parts thereof, may not be reproduced in any form by any person not employed by a member city without the express permission of the League of California Cities.

## TABLE OF CONTENTS

<b>Glossary of Terms</b> .....	<b>iii</b>
<b>2024 Legislative Year in Review</b> .....	<b>1</b>
<b>I. Budget and Trailer Bills</b> .....	<b>4</b>
A. 2024 Budget Act.....	4
B. Budget Trailer Bills .....	4
<b>II. Community Services</b> .....	<b>9</b>
A. Aging and Seniors .....	9
B. Animal Services.....	9
C. Behavioral Health and Community Wellness.....	10
D. Children, Childcare, and Youth Programs .....	12
E. Homelessness .....	15
F. Overdose Prevention.....	17
G. Parks and Recreation .....	18
H. Tobacco.....	19
<b>III. Environmental Quality</b> .....	<b>20</b>
A. Air Quality .....	20
B. California Environmental Quality Act (CEQA).....	21
C. Climate Change.....	23
D. Coastal .....	24
E. Energy and Utilities.....	25
F. Forestry and Fire .....	27
G. Hazardous Materials.....	28
H. Oil and Gas.....	30
I. Solid Waste and Recycling.....	30
J. Water.....	33
<b>IV. Governance, Transparency, and Labor Relations</b> .....	<b>37</b>
A. Elections and Redistricting .....	37
B. Employee Relations.....	40
C. Government Operations .....	42
D. Political Reform Act of 1974 .....	44
E. Public Employee Retirement System .....	47
F. Public Meetings and Public Records .....	47
<b>V. Housing, Community, and Economic Development</b> .....	<b>50</b>
A. Land Use/Planning.....	50
B. Accessory Dwelling Units .....	58
C. Mobile Homes.....	59
D. Housing and Housing Finance.....	60
E. Development Fees .....	63
F. Housing Regulations .....	65
G. Common Interest Developments .....	66
H. Landlord-Tenant.....	67
I. Community and Economic Development.....	68
J. Regional .....	69
K. Miscellaneous.....	71

<b>VI. Public Safety</b> .....	<b>72</b>
A. Alcoholic Beverages .....	72
B. Cannabis .....	74
C. Crime and Sentencing .....	75
D. Emergency Services and Preparedness .....	82
E. Firearms .....	84
F. Fire Services.....	87
G. Law Enforcement.....	88
H. Retail Theft .....	89
I. Victim’s Rights .....	90
J. Miscellaneous.....	91
<b>VII. Revenue and Taxation</b> .....	<b>93</b>
A. Property Tax.....	93
B. Sales and Use Tax.....	94
C. Miscellaneous.....	95
<b>VIII. Transportation, Communications, and Public Works</b> .....	<b>97</b>
A. Contracting and Public Works .....	97
B. Infrastructure .....	97
C. Telecommunication and Broadband .....	98
D. Transportation .....	99
<b>Appendix A - Additional Resources</b>	
The Budget Act of 2024 .....	107
Homelessness Budget Advocacy .....	110
Retail Theft Legislative Package.....	112
Recovery Housing Legislative Advocacy .....	118
The Warehouse Bill – AB 98 (J. Carrillo and Reyes) .....	120
<b>Appendix B - Additional Resources</b>	
Legislative Staff .....	128
Regional Public Affairs Managers.....	129
10 Tips for Cities Lobbying the California Legislature.....	130
Effective Letter-Writing Techniques.....	131
Index of Chaptered Bills .....	133

## Glossary of Terms

ABC	Alcoholic Beverage Control
ADU	Accessory Dwelling Units
AED	Automated External Defibrillator
BCDC	San Francisco Bay Conservation and Development Commission
CAL FIRE	California Department of Forestry and Fire Protection
CalHFA	California Housing Finance Agency
CalPERS	California Public Employees Retirements System
CalRecycle	California Department of Resources Recycling and Recovery
CalSTRS	California State Teachers Retirement System
CARB	California Air Resources Board
CARE	Community Assistance, Recovery, and Empowerment
CCAP	College and Career Access Pathways
CCC	California Coastal Commission
CDCR	California Department of Corrections and Rehabilitation
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CDSS	California Department of Social Services
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CHP	California Highway Patrol
CNC	Computer Numerical Control
CSM	Commission on State Mandates
DCC	Department of Cannabis Control
DHCS	Department of Health Care Services
DMV	Department of Motor Vehicles
DOJ	Department of Justice
DOT	Department of Transportation
DPH	Department of Public Health
DPR	Department of Pesticide Regulation
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EMS	Emergency Medical Services
EMSA	Emergency Medical Services Authority
FAIR	Fair Access to Insurance Requirements
GO-Biz	Governor's Office of Business and Economic Development
GSA	Groundwater Sustainability Agency
HCD	Department of Housing and Community Development
HHAP	Homeless Housing, Assistance and Prevention
MAUCRSA	Medicinal and Adult Use Cannabis Regulation and Safety Act
MCO	Managed Care Organization
MOU	Memorandum of Understanding
OPR	Office of Planning and Research
PERB	Public Employment Relations Board

---

POST	Commission on Peace Officer Standards and Training
PRA	Political Reform Act
PREP	Political Reform Education Program
Privacy Agency	California Privacy Protection Agency
PTSI	Post-Traumatic Stress Injury
PUC	Public Utilities Commission
SDWA	California Safe Drinking Water Act
SOS	Secretary of State
SUD	Substance Use Disorder
SWRCB	State Water Resources Control Board
VBM	Voice by Mail

# **LEGISLATIVE YEAR IN REVIEW**

## 2024 Legislative Year in Review

Lawmakers kicked off the second half of a two-year session in January just like they have done in prior years by trying to push through hundreds of stalled bills. But with just 28 days to complete the job, most bills never received a committee hearing and failed to advance. Undeterred by the demise of so many measures, lawmakers introduced nearly 2,200 new bills by the end of February.

Cal Cities pursued a proactive legislative agenda, teaming up with legislators to introduce 13 bills focused on wildfire mitigation, sober living facilities, the Brown Act, public safety, and Advanced Clean Fleets. Gov. Gavin Newsom signed four of those sponsored measures, along with many other bills supported by Cal Cities. Of the roughly 1,200 bills that landed on his desk, he vetoed 189 — a slightly higher veto rate than last year.

What made the 2024 legislative session stand out more than most is that many lawmakers and the Governor drastically miscalculated voter sentiment on the need to crack down on retail theft, move individuals out of illegal encampments, and the sluggish economy highlighted by continued inflation, high gas and home prices, and a persistent state budget deficit. Simply put, voters were fed up and demanded action.

### Big budget wins amid a state budget deficit

Crafting a balanced budget was especially difficult in 2024, given the \$38 billion shortfall and resistance to cutting core programs. Lawmakers and the Governor relied on borrowing, delays, deferrals, shifts, reserve spending, and reductions to close the gap.

Thanks to the strong advocacy of Cal Cities and local leaders, the [final budget](#) restored hundreds of millions of dollars for essential housing programs, including the Multifamily Housing Program, the Low-Income Housing Tax Credit, and the Regional Early Action Program.

Additionally, Cal Cities helped secure \$1 billion for the Homeless Housing, Assistance, and Prevention program, marking the sixth consecutive year of funding for this critical program. The budget also included \$250 million for the Encampment Resolution Grant Program.

### Three-pronged advocacy efforts protect local revenues

Cal Cities is the only local government organization in California that advocates in the courts, at the ballot box, and in the Legislature. Protecting local revenues is an essential part of this three-pronged approach.

Cal Cities joined forces with the Legislature and the Governor to block the Taxpayer Deception Act, a ballot measure backed by the state's wealthiest corporations. The California Supreme Court ruled that the initiative amounted to [a revision of the state](#)



[constitution](#) and should not appear on the November ballot. This was a significant win for cities, as it could have decimated essential services and created expensive, frivolous litigation at the expense of Californians.

In the Legislature, Cal Cities defeated several bills that would have harmed local revenues, such as measure that [would have prohibited cities](#) from entering into sales tax rebate agreements with retailers and eventually voided all existing agreements. Cal Cities also stopped a bill that would have [exempted new accessory dwelling units](#) from property tax assessments for up to two years, resulting in a significant loss of property tax.

In another major victory, Cal Cities defeated [AB 2489 \(Ward\)](#) and [AB 2557 \(Ortega\)](#). Both measures would have slowed down local governments' core functions by limiting how they contract out services and adding new onerous reporting requirements.

### **Moving the needle on public safety**

With an uptick in retail theft, smash-and-grab robberies, and continued fentanyl use, lawmakers were forced to put aside their ideological beliefs and address widespread concerns. Legislative leaders reluctantly [pushed a 10-bill package](#) supported by Cal Cities that will crack down on retail theft, fencing operations, cargo theft, and related tactics, such as breaking into a vehicle to commit theft.

Some stakeholders, including retailers and district attorneys, felt the package didn't go far enough. They put forth [Proposition 36](#) to further deter repeat retail theft and redirect some offenders towards drug treatment rather than incarceration. Cal Cities supported the ballot measure, which voters approved overwhelmingly in November.

### **An unabated onslaught of new housing bills**

No year is complete without dozens of bills seeking to limit local land use authority out of the mistaken belief and facts to the contrary that sticks alone rather than proven incentives can spur housing construction. This year, there was a greater focus on cities' housing plans and the so-called "builder's remedy."

The Governor signed three significant bills: [AB 1886 \(Alvarez\)](#) allows the California Department of Housing and Community Development to determine housing element compliance unless a court says otherwise. [AB 1893 \(Wicks\)](#) attempts to place guardrails on builder's remedy projects but prohibits objective standards in some cases. The draconian [SB 1037 \(Wiener\)](#) subjects cities that do not have a certified housing element or do not ministerially approve affordable housing to \$50,000 monthly fines.

Cal Cities did defeat several misguided bills, including one that [would have forced cities](#) to approve all office-to-residential conversions and exempted them from specific fees. This could have led to a proliferation of housing in areas never planned for residential development.

## A jam job for the ages

After months of closed-door negotiations, Asm. Juan Carrillo and Asm. Eloise Reyes introduced [AB 98](#) in the final days of the legislative session. The Governor signed the measure, despite receiving nearly 700 opposition letters from local leaders, business groups, and environmental organizations.

AB 98 will place stringent requirements on warehouses and logistic use centers and force cities to update their circulation elements. The Attorney General can fine cities \$50,000 every six months if their circulation elements are not updated to address these new requirements.

## Looking ahead

While cities did not get everything we wanted this session, 2024 was still a strong year of advocacy filled with major legal and legislative victories. Through strong participation and engagement from local officials, Cal Cities will be equally prepared to tackle the many challenges ahead.

Next year will usher in a new two-year session, over 30 new lawmakers, and two legislative special elections. Cal Cities has developed [a game plan](#) to engage new legislators and their staff. But next year also marks big changes at the federal level as well.

It's clear that the Governor and legislative leaders will react to the seismic changes coming to D.C., but how that will impact state politics is less clear. Regardless, California faces numerous challenges in the new year, including a projected \$2 billion budget shortfall in FY 2025-26, with an operating structural deficit of over \$20 billion over the next few years, insufficient electric vehicle infrastructure, and continued property insurance woes, along with the now sadly typical challenge of high building costs, climate change, disaster preparedness, and homelessness.

# **BUDGET AND TRAILER BILLS**

## I. Budget and Trailer Bills

### A. 2024 Budget Act

**[AB 106](#) (Gabriel) Budget Acts of 2022 and 2023.**

**Chapter 9, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[AB 107](#) (Gabriel) Budget Act of 2024.**

**Chapter 22, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[AB 157](#) (Gabriel) Budget Act of 2024.**

**Chapter 994, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[AB 158](#) (Gabriel) Budget Acts of 2022 and 2023.**

**Chapter 996, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[AB 180](#) (Gabriel) Budget Act of 2024.**

**Chapter 995, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[SB 108](#) (Wiener) Budget Act of 2024.**

**Chapter 35, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[SB 109](#) (Wiener) Budget Act of 2023.**

**Chapter 36, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

### B. Budget Trailer Bills

**[AB 160](#) (Cmte. on Budget) Medi-Cal Managed Care Organization Provider Tax.**

**Chapter 39, Statutes of 2024 (Urgency)**

This measure expands the Managed Care Organization tax per Medi-Cal enrollees in

health plans that have between 1.25 million and 4 million total enrollees, effective 2024-2026.

**[AB 161](#) (Cmte. on Budget) Human Services.**

**Chapter 46, Statutes of 2024 (Urgency)**

This measure is the 2024 Human Services trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 162](#) (Cmte. on Budget) Developmental Services.**

**Chapter 47, Statutes of 2024 (Urgency)**

This measure is the 2024 Developmental Services trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 166](#) (Cmte. on Budget) Housing.**

**Chapter 48, Statutes of 2024 (Urgency)**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[AB 168](#) (Cmte. on Budget) Public Safety.**

**Chapter 49, Statutes of 2024 (Urgency)**

This measure is the 2024 Public Safety trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 169](#) (Cmte. on Budget) Public Safety Juvenile Justice Trailer Bill.**

**Chapter 50, Statutes of 2024 (Urgency)**

This measure is the 2024 Public Safety Juvenile Justice trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 170](#) (Cmte. on Budget) Courts.**

**Chapter 51, Statutes of 2024 (Urgency)**

This measure is the 2024 Courts trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 171](#) (Cmte. on Budget) Employment.**

**Chapter 52, Statutes of 2024 (Urgency)**

This measure is the 2024 Employment trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 173](#) (Cmte. on Budget) Transportation Budget Trailer Bill.**

**Chapter 53, Statutes of 2024 (Urgency)**

This measure requires the Department of Transportation to report to the Legislature annually on or before Oct. 1, beginning in 2025 and ceasing in 2036, regarding the zero-emission vehicles that the department purchases, owns, or leases. The Governor's budget includes \$279,050,000 from the State Highway Account for two years to continue replacing its aging fleet and installing zero-emission vehicle (ZEV) infrastructure. Of this amount, \$250,000,000 is to replace the equipment, \$22,500,000 is

for contractors to install ZEV infrastructure, and \$6,550,000 is for 50 positions to support these efforts.

**[AB 176](#) (Cmte. on Budget) Education Finance: Education Omnibus Trailer Bill.  
Chapter 998, Statutes of 2024 (Urgency)**

This measure is the 2024 Education omnibus trailer bill, which makes numerous statutory changes related to preschool, TK-12, and higher education related to the Budget Act of 2024.

**[AB 177](#) (Cmte. on Budget) Health.  
Chapter 999, Statutes of 2024 (Urgency)**

This measure, among other things, authorizes the Department of Public Health and the Department of Health Care Services to create a bed data reporting system and mandate certain providers to report their bed capacity and utilization to the system.

**[AB 178](#) (Cmte. on Budget) Public Resources Trailer Bill.  
Chapter 1000, Statutes of 2024 (Urgency)**

This measure is the 2024 Public Resources trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 179](#) (Cmte. on Budget) State Government.  
Chapter 997, Statutes of 2024 (Urgency)**

This measure is the 2024 State Government trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[AB 181](#) (Cmte. on Budget) State Employment: State Bargaining Units:  
Agreements: Compensation and Benefits.  
Chapter 1001, Statutes of 2024 (Urgency)**

This measure makes statutory changes to ratify and implement memoranda of understanding between Bargaining Units 5, 8, and 10 and the state, as well as General Salary Increase adjustments for judges and the California Association of Highway Patrolmen.

**[AB 218](#) (Cmte. on Budget) Oil And Gas: Trailer Bill.  
Chapter 1002, Statutes of 2024 (Urgency)**

This measure provides funding to implement SB 1137 (Gonzalez) Chapter 365, Statutes of 2022 and delays various implementation deadlines.

**[SB 136](#) (Cmte. on Budget and Fiscal Review) Medi-Cal: Managed Care  
Organization Provider Tax. (Urgency)  
Chapter 6, Statutes of 2024**

This measure modifies the tiered tax amounts for the Managed Care Organization Provider Tax.

**[SB 153](#) (Cmte. on Budget and Fiscal Review) Education Finance: Education Omnibus Budget Trailer Bill. (Urgency)**

This measure is the 2024 Education omnibus trailer bill, which makes necessary changes to enact the TK-12 related statutory provisions of the Budget Act of 2024.

**[SB 154](#) (Cmte. on Budget and Fiscal Review) Education Finance: Proposition 98: Suspension.**

**Chapter 27, Statutes of 2024 (Urgency)**

This measure suspends the Proposition 98 minimum funding guarantee for school districts and community colleges in 2023-2024 fiscal year. The minimum funding guarantee would have equaled \$98,484,249,000.

**[SB 155](#) (Cmte. on Budget and Fiscal Review) Higher Education Budget Trailer Bill. Chapter 71, Statutes of 2024 (Urgency)**

This measure is the 2024 Higher Education trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[SB 156](#) (Cmte. on Budget and Fiscal Review) Public Resources: Omnibus Budget Trailer Bill.**

**Chapter 72, Statutes of 2024 (Urgency)**

This measure is the 2024 Public Resources omnibus trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[SB 159](#) (Cmte. on Budget and Fiscal Review) Health.**

**Chapter 40, Statutes of 2024 (Urgency)**

This measure is the 2024 Health omnibus trailer bill, which makes numerous statutory changes related to the Budget Act of 2024.

**[SB 163](#) (Cmte. on Budget and Fiscal Review) Early Learning and Childcare.**

**Chapter 73, Statutes of 2024 (Urgency)**

This measure is a trailer bill that makes numerous statutory changes to early care and education-related provisions of the Budget Act of 2024.

**[SB 164](#) (Cmte. on Budget and Fiscal Review) State Government.**

**Chapter 41, Statute of 2024 (Urgency)**

This measure is a general government trailer bill that makes numerous statutory changes related to the Budget Act of 2024.

**[SB 167](#) (Cmte. on Budget and Fiscal Review) Taxation.**

**Chapter 34, Statutes of 2024 (Urgency)**

This measure, the Taxation trailer bill, makes numerous statutory changes related to the Budget Act of 2024, including capping the business tax credit, suspending and eliminating various tax exemptions and deductions, and making the Administrative Procedure Act inapplicable pursuant to a legal ruling of counsel issued by the California Department of Tax and Fee Administration.

**[SB 174](#) (Cmte. on Budget and Fiscal Review) Public Resources: California Environmental Quality Act: Exemptions: Native Fish And Wildlife: Capitol Annex. Chapter 74, Statutes of 2024 (Urgency)**

This measure exempts the work performed under the State Capitol Building Annex Act (Act) from the California Environmental Quality Act (CEQA), appropriates \$700 million to fund projects under the Act, and extends the sunset for the CEQA exemption for climate and biodiversity projects to 2030.

**[SB 175](#) (Cmte. on Budget and Fiscal Review) Taxation. Chapter 42, Statutes of 2024 (Urgency)**

This measure makes changes to when the Net Operating Loss deduction can be claimed, as well as technical changes to the fee program of the California Tire Recycling Act.



# **COMMUNITY SERVICES**

## II. Community Services

### *A. Aging and Seniors*

#### **[\\*AB 2207](#) (Reyes) State Boards and Commissions: Representatives of Older Adults.**

##### **Chapter 332, Statutes of 2024**

This measure requires older adults to be represented on different California state councils, boards, and advisory committees. This includes the Alzheimer's Disease and Related Disorders Advisory Committee, the California Workforce Development Board, and the California Behavioral Health Planning Council.

#### **[AB 2620](#) (Bains) California Commission on Aging.**

##### **Chapter 334, Statutes of 2024**

This measure reduces the number of members on the California Commission on Aging from 25 to 18, clarifies the commission is an advisory commission, and reduces the annual meetings from six to four.

#### **[SB 1249](#) (Roth) Mello-Granlund Older Californians Act.**

##### **Chapter 337, Statutes of 2024**

This measure updates the Mello-Granlund Older Californians Act to reform functions relating to area agencies on aging (AAA). This includes requiring the California Department of Aging (CDA) to work with all AAAs to develop objectives, key results, and performance measurement methodology for core programs and services. This measure also requires the CDA to submit a plan to the Legislature that includes updates to AAA designations and corresponding changes to the statewide planning and service maps.

#### **[SB 1406](#) (Allen) Residential Care Facilities for the Elderly: Resident Services.**

##### **Chapter 340, Statutes of 2024**

This measure adds to the list of rights for residents of a residential care facility for the elderly the right to request, refuse, or discontinue a service. This measure also requires a facility to provide written notice to residents regarding an increase in the rate of fees 90 days in advance and requires the notice to include the reasons for the rate increase.

### *B. Animal Services*

#### **[AB 1988](#) (Muratsuchi) Stray Animals: Availability for Adoption or Release.**

##### **Chapter 96, Statutes of 2024**

This measure authorizes puppies or kittens relinquished by their owners to a public or private animal shelter to be immediately available to a nonprofit, animal rescue, or animal adoption organization.

**[AB 2232](#) (Maienschein) Accessibility to Emergency Information and Services: Emergency Shelters: Persons with Pets.**

**Chapter 14, Statutes of 2024**

This measure requires that whenever a city or county designates any number of emergency warming centers during the next update to its emergency plan, it must also, to the extent practicable, designate at least one warming center that can accommodate people with pets.

**[ACR 86](#) (Kalra) Animals: Overpopulation: Spay and Neutering Services.**

**Chapter 51, Statutes of 2024**

This measure encourages state and local municipalities to develop and fund high-volume spay and neuter clinics across the state to provide sterilization services. This measure also encourages other actions relating to pets, including actions to control animal breeding and encourage spaying and neutering.

### ***C. Behavioral Health and Community Wellness***

**[AB 1147](#) (Addis) Disability Equity, Transparency, and Accountability Act of 2024.**

**Chapter 902, Statutes of 2024**

This measure enacts the Disability Equity, Transparency, and Accountability Act of 2024 to provide increased oversight of the regional centers the State Department of Developmental Services contracts with to deliver services and care to individuals with intellectual and developmental disabilities. Specifically, this measure prohibits regional center employees from accepting gifts over \$15 per year from certain entities, prohibits regional center senior staff from hiring relatives, and makes regional centers subject to the California Public Records Act.

**[AB 1282](#) (Lowenthal) Mental Health: Impacts of Social Media.**

**Chapter 807, Statutes of 2024**

This measure requires the California Department of Public Health, in consultation with the Behavioral Health Services Oversight and Accountability Commission, to report to relevant policy committees of the Legislature by Dec. 31, 2026, on a statewide strategy to understand, communicate, and mitigate mental health risks associated with the use of social media by children and youth.

**\*[AB 2081](#) (Davies) Substance Abuse: Recovery and Treatment Programs.**

**Chapter 376, Statutes of 2024**

This measure requires the operator of a licensed recovery home to disclose to those seeking care that they can check the Department of Health Care Services (DHCS) website to confirm a facility's compliance with state licensing laws. *(Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.)*

**[AB 2154](#) (Berman) Mental Health: Involuntary Treatment.**

**Chapter 635, Statutes of 2024**

This measure requires health facilities to provide a family member of any person

involuntarily detained for assessment, evaluation, or treatment under the Lanterman-Petris-Short Act with a copy of the DHCS's patients' rights handbook. If the handbook has been provided to a family member, the facility must also offer the patient a copy.

**[AB 2556](#) (Jackson) Behavioral Health and Wellness Screenings: Notice.  
Chapter 200, Statutes of 2024**

This measure requires a health plan or insurer, except as specified, to provide annual notices to enrollees or insureds regarding the benefits of behavioral health and wellness screenings for children and adolescents 8 to 18 years of age.

**\*[AB 2574](#) (Valencia) Alcoholism or Drug Abuse Recovery or Treatment Programs and Facilities: Disclosures.  
Chapter 410, Statutes of 2024**

This measure expands reporting requirements for licensed recovery home operators to enhance the DHCS's oversight of sober living homes that are operating as an integral part of a licensed drug treatment facility located elsewhere in the community. (*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*)

**[AB 3229](#) (Lee) California Fruit and Vegetable EBT Pilot Project: Report.  
Chapter 916, Statutes of 2024**

This measure requires the Department of Food and Agriculture to submit a report to the Legislature by July 1, 2025, regarding the transition of the California Fruit and Vegetable Electronic Benefits Transfer (EBT) Pilot Project to a supplemental benefits program that is fully state managed, without grantee intermediaries, and including the results of an evaluation of the pilot projects.

**[SB 1184](#) (Eggman) Mental Health: Involuntary Treatment: Antipsychotic Medication.  
Chapter 643, Statutes of 2024**

This measure authorizes the administration of antipsychotic medication to a person who is involuntarily detained for evaluation and treatment for the total duration of their treatment.

**[SB 1238](#) (Eggman) Health Facilities.  
Chapter 644, Statutes of 2024**

This measure expands the types of facilities counties can designate to perform evaluations and treat individuals on involuntary holds. This includes authorizing psychiatric health facilities and mental health rehabilitation centers to admit people diagnosed only with severe substance use disorders upon approval by DHCS.

**[SB 1320](#) (Wahab) Mental Health and Substance Use Disorder Treatment.  
Chapter 135, Statutes of 2024**

This measure requires a health plan or insurer to establish a process to reimburse providers for mental health and substance use disorder treatment services that are integrated with primary care services and provided under a contract or policy issued,

amended, or renewed on or after July 1, 2025. This measure allows the reimbursement process to be based on federal rules or guidance issued for the Medicare program.

### ***D. Children, Childcare, and Youth Programs***

#### **AB 51 (Bonta) Early Childcare and Education: California State Preschool Program.**

##### **Chapter 618, Statutes of 2024**

This measure requires the California Department of Education (CDE) to provide prospective state preschool program contractors an opportunity to establish a trained workforce and administrative systems, assemble early learning resources, develop guidance related to serving both private pay and subsidized students, and advance a plan for outreach, capacity building, training, and technical assistance.

#### **\*AB 262 (Holden) Children’s Camps: Safety and Regulation.**

##### **Chapter 341, Statutes of 2024**

This measure requires the California Department of Social Services (DSS) to establish and lead a stakeholder workgroup to gather information and provide recommendations to the Legislature regarding the development of subsequent legislation for children’s camps. The workgroup must include representatives from local city, county, and special district parks departments.

#### **AB 1113 (McCarty) California Longitudinal Pupil Achievement Data System: Expanded Learning Opportunity Programs.**

##### **Chapter 1003, Statutes of 2024**

This measure requires the CDE, beginning in the 2025-26 school year, to collect data on students enrolled in expanded learning programs and ensure the collection of this data is integrated with existing local educational agency (LEA) reporting requirements for the California Longitudinal Pupil Achievement Data System. This measure also requires the CDE to identify and reduce data reporting redundancies and provide guidance and recommendations to LEAs in collecting student data, including student participation in expanded learning programs.

#### **AB 1808 (S. Nguyen) Childcare and Development Services: Eligibility.**

##### **Chapter 356, Statutes of 2024**

This measure establishes a 24-month eligibility period for all income-eligible families within the California Work Opportunity and Responsibility to Kids (CalWORKs) program, aligning it with other subsidized childcare programs.

#### **AB 1907 (Pellerin) California Child and Family Service Review System: Child and Adolescent Needs and Strengths Assessment.**

##### **Chapter 944, Statutes of 2024**

This measure requires the California Child and Family Services Review System to include data from the Child and Adolescent Needs and Strengths assessment tool and

authorizes it to include other behavioral health data that is readily available to the DSS and determined by the department to be relevant.

**[AB 1939](#) (Maienschein) Pupil Attendance: County and Local School Attendance Review Boards: Pupil Consultation.  
Chapter 13, Statutes of 2024**

This measure requires each county and local school attendance review board to consult with a diverse group of students from the schools they serve at least once a year to help the board better understand and propose interventions for any attendance or behavioral issues that students may be facing.

**[AB 2317](#) (Nguyen, Stephanie) Child Day Care Facilities: Anaphylactic Policy.  
Chapter 563, Statutes of 2024**

This measure requires the DSS, in consultation with the CDE and the Emergency Medical Services Authority, to establish an anaphylactic policy that sets forth guidelines and procedures recommended for child day care personnel on or before July 1, 2027. This measure also authorizes a child day care facility to implement the anaphylactic policy on and after Jan. 1, 2028, and would require a child day care facility that adopts the anaphylactic policy to notify parents and guardians of the policy upon their child's enrollment.

**[AB 2343](#) (Schiavo) CalWORKs: Childcare Programs.  
Chapter 958, Statutes of 2024**

This measure specifies that nothing prohibits an administrator of an alternative payment program or agency administering CalWORKs Stage One or Stage Two programs from utilizing funds for administrative and support services to provide families at risk of homelessness or escaping domestic abuse a referral pathway to secure stable childcare placement.

**[AB 2423](#) (Mathis) Developmental Services: Rates.  
Chapter 904, Statutes of 2024**

This measure requires State Department of Developmental Services (DDS) to review and update the rate models included in the rate study for developmental services providers annually starting in July 2025. This measure also requires DDS to post the updated rate models on its website by Jan. 1 of the following year.

**[AB 2477](#) (Zbur) Foster Care: Independent Living.  
Chapter 237, Statutes of 2024**

This measure clarifies current laws that cap savings while a youth is in extended foster care. Specifically, this measure allows a nonminor dependent who re-enters foster care and is ineligible for federal financial participation to receive aid in the form of state Aid to Families with Dependent Children — Foster Care.

**[AB 2664](#) (Bryan) Foster Youth.  
Chapter 412, Statutes of 2024**

This measure clarifies the dates a child will be deemed to have entered foster care to establish timelines for reunification services.

**[AB 2723](#) (Irwin) The California Cradle-to-Career Data System Act.  
Chapter 736, Statutes of 2024 (Urgency)**

This measure makes various technical and clarifying changes to the statutes pertaining to the Cradle-to-Career Data System. It includes, among other changes, dissolving the California Cradle-to-Career Data System Workgroup, which is responsible for assessing and recommending system improvements.

**[AB 2830](#) (Rivas, Robert) Foster Care: Relative Placement: Approval Process.  
Chapter 417, Statutes of 2024**

This measure requires DSS to adopt a simplified approval process for relatives to become foster care providers in alignment with federal regulations by Jan. 1, 2027. It also requires DSS to track and report data on the implementation of the new process no later than 18 months after implementation. This measure sunsets these reporting and tracking provisions on June 30, 2030, and would repeal them as of Jan. 1, 2031.

**[AB 2866](#) (Pellerin) Pool Safety: State Department of Social Services Regulated Facilities.**

**Chapter 745, Statutes of 2024**

This measure requires a licensed childcare facility with a swimming pool on the premises to have at least two safety features as identified in the Swimming Pool Safety Act. This measure also requires DSS to adopt regulations to implement drowning prevention safety standards for other bodies of water located at day care facilities regulated by the department by Jan. 1, 2027.

**[AB 3223](#) (Wilson) Foster Youth Services Coordinating Program.  
Chapter 850, Statutes of 2024**

This measure adds to the definition of “pupil in foster care,” used in determining eligibility for the Foster Youth Services Coordinating Program, a child who is the subject of a juvenile court petition and has been identified by a county child welfare agency, a probation department, or an Indian tribe as being at imminent risk of removal and placement into foster care.

**[SB 242](#) (Skinner) California Hope, Opportunity, Perseverance, and Empowerment (HOPE) for Children Trust Account Program.**

**Chapter 1010, Statutes of 2024**

This measure prohibits funds deposited and accrued in a California Hope, Opportunity, Perseverance, and Empowerment (HOPE) for Children trust fund account from being considered as income or assets when determining eligibility and benefit amount for any means-tested program until an eligible youth withdraws or transfers the funds from the HOPE trust fund account.

**[SB 691 \(Portantino\) Pupil Attendance: Truancy Notifications.](#)  
Chapter 863, Statutes of 2024**

This measure, starting July 1, 2025, would require an LEA to notify a pupil's parent or guardian if that pupil is classified as truant. The notification also needs to include additional information, such as mental health and supportive services, available to the pupil and the family and the fact that school personnel are available to meet with the pupil and family to develop strategies to support the pupil's attendance at school.

**[SB 1112 \(Menjivar\) Childcare: Alternative Payment Programs.](#)  
Chapter 1016, Statutes of 2024**

This measure requires the administrative costs reimbursement rate for alternative payment programs include costs associated with disseminating information on developmental screenings.

### ***E. Homelessness***

**[AB 535 \(Schiavo\) Veterans' Aid and Welfare: Housing.](#)  
Chapter 918, Statutes of 2024 (Urgency)**

This measure ensures that veterans' disability benefits are not counted as income when determining eligibility for supportive, affordable, and transitional housing under the Veterans Housing and Homeless Prevention Act (Proposition 41, 2014). This measure also modifies the definition of "secondary tenant" to conform to this change.

**[AB 653 \(Reyes\) Public Housing Authorities: Reports.](#)  
Chapter 672, Statutes of 2024**

This measure requires public housing authorities to report their monthly housing voucher leasing success rates, current payment standards, average inspection wait times for initial lease-up, and voucher search times to the Department of Housing and Community Development (HCD) starting on July 1, 2025. This measure also requires the HCD to convene a group to discuss the factors that impact success rates and recommendations for state and local intervention, with a report to be published by July 1, 2026.

**[AB 799 \(Rivas, Luz\) Interagency Council on Homelessness: Funding: State Programs.](#)  
Chapter 263, Statutes of 2024**

This measure requires the California Interagency Council on Homelessness (Cal ICH) to develop a strategic funding guide and a calendar of new or existing funding opportunities. This measure also requires Cal ICH to collect fiscal and outcome data from grantees or entities operating state programs that are required to enter data elements on individuals and families it serves for state homelessness programs by Feb. 1, 2027, and annually thereafter. This data must be aggregated and made publicly available on or before June 1, 2027, and annually thereafter.



**[AB 2137](#) (Quirk-Silva) Homeless and Foster Youth.****Chapter 382, Statutes of 2024**

This measure authorizes a foster youth services coordinating program to provide tutoring, mentoring, and counseling services if the foster youth services coordinator cannot secure those services through the school district and if those services are established as needed by the foster youth educational services coordinator.

**[AB 2802](#) (Maienschein) Transitional Housing Placement Providers.****Chapter 245, Statutes of 2024**

This measure requires counties, when operating the Transitional Housing Placement program, to allow providers and participants to make matches to allow for gender flexibility. This measure also updates the minimum requirements for regulations governing transitional housing placement providers to allow participants to share units and bedrooms with siblings and co-parents regardless of gender identity.

**\*[AB 3093](#) (Ward) Land Use: Housing Element.****Chapter 282, Statutes of 2024**

This measure requires local governments to account for the housing needs of people experiencing homelessness in their housing elements by adding two new income categories to the Regional Housing Needs Assessment framework for the seventh cycle: acutely low income and extremely low income. This measure also requires HCD to prepare guidance by Dec. 31, 2026, that provides sample analyses and programs for local governments to use in meeting the obligations of this measure.

This measure also requires when HCD reviews housing elements for compliance and requires a rezoning of the inventory of sites, the local jurisdiction should complete any necessary local coastal program amendments during the housing element planning period if the rezone sites are located within the coastal zone. The amendment could include an updated zoning ordinance or zoning district map with the California Coastal Commission's de minimis review process.

**[AJR 9](#) (McKinnor) Housing and Homelessness.****Chapter 178, Statutes of 2024**

This measure requests that Congress pass, and the president sign, the Housing Crisis Response Act of 2023 (H.R. 4233), the Ending Homelessness Act of 2023 (H.R. 4232), and the Downpayment Toward Equity Act of 2023 (H.R. 4231).

**\*[SB 1361](#) (Blakespear) California Environmental Quality Act: Exemption: Local Agencies: Contract for Providing Services for People Experiencing Homelessness.****Chapter 188, Statutes of 2024**

This measure clarifies that local agencies' actions to provide services for people experiencing homelessness are exempt from the California Environmental Quality Act.

## ***F. Overdose Prevention***

### **AB 1841 (Weber) Student Safety: Opioid Overdose Reversal Medication: Student Housing Facilities.**

#### **Chapter 942, Statutes of 2024**

This measure requires health centers on the campuses of the California Community Colleges and California State Universities to provide two doses of opioid overdose reversal medication to each housing facility and sorority and fraternity housing on campus and establishes opioid overdose reversal medication training and notification requirements for students, residential advisors, and house managers on these campuses.

### **\*AB 1976 (Haney) Occupational Safety and Health Standards: First Aid Materials: Opioid Antagonists.**

#### **Chapter 689, Statutes of 2024**

This measure requires the Division of Occupational Safety and Health, within the Department of Industrial Relations, to submit a draft rulemaking proposal to require first aid materials in a workplace to include naloxone hydrochloride or another opioid antagonist approved by the United States Food and Drug Administration by Dec. 1, 2027. This measure also requires the division, in drafting the rulemaking proposal, to consider and provide guidance to employers on proper storage of the opioid antagonist in accordance with the manufacturer's instructions. The Occupational Safety and Health Standards Board must consider adopting these regulations by Dec. 1, 2028.

### **AB 1996 (Alanis) Opioid Antagonists: Stadiums, Concert Venues, and Amusement Parks: Overdose Training.**

#### **Chapter 199, Statutes of 2024**

This measure requires every stadium, concert venue, and amusement park to ensure that naloxone hydrochloride or other opioid antagonists on-site are easily accessible and that emergency responders on the premises know its location.

### **AB 2136 (Jones-Sawyer) Controlled Substances: Analyzing and Testing.**

#### **Chapter 701, Statutes of 2024**

This measure excludes from the definition of drug paraphernalia equipment any equipment used for testing a substance for the presence of contaminants, toxic substances, hazardous compounds, or other adulterants. This measure allows specified entities to provide controlled substance checking services and prohibits arrest and criminal prosecution of person providing those services.

### **AB 2871 (Maienschein) Overdose Fatality Review Teams.**

#### **Chapter 639, Statutes of 2024**

This measure authorizes counties to establish overdose fatality review teams to assist local agencies in identifying and reviewing overdose fatalities, facilitate communication among the people and agencies involved in overdose fatalities, and integrate local overdose prevention efforts through strategic planning, data dissemination, and community collaboration. This measure also requires information gathered by an

overdose fatality review team to be used by the county to develop education, prevention, and intervention strategies to improve coordination of treatment services and prevent future overdose deaths.

**[AB 2995](#) (Jackson) Public Health: Alcohol and Drug Programs.  
Chapter 847, Statutes of 2024**

This measure revises various terms, including alcohol and other drug abuse programs, alcohol abusers, drug abusers, and inebriates, in existing law to instead use person-first terminology to remove stigmatization.

**[AB 2998](#) (McKinnor) Opioid Overdose Reversal Medications: Pupil Administration.**

**Chapter 974, Statutes of 2024**

This measure prohibits a local educational agency (LEA) from barring a pupil 12 years of age or older, while on a school site or participating in school activities, from carrying or administering a naloxone hydrochloride nasal spray or any other opioid overdose reversal medication. This measure also exempts students, LEAs, or employees who administer opioid overdose reversal medication from liability in a civil action or criminal prosecution for their acts or omissions, unless the acts or omissions constitute gross negligence or willful misconduct.

**[SB 1385](#) (Roth) Medi-Cal: Community Health Workers: Supervising Providers.  
Chapter 164, Statutes of 2024**

This measure requires Medi-Cal managed care plans, by July 1, 2025, to adopt policies and procedures to effectuate a billing pathway for supervising providers to claim for the provision of community health worker services to enrollees during emergency department visits. This creates a sustainable source of funding to support navigator positions in California's emergency rooms, pairing patients suffering from substance use issues with a navigator who guides them to recourses and care, even after their hospital stay.

## ***G. Parks and Recreation***

**\*[AB 1825](#) (Muratsuchi) California Freedom to Read Act.  
Chapter 941, Statutes of 2024**

This measure requires public library jurisdictions that receive state funding to adopt a written and publicly available collection development policy by Jan. 1, 2026. The policy must be sent to the State Librarian, who can also provide technical assistance in its development. This measure also prohibits the governing board or body of a public library from proscribing or prohibiting the circulation of any materials because of the topic addressed by the materials or because of the views, ideas, or opinions contained in those materials.

**[AB 2440](#) (Reyes) 30x30 Goal: Partnering State Agencies: Department of Parks and Recreation.**

**Chapter 716, Statutes of 2024**

This measure incorporates the Department of Parks and Recreation, among other state agencies managing state-owned lands, into the state's goal to conserve 30% of lands and coastal waters by 2030 and requires an update on progress toward expanding access to nature for all Californians.

**[AB 2939](#) (Rendon) Parks: Counties and Cities: Interpretive Services.**

**Chapter 423, Statutes of 2024**

This measure requires the use of local parks by a nonprofit or Native American tribe to provide interpretative services to 30 or fewer park visitors at a time to be considered an allowable public use of the local park. This measure requires cities and counties to treat this use of the local park in the same manner as the general public's use of the local park.

## ***H. Tobacco***

**[AB 3218](#) (Wood) Unflavored Tobacco List.**

**Chapter 849, Statutes of 2024**

This measure requires every manufacturer or importer of tobacco products to submit to the Attorney General a list of all brand styles of tobacco products they manufacture or import for sale or distribution in California. This measure also requires the Attorney General to establish and maintain on the Attorney General's website a list of tobacco product brand styles that lack a characterizing flavor, called the Unflavored Tobacco List, by no later than Dec. 31, 2025. Retail sale of any tobacco product not on the Unflavored Tobacco List is prohibited. The Attorney General can seek injunctive relief and a civil penalty of up to \$50,000 against any manufacturer or importer who falsely certifies that a brand style determined to have a characteristic flavor lacks a characteristic flavor.

**[SB 1230](#) (Rubio) Strengthen Tobacco Oversight Programs (STOP) and Seize Illegal Tobacco Products Act.**

**Chapter 462, Statutes of 2024**

This measure enacts the Strengthen Tobacco Oversight Programs and Seize Illegal Tobacco Products Act, authorizing employees of the California Department of Tax and Fee Administration to seize and destroy flavored tobacco products discovered during inspections of locations where tobacco products are sold or stored. This measure also increases the civil penalties for retailers who sell illegal tobacco products and tobacco products to people under 21 years old.

# **ENVIRONMENTAL QUALITY**

### III. Environmental Quality

#### A. Air Quality

**\*[AB 98](#) (J. Carrillo and Reyes) Planning and Zoning: Logistics Use: Truck Routes. Chapter 931, Statutes of 2024**

This measure, beginning Jan. 1, 2026, prescribes statewide 21st-century warehouse design and build standards for any proposed new or expanded logistics use developments within 900 feet of a sensitive receptor, including standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. It also requires any new logistics use development shall be sited on roadways that meet specific conditions. This measure exempts from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use. It requires a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county. It also requires a facility operator to enforce the plan.

This measure requires all cities, counties, or a city and county to update their circulation elements by Jan. 1, 2028, to identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors and maximize the use of interstate or state divided highways as preferred routes for truck routes. This measure requires a city or county to make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers. This measure requires the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino to complete the required circulation element update by Jan. 1, 2026. This measure authorizes the Attorney General to impose a fine against a jurisdiction that is in violation of up to \$50,000 every six months if the required circulation element update has not been made. This measure includes additional replacement housing standards and air-quality monitoring requirements. *Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**[AB 1465](#) (Wicks) Nonvehicular Air Pollution: Civil Penalties. Chapter 300, Statutes of 2024**

This measure allows civil penalties brought against a person discharging nonvehicular sources air contaminants to be multiplied by a factor of not more than three if the violation results from an emission from a stationary source required by federal law to be included in an operating permit program established pursuant to specified provisions of the federal Clean Air Act, and the emission contains or includes one or more air contaminants. This measure requires, in assessing penalties, that health impacts,

community disruptions, the timeliness and accuracy of the notifications from the violator, and other circumstances related to the violation be considered.

**[AB 2522](#) (Carrillo, Wendy) Air Districts: Governing Boards: Compensation.  
Chapter 406, Statutes of 2024**

This measure raises the limits of the compensation for each member of the board of the South Coast Air Quality Management District to receive up to \$200 for each day, or portion thereof, but not to exceed \$2,000 per month.

**[AB 2900](#) (Soria) Small Agricultural Truck Fleet Assistance Program.  
Chapter 746, Statutes of 2024**

This measure requires the California Air Resources Board (CARB), in order to minimize the impact of the energy transition on the supply chains in the critical agricultural sector and ensure that disadvantaged communities equitably share in the benefits of and investments in emission reductions, to establish the Small Agricultural Truck Fleet Assistance Program or to use an existing program to provide dedicated technical assistance to owner-operators or owners of small fleets to support the transition to cleaner emission-compliant trucks.

**[SB 1158](#) (Archuleta) Carl Moyer Memorial Air Quality Standards Attainment Program.  
Chapter 459, Statutes of 2024**

This measure extends the deadline for the period of liquidation under the Carl Moyer Memorial Air Quality Standards Attainment Program to local air districts to June 30 of the sixth calendar year following the date of disbursement.

### ***B. California Environmental Quality Act (CEQA)***

**[AB 2091](#) (Grayson) California Environmental Quality Act: Exemption: Public Access: Nonmotorized Recreation.  
Chapter 377, Statutes of 2024**

This measure requires the lead agency under the California Environmental Quality Act (CEQA) to post notice of and hold a public meeting to consider and solicit public input on the change in use under consideration before making a determination to approve or carry out the change in use to allow public access by a park district or the Great Redwood Trail Agency. It also requires the lead agency, if the lead agency determines that a change in use is not subject to CEQA and determines to approve or carry out the activity, to file a notice with the State Clearinghouse in the Office of Planning and Research and with the county clerk of the county in which the land is located. By imposing duties on public agencies related to the exemption, this measure creates a state-mandated local program. This measure repeals these provisions on Jan. 1, 2030, and makes additional legislative findings and declarations as to the necessity of a special statute for the Great Redwood Trail Agency.

**[AB 2199](#) (Berman) California Environmental Quality Act: Exemption: Residential or Mixed-use Housing Projects.****Chapter 271, Statutes of 2024**

This measure extends the operation of a CEQA exemption until Jan. 1, 2032, for residential or mixed-use housing projects located in unincorporated areas of a county that meet certain requirements.

**[AB 2503](#) (Lee) California Environmental Quality Act: Exemption: Passenger Rail Projects.****Chapter 718, Statutes of 2024**

This measure expands a CEQA exemption to include a public project or increase of passenger rail service that will be exclusively used by zero-emission trains located entirely within existing rail rights-of-way or existing highway rights-of-way. Because this measure increases the duties of the county clerk, it imposes a state-mandated local program.

**[AB 3007](#) (Hoover) California Environmental Quality Act: Record Of Environmental Documents: Format.****Chapter 583, Statutes of 2024**

This measure requires the county clerk of each county and the Office of Planning and Research to maintain a record electronically and authorizes the county clerk of each county and the office to maintain the record on paper for all environmental documents for project applicants and public agencies subject to CEQA that need to provide a filing fee to the California Department of Fish and Wildlife.

**[AB 3265](#) (Bryan) California Environmental Quality Act: Environmental Leadership Media Campus Projects: Judicial Streamlining.****Chapter 255, Statutes of 2024**

This measure establishes streamlined procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership media campus project, defined as a construction or renovation project on a film and television media campus in the County of Los Angeles. This measure requires a city within the County of Los Angeles that is the lead agency for an environmental leadership media campus project that meets the conditions to certify the project for the streamlined judicial review. It also requires the Judicial Council, on or before July 1, 2025, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review of the certification of an environmental impact report for an environmental leadership media campus project or the granting of any project approval, including any appeals to the court of appeal or the Supreme Court to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court. This measure requires the environmental leadership media campus project to meet specific labor requirements.



**[SB 1342](#) (Atkins) California Environmental Quality Act: Infrastructure Projects: County of San Diego.****Chapter 794, Statutes of 2024**

This measure includes the San Vicente Energy Storage Facility project proposed by the San Diego County Water Authority and a project for the repair, rehabilitation, or replacement of the South Bay Sewage Treatment Plant in the County of San Diego operated by the International Boundary and Water Commission as infrastructure projects, thereby providing streamlining benefits certified by the Governor.

**\*[SB 1361](#) (Blakespear) California Environmental Quality Act: Exemption: Local Agencies: Contract for Providing Services for People Experiencing Homelessness.****Chapter 188, Statutes of 2024**

This measure clarifies that local agencies' actions to provide services for people experiencing homelessness are exempt from CEQA.

### ***C. Climate Change***

**\*[AB 1889](#) (Friedman) Conservation Element: Wildlife and Habitat Connectivity.****Chapter 686, Statutes of 2024**

This measure requires local agencies to include a wildlife connectivity element in their next general plan update after Jan. 1, 2028, within their conservation element. The local jurisdiction must consider how development will impact wildlife movement using relevant data and consult with appropriate state agencies to achieve this.

**[AB 2684](#) (Bryan) Safety Element: Extreme Heat.****Chapter 1009, Statutes of 2024**

This measure requires local governments to update and include in their general plans after January 1, 2028, how to address the hazard of extreme heat. It also requires local agencies, upon the next revision of their housing element or local hazard mitigation plan after January 1, 2028, to identify new information related to extreme heat hazards applicable to the local jurisdiction that was unavailable during the previous revision of the safety element.

**[SB 1136](#) (Stern) California Global Warming Solutions Act of 2006: Report.****Chapter 184, Statutes of 2024**

This measure requires CARB's annual informational report on the reported emissions of greenhouse gases, criteria pollutants, and toxic air contaminants to the Joint Legislative Committee on Climate Change Policies to cover topics related to the California Global Warming Solutions Act Scoping Plan.

**\*[SB 867](#) (Allen) Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.**

**Chapter 83, Statute of 2024 (Urgency)**

This measure enacts the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, which, if approved by the voters at the November 2024 statewide general election, would authorize the issuance of bonds in the amount of approximately \$10 billion to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.

### ***D. Coastal***

**[AB 1881](#) (Davies) California Coastal Commission: Scientific Panel Expertise: Coastal Erosion.**

**Chapter 88, Statutes of 2024**

This measure includes persons with expertise and training in the topic of coastal erosion, among other scientific backgrounds, to be considered when composing a scientific panel that the California Coastal Commission (Commission) may form to review technical documents and reports, provide advice, and make recommendations to the Commission.

**\*[AB 3093](#) (Ward) Land Use: Housing Element.**

**Chapter 282, Statutes of 2024**

This measure requires local governments to account for the housing needs of people experiencing homelessness in their housing elements by adding two new income categories to the Regional Housing Needs Assessment framework for the seventh cycle: acutely low income and extremely low income. This measure also requires the Department of Housing and Community Development (HCD) to prepare guidance by Dec. 31, 2026, that provides sample analyses and programs for local governments to use in meeting the obligations of this measure.

This measure also requires when the HCD reviews housing elements for compliance and requires a rezoning of the inventory of sites, the local jurisdiction should complete any necessary local coastal program amendments during the housing element planning period if the rezone sites are located within the coastal zone. The amendment could include an updated zoning ordinance or zoning district map as part of the California Coastal Commission's de minimis review process.

**\*[SB 689](#) (Blakespear) Local Coastal Program: Bicycle Lane: Amendment.**

**Chapter 445, Statutes of 2024**

This measure provides that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program by the California Coastal Commission. This measure would also require that the amendment of an

application be processed in accordance with the procedures applicable to de minimis local coastal program amendments if the executive director of the commission makes specified determinations.

**[SB 1077](#) (Blakespear) Coastal Resources: Local Coastal Program: Amendments: Accessory and Junior Accessory Dwelling Units. Chapter 454, Statutes of 2024**

In coordination with the HCD, this measure requires the Commission to develop and provide guidance for local governments to clarify and simplify the permitting process for accessory dwelling units (ADU) and junior accessory dwelling units (JADU) in the coastal zone and give guidance to update Local Coastal Programs accordingly by July 1, 2026. This measure also requires at least one public workshop to receive and consider public comments on the draft guidance provided by the respective state agencies.

### ***E. Energy and Utilities***

**[AB 1921](#) (Papan) Energy: Renewable Electrical Generation Facilities: Definition. Chapter 556, Statutes of 2024**

This measure revises the definition of “renewable electrical generation facility” to include a facility that uses fuel cells or linear generators using fuels, among other facility uses, such as biomass, solar thermal, photovoltaic, wind, geothermal, small hydroelectric generation of 30 megawatts or fewer, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and any additions or enhancements to the facility using that technology.

**[AB 2109](#) (Carrillo, Juan) Electricity: Surcharge Exemption: Industrial Process Heat Recovery. Chapter 700, Statutes of 2024**

This measure specifies that the enhancement or increased efficiency of equipment occurring in the normal course of business includes industrial process heat recovery technology that meets specific requirements. This measure prohibits non-bypassable or departing load surcharges from applying to a reduction in kilowatt hours of electricity that an electrical corporation customer consumes from the electrical grid in a metered interval due to industrial process heat recovery technology, up to a cap established by the California Public Utilities Commission (CPUC). This measure requires the CPUC to minimize the cost impacts to all nonparticipating customers that are directly attributable to the non-bypassable or departing load charges of customers using industrial process heat recovery technology.

**[AB 2661](#) (Soria) Electricity: Westlands Water District. Chapter 573, Statutes of 2024**

This measure requires the Westlands Water District (District) to use the electricity for the District’s own purposes, and this measure authorizes the District to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity.

This measure authorizes the District to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines within the boundaries of the District. It also requires the District to report the amount of income and the purposes for expenditure of that income from these electricity facilities in a report. This measure requires the District to establish a community benefits agreement plan for an electrical infrastructure development plan and related transmission and other electrical projects.

**[AB 2750](#) (Gallagher) Electricity: Procurement: Generation from Biomass.  
Chapter 575, Statutes of 2024**

This measure extends the procurement deadline from Dec. 1, 2023, to July 1, 2025 for electrical corporations to collectively procure their proportionate share of 125 megawatts of cumulative rated generating capacity from bioenergy projects that began before June 1, 2013, and that use certain feedstocks.

**[AB 2779](#) (Petrie-Norris) Independent System Operator: Transmission Planning.  
Chapter 741, Statutes of 2024**

This measure requires the California Independent System Operator, upon approval of each transmission plan, to report to the CPUC and to the relevant policy committees of each house of the Legislature any new use of any grid-enhancing technology that is deemed reasonable by the California Independent System Operator in that plan and the cost and efficiency savings of the deployment of that grid-enhancing technology.

**[AB 3264](#) (Petrie-Norris) Energy: Cost Framework: Residential Rates: Demand-side Management Programs Report: Electrical Transmission Grid Study.  
Chapter 762, Statutes of 2024**

This measure requires the CPUC, in consultation with the State Energy Resources Conservation and Development Commission (CEC), to develop a framework for assessing, tracking, and analyzing total annual energy costs paid by residential households in California. This measure authorizes the CPUC to use the framework for purposes of evaluating any request by an electrical corporation and gas corporation to track new spending eligible for recovery or to adjust a revenue requirement. This measure requires the CPUC to submit a report to the Legislature containing the framework. It also requires large electrical corporations and large gas corporations by Jan. 1, 2026, and each year thereafter to publish on their internet websites and provide to the CPUC a visual representation of cost categories included in residential electric or gas rates for the succeeding calendar year.

**[SB 1006](#) (Padilla) Electricity: Transmission Capacity: Reconducting and Grid-enhancing Technologies.  
Chapter 597, Statutes of 2024**

This measure requires each transmission utility on or before Jan. 1, 2026, and every two years thereafter to prepare a study of the feasibility of projects using grid-enhancing technologies to achieve increased capacity to connect new renewable energy and zero-carbon resources. This measure requires each transmission utility on or before Jan. 1,

2026, and at least every four years thereafter to prepare a study of which its transmission lines can be reconducted with advanced conductors to achieve increased capacity to connect new renewable energy and zero-carbon resources. This measure, upon completion of those studies, requires each transmission utility to submit the studies to the California Independent System Operator and requires each transmission utility to request that the California Independent System Operator review the results of the studies as part of the annual transmission planning process for economic, reliability, and policy goals. This measure requires the transmission utilities to make their studies publicly available upon submission to the California Independent System Operator.

**[SB 1130](#) (Bradford) Electricity: Family Electric Rate Assistance Program.  
Chapter 457, Statutes of 2024**

This measure expands eligibility for the Family Electric Rate Assistance (FERA) program by eliminating the requirement that a household consist of three or more persons. This measure requires the CPUC by March 1, 2025, and each year thereafter to require the state's three largest electrical corporations to report on their efforts to enroll customers in the FERA program. This measure requires the CPUC by June 1, 2025, and each year thereafter to review each electrical corporation's report to ensure it has made reasonable efforts to enroll eligible households in the FERA program commensurate with the proportion of households the CPUC determines to be eligible within the electrical corporation's service territory.

## ***F. Forestry and Fire***

**[AB 2276](#) (Wood) Forestry: Timber Harvesting Plans: Exemptions.  
Chapter 388, Statutes of 2024**

This measure consolidates the Small Timberland Owner Exemption and the Forest Fire Prevention Exemption under a new exemption called the Forest Resilience Exemption for efforts related to vegetative management and defensible space, revises the standards and criteria for qualifying for that exemption, and sunsets the new exemption on Jan. 1, 2031.

**[SB 310](#) (Dodd) Prescribed Fire: Civil Liability: Cultural Burns.  
Chapter 666, Statutes of 2024**

This measure expands the definition of a burn boss to include a person qualified through the National Wildfire Coordinating Group and limits the tribal approval condition to the approval of the governing body of a California Native American tribe in relation to prescribed burns and the certification program developed by the State Fire Marshal.

**[SB 675](#) (Limón) Prescribed Grazing: Local Assistance Grant Program: Wildfire and Forest Resilience Task Force.  
Chapter 772, Statutes of 2024**

This measure requires on or before July 1, 2025 the Range Management Advisory Committee appointed by the State Board of Forestry and Fire Protection to consult and

develop guidance for local or regional prescribed grazing plans. This measure requires the California Department of Forestry and Fire Protection (CAL FIRE) and the Department of Conservation to consider and incorporate this guidance in grant programs.

**[SB 1101](#) (Limón) Fire Prevention: Prescribed Fire: State Contracts: Maps. Chapter 778, Statutes of 2024**

This measure allows a contract entered into by CAL FIRE for the purpose of providing logistical support for large-scale prescribed fire operations to be an exception to the state agency requirement to secure at least three competitive bids or proposals for each contract.

### ***G. Hazardous Materials***

**[AB 347](#) (Ting) Household Product Safety: Toxic Substances: Testing And Enforcement. Chapter 932, Statutes of 2024**

This measure requires the Department of Toxic Substances Control (DTSC), on or before Jan. 1, 2029, to adopt regulations for the enforcement of the prohibitions on the use of perfluoroalkyl and polyfluoroalkyl substances (PFAS) in juvenile products, textile articles, and food packaging, and, on and after July 1, 2030, to enforce and ensure compliance with those provisions and regulations. This measure requires manufacturers of these products, on or before July 1, 2029, to register with DTSC, to pay a registration fee to DTSC, and to provide a statement of compliance certifying compliance with the applicable prohibitions on the use of PFAS to DTSC. It also authorizes DTSC to test products and to rely on third-party testing to determine compliance with prohibitions on the use of PFAS. This measure requires DTSC to issue a notice of violation for a product in violation of the prohibitions on the use of PFAS.

**[AB 1864](#) (Connolly) Pesticides: Agricultural Use Near Schoolsites: Notification and Reporting. Chapter 552, Statutes of 2024**

This measure requires the Department of Pesticide Regulation (DPR) to require a separate site identification number for the portion of an agricultural field that lies within 1/4 mile of a school site. This measure requires DPR, for permit applications for agricultural use of pesticides designated as restricted materials, notices of intent for use of a pesticide designated as a restricted material, and pesticide use reporting forms and procedures as they pertain to an agricultural field of which any portion lies within 1/4 mile of a school site, to require reporting on the anticipated or specific method of applying the pesticide and certain information relating to the dates and times of the pesticide application. This measure also requires the DPR director, in evaluating a county's pesticide use enforcement program, to evaluate the county's effectiveness in enforcing specified laws and regulations regarding applying pesticides near school sites.

**[AB 1963 \(Friedman\) Pesticides: Paraquat Dichloride.](#)**  
**Chapter 688, Statutes of 2024**

This measure requires DPR, on or before Jan. 1, 2029, to complete a reevaluation of paraquat dichloride pesticide and make the determination to retain, cancel, or suspend its registration or to place new appropriate restrictions on the use of pesticide products containing the active ingredient paraquat dichloride.

**[AB 2515 \(Papan\) Menstrual Products: Perfluoroalkyl and Polyfluoroalkyl Substances \(PFAS\).](#)**  
**Chapter 1008, Statutes of 2024**

This measure prohibits any person from manufacturing, distributing, selling, or offering for sale in the state any menstrual products that contain regulated PFAS. This measure requires DTSC to adopt regulations on or before Jan. 1, 2029 for the purposes of implementing, interpreting, and enforcing the regulations. This measure requires DTSC to publish on its internet website on or before Jan. 1, 2027, a list of accepted testing methods for testing for regulated PFAS in menstrual products. This measure requires a manufacturer of menstrual products to register with DTSC on or before July 1, 2029. This measure requires DTSC to issue a notice of violation, including that DTSC determines that a violation of the regulations has occurred or DTSC receives a report of an alleged violation and verifies the alleged report through its own independent testing, verification, or inspection. It also makes a violation of these provisions punishable by administrative or civil penalties and authorizes the Attorney General, on behalf of DTSC or on behalf of the people of the state at the request of DTSC, to bring an action to enforce these provisions. This measure creates and requires all moneys collected from penalties to be deposited in the T.A.M.P.O.N. Act Fund.

**[AB 2552 \(Friedman\) Pesticides: Anticoagulant Rodenticides.](#)**  
**Chapter 571, Statutes of 2024**

This measure prohibits the use of a first-generation anticoagulant rodenticide, defined as a pesticide product containing the active ingredients diphacinone, chlorophacinone, or warfarin, in a wildlife habitat area.

**[SB 1266 \(Limón\) Product Safety: Bisphenol.](#)**  
**Chapter 790, Statutes of 2024**

This measure, on and after Jan. 1, 2026, applies prohibitions and requirements to any juvenile's feeding product or juvenile's sucking or teething product that contains any form of bisphenol at a detectable level above the practical quantitation limit, as determined by DTSC. This measure authorizes DTSC to establish standards for juvenile products that are more protective of public health, sensitive populations, or the environment and authorizes DTSC or the Attorney General to enforce these prohibitions and requirements. This measure prohibits manufacturers from replacing any form of bisphenol with any chemical identified by DTSC as a Candidate Chemical.

## ***H. Oil and Gas***

### **AB 1866 (Hart) Oil and Gas: Idle Wells.**

#### **Chapter 548, Statutes of 2024**

This measure increases the fees for idle wells and additionally imposes fees for each idle well that has been idle for less than three years.

### **AB 3233 (Addis) Oil and Gas: Operations: Restrictions: Local Authority.**

#### **Chapter 550, Statutes of 2024**

This measure authorizes a local entity to limit or prohibit oil and gas operations or development by ordinance in its jurisdiction, notwithstanding any other law or any notice of intention, supplemental notice, well stimulation treatment permit, or similar authorization issued by the State Oil and Gas Supervisor or district deputy.

## ***I. Solid Waste and Recycling***

### **AB 863 (Aguiar-Curry) Carpet Recycling: Producer Responsibility Organizations: Fines: Succession: Training.**

#### **Chapter 675, Statutes of 2024**

This measure requires a carpet stewardship organization to include nonvoting board members and requires the carpet stewardship organization to pay the travel costs and other expenses for those nonvoting members to participate in all board meetings. This measure requires a carpet stewardship organization to be responsible for, and make decisions regarding, a carpet stewardship plan. It also prohibits a carpet stewardship organization from delegating any responsibility of its board of directors or any decision-making responsibility to a person who is not a member of its board of directors. This measure requires a carpet stewardship organization to allocate 8% of the assessments it collects for grants to apprenticeship programs and authorizes the California Department of Resources Recycling and Recovery (CalRecycle) to audit a carpet stewardship organization and a manufacturer annually.

### **\*AB 2346 (Lee) Organic Waste Reduction Regulations: Procurement of Recovered Organic Waste Products.**

#### **Chapter 712, Statutes of 2024**

This measure authorizes local jurisdictions to count toward their procurement targets compost produced and procured from certain compost operations, investments, and expenditures. This measure authorizes a local jurisdiction to determine a local per capita procurement target using information from a local waste characterization study. This measure also authorizes a local jurisdiction to satisfy its annual procurement obligations by procuring a quantity of recovered organic waste products that meets or exceeds a five-year procurement target.



**[AB 2511](#) (Berman) Beverage Container Recycling: Market Development Payments.****Chapter 405, Statutes of 2024**

This measure extends the inoperative date of the market development payment program under the California Beverage Container Recycling and Litter Reduction Act to July 1, 2027, subject to the availability of funds from the California Beverage Container Recycling Fund, and repeals the program as of Jan. 1, 2028.

**\*[AB 2902](#) (Wood) Solid Waste: Reduction and Recycling.****Chapter 421, Statutes of 2024**

This measure extends the rural jurisdiction exemption until Jan. 1, 2037, as part of CalRecycle's Organic Waste Regulations. This measure requires CalRecycle to adopt regulations to establish a process to renew the exemption after that date for periods of up to five years. This measure declares that the free provision or granting of incentive payments for use of compost or mulch by a jurisdiction constitutes a public purpose resulting in the public benefits of reducing greenhouse gas emissions, increasing soil productivity and water retention, and facilitating diversion of organic waste, and shall not be construed to be gifts of public funds.

**[SB 551](#) (Portantino) Beverage Containers: Recycling.****Chapter 983, Statutes of 2024 (Urgency)**

This measure authorizes certain beverage manufacturers to submit a consolidated report with other beverage manufacturers, in lieu of individual reports, that identifies the postconsumer recycled plastic content for beverage containers and the amounts of virgin plastic and postconsumer recycled plastic used in beverage containers, as required consistent with the California Beverage Container Recycling and Litter Reduction Act. This measure requires the consolidated report to be submitted under penalty of perjury and pursuant to standardized forms prescribed by CalRecycle.

**[SB 707](#) (Newman) Responsible Textile Recovery Act Of 2024.****Chapter 864, Statutes of 2024**

This measure enacts a stewardship program known as the Responsible Textile Recovery Act of 2024, which requires a producer of apparel or textile articles to form and join a producer responsibility organization (PRO). This measure requires the PRO to be approved by CalRecycle. This measure requires CalRecycle to adopt regulations to implement the program no earlier than July 1, 2028. This measure also requires the PRO to submit to CalRecycle for approval or disapproval a complete plan for the collection, transportation, repair, sorting, and recycling, and the safe and proper management of apparel and textile articles in the state. Upon approval of a plan or commencing on July 1, 2030, whichever is earlier, this measure makes a producer subject to civil penalties unless the producer is a participant of a PRO, and all apparel and textiles are accounted for in the plan. This measure requires the PRO to review the plan at least every five years after approval. This measure also requires a PRO to submit an annual report to CalRecycle. This measure imposes a state-mandated local program.

**\*[SB 1046](#) (Laird) Organic Waste Reduction: Program Environmental Impact Report: Small and Medium Compostable Material Handling Facilities or Operations.**

**Chapter 452, Statutes of 2024**

This measure requires CalRecycle to prepare and certify by Jan. 1, 2027, a program environmental impact report under CEQA that streamlines the process where local jurisdictions can develop and site small and medium compostable material handling facilities or operations for processing organic material.

**[SB 1053](#) (Blakespear) Solid Waste: Recycled Paper Bags: Standards: Carryout Bag Prohibition.**

**Chapter 453, Statutes of 2024**

This measure recasts and revises the definition of a “single-use carryout bag” to a “carryout bag,” which means a bag made of plastic, paper, or other material that is provided by a store to a customer at the point of sale for the purpose of carrying purchased goods and that is not a recycled paper bag. This measure prohibits a store from providing, distributing, or selling a carryout bag at the point of sale. This measure also creates a carryout bag exception to include a bag provided to a customer before the customer reaches the point of sale that is designed to protect a purchased item from damaging or contaminating other purchased items in a checkout bag or to contain an unwrapped food item. This measure revises the definition of “recycled paper bag” and requires it be made from a minimum of 50% postconsumer recycled materials on and after Jan. 1, 2028, without exception. This measure requires a store to make available for purchase at the point of sale a “recycled paper bag” but shall not sell it for less than 10 cents in order to ensure that the cost of providing a recycled paper bag is not subsidized by a consumer who does not require that bag.

**\*[SB 1143](#) (Allen) Paint Products: Stewardship Program.**

**Chapter 989, Statutes of 2024**

This measure revises and recasts the architectural paint recovery program as the paint product recovery program. This measure expands the scope of the stewardship program from architectural paint to paint products, and thereby subjects paint products to the requirements of the program. It also defines “paint product” to mean architectural coatings, aerosol coating products, nonindustrial coatings, and coating-related products. This measure would exempt aerosol coating products, coating-related products, and nonindustrial coatings added to the stewardship program from the requirements of the program until Jan. 1, 2028, or the approved stewardship plan’s implementation date for those products, whichever occurs sooner. This measure requires a manufacturer, individually or through a stewardship organization, to review its plan at least every five years after approval by CalRecycle and determine whether amendments to the plan are necessary.

**\*[SB 1280](#) (Laird) Waste Management: Propane Cylinders: Reusable or Refillable. Chapter 466, Statutes of 2024**

This measure, on and after Jan. 1, 2028, prohibits the sale or offer for sale of propane cylinders other than those propane cylinders that are reusable or refillable. This

measure requires CalRecycle to adopt regulations to implement these provisions with an effective date of Jan. 1, 2028.

## ***J. Water***

### **AB 460 (Bauer-Kahan) State Water Resources Control Board: Water Rights and Usage: Civil Penalties.**

#### **Chapter 342, Statutes of 2024**

This measure requires the State Water Resources Control Board (SWRCB) to adjust for inflation, by Jan. 1 of each year, beginning in 2026, in the amounts of civil and administrative liabilities or penalties imposed by the SWRCB or in water right actions brought at the request of the SWRCB.

### **AB 805 (Arambula) Sewer Service: Disadvantaged Communities.**

#### **Chapter 505, Statutes of 2024 (Urgency)**

This measure authorizes the SWRCB, until Jan. 1, 2029, and after it makes a finding or findings by resolution, to require a designated sewer system to contract with an administrator designated or approved by the SWRCB for administrative, technical, operational, legal, or managerial services to assist another designated sewer system with the delivery of adequate sewer service.

### **AB 1827 (Papan) Local Government: Fees and Charges: Water: Higher Consumptive Water Parcels.**

#### **Chapter 359, Statutes of 2024**

This measure provides that the fees or charges for property-related water service imposed or increased may include the incrementally higher costs of water service due to specified factors, including the higher water usage demand of parcels.

### **AB 2318 (Papan) State Water Pollution Cleanup and Abatement Account: Receipts and Expenditures: Report.**

#### **Chapter 957, Statutes of 2024**

This measure requires the SWRCB, no later than Jan. 1 of each year, to post on its internet website a report describing the receipts and expenditures of the State Water Pollution Cleanup and Abatement Account. This measure requires the SWRCB to provide the initial report no later than Jan. 1, 2026, and to include data for the period from July 1, 2017, to June 30, 2025, in that report.

### **AB 2454 (Lee) Drinking Water: Rental Property: Domestic Well Testing.**

#### **Chapter 506, Statutes of 2024**

This measure requires an owner of a domestic well that serves a rental property within the boundaries of a testing program to participate in the testing program. It also requires the SWRCB to post information regarding applicable testing programs on its internet website. This measure requires the owner of a domestic well that serves a rental property to ensure that the test results, and information on how to read and understand

the test results, are provided to current residents of the rental property within 10 days of receiving the test results.

**[AB 2501](#) (Alvarez) Water Quality Control Plans: Donations and Grants.  
Chapter 833, Statutes of 2024**

This measure authorizes the SWRCB, on behalf of itself or a regional board, to accept moneys from donations, grants, or contributions or through contractual agreements from public agencies for the purpose of planning, permitting, or providing technical support for projects of public benefit within the SWRCB's or regional board's jurisdiction. This measure requires all funds received to be deposited, and separately accounted for, in the State Water Pollution Cleanup and Abatement Account for expenditure in accordance with the terms of the donation, grant, contribution, or contractual agreement. This measure requires the SWRCB to provide notice before accepting those moneys. Because the funds deposited would be a new source of funds in the continuously appropriated State Water Pollution Cleanup and Abatement Account within the continuously appropriated State Water Quality Control Fund, this measure makes an appropriation.

**[AB 2599](#) (Cmte. on Environmental Safety and Toxic Materials) Water: Public Beaches: Discontinuation of Residential Water Service.  
Chapter 411, Statutes of 2024**

This measure provides that a local health officer who is required to test waters adjacent to all public beaches for microbiological contaminants may rely on data from test results from other parties only if that data meets the same quality requirements that apply to local agencies pursuant to state regulations and standards. This measure requires that test results used by the local health officer be made available to the public.

**[AB 2875](#) (Friedman) Wetlands: State Policy.  
Chapter 579, Statutes of 2024**

This measure declares that it is the policy of the state to ensure no net loss and long-term gain in the quantity, quality, and permanence of wetlands acreage and values in California.

**[AB 2962](#) (Papan) Wholesale Regional Water System Security and Reliability Act.  
Chapter 203, Statutes of 2024**

This measure extends the repeal date of the Wholesale Regional Water System Security and Reliability Act for the City and County of San Francisco from Jan. 1, 2026 to Jan. 1, 2036.

**[AB 3090](#) (Maienschein) Drinking Water Standards: Emergency Notification Plan.  
Chapter 68, Statutes of 2024**

This measure authorizes and encourages a public water system, when updating an emergency notification plan, to provide notification to water users by means of other communications technology, including, but not limited to, text messages, email, or social media.

**\*[AJR 12](#) (Alvarez) Tijuana River: Cross-border Pollution.****Chapter 201, Statutes of 2024**

This measure urges the United States Congress and President Joseph R. Biden to fully fund the United States Environmental Protection Agency's Comprehensive Infrastructure Solution for the Tijuana River due to the ongoing impacts to public health, the environment, and the local economy caused by cross-border pollution and would urge President Joseph R. Biden to declare a national emergency due to those ongoing impacts.

**[SB 583](#) (Padilla) Salton Sea Conservancy.****Chapter 771, Statutes of 2024**

This measure establishes the Salton Sea Conservancy within the Natural Resources Agency for purposes related to the Salton Sea region, including to operate, maintain, and manage projects, as they are completed, to fulfill the state's obligations to acquire, hold, and manage land and property rights, including easements and water rights, within the Salton Sea Region after restoration or mitigation projects are built. This measure requires the Salton Sea Conservancy to be governed by a board of directors composed of designated membership by Jan. 1, 2026. It also creates the Salton Sea Conservancy Fund and would state that the Legislature intends to support the fund through authorized proceeds from the sale of bonds and allocations from the Salton Sea Lithium Fund. This measure makes its provisions operative only if the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 is approved by the voters at the Nov. 5, 2024, statewide general election.

**[SB 597](#) (Glazer) Building Standards: Rainwater Catchment Systems.****Chapter 861, Statutes of 2024**

This measure requires the Department of Housing and Community Development (HCD) to review current building standards, conduct research, and develop recommendations regarding building standards for the installation of rainwater catchment systems for non-potable uses in newly constructed residential dwellings and authorizes HCD to propose related building standards to the California Building Standards Commission for consideration. This measure authorizes HCD to expend moneys from the Building Standards Administration Special Revolving Fund for the above-described purposes upon appropriation by the Legislature.

**\*[SB 1072](#) (Padilla) Local Government: Proposition 218: Remedies.****Chapter 323, Statutes of 2024**

This measure requires a local agency, if a court determines that a fee or charge for a property-related service violates the California Constitution relating to fees and charges (including Proposition 218), to credit the amount of the fee or charge attributable to the violation against the amount of the revenues required to provide the property-related service, unless a refund is explicitly provided for by statute.

**[SB 1147](#) (Portantino) Drinking Water: Microplastics Levels.****Chapter 881, Statutes of 2024**

This measure requires the Office of Environmental Health Hazard Assessment

(OEHHA) to study the health effects of microplastics in drinking and bottled water to evaluate toxicity characteristics and levels of microplastics in water that are not anticipated to cause or contribute to adverse health effects or to identify data gaps that would need to be addressed to establish those levels. This measure requires OEHHA to provide biennial status updates and post a final report on its internet website and authorizes the SWRCB, after taking into consideration the findings of the report, to request that OEHHA prepare and publish a public health goal for microplastics in drinking water.

**[SB 1188](#) (Laird) Drinking Water: Technical, Managerial, and Financial Standards. Chapter 507, Statutes of 2024**

This measure requires the SWRCB to develop and adopt minimum standards in accordance with the Administrative Procedures Act related to the technical, managerial, and financial capacity of community water systems serving fewer than 10,000 people or three, 300 service connections and non-transient, non-community water systems that serve K–12 schools. This measure requires community water systems serving fewer than 10,000 people or 3,300 service connections and non-transient, non-community water systems that serve K-12 schools to demonstrate compliance with those standards. This measure requires new community water systems serving fewer than 10,000 persons or 3,300 service connections and non-transient, noncommunity water systems that serve K-12 schools to demonstrate, as part of a permit application, compliance with the minimum technical, managerial, and financial standards.

**[SB 1226](#) (Cortese) Hunting: Navigable Waters. Chapter 186, Statutes of 2024**

This measure restricts the application of land temporarily inundated by water flowing outside the established banks of a waterway to non-navigable waters. This measure states that these provisions do not restrict the public's right to use navigable waters for hunting, fishing, or other public purposes under the California Constitution.

# **GOVERNANCE, TRANSPARENCY, AND LABOR RELATIONS**

## IV. Governance, Transparency, and Labor Relations

### *A. Elections and Redistricting*

#### **[AB 453](#) (Cervantes) District-based Elections.**

##### **Chapter 195, Statutes of 2024**

This measure requires a political subdivision that is changing from at-large to district-based elections to set a fixed time to discuss the matter at all required public hearings.

#### **[AB 1784](#) (Pellerin) Primary Elections: Candidate Withdrawals.**

##### **Chapter 355, Statutes of 2024**

This measure clarifies that state law prohibits a person from running for more than one office at a primary election. This measure also allows a person who has filed to be a candidate at a primary election, other than a candidate for statewide office, to withdraw that candidacy until the filing deadline for that office. A candidate's paperwork to withdraw a candidacy after filing nomination documents must include an acknowledgment that the candidate understands that they will not receive a refund of any filing fees that the candidate already paid.

#### **[AB 2127](#) (Berman) Voter Registration: California New Motor Voter Program.**

##### **Chapter 378, Statutes of 2024**

This measure extends, from Jan. 1, 2025, to Jan. 1, 2030, the California New Motor Voter (CNMV) taskforce established by the Secretary of State (SOS) to advise the SOS and the Department of Motor Vehicles on the effective implementation of the CNMV program.

#### **[AB 2582](#) (Pellerin) Elections Omnibus Bill.**

##### **Chapter 109, Statutes of 2024**

This measure makes several changes to the voter registration and candidate paperwork filing processes, including the following:

- Repeals the provisions of law that contain specific voter registration procedures for new citizens and new residents who want to vote in an election 15 or fewer days after registering to vote.
- Repeals, as of Jan. 1, 2027, a requirement for an elections official to preserve the list of new resident voters for 22 months.
- Deletes the requirement that a candidate for municipal office file an affidavit of nominee form and replaces it with a requirement to file a declaration of candidacy form substantially similar to the declaration of candidacy forms used for state and county candidates.
- Requires the SOS to establish uniform forms for candidates for municipal office to use when filing their nomination and declaration of candidacy documents, and requires candidates to use those new forms.



**[AB 2642 \(Berman\) Elections: Intimidation.](#)****Chapter 533, Statutes of 2024 (Urgency)**

This measure prohibits a person from intimidating, threatening, or coercing, or attempting to intimidate, threaten, or coerce, any other person for engaging in election-related activities, and authorizes an aggrieved person, an officer holding an election or conducting a canvass, or the Attorney General to file a civil action to enforce those prohibitions. It also creates a presumption that a person who openly carries a firearm or imitation firearm while interacting with or observing specified election-related activities is presumed to have engaged in prohibited intimidation.

**[AB 2655 \(Berman\) Defending Democracy From Deepfake Deception Act of 2024.](#)****Chapter 261, Statutes of 2024**

This measure requires large online platforms to remove materially deceptive and digitally modified or created content related to elections, or to label that content, during periods before and after an election, if the content is reported to the platform. This measure is limited to content related to elections in California, and to candidates for President and Vice President, statewide office, Board of Equalization, state Legislature, and United States House of Representatives. The provisions of the measure begin six months before an election in California.

**[AB 2839 \(Pellerin\) Elections: Deceptive Media in Advertisements.](#)****Chapter 262, Statutes of 2024 (Urgency)**

This measure prohibits the distribution of campaign advertisements and other election communications that contain media that has been digitally altered in a deceptive way. This measure also allows a court to issue injunctive relief prohibiting the distribution of such content, and to award general or special damages against a person who distributed the content. The prohibition shall apply within 120 days of an election in California.

**[AB 2951 \(Cervantes\) Voter Registration: Cancellation.](#)****Chapter 424, Statutes of 2024**

This measure permits a county elections official, during the period of Jan. 1, 2025, through June 30, 2025, when the official sends a required notice that a voter's registration is being canceled due to the death of the voter, to send that notice within 15 days either before or after the cancellation of the registration. A county elections official must, beginning July 1, 2025, send these notices between 15 and 30 days before canceling a person's registration due to the death of the voter. This measure also requires the SOS to update the Legislature monthly on its progress in making changes to allow for these notices to be sent prior to the cancellation of a voter's registration.

**[\\*AB 3184 \(Berman\) Elections: Signature Verification Statements, Unsigned Ballot Identification Statements, and Reports of Ballot Rejections.](#)****Chapter 437, Statutes of 2024 (Urgency)**

This measure requires that voters be given until the 26th day after this year's presidential general election to resolve issues with their vote by mail (VBM) ballots. It deletes a provision of existing law that requires the SOS to publish a report on the

SOS's website for local elections that contains the number of rejected VBM ballots and the reasons for those rejections. For the Nov. 5, 2024, presidential general election, county elections officials may not certify the results of the election prior to the 28th calendar day following the election. A county elections official must accept a completed signature verification statement, unsigned identification envelope statement, or combined signature verification and unsigned identification envelope statement until 5 p.m. on the 26th calendar day following the election.

**[AB 3197 \(Lackey\) Elections.](#)**

**Chapter 120, Statutes of 2024**

This measure allows a county elections official to require the use of a standardized form for all elections petitions and papers circulated in the county related to elections for local government. This measure allows a county elections official that conducts an election for another local agency to permit candidates in that election to submit candidates' statements for the purpose of electronic distribution.

**[AB 3284 \(Committee on Elections\) Elections Omnibus Bill.](#)**

**Chapter 854, Statutes of 2024**

This measure makes minor and technical changes to the elections code.

**[SB 1174 \(Min\) Elections: Voter Identification.](#)**

**Chapter 990, Statutes of 2024**

This measure prohibits a local government from enacting or enforcing any charter provision, ordinance, or regulation requiring a person to present identification for the purpose of voting or submitting a ballot at any polling place, vote center, or other location where ballots are cast or submitted, unless required by state or federal law.

**[SB 1328 \(Bradford\) Elections.](#)**

**Chapter 605, Statutes of 2024 (Urgency)**

This measure authorizes the SOS to impose additional conditions of approval for electronic poll books, ballot manufacturers and finishers, ballot on demand systems, voting systems, and remote accessible vote-by-mail systems. This measure updates existing election record retention, preservation, and destruction requirements to provide clear guidance for electronic voting data. It also expands and clarifies an existing felony related to voting technology security.

**[SB 1450 \(Allen\) Elections.](#)**

**Chapter 480, Statutes of 2024**

This measure makes various changes to the California Voter's Choice Act, including reestablishing a taskforce that included certain individuals to review all-mailed ballot or vote center elections and to provide comments and recommendations to the Legislature within six months of each all-mailed ballot election or vote center election.

**[SB 1493 \(Blakespear\) Elections.](#)**

**Chapter 800, Statutes of 2024**

This measure reduces, from two or more copies to one copy, the number of state voter

information guides the SOS must mail to certain individuals and institutions, such as elected officials and public libraries. Upon request, the SOS must furnish additional copies of the guide to those individuals and institutions.

### **SCA 1 (Newman) Elections: Recall of State Officers.**

#### **Chapter 204, Statutes of 2024**

This measure is a constitutional amendment that, if approved by voters, will eliminate the successor election for a recalled state officer and will provide, in the event an officer is removed in a recall election, that the office will remain vacant until it is filled in accordance with existing law. This constitutional amendment also repeals the prohibition against the officer subject to the recall from being a candidate to fill the office in a special election but prohibits the appointment of the officer subject to the recall election to fill the vacancy.

## ***B. Employee Relations***

### **AB 1941 (Quirk-Silva) Local Public Employee Organizations.**

#### **Chapter 57, Statutes of 2024**

This measure authorizes peace officer unions to charge a nonunion member peace officer for the reasonable costs of the union's representation in a discipline, grievance, arbitration, or administration hearing.

### **AB 2011 (Bauer-Kahan) Unlawful Employment Practices: Small Employer Family Leave Mediation Program: Reproductive Loss Leave.**

#### **Chapter 147, Statutes of 2024**

This measure adds claims for violations of reproductive leave loss provisions to coverage under the small employer family leave mediation pilot program and makes the pilot permanent.

### **AB 2123 (Papan) Disability Compensation: Paid Family Leave.**

#### **Chapter 949, Statutes of 2024**

This measure deletes the authorization for an employer to require an employee to take two weeks of vacation leave before accessing benefits under California's Paid Family Leave program. Provisions of this measure only apply to a disability commencing on or after Jan. 1, 2025.

### **AB 2499 (Schiavo) Employment: Unlawful Discrimination and Paid Sick Days: Victims of Violence.**

#### **Chapter 967, Statutes of 2024**

This measure entitles an employee of an employer with 25 or more employees who is a victim, or who has a family member who is a victim, of a crime to job-protected leave to attend to their or their family member's needs and ensure their safety. This measure additionally permits both an employee victim and an employee who has a family member who is a victim to use sick leave for time off to obtain victim services. The total leave taken may be capped at 12 weeks. This measure requires the Civil Rights

Department to develop and post, on or before July 1, 2025, a form that an employer may use to comply with the measure.

**\*[AB 2561](#) (McKinnor) Local Public Employees: Vacant Positions.**

**Chapter 409, Statutes of 2024**

This measure requires a local public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year and entitles the recognized employee organization to present at the hearing. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, this measure requires the public agency, upon request of the recognized employee organization, to include specified information during the public hearing.

**[AB 2705](#) (Ortega) Labor Commissioner.**

**Chapter 242, Statutes of 2024**

This measure states that, for a violation of public works law, the statute of limitations (SOL) for the Labor Commissioner (LC) to sue a bonding company shall be the same as the 18-month SOL for the LC to issue a civil wage and penalty assessment to the contractor or subcontractor on that project, or both.

**[AB 2738](#) (Rivas, Luz) Labor Code: Alternative Enforcement: Occupational Safety.**

**Chapter 969, Statutes of 2024**

This measure clarifies that the training certification requirements of entertainment events' employees may be alternatively enforced by a public prosecutor and adds a public events venue or a contracting entity to the entities that may be assessed a penalty for violating these requirements. The measure subjects the contract to a provision of the California Public Records Act that makes any executed contract for the purchase of goods or services by a state or local agency, including the price and terms of payment, a public record subject to disclosure under that act.

**\*[SB 399](#) (Wahab) Employer Communications: Intimidation.**

**Chapter 670, Statutes of 2024**

This measure enacts the California Worker Freedom from Employer Intimidation Act to prohibit an employer from subjecting, or threatening to subject, an employee to discharge, discrimination, retaliation, or any other adverse action because the employee declines to attend an employer-sponsored meeting or affirmatively declines to participate in, receive, or listen to any communications with the employer or its agents or representatives, the purpose of which is to communicate the employer's opinion about religious or political matters.

**[SB 1090](#) (Durazo) Unemployment Insurance: Disability and Paid Family Leave: Claim Administration.**

**Chapter 876, Statutes of 2024**

This measure authorizes workers to file a claim for State Disability Insurance or Paid Family Leave benefits up to 30 days in advance of the first compensable day of disability and requires the Employment Development Department to issue

payment on those claims within 14 days of receipt (per existing law) or as soon as eligibility begins for the claimant, whichever is later.

**[SB 1100](#) (Portantino) Discrimination: Driver’s License.  
Chapter 877, Statutes of 2024**

This measure makes it an unlawful employment practice for an employer to include a statement in various employment materials that an applicant must have a driver’s license unless the employer reasonably expects the duties of the position to require driving and the employer reasonably believes that satisfying that job function using an alternative form of transportation would not be comparable in travel time or cost to the employer.

**[SB 1137](#) (Smallwood-Cuevas) Discrimination Claims: Combination of Characteristics.  
Chapter 779, Statutes of 2024**

This measure clarifies that the Unruh Civil Rights Act, the provisions of the Education Code prohibiting discrimination in public education, and the California Fair Employment and Housing Act prohibit discrimination on the basis not just of individual protected traits but also on the basis of the combination of two or more protected traits.

### ***C. Government Operations***

**[AB 1976](#) (Haney) Occupational Safety and Health Standards: First Aid Materials: Opioid Antagonists.  
Chapter 689, Statutes of 2024**

This measure requires the California Division of Occupational Safety and Health, before Dec. 1, 2027, to submit a draft rulemaking proposal to revise standards to require first aid materials in a workplace to include naloxone hydrochloride or another opioid antagonist to reverse opioid overdose and instructions for using the opioid antagonist. The Occupational Safety and Health Standards Board shall consider for adoption these revised standards on or before Dec. 1, 2028.

This measure also requires the division, in drafting the rulemaking proposal, to consider, and provide guidance to employers on, proper storage of the opioid antagonist in accordance with the manufacturer’s instructions.

**[AB 2299](#) (Flora) Labor Commissioner: Whistleblower Protections: Model List of Rights and Responsibilities.  
Chapter 105, Statutes of 2024**

This measure requires the LC to develop a model list of employees’ rights and responsibilities under existing whistleblower laws for employer use to meet existing posting requirements.

**AB 2455 (Gabriel) Whistleblower Protection: State and Local Government Procedures.****Chapter 568, Statutes of 2024**

This measure expands and modernizes California's whistleblower protection laws by doing the following:

- Requiring an independent investigator to provide a confidential report detailing the facts supporting a conclusion that an employee engaged or participated in improper governmental activities to the Assembly and Senate Budget Committees and the Joint Legislative Audit Committee.
- Requiring the State Auditor to provide an investigative report regarding a finding that a state agency or employee may have engaged or participated in an improper governmental activity to the Assembly and Senate Budget Committees and Joint Legislative Audit Committee.
- Authorizing a city, county, or city and county auditor or controller who is elected to office to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity.
- Authorizing a city, county, or city and county auditor or controller to identify a designee within the office responsible for maintenance of the whistleblower hotline.

**\*AB 2631 (Fong, Mike) Local Agencies: Ethics Training.****Chapter 201, Statutes of 2024**

This measure requires the Fair Political Practices Commission (FPPC), in consultation with the Attorney General, to create, maintain, and make available to local agency officials an ethics training course.

**AB 3190 (Haney) Public Works.****Chapter 759, Statutes of 2024**

This measure subjects to public works law, beginning on Jan. 1, 2026, and ending on Jan. 1, 2031, certain affordable housing projects by adding certain low-income housing tax credits to the definition of "paid for in whole or in part out of public funds," and provides that specified projects built pursuant to certain low-income housing tax credits with a state agency, redevelopment agency, successor agency to a redevelopment agency when acting in that capacity, or a local housing authority are subject to public works requirements.

**SB 1162 (Cortese) Public Contracts: Employment Compliance Reports: Apprenticeship Programs.****Chapter 882, Statutes of 2024**

This measure requires a contractor, bidder, or other entity to include the full name of, and identify the apprenticeship program name, location, and graduation date of, all workers in existing monthly compliance reports made to the public entity or other awarding body for projects with a skilled and trained workforce requirement. This measure also requires the Division of Apprenticeship Standards to, on or before July 1, 2025, create and maintain a public online database to verify that a worker graduated from a California apprenticeship program.

**[SB 1340](#) (Smallwood-Cuevas) Discrimination.****Chapter 626, Statutes of 2024**

This measure authorizes local entities to enforce the employment components of California's state civil rights laws.

***D. Political Reform Act of 1974*****[AB 1170](#) (Valencia) Political Reform Act of 1974: Filing Requirements.****Chapter 211, Statutes of 2024**

This measure requires public officials and candidates who file their original statements of economic interests (SEIs) with the FPPC, to file those SEIs using the FPPC's electronic filing system. This measure permits a filing officer to retain a report or statement filed in a paper format as a copy on microfilm or other space-saving material or as an electronic copy without a two-year waiting period.

**[AB 2001](#) (Gallagher) Political Reform Act of 1974.****Chapter 97, Statutes of 2024**

This measure makes several technical and clarifying changes to the Political Reform Act (PRA). This measure:

- Clarifies:
  - When campaign finance document filings are made late, the local agency must post them online within 72 hours of receiving them.
  - If an agency receives a filing it was not supposed to receive (e.g., the candidate filed the document with the wrong agency), that agency is not required to post the filing but must notify the filer of the error.
  - The online posting requirements apply regardless of whether the filing was made electronically, on paper, by email, or via fax.
- Ensures the two Government Code section 84504.2s are identical relative to the typeface used in the print ads and the prohibition on using text and images not required by law.
- Removes "preparing campaign finance disclosure statements" from the definition of "campaign expenditures" as it relates to the limits on what candidates for certain offices who accept voluntary expenditure limits can spend money on.
- Corrects an erroneous code reference by stating certain social media ads are not required to comply with certain disclosure requirements in two specific circumstances.
- Clarifies the deadline for bringing civil enforcement actions for alleged violations of the PRA under certain circumstances.

**\*[AB 2041](#) (Bonta) Political Reform Act of 1974: Campaign Funds: Security Expenses.****Chapter 372, Statutes of 2024 (Urgency)**

This measure authorizes campaign funds to be used for costs related to security expenses, as defined, to protect a candidate, elected officer, or the immediate family or staff of a candidate or elected officer. This measure permits a maximum of \$10,000 of

campaign funds to be expended for these purposes by a candidate or elected officer during their lifetime.

**AB 2355 (Carrillo, Wendy) Political Reform Act of 1974: Political Advertisements: Artificial Intelligence.**

**Chapter 260, Statutes of 2024**

This measure requires any political advertisement, that is published or distributed by a political committee, to include a disclaimer if content in the ad was generated or substantially altered using artificial intelligence.

**AB 2803 (Valencia) Campaign Expenditures: Criminal Convictions: Fees and Costs.**

**Chapter 576, Statutes of 2024**

This measure prohibits a candidate or elected officer from using campaign funds to pay or reimburse a fine, penalty, judgment, settlement, or legal expenses related to the candidate's or elected officer's conviction of a felony involving fraud or certain public trust crimes.

**SB 1027 (Menjivar) Political Reform Act of 1974: Disclosures.**

**Chapter 180, Statutes of 2024**

This measure authorizes a campaign committee to redact the bank account number on a copy of a statement of organization filed with a local filing officer, and requires the SOS to redact the bank account number on a statement of organization filed with the SOS before making the statement available to the public in any form.

**SB 1111 (Min) Public officers: Contracts: Financial Interest.**

**Chapter 324, Statutes of 2024**

This measure, on or after Jan. 1, 2026, expands the definition of remote interest to include the financial interests of a public officer if their child is an officer or director of, or has an ownership of 10% interest or more in, a party to a contract entered into by the body or board of which the officer is a member.

**\*SB 1181 (Glazer) Campaign Contributions: Agency Officers.**

**Chapter 785, Statutes of 2024**

This measure makes various changes to the Levine Act that restricts campaign contributions to agency officials from entities with business before the agency involving a license, permit, or other entitlement for use.

Specifically, this measure:

- Exempts the following types of proceedings from those that are covered by the Levine Act:
  - The periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement.
  - Periodic reviews or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are



valued at more than 10% of the value of the contract or \$50,000, whichever is less.

- Modification of or amendments to contracts that are otherwise exempt, other than competitively bid contracts.
- Provides that the Levine Act's restrictions do not apply to a city attorney or county counsel who is providing legal advice to their agency, and who does not have the authority to make a final decision in the proceeding.
- Extends the period of time during which an officer may return a contribution that would otherwise require disqualification under the Levine Act, and thus be permitted to participate in the relevant proceeding, such that the officer can return a contribution as late as 30 days from the time the officer makes any decision in the proceeding.
- Codifies regulations adopted by the FPPC that specify when a person is and is not an "agent" for the purposes of the Levine Act.

**\*[SB 1243](#) (Dodd) Campaign Contributions: Agency Officers.**

**Chapter 1017, Statutes of 2024**

This measure makes various changes to the Levine Act that restrict campaign contributions to agency-elected officials from entities with business before the agency involving a license, permit, or other entitlement for use, including raising the threshold for campaign contributions regulated by the Levine Act from \$250 to \$500. This measure also extends the period during which an officer may cure a violation to within 30 days of accepting, soliciting, or directing the contribution, whichever is latest. This measure specifies that a person is not a "participant" for the purposes of these provisions if their financial interest in a decision will result solely from an increase or decrease in membership dues. The measure also:

- Exempts the following types of proceedings from the types of actions that are subject to the Levine Act's restrictions:
  - Contracts between two or more governmental agencies.
  - Contracts where neither party receives financial compensation.
  - Contracts valued under \$50,000.
  - The periodic review or renewal of development agreements, unless a material modification or amendment is proposed to the agreement.
- Provides, for the purposes of the Levine Act, that contributions of an agent shall not be aggregated with contributions from a party or a participant.
- Prohibits an agent to a party or a participant from making a contribution in any amount to an officer during the proceeding and for 12 months following the date of the final decision.
- Provides that if a court strikes down the prohibition on contributions by an agent, the provision providing that agent contributions shall not be aggregated shall be inoperative.
- Provides that the Levine Act's restrictions do not apply to an elected officer if the officer or the body of which they are a member does not have the authority to make any decision or recommendation in the proceeding.

**[SB 948](#) (Limón) Political Reform Act of 1974: Contribution Limitations.  
Chapter 125, Statutes of 2024**

This measure specifies that a candidate who receives campaign contributions for an election but does not file to run in the primary election, or who wins an election outright in the primary election without the need for a general election, can transfer campaign funds raised for the general election to a committee for a subsequent election. This measure also requires the transferred contributions to be attributed to specific contributors and subject to any relevant contribution limits.

### ***E. Public Employee Retirement System***

**[AB 1246](#) (Nguyen) Public Employees' Retirement: Public Employees' Retirement System Optional Settlements.  
Chapter 350, Statutes of 2024**

This measure, commencing Jan. 1, 2026, permits a member who elected to receive a specified optional settlement at retirement, if the member's former spouse was named as beneficiary and a legal judgment awards only a portion of the interest in the retirement system to the retired member, to elect to add their new spouse as the beneficiary of the member's interest, subject to meeting certain conditions.

**[AB 2770](#) (Committee on Public Employment and Retirement) Public Employees' Retirement.  
Chapter 117, Statutes of 2024**

This measure makes technical, non-substantive amendments to clean up and clarify specified portions of the Education and Government Codes regulating the California State Teachers' Retirement System, the California Public Employees' Retirement System, and the County Employees Retirement Law of 1937 (37 Act or CERL) retirement systems.

**[AB 3025](#) (Valencia) County Employees' Retirement: Disallowed Compensation: Benefit Adjustments.  
Chapter 427, Statutes of 2024**

This measure establishes certain processes and procedures in the County Employees' Retirement Law (CERL), administered by CERL systems, relating to compensation earnable, disallowed compensation, and the recovery of overpayments.

### ***F. Public Meetings and Public Records***

**\*[AB 1785](#) (Pacheco) California Public Records Act.  
Chapter 551, Statutes of 2024**

This measure prohibits a state or local agency from publicly posting the home address, telephone number, or both the name and assessor parcel number associated with the home address of any elected or appointed official on the internet without first obtaining the written permission of that individual.

**\*[AB 2302](#) (Addis) Open Meetings: Local Agencies: Teleconferences.  
Chapter 389, Statutes of 2024**

This measure revises and recasts the number of meetings that a member of a legislative body may attend remotely for “just cause” and “emergency circumstances” without noticing their teleconference location or making that location public. Rather than specifying 20% of meetings per year, this measure limits the number of meetings as follows:

- Two meetings per year if the legislative body regularly meets once per month or less.
- Five meetings per year if the legislative body regularly meets twice per month.
- Seven meetings per year if the legislative body regularly meets three or more times per month.

This measure also changes the definition of a “meeting” for purposes of counting how many times a member uses their teleconference flexibility to include any number of meetings of a legislative body that begin on the same calendar day.

**\*[AB 2715](#) (Boerner) Ralph M. Brown Act: Closed Sessions.  
Chapter 243, Statutes of 2024**

This measure clarifies that a legislative body can discuss a threat to critical infrastructure controls or critical infrastructure information relating to cybersecurity during a closed session.

**[AB 2738](#) (Rivas, Luz) Labor Code: Alternative Enforcement: Occupational Safety.  
Chapter 969, Statutes of 2024**

This measure clarifies that the training certification requirements of entertainment events employees may be alternatively enforced by a public prosecutor and adds a public events venue or a contracting entity to the entities that may be assessed a penalty for violating these requirements. This measure subjects the contract to a provision of the California Public Records Act that makes any executed contract for the purchase of goods or services by a state or local agency, including the price and terms of payment, a public record subject to disclosure under that act.

**[SB 400](#) (Wahab) Peace Officers: Confidentiality of Records.  
Chapter 3, Statutes of 2024**

This measure clarifies that the confidentiality provision under the California Public Records Act does not prohibit an agency that formerly employed a peace officer or custodial officer from disclosing the termination for cause of that officer.

**\*[SB 1034](#) (Seyarto) California Public Records Act: State of Emergency.  
Chapter 161, Statutes of 2024**

This measure adds an additional unusual circumstance under which the initial response time to a public records request may be extended to include the need to search for, collect, and appropriately examine records during a state of emergency proclaimed by the Governor in the jurisdiction where the agency is located. This measure takes effect when the state of emergency currently affects, due to the state of emergency, the

agency's ability to provide a timely response to requests due to staffing shortages or closure of facilities where the request records are located, and it specifies that this provision only applies to records not created during and applying to the state of emergency.

**[SB 1441](#) (Allen) Examination of Petitions: Time Limitations and Reimbursement of Costs.**

**Chapter 479, Statutes of 2024**

This measure revises rules relating to the process for a county to examine an election petition for insufficiency to help ensure that examinations are completed in a timely manner and are not a financial burden to county election offices. A proponent must conclude an examination of an election petition for insufficiency no later than 60 days from the date the examination commenced. This measure also requires costs incurred by the county elections official past the fifth business day of the examination to be paid by the proponent.

***c. Workers' Compensation***

**[AB 1870](#) (Ortega) Notice to Employees: Legal Services.**

**Chapter 87, Statutes of 2024**

This measure requires employers to include information concerning an employee's right to consult a licensed attorney in their workers' compensation employee rights notice.

**[AB 2337](#) (Dixon) Workers' Compensation: Electronic Signatures.**

**Chapter 392, Statutes of 2024**

This measure authorizes the use of electronic signatures in proceedings before the Workers' Compensation Appeals Board.

# **HOUSING, COMMUNITY, AND ECONOMC DEVELOPMENT**

## V. Housing, Community, and Economic Development

### A. Land Use/Planning

#### **\*[AB 98](#) (J. Carrillo and Reyes) Planning and Zoning: Logistics Use: Truck Routes. Chapter 931, Statutes of 2024**

This measure, beginning Jan. 1, 2026, prescribes statewide 21st-century warehouse design and build standards for any proposed new or expanded logistics use developments within 900 feet of a sensitive receptor, including standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. It also requires any new logistics use development shall be sited on roadways that meet specific conditions. This measure exempts from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use development. It requires a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county. It also requires a facility operator to enforce the plan.

This measure requires all cities, counties, or a city and county to update their circulation elements by Jan. 1, 2028, to identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors and maximize the use of interstate or state divided highways as preferred routes for truck routes. This measure requires a city or county to make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers. This measure requires the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino to complete the required circulation element update by Jan. 1, 2026. This measure authorizes the Attorney General to impose a fine against a jurisdiction that is in violation of up to \$50,000 every six months if the required circulation element update has not been made. This measure includes additional replacement housing standards and air quality monitoring requirements. *Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

#### **[AB 1801](#) (Jackson) Supportive Housing: Administrative Office Space. Chapter 683, Statutes of 2024**

This measure expands what types of supportive housing developments must be ministerially approved by the local agency to include administrative office spaces utilized by a nonprofit organization to provide on-site supportive services at a supportive housing development. This measure reduces the area of the development dedicated to administrative office space from 50% to 25% of the total floor area. This measure additionally specifies that a supportive housing development with more than 20 units

may provide 3% of the total floor area to provide on-site supportive services limited to tenant use, such as community rooms, case management offices, computer rooms, and community kitchens, instead of 3% of the total nonresidential floor area.

**\*[AB 1886](#) (Alvarez) Housing Element Law: Substantial Compliance: Housing Accountability Act.**

**Chapter 267, Statutes of 2024**

This measure specifies that a local agency's housing element is certified only when the Department of Housing and Community Development (HCD) or a court of competent jurisdictions determines a local agency has met the requirements of the housing element law. It eliminates the ability of local governments to "self-certify" their housing elements. It allows the builder's remedy to begin as soon as HCD has determined a city is out of compliance with state law and the local agency has missed its statutory deadline to have a certified housing element.

**\*[AB 1889](#) (Friedman) Conservation Element: Wildlife and Habitat Connectivity. Chapter 686, Statutes of 2024**

This measure requires local agencies to include a wildlife connectivity element in their next general plan update after Jan. 1, 2028, within their conservation element. The local jurisdiction must consider how development will impact wildlife movement using relevant data and consult with appropriate state agencies to achieve this.

**\*[AB 1893](#) (Wicks) Housing Accountability Act: Housing Disapprovals: Required Local Findings.**

**Chapter 268, Statutes of 2024**

This measure prohibits local agencies from denying a housing development project if it is a builder's remedy, mixed-income, or low-income project, if the city does not have a certified housing element. This measure also prohibits a local agency from using objective standards that make a project infeasible or from taking any vote or administrative action that causes an unnecessary delay or a needless increase in the cost of the proposed development project. The administrative actions include a local agency determining an application for a housing development project is incomplete or requires more than two resubmittals of the application by the applicant unless the local agency can make a finding that it is not an effective disapproval of the project. Finally, this measure allows a builder's remedy project to continue if it was submitted before a local agency has gotten certified by HCD that they have an approved housing element, even if the local agency gets certified later.

This measure creates a new definition for housing for mixed-income households to include any project that proposes the following:

- 7% of the units are meant for highly low-income households.
- 10% of the units are meant for low-income households.
- 13% of the units are dedicated to lower-income households.
- A project with 10 units or fewer on a site smaller than one acre and with a minimum density of at least 10 units per acre.

- A project where 100% of the units are dedicated to highly low-income, very low-income, and low-income households that have an affordable housing cost and will remain affordable for 55 years.

**\*[AB 2023](#) (Quirk-Silva) Housing Element: Inventory of Land: Substantial Compliance: Rebuttable Presumptions.  
Chapter 269, Statutes of 2024**

This measure creates a higher legal standard for local agencies to challenge the HCD's finding that a local government does not have a certified housing element in a court of law. This measure additionally requires local agencies that do not meet their statutory deadline for housing elements to complete all site rezoning within one year of their statutory deadline. Local agencies that submit their housing element 90 days before their statutory deadline to get a certified housing element by HCD will have three years and 90 days to complete all rezonings. Finally, any amendments to a local agency's housing element in response to the HCD's findings must go back to HCD for 90 days of review by HCD and 30 days of public comment, no matter how technical or minor the proposed amendments to the housing element are.

**\*[AB 2085](#) (Bauer-Kahan) Planning and Zoning: Permitted Use: Community Clinic.  
Chapter 820, Statutes of 2024**

This measure requires local agencies to ministerially approve a community clinic providing reproductive health services if the site is in a zone where office, retail, parking, or health care is permitted. This measure requires a local agency to approve or deny a project application for a community clinic within 60 days of submittal. If a local agency denies the project application, the jurisdiction must provide written documentation of the standard or standards that the project conflicts with. Finally, this measure allows the Attorney General to sue a local agency if it is not following the law.

**[AB 2117](#) (Joe Patterson) Development Permit Expirations: Actions or Proceedings.  
Chapter 270, Statutes of 2024**

This measure extends the timeline for reviewing a variance, conditional use permit, or other development permit by pausing its expiration when a legal action, court, or proceeding is taking place to determine whether a project can or cannot be approved.

**\*[AB 2243](#) (Wicks) Housing Development Projects: Objective Standards: Affordability and Site Criteria.  
Chapter 272, Statutes of 2024**

This measure extends by-right zoning requirements established by AB 2011 (2022) to regional mall sites up to 100 acres, sites located 500 feet from a freeway so long as they meet specific air-filtration requirements, and sites within existing high-rise districts not along a commercial corridor. This measure also clarifies that the affordability requirements only apply to proposed base units and that any units proposed through the Density Bonus Law do not count. Finally, this measure sets new timelines for local agencies to determine if a proposed project meets the following objective planning standards:



- 60 days after a project proposal is submitted if the project has 150 units or less.
- 90 days if the project contains more than 150 units.
- 30 days to review a resubmittal in response to the local agency's findings that a project does not meet objective planning standards.

**AB 2371 (J. Carrillo) Electrified Security Fences.  
Chapter 235, Statutes of 2024 (Urgency)**

This measure prohibits local agencies from banning electrified security fences if they are legally authorized to be used for a commercial purpose that stores, parks, services, sells, or rents vehicles, vessels, equipment, materials, freight, or utility infrastructure within an outdoor lot or yard that is not in any existing residential or hospitality zone.

This measure allows local governments to require an administrative permit for approval if the electrified fence is proposed within a residential zone, abuts a residential property, or is within 300 feet of a public park, childcare facility, recreation center, community center, or school facility.

**AB 2580 (Wicks) Historical Resources.  
Chapter 723, Statutes of 2024**

This measure requires local agencies to provide information in their annual progress report regarding new historic designations in the jurisdiction within the last year and the status of any housing development projects proposed for newly designated historic sites.

**\*AB 2597 (Ward) Planning and Zoning: Revision of Housing Element: Regional Housing Need Allocation Appeals: Southern California Association of Governments.**

**Chapter 572, Statutes of 2024**

This measure makes numerous changes to the Regional Housing Need Allocation (RHNA) process, including:

- Reducing the timeline for local governments to appeal the RHNA numbers from 45 to 30 days.
- Requiring the Council of Governments (COG) to submit proposed RHNA plans to HCD and to set a date for a public hearing to adopt the final RHNA numbers within 45 days of a public hearing to consider all appeals filed.
- Reducing the time HCD must determine whether the COG's final adopted RHNA plan is consistent with existing and projected housing needs for the region from 30 to 15 days.
- Allowing a COG to reduce the RHNA appellate timeline if there is a minimum of 10 days to appeal the proposed RHNA numbers.

Finally, this measure provides jurisdictions within the Southern California Association of Governments an additional six months to complete their housing element revisions. It removes the requirement that a city must have a compliant housing element to access the extra six months.

**\*[AB 2632](#) (Wilson) Planning and Zoning: Thrift Retail Stores.****Chapter 728, Statutes of 2024**

This measure prohibits local governments from treating thrift retail stores differently than nonthrift retail stores in local zoning codes and development standards. However, local governments can still enforce reasonable local rules or ordinances for the following:

- Requirements that the delivery of goods or donations is conducted within a specific area on the premises of the thrift retail store.
- Requirements that donations can only be accepted during business hours.
- Requirements that employees of the thrift retail store operate the donation process and that the donations of goods from the public are collected and received by thrift store employees.
- Limitations on the square footage or percentage of the thrift retail store premises where collecting and receiving donations are allowed.
- Requirements about equipment operation associated with the collection, receipt, processing, or disposal of used and donated goods.
- Enforcement of health and safety standards, including standards related to the ingress and egress of the shopping center and the enforcement of illegal dumping.

**[AB 2667](#) (Santiago) Affirmatively Furthering Fair Housing: Housing Element: Reporting.****Chapter 277, Statutes of 2024**

This measure requires local agencies in the seventh RHNA cycle to make a draft of their site inventory available to HCD and the public at least 90 days before the housing element's initial adoption and at least seven days before any subsequent adoption submittal if the site inventory has changed. It additionally requires HCD to develop a standardized reporting format for fair housing programs. This measure requires local agencies to report in their annual reports the number of units approved in the previous year for acutely low, extremely low, very-low, lower, moderate, and above-moderate-income households within an opportunity area. Finally, this measure requires local agencies to make publicly available online its inventory of sites and notify individuals and organizations that have expressed an interest in the issue by email.

**[AB 2684](#) (Bryan) Safety Element: Extreme Heat.****Chapter 1009, Statutes of 2024**

This measure requires local governments to update and include in their general plans after Jan. 1, 2028, how to address the hazard of extreme heat. It also requires local agencies, upon the next revision of their housing element or local hazard mitigation plan after Jan. 1, 2028, to identify new information related to extreme heat hazards applicable to the local jurisdiction that was unavailable during the previous revision of the safety element.

**[AB 2694](#) (Ward) Density Bonus Law: Residential Care Facilities for the Elderly.****Chapter 278, Statutes of 2024**

This measure specifies that a residential care facility for the elderly qualifies as a senior citizen housing development project under the Density Bonus Law.

**[AB 2904](#) (Quirk-Silva) Zoning Ordinances: Notice.  
Chapter 747, Statutes of 2024**

This measure requires local governments to give the public 20 days' notice of a planning commission hearing on a proposed zoning ordinance or amendment to a zoning ordinance.

**[AB 2926](#) (Kalra) Planning and Zoning: Assisted Housing Developments: Notice of Expiration of Affordability Restrictions.  
Chapter 281, Statutes of 2024**

This measure requires an owner of an assisted housing development project in which at least 5% of the units are subject to affordability restrictions that are expiring to either sell the property to a qualified preservation buyer at fair market value or re-restrict the development of affordable housing for at least another 30 years. This measure removes the property owner's option to hold on to the property for five years and adds new streamlined, affordable housing projects such as AB 2011 (2022) and SB 4 (2023) to the list of projects that qualify for the Preservation Notice Law.

**\*[AB 3093](#) (Ward) Land Use: Housing Element.  
Chapter 282, Statutes of 2024**

This measure requires local governments to account for the housing needs of people experiencing homelessness in their housing elements by adding two new income categories to the RHNA framework for the seventh cycle: acutely low income and extremely low income. This measure also requires the HCD to prepare guidance by Dec. 31, 2026, that provides sample analyses and programs for local governments to use in meeting the obligations of this measure.

This measure also requires when the HCD reviews housing elements for compliance and requires a rezoning of the inventory of sites, the local jurisdiction should complete any necessary local coastal program amendments during the housing element planning period if the rezone sites are located within the coastal zone. The amendment could include an updated zoning ordinance or zoning district map as part of the California Coastal Commission's de minimis review process.

**[AB 3116](#) (Garcia) Housing Development: Density Bonuses: Student Housing Developments.  
Chapter 432, Statutes of 2024**

This measure creates a new definition of student housing development projects that qualify for the Density Bonus Law (DBL). These newly defined developments contain units with two or more bedspaces that have a shared or private bathroom, have access to a shared or private living room and laundry facilities, and have access to a shared or private kitchen. This measure also specifies that if at least 23% of the total student housing units have lower-income students, the developer qualifies for two incentives or concessions under the DBL.

**AB 3122 (Kalra) Streamlined Housing Approvals: Objective Planning Standards and Subdivision Applications.****Chapter 754, Statutes of 2024**

This measure reduces the affordable housing threshold that local agencies can apply recently adopted objective planning standards when an SB 423 (2023) project is modified post-entitlement and revises certain aspects of the streamlined ministerial process established by the previous law. The following changes were made in this measure:

- Clarifies that an SB 423 project application subject to the Subdivision Map Act is exempt from the California Environmental Quality Act (CEQA) and all local objective standards if the project receives Low-Income Housing Tax Credits or is in specific infill areas.
- Establishes a lower affordability threshold to include 20% of the total units before calculating any density bonus, with at least 9% affordable to households earning up to 50% of area median income (AMI) and the rest affordable to households earning up to 80% AMI, for SB 423 projects submitted before Jan. 1, 2019, that include at least 500 units of housing.
- Clarifies that all references to units affordable to very low-income households that earn 0-50% of AMI include acutely low-income households (that earn 0-15% of AMI) and extremely low-income households (that earn 15-30% of AMI).
- Establishes a 30-day timeline for local governments to review revisions made to address written feedback from the local government submitted by the developer.

**SB 7 (Blakespear) Regional Housing Need: Determination.****Chapter 238, Statutes of 2024**

This measure prohibits a local agency from filing an objection to the Regional Housing Need Determination (RHND) in regions where HCD is required to act as the COG to distribute the RHND. This measure reduces the time the COG must distribute the draft allocation from 90 to 45 days.

**SB 347 (Newman) Subdivision Map Act: Exemption: Hydrogen Fueling Stations and Electric Vehicle Charging Stations.****Chapter 591, Statutes of 2024**

This measure exempts leases or easements for electric-vehicle charging stations and hydrogen-fueling stations from the Subdivision Map Act if the project is subject to discretionary action by the local government.

**\*SB 450 (Atkins) Housing Development: Approvals.****Chapter 286, Statutes of 2024**

This measure removes the ability of local governments to deny a SB 9 (2021) project for objective standards on the specific project. Instead, it specifies that objective standards must only apply to the underlying zone on which the main lot is located. This measure also prohibits local agencies from denying an SB 9 project if the proposed project would impact the physical environment. Finally, this measure requires local agencies to approve or reject a project application within 60 days from the date the local agency receives a completed application or is deemed approved.

**\*[SB 1037](#) (Wiener) Planning and Zoning: Housing Element: Enforcement.  
Chapter 293, Statutes of 2024**

This measure allows the Attorney General to fine local jurisdictions up to \$50,000 a month for not having a certified housing element, for not ministerially approving an affordable housing project required by state law, or for any local agency act or omission that is “arbitrary, capricious, entirely lacking in evidentiary support, contrary to established public policy, unlawful, or procedurally unfair.” These fines can only occur after a court has ruled the city has violated the law. Finally, this measure will fine jurisdictions \$50,000 a month until their housing element is certified by the HCD if the city does not get a housing element approved by the state within 120 days of a court ruling that a city does not have a compliant housing element.

**[SB 1048](#) (Jones) Planning and Zoning: Local Planning: Site Plans.  
Chapter 29, Statutes of 2024**

This measure provides clean-up language regarding site plans that local agencies share or post online. This measure removes the requirement that a site plan include topographic lines, drainage, lighting, distance between buildings, and ground sign locations.

**\*[SB 1123](#) (Caballero) Planning and Zoning: Subdivisions: Ministerial Review.  
Chapter 294, Statutes of 2024**

This measure requires local agencies to ministerially approve the subdivision of a parcel map for up to 10 housing units and to allow the ministerial approval of any housing units on-site that are in vacant, single-family zoned sites beginning July 1, 2025. Additional projects that qualify include:

- Multifamily housing on lots of no more than five acres.
- Single-family housing on lots of no more than 1.5 acres.
- Subdivided parcels that are no smaller than 1,200 square feet.
- Housing units subject to ministerial approval as a tenancy in common.

**[SB 1514](#) (Cmte. on Local Government) Local Government Omnibus Act Of 2024.  
Chapter 494, Statutes of 2024**

This measure makes several minor and noncontroversial changes to land use law regarding the Surplus Land Act (SLA) and the delayed enforcement of code violations for Accessory Dwelling Units (ADU). The following changes were made:

- The SLA had two non-substantive drafting errors to streamline the process for SLA compliance for local agencies and to reduce uncertainty. This measure corrects that problem. In addition, there was an incorrect cross-reference to a nonexistent section of law, which was fixed in this measure.
- Current law allows the owner of an ADU to request a delay in enforcement of any violation of building standards for five years. The law section contains an incorrect cross-reference to the definition of an ADU, which required a reorganization of ADU law, and this measure corrects the cross-reference.

## ***B. Accessory Dwelling Units***

### **[AB 2533](#) (J. Carrillo) Accessory Dwelling Units: Junior Accessory Dwelling Units: Unpermitted Developments.**

#### **Chapter 834, Statutes of 2024**

This measure prohibits a local agency from denying a permit for an unpermitted ADU or Junior Accessory Dwelling Units (JADU) constructed before Jan. 1, 2020, unless the local agency finds that correcting the violation is necessary to comply with conditions that would otherwise deem the building substandard. In addition, this measure requires local agencies to inform the public about the new law through public information resources, including developing permit checklists showing how a building is deemed substandard, providing information about this measure on the local agency's website, and informing homeowners before submitting a permit application that they may obtain a third-party code inspection from a licensed contractor. Finally, this measure prohibits the local agency from requiring a homeowner to pay impact fees or capacity charges on the unpermitted ADU unless utility infrastructure is necessary not to make the project a substandard building.

### **[AB 3057](#) (Wilson) California Environmental Quality Act: Exemption: Junior Accessory Dwelling Units Ordinances.**

#### **Chapter 210, Statutes of 2024**

This measure exempts from CEQA any ordinance adopted by a local city or county that permits the creation of JADUs in single-family residential zones.

### **[SB 477](#) (Cmte. on Housing) Accessory Dwelling Units.**

#### **Chapter 7, Statutes of 2024 (Urgency)**

This measure makes numerous noncontroversial and technical changes to sections of laws related to housing. Among these housing-related changes are the following:

- Moves several sections of the Government Code relating to ADUs into a single chapter.
- Reorganizes sections of housing law related to ADUs and JADUs.
- Integrates changes passed by the Legislature in 2023 and signed into law by the Governor and updates cross-references impacted by recasting these sections.

### **[SB 1077](#) (Blakespear) Coastal Resources: Local Coastal Program: Amendments: Accessory and Junior Accessory Dwelling Units.**

#### **Chapter 454, Statutes of 2024**

In coordination with the HCD, this measure requires the California Coastal Commission to develop and provide guidance for local governments to clarify and simplify the permitting process for ADUs and JADUs in the coastal zone and give guidance to update Local Coastal Programs accordingly by July 1, 2026. This measure also requires at least one public workshop to receive and consider public comments on the draft guidance provided by the respective state agencies.

**\*[SB 1211](#) (Skinner) Land Use: Accessory Dwelling Units: Ministerial Approval.  
Chapter 296, Statutes of 2024**

This measure requires local agencies to ministerially approve up to eight detached units on an existing multifamily dwelling lot, so long as the number of ADUs does not exceed the number of existing dwelling units on the lot. This measure also prohibits local agencies from requiring the replacement of uncovered parking spaces that are demolished to construct an ADU.

### ***C. Mobile Homes***

**[AB 661](#) (Joe Patterson) Utility Services: Electronic Communication.  
Chapter 23, Statutes of 2024**

This measure allows mobile home park management to provide tenants with advanced notice of interruptions to utility services by electronic communication if the tenant gives their voluntary, written consent to management.

**[AB 2247](#) (Wallis) Mobilehome Parks Act: Enforcement: Notice of Violations:  
Manufactured Housing Opportunity and Revitalization (MORE) Program: Annual Fee.  
Chapter 387, Statutes of 2024**

This measure extends the sunset date of the Mobilehome Parks Act (MPA) from Jan. 1, 2025, by five years, until Jan. 1, 2030. This measure also adds loans from the Manufactured Housing Opportunity and Revitalization Program to the list of potential funding sources for mobile home park owners who receive a notice of violation by an enforcement agency.

**[AB 2304](#) (Lee) Unlawful Detainer: Case Records.  
Chapter 711, Statutes of 2024**

This measure requires court clerks to provide records about unlawful detainer cases involving the termination of mobile home tenancies if the public requests them.

**[AB 2373](#) (Rendon) Mobilehomes: Tenancies.  
Chapter 395, Statutes of 2024**

This measure prohibits a mobile home park owner from terminating a tenancy due to nonpayment of rent, utility charges, reasonable incidental charges, or a change in the park's use unless the park has a valid permit to operate issued by the enforcement agency and follows the MPA.

**[AB 2387](#) (Pellerin) Mobilehome Parks: Additional Lots: Exemption from Additional Fees or Charges.  
Chapter 396, Statutes of 2024**

This measure prohibits local enforcement agencies from requiring a conditional use permit, zoning variance, or other zoning approval for up to 10% of additional lots in a mobile home park. Additionally, it excludes the new lots from any business tax, local

registration fee, use permit fee, or other fee that does not apply to the existing lots in the park.

**[AB 2399](#) (Rendon) Mobilehome Park Residences: Rental Agreements: Mobilehome Residency Law Protection Program.  
Chapter 397, Statutes of 2024**

This measure requires mobile homeowners to provide and include annually a notice about the Mobilehome Residency Law Protection Program to the tenants of a mobile home park.

**[SB 1190](#) (Laird) Mobilehomes: Solar Energy Systems.  
Chapter 162, Statutes of 2024**

This measure prohibits mobile home park owners from banning or restricting solar energy systems on the mobile home site, lot, or space and makes any previous regulations void and unenforceable.

**[SB 1408](#) (Roth) Mobilehome Parks: Vehicle Removal.  
Chapter 79, Statutes of 2024**

This measure prohibits management from removing vehicles from a homeowner or resident's driveway, parking space, or space provided by management for parking vehicles if the vehicle is used for work, employment, or advertising trades and services unless the vehicle extends into the park roadway or poses a significant danger to public health and safety.

### ***D. Housing and Housing Finance***

**[AB 846](#) (Bonta) Housing Programs: Rent Increases.  
Chapter 674, Statutes of 2024**

This measure requires the California Tax Credit Allocation Committee (TCAC) to adopt regulations by June 30, 2025, to establish a limit on annual rent increases in existing properties that were allowed a low-income housing tax credit and to assess the rent increase limit annually. In addition, this measure prohibits rental housing developments that dedicate 80% of units to lower-income households from exceeding the rent prescribed by deed restrictions or regulatory agreements required for public financing or public financial assistance for the rental housing development if the project additionally receives federal or state low-income housing tax credits, tax-exempt private activity bonds or general obligation bonds, or any local, state, or federal loans or grants.

**[AB 1053](#) (Gabriel) Housing Programs: Multifamily Housing Programs: Expenditure of Loan Proceeds.  
Chapter 264, Statutes of 2024**

This measure allows local agencies that use loans under the Multifamily Housing Program, Joe Serna, Jr. Farmworker Housing Grant Program, Affordable Housing and Sustainable Communities Program, or any additional multifamily-housing lending



program to choose to use the loans in the programs to finance construction, create permanent financing for housing.

**[AB 1413](#) (Ting) Housing Accountability Act: Disapprovals: California Environmental Quality Act.**

**Chapter 265, Statutes of 2024**

This measure requires local agencies to post within five working days of receiving a notice from a project applicant that the local agency failed to determine a Housing Accountability Act project is exempt from CEQA and to post the notice on their internet website and to interested stakeholders. This measure also requires local agencies to consider all objections, comments, evidence, and concerns submitted about the project and may not decide on the project objections until 60 days after the notice is given.

**[AB 1782](#) (Ta) Redevelopment: Successor Agencies: Low and Moderate Income Housing Asset Fund.**

**Chapter 85, Statutes of 2024**

This measure allows local agencies acting as housing successors to spend up to \$500,000 a year, plus any percentage change in the cost of living, on homeless prevention and rehousing services.

**[AB 1878](#) (Garcia) Housing Programs: Tribal Housing Program.**

**Chapter 266, Statutes of 2024**

This measure creates the Tribal Housing Grant Program Fund Advisory Committee to provide funding to promote housing development on tribal lands. This measure prohibits HCD from requiring a tribe eligible to receive state funding to waive tribal sovereign immunity to access state or federal funds.

**[AB 2005](#) (Ward) California State University: Faculty and Employee Housing.**

**Chapter 558, Statutes of 2024**

This measure authorizes the California State University (CSU) system to establish and implement programs that address the housing needs of CSU faculty or employees who face challenges securing affordable housing. This measure allows CSU to restrict occupancy of a proposed affordable housing project funded through affordable housing funds or tax credits and located on CSU land to be strictly occupied by CSU faculty or employees.

**[AB 2240](#) (Arambula) Farm Labor Centers: Migratory Agricultural Workers.**

**Chapter 523, Statutes of 2024**

This measure requires HCD by Jan. 1, 2027, to submit a report to the Assembly and Senate Housing Committees that analyzes the feasibility and impact of transitioning housing units at Office of Migrant Services (OMS) centers to year-round availability. The measure additionally requires HCD after completion of the report to identify available excess sites near OMS centers to prioritize locations for the development of permanent farmworker housing on those sites in coordination with the Department of General Services and Department of Food and Agriculture.

**[AB 2424 \(Schiavo\) Mortgages: Foreclosure.](#)****Chapter 311, Statutes of 2024**

This measure adds new procedural requirements to the foreclosure process, including notification requirements intended to help borrowers find assistance in navigating the process, additional time before a foreclosure auction commences for borrowers who attempt to sell their property, and a minimum sales price in relation to fair market value for the initial foreclosure auction.

**[AB 2835 \(Gabriel\) Motels and Hotels: Publicly Funded Shelter Programs.](#)****Chapter 209, Statutes of 2024**

This measure expands the definition of transient lodging to include bed-and-breakfasts. It also allows a shelter program operator to terminate a participant's enrollment if the participant physically harms hotel guests. Finally, this measure removes the sunset date on tenancy rules governing occupancy in interim homelessness programs.

**[AB 2967 \(Ting\) Teacher Housing Act of 2016: Nonprofit Organization Employees.](#)****Chapter 748, Statutes of 2024**

This measure expands the Teacher Housing Act of 2016, which allows school districts and developers that receive local and state funds or tax credits designated for affordable rental housing to restrict occupancy in the development project to teachers and school district employees if the project is located on land owned by school districts, to include some nonprofit employees. The nonprofit employees must work for a nonprofit organization that operates early childhood, prekindergarten, school age childcare, classrooms, programs, or expanded learning classrooms and programs on school district property that receives funding from the State Department of Education, the federal Head Start Program, or other public financing programs targeted to children from families of low and moderate incomes.

**[SB 440 \(Skinner\) Regional Housing Finance Authorities.](#)****Chapter 767, Statutes of 2024**

This measure authorizes two or more local governments to establish a regional housing authority (RHA) to raise, administer, allocate funding, or provide technical assistance for affordable housing development at the regional level. The RHA can create funding streams to promote affordable housing development and preserve the infrastructure necessary for those projects. It additionally allows the RHA to set the land use and development parameters for affordable housing properties, including the request for proposal criteria and selection process for a development partner.

**[SB 1187 \(McGuire\) Housing Programs: Tribal Housing Reconstitution and Resiliency Act.](#)****Chapter 295, Statutes of 2024**

This measure creates a new tribal housing program, the Tribal Housing Grant Program within the Department of Housing and Community Development, to construct and rehabilitate housing on federally recognized Indian reservations or rancherias. The measure authorizes the funds in the program to be used for providing housing and housing-related program services for affordable housing, cover housing and community

development costs, provide management services for affordable housing, or cover administration costs.

**[SB 1395](#) (Becker) Shelter Crisis: Low Barrier Navigation Center: Use by Right: Building Standards.**

**Chapter 297, Statutes of 2024**

This measure extends the sunset date of the Shelter Crisis Act from Jan. 1, 2026, to 1, 2036. It also deletes the sunset date, indefinitely requiring the ministerial approval of Low Barrier Navigation Centers (LBNC). It revises the definition to clarify that LBNCs may be non-congregate and relocatable. Finally, this measure exempts from CEQA any of the following actions by a local agency:

- Facilitating the land lease owned by the local agency for an LBNC.
- Activities associated with the lease for an LBNC.
- Providing financial assistance to LBNCs.
- Constructing or operating an LBNC.
- Entering a contract to provide services to an LBNC.

**[SB 1512](#) (Cmte. on Housing) Housing Omnibus.**

**Chapter 493, Statutes of 2024**

This measure makes noncontroversial changes to sections of law relating to housing. The changes include:

- Replacing a cross-reference to the Tax Credit Allocation Committee with a cross-reference to the California Debt Limit Allocation Committee to correctly identify the state entity that can allocate mortgage credit certificates consistent with federal law.
- Corrects a cross-reference in the Insurance Code from the “Senate Committee on Housing and Transportation” to the “Senate Committee on Housing.”
- Restores language that was deleted from the definition of “rural area” by AB 129 (2023) for the Low Income Housing Tax Credit so that an incorporated city having a population of 40,000 or fewer, as identified in the most recent Report E-1 published by the Demographic Research Unit of the Department of Finance, is not also in an area located within a census block designated as an urban area by the United States Census Bureau in the most recent decennial census.

## ***E. Development Fees***

**\*[AB 1820](#) (Schiavo) Housing Development Projects: Applications: Fees and Exactions.**

**Chapter 358, Statutes of 2024**

This measure requires local agencies to provide a preliminary fee and exaction estimate to any development proponent requesting an estimate of project fees within 30 business days of a request during the preliminary application process. This measure specifies that the estimate is for informational purposes only and is not legally binding.

Additionally, this measure requires local agencies to post current fee schedules and an archive of relevant fee studies on their internet websites. Finally, this measure requires

local agencies 30 days after final approval of a project to provide a total sum of fees and exactions to the developer.

**[AB 2430](#) (Alvarez) Planning and Zoning: Density Bonuses: Monitoring Fees.  
Chapter 273, Statutes of 2024**

This measure prohibits local governments from charging a monitoring fee to ensure affordability requirements under the Density Bonus Law (DBL) for a 100% affordable housing development project. This measure additionally specifies that beginning in 2025, the local government will no longer be able to charge these fees for any project that currently requires them.

**[AB 2553](#) (Friedman) Housing Development: Major Transit Stops: Vehicular Traffic Impact Fees.  
Chapter 275, Statutes of 2024**

This measure requires local governments to set lower traffic impact mitigation fees for transit-oriented developments, including if a proposed housing development project will be developed in an area expected to have a completed transit stop within one year from the scheduled completion and occupancy of the housing project. This measure also expands the definition of a major transit stop according to the Mitigation Fee Act and CEQA to include a transit stop with a service interval of 20 minutes instead of 15 minutes.

**[AB 3012](#) (Grayson) Development Fees: Fee Schedule Template: Fee Estimate Tool.**

**Chapter 752, Statutes of 2024**

This measure requires local agencies to make a fee estimate tool available on their internet website that the public can use to estimate fees and exactions for a proposed housing development by specific deadlines. Cities with a population of 500,000 or more must comply by July 1, 2031, while cities with a population of 500,000 or fewer must comply by July 1, 2032.

**[AB 3177](#) (W. Carrillo) Mitigation Fee Act: Land Dedications: Mitigating Vehicular Traffic Impacts.**

**Chapter 436, Statutes of 2024**

This measure prohibits local agencies from imposing land dedication requirements on new housing developments for spot widening in Transit Priority Areas or within 1/2 mile of a planned major transit stop that will be completed before or within one year of the housing development's completion and occupancy.

**[\\*SB 937](#) (Wiener) Development Projects: Fees And Charges.**

**Chapter 290, Statutes of 2024**

This measure requires local agencies to defer the payment of mitigation fees until the certificate of occupancy or final inspection occurs for specific affordable housing projects. This measure also requires a developer to break ground on the affordable housing project in five years to qualify for fee deferral and limits when a local agency can collect fees earlier than a certificate of occupancy.

The following projects qualify for the fee deferral:

- A project will provide 100% affordable units exclusive of manager's units.
- Low Barrier Navigation Centers.
- AB 2011 (2023) projects.
- The project is subject to a streamlined, ministerial approval process.
- The project is a DBL project.
- A project that has 10 units or fewer.

Local agencies can collect fees earlier for the following reasons:

- The fees or charges will reimburse the local agency for expenditures previously made by the local government.
- Public improvements or facilities related to providing water service to the residential development.
- Public improvements or facilities related to providing sewer or wastewater services to the residential project.
- Public improvements or facilities for providing fire, public safety, and emergency services to the residential development.
- Roads, sidewalks, or other public improvements or facilities that provide transportation for people serving the development.
- Construction or rehabilitation of school facilities if the school district has a five-year plan.

Finally, this measure allows developers to choose to post a performance bond or letter of credit on the proposed projects. However, if they fail to do so, local agencies can put a lien on the land for unpaid fees or charges.

**[SB 1210](#) (Skinner) New Housing Construction: Electrical, Gas, Sewer, and Water Service: Service Connection Information.  
Chapter 787, Statutes of 2024**

This measure requires electrical, gas, sewer, and water service utilities to post estimated fees and timeframes for new service connections for new housing construction projects on their website on or before Jan. 1, 2026. A utility with fewer than 4,000 service connections that does not establish or maintain an internet website due to hardship is exempted from this measure so long as the utility annually adopts a resolution that includes detailed findings on why there is an undue hardship.

## ***F. Housing Regulations***

**[AB 2114](#) (Irwin) Building Standards: Exterior Elevated Elements: Inspection.  
Chapter 100, Statutes of 2024 (Urgency)**

This measure allows a licensed civil engineer to inspect balconies in multiunit buildings located in common interest developments.

**[AB 2579](#) (Quirk-Silva) Inspections: Exterior Elevated Elements.****Chapter 835, Statutes of 2024**

This measure provides a 12-month extension for inspections to begin for balconies in multifamily dwelling units from Jan. 1, 2025, to Jan. 1, 2026.

**[AB 2729](#) (Joe Patterson) Development Projects: Permits and Other Entitlements.****Chapter 737, Statutes of 2024**

This measure extends by an additional 18 months any housing entitlements proposed before Jan. 1, 2024, that will expire on Dec. 31, 2025. In addition, this measure specifies that the expiration date of an entitlement will be tolled during any time the entitlement is subject to a legal challenge.

**[SB 382](#) (Becker) Single-family Residential Property: Disclosures.****Chapter 443, Statutes of 2024**

This measure requires sellers of single-family residential properties after Jan. 1, 2026, to provide disclosures to prospective buyers that it would be advisable to get an inspection of the home's electrical systems and list the various safety risks or concerns due to substandard, recalled, or faulty wiring and limited electrical capacity. In addition, the measure requires the property seller to disclose any state or local requirements relating to the future replacement of existing gas-powered appliances if they are aware of those upcoming regulations.

**[SB 1465](#) (Archuleta) State Building Standards.****Chapter 487, Statutes of 2024**

This measure updates the definition of substandard buildings to include conditions that endanger nearby residents or the public regardless of the zoning designation or approved use of the building if it significantly impacts public health and safety. This measure prohibits a local enforcement agency from commencing court proceedings to abate the violation by repair if the building owner declares under the penalty of perjury that the occupant is illegally occupying the building, the owner has filed and is prosecuting an unlawful detainer action against the occupant or the occupant is being removed under criminal trespass laws, or the enforcement agency determines the substandard building or portion of the building poses no risk to tenants, nearby residents, or the public.

## ***G. Common Interest Developments***

**[AB 2159](#) (Maienschein) Common Interest Developments: Association****Governance: Elections.****Chapter 383, Statutes of 2024**

This measure allows common interest development (CID) associations to conduct elections using electronic secret ballots. Members can change their voting method up to 90 days before the election. CIDs must also notify members 30 days before the election if the election will use an electronic secret ballot.

**[AB 2460](#) (Ta) Common Interest Developments: Association Governance: Member Election.****Chapter 401, Statutes of 2024**

This measure requires a CID to provide a general notice for a reconvened meeting at least 15 days before the meeting if a quorum was not reached at the initial meeting.

**[SB 900](#) (Umberg) Common Interest Developments: Repair and Maintenance.****Chapter 288, Statutes of 2024**

This measure requires a homeowners association (HOA) to make repairs and replacements necessary to restore interrupted gas, heat, water, or electrical services in common areas even if the matter extends to individual units, unless there is an emergency declaration. This measure also requires repairs to be completed within 14 days of a problem occurring, allows the HOA to borrow funds or levy emergency assessments if reserves are insufficient, and allows the board to expedite repairs if necessary for public health and safety.

### ***H. Landlord-Tenant***

**[AB 2493](#) (Pellerin) Tenancy: Application Screening Fee.****Chapter 966, Statutes of 2024**

This measure prohibits a landlord from charging an application fee for a tenant if the landlord knows, or should have known, a unit is available or will be available to rent within a reasonable time. In addition, this measure limits when a landlord can charge an application fee for limited circumstances.

**[AB 2801](#) (Friedman) Tenancy: Security Deposits.****Chapter 280, Statutes of 2024**

This measure prohibits landlords from using security deposits for repairs or cleanings not identified in the itemized statement after a tenant vacates a rental unit and from using security deposits to pay for professional carpet cleaning or other professional cleaning services unless it is reasonably necessary to return the premises to their original condition before tenancy. This measure additionally requires landlords to provide an itemized statement to the tenant for repairs or cleanings. It requires photographs of the unit immediately before the tenancy is initiated and after possession is returned to the landlord before completing repairs or cleanings.

**[AB 2898](#) (W. Carrillo) Unbundled Parking: Exemptions: Housing Choice Vouchers.****Chapter 420, Statutes of 2024**

This measure prohibits a landlord from requiring a separate lease for a parking space if the tenant receives a federal Housing Choice Voucher or a federal Veterans Affairs Supportive Housing voucher.

**[SB 393](#) (Glazer) Civil Actions: Housing Development Projects.  
Chapter 285, Statutes of 2024**

This measure increases the legal barrier that a defendant must meet when challenging the development of specific low or moderate-income housing projects through CEQA by requiring the defendant to show that the action is without merit. This measure additionally requires the plaintiff to show that posting a bond would create an undue economic hardship for them and allows the court to decline to impose a bond on the plaintiff if this is the case.

**[SB 479](#) (Durazo) Termination of Tenancy: No-fault Just Cause: Natural Person.  
Chapter 8, Statutes of 2024 (Urgency)**

This measure makes a noncontroversial and technical change to the definitions of a “natural person” in SB 567 (2023). This measure clarifies that a natural person who can qualify for owner move-in provisions of the no-fault cause eviction in the Tenant Protection Act of 2019 by stating that a beneficial owner of a limited liability company or partnership can utilize these provisions if they have at least 25% ownership interest in the property.

**[SB 924](#) (Bradford) Tenancy: Credit Reporting: Lower Income Households.  
Chapter 519, Statutes of 2024**

This measure removes the July 1, 2025, sunset date, requiring any landlord of an assisted housing development to offer each tenant on a lease the option of having the tenant’s rental payment information reported to at least one nationwide consumer reporting agency. This measure additionally allows a landlord to provide the offer of rent reporting to the tenant by mail or email after agreement from the tenant.

**[SB 1051](#) (Eggman) Victims of Abuse or Violence: Lock Changes.  
Chapter 75, Statutes of 2024**

This measure expands the definition of a protected tenant for lock changes after a tenant gives the landlord a copy of a court order or police report regarding abuse or violence to include an immediate family or household member of a tenant. This measure requires a landlord to replace the lock at their own expense for tenants who are victims of abuse or violence within 24 hours of receiving a court order or police report from the tenant that they are victims of abuse or violence.

## ***I. Community and Economic Development***

**[AB 2213](#) (B. Rubio) Redevelopment: Oversight Boards.  
Chapter 63, Statutes of 2024**

This measure requires Redevelopment Oversight Boards territories to align with district boundaries as determined by the Citizens Redistricting Commission rather than fixed boundaries established in July 2018. This measure also specifies that if a successor agency spans more than one district, the county board of supervisors must determine the oversight boards by July 15, 2025, and then follow any future redistricting adjustments.



**[AB 2832](#) (Ward) Economic Development: International Trade and Investment.  
Chapter 577, Statutes of 2024**

This measure authorizes funds from the California Agricultural Export Account for additional activities to promote the sale of California's agricultural products in foreign markets and expands the current authority for the Governor's Office of Business and Economic Development (GO-Biz) to promote international trade and investments. This measure also allows the California Department of Food and Agriculture and GO-Biz to enter contracts exempt from specific state laws to promote California agricultural exports and expand GO-Biz's international trade and investment authority.

**[AB 2873](#) (Garcia) Breaking Barriers to Employment Initiative: Grants.  
Chapter 224, Statutes of 2024**

This measure allows a grant applicant for the Breaking Barriers to Employment Initiative (BBEI) to avoid partnering with a local workforce development board or community-based organization if they can demonstrate that securing a partner entity was impossible before the application deadline closed. This measure additionally reserves up to 15% of all BBEI funds to go toward applicants that meet the abovementioned exception.

**[AB 2922](#) (Garcia) Economic Development: Capital Investment Incentive Programs.  
Chapter 581, Statutes of 2024 (Urgency)**

This measure reinstates the Capital Investment Incentive Program until Jan. 1, 2035, to promote economic development in local communities by providing incentives to qualified manufacturing facilities with an assessed value exceeding \$25 million in job creation for the local community.

## ***J. Regional***

**[AB 2712](#) (Friedman) Preferential Parking Privileges: Transit-oriented  
Development.**

**Chapter 415, Statutes of 2024**

This measure prohibits the City of Los Angeles from granting preferential parking permits to residents of new developments exempt from minimum parking requirements under existing law.

**[AB 3035](#) (Pellerin) Farmworker Housing.  
Chapter 524, Statutes of 2024**

This measure for the Counties of Santa Clara and Santa Cruz expands the streamlined, ministerial approval process for farmworker housing to include agricultural housing developments that are 150 units or fewer and within 15 miles of an area designated as farmland or grazing by the Department of Conservation and is not a site or adjoined to a site where more than one-third of the square footage is dedicated to industrial use.

**[SB 572](#) (Smallwood-Cuevas) Surplus State Real Property: Community Land Trusts.****Chapter 770, Statutes of 2024**

This measure authorizes the Department of General Services to sell approximately 59,200 square feet of property off Crenshaw Boulevard in Los Angeles by Jan. 1, 2030, for the purposes of redeveloping the property as an affordable housing or mixed-use housing project. If the property is not sold by Jan. 1, 2030, the property can be disposed of through the current process for the disposal of surplus property.

**[SB 951](#) (Wiener) California Coastal Act of 1976: Coastal Zone: Coastal Development.****Chapter 775, Statutes of 2024**

This measure exempts a local government that is both a city and county from Coastal Commission appeals after the city and county has gotten its local coastal program approved and certified by the Coastal Commission.

**[SB 958](#) (Dodd) Surplus State Property: County of Napa.****Chapter 988, Statutes of 2024 (Urgency)**

This measure authorizes the Department of General Services to sell or exchange at fair market value Camp Coombs to the County of Napa or the Napa County Regional Park and Open Space District by Jan. 1, 2026.

**[SB 1336](#) (Archuleta) Department of General Services: State Property: Metropolitan State Hospital.****Chapter 473, Statutes of 2024**

This measure will allow the Department of General Services to lease seven buildings at the Metropolitan State Hospital in the City of Norwalk to a nonprofit or local government for up to 65 years to provide care, resources, and housing for individuals with behavioral health needs, under terms deemed suitable by the director.

**[SB 1357](#) (Wahab) Housing Authority of the County of Alameda.****Chapter 795, Statutes of 2024**

This measure requires the County of Alameda Housing Authority to, by Jan. 1, 2026, conduct an evaluation and review of its internet website to ensure the website is easily accessible and navigable for those who are non-English speakers. By March 31, 2025, this measure also requires the authority to publish Housing Choice Voucher program waitlist data on its website. Finally, this measure requires the development of an annual report, beginning on Sept. 30, 2025, to publish data on its website the efficacy of its programs, data about the properties the authority manages, and employment within the housing authority.

**[SB 1500](#) (Durazo) Housing: Federal Waiver: Income Eligibility.****Chapter 491, Statutes of 2024**

This measure for the City and County of Los Angeles prohibits the Tax Credit Allocation Committee and the HCD from taking negative actions against affordable housing

developments that violate income limit requirements unless the following conditions have been met:

- The owner has cured the noncompliance within 24 months of discovering the violation.
- The local housing authority and the continuum of care (COC) have posted on their website plans describing how the housing authority and the COC will coordinate moving tenants that do not meet income requirements into affordable housing that the tenant is eligible for within 24 months of discovering the violation.

## ***K. Miscellaneous***

### **[AB 2786](#) (Bonta) Certified Mobile Farmers' Markets.**

#### **Chapter 915, Statutes of 2024**

This measure creates a new definition of a certified mobile farmers' market to include a food facility that moves to various California agricultural product point-of-sale locations operated by a California producer, a local agency, or a nonprofit association that sells or distributes agricultural products directly to communities. This newly defined operator must meet specific regulations, including:

- Having a valid certified producer's certificate.
- Providing an itemized list of products purchased to include the producer's identity, the producer's address, and the product's identity and quantity.
- Complying with all labeling and identification requirements for shell eggs and processed foods.
- Ensuring all products are organic and clearly labeled or having a sign identifying the products as organic.
- Registering annually with the California Department of Food and Agriculture.
- Providing a schedule of point-of-sale locations and expected sales intervals.
- Receiving all required permitting for mobile food facilities.

### **[SB 1340](#) (Smallwood-Cuevas) Discrimination.**

#### **Chapter 626, Statutes of 2024**

This measure authorizes local agencies to enforce the employment components of California's state civil rights law.

### **[SB 1382](#) (Glazer) Community and Rural Health Clinics: Building Standards.**

#### **Chapter 796, Statutes of 2024**

This measure requires construction standards for community clinics or rural health clinics to comply with safety and accessibility standards required for the clinic's physical environment to ensure participation in the federal Medicare and Medicaid programs. Additionally, this measure removed a previous restriction that prevented local building standards for clinics from being more stringent than those applied to other licensed clinics.

# **PUBLIC SAFETY**

## VI. Public Safety

### A. Alcoholic Beverages

#### [AB 1940](#) (Villapudua) Alcoholic Beverages: Beer Returns.

##### Chapter 218, Statutes of 2024

This measure allows, with Department of Alcoholic Beverage Control (ABC) approval, a wholesaler or manufacturer to accept the return of a seasonal brand of beer from a retail licensee if the beer is exchanged for a quantity of beer of similar quality but of another manufacturer if the original manufacturer has ceased doing business.

#### [AB 2069](#) (Gallagher) Sale of Soju and Shochu.

##### Chapter 306, Statutes of 2024

This measure provides that any on-sale licensee authorized to sell wine may also sell domestically produced soju and shochu.

#### [AB 2094](#) (Flora) Alcoholic Beverage Control: Public Community College

##### Stadiums: City of Bakersfield.

##### Chapter 213, Statutes of 2024

This measure adds an exception to the current prohibition of the sale of alcoholic beverages near schools and allows alcoholic beverages that are acquired, possessed, or used during events at a public community college stadium with a capacity of 19,000 or more people in the City of Bakersfield. This measure would define events for this purpose to mean sporting events or concerts sponsored by a public community college or other events sponsored by noncollege groups.

#### [AB 2174](#) (Aguiar-Curry) Alcoholic Beverages: Beer Caterer's Permit.

##### Chapter 308, Statutes of 2024.

This measure authorizes a licensed beer manufacturer to apply for a beer caterer's permit for the sale of up to 124 gallons of beer manufactured by or for the licensee per catering event for consumption at specified locations and events, including, among others, conventions, sporting events, and trade exhibits.

#### [AB 2177](#) (McKinnor) Winegrowers: Spirits of Wine.

##### Chapter 61, Statutes of 2024

This measure allows a winegrower to sell the spirits of wine that the winegrower produces to any licensee who manufactures distilled spirits.

#### [AB 2359](#) (Ting) Alcoholic Beverage Control: Neighborhood-restricted Special On-sale General Licenses.

##### Chapter 393, Statutes of 2024

This measure increases the total number of new licenses authorized for neighborhood-restricted licenses from 30 to 40 and increases the total authorized number of licenses for each neighborhood from five to 10 licenses for the City and County of San Francisco.

**[AB 2375](#) (Lowenthal) Alcoholic Beverages: On-sale General Public Premises: Drink Lids.**

**Chapter 714, Statutes of 2024**

This measure requires an applicant for a new permanent general premises license (Type 48) and the holder of an existing Type 48 license to, upon request, provide a lid with a customer's drink. It also requires a licensee to post a related notice containing specified language in a prominent and conspicuous location.

**[AB 2378](#) (Calderon) Alcoholic Beverage Control: Licensing Exemption: Apprenticeship Program for Bartending or Mixology.**

**Chapter 309, Statutes of 2024.**

This measure allows for the service of alcoholic beverages without a license or permit by an apprenticeship program for bartending or mixology, if certain requirements are met.

**[AB 2389](#) (Lowenthal) Alcoholic Beverages: On-sale General - Eating Place and On-sale General Public Premises: Drug Reporting.**

**Chapter 310, Statutes of 2024.**

This measure requires an applicant for a new permanent Type 48 license or the holder of an existing Type 48 license to contact and provide specified information to law enforcement or emergency medical services when they are notified by a customer that the customer or another customer believes they have been a victim of drink spiking.

**[AB 2402](#) (Lowenthal) Drink Spiking.**

**Chapter 829, Statutes of 2024**

This measure requires, on or before Jan. 1, 2027, the Responsible Beverage Service training courses provided by the ABC to include best practices on how to prevent or protect a person from drink spiking and best practices if the person believes they have, or someone they know has, been drugged as a result of drink spiking.

**[AB 2589](#) (Patterson, Joe) Alcoholic Beverages: Additional Licenses: County of El Dorado and County of Placer.**

**Chapter 312, Statutes of 2024.**

This measure authorizes the ABC to issue, except as specified, up to a total of 10 additional new original on-sale general licenses for bona fide public eating places, up to four in the first year the bill takes effect, in the County of El Dorado and in the County of Placer, to premises where the operation of a bona fide public eating place is located in a retail center.

**[AB 3206](#) (McKinnor) Alcoholic Beverages: Hours of Sale: Arenas in the City of Inglewood.**

**Chapter 977, Statutes of 2024**

This bill would, until Jan. 1, 2030, authorize alcoholic beverage sales to occur between 2 a.m. and 4 a.m. within the Intuit Dome in the City of Englewood.

**[AB 3285](#) (Cmte. on Governmental Organization) Alcoholic Beverage Control. Chapter 230, Statutes of 2024**

This measure makes several technical changes to various code sections related to the ABC.

**[SB 1224](#) (Ochoa Bogh) Alcoholic Beverage Control: On-sale General License: County of Riverside.**

**Chapter 132, Statutes of 2024**

This measure exempts land owned by the County of Riverside and the Riverside Fairgrounds from the requirement that licensed on-site premises must operate as a bona fide eating place in order to serve alcoholic beverages.

**[SB 1371](#) (Bradford) Alcoholic Beverage Control: Proof of Age.**

**Chapter 606, Statutes of 2024**

This measure makes the use of biometric systems as a form of age verification of patrons a legal defense for any criminal prosecution against the vendors for selling alcohol to underaged patrons.

## ***B. Cannabis***

**[AB 1775](#) (Haney) Cannabis: Retail Preparation, Sale, and Consumption of Noncannabis Food and Beverage Products.**

**Chapter 1004, Statutes of 2024**

This measure allows a local jurisdiction to allow for the preparation or sale of non-cannabis food or beverage products by a licensed retailer or microbusiness in the area where the consumption of cannabis is allowed. This measure also allows a licensed retailer to sell tickets for live musical or other performances on the premises of a licensed retailer or microbusiness in the area where the consumption of cannabis is allowed. This measure would not apply to industrial hemp products.

**\*[AB 2643](#) (Wood) Cannabis Cultivation: Environmental Remediation.**

**Chapter 839, Statutes of 2024**

This measure requires the Department of Fish and Wildlife to conduct a study to create a framework for cannabis-site restoration projects with the goal of providing guidance for the cleanup, remediation, and restoration of environmental damage caused by cannabis cultivation, and to complete the study by Jan. 1, 2027.

**[AB 2841](#) (Waldron) Controlled Substances: Research Advisory Panel: Meetings.**

**Chapter 156, Statutes of 2024 (Urgency)**

This measure authorizes the Research Advisory Panel to hold closed sessions for the purpose of discussing, reviewing, and approving research projects that contain sensitive and confidential information, including trade secrets, intellectual property, or proprietary information in its possession.

**\*[SB 1064](#) (Laird) Cannabis: Operator and Separate Premises License Types: Excessive Concentration of Licenses.  
Chapter 875, Statutes of 2024**

This measure revises the Medical and Adult Use Cannabis Regulation and Safety Act licensing scheme for commercial cannabis activities by adding a combined activities license classification. It also defines “combined activities license” as a state license that authorizes two or more commercial cannabis activities at the same premises, with the exception of laboratory testing.

**[SB 1109](#) (Bradford) Cannabis: Demographic Information of License Applicants.  
Chapter 878, Statutes of 2024**

This measure requires the Department of Cannabis Control (DCC) to collect and consolidate the demographic information about every license applicant, and requires the DCC to publish the aggregate demographic data that it collects on its internet website.

**[SB 1498](#) (Ashby) Cannabis and Industrial Hemp: Advertising: Civil Action.  
Chapter 899, Statutes of 2024**

This measure authorizes the Attorney General, a city attorney, a district attorney, or county counsel to bring a civil action in superior court to redress a violation of specified advertising prohibitions for cannabis and industrial hemp products.

### ***C. Crime and Sentencing***

**[AB 1831](#) (Berman) Crimes: Child Pornography.  
Chapter 926, Statutes of 2024**

This measure expands the scope of what constitutes child pornography to include material that is digitally altered or artificially generated that depicts a person under the age of 18 years old engaged in or simulating sexual conduct.

**[AB 1874](#) (Sanchez) Crimes: Disorderly Conduct.  
Chapter 554, Statutes of 2024**

This measure increases the punishment for a second or subsequent offense, or if the victim is a minor, for those who surreptitiously film, photograph, or record a person who is in a state of undress. The punishment would increase to be punishable as a felony with a term of incarceration ranging from one year to three years in county jail and a fine of up to \$2,000.

**[AB 1892](#) (Flora) Interception of Electronic Communications.  
Chapter 363, Statutes of 2024**

This measure expands the current authorization that allows judges, until Jan. 1, 2030, to authorize an order for the interception of wire or electronic communications if there is probable cause the individual who will be surveilled is committing, is about to commit, or has committed specific crimes. This measure expands this order for the interception of electronic communication to include the distribution of obscene material depicting persons under the age of 18 years old.



**[AB 1962 \(Berman\) Crimes: Disorderly Conduct.](#)****Chapter 367, Statutes of 2024**

This measure expands the definition of disorderly conduct to include the distribution of images or film or other material captured of a person obtained through the surreptitious filming, photographing, or recording of that person without their consent.

**[AB 1978 \(Sanchez\) Vehicles: Speed Contests.](#)****Chapter 501, Statutes of 2024**

This measure authorizes peace officers to seize and impound vehicles without being required to take the driver of the vehicle into custody if the driver was using their vehicle to obstruct or barricade a roadway or parking lot to facilitate and aid a speed contest.

**[AB 1979 \(Ward\) Doxing Victims Recourse Act.](#)****Chapter 557, Statutes of 2024**

This measure creates a private course of action for civil remedies against a person who doxes another person with the intent to intimidate or cause unwanted contact, injury, or harassment by a third party, prompting reasonable fear for that person's safety. This measure creates a civil pathway for victims to seek remedy for both economic and noneconomic damages caused by the person who doxed them.

**[AB 2018 \(Rodriguez\) Controlled Substances: Fenfluramine.](#)****Chapter 98, Statutes of 2024**

This measure removes the substance fenfluramine from the list of Schedule IV narcotics in the California Uniform Controlled Substances Act and from the list of controlled substances.

**[AB 2021 \(Bauer-Kahan\) Crimes: Selling or Furnishing Tobacco or Related Products and Paraphernalia to Underage Persons.](#)****Chapter 371, Statutes of 2024**

This measure creates a fine for businesses, retailers, firms, or wholesalers who sell tobacco or tobacco products to those under the age of 21 years old. The fine for the first offense is set at \$500, for the second offense at \$1,000, and \$5,000 for any subsequent offense.

**[AB 2024 \(Pacheco\) Domestic Violence: Restraining Orders.](#)****Chapter 648, Statutes of 2024**

This measure prohibits the rejection of a protective order if the order has been submitted on the specified mandatory Judicial Council form, contains all the required documentation to issue an order, and clearly identifies both parties.

**[AB 2049 \(Pacheco\) Motions for Summary Judgment: Filing Deadlines.](#)****Chapter 99, Statutes of 2024**

This measure revises the deadlines for a motion for summary judgment or summary adjudication. This measure lengthens the timeline to file a motion for summary judgment or summary adjudication from 75 days prior to the hearing to 81 days. The opposition must then respond to the motion at least 20 days prior to the hearing, revised from 14

days prior to the hearing. Lastly, those initiating the motion must file a reply 11 days prior to the hearing.

**[AB 2099 \(Bauer-Kahan\) Crimes: Reproductive Health Services.](#)  
Chapter 821, Statutes of 2024**

This measure increases the punishments for violating the California Freedom of Access to Clinic and Church Entrances Act to either a misdemeanor or felony. The offense punishable as either a misdemeanor or felony will be the posting of images and information of a reproductive care facility or the personal information of the patients, providers, or individuals associated with the facility with the intent that another person will use this information to commit a crime involving a threat of or acts of violence. If the crime initiated by this information about the facility or associated individuals results in great bodily injury, the offense will be punished as a felony.

**[AB 2111 \(Wallis\) License Plates: Obstruction or Alteration.](#)  
Chapter 59, Statutes of 2024**

This measure prohibits a person from altering their license plate in any way that is meant to evade the visual or electronic capture of the license plate, regardless of who is capturing the license plate details.

**[AB 2115 \(Haney\) Controlled Substances: Clinics.](#)  
Chapter 634, Statutes of 2024 (Urgency)**

This measure authorizes medical practitioners at a nonprofit or free clinic to prescribe and supply no more than a three-day supply of a Schedule 2 narcotic for the purpose of relieving withdrawal symptoms while arrangements for referral for greater treatment are made. The clinic supplying these narcotics will be required to comply with specific reporting, labeling, and recordkeeping as well as the establishment of policies and procedures surrounding the supply and use of the narcotic.

**[AB 2215 \(Bryan\) Criminal Procedure: Arrests.](#)  
Chapter 954, Statutes of 2024**

This measure authorizes an arresting peace officer to release an individual from custody without bringing that individual before a judge if that individual is, subsequent to being arrested, delivered to a public health or social services facility that provides specified services and the facility agrees to take them for treatment. This arrest is classified as a detention on that individual's record.

**[AB 2295 \(Addis\) Crimes: Commencement of Prosecution.](#)  
Chapter 825, Statutes of 2024**

This measure clarifies that if prosecution for a felony sex offense was committed when the victim was under the age of 18 years old and did not commence by the victim's 40th birthday, the prosecuting agency may provide victim assistance, including support in pursuing restorative justice.

**[AB 2308](#) (Davies) Domestic Violence: Protective Orders.****Chapter 649, Statutes of 2024**

This measure extends the available maximum a court can issue a protective restraining order that prohibits all types of contact with the victim by the subject for specified domestic violence offenses from 10 years to 15 years. The issuing court is also required to provide written notice, 15 days prior to a hearing, to all parties involved if the prosecuting attorney, victim, or defendant request to amend or terminate the order by request.

**[AB 2483](#) (Ting) Postconviction Proceedings.****Chapter 964, Statutes of 2024**

This measure sets a uniform standard for handling postconviction proceedings for defendants eligible for resentencing. This measure requires the presiding judges of each county superior court to convene a meeting with the district attorney, the public defenders, and other entities the judge deems necessary to be included to develop a fair and efficient plan for handling postconviction proceedings.

**[AB 2521](#) (Waldron) Criminal Procedure: Confidentiality and DNA Testing.****Chapter 153, Statutes of 2024**

This measure extends access to the confidential request made by an indigent defendant in a capital murder case to have the court fund investigators, experts, and any other necessary preparation for the defense include the prosecuting attorney agency. Further, this measure requires both the district attorney and Attorney General in both capital and noncapital cases to come into agreement with each other and the defendant on which laboratory will conduct the forensic DNA testing granted by the court, if the defendant is a convicted felon serving a prison term.

**[AB 2536](#) (Hoover) Vehicles: Local Registration Fees.****Chapter 16, Statutes of 2024**

This measure expands the definition of vehicle theft to include the theft of parts or components of the vehicle, making these crimes eligible for funding programs to deter, investigate, and prosecute vehicle theft crimes funded by county-imposed vehicle registration fees.

**[AB 2730](#) (Lackey) Sexual Assault: Medical Evidentiary Examinations.****Chapter 113, Statutes of 2024**

This measure removes the requirement for qualified health-care professionals that are physician assistants, nurses, and nurse practitioners to consult with a physician during the examination and treatment of sexual assault victims. This measure also includes licensed and certified nurse-midwives working with a physician as a qualified health-care professional eligible to conduct these examinations and treatments.

**[AB 2807](#) (Villapudua) Vehicles: Sideshows and Street Takeovers.****Chapter 503, Statutes of 2024**

This measure clarifies in law that a “sideshow” is another term for what is defined as a

“street takeover,” aligning different regional terminology for the offense of engaging in motor vehicle exhibition of speed on highways or aiding such exhibitions.

**[AB 2984](#) (Gipson) Fleeing the Scene of an Accident.**

**Chapter 750, Statutes of 2024**

This measure extends the statute of limitations for the crime of fleeing the scene of an accident and leaving the state to avoid prosecution. This measure allows the statute of limitations to be tolled up to three years during any time the person is out of the state.

**[AB 2985](#) (Hart) Courts: Mental Health Advisement.**

**Chapter 204, Statutes of 2024**

This measure requires the court to provide jurors serving on a jury in a criminal case or an alleged violent felony proceeding information on mental health services.

**[AB 3085](#) (Gipson) Vehicles: Removal and Impoundment.**

**Chapter 504, Statutes of 2024**

This measure expands offenses for which a peace officer is allowed to seize and impound a vehicle for up to 30 days pursuant to a warrant or order from a judge. This measure allows law enforcement to impound vehicles of those engaged in or aiding and abetting vehicle speed contests on a highway or in off-street parking lots.

**[AB 3235](#) (Bryan) Fingerprint Rollers and Custodians of Records.**

**Chapter 254, Statutes of 2024**

This measure gives the Department of Justice (DOJ) discretion to determine if a felony conviction, an arrest pending conviction, or a conviction for an offense related to the qualifications of a fingerprint roller or custodian of records is a basis to refuse certification or revoke certification for both positions.

**[SB 268](#) (Alvarado-Gil) Crimes: Serious and Violent Felonies.**

**Chapter 855, Statutes of 2024**

This measure designates the crime of the rape of an intoxicated person in which the defendant drugged the victim with the intent to commit the sexual assault as a violent felony. This would make the offense eligible for sentencing enhancements and a strike under California’s Three Strikes Law.

**[SB 285](#) (Allen) Criminal Procedure: Sentencing.**

**Chapter 979, Statutes of 2024**

This measure, beginning Jan. 1, 2025, provides that any individual sentenced to death or life without parole who has been convicted of a sexually violent crime and has not had their sentence reviewed by the sentencing court is ineligible to call for a recall and resentencing.

**[SB 442](#) (Limón) Sexual Battery.**

**Chapter 981, Statutes of 2024**

This measure expands the definition of sexual battery to include a person causing another person to, against their will, touch an intimate part of that person or a third

person. This offense is punishable as either a misdemeanor that carries up to a year of incarceration in county jail or a felony that carries two to four years of incarceration.

**[SB 554](#) (Cortese) Restraining Orders.**

**Chapter 652, Statutes of 2024**

This measure expands the allowable jurisdictions for an individual seeking a protective restraining order to the county superior court the offense took place in, the county the defendant resides in, or the county the victim either resides in or is temporarily located in. This measure also allows for nonresidents of the state to file for protective orders in these jurisdictions.

**[SB 690](#) (Rubio) Domestic Violence.**

**Chapter 653, Statutes of 2024**

This measure extends the statute of limitations for the prosecution of domestic violence from five years from when the crimes occurred up to seven years.

**[SB 764](#) (Padilla) Minors: Online Platforms.**

**Chapter 611, Statutes of 2024**

This measure provides monetary protection to minors engaged in the work of vlogging and online content creation by requiring a trust preserving the minor's gross earnings to be established as a condition of the engagement in content creation. This measure requires the vlogger to provide a written statement, under penalty of perjury, establishing the existence of the trust account and to maintain records of compensation generated by the material the minor(s) appeared in and the amount deposited into the trust accounts.

**[SB 908](#) (Cortese) Fentanyl: Child Deaths.**

**Chapter 867, Statutes of 2024**

This measure requires the California Department of Public Health (CDPH) to identify trends in fentanyl-related deaths in children aged zero to 5 years old and develop guidelines to distribute on how to protect against and prevent fentanyl-related deaths in children. This measure also requires CDPH to publish a report by Jan. 1, 2026, and continue to do so annually, on its findings and distribute these findings and guidelines to local health departments. This measure has a sunset date of Jan. 1, 2029.

**[SB 926](#) (Wahab) Crimes: Distribution of Intimate Images.**

**Chapter 289, Statutes of 2024**

This measure creates a new crime for a person who is 18 years or older to intentionally create and distribute, or cause the creation and distribution of any photograph, digital or electronic image, computer-generated image, or artificially generated images depicting any sexual conducts or acts. This crime is considered disorderly conduct and subject to punishment as a misdemeanor offense.

**[SB 976 \(Skinner\) Protecting Our Kids from Social Media Addiction Act.](#)  
Chapter 321, Statutes of 2024**

This measure prohibits operators of internet websites, apps, and other online services from specific behaviors that are detrimental to minors using these services. This measure prohibits the use of addictive feeds to a minor by operators of these services, unless the provider does not know the user is a minor. This measure requires that by Jan. 1, 2027, providers must obtain or reasonably determine the user to either not be a minor or have obtained the minor's parental consent. It also prohibits providers from sending minors notifications during school hours.

**[SB 981 \(Wahab\) Sexually Explicit Digital Images.](#)  
Chapter 292, Statutes of 2024**

This measure requires social media platforms to immediately remove from public viewing any reported instances of "sexually explicit digital identity theft" when sexually explicit material has been created or altered to depict intimate body parts of a person who did not consent to the creation or posting of such material or use of their likeness for the material.

**[SB 989 \(Ashby\) Domestic Violence: Deaths.](#)  
Chapter 654, Statutes of 2024**

This measure makes several changes to existing law regarding the investigation and handling of deaths related to domestic violence or of a person who has a history of domestic violence victimization. This measure allows for family members of the deceased victim to obtain photographs or videos taken by the coroner through written authorization for use in a potential civil action against the suspect. If any individual is suspected of committing suicide but has a history of domestic violence victimization, the coroner must investigate the case and may consult with forensic pathologists.

**[SB 1025 \(Eggman\) Pretrial Diversion for Veterans.](#)  
Chapter 924, Statutes of 2024**

This measure expands the existing law to include certain felony offenses as eligible for the Military Pretrial Diversion Program if it can be shown the defendant's condition, as a result of their military service, was an influencing factor in the commission of the offense. All felony charges except murder, manslaughter, or sexual offense are eligible for the pretrial diversion program.

**[SB 1323 \(Menjivar\) Criminal Procedure: Competence to Stand Trial.](#)  
Chapter 646, Statutes of 2024**

This measure revises the process for determining if a defendant is mentally competent to stand trial. Rather than the court holding a hearing to determine the defendant's mental competency for trial, this measure allows an evaluation by one or two licensed psychologists or psychiatrists and requires them to submit a report to the court on the defendant's mental cognition. The court, if neither prosecution nor defense objects, may use this report in its determination on whether the defendant is mentally competent to stand trial.

**[SB 1381](#) (Wahab) Crimes: Child Pornography.****Chapter 929, Statutes of 2024**

This measure expands the scope of the definition of child pornography to include matter that is digitally altered or generated by artificial intelligence to depict an individual under the age of 18 years old engaged in sexual conduct.

**[SB 1386](#) (Caballero) Evidence: Sexual Assault.****Chapter 993, Statutes of 2024**

This measure extends existing protection under the Rape Shield's Law in criminal sexual harassment, sexual assault, or sexual battery proceedings to civil sexual harassment, sexual assault, or sexual battery proceedings. Specifically, this measure prevents the defendant from using the plaintiff's previous sexual history or conduct, or any other opinion evidence, to challenge the plaintiff's credibility on consent or injury.

**[SB 1400](#) (Stern) Criminal Procedure: Competence to Stand Trial.****Chapter 647, Statutes of 2024**

This measure removes the ability of the court to dismiss a defendant's misdemeanor charge and requires the court to hold a hearing to determine the defendant's eligibility for diversion and treatment programs. If the defendant is determined to be ineligible for these programs, the court is required to determine if the defendant will be enrolled in the Community Assistance, Recovery and Empowerment (CARE) program, placed in outpatient treatment, or placed under conservatorship, or if the defendant's treatment plan will be modified.

**[SB 1414](#) (Grove) Crimes: Solicitation of a Minor.****Chapter 617, Statutes of 2024**

This measure increases the punishment for the crime of soliciting a minor under the age of 16 years old or of soliciting a minor under the age of 18 years old who is a victim of human trafficking. This measure raises this offense from a misdemeanor to being eligible for sentencing as either a misdemeanor or a felony. This offense is now punishable by one year in a county jail and a \$10,000 fine as a misdemeanor or 16 months to three years and a \$10,000 fine as a felony. A second or subsequent violation is punishable as a felony.

### ***D. Emergency Services and Preparedness***

**[AB 977](#) (Rodriguez) Emergency Departments: Assault and Battery.****Chapter 937, Statutes of 2024**

This measure makes an assault or battery committed against a physician, nurse, or other health-care worker of a hospital engaged in providing services within the emergency department punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.

**[AB 1316](#) (Irwin) Emergency Services: Psychiatric Emergency Medical Conditions.  
Chapter 632, Statutes of 2024**

This measure revises the definition of “psychiatric emergency medical condition” to make that definition applicable regardless of whether the patient is voluntary, or is involuntarily detained for assessment, evaluation, and crisis intervention, or placement for evaluation and treatment.

**[AB 1843](#) (Rodriguez) Emergency Ambulance Employees.  
Chapter 943, Statutes of 2024**

This measure requires an emergency ambulance provider to offer to all emergency ambulance employees, upon the employee’s request, peer support services to provide peer representatives who are available to come to the aid of their fellow employees on a broad range of emotional or professional issues.

**[AB 1863](#) (Ramos) California Emergency Services Act: Notification Systems:  
Feather Alert.  
Chapter 659, Statutes of 2024**

This measure requires the California Office of Emergency Services (CalOES), in consultation with specified groups including tribal nations, to develop policies and procedures providing instruction for law enforcement agencies and other entities on how to proceed when a missing person has been reported.

**[AB 2225](#) (Rodriguez) Discovery: Prehospital Emergency Medical Care Person or  
Personnel Review Committees.  
Chapter 329, Statutes of 2024**

This measure extends the protection of organized committees of health-care professionals from having their quality assurance review meetings and conversations recorded and used as evidence in legal proceedings to prehospital emergency services providers.

**[AB 2348](#) (Ramos) California Emergency Services Act: Notification Systems:  
Feather Alert.  
Chapter 661, Statutes of 2024**

This measure requires CalOES, in consultation with specified groups including tribal nations, to develop policies and procedures providing instruction specifying how a law enforcement agency and certain entities involved in emergency warnings are required to proceed after a missing person has been reported to a law enforcement agency. This measure requires those policies and procedures to include procedures for the transfer of information regarding the missing person and the circumstances surrounding the missing person’s disappearance.

**[AB 2645](#) (Lackey) Electronic Toll Collection Systems: Information Sharing: Law  
Enforcement.  
Chapter 730, Statutes of 2024**

This measure authorizes a transportation agency that employs an electronic toll



collection system to provide the date, time, and location of a vehicle license plate read captured by the system to a peace officer in response to an emergency alert.

**[AB 2859](#) (Patterson, Jim) Emergency Medical Technicians: Peer Support.  
Chapter 744, Statutes of 2024**

This measure authorizes an emergency medical services provider to establish a peer support and crisis referral program to provide a network of peer representatives available to aid fellow employees on emotional or professional issues.

**[AB 2968](#) (Connolly) School Safety and Fire Prevention: Fire Hazard Severity Zones: Comprehensive School Safety Plans: Communication and Evacuation Plans.**

**Chapter 582, Statutes of 2024**

This measure requires the disaster procedures in the comprehensive school safety plans to include the establishment of a procedure to identify appropriate refuge shelter for all pupils and staff for use in the event of an evacuation order, and to notify the operational area having jurisdiction of the refuge.

**[SB 990](#) (Padilla) Office of Emergency Services: State Emergency Plan: LGBTQ+ Individuals.**

This measure requires CalOES no later than Jan. 1, 2029, and every five years thereafter, to update the State Emergency Plan to include proposed policies and best practices for local government and nongovernmental entities to equitably serve lesbian, gay, bisexual, transgender, queer, questioning, and plus communities during an emergency or natural disaster.

## ***E. Firearms***

**[AB 1982](#) (Mathis) Firearm Safety Certificate: Exemptions.  
Chapter 146, Statutes of 2024**

This measure would include a Veteran Health Identification Card issued by the Department of Veteran Affairs as appropriate documentation to prove an individual qualifies for the exemptions to possess a firearm safety certificate in order to purchase or possess a firearm.

**[AB 2629](#) (Haney) Firearms: Prohibited Persons.  
Chapter 527, Statutes of 2024**

This measure expands the current prohibition of possessing or purchasing firearms by those who have been found mentally incompetent to stand trial to include those found mentally incompetent to stand trial in post-release community supervision or parole revocation hearings.

**[AB 2739](#) (Maienschein) Firearms.  
Chapter 534, Statutes of 2024**

This measure would expand the violation for illegally carrying or concealing a handgun,

and its consequential eligibility for forfeiture and destruction, to any firearm. Any firearm illegally concealed or openly carried, whether loaded or unloaded, will be deemed a nuisance and is subject to forfeiture and destruction, as handguns are under current law.

**[AB 2759](#) (Petrie-Norris) Domestic Violence Protective Orders: Possession of A Firearm.**

**Chapter 535, Statutes of 2024**

This measure revises the current exemption in existing law concerning the relinquishment of possessed firearms and ammunition for those served with protective orders, as well as barring those individuals from the purchase of further firearms or ammunition. The exemption now allows the court to permit sworn peace officers to carry specific firearms or ammunition on and off duty as a condition of employment and/or a matter of personal safety if they are deemed not to be an additional threat and have been psychologically evaluated by domestic violence specialists.

**[AB 2822](#) (Gabriel) Domestic Violence.**

**Chapter 536, Statutes of 2024**

This measure requires that a law enforcement agency's domestic violence incident report form used by officers responding to domestic violence calls include space for documenting the presence and removal of any deadly weapons from the location of the domestic violence incident.

**[AB 2842](#) (Papan) Firearms.**

**Chapter 537, Statutes of 2024**

This measure requires any law enforcement agency that contracts with a third party for gun-buyback programs to ensure the destruction of the firearms procured through such a program and prohibits the sale of any part or attachment from those procured firearms to be resold by the third party. This measure allows for an exemption to the required destruction of these firearms if they are donated to a museum or historical society.

**[AB 2907](#) (Zbur) Firearms: Restrained Persons.**

**Chapter 538, Statutes of 2024**

This measure would expand upon the existing prohibition of purchase or possession of firearms and ammunition by those subject to a protective or restraining order to those who are subject to specific protective orders issued in domestic violence convictions. This measure also requires law enforcement officers responding to domestic violence calls to question the arrestee, victim, and all related parties about the presence and location of any deadly weapon and to confiscate any weapon discovered during a lawful search.

**[AB 2917](#) (Zbur) Firearms: Restraining Orders.**

**Chapter 539, Statutes of 2024**

This measure expands the criteria for which a gun violence restraining order can be issued, barring those who are subject to the order from purchasing or possessing a firearm or ammunition for a period of one to five years. This measure expands the

reviewable criteria to include consideration of recent threats or acts of violence directed toward another group or location, a past history of such threats or acts, politically motivated threats or acts, stalking, and animal cruelty, all as determinates for the extension of protective orders.

**[AB 3064 \(Maienschein\) Firearms.](#)**

**Chapter 540, Statutes of 2024**

This measure authorizes the DOJ, beginning on Jan. 1, 2026, to charge manufacturers of firearm-safety devices a fee for processing and listing of new devices on the roster of the DOJ-approved devices for sale within the state. The DOJ is also authorized to charge manufacturers and importers of already rostered devices an annual fee to cover the costs of prototype storage.

**[AB 3072 \(Petrie-Norris\) Child Custody: Ex Parte Orders.](#)**

**Chapter 317, Statutes of 2024**

This measure requires the court to consider a parent's access, possession, or purchase of a firearm illegally as a demonstration of immediate harm to the child when determining granting or modifying a child custody order on an ex parte basis.

**[AB 3083 \(Lackey\) Domestic Violence: Protective Orders: Background Checks.](#)**

**Chapter 541, Statutes of 2024**

This measure requires all courts in the state to conduct a search, in compliance with the Domestic Violence Prevention Act, through the DOJ's Automated Firearms Systems to determine if the subject of a protective order has firearms registered to them.

**[SB 53 \(Portantino\) Firearms: Storage.](#)**

**Chapter 542, Statutes of 2024**

This measure, beginning Jan. 1, 2026, requires all owners of firearms in the state to have their firearms securely stored when not in use by its lawful owner. This measure specifies that a firearm is considered securely stored when either stored in a locked safety device or has a certified safety device affixed to the firearm. A violation of this measure would result in an infraction for its first two offenses and would become a misdemeanor upon a third and subsequent violations.

**[SB 758 \(Umberg\) Firearms.](#)**

**Chapter 543, Statutes of 2024**

This measure expands the offense of acquiring a firearm with the intent to transfer that firearm to a minor or to evade firearm transfer requirements to include firearms that have been imported into the state with this intent.

**[SB 899 \(Skinner\) Protective Orders: Firearms.](#)**

**Chapter 544, Statutes of 2024**

This measure requires courts, beginning Jan. 1, 2026, when issuing protective orders to provide those subject to the order with information alerting them that they must relinquish firearms and ammunition in their possession. This measure also requires that courts are required to review the case to ensure the subject of the protective order has

compiled with the relinquishment requirement and requires any violation of relinquishment to be reported to the prosecuting attorney.

**[SB 902](#) (Roth) Firearms: Public Safety.**

**Chapter 545, Statutes of 2024**

This measure extends the 10-year prohibition of purchasing, receiving, possessing, or having control of any firearms for those convicted of certain misdemeanors. Beginning Jan. 1, 2025, any person convicted of maliciously and intentionally maiming, mutilating, torturing, wounding, or killing a living animal will be included in the 10-year firearm prohibition.

**[SB 965](#) (Min) Firearms.**

**Chapter 546, Statutes of 2024**

This measure requires the DOJ to provide additional information in its annual report summarizing and analyzing the number of firearms that have been lost, stolen, recovered, or used in the commission of a crime. New information to be provided includes the DOJ's staffing level available to conduct inspection of firearm and ammunition vendors, the total number of inspections conducted, the information gathered, a list of violations from inspection, and their resolutions.

**[SB 1002](#) (Blakespear) Firearms: Prohibited Persons.**

**Chapter 526, Statutes of 2024**

This measure creates a prohibition on the possession or purchase of ammunition for individuals who are subject to mental-illness-related firearm prohibitions and requires those subject to these prohibitions to relinquish all firearms and ammunition in their possession.

**[SB 1019](#) (Blakespear) Firearms: Destruction.**

**Chapter 547, Statutes of 2024**

This measure specifies the method of destruction to be employed by law enforcement agencies of firearms they are required to destroy. This measure requires these firearms to be destroyed by entirely smelting, shredding, crushing, or cutting all parts of the firearms, including attachments. Law enforcement agencies are required to develop and post on their websites written policies about the destruction of firearms.

## ***F. Fire Services***

**[SB 504](#) (Dodd) Wildfires: Defensible Space: Grant Programs: Local Governments.**

**Chapter 982, Statutes of 2024**

This measure makes minor changes and updates to the defensible space requirements for State Responsibility Areas and Local Responsibility Areas. This measure also makes changes to the Fire Prevention Grants program at the Department of Forestry and Fire Protection, including allowing public education and outreach programs to

include new technologies and game elements to enhance and accelerate the education of property owners.

## ***G. Law Enforcement***

### **AB 2541 (Bains) Peace Officer Training: Wandering. Chapter 333, Statutes of 2024**

This bill measure requires the Commission on Peace Officer Standards and Training (POST), in consultation with specified subject matter experts and on or before Jan. 1, 2026, to develop guidelines addressing wandering associated with Alzheimer's disease, autism, and dementia.

### **AB 2546 (Rendon) Law Enforcement and State Agencies: Military Equipment: Funding, Acquisition, and Use. Chapter 408, Statutes of 2024**

This measure clarifies the definition of military equipment and replaces references to specific trade names with a general description of the devices for the purpose of procurement of military equipment by law enforcement.

### **AB 2621 (Gabriel) Law Enforcement Training. Chapter 532, Statutes of 2024**

This measure requires POST to include instruction on identifying when a gun violence restraining order is necessary to prevent a hate crime and the process for getting such a protective order. This training will be added to the current existing requirement for POST instruction on indicators of hate crimes, responses to hate crime waves, and methods of handling incidents.

### **AB 2695 (Ramos) Law Enforcement: Criminal Statistics. Chapter 662, Statutes of 2024**

This measure requires data reported by law enforcement and the DOJ to disaggregate the data collected based on whether the incidents took place in Indian country.

### **SB 400 (Wahab) Peace Officers: Confidentiality of Records. Chapter 3, Statutes of 2024**

This measure clarifies that the confidentiality provision under the California Public Records Act does not prohibit an agency that formerly employed a peace officer or custodial officer from disclosing the termination for cause of that officer.

### **SB 918 (Umberg) Law Enforcement Contact Process: Search Warrants. Chapter 985, Statutes of 2024**

This measure would require a social media platform to maintain a law enforcement contact process that, among other things, makes available a staffed hotline for law enforcement personnel for purposes of receiving, and responding to, requests for information. This measure also requires a social media platform to comply with a search warrant within 72 hours if the subject of the search warrant is information associated

with an account on the social media platform and that information is controlled by a user of the social media platform. This measure would not apply to a social media platform with fewer than 1 million discrete monthly users and would make its provisions operative on July 1, 2025.

## ***H. Retail Theft***

**\*[AB 1779](#) (Irwin) Theft: Jurisdiction.**

**Chapter 165, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[AB 1802](#) (Jones-Sawyer) Crimes: Organized Theft.**

**Chapter 166, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[AB 1960](#) (Rivas, Robert) Sentencing Enhancements: Property Loss.**

**Chapter 220, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[AB 1972](#) (Alanis) Regional Property Crimes Task Force.**

**Chapter 167, Statutes of 2024 (Urgency).**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[AB 2943](#) (Zbur) Crimes: Shoplifting.**

**Chapter 168, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[AB 3209](#) (Berman) Crimes: Theft: Retail Theft Restraining Orders.**

**Chapter 169, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[SB 905](#) (Wiener) Crimes: Theft From a Vehicle.**

**Chapter 170, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[SB 982](#) (Wahab) Crimes: Organized Theft.**

**Chapter 171, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[SB 1144](#) (Skinner) Marketplaces: Online Marketplaces.**

**Chapter 172, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[SB 1242](#) (Min) Crimes: Fires.**

**Chapter 173, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

**\*[SB 1416](#) (Newman) Sentencing Enhancements: Sale, Exchange, or Return of Stolen Property.**

**Chapter 174, Statutes of 2024**

*Cal Cities has prepared a comprehensive summary of this measure in Appendix A of this document.*

## ***I. Victim's Rights***

**[AB 1186](#) (Bonta) Restitution Fines.**

**Chapter 805, Statutes of 2024**

This measure provides that the outstanding balance of any restitution fines, including any collection fees, are unenforceable and uncollectible 10 years after the date of imposition of an order for a restitution fine.

**[AB 2432](#) (Gabriel) California Victims of Crime Act.**

**Chapter 651, Statutes of 2024**

This measure establishes the California Crime Victims Funds within the State Treasury and authorizes the money deposited in the account to be appropriated by the California Office of Emergency Services to support victims of crime. This measure also provides that corporations convicted of misdemeanor or felony offenses may be made to pay additional fines as a white-collar crime enhancement that will be equal to either two times the value taken or lost, 75% of which will be deposited into the California Crime Victims Funds account.

**[SB 379](#) (Umberg) Victim Services: Restorative Justice.**

**Chapter 980, Statutes of 2024**

This bill requires the California Department of Corrections and Rehabilitation (CDCR) to establish and maintain an Accountability Letter Bank program, with the goal of providing a voluntary opportunity for incarcerated persons to be accountable for the harm they have caused and to express remorse to those they have harmed. This measure allows

victims, survivors, and next of kin to receive a letter of accountability from an incarcerated person when, and if, they choose to receive a letter that is addressed to them.

## ***J. Miscellaneous***

### **AB 628 (Wilson) Prisons: Employment of Inmates.**

#### **Chapter 54, Statutes of 2024**

This measure, contingent upon the passage and approval by the voters of a constitutional amendment that prohibits all involuntary servitude (Proposition 6), requires the CDCR to develop a voluntary work program and to prescribe rules and regulations regarding work and programming assignments for CDCR inmates. These regulations include the wages for work assignments and requires wages for work assignments in county and city jail programs to be set by local ordinance.

### **AB 2020 (Bonta) Survivors of Human Trafficking Support Act.**

#### **Chapter 615, Statutes of 2024.**

This measure requires POST to, by no later than June 1, 2026, develop guidelines for interacting with survivors of human trafficking. This measure requires each law enforcement agency to, by no later than Dec. 1, 2026, adopt a written policy for interacting with survivors of human trafficking based on the guidelines developed by POST.

### **AB 2481 (Lowenthal) Social Media-related Threats: Reporting.**

#### **Chapter 832, Statutes of 2024**

This measure requires a social media platform to disclose all social media-related threat reporting procedures for certain verified reporters in the social media platform's terms of service. This measure defines "social media-related threat" to mean content posted on a social media platform that promotes, incites, facilitates, or perpetrates any of certain things, including cyberbullying, suicide, and drug trafficking.

### **\*AB 3024 (Ward) Civil Rights.**

#### **Chapter 584, Statutes of 2024, Urgency**

This measure expands the definition of "intimidation by threat of violence" under the Ralph Civil Rights Act of 1976 to also include terrorizing the owner or occupant of private property with the distribution of materials on the private property, without authorization, with the purpose of terrorizing the owner or occupant of that private property. This measure prohibits speech alone as the basis of an action, unless there is a showing that the speech itself threatens violence against a specific person or group of persons, and because of the speech, violence will be committed against them or their property.



**[AB 3138](#) (Wilson) License Plates and Registration Cards: Alternative Devices.  
Chapter 756, Statutes of 2024**

This measure allows any vehicle, beginning on Jan. 1, 2027, to be offered an alternative device to a license plate or registration card that includes vehicle location technology.

# REVENUE AND TAXATION

## VII. Revenue and Taxation

### *A. Property Tax*

#### **[AB 1819](#) (Waldron) Enhanced Infrastructure Financing Districts: Public Capital Facilities: Wildfires.**

##### **Chapter 357, Statutes of 2024**

This measure allows certain enhanced infrastructure financing districts to finance specified firefighting equipment if the district is at least partially in a high or very high fire hazard severity zone.

#### **[AB 1868](#) (Friedman) Property Taxation: Assessments: Affordable Housing.**

##### **Chapter 553, Statutes of 2024**

This measure would, for purposes of valuing property by a county assessor, establish a rebuttable assumption that, at the time of purchase, the assessor shall not include in the taxable value the value of the deed of trust on certain affordability-restricted properties utilizing the community land trust model.

#### **[AB 1879](#) (Gipson) Property Taxation: Filing.**

##### **Chapter 217, Statutes of 2024**

This measure authorizes a taxpayer to use an electronic signature instead of a manual, facsimile, or other signature for a State Board of Equalization (BOE) form if a county assessor has authorized that form to be submitted via the use of electronic media. This measure also requires a county assessor to accept the electronic signature and provides that a compliant electronic signature has the same legal effect as other signatures of the taxpayer. Finally, this measure authorizes an assessor to accept the filing of all BOE forms via electronic media, not just property statements.

#### **\*[AB 2353](#) (Ward) Property Taxation: Welfare Exemption: Delinquent Payments: Interest and Penalties.**

##### **Chapter 566, Statutes of 2024**

This measure provides that property owners developing affordable rental housing who qualify for the property tax welfare exemption are not liable for penalties and interest on delinquent property taxes under certain circumstances.

#### **[AB 2488](#) (Ting) Downtown Revitalization and Economic Recovery Financing Districts: City and County of San Francisco.**

##### **Chapter 274, Statutes of 2024**

This measure allows the City and County of San Francisco to create a Downtown Revitalization and Economic Recovery Financing District to finance commercial-to-residential conversion projects using incremental property tax revenues.

**[AB 2897](#) (Connolly) Property Tax: Welfare Exemption: Community Land Trusts.  
Chapter 580, Statutes of 2024**

This measure changes the definition of a community land trust for purposes of property tax assessment.

**\*[AB 3134](#) (Chen) Property Taxation: Refunds.  
Chapter 922, Statutes of 2024**

This measure modifies the process for issuing certain property tax refunds by increasing from \$5,000 to \$10,000 the threshold for automatic refunds under specified circumstances, allowing certain refunds to be paid without the taxpayer filing a claim, and establishing time limits for refunds.

**[AB 3277](#) (Cmte. on Local Government) Local Agency Formation Commission:  
Districts: Property Tax.  
Chapter 70, Statutes of 2024**

This measure specifies that if a proposal includes the formation of a district, a local agency formation commission only needs to determine the amount of property tax revenue to be exchanged by an affected agency if the applicant is seeking a share of the property tax.

**[AB 3288](#) (Cmte. on Revenue and Taxation) Property Taxation: Tax-defaulted  
Property Sales: Objections and Excess Proceeds.  
Chapter 123, Statutes of 2024**

This measure modifies the date by which a taxing agency may object to a tax sale and specifies mailing procedures for interested parties filing claims for excess proceeds of a tax sale.

**\*[SB 1140](#) (Caballero) Enhanced Infrastructure Financing District.  
Chapter 599, Statutes of 2024**

This measure makes numerous changes to enhanced infrastructure financing district (EIFD) law, with the primary being a reduction in the number of EIFD formation meetings from four to three. This measure also specifies that an eligible project for climate resiliency districts includes a project that intends to improve air quality.

## ***B. Sales and Use Tax***

**[AB 2555](#) (Quirk-Silva) Sales and Use Tax: Exemption: Medicinal Cannabis:  
Donations.  
Chapter 920, Statutes of 2024 (Urgency)**

This measure extends the use tax exemption for medicinal cannabis or medicinal cannabis products donated by a licensed cannabis retailer to a medicinal cannabis patient until Jan. 1, 2030.

**\*[AB 2854](#) (Irwin) Bradley-Burns Uniform Local Sales and Use Tax Law.  
Chapter 842, Statutes of 2024**

This measure requires local agencies to publish to their websites and provide to the California Department of Tax and Fee Administration specified information regarding agreements between the local agency and a private retailer that result in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns sales and use tax revenues.

**[AB 3259](#) (Wilson) Transactions and Use Taxes: City Of Campbell: City of Pinole: County of Solano.  
Chapter 852, Statutes of 2024 (Urgency)**

This measure authorizes the City of Campbell, the City of Pinole, the County of Solano, or any city in the County of Solano, by ordinance or by citizens' initiative, to impose a transactions and use tax for general or specific purposes, at a rate of no more than 0.5% that, in combination with other transactions and use taxes, would exceed the combined rate limit of 2%, if certain requirements are met.

**\*[SB 1059](#) (Bradford) Cannabis: Local Taxation: Gross Receipts.  
Chapter 874, Statutes of 2024**

This measure prohibits a local jurisdiction, for the purposes of any local cannabis business tax or fee levied on a licensed cannabis retailer, from including in the definition of "gross receipts" the amount of any specified state-authorized taxes.

### ***C. Miscellaneous***

**\*[AB 2257](#) (Wilson) Local Government: Property-related Water and Sewer Fees and Assessments: Remedies.  
Chapter 561, Statutes of 2024**

This measure provides that if a local agency complies with specified exhaustion of remedies procedures for purposes of a fee of assessment adopted according to Proposition 218, then a person or entity that has not submitted a written objection to that local agency in a timely manner is prohibited from bringing a judicial action or proceeding alleging noncompliance with the constitutional provisions of Proposition 218, and the court's review is limited to a record of proceedings containing specified documents.

**\*[AB 2618](#) (Chen) Surplus Funds: Investment.  
Chapter 239, Statutes of 2024**

This measure extends, until Jan. 1, 2031, the authority for a local agency to invest up to 50% (rather than 30%) of its surplus funds in deposits at a commercial bank, savings bank, savings and loan association, or credit union under specified conditions.

**[AB 2813](#) (Aguiar-Curry) Government Investment Act.  
Chapter 155, Statutes of 2024 (Urgency)**

This measure clarifies the technical implementation provisions of ACA 1, clarifies terms

and project eligibility, and specifies local transparency requirements. This is a companion measure to ACA 1/Proposition 5, which will only take effect if approved by voters.

**SB 549 (Newman) Gaming: Tribal Nations Access to Justice Act.  
Chapter 860, Statutes of 2024**

This measure authorizes a California Indian tribe to bring an action in superior court against a cardroom and third-party providers seeking a declaration as to whether a controlled game operated by a cardroom and banked by a third-party provider constitutes a banking card game that violates state law. Any action pursuant to this measure must be filed no later than April 1, 2025, in the Superior Court of California, County of Sacramento.

**TRANSPORTATION,  
COMMUNICATIONS, AND PUBLIC  
WORKS**

## VIII. Transportation, Communications, and Public Works

### *A. Contracting and Public Works*

#### **[SB 1303](#) (Caballero) Public Works.**

##### **Chapter 991, Statutes of 2024**

This measure requires a private labor compliance entity to disclose potential conflicts of interest to a body awarding a public works contract. If conflict exists, the entity is prohibited from entering into a contract with an awarding body. Additionally, this measure requires a private labor compliance entity to take certain steps before and after withholding funds from a contractor or subcontractor who violates public works law. These violations include providing a venue for a contractor or subcontractor to respond to alleged violations. Finally, this measure requires a private labor compliance entity seeking to withhold funds from a public works contractor or subcontractor on behalf of an awarding body to, within 20 days of a written request for review by the contractor or subcontractor, provide a venue for a public works contractor or subcontractor to review and respond to evidence of alleged violations.

### *B. Infrastructure*

#### **[AB 2368](#) (Petrie-Norris) System Reliability and Outages.**

##### **Chapter 713, Statutes of 2024**

This measure authorizes the California Independent System Operator (CAISO) to amend its tariff, as deemed necessary and subject to approval by the Federal Energy Regulatory Commission, to be consistent with the efficient use and reliable operation of the transmission grid. This measure also requires the California Public Utilities Commission (CPUC) to assess if there is sufficient capacity available for procurement in the short term and midterm when establishing resource adequacy requirements. The short-term and midterm periods are defined as the period between two and five years in the future. All load-serving entities must meet these requirements. Finally, this measure requires the CAISO, if it finds that the primary cause of a major outage that affects at least 10% of customers of the local distribution service is the insufficient procurement of generation resources, to post the finding and recommendations for the procurement of necessary resources on its internet website and share the finding and recommendations with the CPUC, the State Energy Resources Conservation and California Energy Commission (CEC), and the Legislature.

#### **[SB 778](#) (Ochoa Bogh) Excavations: Subsurface Installations.**

##### **Chapter 447, Statutes of 2024**

This measure revises the procedures under the Dig Safe Act, requiring an excavator planning to conduct an excavation to notify the regional notification center of their intent before beginning excavation. It also outlines the steps an excavator must follow should a ticket expire. This measure requires the excavator to inform the regional notification



center of their intent to use a vacuum excavation device when obtaining a ticket. Also, this measure prohibits, unless an emergency exists, an excavator from beginning an excavation until all operators of subsurface installations listed on the ticket have fulfilled their obligations and limits the legal start date and time if all operators have fulfilled their obligations.

**[SB 1221](#) (Min) Gas Corporations: Ceasing Service: Priority Neighborhood Decarbonization Zones.**

**Chapter 602, Statutes of 2024**

This measure authorizes 30 pilot projects where cost-effective decarbonization of priority neighborhoods meeting specified criteria can be implemented, if the CPUC determines adequate substitute energy is available, among other requirements. This measure also requires specified mapping of the natural gas utility distribution system and requires the identification of priority decarbonization neighborhood zones. It also authorizes gas corporations to cease providing service within the 30 pilot projects, among other provisions. The CPUC is required, on or before Jan. 1, 2026, to designate priority neighborhood decarbonization zones considering, among other things, the concentration of gas distribution line replacement projects identified in the maps. This measure sunsets on Jan. 1, 2031.

**[SB 1420](#) (Caballero) Hydrogen Production Facilities: Certification and Environmental Review.**

**Chapter 608, Statutes of 2024**

This measure excludes from the definition of “energy infrastructure project” for purposes of the California Environmental Quality Act (CEQA) streamlining benefits eligible renewable energy resources under the California Renewables Portfolio Standard Program that combust, rather than use, biomass fuels. This measure would include hydrogen production facilities and associated on-site storage and processing facilities that do not derive hydrogen from a fossil fuel feedstock and that receive funding from specified state and federal programs within the definition of “energy infrastructure project.” CEQA requires preparation of specified documentation before a public agency approves or carries out certain projects. Current law authorizes the Governor to certify energy infrastructure projects meeting specified requirements for streamlining benefits related to CEQA. Current law defines “energy infrastructure project” for these purposes to include eligible renewable energy resources under the California Renewables Portfolio Standard Program, excluding resources that use biomass fuels. Current law expressly excludes from that definition of “energy infrastructure project” any project using hydrogen.

### ***C. Telecommunication and Broadband***

**[SB 1152](#) (Limón) State Fire Marshal: Fire Safety: Regulations: Lithium-based Battery Systems: Telecommunications Infrastructure.**

**Chapter 781, Statutes of 2024**

This measure requires the State Fire Marshal, before the next triennial edition of the

California Building Standards Code adopted after Jan. 1, 2025, to propose to the commission updates to the fire standards relating to requirements for lithium-based battery systems. This measure also would require these updates to address the specific environments in which communications utilities are to deploy the lithium-based battery systems in order to meet specified requirements relating to backup electricity for telecommunications infrastructure.

## ***D. Transportation***

### **AB 1774 (Dixon) Vehicles: Electric Bicycles.**

#### **Chapter 55, Statutes of 2024**

This measure prohibits a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts and requires electric bicycles to comply with specified equipment and manufacturing requirements. Current law prohibits a person from tampering with or modifying an electric bicycle to change the speed capability of the bicycle, unless they appropriately replace the label indicating the classification required.

### **\*AB 1777 (Ting) Autonomous Vehicles.**

#### **Chapter 682, Statutes of 2024**

This measure would, commencing July 1, 2026, require manufacturers of autonomous vehicles that operate without a human operator physically present in the vehicle, except as provided to comply with certain requirements, including, among other things, to maintain a dedicated emergency response telephone line that is available for emergency response officials, as defined, and to equip each autonomous vehicle with a two-way voice communication device that enables emergency response officials that are near the vehicle to communicate effectively with a remote human operator. This measure would authorize an emergency response official to issue an emergency geofencing message, as defined, to a manufacturer and would require a manufacturer to direct its fleet to leave or avoid the area identified within two minutes of receiving an emergency geofencing message.

### **AB 1953 (Villapudua) Vehicles: Weight Limits.**

#### **Chapter 219, Statutes of 2024**

This measure clarifies that the power unit of a near-zero-emission or zero-emission vehicle is authorized to exceed the allowable gross weight limits by up to a maximum of 2,000 pounds. Current state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This measure would also clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.

**[AB 2037](#) (Papan) **Weights and Measures: Electric Vehicle Chargers.**  
**Chapter 692, Statutes of 2024****

This measure would, beginning Jan. 1, 2026, authorize a county sealer to test and verify as correct any electric vehicle charger operated by a public agency that is located in the county in which the sealer has jurisdiction. This measure would require a county sealer, upon testing and finding that an electric vehicle charger operated by a public agency is incorrect to cause it to be marked with the words “out of order” and require the charger to be repaired or corrected. This measure would authorize a county board of supervisors to charge an annual registration fee for the cost of inspecting and testing an electric vehicle charger operated by a public agency.

**[AB 2086](#) (Schiavo) **Transportation Funding: California Transportation Plan: Public Dashboard.****

**Chapter 629, Statutes of 2024**

This measure requires the Department of Transportation (Caltrans) to include in their California Transportation Plan a financial element that summarizes the full cost of plan implementation through the first 10 years of the planning period and includes a summary of available revenues through the planning period and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues. Updated every five years, a copy of the plan will be sent to the Governor and the Legislature as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent.

**[AB 2130](#) (Santiago) **Parking Violations.****

**Chapter 379, Statutes of 2024**

This measure expands the options available to a person contesting the results of the initial review of an administrative hearing process in the enforcement and processing of parking violations and penalties to have a choice of a hearing by mail, in person, or, if offered by the issuing agency, by telephone or electronic means.

**[AB 2186](#) (Wallis) **Vehicles: Impoundment.****

**Chapter 502, Statutes of 2024**

This measure expands the list of offenses — engaging in a motor vehicle speed contest, reckless driving, and exhibition of speed on a highway — for which a person may be arrested and the person’s vehicle seized to include exhibition of speed in an off-street parking facility.

**\*[AB 2427](#) (McCarty) **Electric Vehicle Charging Stations: Permitting: Curbside Charging.****

**Chapter 567, Statutes of 2024**

This measure requires the division Zero-Emission Vehicle Market Development Office within the Governor’s Office of Business (GO-Biz) to develop a model permitting checklist, model zoning ordinances, and best practices for permit costs and permit review timelines to help local governments permit curbside charging stations as part of GO-Biz’s development of the Electric Vehicle Charging Station Permitting Guidebook or any subsequent updates. This measure would also require GO-Biz to consult with local

governments, electric vehicle service providers, and utilities while developing the above-described materials. Also, this measure requires a local agency that determines that there are no appropriate approved locations within the public right-of-way for installation of an electric vehicle charging station to publish that information on a publicly accessible internet website maintained by the local agency.

**[AB 2453](#) (Villapudua) Weights and Measures: Electric Vehicle Supply Equipment.  
Chapter 399, Statutes of 2024**

This measure prohibits, until Jan. 1, 2028, requiring electric vehicle supply equipment (EVSE) to be retested or placed in service by a service agency or sealer, under the general supervision of the Department of Food and Agriculture, if the EVSE has previously been placed in service by a service agency or sealer, before the EVSE is used after receiving maintenance.

**[AB 2669](#) (Ting) Toll Bridges: Tolls.  
Chapter 731, Statutes of 2024**

This measure prohibits a toll from being imposed on the passage of a pedestrian, a bicycle, or a personal mobility device over any bridge on which tolls are imposed on motor vehicles that is under the jurisdiction of a district or any state-owned bridge or any bridge that is part of the state highway system pursuant to a franchise agreement. This measure provides that the prohibition on tolls shall not apply if the bridge was under construction on or after Jan. 1, 2025, and if the tolls are used to fund the cost of constructing the bridge.

**[AB 2678](#) (Wallis) Vehicles: High-occupancy Vehicle Lanes.  
Chapter 414, Statutes of 2024**

This measure extends the repeal date of provisions authorizing ultra-low emission vehicles, super-ultra-low emission vehicles, advanced-technology partial-zero-emission vehicles, and transitional zero-emission vehicles with a Clean Air Vehicle decal issued by Department of Motor Vehicles to drive in High Occupancy Vehicle lanes to Jan. 1, 2027, if permitted by federal law (the federal authorization currently expires on Sept. 30, 2025).

**[AB 2780](#) (McKinnor) Carrier of Passengers Act Of 2024.  
Chapter 742, Statutes of 2024**

This measure establishes the Carrier of Passengers Act of 2024, which would require certain carriers of passengers to notify and coordinate with local jurisdictions regarding the disembarkation of 10 or more passengers who are likely to seek emergency shelter. This measure also makes those carriers liable for civil actions and penalties in violation of this measure's provisions. This measure prohibits a governing body from sharing or disclosing with any immigration authority any information shared or received pursuant to this measure without a court-ordered subpoena or judicial warrant. This measure also requires a governing body that elects to designate a specific location for disembarkation to post notice of that location on the governing body's internet website and requires the carrier of passengers to check the internet website before embarkation. Finally, this

measure authorizes the Attorney General, a district attorney, or a city attorney to bring an enforcement action.

**[AB 2879](#) (Lackey) High-speed Rail Authority: Contracting.  
Chapter 248, Statutes of 2024**

This measure requires the California High-Speed Rail Authority, which is composed of 11 members who oversee the planning, construction, and operation of the high-speed rail system in the state, to appoint an executive director to administer the affairs of the authority as directed by the authority. The measure, notwithstanding the authority's ability to delegate power to the executive director, further requires any contract change order with a value greater than \$100 million to be approved by the authority.

**\*[SB 689](#) (Blakespear) Local Coastal Program: Bicycle Lane: Amendment.  
Chapter 445, Statutes of 2024**

This measure provides that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian walkway shall not require a traffic study for the processing of either a coastal development permit or an amendment to a local coastal program by the California Coastal Commission. This measure would also require that the amendment of an application be processed in accordance with the procedures applicable to de minimis local coastal program amendments if the executive director of the commission makes specified determinations.

**[SB 708](#) (Jones) Vehicles: Off-highway Motor Vehicles: Off-highway Motorcycles: Sanctioned Event Permit.  
Chapter 446, Statutes of 2024**

This measure requires the Department of Parks and Recreation to create, beginning Jan. 1, 2026, a "sanctioned event permit" that allows a California resident, upon payment of a fee, to operate certain off-road motorcycles at sanctioned events. The permit will be valid for the calendar year issued for off-highway vehicle recreational special events and must be displayed on the left side of an off-road motorcycle and visible for inspection at sanctioned events.

**[SB 768](#) (Caballero) California Environmental Quality Act: Department of Housing and Community Development: Vehicle Miles Traveled: Study.  
Chapter 773, Statutes of 2024**

This measure requires the Department of Housing and Community Development, in consultation with local governments and other interested parties, by Jan. 1, 2028, and subject to an appropriation by the Legislature for this purpose, to conduct and post on its internet website a study on how vehicle miles traveled is used as a metric for measuring transportation impacts of housing projects pursuant to CEQA. This measure would require the study to include, among other things, an analysis of the differences in the availability and feasibility of mitigation measures to housing projects for vehicle miles traveled in rural, suburban, urban, and low-vehicle-miles-traveled areas. This measure would repeal those provisions on Jan. 1, 2029.

**[SB 960](#) (Wiener) Transportation: Planning: Complete Streets Facilities: Transit Priority Facilities.****Chapter 630, Statutes of 2024**

This measure requires Caltrans to develop and adopt transit priority policy and guidelines and to commit to specific four-year targets to incorporate complete streets facilities in the State Highway Operations and Protection Program (SHOPP). This includes on entrances and exits that interact with local streets, that are proportional toward the existing 10-year targets of the relevant State Highway System Management Plan (SHSMP). Specific requirements of Caltrans include, but are not limited to:

- The extent feasible by 2027, the SHSMP to include specific quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities.
- Include a description of complete streets facilities, including the number, extent, cost, and type, in the plain language performance report of the SHOPP.
- Beginning with the 2028 SHOPP, to provide and improve transit priority facilities in locations with current or future transit priority needs. These improvements must be consistent with their most recent guidance and plans, to the extent feasible and appropriate.
- Consult with public agencies and representatives from local complete streets advisory committees and other local stakeholders for projects funded by the SHOPP.
- On or before Jan. 1, 2027, develop and adopt a process for project intake, evaluation, and encroachment permit review for complete streets facilities.
- Annually report to the California Transportation Commission information about project applications pursuant to this process, including the number of applications submitted, permits issued, and days required to process each application.

**[SB 1098](#) (Blakespear) Passenger and Freight Rail: Lossan Rail Corridor.****Chapter 777, Statutes of 2024**

This measure requires the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders to ensure the performance of the LOSSAN Rail Corridor, the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. This measure also requires the Secretary of Transportation, with technical and subject matter assistance from the Secretary for Environmental Protection and the Secretary of the Natural Resources Agency, to submit a report to the Legislature regarding the LOSSAN Rail Corridor that includes specific information no later than two years after an appropriation is made by the Legislature for purposes of this report.

**[SB 1216](#) (Blakespear) Transportation Projects: Class III Bikeways: Prohibition.****Chapter 788, Statutes of 2024**

This measure prohibits any agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing or restriping a sharrows on a highway that has a posted speed limit greater than 30 mph. This measure also prohibits the Active Transportation Program from funding projects that create a Class III bikeway on a highway with a design speed greater than 25 mph. The measure

requires Caltrans to submit a report to the Legislature regarding the use of sharrows and Class III bikeways on state and local highways by July 1, 2026, including applicable safety considerations for and the number of sharrows and Class III bikeways on state and local highways.

**SB 1271 (Min) Electric Bicycles, Powered Mobility Devices, and Storage Batteries. Chapter 791, Statutes of 2024**

This measure clarifies that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. This measure also clarifies the definitions of a “class 1 electric bicycle” and a “class 3 electric bicycle,” with the class 1 electric bicycle defined as equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 mph, and a class 3 electric bicycle defined as equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 mph. This measure would prohibit specified vehicles from being advertised, sold, offered for sale, or labeled as electric bicycles.

**\*SB 1418 (Archuleta) Hydrogen-fueling Stations: Expedited Review. Chapter 607, Statutes of 2024**

This measure requires every local agency to adopt an ordinance that creates an expedited, streamlined permitting process for hydrogen-fueling stations, in consultation with the local fire department or district and the utility director, if the local agency operates a utility. This requirement applies only to the hydrogen-fueling stations that are eligible for nondiscretionary permitting under existing law. In developing this ordinance, a local agency must refer to the recommendations contained in the permitting guidebooks produced by GO-Biz, and may modify them based on unique climate, geological, seismological, or topographical conditions. In developing the expedited permitting process, local jurisdictions must adopt a checklist of all requirements with which hydrogen-fueling stations must comply to be eligible for expedited review. Once the local agency verifies that the application meets the requirements of the checklist, it must approve the permit. If the application is incomplete, the local agency must notify the applicant of all deficiencies in the application and any additional information required to be eligible for the expedited permit. The checklist must be published on the local agency’s website and must allow for electronic submittal of an application and associated documentation with an electronic signature. This measure requires a city, county, or city and county with a population of 250,000 or more residents to comply with these provisions on or before Sept. 30, 2025, and a city, county, or city and county with a population of fewer than 250,000 residents to comply with these provisions by Sept. 30, 2028.

**SB 1488 (Durazo) Outdoor Advertising Displays: Exemptions. Chapter 897, Statutes of 2024**

This measure reduces the minimum duration (one year to 120 days) of a sponsorship marketing plan for outdoor advertising displays at stadiums and arenas and requires

Caltrans to include among its priorities support for the placement of advertising displays at arenas when renegotiating an agreement with the Federal Highway Administration.



# **APPENDIX A – ADDITIONAL RESOURCES**

## The Budget Act of 2024

### Background

Fresh off the heels of addressing a \$31 billion deficit in 2023, California faced another year of financial difficulties in 2024. Clocking in at approximately \$47 billion dollars, the 2024 budget deficit was primarily due to revenue volatility and revenue forecast misses from prior fiscal years. California has a progressive tax system, which relies heavily on personal income taxes from high-income residents, making it extremely vulnerable to stock market fluctuations.

In January, Gov. Gavin Newsom unveiled a \$291.5 billion budget proposal that addressed a nearly \$38 billion deficit via reductions, borrowing, delays, deferrals, shifts, and drawing upon \$13.1 billion of the state's reserves. At the time, this deficit projection was at odds with the nonpartisan Legislative Analyst's Office projection of a \$73 billion deficit. This difference was primarily technical and hinged on how education funding should be characterized.

To quickly tackle a portion of the budget deficit, the Governor and Legislature struck an early action budget agreement that addressed nearly \$17 billion of the deficit. The goal of the early action was to address a sizable piece of the deficit immediately, to allow final budget negotiations later in the year to focus on closing the remaining gap.

The Governor later released his May Revision, which proposed a \$288 billion budget and addressed a deficit that had increased to approximately \$27.6 billion, a near \$7 billion increase from what remained after the early action budget agreement. The Governor noted that the deficit increase was due to revenue volatility because of California's tax system, with those revenues coming in below forecasts. The May Revision also anticipated a near \$30 billion deficit for 2025-26 fiscal year.

Soon after in June, Gov. Newsom, Senate Pro Tem Mark McGuire, and Assembly Speaker Robert Rivas announced an agreed upon 2024-25 state budget plan, which included total spending of approximately \$293 billion, of which \$211.5 was from the General Fund. This agreement addressed the remaining \$28 billion budget deficit, primarily by \$16 billion of program reductions and \$13.6 billion in new revenue. The remainder of the deficit is addressed via a combination of tapping into the state's reserves (\$6 billion), fund shifts, delays, and deferrals. Notably, the budget maintains the Rainy Day Fund at \$22 billion, a fund that is an essential tool in dealing with the state's volatile tax revenues. The budget is also balanced through the 2025-26 fiscal year.

Finally, the Legislature and Governor agreed to a suite of responsible budgeting reforms to help prevent future significant budget shortfalls. These include increasing the size of the Rainy Day Fund from 10% of the state budget to 20%, excluding deposits into the Rainy Day Fund from the Gann Limit, and creating a new "Projected Surplus Temporary Holding Account," where a portion of any projected surplus will be deposited and held until a future year once it is clear whether the projected surplus actually materializes.

The totality of the budget agreement is contained within AB 106 (Gabriel), AB 107 (Gabriel), SB 108 (Wiener), SB 109 (Wiener), AB 157 (Gabriel), AB 158 (Gabriel), and AB 180 (Gabriel), along with dozens of budget trailer bills.

### **Budget Package Overview**

Despite a \$47 billion deficit, the budget preserves investments in programs that are essential to millions of Californians. It protects investments in education, health care, public safety, and social service programs. Notable appropriations and reductions include the following:

#### Resources and Environment

##### *Changes to Climate-Related Budget Packages*

- Numerous changes to one-time and temporary funding agreed to in previous budgets for climate, resources, and environmental programs via reducing program support by shifting planned future funding from the General Fund to the Green House Gas Reduction Fund.
- \$2.3 billion in budget reductions and shifts to environmental programs.
- Overall, maintains \$29 billion across a seven-year window.

##### *Fire Response and Other*

- \$199 million for a shift to a 66-hour workweek for the California Department of Forestry and Fire Protection.
- \$94 million for flood prevention.
- \$65 million for Salton Sea projects.

#### State Operations

##### *Reduction to State Positions*

- \$762.5 million reverted to the General Fund via reverting vacant positions.

#### Health

##### *MCO Tax Package*

- Generates \$2.8 billion in 2024-25 (and \$7.1 billion through 2026-27) by increasing the tax rate on health plan enrollment in Medi-Cal.
- Offsets General Fund spending (\$3.5 billion through 2024-25 and \$7.7 billion through 2026-27) by reducing how much tax revenue is used for augmentations.
- Changes which Medi-Cal services and health programs receive augmentations and delays the start of certain funding increases to 2026.
- Collectively provides a budgetary solution of \$6.3 billion in 2024-25 and approximately \$15 billion through 2026-27.

#### Transportation

##### *Multiyear Transportation Infrastructure Package*

- Cuts \$400 million from the Active Transportation Program, \$200 million planned for grade separation projects, and \$75 million from the Highways-to-Boulevards pilot project.
- Reduces projects at the Port of Oakland by \$96 million.

### Housing and Homelessness

#### *One-Time Funding for Housing and Homelessness*

- Reduces one-time unspent funding for several housing programs by \$1.4 billion. Notable reductions include:
  - \$400 million to the Foreclosure Intervention Housing Preservation Program.
  - \$235 million to the Infill Infrastructure Program.
  - \$153 million to the CalHome Program.

#### *New One-Time Investments*

- \$1 billion for a sixth round of local funding for the Homeless Housing, Assistance and Prevention program.
- \$150 million for the Encampment Resolution Program.
- Additional \$500 million for the Low-Income Housing Tax Credit Program.

### Public Safety

#### *Various Reductions*

- \$169 million to the California Department of Corrections and Rehabilitation via prison capacity reductions.
- \$97 million in ongoing reductions to trial court operations funding.
- \$93 million in one-time reductions to the Governor’s Office of Emergency Services.

### Reserves

- The budget package includes \$5 billion from the Budget Stabilization Account and \$900 million from the Safety Net Reserve.
- The state ends 2024-25 with \$21 billion in reserves.

## Homelessness Budget Advocacy

### Cal Cities Advocacy

This year, Cal Cities continued to urge the Legislature and Governor's Office to invest \$3 billion in ongoing funding for cities to increase the supply of affordable housing and reduce homelessness. This request aligned with Cal Cities [2024](#) Advocacy Priorities, which focused on securing funding to address the housing and homelessness crisis.

To inform this budget request, Cal Cities conducted a [survey](#), which showed that while cities are accelerating their efforts to prevent and reduce homelessness and boost affordable housing in their communities, the demand for housing and services is outpacing their efforts, straining capacity, and draining resources. The study found that 85% of cities have implemented programs to prevent and reduce homelessness. Over 90% of those cities worry about their ability to continue to provide these services long-term. About one in three cities expects a budget deficit next year. Cal Cities staff shared this survey with the media and meetings with lawmakers to make the case for ongoing funding for these critical issues.

Additionally, for the second year in a row, Cal Cities joined a [broad coalition](#) of local governments, homeless service providers, housing advocates, and business leaders in calling on legislative budget committees to provide ongoing funding to address homelessness. While this group of stakeholders do not always see eye to eye, all stakeholders in this space agreed that ongoing funding paired with reasonable accountability metrics would significantly address homelessness in our state.

### Final Budget Agreement

Budget negotiations were turbulent this year, with the Legislature and the Governor at odds over funding key programs — including the state's flagship homelessness services program. Cal Cities advocated tirelessly to maintain funding for key programs and a commitment to ongoing funding in the budget. Ultimately, the budget included \$1 billion for the Homeless Housing, Assistance and Prevention (HHAP) Grant Program, coupled with new accountability requirements. While these investments are sorely needed, the lack of ongoing funding will only exacerbate the state's growing housing and homelessness crisis.

Below are the major investments in this year's budget related to homelessness:

- \$1 billion for the sixth round of the HHAP Grant Program. This comes with new accountability requirements, including a new enforcement unit, more frequent reporting requirements, and a greater emphasis on permanent housing solutions.
- \$250 million (\$150 million in 2024-25 and \$100 million in 2025-26) for the Encampment Resolution Grant Program.

Budget trailer bill language, [AB 166](#) (Cmte. on Budget), implements several accountability requirements for local governments to access state homelessness funds.

**AB 166 (Cmte. on Budget) Housing.  
Chapter 48, Statutes of 2024 (Urgency)**

This measure provides the framework for the distribution, use, and oversight of \$1 billion in funding for the sixth round of the HHAP Program. HHAP provides flexible support to locals to assist them in addressing homelessness. Specifically, this measure:

- Transfers the grant management authority from the California Interagency Council on Homelessness (Cal ICH) to the Housing and Community Development Department (HCD).
- Authorizes the Housing and Homelessness Accountability, Results, and Partnership Unit at the HCD to monitor HHAP grantees' expenditures, track outcomes, work with underperforming grantees on corrective action plans, and enforce compliance.
- Requires housing element compliance as a condition for cities and counties to receive the second half of their round six HHAP awards.
- Prioritizes homelessness prevention, permanent housing, and operational support for existing interim housing over uses of HHAP funds that do not directly provide housing.
- Increases the threshold for satisfactory improvement on system performance measures, which, if unmet, triggers corrective action.
- Includes additional and more frequent reporting requirements.

This measure also includes the appropriation, management, and enhanced reporting requirements for the Encampment Resolution Funding Program. Specifically, this measure:

- Appropriates \$150 million to the Encampment Resolution Funding (ERF) Program.
- Imposes more detailed and more frequent outcome reporting requirements on ERF Program grantees.
- Enhances program oversight by transferring grant management authority from Cal ICH to the HCD.
- Empowers the newly formed Housing and Homelessness Accountability, Results, and Partnership Unit at the HCD to enforce grantee compliance with the terms of the program.

---

## Retail Theft Legislative Package

In 2024, the Legislature and the Governor made addressing retail theft a priority by introducing and eventually signing a package of bills. But this effort was not without significant changes and pivots by the Legislature, due to the attempt to stop Proposition 36 from being placed on the ballot.

### Background

In 2014, Proposition 47, which reduced many felonies to misdemeanors, was passed by the voters. This proposition was intended to reduce the state prison population in order to correct severe overcrowding and to address a federal court order that mandated the state solve both overcrowding and substandard conditions in its prisons.

Since the passage of Proposition 47, however, there have been some unintended consequences, such as the increase in property crime, shoplifting, commercial burglary, and the underreporting of crime due to the lack of enforcement.

The Public Policy Institute of California (PPIC) reported that commercial burglary is at the highest rate since 2008.<sup>1</sup> In fact, according to the PPIC, commercial burglary increased statewide since 2020, especially in larger counties, which saw an increase of 13% in 14 of the 15 largest counties.

This resulted in a perfect storm in 2023 after a series of smash and grabs in Los Angeles and the unwillingness of the Assembly Public Safety Committee to pass legislation on sexual trafficking by Sen. Shannon Grove. These events led to public outrage and political changes by the new Legislative Leadership in 2023 to address the retail crime, shoplifting, and concerns by voters over the lack of accountability and enforcement.

Specifically, last August, Speaker Robert Rivas indicated there was significant work to be done on retail theft and that he wanted to address the increase in smash and grabs and shoplifting. This resulted in the creation of the Select Committee on Retail Theft chaired by Asm. Rick Zbur. In addition, Speaker Rivas made changes to the makeup of the Assembly Public Safety Committee and replaced the former chair, Asm. Reggie Jones Sawyer, with Asm. Kevin McCarty.

### Retail Theft Coalition

On Jan. 29, 2024, Cal Cities and a diverse group of business, labor, law enforcement, and local government organizations sent a letter to the Legislature and the Governor

---

<sup>1</sup> Person, Magnus Lofstrom, and Brandon Martin. "Retail Theft and Robbery Rates Have Risen across California." *Public Policy Institute of California*, September 7, 2023. <https://www.ppic.org/blog/retail-theft-and-robbery-rates-have-risen-across-california/>.

announcing the coalition and the intention to work on three critical areas to address retail theft: Prevention, Intervention, and Supervision. The purpose of the coalition was to ensure that meaningful and comprehensive reform is achieved this year.

The Coalition [sent a letter](#) to all members of the Legislature and the Governor outlining the three pillars of changes needed. The coalition also met with several members of the Legislature and outlined some of the issues that needed to be addressed in any final package.

### **Assembly Select Committee on Retail Theft**

Assembly Speaker Rivas created a new Select Committee on Retail Theft, which was chaired by Asm. Zbur. This committee met twice: on Dec. 19 in Sacramento and on Feb. 9 in West Hollywood. During these hearings, the committee heard an overview of the retail theft issue that included presentations by the Public Policy Institute of California, the Legislative Analyst's Office, the California Retailers Association, and the District Attorneys Association.

At these hearings, several members of the committee noted the need to address repeat offenders and emphasized accountability on the part of these offenders. Cal Cities staff testified at both hearings, noting that addressing retail theft is a top priority and expressed support for addressing repeat offenders.

### **Little Hoover Commission Hearings**

In 2023, the Little Hoover Commission was asked to do a report on retail theft by the former chair (Reggie Jones-Sawyer) and the current vice-chair of the Assembly Public Safety Committee.

In order to produce this report, the Little Hoover Commission has held a total of three hearings. At the Dec. 14, 2023, hearing, Gabe Quinto, Cal Cities second vice president, provided testimony regarding Cal Cities' priorities and the impact retail theft has had on communities.

The Little Hoover Commission released its [report](#) in July 2024 and made these final recommendations:

- The California Department of Justice should collect detailed data that includes, but is not limited to, the circumstances surrounding a crime, law enforcement's response to the crime, demographic data about the people arrested and, if applicable, charged with the crime, whether and what charges the prosecutors file, the final disposition of the case, and the offender's rehabilitation, reentry, and recidivism.
- To better understand the complexities involved in the causes and effects of retail crime to develop evidence-based solutions, the State of California should fund studies on preventative measures, commercial victimization, the economic impact of retail theft, drivers of public perception, and the fencing of stolen goods. This research should be conducted by the University of California, the California



State University, the California Community Colleges, independent universities, or other nonpartisan research institutions.

**Legislative Package**

At the beginning of the legislative session, there were over 50 measures addressing the issue of retail theft or shoplifting. After the appropriations suspense file deadline in May, the Legislature had limited the number of bills to about 20.

On June 3, 2024, the Assembly speaker and the Senate pro tem announced a package of bills to address retail theft, which included several bills that Cal Cities supported.

However, during June, due to the pending ballot measure on retail theft and fentanyl (Proposition 36), the Legislature and the Governor made several changes to the package (click [here](#) for the chart of actions). Here are some of the key actions that took place on the legislative package:

<b>Date</b>	<b>Action</b>	<b>Notes</b>
June 3, 2024	Leaders of both houses announce legislative package of 14 bills.	This includes two fentanyl bills and 12 retail theft bills.
June 10, 2024	Democratic leaders hold a press conference on proposed amendments to the package.	Amendments include urgency clauses and inoperability clauses.
June 11, 2024	DAs’ measure qualifies for the November ballot.	
June 13, 2024	Cal Cities sends letter opposing inoperability clause.	
June 17, 2024	Senate Appropriations hearing on the Assembly bills; AB 1794 (McCarty) pulled from the package.	
June 17, 2024	Negotiations between the Governor’s Office and DA’s stall on their ballot measure.	
June 26, 2024	Cal Cities shifts position to neutral due to inoperability clause.	
June 30, 2024	Inoperability clause removed from all bills. Cal Cities returns to support position on the package.	Legislature was unable to obtain votes to pass the package with the amendments.
June 30, 2024	Governor announces counter measure (SB	SB 1381 was heard in policy committee and had significant

	1381) to the DAs’ ballot measure.	opposition from a wide range of stakeholders.
July 2, 2024	Governor pulls counter measure.	
July 3, 2024	Legislature adjourns for summer recess without passing the retail theft package.	
July 3, 2024	Secretary of State assigns DAs’ measure as Proposition 36.	
July 12, 2024	Cal Cities Board votes to support Proposition 36.	
Aug. 12, 2024	Both houses pass the revised Legislative Package of 10 measures.	Cal Cities in support of most of these bills since the inoperability clause was removed.
Aug. 16, 2024	Governor signs 10-bill package.	
Sept. 12, 2024	Governor signs AB 1960 – final bill in the retail theft package.	

**Bill Package:**

The final legislative bill package was signed by the Governor on Aug. 12, 2024. Below is a summary of the measures that were passed by the Legislature:

**[AB 1779 \(Irwin\) Theft: Jurisdiction.](#)**

**Chapter 165, Statutes of 2024**

This measure allows district attorneys to aggregate theft, organized theft, or receipt of stolen property charges across multiple counties, if all jurisdictions agree to the consolidation. This measure requires the court to conduct a hearing on the issue of consolidation and for the prosecution to provide written evidence that all district attorneys in counties with jurisdiction agree to the venue.

**[AB 1802 \(Jones-Sawyer\) Crimes: Organized Theft.](#)**

**Chapter 166, Statutes of 2024**

This measure repeals the sunset date on the organized retail theft statute and the Regional Property Crimes Task Force.

**[AB 1960 \(Rivas, Robert\) Sentencing Enhancements: Property Loss.](#)**

**Chapter 220, Statutes of 2024**

This measure allows for sentencing enhancements for taking, damaging, or destroying property in the commission of a felony when the losses exceed specified dollar amounts.

**[AB 1972](#) (Alanis) Regional Property Crimes Task Force.  
Chapter 167, Statutes of 2024 (Urgency)**

This measure specifies that cargo theft is a property crime for consideration by the Regional Property Crimes Task Force.

**[AB 2943](#) (Zbur and Rivas) Theft.  
Chapter 168, Statutes of 2024**

This measure makes several changes to retail theft and shoplifting statutes by creating a new crime for retail theft, allowing police to arrest without witnessing the crime, prohibiting a nuisance action against a retailer for reporting crime, providing diversion programs, and increasing the time under probation.

**Cal Cities Position:** Support if amended.

**[AB 3209](#) (Berman) Crimes: Theft: Retail Theft Restraining Orders.  
Chapter 169, Statutes of 2024**

This measure allows a court to issue a restraining order when sentencing an individual for shoplifting, theft from a retail establishment, organized retail theft, vandalism of a retail establishment, or assault or battery of an employee of a retail establishment. This measure also allows a prosecuting attorney, city attorney, county counsel, or attorney representing a retail establishment to petition for a restraining order for an individual who has been arrested.

**[SB 905](#) (Wiener) Crimes: Theft from a Vehicle.  
Chapter 170, Statutes of 2024**

This measure makes forcibly entering a vehicle with the intent to commit a theft or a felony is a crime punishable by imprisonment in a county jail for a period not to exceed one year or imprisonment in a county jail for 16 months, or two or three years.

**[SB 982](#) (Wahab) Crimes: Organized Theft.  
Chapter 171, Statutes of 2024**

This measure repeals the sunset date on the organized retail theft statute.

**[SB 1144](#) (Skinner) Marketplaces: Online Marketplaces.  
Chapter 172, Statutes of 2024**

This measure expands existing requirements for online marketplaces to collect certain information from high-volume third-party sellers on internet platforms and allows district attorneys, city attorneys, and county counsels to enforce the requirements. This measure also requires an online marketplace to establish and maintain a policy prohibiting the sale of stolen goods and requires an online marketplace to alert local, regional, or state law enforcement of the attempt to sell stolen goods. This measure would be operative on July 1, 2025.

**[SB 1242](#) (Min) Crimes: Fires.  
Chapter 173, Statutes of 2024**

This measure makes setting a fire within a merchant's premises to facilitate organized retail theft an aggravating factor in the sentencing of the offender.

**[SB 1416](#) (Newman) Sentencing Enhancements: Sale, Exchange, or Return of Stolen Property.**

**Chapter 174, Statutes of 2024**

This measure creates a new sentencing enhancement of between one and four years for selling, exchanging, or returning for value any property acquired through one or more acts of shoplifting, theft, or burglary from a retail business if the property value exceeds specified amounts.

## Recovery Housing Legislative Advocacy

### Background

In December 2023, the League of California Cities Board of Directors voted to support Proposition 1, which passed off the March 2024 ballot. Proposition 1 modernized the Mental Health Services Act for the first time in nearly two decades. The ballot measure also included a \$6.38 billion bond for over 11,000 new treatment beds and housing units for people with the most acute behavioral health needs who are homeless or at risk of homelessness.

Cal Cities' support of Proposition 1 aligned with existing policy. In 2022, the Cal Cities Board of Directors [adopted a new policy](#) that allowed the organization to advocate for better behavioral health services statewide. Additionally, Cal Cities' [2024 Advocacy Priorities](#) included securing increased funding and resources to prevent homelessness and reduce homelessness.

In addition to supporting Proposition 1 on the ballot, the Cal Cities Board of Directors directed staff to pursue legislation to address concerns about the overconcentration of recovery housing facilities in residential areas. This was in response to concerns that Proposition 1 funding could be used for residential recovery housing facilities, exacerbating existing overconcentration issues in certain parts of the state.

The Orange County Register has documented many of these overconcentration issues in a 2017 series titled [Rehab Riviera](#) and in the years since. Specifically, the five biggest counties in Southern California — most notably Orange County — have nearly [eight times as many facilities](#) as the five biggest counties in Northern California.

Cal Cities has over a decade of history advocating for reforms to address concerns about residential care facilities. Cal Cities' existing policy supports better review and regulation and a minimum distance of 300 feet between facilities. This advocacy included Cal Cities sponsoring [two bills](#) in 2016 in response to an annual conference resolution brought forward by the City of Malibu in 2015. Unfortunately, the Legislature and the Governor have taken little to no action to move legislation that protects residents and holds bad actors accountable.

### Recovery Housing Bill Package

In response to the board's directive, Cal Cities staff facilitated several group discussions with cities across the state to collect feedback and develop legislative solutions. As a result, Cal Cities sponsored four bills this session to ensure drug and alcohol recovery facilities follow state regulations and provide high-quality treatment.

Two of these measures were signed by the Governor, including:

#### [AB 2081 \(Davies\) Substance Abuse: Recovery and Treatment Programs.](#) **Chapter 376, Statutes of 2024**

This measure requires the operator of a licensed recovery home to disclose to those

seeking care that they can check the Department of Health Care Services (DHCS) website to confirm a facility’s compliance with state licensing laws.

**[AB 2574 \(Valencia\) Alcoholism or Drug Abuse Recovery or Treatment Programs and Facilities: Disclosures.](#)  
Chapter 410, Statutes of 2024**

This measure expands reporting requirements for licensed recovery home operators to enhance the DHCS’s oversight of sober living homes that are operating as an integral part of a licensed drug treatment facility located elsewhere in the community.

Unfortunately, two other measures in the bill package died earlier in the year. These include:

**[SB 913 \(Umberg\) Substance Use Disorder Treatment: Facilities.](#)**

This measure would have augmented state licensing efforts by requiring the DHCS to adopt a process that allows cities to request approval to conduct site visits and enforce compliance with existing state licensing laws.

**[AB 2121 \(Dixon\) Substance Use Disorder Treatment: Licensing.](#)**

This measure would have required DHCS to notify cities when a license is approved within their jurisdiction and implement 300-foot distance requirements consistent with those for other group homes.

Looking ahead, Asm. Diane Dixon requested an [audit](#) of facilities licensed and regulated by DHCS last year. Cal Cities anticipates the state will release the audit’s results in the coming months. This data should provide critical information on the state’s efforts to regulate these facilities and drive future attempts at reform.

**Media Engagement**

As part of the advocacy to advance this bill package, Cal Cities actively engaged the media, resulting in over 100 media mentions on the bills since they were introduced at the start of the year. Cal Cities also coordinated an [op-ed](#) co-authored by Asm. Laurie Davies and Cal Cities Orange County Division’s Immediate Past President and La Palma Mayor Marshall Goodman on the need for urgent legislative action to improve patient safety in recovery housing residences. Other key media engagements included press releases on [AB 2574](#) and [SB 913](#), as well as coverage in The [OC Register](#).

## The Warehouse Bill – AB 98 (J. Carrillo and Reyes)

At the end of the legislative session in 2024, the Legislature and the Governor prioritized the passage of a warehouse bill related to land use and air quality – AB 98 (J. Carrillo, Reyes).

### Background

At the start of 2024, the Assembly Local Government Committee held AB 1000 (Reyes). AB 1000 was a statewide bill introduced in 2023 that would impose standards on warehouses and logistics use facilities, including a 1,000-foot setback from the property line to sensitive receptors in an effort to lessen air quality impacts. AB 1748 (Ramos) was also introduced in 2023 as a second statewide bill that would impose less stringent standards to counter AB 1000. AB 1000 was narrowed to apply only to San Bernardino and Riverside Counties in January 2024 in an attempt to keep the bill moving forward. But the League of California Cities, among other business and industry organizations, maintained its opposed position, and AB 1000 died. However, at the end of January 2024, Assembly Speaker Robert Rivas called for a legislative working group to be formed to discuss the issue further before the legislation was reintroduced. The working group ended up being comprised of a limited number of stakeholders, including a business representative and an environmental advocate, who negotiated the extent of AB 98. In August 2024, several labor organizations were brought in to back the bill as the main supporters. It was then introduced on Aug. 28, 2024 – in the final three days of the legislative session.

### Cal Cities’ Policies and Advocacy

Cal Cities’ Existing Policy and Guiding Principles include the following policy:

*“Cal Cities opposes air quality legislation that restricts the land use authority of cities.”*

Cal Cities formed a group of city members to discuss AB 1000 and AB 1748 over the fall of 2023, in anticipation of the continuation of these bills in 2024. Cal Cities met with its members on a regular basis throughout 2024, as Cal Cities staff received information and updates about the potential of a legislative vehicle. Cal Cities met nearly every month with Assembly Local Government Committee Chair Juan Carrillo’s office and committee consultants or Assembly Speaker Rivas’ policy office to receive updates about the discussions they were having after being told that Cal Cities could not have a seat as one of the stakeholders in the legislative working group.

When notified that legislation would be forthcoming, Cal Cities engaged its members to mobilize and strongly oppose AB 98. The bill was introduced for the first time on Oct. 28, 2024 – three days before the end of the legislative session, which applied the 72-hour in-print rule. This rule requires that any measure heard on the floor must be in print for 72 hours with no amendments. Since AB 98 was a gut-and-amend bill and introduced on the 72-hour in-print deadline, there was no opportunity to amend the bill before the end of the legislative session. As the bill moved through the Senate and

Assembly floor, members committed to clean up legislation in 2025 to be able to address some major concerns that were raised by the organizations in opposition.

### **AB 98 Legislation**

AB 98 requires specific standards that warehouses and logistics use facilities must meet. It also sets forth a required circulation element update for all cities and counties to complete, otherwise the Attorney General may fine a local jurisdiction \$50,000 every six months. The information below describes these requirements included in AB 98.

AB 98 defines two tiers for the specific standards for warehouse and logistics use facilities, including 21st Century Warehouse Design and Tier 1 – 21st Century Warehouse Design, that will apply to new or expanded logistics use facilities beginning Jan. 1, 2026.

### 21st Century Warehouse Design

A logistics use that meets all of the following is considered a 21st Century Warehouse Design:

- Complies with or exceeds all requirements of the most current building energy efficiency standards, including, but not limited to, the following requirements related to:
  - Photovoltaic system installation and associated battery storage.
  - Cool roofing.
  - Medium- and heavy-duty vehicle charging readiness.
  - Light-duty electric vehicle charging readiness and installed charging stations.
- Has skylights in at least 1% of the roof area, or equivalent LED efficient lighting.
- Provides conduits and electrical hookups at all loading bays serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.
- Ensures that any heating, ventilation, and air-conditioning is high efficiency.
- Ensures that all classes of forklifts used on-site, pursuant to State Air Resources Board’s Zero-Emission Forklifts regulation, as drafted, shall be zero emission by Jan. 1, 2030, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on-site. If not, the cleanest technology commercially available shall be used, and cost shall not be a factor in determining operational feasibility pursuant to this subparagraph.
- Ensures that equipment used on-site utilizing small off-road engines shall be zero-emission, to the extent operationally feasible, commercially off-the shelf available, and adequate power available on site. If not, the cleanest technology commercially available shall be used and cost shall not be a factor in determining operational feasibility pursuant to this subparagraph. Should any equipment used on-site utilizing small off-road engines be contracted out, the logistics use facility shall preferentially contract for services utilizing zero-emission, small off-road engines.



### Tier 1 – 21st Century Warehouse Design

A logistics use that meets all of the 21st Century Warehouse Design conditions plus the following is considered a Tier 1 – 21st Century Warehouse Design:

- Photovoltaic system installation and associated battery storage. For purposes of the photovoltaic system installation requirement, all warehouse square footage should be considered conditioned space.
- Has a microgrid-ready switchgear system capable of supporting distributed energy resources.
- Is advanced smart metering ready.
- Has a minimum of 50% of all passenger vehicle parking spaces preinstalled with conduit and all necessary physical infrastructure to support future charging of electric vehicles.
- Has a minimum of 10% of all passenger vehicle parking spaces installed with electric vehicle charging stations.
- Ensures that all classes of forklifts used on-site, pursuant to State Air Resources Board's Zero-Emission Forklifts regulation, as drafted, shall be zero-emission by Jan. 1, 2028, to the extent operationally feasible, commercially off-the-shelf available, and adequate power available on-site.

### New or Expanded Logistics Use Developments

There are four types of sites defined in the bill where new or expanded logistics use development must meet specific siting requirements, including:

- Commencing Jan. 1, 2026, any proposed new or expanded logistics use development that is less than 250,000 square feet, has a loading bay within 900 feet of a sensitive receptor, and is utilizing a site zoned for industrial use shall comply with all of the following:
  - Orients truck loading bays on the opposite side of the logistics use development away from sensitive receptors to the extent feasible.
  - Locates truck entry, exit, and internal circulation away from sensitive receptors. Heavy-duty diesel truck drive aisles shall be prohibited from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
  - Includes buffering and screening to mitigate for light and noise.
  - Complies with or exceeds all requirements of the most current building energy efficiency standards, including, but not limited to, the following requirements related to: (A) photovoltaic system installation and associated battery storage, (B) cool roofing, (C) medium- and heavy-duty vehicle charging readiness, and (D) light-duty electric vehicle charging readiness and installed charging stations.
  - Provides conduits at loading bays equal to one truck per every loading bay serving cold storage. Idling or use of auxiliary truck engine power to power climate control equipment shall be prohibited if the truck is capable of plugging in at the loading bay.
  - Ensures that any heating, ventilation, and air-conditioning is high efficiency.

- Has a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial-oriented uses.
- Beginning Jan. 1, 2026, any proposed new or expanded logistics use development that is 250,000 square feet or more, has a loading bay within 900 feet of a sensitive receptor, and is using a site zoned for industrial use shall meet all of the following:
  - Tier 1 – 21st Century Warehouse Design elements.
  - Orients truck loading bays on opposite side from the sensitive receptors to the extent feasible.
  - Locates truck loading bays a minimum of 300 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.
  - Has a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial-oriented uses.
  - Locates truck entry, exit, and internal circulation away from sensitive receptors.
  - Prohibits heavy-duty diesel truck drive aisles from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
  - Includes buffering and screening to mitigate for light and noise (see below).
- Beginning Jan. 1, 2026, any proposed new or expanded logistics use development where the loading bay is within 900 feet of a sensitive receptor and on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned, shall meet all of the following:
  - If the logistics use development is 250,000 square feet or more it shall include all Tier 1 – 21st century warehouse design elements.
  - If the logistics use development is less than 250,000 square feet, it shall include all 21st century warehouse design elements.
  - Orients truck loading bays on the opposite side of the logistics use development away from sensitive receptors to the extent feasible.
  - Locates truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.
  - Has a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial-oriented uses.
  - Locates truck entry, exit, and internal circulation away from sensitive receptors.
  - Prohibits heavy-duty diesel truck drive aisles from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
  - Includes buffering and screening to mitigate for light and noise (see below).
- Commencing Jan. 1, 2026, any proposed new or expanded logistics use development that is on land that is not zoned industrial, whether developed or undeveloped, or land that needs to be rezoned and is located in the **warehouse**

**concentration region** (see Key Definitions below) shall comply with all of the following:

- If the logistics use development is 250,000 square feet or more, it shall include all Tier 1 – 21st Century Warehouse Design elements.
- If the logistics use development is less than 250,000 square feet, it shall include all 21st Century Warehouse Design elements.
- Orients truck loading bays on the opposite side of the logistics use development away from sensitive receptors to the extent feasible.
- Locates truck loading bays a minimum of 500 feet from the property line of the nearest sensitive receptor to the nearest truck loading bay opening using a direct straight-line method.
- Has a separate entrance for heavy-duty trucks accessible via a truck route, arterial road, major thoroughfare, or a local road that predominantly serves commercial-oriented uses.
- Locates truck entry, exit, and internal circulation away from sensitive receptors.
- Prohibits heavy-duty diesel truck drive aisles from being used on sides of the building that are directly adjacent to a sensitive receptor property line.
- Includes buffering and screening to mitigate for light and noise (see below).

#### Light and Noise Buffers

Light and noise buffers referenced above require any new logistics use facility within 900 feet of a sensitive receptor to have a buffer as follows:

- If the logistics use development is on existing industrial sites, the buffer shall be 50 feet in width measured from the property line of all adjacent sensitive receptors.
- If the logistics use development is a rezoned industrial site, the buffer shall be 100 feet in width measured from the property line of all adjacent sensitive receptors.

Buffer areas shall include a solid decorative wall, landscaped berm and wall, or landscaped berm 10 feet or more in height; drought-tolerant natural ground landscaping with proper irrigation; and solid-screen buffering trees. Trees shall be used as part of a solid-screen buffering treatment and planted in two rows along the length of the property line adjacent to the sensitive receptor. Trees used for this purpose shall be evergreen, drought tolerant to the extent feasible, composed of species with low-biogenic emissions, of a minimum 36-inch box size at planting, and spaced at no greater distance than 40 feet on center. Palm trees shall not be used.

#### Circulation Element Update

On or before Jan. 1, 2028, a city, county, or city and county shall update its circulation element to include truck routes. On or before Jan. 1, 2026, all cities and counties in the **warehouse concentration region** shall update their circulation element to include truck routes. AB 98 requires a county or city to update its circulation element to do all of the following:

- Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors.
- Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. Truck routes shall comply with the following:
  - Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.
  - Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.
- On and after the required deadlines stated above in this section, all proposed development of a logistics use development less than 250,000 square feet and on existing industrial sites shall be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses.
- Local roads shall be considered to predominantly serve commercial uses if more than 50% of the properties fronting the road within 1,000 feet are designated for commercial or industrial use according to the local zoning ordinance.
- The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.
- The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations.
- The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

The city or county shall provide opportunities for the involvement of citizens, California Native American tribes, public agencies, public utility companies, and civic, educational, and other community groups through public hearings and any other means the planning agency deems appropriate. The city or county shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the changes required.

The Attorney General may enforce this paragraph and may **impose a fine against a jurisdiction that is in violation of this paragraph of up to \$50,000 every six months** if the required updates have not been made.

Upon appropriation by the Legislature, any fines collected shall be distributed by the Attorney General and returned to the local air quality management district in which the fine was imposed and be used for the district's efforts to improve air quality.

### Housing Provisions

AB 98 requires that a city, county, or city and county shall not approve development of a logistics use that does not meet or exceed the standards outlined in the bill. This provision should not be construed to restrict the existing authority of a city, county, or city and county to deny a logistics use facility altogether. A city, county, or city and county shall condition approval of a logistics use on the following:

- Two-to-one replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official prior to purchase by the developer. For each housing unit demolished, regardless of market value of the unit, two units of affordable housing for persons and families of low or moderate income that are deed-restricted shall be built within the jurisdiction. Funds from any fee imposed for the replacement of demolished housing units shall be placed in a housing-specific set-aside account and shall be used for housing within three years of collection.
- If residential dwellings are affected through purchase, the developer shall be required to provide any displaced tenant with an amount equivalent to 12 months' rent at the current rate.

### Air Quality Monitoring Requirements

AB 98 requires, subject to an appropriation for this express purpose, the South Coast Air Quality Management District (District), beginning Jan. 1, 2026 and ending Jan. 1, 2032, to deploy mobile air monitoring systems within the Counties of Riverside and San Bernardino to collect air pollution measurements in communities that are near operational logistics use developments. The District is required to use the data collected to conduct an air-modeling analysis to evaluate the impact of air pollution on sensitive receptors from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors. The District is required to submit its findings to the Legislature on or before Jan. 1, 2033. On or before Jan. 1, 2028, the District shall submit an interim report to evaluate the impact of air pollution on sensitive receptors from logistics use development operations in the Counties of Riverside and San Bernardino, including relative pollution concentrations from logistics use developments at varying distances from sensitive receptors. This report shall be used to assess the effectiveness of setbacks on public health. The District is required to establish a process for receiving community input on how any penalties assessed and collected for violations of the Warehouse Indirect Source Rule are spent. The District is required to ensure a wide range of community groups are included in the process and that groups represent the geographic areas where there are high numbers of warehouse facilities.

### **Additional Key Definitions**

The following are key definitions included in AB 98:

“Expansion of an existing logistics use” means the expansion of an existing logistics use by 20% or more of the existing square footage. Office space shall not be included as

part of the existing square footage or in the square footage for the 20% expansion threshold.

“Logistics use” means a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for on-site purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

“Logistics use” does not include any of the following:

- Facilities where food or household goods are sold directly to consumers and are accessible to the public.
- A building primarily served by rail to move cargo, goods, or products.
- A Strategic Intermodal Facility, which means a project that satisfies all of the following requirements:
  - Logistics facilities, including warehousing and transloading facilities, served by rail.
  - Intermodal freight transport services.
  - All facility structures and related rail operations are located within a single site footprint.

“Sensitive receptor” means one or more of the following:

- A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home.
- A school, including, but not limited to, a preschool, prekindergarten, or school maintaining kindergarten or any of grades 1-12, inclusive.
- A day care facility, including, but not limited to, in-home day care.
- Publicly owned parks, playgrounds, and recreational areas or facilities primarily used by children, unless the development of the park and recreation areas are included as a condition of approval for the development of a logistics use.
- Nursing homes, long-term care facilities, hospices, convalescent facilities, or similar live-in housing.
- Hospitals, as defined in Section 128700 of the Health and Safety Code.

“Warehouse concentration region” includes the Counties of Riverside and San Bernadino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernadino.

# **APPENDIX B – CAL CITIES RESOURCES**

## Legislative Staff

**Jason Rhine**, Director of Legislative Affairs  
[jrhine@calcities.org](mailto:jrhine@calcities.org)

**Meg Desmond**, Associate Manager, Legislative Administration  
[mdesmond@calcities.org](mailto:mdesmond@calcities.org)

**Caroline Grinder**, Legislative Affairs, Lobbyist  
*Community Services*  
[cgrinder@calcities.org](mailto:cgrinder@calcities.org)

**Melissa Sparks-Kranz**, Legislative Affairs, Lobbyist  
*Environmental Quality*  
[msparkskranz@calcities.org](mailto:msparkskranz@calcities.org)

**Johnnie Pina**, Legislative Affairs, Lobbyist  
*Governance, Transparency, and Labor Relations*  
[jpina@calcities.org](mailto:jpina@calcities.org)

**Brady Guertin**, Legislative Affairs, Lobbyist,  
*Housing, Community, and Economic Development*  
[bguertin@calcities.org](mailto:bguertin@calcities.org)

**Jolena Voorhis**, Legislative Affairs, Lobbyist  
*Public Safety*  
[jvoorhis@calcities.org](mailto:jvoorhis@calcities.org)

**Ben Triffo**, Legislative Affairs, Lobbyist  
*Revenue and Taxation*  
[btriffo@calcities.org](mailto:btriffo@calcities.org)

**Damon Conklin**, Legislative Affairs, Lobbyist  
*Transportation, Communications, and Public Works*  
[dconklin@calcities.org](mailto:dconklin@calcities.org)

**Waleed Hojeij**, Policy and Legislative Affairs Analyst  
[whojeij@calcities.org](mailto:whojeij@calcities.org)

**Betsy Montiel**, Policy and Legislative Affairs Analyst  
[bmontiel@calcities.org](mailto:bmontiel@calcities.org)

**Zach Cefalu**, Policy and Legislative Affairs Analyst  
[zcefalu@calcities.org](mailto:zcefalu@calcities.org)



## Regional Public Affairs Managers

### Director of Public Affairs

**Kristine Guerrero**

Cell: (626) 716-0076

[kguerrero@calcities.org](mailto:kguerrero@calcities.org)

### Central Valley

**Stephen Qualls**

Cell: (209) 614-0118

[squalls@calcities.org](mailto:squalls@calcities.org)

### Channel Counties

**David Mullinax**

Cell: (805) 797-3530

[dmullinax@calcities.org](mailto:dmullinax@calcities.org)

### Desert Mountain; Inland Empire

**Laura Varela**

Cell: (909) 275-4110

[lvarela@calcities.org](mailto:lvarela@calcities.org)

### East Bay

**Samantha Caygill**

Cell: (916) 402-7258

[scaygill@calcities.org](mailto:scaygill@calcities.org)

### Peninsula

**Montana Cruz**

Cell: (415) 298-4940

[mcruz@calcities.org](mailto:mcruz@calcities.org)

### Los Angeles County

**Jennifer Quan**

Cell: (626) 786-5142

[jquan@calcities.org](mailto:jquan@calcities.org)

### Nicolas Cabeza

Cell: (562) 322-1861

[ncabeza@calcities.org](mailto:ncabeza@calcities.org)

### Jeff Kiernan

Cell: (310) 630-7505

[jkiernan@calcities.org](mailto:jkiernan@calcities.org)

### Monterey Bay

**Deanna Sessums**

Cell: (831) 915-8293

[dsessums@calcities.org](mailto:dsessums@calcities.org)

### North Bay

**Nancy Hall Bennett**

Cell: (415) 302-2032

[nbennett@calcities.org](mailto:nbennett@calcities.org)

### Orange County

**Connor Medina**

Cell: (949) 421-9898

[cmedina@calcities.org](mailto:cmedina@calcities.org)

### Redwood Empire

**Sara Sanders**

Office: (916) 658-8243

Cell: (916) 548-9030

[sanders@calcities.org](mailto:sanders@calcities.org)

### Riverside County

**Jesse Ramirez**

Cell: (951) 808-2448

[jramirez@calcities.org](mailto:jramirez@calcities.org)

### Sacramento Valley

**Charles Anderson**

Cell: (916) 798-2231

[canderson@calcities.org](mailto:canderson@calcities.org)

### San Diego County;

### Imperial County

**Catherine Hill**

Office: (619) 295-8282

Cell: (619) 733-1751

[chill@calcities.org](mailto:chill@calcities.org)

### South San Joaquin

### Valley

**Rajveer Rakkar**

Cell: (559) 214-1849

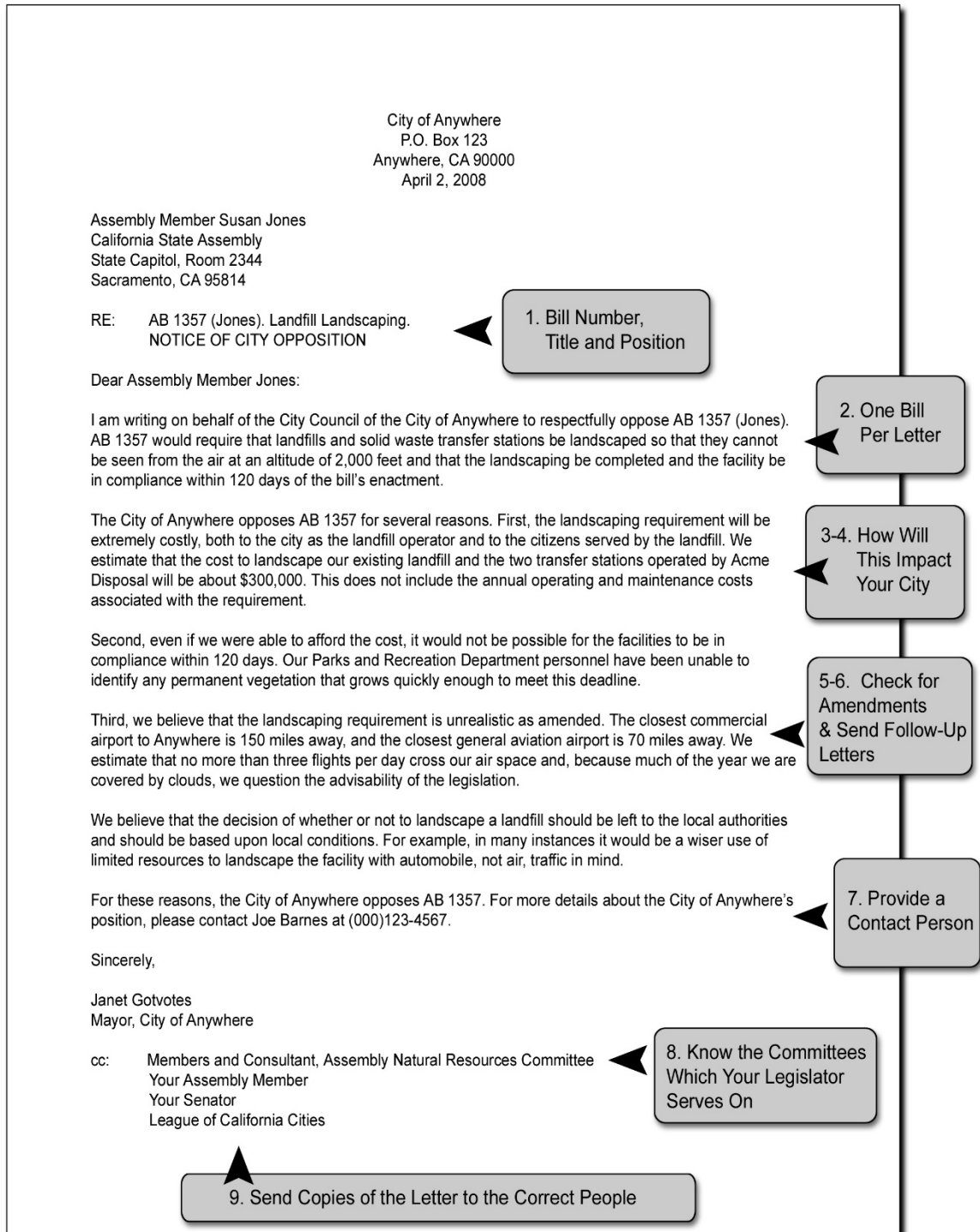
[rrakkar@calcities.org](mailto:rrakkar@calcities.org)

## 10 Tips for Cities Lobbying the California Legislature

1. Become engaged in the state level political process by appointing a legislative liaison within your city to track key legislation and work with your regional public affairs manager. Visit the Cal Cities regional division [webpage](#) to locate contact information for your regional public affairs manager.
2. Use Cal Cities as a resource. Visit the Cal Cities advocacy [page](#) to access Cal Cities priority bills, city sample support and opposition letters, legislative contacts, and use our online bill search feature to track bills' progress.
3. Read and subscribe to the *Cal Cities Advocate*, Cal Cities' [weekly newsletter](#), to stay current on important legislation and stories.
4. Develop relationships with your Senate and Assembly representatives as well as their Capitol and district office staff. Make sure to look up [who your local state elected official](#) is.
5. Get to know members of your local press and educate them on legislative issues affecting your city.
6. Understand how state decisions impact your city's budget by attending Cal Cities educational conferences, policy committee meetings, and regional division events.
7. Build networks and collaborate with other stakeholders in your community, including non-profits, businesses, and your county counterparts on key legislative issues.
8. Organize an internal process within your city for developing and proposing changes to both state and federal laws that will help your city.
9. Adopt local policies on legislation that enable your city to react quickly to the legislative process and respond to Cal Cities action alerts.
10. Write letters on legislation featured in the *Cal Cities Advocate*. City sample support and opposition letters can be found using the Cal Cities [bill search](#) feature and entering the bill number or bill author.

## Effective Letter-Writing Techniques

- 1. Include the bill number, title, and your position in the subject line.** Never bury the bill number and the action you want the legislator to take in the body of the letter.
- 2. One bill per letter.** Legislators file letters according to the bill number.
- 3. State the facts.** Describe the impact the bill would have on your city. Use “real world” facts; legislators like to know how a bill would specifically affect cities in their districts. Cal Cities often provides a sample letter that includes space to describe local impacts. Take the time to provide such examples. This part of the letter is the most valuable to the legislator.
- 4. Think about the message.** Letters may be targeted to specific legislators or entire committees. Think about who you want to act on the bill and message accordingly. If you are writing in support of transportation funding, emphasizing how the project will reduce greenhouse gases might be important to one legislator, while highlighting how the project could encourage additional development and jobs might be important to another. Both messages are correct, but your effectiveness will be in selecting the right message.
- 5. Check for amendments.** Always check the Cal Cities [bill search](#) page to make sure you are addressing issues in the latest draft. Bills are often significantly amended, and the issue you are writing about may have changed or have been deleted altogether by the time you send your letter.
- 6. Send follow-up letters to the appropriate legislative committees as a bill moves along.** You can often use your original letter with some modifications. Visit the Cal Cities bill search webpage to track the bill’s location. In addition, the *Cal Cities Advocate* features stories on key legislation.
- 7. Provide a contact.** At the close of the letter, provide a contact person in case there are questions about the city’s position.
- 8. Know the committees on which your legislator serves.** A legislator is likely to pay more attention to the bill positions of their constituents especially when it comes before his or her committee. At the committee level, this is even more important because your legislator has greater ability at this point in the legislative process to have the bill amended.
- 9. Copy the right people.** Email a copy of the letter to your local state senator, assembly member, your Cal Cities regional public affairs manager, and [Cal Cities](#).
- 10. Submit your letter to the California legislature position letter portal.** The portal automatically sends letters to the author’s office and the committee(s) of jurisdiction. Please visit the [legislative portal](#) to create an account and upload the letter.



## Index of Chaptered Bills

<a href="#">AB 51</a> .....	12	<a href="#">AB 1413</a> .....	61
<a href="#">AB 98</a> .....	20, 50	<a href="#">AB 1465</a> .....	20
<a href="#">AB 106</a> .....	4	<a href="#">AB 1774</a> .....	99
<a href="#">AB 107</a> .....	4	<a href="#">AB 1775</a> .....	74
<a href="#">AB 157</a> .....	4	<a href="#">AB 1777</a> .....	99
<a href="#">AB 158</a> .....	4	<a href="#">AB 1779</a> .....	89
<a href="#">AB 160</a> .....	4	<a href="#">AB 1782</a> .....	61
<a href="#">AB 161</a> .....	5	<a href="#">AB 1784</a> .....	37
<a href="#">AB 162</a> .....	5	<a href="#">AB 1785</a> .....	47
<a href="#">AB 166</a> .....	5	<a href="#">AB 1801</a> .....	50
<a href="#">AB 168</a> .....	5	<a href="#">AB 1802</a> .....	89
<a href="#">AB 169</a> .....	5	<a href="#">AB 1808</a> .....	12
<a href="#">AB 170</a> .....	5	<a href="#">AB 1819</a> .....	93
<a href="#">AB 171</a> .....	5	<a href="#">AB 1820</a> .....	63
<a href="#">AB 173</a> .....	5	<a href="#">AB 1825</a> .....	18
<a href="#">AB 176</a> .....	6	<a href="#">AB 1827</a> .....	33
<a href="#">AB 177</a> .....	6	<a href="#">AB 1831</a> .....	75
<a href="#">AB 178</a> .....	6	<a href="#">AB 1841</a> .....	17
<a href="#">AB 179</a> .....	6	<a href="#">AB 1843</a> .....	83
<a href="#">AB 180</a> .....	4	<a href="#">AB 1863</a> .....	83
<a href="#">AB 181</a> .....	6	<a href="#">AB 1864</a> .....	28
<a href="#">AB 218</a> .....	6	<a href="#">AB 1866</a> .....	30
<a href="#">AB 262</a> .....	12	<a href="#">AB 1868</a> .....	93
<a href="#">AB 347</a> .....	28	<a href="#">AB 1870</a> .....	49
<a href="#">AB 453</a> .....	37	<a href="#">AB 1874</a> .....	75
<a href="#">AB 460</a> .....	33	<a href="#">AB 1878</a> .....	61
<a href="#">AB 535</a> .....	15	<a href="#">AB 1879</a> .....	93
<a href="#">AB 628</a> .....	91	<a href="#">AB 1881</a> .....	24
<a href="#">AB 653</a> .....	15	<a href="#">AB 1886</a> .....	51
<a href="#">AB 661</a> .....	59	<a href="#">AB 1889</a> .....	23, 51
<a href="#">AB 799</a> .....	15	<a href="#">AB 1892</a> .....	75
<a href="#">AB 805</a> .....	33	<a href="#">AB 1893</a> .....	51
<a href="#">AB 846</a> .....	60	<a href="#">AB 1907</a> .....	12
<a href="#">AB 863</a> .....	30	<a href="#">AB 1921</a> .....	25
<a href="#">AB 977</a> .....	82	<a href="#">AB 1939</a> .....	13
<a href="#">AB 1053</a> .....	60	<a href="#">AB 1940</a> .....	72
<a href="#">AB 1113</a> .....	12	<a href="#">AB 1941</a> .....	40
<a href="#">AB 1147</a> .....	10	<a href="#">AB 1953</a> .....	99
<a href="#">AB 1170</a> .....	44	<a href="#">AB 1960</a> .....	89
<a href="#">AB 1186</a> .....	90	<a href="#">AB 1962</a> .....	76
<a href="#">AB 1246</a> .....	47	<a href="#">AB 1963</a> .....	29
<a href="#">AB 1282</a> .....	10	<a href="#">AB 1972</a> .....	89
<a href="#">AB 1316</a> .....	83	<a href="#">AB 1976</a> .....	17, 42

<a href="#"><u>AB 1978</u></a> .....	76	<a href="#"><u>AB 2247</u></a> .....	59
<a href="#"><u>AB 1979</u></a> .....	76	<a href="#"><u>AB 2257</u></a> .....	95
<a href="#"><u>AB 1982</u></a> .....	84	<a href="#"><u>AB 2276</u></a> .....	27
<a href="#"><u>AB 1988</u></a> .....	9	<a href="#"><u>AB 2295</u></a> .....	77
<a href="#"><u>AB 1996</u></a> .....	17	<a href="#"><u>AB 2299</u></a> .....	42
<a href="#"><u>AB 2001</u></a> .....	44	<a href="#"><u>AB 2302</u></a> .....	48
<a href="#"><u>AB 2005</u></a> .....	61	<a href="#"><u>AB 2304</u></a> .....	59
<a href="#"><u>AB 2011</u></a> .....	40	<a href="#"><u>AB 2308</u></a> .....	78
<a href="#"><u>AB 2018</u></a> .....	76	<a href="#"><u>AB 2317</u></a> .....	13
<a href="#"><u>AB 2020</u></a> .....	91	<a href="#"><u>AB 2318</u></a> .....	33
<a href="#"><u>AB 2021</u></a> .....	76	<a href="#"><u>AB 2337</u></a> .....	49
<a href="#"><u>AB 2023</u></a> .....	52	<a href="#"><u>AB 2343</u></a> .....	13
<a href="#"><u>AB 2024</u></a> .....	76	<a href="#"><u>AB 2346</u></a> .....	30
<a href="#"><u>AB 2037</u></a> .....	100	<a href="#"><u>AB 2348</u></a> .....	83
<a href="#"><u>AB 2041</u></a> .....	44	<a href="#"><u>AB 2353</u></a> .....	93
<a href="#"><u>AB 2049</u></a> .....	76	<a href="#"><u>AB 2355</u></a> .....	45
<a href="#"><u>AB 2069</u></a> .....	72	<a href="#"><u>AB 2359</u></a> .....	72
<a href="#"><u>AB 2081</u></a> .....	10	<a href="#"><u>AB 2368</u></a> .....	97
<a href="#"><u>AB 2085</u></a> .....	52	<a href="#"><u>AB 2371</u></a> .....	53
<a href="#"><u>AB 2086</u></a> .....	100	<a href="#"><u>AB 2373</u></a> .....	59
<a href="#"><u>AB 2091</u></a> .....	21	<a href="#"><u>AB 2375</u></a> .....	73
<a href="#"><u>AB 2094</u></a> .....	72	<a href="#"><u>AB 2378</u></a> .....	73
<a href="#"><u>AB 2099</u></a> .....	77	<a href="#"><u>AB 2387</u></a> .....	59
<a href="#"><u>AB 2109</u></a> .....	25	<a href="#"><u>AB 2389</u></a> .....	73
<a href="#"><u>AB 2111</u></a> .....	77	<a href="#"><u>AB 2399</u></a> .....	60
<a href="#"><u>AB 2114</u></a> .....	65	<a href="#"><u>AB 2402</u></a> .....	73
<a href="#"><u>AB 2115</u></a> .....	77	<a href="#"><u>AB 2423</u></a> .....	13
<a href="#"><u>AB 2117</u></a> .....	52	<a href="#"><u>AB 2424</u></a> .....	62
<a href="#"><u>AB 2123</u></a> .....	40	<a href="#"><u>AB 2427</u></a> .....	100
<a href="#"><u>AB 2127</u></a> .....	37	<a href="#"><u>AB 2430</u></a> .....	64
<a href="#"><u>AB 2130</u></a> .....	100	<a href="#"><u>AB 2432</u></a> .....	90
<a href="#"><u>AB 2136</u></a> .....	17	<a href="#"><u>AB 2440</u></a> .....	19
<a href="#"><u>AB 2137</u></a> .....	16	<a href="#"><u>AB 2453</u></a> .....	101
<a href="#"><u>AB 2154</u></a> .....	10	<a href="#"><u>AB 2454</u></a> .....	33
<a href="#"><u>AB 2159</u></a> .....	66	<a href="#"><u>AB 2455</u></a> .....	43
<a href="#"><u>AB 2174</u></a> .....	72	<a href="#"><u>AB 2460</u></a> .....	67
<a href="#"><u>AB 2177</u></a> .....	72	<a href="#"><u>AB 2477</u></a> .....	13
<a href="#"><u>AB 2186</u></a> .....	100	<a href="#"><u>AB 2481</u></a> .....	91
<a href="#"><u>AB 2199</u></a> .....	22	<a href="#"><u>AB 2483</u></a> .....	78
<a href="#"><u>AB 2207</u></a> .....	9	<a href="#"><u>AB 2488</u></a> .....	93
<a href="#"><u>AB 2213</u></a> .....	68	<a href="#"><u>AB 2493</u></a> .....	67
<a href="#"><u>AB 2215</u></a> .....	77	<a href="#"><u>AB 2499</u></a> .....	40
<a href="#"><u>AB 2225</u></a> .....	83	<a href="#"><u>AB 2501</u></a> .....	34
<a href="#"><u>AB 2232</u></a> .....	10	<a href="#"><u>AB 2503</u></a> .....	22
<a href="#"><u>AB 2240</u></a> .....	61	<a href="#"><u>AB 2511</u></a> .....	31
<a href="#"><u>AB 2243</u></a> .....	52	<a href="#"><u>AB 2515</u></a> .....	29

<a href="#"><u>AB 2521</u></a> .....	78	<a href="#"><u>AB 2770</u></a> .....	47
<a href="#"><u>AB 2522</u></a> .....	21	<a href="#"><u>AB 2779</u></a> .....	26
<a href="#"><u>AB 2533</u></a> .....	58	<a href="#"><u>AB 2780</u></a> .....	101
<a href="#"><u>AB 2536</u></a> .....	78	<a href="#"><u>AB 2786</u></a> .....	71
<a href="#"><u>AB 2541</u></a> .....	88	<a href="#"><u>AB 2801</u></a> .....	67
<a href="#"><u>AB 2546</u></a> .....	88	<a href="#"><u>AB 2802</u></a> .....	16
<a href="#"><u>AB 2552</u></a> .....	29	<a href="#"><u>AB 2803</u></a> .....	45
<a href="#"><u>AB 2553</u></a> .....	64	<a href="#"><u>AB 2807</u></a> .....	78
<a href="#"><u>AB 2555</u></a> .....	94	<a href="#"><u>AB 2813</u></a> .....	95
<a href="#"><u>AB 2556</u></a> .....	11	<a href="#"><u>AB 2822</u></a> .....	85
<a href="#"><u>AB 2561</u></a> .....	41	<a href="#"><u>AB 2830</u></a> .....	14
<a href="#"><u>AB 2574</u></a> .....	11	<a href="#"><u>AB 2832</u></a> .....	69
<a href="#"><u>AB 2579</u></a> .....	66	<a href="#"><u>AB 2835</u></a> .....	62
<a href="#"><u>AB 2580</u></a> .....	53	<a href="#"><u>AB 2839</u></a> .....	38
<a href="#"><u>AB 2582</u></a> .....	37	<a href="#"><u>AB 2841</u></a> .....	74
<a href="#"><u>AB 2589</u></a> .....	73	<a href="#"><u>AB 2842</u></a> .....	85
<a href="#"><u>AB 2597</u></a> .....	53	<a href="#"><u>AB 2854</u></a> .....	95
<a href="#"><u>AB 2599</u></a> .....	34	<a href="#"><u>AB 2859</u></a> .....	84
<a href="#"><u>AB 2618</u></a> .....	95	<a href="#"><u>AB 2866</u></a> .....	14
<a href="#"><u>AB 2620</u></a> .....	9	<a href="#"><u>AB 2871</u></a> .....	17
<a href="#"><u>AB 2621</u></a> .....	88	<a href="#"><u>AB 2873</u></a> .....	69
<a href="#"><u>AB 2629</u></a> .....	84	<a href="#"><u>AB 2875</u></a> .....	34
<a href="#"><u>AB 2631</u></a> .....	43	<a href="#"><u>AB 2879</u></a> .....	102
<a href="#"><u>AB 2632</u></a> .....	54	<a href="#"><u>AB 2897</u></a> .....	94
<a href="#"><u>AB 2642</u></a> .....	38	<a href="#"><u>AB 2898</u></a> .....	67
<a href="#"><u>AB 2643</u></a> .....	74	<a href="#"><u>AB 2900</u></a> .....	21
<a href="#"><u>AB 2645</u></a> .....	83	<a href="#"><u>AB 2902</u></a> .....	31
<a href="#"><u>AB 2655</u></a> .....	38	<a href="#"><u>AB 2904</u></a> .....	55
<a href="#"><u>AB 2661</u></a> .....	25	<a href="#"><u>AB 2907</u></a> .....	85
<a href="#"><u>AB 2664</u></a> .....	14	<a href="#"><u>AB 2917</u></a> .....	85
<a href="#"><u>AB 2667</u></a> .....	54	<a href="#"><u>AB 2922</u></a> .....	69
<a href="#"><u>AB 2669</u></a> .....	101	<a href="#"><u>AB 2926</u></a> .....	55
<a href="#"><u>AB 2678</u></a> .....	101	<a href="#"><u>AB 2939</u></a> .....	19
<a href="#"><u>AB 2684</u></a> .....	23, 54	<a href="#"><u>AB 2943</u></a> .....	89
<a href="#"><u>AB 2694</u></a> .....	54	<a href="#"><u>AB 2951</u></a> .....	38
<a href="#"><u>AB 2695</u></a> .....	88	<a href="#"><u>AB 2962</u></a> .....	34
<a href="#"><u>AB 2705</u></a> .....	41	<a href="#"><u>AB 2967</u></a> .....	62
<a href="#"><u>AB 2712</u></a> .....	69	<a href="#"><u>AB 2968</u></a> .....	84
<a href="#"><u>AB 2715</u></a> .....	48	<a href="#"><u>AB 2984</u></a> .....	79
<a href="#"><u>AB 2723</u></a> .....	14	<a href="#"><u>AB 2985</u></a> .....	79
<a href="#"><u>AB 2729</u></a> .....	66	<a href="#"><u>AB 2995</u></a> .....	18
<a href="#"><u>AB 2730</u></a> .....	78	<a href="#"><u>AB 2998</u></a> .....	18
<a href="#"><u>AB 2738</u></a> .....	41, 48	<a href="#"><u>AB 3007</u></a> .....	22
<a href="#"><u>AB 2739</u></a> .....	84	<a href="#"><u>AB 3012</u></a> .....	64
<a href="#"><u>AB 2750</u></a> .....	26	<a href="#"><u>AB 3024</u></a> .....	91
<a href="#"><u>AB 2759</u></a> .....	85	<a href="#"><u>AB 3025</u></a> .....	47

<a href="#"><u>AB 3035</u></a> .....	69	<a href="#"><u>SB 174</u></a> .....	8
<a href="#"><u>AB 3057</u></a> .....	58	<a href="#"><u>SB 175</u></a> .....	8
<a href="#"><u>AB 3064</u></a> .....	86	<a href="#"><u>SB 242</u></a> .....	14
<a href="#"><u>AB 3072</u></a> .....	86	<a href="#"><u>SB 268</u></a> .....	79
<a href="#"><u>AB 3083</u></a> .....	86	<a href="#"><u>SB 285</u></a> .....	79
<a href="#"><u>AB 3085</u></a> .....	79	<a href="#"><u>SB 310</u></a> .....	27
<a href="#"><u>AB 3090</u></a> .....	34	<a href="#"><u>SB 347</u></a> .....	56
<a href="#"><u>AB 3093</u></a> .....	16, 24, 55	<a href="#"><u>SB 379</u></a> .....	90
<a href="#"><u>AB 3116</u></a> .....	55	<a href="#"><u>SB 382</u></a> .....	66
<a href="#"><u>AB 3122</u></a> .....	56	<a href="#"><u>SB 393</u></a> .....	68
<a href="#"><u>AB 3134</u></a> .....	94	<a href="#"><u>SB 399</u></a> .....	41
<a href="#"><u>AB 3138</u></a> .....	92	<a href="#"><u>SB 400</u></a> .....	48, 88
<a href="#"><u>AB 3177</u></a> .....	64	<a href="#"><u>SB 440</u></a> .....	62
<a href="#"><u>AB 3184</u></a> .....	38	<a href="#"><u>SB 442</u></a> .....	79
<a href="#"><u>AB 3190</u></a> .....	43	<a href="#"><u>SB 450</u></a> .....	56
<a href="#"><u>AB 3197</u></a> .....	39	<a href="#"><u>SB 477</u></a> .....	58
<a href="#"><u>AB 3206</u></a> .....	73	<a href="#"><u>SB 479</u></a> .....	68
<a href="#"><u>AB 3209</u></a> .....	89	<a href="#"><u>SB 504</u></a> .....	87
<a href="#"><u>AB 3218</u></a> .....	19	<a href="#"><u>SB 549</u></a> .....	96
<a href="#"><u>AB 3223</u></a> .....	14	<a href="#"><u>SB 551</u></a> .....	31
<a href="#"><u>AB 3229</u></a> .....	11	<a href="#"><u>SB 554</u></a> .....	80
<a href="#"><u>AB 3233</u></a> .....	30	<a href="#"><u>SB 572</u></a> .....	70
<a href="#"><u>AB 3235</u></a> .....	79	<a href="#"><u>SB 583</u></a> .....	35
<a href="#"><u>AB 3259</u></a> .....	95	<a href="#"><u>SB 597</u></a> .....	35
<a href="#"><u>AB 3264</u></a> .....	26	<a href="#"><u>SB 675</u></a> .....	27
<a href="#"><u>AB 3265</u></a> .....	22	<a href="#"><u>SB 689</u></a> .....	24, 102
<a href="#"><u>AB 3277</u></a> .....	94	<a href="#"><u>SB 690</u></a> .....	80
<a href="#"><u>AB 3284</u></a> .....	39	<a href="#"><u>SB 691</u></a> .....	15
<a href="#"><u>AB 3285</u></a> .....	74	<a href="#"><u>SB 707</u></a> .....	31
<a href="#"><u>AB 3288</u></a> .....	94	<a href="#"><u>SB 708</u></a> .....	102
<a href="#"><u>ACR 86</u></a> .....	10	<a href="#"><u>SB 758</u></a> .....	86
<a href="#"><u>AJR 9</u></a> .....	16	<a href="#"><u>SB 764</u></a> .....	80
<a href="#"><u>AJR 12</u></a> .....	35	<a href="#"><u>SB 768</u></a> .....	102
<a href="#"><u>SB 7</u></a> .....	56	<a href="#"><u>SB 778</u></a> .....	97
<a href="#"><u>SB 53</u></a> .....	86	<a href="#"><u>SB 867</u></a> .....	24
<a href="#"><u>SB 108</u></a> .....	4	<a href="#"><u>SB 899</u></a> .....	86
<a href="#"><u>SB 109</u></a> .....	4	<a href="#"><u>SB 900</u></a> .....	67
<a href="#"><u>SB 136</u></a> .....	6	<a href="#"><u>SB 902</u></a> .....	87
<a href="#"><u>SB 153</u></a> .....	7	<a href="#"><u>SB 905</u></a> .....	89
<a href="#"><u>SB 154</u></a> .....	7	<a href="#"><u>SB 908</u></a> .....	80
<a href="#"><u>SB 155</u></a> .....	7	<a href="#"><u>SB 918</u></a> .....	88
<a href="#"><u>SB 156</u></a> .....	7	<a href="#"><u>SB 924</u></a> .....	68
<a href="#"><u>SB 159</u></a> .....	7	<a href="#"><u>SB 926</u></a> .....	80
<a href="#"><u>SB 163</u></a> .....	7	<a href="#"><u>SB 937</u></a> .....	64
<a href="#"><u>SB 164</u></a> .....	7	<a href="#"><u>SB 948</u></a> .....	47
<a href="#"><u>SB 167</u></a> .....	7	<a href="#"><u>SB 951</u></a> .....	70



<a href="#">SB 958</a> .....	70	<a href="#">SB 1190</a> .....	60
<a href="#">SB 960</a> .....	103	<a href="#">SB 1210</a> .....	65
<a href="#">SB 965</a> .....	87	<a href="#">SB 1211</a> .....	59
<a href="#">SB 976</a> .....	81	<a href="#">SB 1216</a> .....	103
<a href="#">SB 981</a> .....	81	<a href="#">SB 1221</a> .....	98
<a href="#">SB 982</a> .....	90	<a href="#">SB 1224</a> .....	74
<a href="#">SB 989</a> .....	81	<a href="#">SB 1226</a> .....	36
<a href="#">SB 990</a> .....	84	<a href="#">SB 1230</a> .....	19
<a href="#">SB 1002</a> .....	87	<a href="#">SB 1238</a> .....	11
<a href="#">SB 1006</a> .....	26	<a href="#">SB 1242</a> .....	90
<a href="#">SB 1019</a> .....	87	<a href="#">SB 1243</a> .....	46
<a href="#">SB 1025</a> .....	81	<a href="#">SB 1249</a> .....	9
<a href="#">SB 1027</a> .....	45	<a href="#">SB 1266</a> .....	29
<a href="#">SB 1034</a> .....	48	<a href="#">SB 1271</a> .....	104
<a href="#">SB 1037</a> .....	57	<a href="#">SB 1280</a> .....	32
<a href="#">SB 1046</a> .....	32	<a href="#">SB 1303</a> .....	97
<a href="#">SB 1048</a> .....	57	<a href="#">SB 1320</a> .....	11
<a href="#">SB 1051</a> .....	68	<a href="#">SB 1323</a> .....	81
<a href="#">SB 1053</a> .....	32	<a href="#">SB 1328</a> .....	39
<a href="#">SB 1059</a> .....	95	<a href="#">SB 1336</a> .....	70
<a href="#">SB 1064</a> .....	75	<a href="#">SB 1340</a> .....	44, 71
<a href="#">SB 1072</a> .....	35	<a href="#">SB 1342</a> .....	23
<a href="#">SB 1077</a> .....	25, 58	<a href="#">SB 1357</a> .....	70
<a href="#">SB 1090</a> .....	41	<a href="#">SB 1361</a> .....	16, 23
<a href="#">SB 1098</a> .....	103	<a href="#">SB 1371</a> .....	74
<a href="#">SB 1100</a> .....	42	<a href="#">SB 1381</a> .....	82
<a href="#">SB 1101</a> .....	28	<a href="#">SB 1382</a> .....	71
<a href="#">SB 1109</a> .....	75	<a href="#">SB 1385</a> .....	18
<a href="#">SB 1111</a> .....	45	<a href="#">SB 1386</a> .....	82
<a href="#">SB 1112</a> .....	15	<a href="#">SB 1395</a> .....	63
<a href="#">SB 1123</a> .....	57	<a href="#">SB 1400</a> .....	82
<a href="#">SB 1130</a> .....	27	<a href="#">SB 1406</a> .....	9
<a href="#">SB 1136</a> .....	23	<a href="#">SB 1408</a> .....	60
<a href="#">SB 1137</a> .....	42	<a href="#">SB 1414</a> .....	82
<a href="#">SB 1140</a> .....	94	<a href="#">SB 1416</a> .....	90
<a href="#">SB 1143</a> .....	32	<a href="#">SB 1418</a> .....	104
<a href="#">SB 1144</a> .....	90	<a href="#">SB 1420</a> .....	98
<a href="#">SB 1147</a> .....	35	<a href="#">SB 1441</a> .....	49
<a href="#">SB 1152</a> .....	98	<a href="#">SB 1450</a> .....	39
<a href="#">SB 1158</a> .....	21	<a href="#">SB 1465</a> .....	66
<a href="#">SB 1162</a> .....	43	<a href="#">SB 1488</a> .....	104
<a href="#">SB 1174</a> .....	39	<a href="#">SB 1493</a> .....	39
<a href="#">SB 1181</a> .....	45	<a href="#">SB 1498</a> .....	75
<a href="#">SB 1184</a> .....	11	<a href="#">SB 1500</a> .....	70
<a href="#">SB 1187</a> .....	62	<a href="#">SB 1512</a> .....	63
<a href="#">SB 1188</a> .....	36	<a href="#">SB 1514</a> .....	57

---

[SCA 1](#)..... 40





## League of California Cities 2025 Advocacy Priorities

1. **Protect local revenues and expand economic development tools.** Safeguard and modernize revenue streams for local priorities. Pursue new economic development opportunities that bolster local economies and cultivate a strong local workforce, including expanded workforce recruitment and retention tools.
2. **Strengthen climate change resiliency and disaster preparedness.** Support city efforts to prepare, prevent, and adapt to natural disasters and the impacts of climate change, including wildfires, drought, sea level rise, and other extreme weather events. Increase transparency and access to insurance policies, especially following a natural disaster.
3. **Strengthen and modernize critical infrastructure.** Dedicate new resources and protect existing funding to maintain and improve essential infrastructure, including bridges, roads, broadband, and the state's water supply and energy grid.
4. **Secure investments to prevent and reduce homelessness and increase the supply of affordable housing.** Secure dedicated funding to bolster cities' long-term planning efforts to support unhoused residents and accelerate the construction of affordable housing. Strengthen state and regional partnerships to expand access to wraparound services and improve the housing element planning process. Ensure cities have the flexibility and decision-making authority to meet their community and state housing goals and reduce homelessness.





**Department:** Public Works  
**Cost Center:** 5201  
**For Agenda of:** 2/25/2025  
**Placement:** Public Hearing  
**Estimated Time:** 90 Minutes

**FROM:** Matt Horn, Public Works Director  
**Prepared By:** Alex Fuchs, Mobility Services Business Manager

**SUBJECT:** REVIEW ADMINISTRATIVE DRAFT OF SLO TRANSIT'S SHORT-RANGE TRANSIT PLAN

## RECOMMENDATION

1. Receive and provide feedback on the administrative draft of SLO Transit's Short-Range Transit Plan; and
2. Direct staff to make any necessary changes to the Short-Range Transit Plan and return on April 15, 2025, with a final draft of the plan for adoption.

## POLICY CONTEXT

Federal statutes require that the San Luis Obispo Council of Governments (SLOCOG) develop and periodically update a long-range Regional Transportation Plan (RTP) and a Transportation Improvement Plan. The Transportation Improvement Plan is referred to in the San Luis Obispo region as the Federal Transportation Improvement Plan (FTIP). The FTIP implements the RTP through the programming of federal funds to transportation projects identified in the RTP. SLOCOG requires each transit agency receiving federal funding through the FTIP to prepare and adopt a Short-Range Transit Plan (SRTP) every five years.

Policy 3.1.2 (City Bus Service) of the City's General Plan Circulation Element states that the City will improve and expand bus service to make the system more convenient and accessible for everyone. The policy also states that the City will attempt to maintain and improve all transit standards identified in the City's SRTP. Program 3.2.1 (Transit Plans) of the City's General Plan Circulation Element states that the City will continue to implement the SRTP and coordinate with SLOCOG on implementing the RTP.

Program 3.2.3 (Commuter Bus Service) of the City's General Plan Circulation Element states that the City will work with the San Luis Obispo Regional Transit Authority (RTA) to maintain and expand commuter bus service to and from the City of San Luis Obispo during peak commute periods consistent with the SRTP and the RTP.

## REPORT-IN-BRIEF

Every five years, the City is required to complete an update to its Short-Range Transit Plan (SRTP). The SRTP serves as SLO Transit's business plan for the five-year period and provides operating and capital project recommendations to help achieve the City's transportation goals. The City and San Luis Obispo Regional Transit Authority (RTA) kicked off a joint SRTP update in September 2023. The update is nearing completion with the preparation of SLO Transit's administrative draft of the plan.

Development of the draft plan was done through a series of eight Working Papers, which set goals, objectives and standards, and evaluated and analyzed the existing and alternative systems, including financial projections and capital needs. The City Council reviewed and provided input and direction to staff on Working Papers 1-4 at the July 16, 2024 Council study session. This report includes an Addendum to Working Paper 4 based on Council's direction in July 2024 as well as a summary of Working Papers 5 through 8. Ultimately, these Working Papers were compiled into the administrative draft of the Short-Range Transit Plan, included with this report as Attachment A.

Community engagement was conducted throughout the 18-month planning process through in-person and online surveys, stakeholder and community workshops, public meetings—including advisory body and Council meetings—and targeted outreach to connect with those most affected and reliant on public transportation. Public input gathered through engagement efforts has been considered and integrated throughout the draft plan.

Draft SRTP Recommendations include the following elements. A summary of each recommendation and the associated operational and capital impacts are presented in Chapter 11 – Service Plan – of the draft plan.

### Service Changes

#### FY 2025-26

- Reinstate services to pre-pandemic levels
- Increase Routes 4A/B service frequency<sup>1</sup>
- Revise Routes 2A/B to serve San Luis Ranch and to reduce headways<sup>2</sup> to 45-minutes

#### FY 2026-27

- Provide academic service year-round
- Operate B Routes on weekends

#### FY 2027-28

- New direct route to serve Avila Ranch development
- Microtransit pilot program to supplement evening service

---

<sup>1</sup> Route A - Add two runs in the morning. Route B – Add two runs in the afternoon

<sup>2</sup> The amount of time between buses traveling in the same direction on a given route



**Fares and Programs**

- Maintain existing fare and pass rate structure
- Eliminate 5-Day and 7-Day pass options
- Expand the Downtown Access Pass program geographic boundaries

Staff is recommending Council review the draft plan and provide direction as to which service, fare, and program changes should be incorporated into the plan and direct staff to return at the April 15, 2025 meeting with a final draft of the plan for Council adoption.

**DISCUSSION**

**Background**

The previous SRTP was adopted in September 2016 and provided capital and operational recommendations for fiscal years 2016-17 through 2020-21. Multiple recommendations from the 2016 SRTP were implemented by the City, including implementation of the bi-directional fixed route system, creation of the Laguna Tripper service, later service on weekdays during the academic year, and an increase in pass and fare rates. The current SRTP update was scheduled to begin in 2020, but was delayed due to the pandemic and staff turnover in the City’s Transit program.

In June 2023, RTA released a Request for Proposals (RFP) for a joint SRTP update for RTA and for SLO Transit. In September 2023, RTA executed an agreement with LSC Transportation Consultants, Inc. (LSC) for the joint SRTP update which would result in two separate (although coordinated) planning documents – one SRTP per agency. LSC’s approach to the work includes development of eight Working Papers that were then compiled into a draft plan for each agency. Table 1 lists which draft plan sections are associated with the Working Papers produced throughout the plan update process.

**Table 1 - Draft Plan Section and Associated Working Paper**

<b>Draft Plan Section</b>	<b>Associated Working Paper</b>
Chapters 2 and 3	1 – Overview of Transit Services
Chapter 4	2 – Goals, Objectives, and Standards
Chapters 5 and 6	3 – Service and System Evaluation
Chapter 7	4 – Service Alternatives Analysis
Chapter 8	7 – Capital Improvement Plans
Chapters 9 and 10	5 – Financial Alternatives and Projections
Appendix G	8 – Joint Coordination Opportunities
Appendix H	6 – Marketing Plans

At a City Council Study Session held on July 16, 2024<sup>3</sup>, staff presented the progress to date on the SRTP update including a summary review of Working Papers 1, 2, 3, and 4. Council provided the following feedback and directed staff to evaluate additional service alternatives as summarized below.

<sup>3</sup> [Item 8a. Study Session - SLO Transit Short-Range Transit Plan Update](#)

- Supportive of increased service on the 4A/B with an interest in increasing service on all 'A' routes
- Analyze a new route connecting Broad and Higuera along Tank Farm
- Analyze service to the San Luis Ranch and Avila Ranch developments
- Not supportive of realigning routes 1 and 3 if that means an elimination of services (Note: Following this direction, the realigning of routes 1 and 3 alternative was not further evaluated nor included in the draft plan)
- Supportive of funding mid-life rebuilds of existing buses to extend their useful life
- Include year-round service in advance of Cal Poly's shift to semester system

Council also included direction to staff to conduct targeted outreach if route realignments would result in elimination of services to areas currently served. Although the final recommendations do not include realignments that would eliminate service, staff did conduct further outreach with a focus on engaging disadvantaged communities. A summary of this outreach is discussed in the Public Engagement section of this report.

Since the July 2024 Study Session, LSC produced an addendum to Working Paper 4 (Attachment B) analyzing the additional service alternatives as well as the remaining Working Papers 5, 6, 7, and 8. Drafts of these documents were reviewed by City staff, RTA staff, SLOCOG staff, and members of the City's Mass Transportation Committee (MTC) and of RTA's Regional Transit Advisory Committee (RTAC). Comments received from the reviewers have been incorporated into revised Working Papers and are reflected in the administrative draft plan.

A summary of the additional service alternatives analyzed in the Addendum to Working Paper 4 as well as a summary of key information analyzed in the remaining Working Papers is discussed below and referenced by the applicable draft plan chapter as shown in Table 1, followed by the recommendations included in the draft plan.

### **Summary of Addendum to Working Paper 4 – Additional Service Alternatives Analysis**

Addendum to Working Paper 4 provides an analysis of additional service alternatives as directed by Council during the July 2024 Study Session. The contents of the Addendum are included in Chapter 7 of the draft plan along with the alternatives analysis presented in Working Paper 4. The service alternatives include options to better serve two new developments (San Luis Ranch and Avila Ranch) in the southern portion of San Luis Obispo as well as potential for a new route connecting Broad Street and Higuera Street along Tank Farm Road.

#### *Option 1: Revise Routes 2A/B to Serve San Luis Ranch*

To better serve the San Luis Ranch development, Routes 2A and 2B could be revised to travel along Froom Ranch Way between Dalidio Drive and Los Osos Valley Road, rather than Madonna Road (see Figure 1 below). This would eliminate Route 2 service to the stops near Madonna/Oceanaire. However, these stops would continue to be served by Route 3 (which currently accounts for 88 percent of the ridership at these stops).

It is important to note that Route 2 currently operates with a poor on-time performance and revising the route as described above would require an increase to the route cycle time from 60 to 90 minutes. This option would not change the annual vehicle hours<sup>4</sup> used for Route 2 service, would result in a net decrease in mileage, and would reduce operating costs by \$61,500 per year. However, a 90-minute service frequency is typically considered a poor level of service for urban transit systems.

Alternatively, with the addition of two more buses while keeping a 90 minute cycle time, this revised route could provide service every 45 minutes. This would avoid a reduction in ridership associated with the change in headways and provide greater opportunity for connections at the Transit Center. Ridership is estimated to increase by 65,000 boardings per year; however, the annual operating cost would increase substantially by \$462,600 and require two additional buses be put into service.

While further analysis would be necessary to confirm its feasibility, a 90 minute cycle time on this route could allow for services to be provided along Margarita Avenue without affecting on-time performance. This presents a significant opportunity, as community input during the engagement process highlighted the need for service to the Margarita Area, particularly to its low-income housing developments.

*Option 1-A: Revise Routes 2A/B to Serve San Luis Ranch and Avila Ranch*

If Route 2 is revised to serve San Luis Ranch as described above, a 90 minute cycle length could provide adequate time to further extend the route to serve Avila Ranch without impacting on-time performance. In this alternative, both Routes 2A and 2B would serve a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, and Buckley Road and before returning north on South Higuera Street (see Figure 1 below).

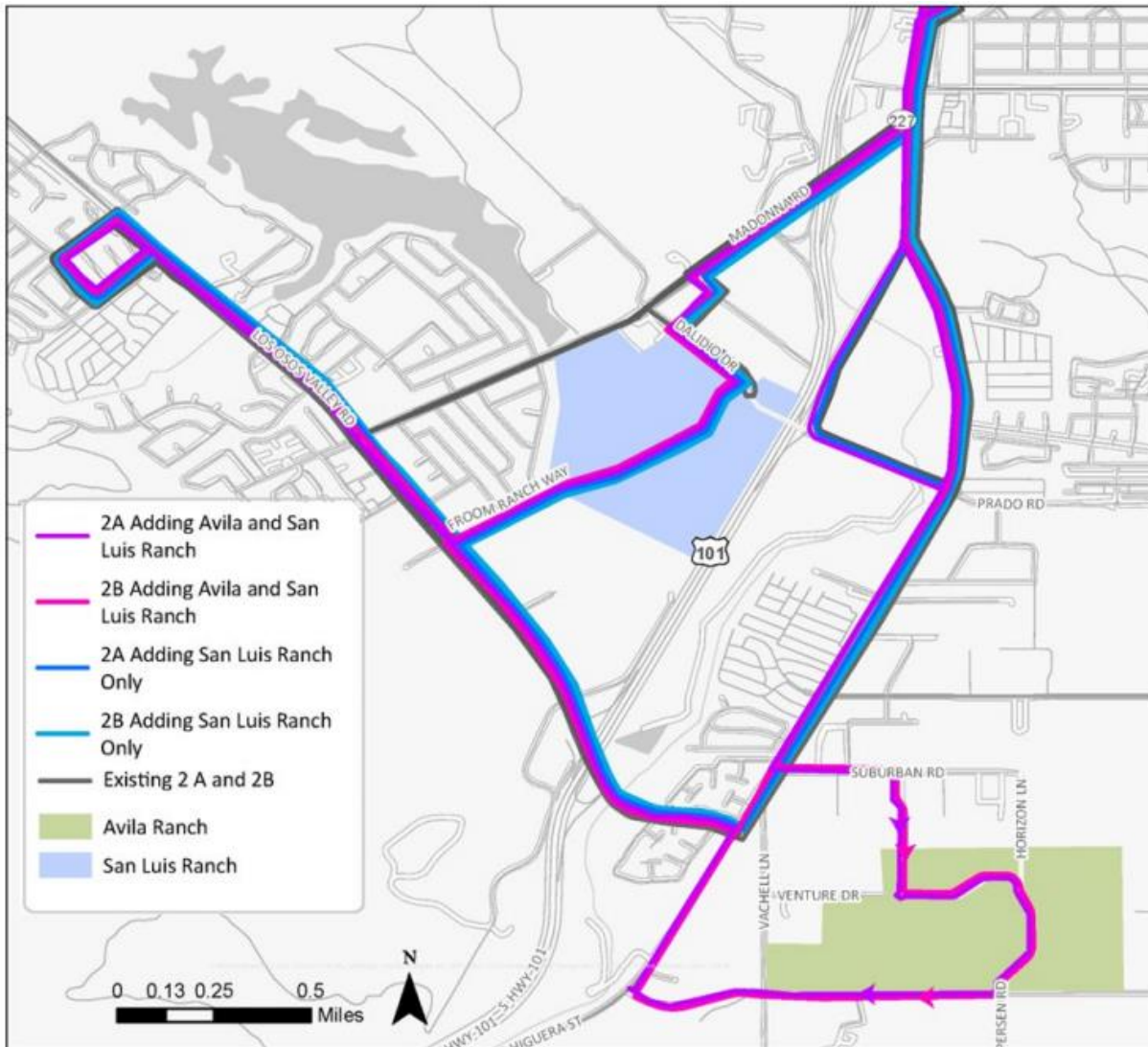
Serving both San Luis Ranch and Avila Ranch on this revised Route 2 at 90 minute headways would operate the same number of vehicle-hours of service as today, but the fewer runs and longer routes would reduce annual vehicle-miles by 14,300 and reduce annual operating cost by \$31,900. The net impact on ridership generated would be an estimated increase of 21,000 boardings per year due to the expanded service area; however, the 90 minute headway would be considered a poor level of service.

Serving both San Luis Ranch and Avila Ranch at 45 minute headways (with the use of two additional buses as mentioned above) could increase ridership by a substantial 80,000 boardings per year. This option would also increase annual operating costs by \$514,700, in addition to the initial capital costs for the two additional buses.

---

<sup>4</sup> Non-fixed costs of operating services are based on vehicle hours of service. Increasing vehicle hours directly increases SLO Transit's annual operating costs. Vehicle hours is also used to measure system efficiency and productivity.

Figure 1 – Option 1 and 1-A: Routes 2A/B Options to Serve New Developments



*Option 2: Establish New Direct Route to Serve Avila Ranch*

Another option would be to establish a new route specifically to serve Avila Ranch. This route would use the existing Route 2 alignment downtown along South Higuera Street and make a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, Buckley Road, and Vachell Lane before returning north on South Higuera Street (see Figure 2 below). This route is 8.8 miles in length and can be reliably served every 60 minutes.

In addition to providing service to Avila Ranch, this option has the benefit of doubling service along the South Higuera Street corridor which has substantial ridership (roughly 2.5 times the ridership compared to the Broad Street corridor along Routes 1A/1B). Additionally, this route could serve the Elks Lane/Prado Road loop off South Higuera Street currently served only in the southbound direction by Route 2A, thereby reducing running time and improving the on-time performance of Route 2A. Note that serving this

loop in the northbound direction is contingent on the construction of a traffic signal installed at Elks Lane/South Higuera Street to allow buses to reliably turn left onto South Higuera Street. Construction of this signal is currently included in the South Higuera Complete Streets project planned for construction FY 2026-27.

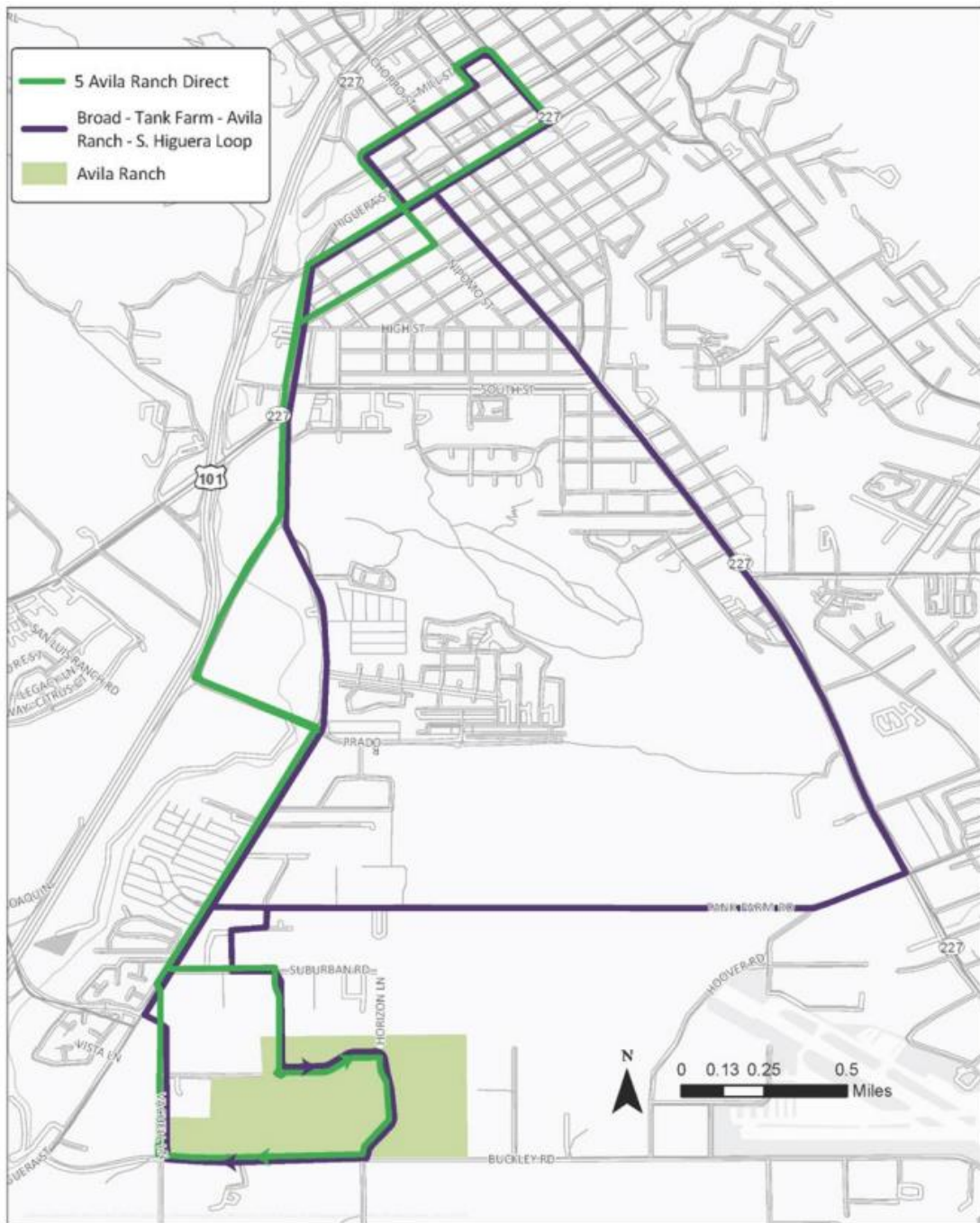
This option has the benefit of only requiring a single additional bus be put into service. Assuming service would operate at the same time as Route 2, annual operating costs would be increased by \$375,900, while ridership would be increased by 34,800 boardings per year.

*Option 3: Establish New Loop Route to Serve Avila Ranch and Broad Street via Tank Farm Road*

A final option would be to create a large bi-directional route using Broad Street between the Transit Center and Tank Farm Road, Tank Farm Road, Long Street, Cross Street, and Short Street to access the Avila Ranch area and South Higuera Street to the Transit Center (see Figure 2 below). This route is 10.4 miles long and would operate on a 60-minute cycle.

It is assumed that one direction of the new route would operate at the same time as Route 2A and the other direction of the route would operate at the same time as Route 2B, resulting in an annual operating cost of \$616,400. Two additional buses would need to be put into service to operate the new loop route. Ridership would be generated by providing half-hourly service between existing routes and this new route along both the Broad Street and South Higuera Street corridors and by serving Avila Ranch. Overall, ridership is forecast to increase by 53,000 boardings per year.

Figure 2 – Option 2 and 3: New Route Options to Serve Avila Ranch



*Performance Analysis and Recommendations*

LSC analyzed the performance of the additional service alternatives using the performance standards identified in Working Paper 2 (passenger-trips per vehicle service hour and operating cost per passenger-trip). All these alternatives meet the cost-effectiveness standard except for the new loop route that would serve Avila Ranch across Tank Farm Road (Option 3). Based on the analysis, the following alternatives are included in the draft SRTP recommendations.

- Revise Routes 2A/2B to serve San Luis Ranch, extend the cycle length to 90 minutes, and increase frequency to 45-minutes headways
  - Doing so would provide service along Froom Ranch Way, address the on-time performance issues currently observed on Route 2A/B, and increase service frequency from 60 minutes (currently) to 45 minutes. This alternative would increase operating costs by \$462,600 annually and require two additional buses be put into service.
- Establish new direct route to serve Avila Ranch
  - This alternative provides necessary service to Avila Ranch and would double service along the South Higuera Street corridor. This alternative would increase operating costs by \$375,900 annually and require one additional bus to be put into service.

### **Chapter 8 – Capital Improvement Plans**

Chapter 8 of the draft plan focuses on the capital items needed to operate transit services and to implement the service recommendations included in the draft plan. During the July 2024 Study Session, Council expressed support for mid-life refurbishments of existing diesel-powered vehicles to allow for the expansion of services. Budgeting for both mid-life refurbishments as well as replacement of vehicles with zero-emission equivalents is included in the analysis.

#### *Fleet Replacement and Refurbishment*

SLO Transit is actively replacing buses and has committed fully to purchasing only battery electric buses (BEBs) with the adoption of SLO Transit's Zero Emission Bus Rollout Plan in March 2024. There is an order of six BEB buses anticipated to be delivered in the Fall of 2025 and an order of two additional BEBs that are anticipated to be delivered in the Summer of 2026. Two BEBs were purchased in 2022 and have since been put into service.

SLO Transit currently has 19 fleet vehicles that range in age from 2 to 17 years old including one replica trolley and a double-decker bus. The trolley and double-decker are not included when analyzing vehicles needed to meet service levels because they are specialized vehicles with a more limited functionality. Eleven vehicles are currently used to meet existing service levels. The remaining vehicles in SLO Transit's fleet are used as spares when vehicles need to be pulled from service for unanticipated issues like flat tires.

The recommendations of the draft plan will require five more buses be put into service by the end of the planning period. Table 2 shows the current fleet inventory, the vehicles needed to implement the plan's service recommendations, and future fleet inventory if all service changes are implemented. It is anticipated that, through a combination of the buses already on order and refurbishment of existing buses, that the recommended service changes can be implemented without the need for additional bus purchases.

Table 2 - Fleet Needs for Recommended Service Changes

Vehicle Type	Existing Fleet	Needed for Service Recommendations	Planned Refurbishments	Future Fleet
Fixed-Route Buses	17	5	5	22
Double-Decker	1	0	1	1
Replica Trolley	1	0	0	1
<b>Total</b>	<b>19</b>	<b>5</b>	<b>6</b>	<b>24</b>

A mixture of new zero-emission vehicles and the refurbishment of diesel-powered vehicles also allows for a smoother transition to battery electric buses while charging infrastructure is being built out. The draft plan does also include the replacement of the replica trolley with a battery electric equivalent since it is well beyond its useful life.

Additional service vehicles require additional personnel to operate them. Staff estimates that an additional ten to twelve drivers, one additional road supervisor, and one to two additional maintenance technicians will be needed to operate all the recommended services changes. Costs associated with the additional personnel are included in the service alternatives analysis and is factored into the financial plan forecasts of the draft plan.

Note, that the future fleet needs do not include vehicles needed to implement a pilot Microtransit program since the recommendation is to contract for a “turnkey” service whereby a third-party would provide the staff, vehicles, and software needed to operate the program. The plan does include capital costs for the purchase of Microtransit vehicles should the City choose to manage the program and/or make the program permanent.

#### *Electric Charging Infrastructure*

The City of SLO recently completed an electric charging infrastructure improvement project at the operations and maintenance facility. As of now, there are two charging stations that meet the needs of the two BEBs in service. The City has received over \$1 million in state and federal funding to expand charging infrastructure for the eight BEBs on order, and completion of this project is anticipated for October 2025. Additional charging infrastructure will be purchased and installed to coincide with future BEB procurements.

The City is also working on a multi-site solar panel project which includes installation of panels at the bus yard to offset daytime facility use. The project includes the installation of three solar arrays over the newly improved bus parking and maintenance area totaling 17,000 square feet of coverage. Completion of this project is anticipated for Spring 2026.

#### *Passenger Facilities*

SLO Transit serves 166 bus stops within San Luis Obispo and the nearby Cal Poly Campus. Of these stops, 50 have shelters and 111 have benches. Solar lights are installed at 23 stops and electronic, real-time schedule signs are installed at 3 stops. Almost all the SLO Transit bus stops have one or more information kiosks. The two largest SLO Transit bus stops are the Downtown transit center and the Cal Poly Kennedy Library.



During the On-Board Survey effort which took place October 23rd through October 27th, 2023, surveyors recorded passengers getting on and off SLO Transit fixed routes. (Note that the on-board survey received 427 valid responses, which is a statistically significant sample size, given that it is around 20 percent of average daily ridership.) Stops with over 10 estimated daily boardings were then cross-referenced with the City's bus stop amenity inventory to identify stops with 10 or more boardings and no bench, or 25 or more boardings and no shelter. The City's Engineering Standards set forth thresholds as to when certain bus stop amenities should be included based on estimated daily boardings.

There were two stops served that had 10 or more boardings and no bench. There were six stops that had 25 or more boardings but no shelter and only four of these six had a bench. At some locations, the necessary right-of-way for enhanced bus stop amenities is lacking, but the Transit Fund budgets \$90,000 annually for bus stop maintenance and improvements through which these bus bench and bus shelter installations will be addressed over time.

### **Chapter 9 – SLO Transit Financial Conditions**

Chapter 9 of the draft plan presents existing financial conditions and forecasts based on current service levels. This information provides a baseline to which recommendations for operational and capital expenses were applied in the financial projections detailed in Chapter 11.

#### *Operating and Capital Forecasts*

Fiscal year (FY) 2025-26 is the first year of the SRTP's seven-year planning period. Operating costs are projected to be \$5.7 million with \$2.6 million of this amount representing fixed costs<sup>5</sup>. These operating costs are consistent with the FY 2024-25 Supplemental Budget adopted by Council in June 2024. Operating costs forecasted for FY 2026-27 and beyond include a three percent inflator to account for increases in service and supply costs.

Operating revenues for FY 2025-26 are also based on the FY 2024-25 Supplemental Budget; however, annual inflators for out-years are based on historical growth and SLOCOG population growth projections. As presented, there is sufficient operating revenue available throughout the SRTP planning period, if existing service levels were maintained.

Capital revenues and expenditures are presented in more detail in Chapter 8 of the draft plan but are also shown here to provide an overall picture of SLO Transit's operating and capital needs. These figures are also based on the FY 2024-25 Supplemental Budget as well as SLOCOG forecasts for federal and state funding.

It is important to note that the Federal Transit Administration (FTA) Section 5307 formula funds shown as both operating and capital revenues are typically split between the City and RTA for the San Luis Obispo Urbanized Area. The funds are split based on each agency's operating needs and capital projects programmed in the FTIP. The amounts presented are for budgeting purposes only and may not be realized.

---

<sup>5</sup> Operating costs that do not increase if service levels increase

## Chapter 10 – Fare Alternatives

Chapter 10 discusses SLO Transit’s fare structure and compares it against peer agencies. Chapter 10 also provides an analysis of potential impacts of expanding the Downtown Access Pass program and of new fare technology implementation; both of which are recommended by the Transit Innovation Study.

### *Fare Structure and Peer Review*

SLO Transit’s regular one-way fares are \$1.50 and discounted fares are \$0.75 for seniors, persons with disabilities, and K-12 students. SLO Transit also offers a myriad of pass options including multi-day (1-Day, 3-Day, 5-Day, 7-Day, 31-Day) and multi-ride (15-Ride, 16-Ride) passes. 31-Day and multi-ride passes are also offered at a discounted rate. SLO Transit also offers a Downtown Access Pass (DAP) program allowing any person who works in the downtown area to ride SLO Transit at no cost. The program is subsidized by the City’s Parking Fund up to \$20,000 annually.

The agencies<sup>6</sup> used for the peer review are the same as those used in Working Paper 2 to compare against SLO Transit’s performance standards, as well as two additional agencies (Terre Haute, IN and Billings, MT) to provide a more robust comparison. As shown in Table 3, the peer review suggests that SLO Transit’s fares are in line with other agencies of similar size and service levels.

**Table 3 - SLO Transit Fare Rates Compared to Peer Agency Averages**

Fare and Pass Type	Peer Agency (Average)	SLO Transit
One-Way Fare	\$ 1.44	\$ 1.50
Discounted One-Way Fare	\$ 0.75	\$ 0.75
One-Day Pass	\$ 3.25	\$ 3.25
31-Day Pass	\$ 37.75	\$ 40.00

A fare increase, though beneficial from a revenue standpoint, is not recommended. The review does, however, highlight the variety of pass types offered by SLO Transit. Having too many pass options can be confusing to passengers as well as complicate the accounting process. Less than one percent of boardings in FY 2022-23 were made with a 5-Day and 7-Day pass. The plan recommends eliminating the 5-Day and 7-Day pass options.

### *Downtown Access Pass Program Expansion*

The Transit Innovation Study, finalized in early 2024, identified several areas for potential expansion of the Downtown Access Pass (DAP) program area to the south and east of the existing boundary.

<sup>6</sup> Bloomington-Normal, IL; Pocatello, ID; Bowling Green, KY; Flagstaff, AZ; St. Cloud MN; and Pueblo, CO

Assuming employees of the expanded area make use of the free pass program at the same rate as those in the existing DAP area, expanding the area would add approximately 800 new passenger trips per year. The additional passes would cost approximately \$2,800 annually.

The existing DAP passes are funded through the Parking Enterprise Fund up to \$20,000 annually. This funding is sufficient to cover costs of current DAP passes and as well as the expansion area. The draft SRTP, therefore, recommends expanding the DAP program to include these areas.

**Appendix G – Joint Coordination Opportunities**

Appendix G presents the contents of Working Paper 8 which focuses on opportunities to better coordinate SLO Transit’s and RTA’s services and administrative activities including inter-system transfers, joint procurement opportunities, and shared facilities. Appendix G is included as Attachment C to this report. The following section highlights the need for a joint transit facility that can accommodate future service expansions for both agencies and improve inter-system transfers.

*Joint Transit Facility*

In 2012, the Coordinated Downtown San Luis Obispo Transit Center Study envisioned a joint transit facility consisting of up to 16 bus bays, indoor/outdoor passenger waiting areas, driver break areas, restrooms, and a transit information counter. Figure 3 shows the preferred site plan for the coordinated transit center which was supported by Council in 2011-12. The transit center would allow for more buses at one time which would enhance route timing coordination. In 2017, City Council adopted the Downtown Concept Plan which also envisions a relocated transit center on Higuera Street between Santa Rosa Street and Toro Street.

**Figure 3 - 2012 Coordinated Transit Center Study Preferred Site Plan**



In November of 2023, City Council approved the purchase of the property at 1166 Higuera Street located on the northwest corner of Higuera Street and Toro Street. This is one of the properties identified in the 2012 Coordinated Downtown San Luis Obispo Transit Center Study that would need to be acquired for the transit center. Currently, the property is used as a public parking lot operated by the City's Parking Services program. It is recommended that RTA, the City, and SLOCOG resume project development for a consolidated transit center.

### **Draft SRTP Recommendations**

Based on the performance analysis, community feedback, financial projections, and direction received at the July 2024 Council Study Session, below is a list of service recommendations by implementation year as well as fare and program recommendations included in the draft SRTP. Figure 4 shows the same service changes and timing of when they would occur overlaid on top of SLO Transit's existing service system map.

### **Service Changes**

#### FY 2025-26

- Reinstate services to pre-pandemic levels
- Increase Routes 4A/B service frequency
- Revise Routes 2A/B to serve San Luis Ranch and reduce headways to 45-minutes

#### FY 2026-27

- Provide academic service year-round
- Operate B Routes on weekends

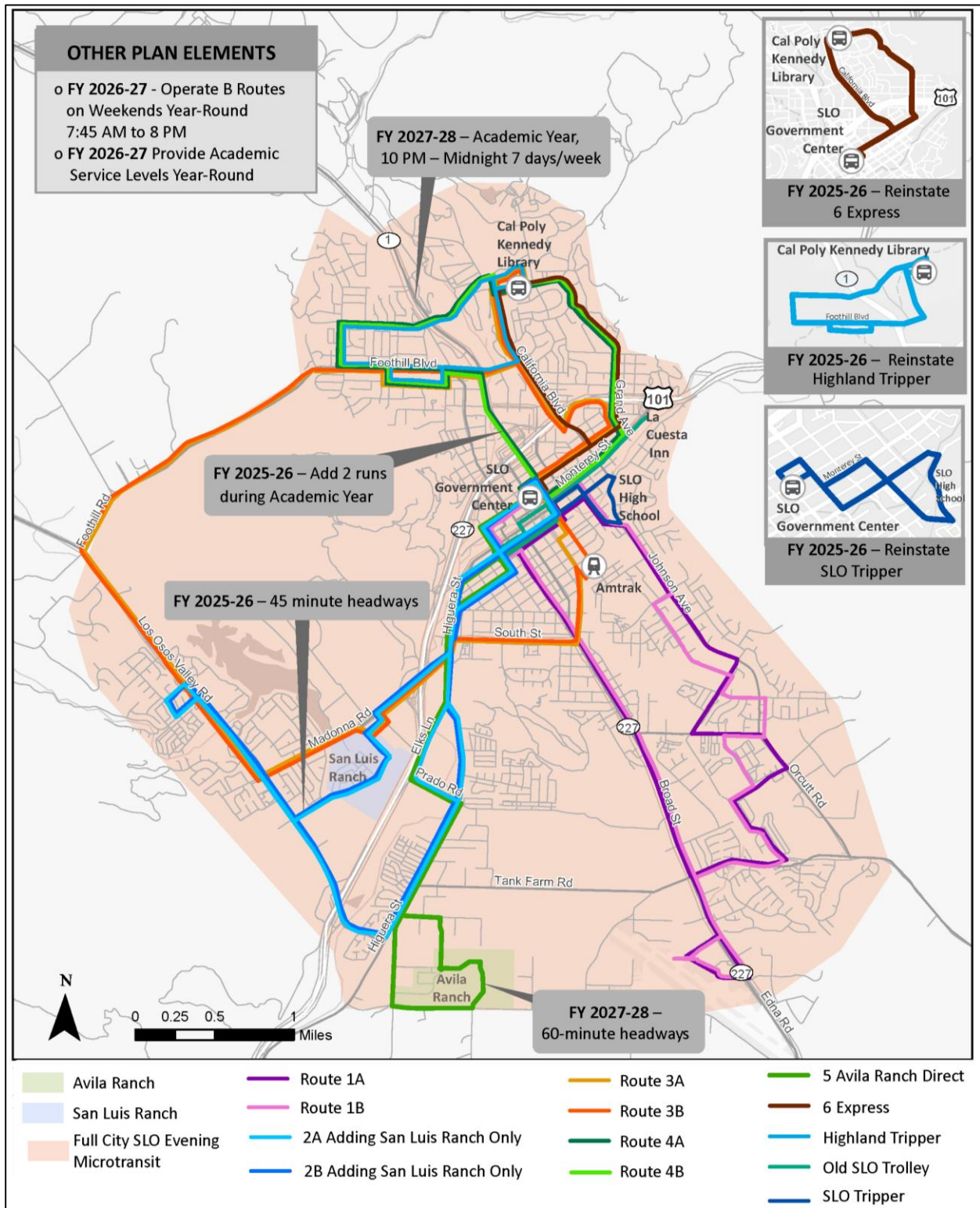
#### FY 2027-28

- New direct route to serve Avila Ranch development
- Microtransit pilot program to supplement evening service

### **Fares and Programs**

- Maintain existing fare and pass rate structure
- Eliminate 5-Day and 7-Day pass options
- Expand the Downtown Access Pass program geographic boundaries

Figure 4 – Service Change Recommendations Map



### Next Steps

Staff will work with LSC to integrate the Council's feedback into the draft plan and present a final version for adoption on April 15, 2025. The recommendations from the final plan will also help define the scope of work for a Request for Proposals (RFP) for new Transit Operations and Maintenance Services, as the current agreement is set to expire at the end of this fiscal year. Staff plans to bring this RFP to Council for review and approval on the same April 15th date. Additional operational and capital changes needed to implement the SRTP will be incorporated into the 2025-27 Financial Plan and will inform future financial planning processes.

### Previous Council and Advisory Body Action

1. January 8, 2025 – The MTC voted in favor of recommending to Council the inclusion of the recommended changes as presented in this report with two adjustments.
2. July 16, 2024 – Council received a presentation on the progress of SLO Transit's Short-Range Transit Plan update and provided direction regarding which service alternatives to incorporate into the plan update.
3. January 23, 2024 – Council received and filed Transit Innovation Study and directed staff to finalize the report and begin implementation.
4. June 6, 2023 – Adoption of the 2023-25 Financial Plan and FY 2023-24 Budget which includes the Climate Action, Open Space, and Sustainable Transportation Major City Goal.
5. December 13, 2022 – Council adopted the Climate Action Plan 2023-27 Work Program which reaffirms direction to achieve the mode split objectives by 2030 and directs staff to incorporate the Transit Innovation Study findings into the Short-Range Transit Plan update.
6. August 18, 2020 – Council adopted the Climate Action Plan for Community Recovery establishing the 7% of trips by transit mode split objective by 2030.
7. September 20, 2016 – Council adopted the 2016 Short-Range Transit Plan.

### Public Engagement

LSC and staff have conducted extensive outreach for the SRTP update as outlined below.

- Onboard Surveys were collected between October 23 and October 27, 2023, on all SLO Transit fixed route and tripper services. A total of 427 survey responses were received.
- In-person Stakeholder Workshop was held at the Ludwick Community Center on November 8, 2023, and included representatives from RTA, the City of San Luis Obispo, Cal Poly, and City of Paso Robles.
- Community (online) Surveys were collected between November 14 and December 12, 2023, using a Survey Monkey instrument developed by LSC and using the City's Open City Hall program. A total of 254 survey responses were received.

## Item 6a

- Virtual Stakeholder Workshop was held on January 18, 2024, and included representatives from RTA, the City of San Luis Obispo, Transdev (the City's transit operations and maintenance contractor), SLOCOG, Cal Poly, Cuesta College, City of Paso Robles, City of Grover Beach, and California Department of Transportation (Caltrans).
- SLOCOG Unmet Transit Needs bi-annual survey was conducted February 2024. The survey received 224 responses, and this input was provided to LSC for incorporation into the SRTP effort.
- Joint MTC and RTAC meeting was held on March 13, 2024, to present the results from Working Papers 1, 2, and 3 and to solicit feedback from committee members and the public as to which service alternatives should be analyzed in Working Paper 4.
- Joint MTC and RTAC meeting was held on June 5, 2024, to present and solicit feedback on the initial service alternatives analysis that will be included in Working Paper 4.
- Community Workshops were held on June 5, 2024, in San Luis Obispo and on June 6, 2024, in Paso Robles and in Nipomo to present and receive feedback from the public on the initial service alternatives analysis.
- City Council Study Session on July 16, 2024, provided another opportunity for the public to provide input through written correspondence and through public testimony.
- Joint MTC and RTAC meeting was held on October 16, 2024, to present Working Papers 5 and 7 and to receive feedback from the public on the existing financial conditions and discuss the capital improvement projects needed to operate transit services.
- MTC meeting was held on January 8, 2025, to present the draft SRTP and to receive feedback from the committee and the public as to what recommendations to incorporate into the final plan.
- Targeted outreach was conducted in January 2025 with a focus on engaging disadvantaged communities and ensuring their concerns were heard. This process involved meetings and gathering input from individuals served by People's Self Help Housing (PSHH), Community Action Partnership SLO (CAPSLO), Housing Authority of San Luis Obispo (HASLO) and SLO County Department of Public Health.

Below is a summary of the key themes from the SRTP update community outreach efforts, which included over 900 responses through all outreach methods:

- The need for expanded routes, including service closer to start and end destinations, and more frequent bus stops. This included requests for adding service to new development areas within the City, such as Margarita Specific Planning Area, San Luis Ranch and Avila Ranch, particularly adding service to better serve low-income housing developments in these areas.

- Consistent schedule year-round, rather than seasonal changes that are currently utilized for the “academic schedule” and “summer schedule.”
- Increased access to the SLO Regional Airport
- Later evening service
- Need for bi-lingual, specifically Spanish, information, materials and Spanish-speaking drivers. Currently, SLO Transit produces paper schedules in English only. Based on this feedback, staff has already begun working on Spanish versions of the schedules, Rider Guide, and other informational items.

This outreach effort is also an opportunity to foster on-going dialogues between SLO Transit and the community organizations. Staff is in discussions with PSHH about providing on-site training at properties managed by them that are along bus routes. Staff also plans to send drafts of Spanish language materials to the organizations for review before they are printed and distributed. These organizations, along with other community partners, will also be engaged during the implementation process of the SRTP’s recommendations to ensure services changes are thoroughly vetted and well communicated.

### **CONCURRENCE**

The City’s Mass Transportation Committee (MTC) and RTA’s Regional Transit Advisory Committee have reviewed and provided feedback on the working papers which make up the administrative draft plan. Additionally, an SRTP update working group consisting of City, RTA, and SLOCOG staff representatives have reviewed and commented on the working papers.

On January 8, 2025, at a regularly scheduled meeting of the MTC, members voted in favor of recommending to Council the inclusion of the recommended changes as presented in this report with two adjustments: (1) delay the implementation of year-round academic service to FY 2028-29 to align with Cal Poly’s schedule for year-round semester system and (2) in FY 2026-27 modify academic service to align with Cal Poly’s transition to a semester system.

These adjustments are based on an announcement<sup>7</sup> made by Cal Poly in November 2024 that Cal Poly will convert to a semester system beginning with the 2026-2027 academic school year but will hold off on implementing year-round operations until the 2028-2029 academic school year. Minutes from the MTC meeting are included as Attachment D to this report.

---

<sup>7</sup> <https://mustangnews.net/transition-to-semesters-and-year-round-operations-on-the-horizon/>



**ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) does not apply to the recommended actions in this report, because the actions do not constitute a “Project” under CEQA Guidelines Sec. 15378. Projects carried out as part of the final adopted Short-Range Transit Plan must comply with state and local laws including environmental review or finding of exemption.

**FISCAL IMPACT**

Budgeted: N/A

Budget Year: N/A

Funding Identified: N/A

**Fiscal Analysis:**

<b>Funding Sources</b>	<b>Total Budget Available</b>	<b>Current Funding Request</b>	<b>Remaining Balance</b>	<b>Annual Ongoing Cost</b>
Transit Fund	\$ 0	\$ 0	\$ 0	\$ 0
State				
Federal				
Fees				
Other:				
<b>Total</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>

The recommended actions in this report do not have an immediate impact on the Transit Fund or the General Fund. The final SRTP will inform the development of five-years of fiscally constrained operating and capital budgets for FY 2025-26 through FY 2029-30. The operating and capital budgets provided by the plan will be incorporated into the 2025-27 Financial Plan and will inform future financial planning processes.

The financial projections detailed in Chapter 11 of the draft plan (Tables 26-28), conclude sufficient operating revenue to implement the recommendations if the FTA Section 5307 formula funds for the San Luis Obispo Urbanized Area are fully apportioned to the City to support both operating and capital projects. Comparing baseline operating revenue projections to the status quo operation (with no changes implemented), revenues are expected to exceed planned expenditures by approximately \$5–6 million annually over the five-year fiscally constrained period.

Even after incorporating the SRTP recommendations, annual operating revenues remain sufficient, maintaining a positive balance each year throughout the five-year period. If the City receives only partial apportionment of these funds, operating expenditures would be prioritized, and discretionary funding would likely be needed to support future capital projects. This is a common approach as most of SLO Transit’s capital projects are already funded via discretionary state and federal grants.

SLO Transit was awarded \$12.3 million in operating assistance grant funding through the federal government's American Rescue Plan Act (ARPA) that was budgeted in FY 2022-23, 2023-24, and 2024-25. Expenditures to date indicate that an estimated \$2.7 million of the ARPA grant funding will be available in FY 2025-26 to offset operating costs. This is ultimately a one-time funding source but helps to cover operating costs next fiscal year and preserve FTA Section 5307 and TDA funds apportioned to the City.

SLO Transit also has \$5.5 million in unobligated FTA Section 5307 funds that can be used for either operating or capital projects. It may be beneficial to allocate these one-time funding sources for capital expenses, ensuring that the long-term operating budget remains independent of this funding. These funds are not programmed but remain available to the City. In short, the forecast indicates that the service changes can be implemented without jeopardizing the Transit Fund's fiscal solvency.

## ALTERNATIVES

1. ***Council could choose to direct staff to analyze more service alternatives as part of the Short-Range Transit Plan update.*** Staff does not recommend this alternative because the alternatives presented in the draft plan address the comments and feedback provided by riders, the community, and City Council throughout the plan update process.
2. ***Council could choose not to provide direction to staff to return with a final draft of the Short-Range Transit Plan for adoption.*** Staff does not recommend this alternative because the City is required to have an adopted Short Range Transit Plan to be eligible to receive federal funding.

## ATTACHMENTS

- A - SLO Transit Draft Short-Range Transit Plan
- B - Working Paper 4 Addendum – Additional Service Alternatives
- C - Appendix G to Draft SRTP
- D - January 8, 2025, Mass Transportation Committee Meeting Minutes



# San Luis Obispo Transit Short Range Transit Plans

*Draft Plan*

*Prepared for the*  
**City of San Luis Obispo**

January 8, 2025

Prepared by LSC Transportation Consultants



# San Luis Obispo Transit

## Short Range Transit Plans

### *Draft Plan*

#### *Prepared for*

City of San Luis Obispo  
990 Palm Street  
San Luis Obispo, CA 93401

#### *Prepared by*

LSC Transportation Consultants, Inc.  
2690 Lake Forest Road, Ste. C  
Tahoe City, CA 96145

*January 8, 2025*

*This page intentionally left blank.*

# TABLE OF CONTENTS

<i>CHAPTER</i>	<i>PAGE</i>
<b>Chapter 1: Introduction</b> .....	<b>1</b>
Introduction .....	1
 <b>Chapter 2: Overview of City of San Luis Obispo Transit Services</b> .....	 <b>5</b>
Introduction .....	5
History, Governance, and Organizational Structure .....	5
SLO Transit Services .....	5
SLO Transit Fare Structure .....	11
SLO Transit Capital Assets .....	12
 <b>Chapter 3: Overview of Other Regional Public Transit Services</b> .....	 <b>15</b>
Introduction .....	15
Public Transportation.....	15
Nonprofit Transportation Providers .....	17
Private For-Profit Regional Providers.....	18
 <b>Chapter 4: Current Policies and Standards</b> .....	 <b>21</b>
Introduction .....	21
City of San Luis Obispo Existing Policies and Recommendations .....	22
SLO Transit Peer Comparison.....	32
San Luis Obispo Council of Governments (SLOCOG) .....	34
Existing Monitoring and Ongoing Service Improvement Processes .....	34
Goals and Policies Discussion and Recommendations .....	36
City of San Luis Obispo .....	36
 <b>Chapter 5: Study Area Characteristics</b> .....	 <b>39</b>
Introduction .....	39
Demographics .....	39
Commuting Patterns .....	51
Cal Poly Enrollment.....	42
 <b>Chapter 6: Evaluation of San Luis Obispo Transit</b> .....	 <b>55</b>
Introduction .....	55
SLO Transit Ten-Year Trends .....	55
SLO Transit FY 22-23 Operations and Performance.....	59
Findings .....	63
 <b>Chapter 7: SLO Transit Service Alternatives</b> .....	 <b>67</b>
Introduction .....	67

Service Frequency Alternatives.....	68
Span of Service Alternatives .....	72
Routing and Microtransit Alternatives .....	74
Performance Analysis of SLO Transit Alternatives.....	81
Additional Service Alternatives Analysis.....	86
<b>Chapter 8: SLO Transit Capital Improvements.....</b>	<b>95</b>
Introduction .....	95
Fleet Replacement Plan .....	95
Capital Improvement Program .....	96
Transit Facilities .....	99
Other Planned Capital Improvements .....	103
<b>Chapter 9: SLO Transit Financial Conditions .....</b>	<b>105</b>
Introduction .....	105
Projected Operating Expenditures and Revenues .....	105
Capital Revenues.....	105
Other Funding Sources.....	108
<b>Chapter 10: Fare Alternatives .....</b>	<b>109</b>
Fare Strategies .....	110
SLO Transit .....	108
New Fare Technology.....	113
<b>Chapter 11: Short-Range Transit Plan.....</b>	<b>115</b>
Plan Assumptions.....	115
Service Plan .....	115
Capital Improvements.....	123
Fare Changes .....	125
Financial Plan .....	125

*APPENDIX A: REVIEW OF RECENT PLANNING STUDIES*

*APPENDIX B: DEMOGRAPHIC DATA*

*APPENDIX C: ROUTE PROFILES*

*APPENDIX D: SUMMARY OF SLO TRANSIT ONBOARD PASSENGER SURVEY RESULTS*

*APPENDIX E: SUMMARY OF THE ONLINE COMMUNITY SURVEY*

*APPENDIX F: STAKEHOLDER AND BUS OPERATOR MEETINGS*

*APPENDIX G: JOINT COORDINATION OPPORTUNITIES*

*APPENDIX H: MARKETING STRATEGIES*



## LIST OF TABLES

<i>TABLES</i>	<i>PAGE</i>
Table 1: Summary of SLO Transit Services and Frequency .....	7
Table 2: SLO Transit Fare Structure .....	11
Table 3: SLO Transit Revenue Vehicle Fleet.....	12
Table 4: SLO Transit Service Standards (1-2) .....	30
Table 5: SLO Transit Peer Group Data and Performance Indicators.....	33
Table 6: San Luis Obispo County Population Projections by Age Category .....	39
Table 7: San Luis Obispo County Transit Needs Index (1-2) .....	42
Table 8: City of San Luis Obispo Transit Needs Index .....	49
Table 9: San Luis Obispo County Commute Patterns.....	51
Table 10: SLO Transit Operations – FY 2013-14 – FY 2022-23 .....	56
Table 11: SLO Transit Performance – FY 2013-14 – FY 2022-23 .....	59
Table 12: SLO Transit Operations by Service – FY 2022-23 .....	60
Table 13: SLO Transit Performance by Service – FY 2022-23.....	62
Table 14: SLO Transit Average Cash Fare per Boarding by Route.....	68
Table 15: SLO Transit – Service Frequency and Span Alternatives .....	69
Table 16: SLO Transit – Routing and Microtransit Alternatives.....	79
Table 17: SLO Transit – Service Alternatives Performance Analysis.....	82
Table 18. SLO Transit – Additional Route Alternatives .....	90
Table 19: Additional Service Alternatives Performance Analysis .....	93
Table 20: SLO Vehicle Replacement/Refurbishment Schedule - By Year of Purchase Order .....	97
Table 21: SLO Transit Capital Projects – By Year of Contract Award or Purchase Order.....	98
Table 22: SLO Transit Stop Amenity Concerns.....	101
Table 23: SLO Transit Operating Costs.....	106
Table 24: SLO Transit Revenues vs Expenditures .....	107
Table 25: SLO Transit Fare Structure Peer Analysis .....	110
Table 26: SLO Transit Short Range Transit Development Plan Operating Costs .....	116
Table 27: SLO Transit Short Range Transit Plan Ridership and Fare Revenue.....	117
Table 28: SLO Transit Financial Plan .....	127

## LIST OF FIGURES

<i>FIGURES</i>	<i>PAGE</i>
Figure 1: SLO Transit Organizational Chart .....	6
Figure 2: SLO Transit Services .....	8
Figure 3: San Luis Obispo County Transit Needs Index.....	44
Figure 4: North County Transit Needs Index.....	45
Figure 5: South County Transit Needs Index.....	46
Figure 6: Morro Bay Area Transit Needs Index.....	47

Figure 7: City of San Luis Obispo Transit Needs Index ..... 50

Figure 8: Cal Poly Fall Quarter Enrollment by Year – Full-Time Equivalent Students..... 53

Figure 9: SLO Transit Historical Ridership ..... 57

Figure 10: SLO Transit Ridership by Service..... 57

Figure 11: SLO Transit Ridership by Month ..... 61

Figure 12: SLO Transit Passenger-Trips per Service Hour ..... 62

Figure 13: SLO Transit Marginal Operating Cost per Passenger-Trip..... 63

Figure 14: SLO Transit Marginal Operating Cost per Service Hour ..... 63

Figure 15: SLO Transit On-Time Performance by Route ..... 65

Figure 16: Southeast SLO Evening Microtransit..... 76

Figure 17: SLO Full City Microtransit..... 78

Figure 18: SLO Transit Service Alternatives – Impact on Annual Ridership..... 83

Figure 19: SLO Transit Service Alternatives – Impact on Annual Marginal Operating Cost ..... 83

Figure 20: SLO Transit Service Alternatives – Passenger-Trips per Vehicle Service Hour ..... 84

Figure 21: SLO Transit Service Alternatives – Marginal Operating Cost per Passenger-Trip..... 84

Figure 22: Route Options to Serve San Luis Ranch and Avila Ranch..... 89

Figure 23: New Route Options to Serve Avila Ranch ..... 92

Figure 24: Downtown Access Pass Expansion..... 112

Figure 25: SLO Transit Plan Graphic..... 119

## **INTRODUCTION**

San Luis Obispo County spans 3,616 square miles on California’s central coast. The majority of the County’s 281,712 residents live in communities located within the United States (US) 101 or US 1 corridors.<sup>1</sup> The City of San Luis Obispo is the county seat and the largest city in the County, with an estimated population of 59,219 living within the urbanized area.<sup>2</sup> Other population centers in the County include the Cities of Paso Robles, Atascadero, Arroyo Grande, Grover Beach, Pismo Beach, and Morro Bay and the census-designated places (CDPs) of Nipomo, Los Osos, and Templeton. The California Polytechnic State University (Cal Poly) is located in the City of San Luis Obispo and serves as a major educational, economic, and cultural center for the region.



Note: *Overlooking Morro Rock* [Photo], by Blake Carroll, 2016, Flickr

Public transit is an important component of the San Luis Obispo County transportation system, enhancing connectivity both within and between communities. Public transit not only aids mobility-limited residents, but also yields other benefits such as decreased road congestion, improved air quality, increased economic opportunity, and better access to education.

---

<sup>1</sup> United States Census Bureau. (2022). *Age and Sex, American Community Survey 5-Year Estimates*. Retrieved from <https://data.census.gov/>

<sup>2</sup> Federal Transit Administration. (2023). *FY 2023-2010 Census UZA Population Data*. Retrieved from <https://www.transit.dot.gov/>

Public transit will play an even more significant role in San Luis Obispo County as the region works to advance the goals of the *2023-2045 Regional Transportation Plan (RTP)*, such as reducing single-occupant vehicles, mitigating congestion on US 101 and other roadways, and limiting vehicle miles traveled. The RTP and other studies relevant to public transportation in San Luis Obispo County are summarized in Appendix A.

The San Luis Obispo Regional Transit Authority (RTA) and San Luis Obispo Transit (SLO Transit) are the two largest public transit providers in San Luis Obispo County. The two agencies have retained LSC Transportation Consultants, Inc. to update each agency's respective Short Range Transit Plan (SRTTP) as part of a joint effort. While two separate Draft Plans were developed, a series of joint interim memos were initially prepared to both coordinate services to the greatest extent possible, as well as to summarize project progress.

This document, SLO Transit Draft Short Range Transit Plan, is the compilation of a series of Working Papers. Although this document focuses on the City of San Luis Obispo and its transit services, some background information is provided at a more regional level.

Chapter 2 summarizes key characteristics of SLO Transit, including the services currently offered and the agency's capital amenities.

Chapter 3 briefly describes other transit services operating in the region, with an emphasis on how these other services connect to SLO Transit.

Chapter 4 - In this chapter, SLO Transit fiscal year (FY) 2022-23 performance is presented alongside existing performance standards. Then, peer transit operators for both programs are analyzed as a means of guiding revised performance standard recommendations.

Chapter 5 - This chapter reviews the demographic and economic characteristics of both San Luis Obispo County and the City of San Luis Obispo, with a focus on data relevant to transit demand and the near-term future of RTA and SLO Transit services.

Chapter 6 - This chapter evaluates SLO Transit operations and performance.

Chapter 7 - Service alternatives for SLO Transit are presented. The alternatives are based on public input and the recommendations of related studies, including the recent *SLO Transit Innovations (Transit Innovations) Study (2024)*.

Chapter 8 - This chapter focuses on the recommended capital improvements needed to operate transit services over the planning period, specifically the transit fleet, the bus stops, and the Downtown Transit Center.

Chapter 9 - This chapter presents "base case" financial forecasts which were used as the basis for the financial plan.

Chapter 10 - This chapter reviews potential changes to the SLO Transit fare structure.

Chapter 11 - This chapter outlines the Short-Range Transit Plan service and capital elements recommended for implementation over the seven-year planning period. A financial plan presenting revenues and expenditures for the seven years is also presented.

Appendix A - Presents recent planning studies relevant to the Short-Range Transit Plan effort.

Appendix B - Presents demographic maps of San Luis Obispo.

Appendix C - Presents route profiles for SLO Transit including boardings by hour and by stop.

Appendix D - Presents results of the on-board survey.

Appendix E - Presents the results of the community survey.

Appendix F - Presents a summary of stakeholder input.

Appendix G – Presents existing and future coordination between SLO Transit and RTA including scheduling/transfer opportunities, joint capital projects as well as a discussion of the regional ADA paratransit service, Runabout.

Appendix H – Presents a review of marketing strategies.

*This page intentionally left blank.*

## OVERVIEW OF CITY OF SAN LUIS OBISPO TRANSIT SERVICES

### INTRODUCTION

The City of San Luis Obispo Transit (SLO Transit) provides local fixed route service for the City of San Luis Obispo and Cal Poly. This chapter discusses SLO Transit services, as well as how SLO Transit connects to other regional transit programs. SLO Transit fares, vehicles, and amenities are also described.

### HISTORY, GOVERNANCE, AND ORGANIZATIONAL STRUCTURE

SLO Transit has provided local transit service to the City of San Luis Obispo and Cal Poly since 1974. SLO Transit is administered by the Mobility Services Division, a branch of the City’s Department of Public Works. The transit program is managed by the Mobility Services Business Manager and the Transit Coordinator. The Mobility Services Business Manager reports to the Deputy Director of Mobility Services. The City contracts operations and maintenance functions to a purchased transportation contractor, Transdev North America. The SLO Transit organizational chart is shown in Figure 1.



The Mass Transportation Committee (MTC) advises the City Council regarding public transit programs. The MTC has seven members: one Cal Poly designated employee, one Cal Poly student representative designated by the Associated Students, Inc., one senior citizen 62 years or older, one person from the business community, one person with technical transportation planning experience, one disability community representative, and one member at-large. Depending on interest, two members from the general public can be appointed as well.



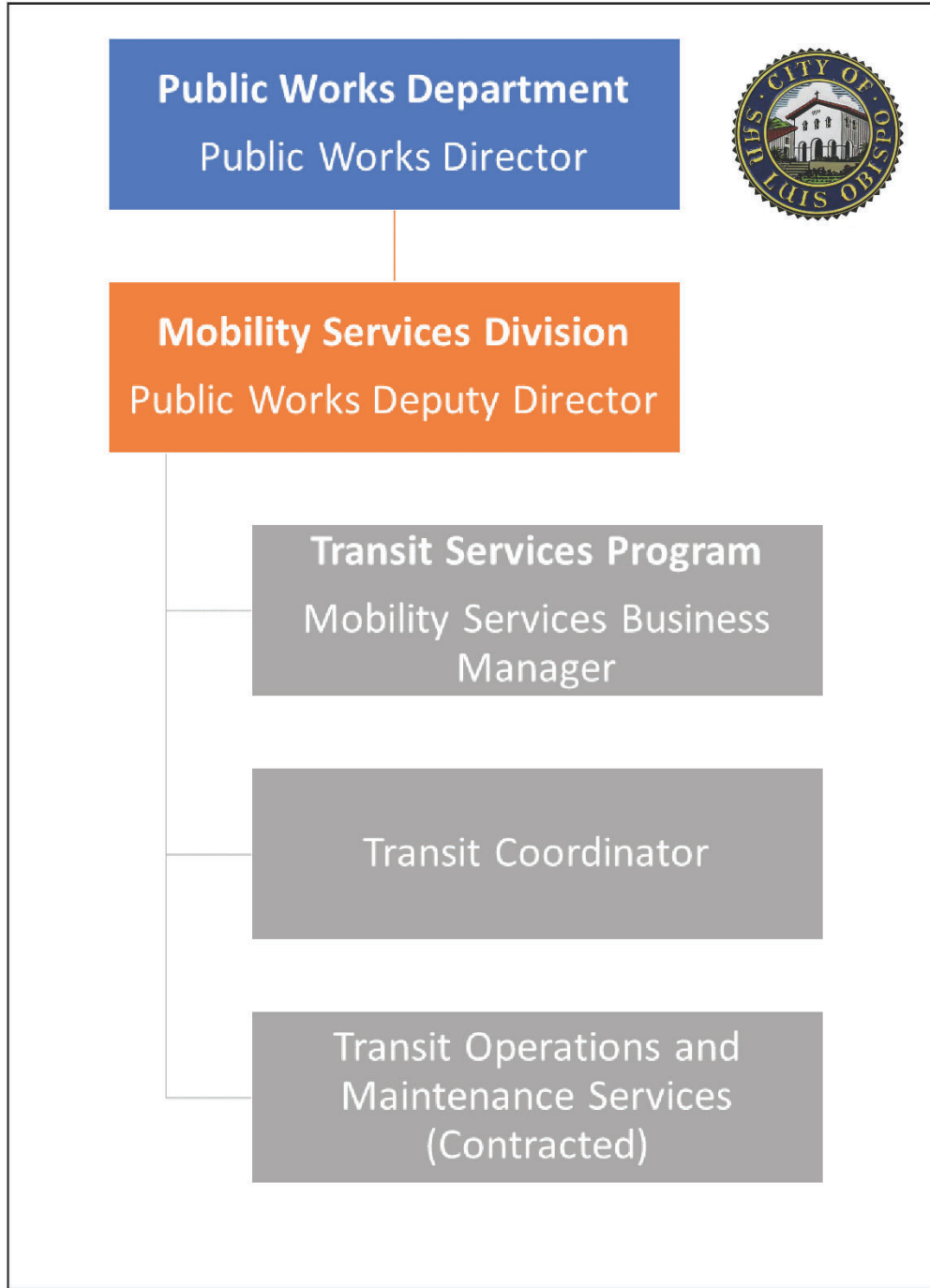
### SLO TRANSIT SERVICES

#### SLO Transit Fixed Routes

Table 1 presents key SLO Transit service characteristics. Prior to the COVID-19 pandemic, SLO Transit operated eight fixed routes, three tripper services, one evening express service, and one seasonal trolley. During the COVID-19 pandemic, two of the tripper services and the evening express service were suspended due to staffing difficulties stemming from the nationwide bus operator shortage. While the three suspended services have not yet resumed operations as of the time of writing, they are summarized in Table 1 alongside the active SLO Transit services.

SLO Transit service hours vary depending on the time of year, with SLO Transit operating extended service hours when Cal Poly is in session. During the academic year, SLO Transit service hours are generally 6:00 AM to 11:10 PM on weekdays and 8:15 AM to 8:10 PM on weekends. During the summer, service hours are generally 6:00 AM to 8:00 PM on weekdays and 8:15 AM to 8:10 PM on weekends. SLO Transit services are described individually on the following pages and depicted in Figure 2.

**Figure 1:  
SLO Transit Organizational Chart**



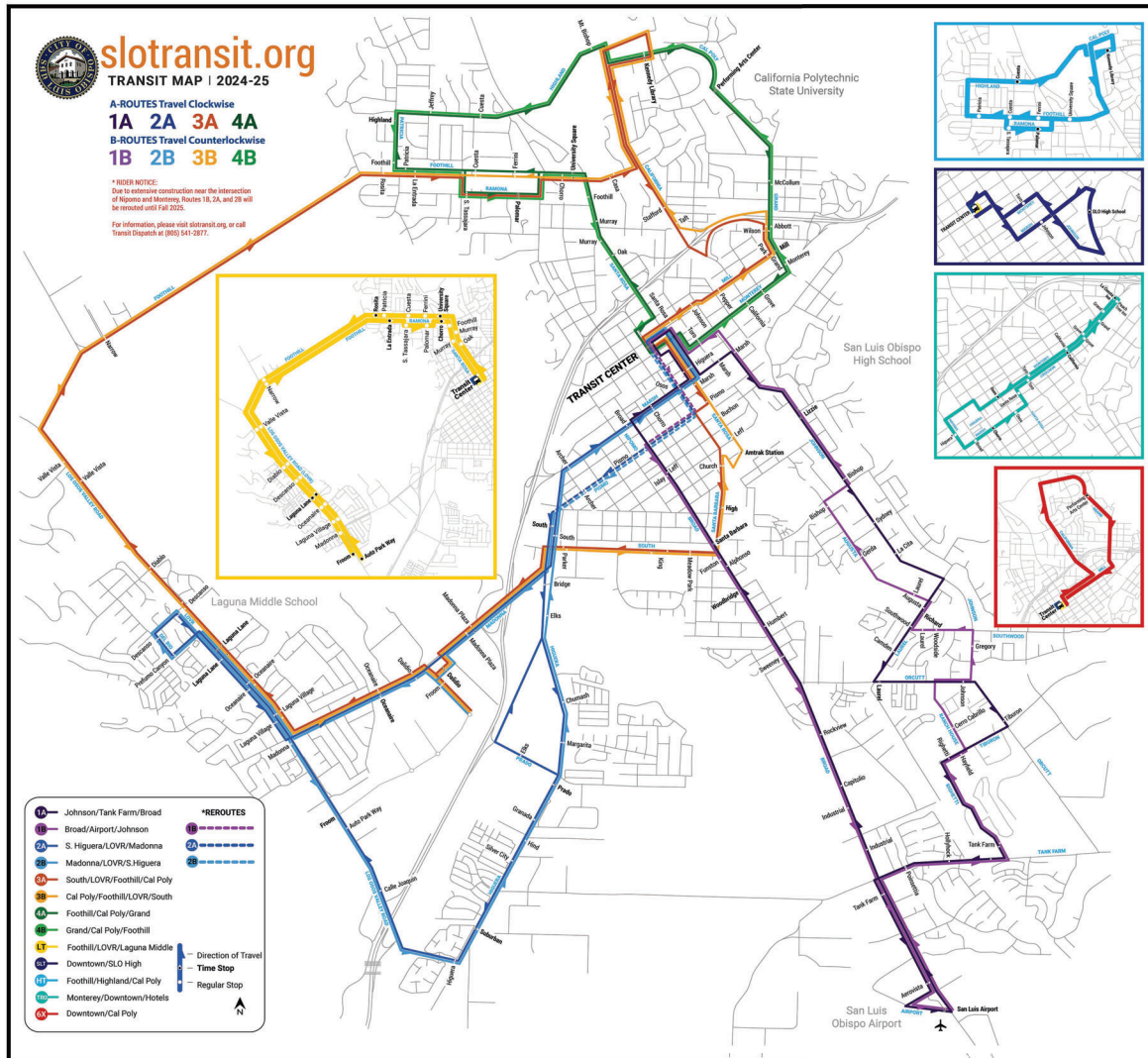


**Table 1: Summary of SLO Transit Services and Frequency**

	Service Hours <sup>1,2</sup>				Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday		Weekend		Start	End	
	Start	End	Start	End			
<b>Bus: Fixed Route</b>							
Route 1A - Johnson, Tank Farm, Airport	6:15 AM	10:00 PM	8:15 AM	8:00 PM	SLO Government Center	Same as start	60
Route 1B - Broad, Airport, Johnson	6:45 AM	6:30 PM	--	--	SLO Government Center	Same as start	60
Route 2A - Higuera, LOVR <sup>3</sup> , Madonna	6:15 AM	10:00 PM	8:15 AM	8:05 PM	SLO Government Center	Same as start	60
Route 2B - Madonna, LOVR <sup>3</sup> , Higuera	6:45 AM	6:35 PM	--	--	SLO Government Center	Same as start	60
Route 3A - Promenade, LOVR <sup>3</sup> , Cal Poly	6:20 AM	11:10 PM	8:20 AM	8:10 PM	SLO Government Center	Same as start	30 - 60
Route 3B - Cal Poly, LOVR <sup>3</sup> , Amtrak Station	6:45 AM	10:35 PM	--	--	SLO Government Center	Same as start	30 - 60
Route 4A - Foothill, Cal Poly, Monterey	6:00 AM	11:05 PM	8:15 AM	8:05 PM	SLO Government Center	Same as start	45
Route 4B - Monterey, Cal Poly, Ramona Dr	6:15 AM	10:30 PM	--	--	SLO Government Center	Same as start	45
San Luis Tripper <sup>4,5</sup>	7:15 AM	4:00 PM	--	--	SLO Government Center	Same as start	4 Round Trips
Laguna Tripper <sup>4</sup>	7:35 AM	3:40 PM	--	--	SLO Government Center	Same as start	1 Round Trip
Highland Tripper <sup>5</sup>	7:45 AM	9:00 AM	--	--	Ramona at Palomar	Kennedy Library	30
6 Express <sup>5</sup>	6:00 PM	9:20 PM	--	--	Cal Poly Performing Arts Center	Same as start	30
Old SLO Trolley <sup>6</sup>	5:00 PM	9:10 PM	--	--	La Cuesta Inn	Same as start	20
<p>Note 1: Summary accurate as of December, 2023. No service on Thanksgiving and Christmas. SLO Transit operates the weekend service schedule on New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, the Friday after Thanksgiving, Christmas Eve, New Year's Eve.</p> <p>Note 2: Service hours presented represent academic year schedule. Hours are reduced during the summer.</p> <p>Note 3: LOVR stands for Los Osos Valley Road.</p> <p>Note 4: On Mondays, San Luis Tripper service starts at 8:45 AM and Laguna Tripper service starts at 8:50 AM.</p> <p>Note 5: The San Luis Tripper, Highland Tripper, and 6 Express are currently suspended.</p> <p>Note 6: The Old SLO Trolley operates on Thursdays during the summer and fall. The Old SLO Trolley provides Holiday Trolley service on Fridays and Saturdays in December.</p>							
<i>Source: SLO Transit</i>							



**Figure 2:  
SLO Transit Services**



## **Routes 1A & 1B**

Routes 1A and 1B provide bidirectional service to southeast San Luis Obispo, with Route 1A operating in the clockwise direction and Route 1B operating in the counterclockwise direction. Both Routes 1A and 1B operate on an hourly frequency; Route 1A departs the Government Center at 15 minutes after the hour and Route 1B departs at 45 minutes after the hour. During the academic year, Route 1A operates from 6:15 AM to 10:00 PM on weekdays and from 8:15 AM to 10:00 PM on weekends. Route 1B operates the same schedule year-round, operating from 6:45 AM to 6:30 PM on weekdays only. Stops served by Routes 1A and 1B include the Dignity Health French Hospital Medical Center, the San Luis Airport, Tank Farm, Broad Street, and Johnson Avenue.

## **Route 2A & Route 2B**

Routes 2A and 2B are bidirectional routes that serve southwest San Luis Obispo, with Route 2A operating in the clockwise direction and Route 2B operating in the counterclockwise direction. Routes 2A and 2B provide hourly service; Route 2A departs the Government Center at 15 minutes after the hour and Route 2B departs at 45 minutes after the hour. Route 2A operates from 6:15 AM to 10:00 PM on weekdays and from 8:15 AM to 8:05 PM on weekends during the academic year. Route 2B follows the same schedule year-round, running from 6:45 AM to 6:35 PM on weekdays. Areas served by Routes 2A and 2B include Social Services, the Department of Motor Vehicles, Laguna Middle School, and Madonna Plaza.

## **Route 3A & Route 3B**

Routes 3A and 3B provide bidirectional service from Cal Poly to commercial centers in San Luis Obispo, with Route 3A running in the clockwise direction and Route 3B running in the counterclockwise direction. During the academic year, Route 3A is available from 6:20 AM to 11:10 PM on weekdays and from 8:20 AM to 8:10 PM on weekends. Route 3B runs from 6:45 AM to 10:35 PM on weekdays year-round. Routes 3A and 3B typically run hourly, but service frequency is increased during the academic year; when Cal Poly is in session, Route 3A runs twice per hour during the morning and Route 3B runs twice per hour in the afternoon. Currently, the first 6:00 AM run of Route 3A is not operating due to a lack of bus operators. Routes 3A and 3B both stop at the Cal Poly Kennedy Library, the San Luis Obispo Amtrak Station, the Promenade, Madonna Plaza, and Laguna Middle school, among other locations.

## **Route 4A & Route 4B**

Routes 4A and 4B are bidirectional routes which serve downtown San Luis Obispo and Cal Poly, with Route 4A operating in the clockwise direction and Route 4B operating in the counterclockwise direction. Both Routes 4A and 4B run every 45 minutes; Route 4B always leaves the Government Center 15 minutes after Route 4A. Route 4A runs from 6:00 AM to 11:05 PM on weekdays during the academic year, and from 8:15 AM to 8:05 PM on weekends year-round. Route 4B only runs on weekdays, operating from 6:15 AM to 10:30 PM during the academic year and from 6:15 AM to 6:50 PM when Cal Poly is out of session. Key stops served by Routes 4A and 4B include the Cal Poly Kennedy Library, the Cal Poly Performing Arts Center, Santa Rosa Park, and residential neighborhoods northwest of downtown.

## **Laguna Tripper**

The Laguna Tripper is a supplemental service for students traveling to and from Laguna Middle School. The Laguna Tripper only runs on weekdays during the school year. Daily service consists of one morning run from the Government Center to Laguna Middle School and one afternoon return trip. The schedule varies depending on the day due to variations in the school schedule.

## **Old San Luis Obispo (SLO) Trolley**

The Old SLO Trolley is a seasonal service in downtown San Luis Obispo. In 2023, the Old SLO Trolley ran on Thursdays from 5:00 PM to 9:00 PM from June 6 through November 30. Service was then extended through December 2023 as the “Holiday Trolley.” Holiday Trolley service was provided on Fridays and Saturdays in December from 12:00 PM to 8:00 PM.

The Old SLO Trolley starts at La Cuesta Inn and runs a fixed route through downtown along Monterey Street, completing one loop every half hour. The service stops at sixteen stops throughout downtown, with four timed stops: La Cuesta Inn, Monterey at Osos, Marsh at Chorro, and Monterey at California.

## **San Luis Tripper**

The San Luis Tripper is a supplemental service for students traveling to and from San Luis Obispo High School. When in service, the San Luis Tripper runs on weekdays during the school year, providing two trips each morning from the Government Center to San Luis Obispo High School and then two reverse trips in the afternoon. The San Luis Tripper is not currently running due to a lack of bus operators.

## **Highland Tripper**

The Highland Tripper is a supplemental school-year service for students traveling to and from Cal Poly. When in service, the Highland Tripper completes three round trips each weekday morning between the stop at Ramona Drive and Palomar Avenue and Cal Poly via Highland Drive and Foothill Boulevard. The Highland Tripper is not currently in service due to a lack of operators.

## **Route 6x**

Route 6x provides half-hourly service from the Cal Poly Performing Arts Center and the Government Center on Thursdays from 6:00 PM to 9:20 PM during the school year.

## **Key Transfer Locations**

SLO Transit services have been designed so that passengers can transfer between local routes, as well as to other regional transit services. Important SLO Transit transfer locations, and the services that stop at each, are listed below.

- Government Center – SLO Transit fixed routes; RTA Routes 9, 10, 12, 14.
- Cal Poly Kennedy Library – SLO Transit Routes 3 A/B, 4 A/B; RTA Route 9.
- The Promenade – SLO Transit Routes 2 A/B, 3 A/B.
- San Luis Obispo Amtrak Station – SLO Transit Route 3B; Amtrak; Greyhound.

## SLO TRANSIT FARE STRUCTURE

The SLO Transit fare structure is shown in Table 2. Cash fares and multi-day passes can be purchased onboard. Pass products can also be purchased at the City of San Luis Obispo City Hall Finance Counter and the San Luis Obispo Chamber of Commerce.

The regular, one-way cash fare is \$1.50. Senior adults ages 65 to 79, disabled passengers, and Medicare card holders are eligible for the discounted fare of \$0.75, or 50 percent of the regular fare. Seniors ages 80 and older ride SLO Transit for free by receiving a VIP card from the SLO Regional Rideshare office. Children ages 4 and younger also can ride for free with a fare-paying adult. Cal Poly and the City have currently negotiated a prepaid fare agreement that allows Cal Poly students, faculty, and staff to ride SLO Transit for no additional fare.

SLO Transit offers multiple pass products. The 31-day pass costs \$40.00 for regular passengers and \$20.00 for discount-eligible passengers. Grade-school students can purchase the 31-day pass for \$25.00. SLO Transit also offers 1-day, 3-day, 5-day, and 7-day passes that range in cost from \$3.25 to \$15.00. Additionally, SLO Transit has a 16-ride pass that can be purchased for \$24.00 and a 15-ride pass for discount-eligible passengers that can be purchased for \$11.25. Passengers can board SLO Transit with Regional Pass products, as well: passengers can purchase a Regional Day Pass for \$5.50 and 31-Day Pass for \$68.00 (or \$34.00 for discounted passengers).

Fare Type	Regular	Senior/ Disabled <sup>1</sup>	VIP <sup>2</sup>	Children <sup>3</sup>	Student <sup>4</sup>
One-Way Fare	\$1.50	\$0.75	Free	Free	--
31-Day Pass	\$40.00	\$20.00	--	--	\$25.00
16-Ride Pass	\$24.00	--	--	--	--
15-Ride Pass	--	\$11.25	--	--	--
7-Day Pass	\$15.00	--	--	--	--
5-Day Pass	\$12.00	--	--	--	--
3-Day Pass	\$7.00	--	--	--	--
1-Day Pass	\$3.25	--	--	--	--
Regional 31-Day Pass <sup>5</sup>	\$68.00	\$34.00			
Regional Day Pass <sup>5</sup>	\$5.50	--	--	--	--

Note 1: Discounts are for seniors ages 65 to 79, disabled, and Medicare card holders.

Note 2: Seniors ages 80 and older are eligible for a VIP card that allows them to board all fixed route services in SLO County for free. To receive the VIP card, eligible seniors must go to the Regional Rideshare office and provide valid identification.

Note 3: Children 4 and under ride for free with a fare-paying caretaker.

Note 4: Students include all youth in grades K-12 with student ID.

Note 5: Regional 31-Day and Day Pass allows unlimited rides on all RTA, SLO Transit, and Morro Bay routes for the dates indicated.

Source: SLO Transit

## SLO TRANSIT CAPITAL ASSETS

### Fleet Inventory

SLO Transit’s current revenue vehicle fleet is detailed in Table 3. The revenue fleet consists of seventeen vehicles; fourteen of the vehicles are low-floor transit buses, one is a double-decker bus, one is a trolley, and one is a cutaway. Of note, SLO Transit procured its first two battery-electric buses (BEBs), a low-floor Proterra and a low-floor New Flyer, in 2023. The City has also issued a purchase order for six additional BEBs and is working on approval to procure another two.

The average age of the low-floor vehicles is 12 years, and the average mileage is 338,234. Currently, SLO Transit operates nine vehicles at peak times. SLO Transit has two support vehicles in addition to its revenue fleet.

<b>Table 3: SLO Transit Revenue Vehicle Fleet</b>					
<b>Agency ID <sup>1</sup></b>	<b>Make</b>	<b>Model</b>	<b>Year</b>	<b>Mileage <sup>2</sup></b>	<b>Est. Retirement Date <sup>3</sup></b>
754	Gillig	Low Floor	2007	300,899	2019
755	Gillig	Low Floor	2007	313,874	2019
856	Double K	Trolley	2008	71,219	2020
857	Gillig	Low Floor	2008	480,498	2020
858	Gillig	Low Floor	2008	475,880	2020
859	Gillig	Low Floor	2008	481,177	2020
860	Gillig	Low Floor	2008	454,148	2020
861	Gillig	Low Floor	2008	445,314	2020
862	Gillig	Low Floor	2008	448,708	2020
963	--	Double Deck	2009	131,903	2022
1264	Gillig	Low Floor	2012	292,711	2024
1365	Gillig	Low Floor	2013	311,994	2025
1366	Gillig	Low Floor	2013	302,951	2025
1167	El Dorado	Cut-Away	2011	128,865	2016
1768	Gillig	Low Floor	2017	136,818	2029
1769	Gillig	Low Floor	2017	150,304	2029
1770	Gillig	Low Floor	2017	140,006	2029
2371 <sup>4</sup>	Proterra	Low Floor	2022	--	2034
2372 <sup>4</sup>	New Flyer	Low Floor	2022	--	2034

Note 1: Information accurate as of December 2023.  
 Note 2: Mileage data accurate as of 4/8/2021 or 2/23/2022, depending on the vehicle.  
 Note 3: Estimated retirement dates based off of vehicle model's Federal Transit Administration's Useful Life Benchmark.  
 Note 4: Indicates electric vehicles.  
 Source: SLO Transit

## **Facilities**

The SLO Transit Operations and Maintenance Facility is located at 29 Prado Road in San Luis Obispo, and houses all operations, maintenance, and dispatch functions. The facility is located adjacent to the City's Water Department. The facility will eventually host fourteen chargers for BEBs. The 2023 RTP recommended that a new, stand-alone maintenance facility be developed for SLO Transit in the next few years to provide increased vehicle storage capacity and improved amenities for staff.

## ***Park-and-Rides***

The City of San Luis Obispo finished developing the Calle Joaquin Park-and-Ride lot in 2018, however, the facility is not currently served by SLO Transit. The spot contains 31 parking spaces, two motorcycle spaces, and a bus turnout.

## **Passenger Amenities**

SLO Transit's passenger amenities help keep passengers safe and comfortable while waiting for the bus. Amenities catered towards bicyclists, such as bike racks, help increase connectivity to the transit system by encouraging bicycling for first/last mile travel. SLO Transit's large passenger amenities are described briefly in this section.

## ***Bus Stops***

SLO Transit serves 166 bus stops within San Luis Obispo and the nearby Cal Poly Campus. Of these stops, 50 have shelters and 111 have benches. Solar lights are installed at 23 stops and electronic, real-time schedule signs are installed at 3 stops. Almost all of the SLO Transit bus stops have an information kiosk as well (96 percent). The two largest SLO Transit bus stops are the Government Center transit center and the Cal Poly Kennedy Library. Some SLO Transit stops are shared with the RTA.

## ***Bicycle Amenities***

SLO Transit has five bus stops with bicycle racks: the Government Center, Marsh Street at Osos Street, Marsh Street at Chorro Street, the San Luis Obispo Amtrak Station, and Santa Rosa Street at Leff Street.

*This page intentionally left blank.*



## OVERVIEW OF OTHER REGIONAL PUBLIC TRANSIT SERVICES

---

### INTRODUCTION

This chapter summarizes other transportation programs besides the RTA and SLO Transit that operate in the San Luis Obispo County region. It is important to note that this Chapter does not discuss every transportation service in San Luis Obispo County, but instead focuses on the services that provide direct connections to/from the RTA or SLO Transit.

### PUBLIC TRANSPORTATION

#### Atascadero Dial-A-Ride

The City of Atascadero provides the Atascadero Dial-a-Ride (DAR) within city limits. The Atascadero DAR service area also extends to the Trader Joe’s and medical corridor in Templeton. City staff are directly responsible for management of the transit program and dispatch, while bus operator positions are filled by contracted staff. The City owns all of the Atascadero DAR vehicles, which are equipped with wheelchair lifts and bicycle racks.



The Atascadero DAR is a general public, door-to-door service available on weekdays from 7:30 AM to 3:30 PM. Fares vary by trip distance: the general public fare for trips within the downtown city zone is \$5.00, while the general public fare for trips to the outer zone is \$8.00. Seniors, disabled residents, and Medicare card holders are eligible for discounted fares. Passengers can schedule rides on the Atascadero DAR to RTA Route 9 bus stops if they need to travel to other communities in the region.

#### Morro Bay Transit

The City of Morro Bay provides the Morro Bay Transit service, which consists of a single, deviated fixed route available to the general public and the Morro Bay Trolley, which operates on Saturdays and Sundays from early June through early October each year. The City contracts operations responsibilities to an outside agency.



The Morro Bay Transit fixed route operates Monday through Friday from 6:25 AM to 6:45 PM. The deviation feature of the fixed route is referred to as “Call-A-Ride”; to request a deviation up to 0.75 miles from the route, passengers must call dispatch in advance to schedule their pick-up/drop-off. The Call-A-Ride component of Morro Bay Transit is available to the general public. General public one-way fares are \$1.50 for the fixed route and \$2.50 for Call-A-Ride. Discounted fares are also available. Morro Bay Transit also offers day pass and punch pass products. Morro Bay Transit accepts the Regional Day and 31-Day Pass products. Runabout passengers ride for free with their Runabout card. Passengers who need to travel beyond Morro Bay can transfer to RTA Routes 12 and 15 at a few locations within the city, with the most significant transfer center being the City Park.

## Monterey-Salinas Transit

The Monterey-Salinas Transit District (MST) is comprised of the Cities of Carmel, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad, and the County of Monterey. MST operates thirty-four fixed routes and complementary paratransit service, referred to as MST Rides, throughout a 159-square-mile service area using a 170-vehicle fleet.



MST Route 84 provides service from King City, in Monterey County, south to Paso Robles, in San Luis Obispo County, serving San Lucas, San Ardo, Bradley, and San Miguel along the way. The service is available seven days per week and makes two roundtrips per day. RTA passengers can transfer to MST Route 84 by taking RTA Route 9 or Paso Robles Routes A/B to the North County Transit Center. The general public fare for Route 84 is \$2.00, and the discounted fare is \$1.00.

## Santa Maria Regional Transit

The City of Santa Maria, in northern Santa Barbara County, operates the Santa Maria Regional Transit (SMRT) service, which consists of twelve local fixed routes, three regional fixed routes, and complementary paratransit service. The SMRT service area includes the City of Santa Maria, as well as the unincorporated communities of Orcutt, Tanglewood, New Cuyama, Lompoc, Vandenberg, Los Alamos, Buellton, Solvang, Santa Ynez, and the Chumash reservation. General public one-way fares are \$1.50 for the local fixed routes and \$2.00 for the regional routes. Discounted fares are available, as well as various pass products. SMRT and RTA Route 10 both serve the Santa Maria Transit Center. Of note, SMRT recently increased service frequency on most of the fixed routes to 45 minutes instead of hourly, limiting the number of timed-transfer opportunities between SMRT and RTA.



## Senior GO!

Senior Go! is a transportation service available to seniors ages 65 and older in San Luis Obispo County. Senior GO! is a SLOCOG program supported by Transportation Development Act (TDA) funds. SLOCOG contracts the RTA to administer the Senior GO! service and Ventura Transit Systems, Inc. to operate the service.



Senior GO! is available weekdays from 7:00 AM to 5:00 PM and Saturdays from 10:00 AM to 3:00 PM. Eligible passengers can request up to four one-way trips each month, to and from destinations within San Luis Obispo County. Fares vary based on the distance travelled; the starting one-way fare is \$2.50. Passengers can use Senior GO! to access other local and regional transit services within San Luis Obispo County, including the RTA and SLO Transit, by requesting rides to active bus stops.

## San Luis Obispo Regional Rideshare

The San Luis Obispo Regional Rideshare (SLO Rideshare) is a division of SLOCOG. The objective of SLO Rideshare is to reduce the need for those who live, work, and/or visit San Luis Obispo County to drive alone. While SLO Rideshare does not directly provide transit services, the program still increases regional mobility by providing trip-planning assistance, offering emergency rides, and coordinating the region’s Safe Routes to School program, among other efforts. Programs offered include:



- 511 Trip Planning – people can dial 511 anywhere in San Luis Obispo County for up-to-date information on road conditions, public-transit services, ridesharing, etc.
- iRideshare – a free online ride-matching system.
- Park-and-ride map – SLO Rideshare offers an online map with information on park-and-rides available in the region.
- Emergency rides home – SLO Rideshare helps coordinate free or low-cost rides home in the case of an emergency for all participants registered with iRideshare.
- Technical assistance for developers and jurisdictions looking to reduce the vehicle miles traveled (VMTs) within the project area or community.

## **NONPROFIT TRANSPORTATION PROVIDERS**

### Cambria Community Bus

The Cambria Community Council is a nonprofit organization that provides transportation assistance to seniors (ages 60 and older) and individuals with disabilities in the communities of Cambria and San Simeon. The Cambria Community Bus is a door-to-door service provided by the Cambria Community Council Monday through Friday from 8:00 AM to 4:30 PM. The service relies on volunteer drivers to provide rides. Passengers must call at least one day in advance to schedule a ride. All rides are free. In addition to local trips, the Cambria Community Bus makes one roundtrip to San Luis Obispo each month for residents with specific shopping or medical needs. Cambria Community Bus passengers can transfer to RTA Route 15 by requesting service to a local bus stop and paying the required RTA fare.



### SMOOTH

SMOOTH, Inc. is a private nonprofit organization dedicated to addressing transportation challenges and helping people access the services they need. SMOOTH is contracted by numerous local groups, organizations, and agencies, including the City of Guadalupe, the County of Santa Barbara, and the Tri-Counties Regional Center, to provide transportation services in northern Santa Barbara County, with occasional trips into San Luis Obispo County.



SMOOTH also operates its own Senior Dial-a-Ride (DAR) service in Santa Maria and Orcutt for adults ages 60 and older. The Senior DAR service is available Monday through Friday from 9:00 AM to 4:00 PM and serves all trip purposes. Residents must schedule rides in advance by calling SMOOTH. One-way fares for the Senior DAR service are \$2.00. A personal caretaker can ride along with seniors for free if desired. San Luis Obispo County residents can take advantage of SMOOTH's Senior DAR by first taking RTA Route 10 to Santa Maria, then scheduling a ride on the Senior DAR.

### **Ride-On Transportation**

Ride-On Transportation is a nonprofit organization dedicated to improving transportation services in San Luis Obispo County. All of Ride-On's proceeds support the nonprofit United Cerebral Palsy of San Luis Obispo County. Ride-On serves as a Consolidated Transportation Service Agency (CTSA) and as a Transportation Management Association (TMA) for the county.



Ride-On's CTSA division provides door-to-door shuttle services for seniors, veterans, people with disabilities, and social-service agencies. The CTSA division also supports other social-service agencies in the area which provide their own transportation by assisting with vehicle maintenance, driver training, and other services. Ride-On's TMA division provides general public-transportation services, including vanpools, shuttles to the San Luis Obispo Airport and local Amtrak stations, medical transportation, and special event transportation, among other services. Ride-On hours vary depending on the program.

### **PRIVATE FOR-PROFIT REGIONAL PROVIDERS**

#### **Amtrak**

San Luis Obispo County is served by two Amtrak rail lines: the Coast Starlight and the Pacific Surfliner. The Coast Starlight travels from Seattle to Los Angeles and serves San Luis Obispo County once daily in both the northbound and southbound directions, stopping at the San Luis Obispo Amtrak Station and the North County Transit Center. The Pacific Surfliner serves the southern California coast, stopping in San Diego, Orange County, Los Angeles, and Ventura before eventually arriving in San Luis Obispo. The Pacific Surfliner makes two roundtrips to/from San Luis Obispo County each day, stopping at the Grover Beach and San Luis Obispo Amtrak stations both northbound and southbound.



San Luis Obispo County is also served by Amtrak Thruway bus service, which enables timed connections to the various rail routes. At this time, Thruway bus tickets must be purchased with a train ticket. However, this policy will likely change in upcoming years. Amtrak Thruway Route 17 connects to the Pacific Surfliner train, traveling from San Francisco to Santa Barbara and stopping in Paso Robles, Atascadero, Cal Poly, and San Luis Obispo along the way. Amtrak Thruway Route 18 provides service from Santa Maria to Hanford to provide connectivity to the Capitol Corridor rail, stopping in Grover Beach, San Luis Obispo, Atascadero, and Paso Robles.

There are many different options for San Luis Obispo County residents to connect to Amtrak services via local transit routes, including multiple RTA, SLO Transit, dial-a-ride, and non-profit transportation services. There are no discounts provided to passengers transferring from local transit routes. Amtrak ticket prices, both rail and bus, vary greatly depending on the passenger's intended trip length.

### American Star Tours/Flix Bus

American Star Tours and Flix Bus provide long-distance, intercity bus transportation. In San Luis Obispo County, American Star Tours and Flix Bus operate along United States (US) 101, stopping at the Grover Beach Amtrak Station, San Luis Obispo Amtrak Station, the Cal Poly Performing Arts Center, the Atascadero Amtrak Thruway bus stop, and the North County Transit Center. One-way American Star Tours/Flix Bus tickets from San Luis Obispo to San Francisco start at approximately \$26.00. One-way American Star Tours/Flix Bus tickets from San Luis Obispo to Los Angeles start at approximately \$25.00.



*This page intentionally left blank.*

## CURRENT POLICIES AND STANDARDS

---

### INTRODUCTION

An important element in the success of any organization is a clear and concise set of goals and objectives, as well as the performance measures and standards needed to attain them. This can be particularly important for a public transit agency, for several reasons:

- Transit goals can be inherently contradictory. For instance, the goal of maximizing cost-effectiveness can tend to focus services on the largest population centers, while the goal of maximizing service availability can tend to disperse services to outlying areas. In another example, transit services can be targeted to serve those who are most in need and without automobiles, or they can be designed to be competitive with the private automobile and serve those with access to alternative transportation. To best meet its overall mission, a public transit agency must therefore continually balance the trade-offs between goals. Adopting policy statements allows for a discussion of community values regarding transit at a higher level than possible when considering case-by-case issues.
- As a public entity, a public transit organization is expending public funds and therefore has a responsibility to provide the public with transparent information on how funds are spent. The effectiveness and efficiency of spending can be evaluated by assessing how well a transit agency is meeting its adopted goals. Funding partners also have a responsibility to ensure that funds provided to the transit program are being used appropriately.
- Adopted goals and performance standards help to communicate the values of the transit program to other organizations, to the public, and the organization staff.

Transit agencies should regularly reevaluate goals and standards. This is especially true given service changes implemented in response to the COVID-19 pandemic; in the wake of the pandemic, service standards may need to be modified to be more realistically measure performance. New standards may also be merited for any new services implemented in recent years.

In this chapter, SLO Transit fiscal year (FY) 2022-23 performance is presented alongside existing performance standards. Then, peer transit operators for both programs are analyzed as a means of guiding revised performance standard recommendations.

## CITY OF SAN LUIS OBISPO EXISTING POLICIES AND RECOMMENDATIONS

As the public transit operator for the City of San Luis Obispo, SLO Transit is guided by the transportation policies defined in the City's General Plan. In addition, the City develops transit program goals as part of the biannual budgeting process. Performance standards were developed as part of the 2009 SRTP effort and updated in the 2016 SRTP.

As stated in the *City of San Luis Obispo 2023-2025 Financial Plan*, the SLO Transit Core Service Objectives are as follows:

- Quality transportation for transit-dependent people.
- Convenient transportation for all community members.
- An attractive alternative to driving, which can reduce traffic congestion and air pollution.

### SLO Transit Innovation Study

The *SLO Transit Innovation Study* was conducted on behalf of the City by Arcadis (Formerly IBI Group) in 2023. The City Council received a report from staff on the study on January 23, 2024. The dramatic loss in ridership that resulted from the COVID-19 pandemic was a motivation for initiating the *Transit Innovation Study*. The *Transit Innovation Study* restates the City of SLO Climate Action Plan objectives of a 7 percent transit mode split, or the proportion of all trips made by transit, by 2030 and a 12 percent transit mode split by 2035.

The *Transit Innovation Study* provides actionable recommendations to improve fixed route service, explore alternative service modes, and broadly enhance transit as a viable alternative to the private automobile to meet the City's adopted mode split objectives. The study recommends 17 transit innovations that are categorized into the following five themes:

- Critical Upgrades that Support Ongoing Operations
- Technologies that Improve Rider's User Experience
- Fare Program Updates to Increase Transit Accessibility
- Enhanced Service and Alternative Transit Options
- Bus Shelter and Street Improvements for Rider Safety and Comfort

The Transit Innovation Study identified the need for improved fixed route service as one of the most critical needs. Specifically, the study recommended that the City consider increasing weekday headways on Routes 3 and 4 to 15-minute headways during the academic year. In addition, the Transit Innovation Study identifies the following strategies for improving fixed route service:

- **Optimize Existing Routes:** The study notes this can include better aligning service with peak demand, reducing travel times, and improving transfers between routes. This "fine-tuning" of routes to meet passenger needs can be done in phases.
- **Establish Express Bus Service:** Express service means establishing limited stops along a route to reduce travel times. One potential option recommended by the study was to explore express bus service to downtown San Luis Obispo.



- **Increase Available Fleet and Drivers:** Adding more buses and drivers would be necessary to increase frequency. Of course, budget constraints may have to involve trade-offs between more frequent service and route coverage throughout the City.
- **Expanding Service Operating Hours:** Expanding service span to begin earlier in the morning and run later at night is another common improvement to fixed route service and another alternative that will be considered in the SRTP. While additional buses are not needed for expanded operating hours, it would require more driver shifts and increased bus mileage.

In addition to fixed route service improvements, the Transit Innovation Study recommends pursuing micromobility services. This would involve implementing one or more app-based on-demand services within specific zones. This is known generally as microtransit, and it could be a strategy to supplement or, in some cases, replace fixed routes to allow for fixed route resources to be relocated to increase fixed route frequency.

The core effort in an SRTP is the evaluation and recommendation of transit service alternatives, along with an assessment of the likely impact on ridership and costs. The 2024 SLO Transit SRTP will incorporate the recommended transit innovations into the service alternatives for SLO Transit as appropriate. In the meantime, City staff have noted that there are a few recommendations from the *Transit Innovation Study* that can be implemented in the short term while the SRTP is underway. Expanded fare options for K-12 students, a recommended innovation, were already implemented in February of 2024: the City Council approved a pilot program to offer K-12 students single-ride fares for \$1.00 and 15-ride passes for \$15.00. This pilot program will last through June 5, 2025. The other improvements that staff believe can be implemented in the short term are:

- **Open-Loop Fare Payment Technology** – In December 2023, SLOCOG approved \$2.6 million in TIRCP funds to implement the open-loop contactless payment system. The City will coordinate with RTA and SLOCOG to introduce this technology.
- **Pursue Grant Funding for Technology Upgrades** – In November 2023, staff submitted projects to SLOCOG for both TIRCP and ZETCP funding for Automatic Vehicle Location (AVL) and on-board surveillance cameras for buses. These requests have been submitted to the California State Transportation Agency for review.
- **Upgrades to the Downtown Access Pass (DAP) Program** – Policy changes to simplify this program can be done administratively with minimal cost. The *Transit Innovation Study* recommended replacing the 90-day re-verification requirement with an annual re-verification. Also, it was recommended that enrolling in the program be simplified by completing an easy-to-access form.

## [San Luis Obispo General Plan](#)

An updated City General Plan Land Use and Circulation Element (LUCE) was adopted by the San Luis Obispo City Council on December 9, 2014. The Circulation Element was amended in 2017 and includes the following key policy and program statements regarding transit:

**1.6.1 Transportation Goals- Goal #2** Reduce people's use of their cars by supporting and promoting alternatives such as walking, riding buses and bicycles, and using carpools. (Note that this goal is quantified in the document by setting a goal of 12 percent transit mode split).

**1.7.1 Encourage Better Transportation Habits** - San Luis Obispo should: 1. Increase the use of alternative forms of transportation and depend less on the single-occupant use of vehicles; and 2. Ask the RTA to establish an objective similar to #1 and support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation.

**1.7.2 Promote Alternative Forms of Transportation** - San Luis Obispo should: 2. Complete improvements to the city's transit system serving existing developed areas by 2035 and provide service to new growth areas.

**1.7.4 Support Environmentally Sound Technological Advancement** – 1B. When replacing any City vehicle or expanding the City's vehicle fleet, the City will consider purchasing alternative fuel vehicles that reduce air pollution.

**1.7.5 Support a Shift in Modes of Transportation** – San Luis Obispo will: 1. Physically monitor the achievement of the modal shift [of 12% transit], and bi-annually review and adjust transportation programs if necessary.

#### *Traffic Reduction*

**2.2.4 Incentives for Educational Institutions** - The City shall continue to work with Cal Poly, Cuesta College, and other educational institutions to provide incentives to all students, faculty, and staff to use alternative forms of transportation.

#### *Transit Service Policies*

**3.1.1 Transit Development** - The City shall encourage transit accessibility, development, expansion, coordination, and marketing throughout San Luis Obispo County to serve a broad range of local and regional transportation needs.

**3.1.2 City Bus Service** - The City shall improve and expand the city bus service to make the system more convenient and accessible for everyone. Transit services owned and operated by the City shall endeavor to maintain and improve all systemwide transit standards identified in the City' SRTP.

**3.1.3 Paratransit Service** – The City shall continue to support paratransit service for seniors and persons with disabilities by public, private, and volunteer transportation providers.

**3.1.4 Campus Service** - The City shall continue to work with Cal Poly to maintain and expand the "free fare subsidy program" for campus affiliates. The City shall work with Cuesta College and other schools to establish similar programs.

**3.1.5 Unmet Transit Needs** - The City shall work with SLOCOG to identify and address Unmet Transit Needs.

**3.1.6 Service Standards** - The City shall implement the following service standards for its transit system and for development that is proximate to the transit network:

- A. Routes, schedules, and transfer procedures of the City and regional transit systems should be coordinated to encourage commuter use of buses.

- B. In existing developed areas, transit routes should be located within 1/4 mile of existing businesses or dwellings.
- C. In City expansion areas, employment-intensive uses or medium, medium-high, or high-density residential uses should be located within 1/8 mile of a transit route.
- D. The spacing of stops should balance patron convenience and speed of operation.

**3.1.7 Transit Service Access** - New developments should be designed to facilitate access to transit service.

### *Transit Service Programs*

**3.2.1 Transit Plans** - The City shall continue to implement the SRTP (5-year time frame) and coordinate with SLOCOG on implementing the Long-Range Transit Plan (20-year time frame). The Plans shall consider funding partnerships to continue the Downtown Trolley service as part of the overall transit system as funding permits.

**3.2.2 Bulk Rate Transit Passes** - The City shall make available bulk rate transit passes to all groups.

**3.2.3 Commuter Bus Service** - The City of San Luis Obispo shall work with the RTA to maintain and expand commuter bus service to and from the City of San Luis Obispo during peak demand periods consistent with the SRTP and Long-Range Transit Plan.

**3.2.4 Transit Service Evaluation** - The City shall coordinate with the RTA to evaluate the benefits and drawbacks of consolidated service.

**3.2.5 Marketing and Promotion** - The City shall develop and maintain a comprehensive marketing and promotion program to reach individual target audiences.

**3.2.6** - The City shall update its SRTP to evaluate adding mass transit stops at the high school and the middle school.

**3.2.7** - When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.

**3.2.8 Regional Transit Center** - The City shall work with other agencies to develop a regional transit center downtown.

### *Air Transportation Policies*

**11.1.3 Public Transit Service** - The City shall encourage improved public transit service to the County airport as soon as practical.

## **City of San Luis Obispo Climate Action Plan for Community Recovery (2020)**

The City of San Luis Obispo adopted the Climate Action Plan for Community Recovery (CAP) in 2020. The CAP provides a work program to help the City reach carbon neutrality by 2035. A high-functioning transit system is a key component of the CAP and for reducing vehicle miles traveled. The CAP calls for electrifying transit fleets, reducing service headways, and for exploring new transit alternatives, such as microtransit, Bus Rapid Transit, and Transit Signal Priority, in the *2024 SLO Transit SRTP*. CAP also recommends assessing the feasibility of a no-cost transit membership program. Some projects recommended in the CAP, such as updating the City’s Active Transportation Plan and developing a transit electrification plan, have since been completed.

Volume 2 of the CAP is the Technical Foundation and Work Program, which includes the following actions related to transit:

**Connected Community Action 4.1:** Develop a transit electrification strategic plan and begin implementing it in 2020.

**Connected Community Action 4.2:** Shorten transit headways through accelerated implementation of the existing SRTP.

**Connected Community Action 4.3:** Explore additional innovative transit options in the 2024 SRTP (e.g., on-demand deviated routes, electric fleet expansion, microtransit, Bus Rapid Transit, and Transit Signal Priority).

**Connected Community Action 4.3:** Assess the feasibility of a “free to the user” transit ridership program.

Volume 3 of the CAP is the 2023-2027 Work Program, which includes the following near-term actions:

**Connected Community Action 4.1.A:** Continue to electrify the SLO Transit bus fleet.

**Connected Community Action 4.2.A:** Incorporate recommendations from the *Transit Innovation Study* into the SRTP and begin implementation immediately.

### **Biennial Budgeting Process**

The City has developed an integrated process that ties goal setting with the bi-annual budget development. SLO Transit has a crucial role in the Major City Goal (MCG) for Climate Action, Open Space & Sustainable Transportation. The key strategies to support the City’s goal related to transit, and therefore relevant to the 2024 SRTP, are included below.

#### **Major City Goal (MCG) Strategic Approach 4.3-**

“Preserve and Enhance Convenient and Equitable Alternative and Sustainable Transportation Options: The City will continue to implement actions in support of General Plan mode share targets (e.g., 50 percent of trips occurring outside of a single occupancy vehicle). This will occur through continued disciplined focus on the implementation of the highest priority (“Tier 1”) Active Transportation projects, innovations and improvements to transit service, and supportive programming. For those that need to drive, the City will focus on enabling and deploying publicly accessible electric vehicle charging infrastructure.”

**Task K** – “Transit Innovation Study implementation: Begin Planning implementation of strategies recommended in the Final Transit Innovation Study, including the incorporation of near-term strategies as part of the SLO Transit/RTA Short Range Transit Plan update, as called for in CAP Connected Community Task 4.2.A and the APMP Strategies 1.C.”

Within the Department of Public Works, the strategic goal to support the citywide MCGs is the following:

“Create a new division within the Public Works Department that will lead Parking, Transit, and Active Transportation with the goal of creating a cohesive team that will increase mobility within the City focusing on bridging gaps between transit, active transportation, and parking programs. Implement

objectives from the Active Transportation Plan including trail, pedestrian, and bicycle improvements and street enhancements to uphold traffic safety”.

This new division has been named the Mobility Services Division of Public Works which aims to further the organizational effectiveness of transit, parking, and active transportation under one umbrella division.

### **2016 Short Range Transit Plan**

The last SRTP Update for the City of San Luis Obispo was completed in 2016 by LSC Transportation Consultants and AECOM, Inc. The 2016 SRTP included SLO Transit Service Standards, which were updated and carried over from the 2009 SRTP. Some of the key performance standards were based on the average of peer systems in the last SRTP update. The peer analysis conducted in the 2016 SRTP has been updated, as shown in Table 5, using the most recently available NTD annual reporting data (FY 2021-2022)

### **SLO Transit Triennial TDA Performance Audit**

Every three years public transit operators in California that receive Transportation Development Act funding are reviewed by an independent firm selected by the Regional Transportation Planning Agency. This is known as the Triennial Performance Audit (TPA).

For the FY 2013-14 through FY 2016-17 TDA TPA, SLO Transit was found to comply with all applicable TDA requirements. SLO Transit was also found to have partially implemented or to have been in the process of implementing two of the four recommendations made in the previous audit. The recommendations made in the audit were as follows:

1. *“Revise revenue and cash handling practices to be compliant with industry best practices for an operation the size and scope of SLO Transit.*
2. *Provide consistent and accurate performance measures on all transit reporting, including State Controllers Reports, National Transit Database, and SLOCOG.*
3. *Take positive steps, in cooperation with the new operations manager, to develop an esprit de corps among SLO Transit operators and contractor staff.*
4. *Complete a full outside maintenance audit.*
5. *Enhance SLO Transit’s website to improve usability.*
6. *Add Grants and Reporting Coordinator position and reallocate duties among four (4) Transit Service positions.”*

During the most recent audit period (FY 2017-18 – FY 2019-20), SLO Transit fully complied with six out of the nine applicable TDA requirements. SLO Transit was in partial compliance with submitting reports to the State Controller on time, calculating full-time employee equivalent data, and meeting farebox recovery ratio standards. SLO Transit had implemented three of the six previous audit recommendations (recommendations 3, 4, and 6, as numbered above), was in the process of implementing one recommendation (recommendation 1), and had partially implemented one recommendation (recommendation 2). The TPA provided three new recommendations for SLO Transit:

1. *“Ensure that full-time-employee-equivalent data reported are consistent with the TDA definition.*
2. *Pursue the negotiation of a new transit-services agreement with Cal Poly that reflects the new operating environment.*
3. *Continue advocacy for funding a transit-grants coordinator.”*

### **FTA Triennial Review**

SLO Transit’s latest FTA Triennial Review covered the three FYs of 2019-20, 2020-21, and 2021-22. No deficiencies were found in 18 of the 23 topic areas covered in the review. The review found the deficiencies noted below.

1. *Financial Management and Capacity – ECHO Documentation Deficient.*
2. *Financial Management and Capacity – Inadequate procedures for identifying federally assisted buildings in special flood hazard area and for determining sufficient levels of insurance*
3. *Financial Management and Capacity – No Evidence of physical inventory or reconciliation*
4. *Procurement – Lacking independent cost estimate*
5. *Procurement – Missing FTA Clauses*
6. *Procurement – Lobbying certifications not included in procurement solicitations or signed by bidders*
7. *Procurement – Contract files lacking signed Buy America certifications*
8. *Procurement – Missing documentation of bus model testing*
9. *Disadvantaged Business Enterprise – DBE Uniform reports contain inaccuracies and/or are missing required information*
10. *Disadvantaged Business Enterprise – Unreported transit vehicle purchases*
11. *ADA Complementary Paratransit – Insufficient oversight of contractors providing ADA complementary paratransit*

The staff has addressed each of the deficiencies and will submit corrective actions to FTA in March of 2024.

### **SLO Transit Service Standards**

Table 4 presents the existing SLO Transit service standards, FY 2022-23 performance for each metric, and recommended changes to the performance measures. In past SRTPs, SLO Transit’s fiscal condition standards of farebox recovery ratio, passengers per vehicle revenue hour, cost per passenger, and cost per vehicle revenue hour were tied to the performance of peer agencies. Because the City’s goals for transit are unique and ambitious, this SRTP proposes no longer linking SLO Transit performance standards to peers. Instead, peer agency performance should be used simply as a gauge to understand if SLO Transit is performing within industry norms.

The Standard for farebox recovery ratio is set at 20 percent based on SLOCOG requirements. A minimum standard and a higher-performing target are being set for productivity, cost-effectiveness, and cost-efficiency standards. The recommended measures in these categories are as follows:

- **Passengers per Vehicle Revenue Hour** is set at a minimum of 11.5 based on the peer average, and a target standard of 36 based on the highest ridership year of FY 2015-16.
- **Cost per Passenger** is set at a maximum of \$11.23 based on the peer average, and a target standard of \$3.85 based on current system costs and the ridership in FY 2015-16.
- **Cost per Vehicle Revenue Hour** is set at a maximum of \$145 based on the FY 2022-23 actuals with 5 percent allowed for inflation of labor, services, and supplies. This may need to be reevaluated based on future operating contract renewals. The target standard is set at \$137.04 based on increasing vehicle revenue hours and miles back to the level provided in FY 2015-16 at current system costs.

**Table 4: SLO Transit Service Standards (1/2)**

Service Delivery and Coverage				
Standard	Existing Measure	FY 2022-23 Performance	Proposed Measure	Monitoring Schedule/ Responsibility
Residential Availability	90% of population within ¼ mile of a bus route	66%	No Change	Reported by Mobility Services Division Annually to the City Council
Fixed Route Transit Availability to Major Activity Centers	Employment concentrations of 200 or more employees	Substantially served by transit	No Change	Reported by Mobility Services Division Annually to the City Council
	Health Centers	Substantially served by transit	No Change	
	Middle and High Schools	Substantially served by transit	No Change	
	Colleges/Universities	Substantially served by transit	No Change	
	Shopping Centers over 25 stores or 100,000 SF of retail space	Substantially served by transit	No Change	
	Social Service/Government Center	Substantially served by transit	No Change	
Bus Stop Spacing	5 to 7 stops per mile in core (every other block)	Data to be verified	Provide 5 to7 stops per mile in core service area (every other block)	Reported by Mobility Services Division Annually to the City Council
	Fringe 4 to 5 per mile, as needed based on land uses	Data to be verified	Provide 4 to 5 stops per mile outside of core service area based on land uses	Reported by Mobility Services Division Annually to the City Council
Frequency	30 minute peak 60 minute off peak	Route 1AB = 60min; Route 2= 60min; Route 3AB=30&60min; Route 4AB=45min; San Luis Tripper= 4 round trips; Laguna Tripper=1 round trip; 6X=30min; Trolley=20min	15 minute peak 30 minute off peak (as feasible within budget constraints and service availability goals) 60 minute minimum	Reported by Mobility Services Division Annually to the City Council
Span	5 AM to 10 PM on weekdays	6:15 AM-11:10 PM Weekdays	Will modify based on service alternatives	
	6 AM to 7 PM on weekends	8:15 AM - 8:10 PM Weekends	8:15 AM - Midnight on Friday/Saturday	
Directness	Maximum 25% of passengers transferring	Per October, 2023 on-board survey 20% of SLO Transit passengers transferred	Maximum 20% of passengers transferring	
Dependability	95% on-time service (not early and no more than 5 minutes late)	Data to be verified	No Change	
Service Delivery Rate	-- New Standard --	To begin measuring in FY 2024/24 or earlier if possible	99% or greater	
Patron Convenience				
Standard	Existing Measure	FY 2022-23 Performance	Proposed Measure	Monitoring Schedule/ Responsibility
Speed	Regular routes maximum of 15 MPH	Systemwide operating speed is 11.1 MPH. Route 3A is highest MPH @ 13.7; Route 4B is lowest MPH @ 8.3	Regular routes will operate at maximum of 15 MPH <u>and a Minimum of 8 MPH</u>	Reported by Mobility Services Division Annually to the City Council
Loading	25% standees for short periods acceptable	Data to be verified	No more than 25% standees for 15 minute periods	Reported by Mobility Services Division Annually to the City Council
Public Information	Timetable, maps, advertising	Public Information is widely available in all formats.	Website, Social Media, Timetable, maps, advertising shall be kept current and widely available. Adhere to the adopted public notice policy.	Reported by Mobility Services Division Annually to the City Council

Sources: 2016 Short Range Transit Plan; 2022 National Transit Database; FY 2022-2023 SLO Operating Data



**Table 4: SLO Transit Service Standards (2/2)**

Fiscal Condition				
Standard	Existing Measure	FY 2022-23 Performance	Proposed Measure	Monitoring Schedule/ Responsibility
No significant financial audit findings.	-- New Standard --	No negative audit findings	No Change	Finance and Administration will report any negative audit findings.
Fare Structure	Fare Structure -Qualitative criteria	Base one-way fare is \$1.50 with discounts to senior and disabled. Multiple fare products available to passengers. CalPoly students ride free of charge	Offer a Fare Structure that serves varied ridership markets and is simple for patrons to understand and use, and is up to date with current with technology	Mobility Services Staff with City Council Approval of Fare Structure Modifications
Farebox Recovery	Farebox Recovery - Significantly alter routes less than 60% of peer group average	19.1%	TDA minimum farebox ratio of 20% systemwide including local support	Track Quarterly by Mobility Services Staff and report annually to City Council
	Review and modify routes between 60% and 80% peer group average	--	Review and modify routes that are less than the systemwide required TDA farebox ratio	
Productivity	Significantly alter routes less than 60% of peer group average	Passengers per Vehicle Revenue Hour = 16.7	Px/VRH Min= 11.5 SRTP Target = 36.0	Track Quarterly by Mobility Services Staff and report annually to City Council
	Review and modify routes between 60% and 80% peer group average	--	Review and modify routes that are less than the minimum	
Cost Effectiveness and Efficiency	Significantly alter routes more than 140% of peer group average, or SLO system average cost per passenger	Cost per Pax= \$8.26 Cost per VRH = \$137.74	<b>Cost Per Passenger</b> Max = \$11.23 SRTP Target = \$3.85 <b>Cost per VRH</b> Max = \$145 SRTP Target = \$137.04	Track Quarterly by Mobility Services Staff and report annually to City Council
	Review and modify routes between 120% and 140% average	--	Review and modify routes that exceed the the maximum	
Safety				
Standard	Existing Measure	FY 2022-23 Performance	Proposed Measure	Monitoring Schedule/ Responsibility
Collisions	--	Begin tracking on an annual basis	Rate of preventable vehicle collisions will not exceed 1 per 100,000 vehicle miles	Reported by Mobility Services Division Annually to the City Council
Fleet and Facilities				
Standard	Existing Measure	FY 2022-23 Performance	Proposed Measure	Monitoring Schedule/ Responsibility
Waiting Shelters	25 or More Boardings	Data to be verified	Provide passenger shelters, seating and lighting for bus stops with 20 or more boardings per day	Reported by Mobility Services Division Annually to the City Council
	--	--	Provide lighting at 100% of bus stops	Reported by Mobility Services Division Annually to the City Council
Bus Stop Signs	Denote SLO Transit, contact information, and route	Bus stop sign information denotes route and contact information	100% of signs are accurate, readable and in good condition	Reported by Mobility Services Division Annually to the City Council
Revenue Equipment	Clean and good condition	Bus appearance is clean and in good condition	100% of preventive maintenance will be performed within 10% of the scheduled mileage interval, or every 3 months	Reported by Mobility Services Division Annually to the City Council
	--	--	Replace 100% of all revenue vehicles no more than 40% beyond the FTA-defined useful life standard in terms of years or miles	Reported by Mobility Services Division Annually to the City Council
Road Call Ratio	4,000 to 6,000 miles per road call	Data to be verified	No more than 5 road calls per 100,000 vehicle revenue miles	Reported by Mobility Services Division Annually to the City Council

Sources: 2016 Short Range Transit Plan; 2022 National Transit Database; FY 2022-2023 SLO Operating Data

## SLO TRANSIT PEER COMPARISON

The purpose of this peer comparison is to provide information to gauge if local transit operating statistics are reasonable on a systemwide basis and to provide the agency information to evaluate potential changes to services and performance measures. The 2016 SRTP included a focused peer analysis to quantify SLO Transit’s fiscal and productivity standards. In addition, the 2016 SRTP included a more expanded peer analysis which was used to inform the creation of service alternatives. For this Working Paper #2, the peers from the prior SRTP were reviewed and narrowed down to the six peer transit systems below. These peers were selected, in consultation with City staff, based on university campus enrollment, city population, and number of buses in maximum fixed route service being within the same order of magnitude as San Luis Obispo. Also, for this comparison, zero-fare systems were not selected. The peer agencies are as follows:

- Bloomington-Normal, IL
- Bowling Green, KY
- St. Cloud, MN
- Pocatello, ID
- Flagstaff, AZ
- Pueblo, CO

The peer data shown is gathered from the National Transit Database 2021-2022 Reporting Year. It should be noted that multiple factors can cause variations in ridership, costs, and revenues among public transit operations. In addition, the effects of the COVID-19 pandemic impacted ridership and service delivery differently among peers, factors which were not evaluated in this comparison.

Table 5 displays the performance indicators for the six peer transit agencies provides an analysis of SLO Transit’s performance indicators in relation to the grouped peer statistics and ranks SLO Transit’s performance indicators in relation to all peers combined.

For this peer comparison, an additional metric of Passenger Trips per Capita has been added. Among the peer fixed route services for 9 performance indicators, SLO has an average ranking of 3 out of 7 operators, including SLO Transit. SLO Transit’s highest ranking is 1<sup>st</sup> for average fare per passenger and farebox recovery ratio. SLO Transit’s lowest ranking is 7<sup>th</sup> for operating cost per vehicle revenue mile. It is notable that SLO Transit has the second-ranked farebox recovery ratio and is 248 percent of the peer average in that category. The passenger trips per capita among the peer agencies vary significantly from 1 passenger per capita in Bowling Green, KY to 33 in Bloomington-Normal, IL. The peer average is 11 passenger trips per capita. SLO Transit ranks 3<sup>rd</sup> with 10 passengers per capita. This peer comparison does not include a comparison of demand response peers because the City of SLO does not operate ADA paratransit service.

**Table 5: SLO Transit Peer Group Data and Performance Indicators**

Input Data <sup>1,2</sup>									
Peer System	University	Fall 2022 Enrollement	City Population 2022	Fixed Route Buses in Service	Operating Expenses	Fare Revenue	Vehicle Revenue Miles	Vehicle Revenue Hours	Unlinked Passenger Trips
Bloomington-Normal Public Transit System	Illinois State University	20,683	52,838	26	\$10,627,212	\$1,180,732	1,215,890	100,154	1,718,364
City of Bowling Green	Western Kentucky University	16,495	74,926	10	\$1,176,202	\$12,579	175,435	14,595	54,157
City of Pocatello, dba: Pocatello Regional Transit	Idaho State University	12,319	57,730	11	\$1,112,945	\$143,879	258,832	16,245	126,544
Northern Arizona Intergovernmental Public Transportation Authority, dba: Mountain Line public transit	Northern Arizona University	23,207	75,907	19	\$9,129,849	\$1,129,816	912,707	73,569	1,298,670
City of Pueblo, dba: Pueblo Transit	Colorado State University Pueblo	33,648	111,456	14	\$4,013,846	\$308,974	482,040	34,791	497,528
St. Cloud Metropolitan Transit Commission, dba: Metro Bus	St. Cloud State University	10,093	69,568	20	\$9,338,001	\$578,880	980,663	72,238	598,396
<b>City of San Luis Obispo, CA</b>	Cal Poly San Luis Obispo	21,778	48,341	15	\$3,348,735	\$710,758	330,244	28,144	468,945
Performance Indicators									
Peer System	Passenger Trips per Capita	Cost per Vehicle Revenue Mile	Cost per Vehicle Revenue Hour	Passenger per Vehicle Revenue Mile	Passengers per Vehicle Revenue Hour	Cost per Passenger	Average Fare	Subsidy per Passenger-Trip	Farebox Recovery Ratio
Bloomington-Normal Public Transit System	33	\$8.74	\$106.11	1.41	17.2	\$6.18	\$0.69	\$5.50	11.1%
City of Bowling Green	1	\$6.70	\$80.59	0.31	3.7	\$21.72	\$0.23	\$21.49	1.1%
City of Pocatello, dba: Pocatello Regional Transit	2	\$4.30	\$68.51	0.49	7.8	\$8.79	\$1.14	\$7.66	12.9%
Northern Arizona Intergovernmental Public Transportation Authority, dba: Mountain Line public transit	17	\$10.00	\$124.10	1.42	17.7	\$7.03	\$0.87	\$6.16	12.4%
City of Pueblo, dba: Pueblo Transit	4	\$8.33	\$115.37	1.03	14.3	\$8.07	\$0.62	\$7.45	7.7%
St. Cloud Metropolitan Transit Commission, dba: Metro Bus	9	\$9.52	\$129.27	0.61	8.3	\$15.61	\$0.97	\$14.64	6.2%
<i>Peer Maximum</i>	33	\$10.00	\$129.27	1.42	17.7	\$21.72	\$1.14	\$21.49	21.2%
<i>Peer Average</i>	11	\$7.93	\$103.99	0.88	11.5	\$11.23	\$0.75	\$10.48	10.4%
<i>Peer Minimum</i>	1	\$4.30	\$68.51	0.31	3.7	\$6.18	\$0.23	\$5.50	1.1%
<b>City of San Luis Obispo, CA</b>	<b>10</b>	<b>\$10.14</b>	<b>\$118.99</b>	<b>1.42</b>	<b>16.7</b>	<b>\$7.14</b>	<b>\$1.52</b>	<b>\$5.63</b>	<b>21.2%</b>
SLO Transit % of Peer Avg.	89%	128%	114%	161%	145%	64%	201%	54%	205%
SLO Transit Rank (1 = Best)	3	7	5	2	3	3	1	2	1

Note 1: Peer Data for FY 2021-22

Note 2: Data for fixed route services only.

Source: National Transit Database; US Census

## **SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)**

As the Regional Transportation Planning Agency and the Metropolitan Planning Organization, SLOCOG is integral in the funding allocation and planning process for transportation projects and programs including public transit. As such, it is worthwhile to review SLOCOG policies and monitoring efforts. As discussed below, the primary policy document that directly addresses transit policy, funding, and projects is the Regional Transportation Plan (RTP).

### **SLOCOG 2023-2045 RTP**

SLOCOG’s 2023 – 2045 *Regional Transportation Plan*, adopted in June of 2023, provides an important regionwide planning and policy document. The Vision Statement of the RTP is “*A fully integrated, intermodal transportation system that facilitates the safe and efficient movement of people, goods, and information within and through the region.*” To support the vision the RTP identifies the seven “Pillars” of Infrastructure, Mobility, Economy, Safety, Healthy Communities, Environment, and Fiscal Responsibility that are supported by Goals and Policy Objectives. The RTP identifies 28 Action Strategies specifically for public transportation<sup>3</sup>.

## **EXISTING MONITORING AND ONGOING SERVICE IMPROVEMENT PROCESSES**

### **RTA**

RTA staff conducts the following data collection and evaluation regularly:

- Ridership by service/route
- Service quantities
- Productivity
- Costs and budget tracking
- Farebox recovery ratio
- Preventable collisions
- Road calls

The following data is reviewed quarterly (and reported to the board semi-annually):

- Service delivery rate
- On-time performance by route and by service
- Passenger loads (crowding) by route

Other standards are reviewed on an annual or biennial basis.

---

<sup>3</sup> SLOCOG 2023-2045 Regional Transportation Plan Final, Adopted June 7, 2023 – Chapter 3: Vision, Goals Policies

## City of San Luis Obispo

Monthly, the contractor (Transdev) provides a summary report that details the following:

- Ridership by route by fare category
- Total passenger revenue by fare category
- Revenue and non-revenue vehicle hours and miles, by route and by weekday/Saturday/Sunday
- Ridership per revenue vehicle-miles and revenue vehicle-hour, by route
- Costs and budget tracking

A “Performance Measures Report” is prepared by SLO Transit staff quarterly. This summarizes the following data:

- Passengers by mode (fixed route daytime, trolley, fixed route evening)
- Revenue-hours and revenue-miles by mode
- Productivity (passengers per revenue hour) by mode
- Contractor operating costs by mode
- Fare revenues by mode
- Farebox ratio by mode
- Average fare by mode
- Cost and subsidy per rider, by mode
- Year-over-year trends in ridership by fare type, revenue hours, and revenue miles, by weekday/Saturday/Sunday

## GOALS AND POLICIES DISCUSSION AND RECOMMENDATIONS

The following is an initial discussion of recommendations for goals, objectives, and standards. This may be updated for the draft plan based on the results of the service alternatives analysis.

### CITY OF SAN LUIS OBISPO

The City's *General Plan* provides a reasonable set of goals for the transit program. It bears noting that if the City is to achieve the General Plan and Climate Action Plan goal of a 12 percent transit mode split by 2035, it would require a substantial expansion of transit ridership. SLO Transit achieved its highest ridership in FY 2015-2016 at just over 1.2 million boardings. In the first full fiscal year of the COVID-19 pandemic – FY 2020-2021 – ridership fell to 179,456. Ridership increased to 515,002 in FY 2022-2023 and continues to increase. City staff recently reported that a comparison of existing transit ridership with total travel demand indicates that at present approximately 2 percent of travel is via transit<sup>4</sup>. SLO Transit would need to double its current ridership to return to the 2016 peak ridership of 1.2 million. At that time, staff reported a calculated mode share of 7 percent for transit. It also may well require some combination of “auto disincentives” such as expanded paid parking programs and restrictions on parking availability to achieve the 2030 goal of 7 percent and the 2035 goal of 12 percent.

It would be beneficial to the transit program to develop and adopt its own Mission Statement separate from the City's. This key policy element can help focus the organization on those ideals that are most important and can also help create a sense of common purpose within the staff of the Mobility Division of DPW. A reasonable starting point would be *“To enhance the mobility and environment of San Luis Obispo through effective and safe public transit services.”*

Recommended standards for SLO Transit services are identified in Table 4. Specific considerations regarding the performance standards are as follows:

- The service span standards for weekends (6:00 AM to 7:00 PM) may be too broad, as it exceeds the current AM span (8:15 AM to 8:10 PM). The service span for weekdays (5:00 AM to 10:00 PM) is exceeded by existing service at night, which is 11:10 PM for Route 3A. However, morning service begins at 6:15 AM, which is 1 hour and 15 minutes after the stated standard. Service to the Cal Poly campus later into the night has been discussed in recent public forums as being a priority transit improvement. This SRTP process will evaluate expanded span of service as part of the potential service alternatives.
- The road call ratio shown in the 2009 and 2016 SRTP (4,000 to 6,000 miles per road call) would better be stated as “no less than X road calls per 100,000 vehicle service miles”. In the FY 2021-2022 National Transit Data Report, SLO Transit reported an average of 4,234 miles between major mechanical failures. The median number of miles between major mechanical failures (similar definition to “road call”) for similar-size fixed route operators in California was 27,000 miles<sup>5</sup>. Given that the current minimum standard of 4,000 miles is relatively low compared to

---

<sup>4</sup> 2019 City Transportation Survey as reported by City staff in January 23, 2024 Council Agenda Report for the Transit Innovation Study Review

<sup>5</sup> FY 2022 NTD Annual Data – Using California operators with 75 or fewer vehicles in maximum service for motor bus mode only.

the transit industry's typical standards, it is recommended that a standard of “no more than 5 road calls per 100,000 vehicle revenue miles” be added. In addition, it is recommended that transit staff review the incidents reported as major mechanical failures that fit the definition provided in the NTD reporting guidelines to ensure that mechanical failures are not being over-reported.

- The operating speed standard is stated as a maximum of 15 MPH. It is recommended that a minimum route operating speed be established as well. Given the current range of operating speeds between 8.3 and 13.7 MPH among SLO Transit routes, the recommended measure is “Regular routes will operate at a maximum of 15 MPH and a minimum of 8 MPH”.
- The recommended changes to the Farebox Recovery Ratio, Passengers per Vehicle Hour, Cost per Passenger, and Cost per Vehicle Revenue Hour are discussed in the introduction to Table 4 above. The quantification of these standards is based on a review of peers, current year costs, and the maximum ridership in FY 15/16.

*This page intentionally left blank.*



## STUDY AREA CHARACTERISTICS

### INTRODUCTION

This chapter reviews the demographic and economic characteristics of both San Luis Obispo County and the City of San Luis Obispo, with a focus on data relevant to transit demand and the near-term future of RTA and SLO Transit services.

### DEMOGRAPHICS

#### Population Projections

Population projections are useful for estimating how transit demand may change in the future; if the population grows, transit demand will likely increase as well. Population projections by age group for San Luis Obispo County, sourced from the California Department of Finance, are shown in Table 6. Overall, the San Luis Obispo County population size is expected to remain relatively consistent over the upcoming decades, growing by less than 2 percent from 2020 to 2040.

Within the current decade, the fastest-growing age group is senior adults: from 2020 to 2030, the population of mature retirees (those between 75 and 84 years old) is forecasted to grow by 61 percent and the population of older seniors (those ages 85 and older) is forecasted to grow by 24 percent. The older senior population is expected to continue growing from 2030 to 2040, meaning the older senior cohort will almost double in size from 2020 to 2040 (+98 percent). All the other age cohorts are experiencing negative growth this decade except for infants and toddlers (+3 percent). The college-aged adult population projections do not account for the many Cal Poly students who do not live in San Luis Obispo County full-time and therefore are not technically considered residents.

The forecasted growth of San Luis Obispo County's senior adult population is important, as many seniors rely on transportation services for mobility. The growing senior population will likely drive increased demand for transportation services catered to the needs of seniors, such as non-emergency medical transportation, door-through-door services, and paratransit.

Year	Total (All Ages)	Preschool (0-4 years)	School Age to			Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Older Seniors (85 or older)
			Young Adult (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)			
2020	282,639	12,638	35,703	32,797	141,676	34,410	17,428	7,987
2030	286,547	13,015	33,548	32,333	134,940	34,639	28,131	9,941
2040	287,621	15,367	34,702	25,380	142,440	25,058	28,855	15,819
<b>2020 to 2030 Change</b>								
Number	3,908	377	-2,155	-464	-6,736	229	10,703	1,954
Percent	1%	3%	-6%	-1%	-5%	1%	61%	24%
<b>2030 to 2040 Change</b>								
Number	1,074	2,352	1,154	-6,953	7,500	-9,581	724	5,878
Percent	0%	18%	3%	-22%	6%	-28%	3%	59%
<small>Sources: US Census Bureau, California Department of Finance. Report P-2B: Population Projections by Individual Year of Age, 2010-2060, California Counties</small>								

## Transit Dependent Population

A large portion of transit ridership is drawn from what is referred to as the transit-dependent population. The transit-dependent population is typically considered to comprise youths, senior adults, persons with a disability, low-income persons, and persons who live in zero-vehicle households. This section discusses where transit-dependent persons live in San Luis Obispo County and the City of San Luis Obispo, and in turn what areas of the County and City have the greatest need for transit services based on demographics. Appendix B includes additional data and maps depicting where transit-dependent persons live in both the County and City.

### *San Luis Obispo County*

An analysis of San Luis Obispo County demographic data by census tract (Appendix B), sourced from the US Census Bureau American Community Survey (ACS) 2022 5-Year Estimates, yielded the following takeaways:

About 17 percent of San Luis Obispo County residents are **youth** younger than 18 years old, slightly lower than the rate observed across the State of California (22 percent). Communities home to large numbers of the overall countywide youth population include Paso Robles, the City of San Luis Obispo, Atascadero, Nipomo, and Arroyo Grande.

**Senior adults** over the age of 65 comprise 21 percent of the total San Luis Obispo County population, a greater rate compared to the State of California (16 percent). The City of San Luis Obispo, Paso Robles, Arroyo Grande, and Los Osos are all home to significant proportions of the overall countywide senior population.

13 percent of San Luis Obispo County residents have a **disability**, based on the definition used by the US Census Bureau. This is a similar disability prevalence in the State of California (12 percent). Large proportions of the countywide disabled population live in the City of San Luis Obispo, Paso Robles, Arroyo Grande, and Atascadero.

It is estimated that 12 percent of San Luis Obispo County residents are **persons living below the federal poverty level**. The San Luis Obispo County poverty rate is identical to what is observed across the State of California as a whole (12 percent). Although the City of San Luis Obispo is technically home to about half of the county's low-income population, this statistic is swayed due to the large number of full-time students living in the community. Other communities with large numbers of low-income residents include Paso Robles and Atascadero.

The US Census Bureau estimated that 4 percent of San Luis Obispo County homes are **zero-vehicle households**. This is a lower rate than the State of California as a whole (7 percent). A third of the county's zero-vehicle households are located in the City of San Luis Obispo. Other communities with many of the county's total zero-vehicle households are Atascadero, Paso Robles, Arroyo Grande, and Nipomo. It should be noted that San Luis Obispo County has an identical rate of single-vehicle households as the State of California (31 percent).

### *San Luis Obispo County Transit Needs Index*

The purpose of the Transit Needs Index (TNI) is to discern which areas of San Luis Obispo County have the greatest comparative need for transit services across all of the transit-dependent subgroups. The TNI succinctly reveals how transit-dependent residents are distributed across San Luis Obispo County, and in turn where additional or expanded transportation services may be most warranted. The San Luis Obispo County TNI is shown in Table 7 and Figures 3 through 6.

To develop the TNI, the population density of each subgroup was calculated for each census tract. Then, the concentration values were divided into five groups. The groups were used to rank the subgroups within each community on a scale of 1 (very low need) to 5 (very high need) based on the density of said group (number of people per square mile) compared to the respective density of that demographic group in the other census tracts. The five respective rank scores for each census tract were then summed to determine an overall TNI rank.

The areas with the highest TNI ranks, and therefore the greatest assumed need for transportation services, are Grover Beach, Oceano, west and southwest Arroyo Grande, Paso Robles, Baywood Park in Los Osos, and various neighborhoods in the City of San Luis Obispo. Transit needs within the City of San Luis Obispo are discussed in greater detail in the following section. Regions of San Luis Obispo County with moderate need for transit services, based on the TNI, include northeast Morro Bay, Atascadero, and Nipomo. All of the areas with high to moderate needs are already served with transit, either by the RTA, SLO Transit, or other local transit services such as Morro Bay Transit, Atascadero Dial-a-Ride, or Nipomo Dial-a-Ride.

It should be noted that while the TNI provides a useful assessment of transit needs, other factors, such as total population size and development density, also need to be considered when determining where to expand transit services. For instance, even though some areas ranked highly in the TNI due to a high concentration of potentially transit-dependent persons in the area, the overall populations are small. Consequently, it may not be feasible to operate transportation services in those areas due to the high operating cost that would be required but likely very low ridership.



Note: View from Pismo Preserve [Photo]. Sourced from Highway 1 Roadtrip, 2023.

**Table 7: San Luis Obispo County Transit Needs Index (1/2)**

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Rank					Overall Transit Needs Index Rank
	Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
100.16 San Miguel	1	1	1	1	1	5
100.17 Lake Nacimiento	1	1	1	1	1	5
101.01 Paso Robles - West	1	1	1	1	1	5
101.03 Paso Robles - Central	1	1	1	1	1	5
101.04 Paso Robles - North	5	1	2	1	1	10
102.02 Paso Robles - South East	1	1	1	1	1	5
102.04 Paso Robles - South	5	3	2	1	1	12
102.05 Paso Robles - East	5	4	2	1	3	15
102.06 Paso Robles - Union Road	2	1	1	1	1	6
102.07 Paso Robles - North East	1	1	1	1	1	5
103.01 Shandon	1	1	1	1	1	5
103.02 Paso Robles, Templeton	1	1	1	1	1	5
103.03 Whitley Gardens	1	1	1	1	1	5
104.03 Cambria - South	1	1	1	1	1	5
104.04 Cambria - North	1	1	1	1	1	5
105.04 Cayucos	1	1	1	1	1	5
105.05 Morro Bay - North East	1	3	3	1	1	9
105.06 Morro Bay - North West	1	1	1	1	1	5
106.02 Morro Bay - South	1	2	1	1	1	6
106.03 Morro Bay - Central	1	1	1	1	1	5
107.01 Los Osos - Baywood Park	5	5	4	1	1	16
107.03 Los Osos - East	3	2	1	1	1	8
107.07 Los Osos - Cuesta-by-the-Sea	1	1	1	1	1	5
109.02 SLO - Northeast	1	1	1	5	5	13
109.03 Cal Poly SLO - South	1	1	2	4	5	13
109.04 Cal Poly SLO - North	1	1	1	1	1	5
110.01 SLO - Southeast	1	1	1	1	1	5
110.02 SLO - East	1	1	1	1	1	5
111.01 SLO - Downtown	2	1	3	3	5	14
111.03 SLO - South	1	1	1	1	1	5
111.04 SLO - Broad St	3	1	1	1	5	11
111.05 SLO - South Central	5	4	1	1	5	16
112.01 SLO - Foothill Blvd, Highland D	1	1	1	1	1	5
112.02 SLO - Downtown (Northwest)	1	1	1	1	1	5
113 SLO - Laguna Lake	1	1	1	1	1	5

Source: LSC Transportation Consultants, Inc.

**Table 7: San Luis Obispo County Transit Needs Index (2/2)**

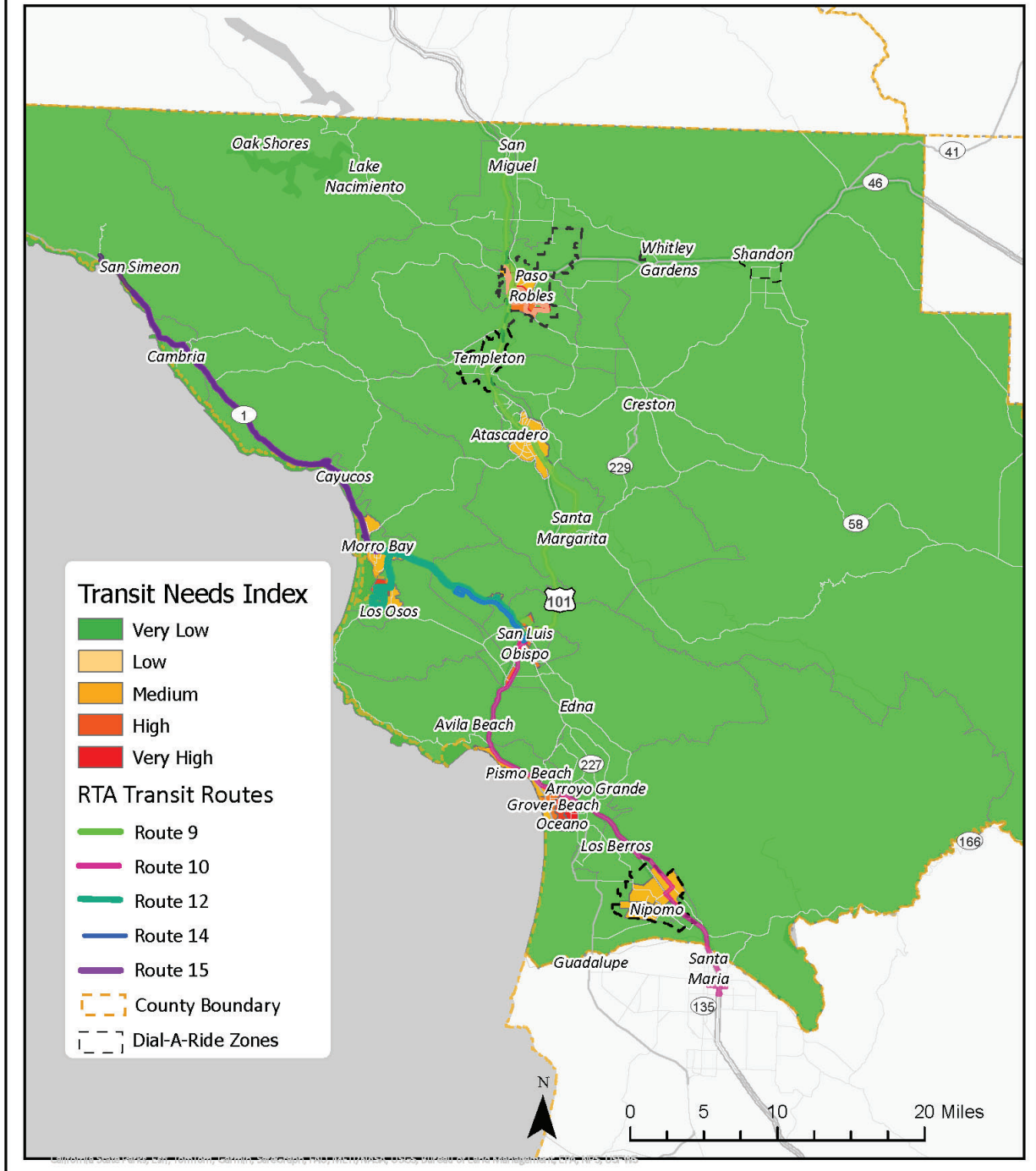
Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

Census Tract	Rank					Overall Transit Needs Index Rank
	Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
114 CA Men's Colony	1	3	1	1	1	7
115 SLO - S. Higuera St.	4	2	3	1	1	11
115.1 SLO - Camp SLO, SLO Airport	1	1	1	1	1	5
116 Avila Beach, Port San Luis	1	1	1	1	1	5
117 Pismo Beach, Shell Beach	1	2	1	1	1	6
117.1 Pismo Beach - South	1	3	1	1	1	7
117.1 Pismo Beach - East	1	1	1	1	1	5
118 Arroyo Grande - North	1	1	1	1	1	5
119 Arroyo Grande - Southeast	1	1	1	1	1	5
119 Arroyo Grande - West	4	4	1	1	1	11
119 Arroyo Grande - Southwest	5	5	5	1	5	21
120 Grover Beach - South	5	5	5	1	1	17
120 Grover Beach - East	5	4	5	1	1	16
121 Grover Beach - West	5	3	3	1	1	13
122 Oceano - West	4	2	2	1	1	10
122 Oceano - Halcyon	4	5	4	1	4	18
123 Edna, Huasna	1	1	1	1	1	5
123.1 Los Berros	1	1	1	1	1	5
123.1 Black Lake, Callender	1	1	1	1	1	5
124 Nipomo - Southwest	2	1	1	1	1	6
124 Nipomo - Northwest	2	1	1	1	1	6
124.1 Nipomo - Southeast	1	1	1	1	1	5
124.1 Nipomo - Northeast	2	1	1	1	1	6
125 Atascadero - Northeast	4	1	1	1	1	8
125 Atascadero - Southeast	4	1	1	1	1	8
125.1 Atascadero - North	1	1	1	1	1	5
126 Atascadero - Southwest	2	1	1	1	1	6
126 Atascadero - Northwest	1	1	1	1	1	5
127.1 Santa Margarita	1	1	1	1	1	5
127.1 Santa Rita, Morro Toro	1	1	1	1	1	5
127.1 Templeton - West	1	1	1	1	1	5
127.1 San Luis Obispo Co. - Southeast	1	1	1	1	1	5
130 San Simeon	1	1	1	1	1	5
131 Templeton, Creston	1	1	1	1	1	5

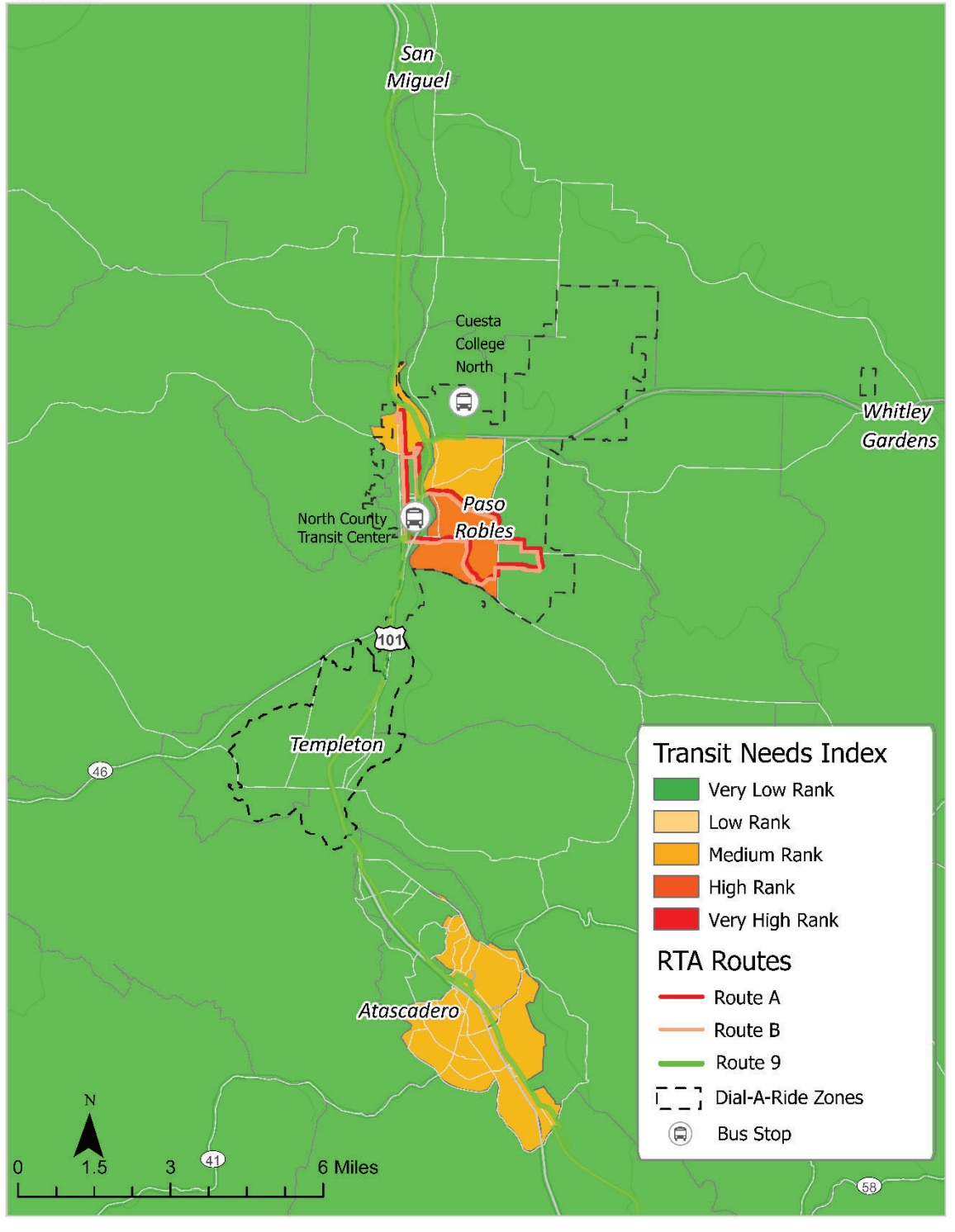
Source: LSC Transportation Consultants, Inc.



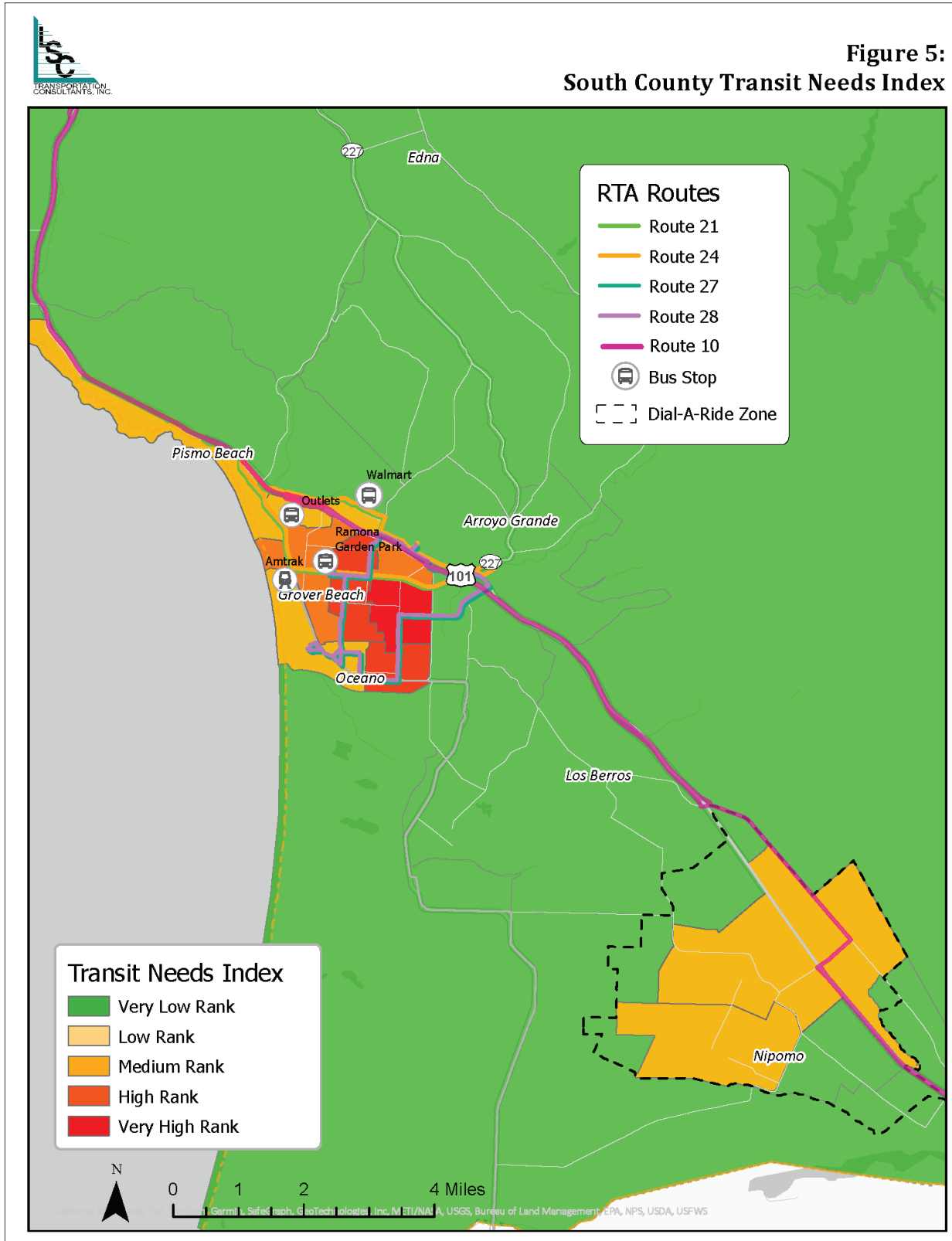
**Figure 3:  
San Luis Obispo County Transit Needs Index**



**Figure 4:  
North County Transit Needs Index**

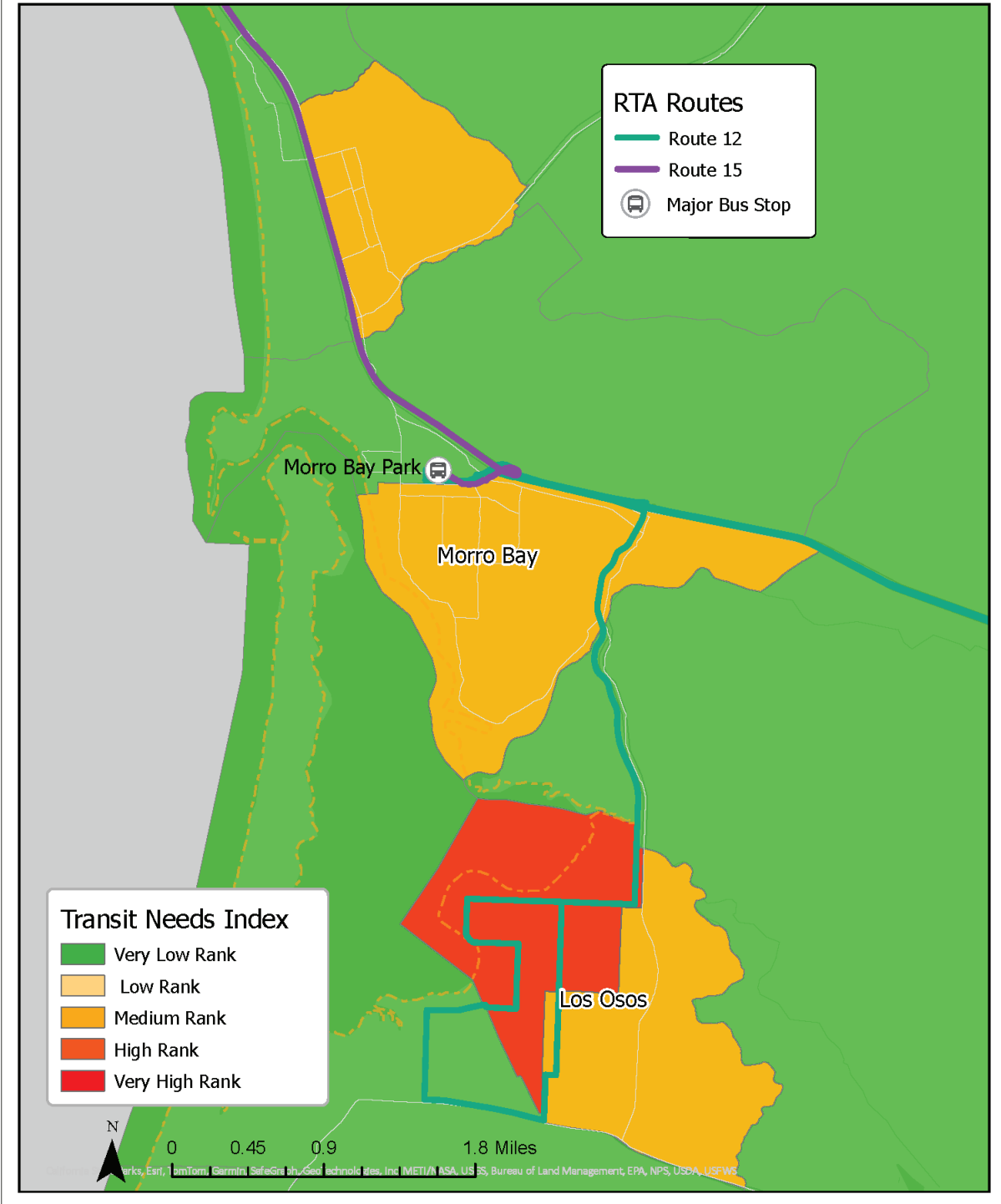


**Figure 5:  
South County Transit Needs Index**





**Figure 6:  
Morro Bay Area Transit Needs Index**



## *City of San Luis Obispo*

City of San Luis Obispo demographic data, sourced from the US Census Bureau's American Community Survey (ACS) 2022 5-Year Estimates, was reviewed by the census block group to determine patterns regarding transit dependency. Key trends are listed below:

**Youths** younger than 18 years old comprise 9 percent of the city's population, similar to the rate observed countywide. Block groups with large youth populations include those encompassing the southeastern and southern areas of the city, Laguna Lake, S. Higuera Street, and the area near the San Luis Obispo County Regional Airport.

About 12 percent of the City of San Luis Obispo's residents are **senior adults** over the age of 65, significantly less than the countywide rate. Block groups in the southeastern, southern, and Laguna Lake areas of San Luis Obispo are home to the greatest number of senior adults.

The City of San Luis Obispo has a low disability rate, with only 8 percent of the city's population estimated to have a **disability** per US Census Bureau definitions. The three block groups home to the most disabled residents are located in southern San Luis Obispo, in the northwestern area of Downtown, and along S. Higuera Street.

A quarter of residents in the City of San Luis Obispo are estimated to be **persons living below the federal poverty level**, as defined by the US Census Bureau. This is significantly higher than the countywide rate (12 percent), however, this statistic is influenced by the high number of university students living in the city who do not work or only work part-time. Block groups with large numbers of low-income residents include those encompassing Downtown, Foothill Boulevard, Highland Drive, the northeastern portion of the city, and the neighborhoods directly adjacent to the Cal Poly campus.

7 percent of homes in the City of San Luis Obispo are **zero-vehicle households**, a greater proportion than what is observed countywide. Most zero-vehicle households are located in block groups encompassing Downtown, Broad Street, and neighborhoods near Cal Poly. The City has a similar rate of single-vehicle households as the State and County (32 percent).

## *City of San Luis Obispo Transit Needs Index*

As previously mentioned, the Transit Needs Index (TNI) shows which areas have the greatest relative need for transit services based on the concentration of transit-dependent residents. The method for calculating the TNI ranks was described in the previous section discussing countywide demographics. The City of San Luis Obispo TNI is shown in Table 8 and Figure 7.

Most areas of the City of San Luis Obispo have moderate to high transit needs based on the TNI. Block groups encompassing Downtown and south-central San Luis Obispo have the overall highest TNI ranks, scoring either high or very high for the majority of demographic categories considered. Block groups with moderate transit need, based on the TNI, are found in northeastern, eastern, and southeastern San Luis Obispo, along S. Higuera Street, Foothill Boulevard, and Highland Drive, as well as near the southern portion of the Cal Poly campus. Of the aforementioned areas with high to moderate transit needs, all are served with some level of SLO Transit and/or service.

**Table 8: City of San Luis Obispo Transit Needs Index**

Legend	
1	Very Low Rank
2	Low Rank
3	Medium Rank
4	High Rank
5	Very High Rank

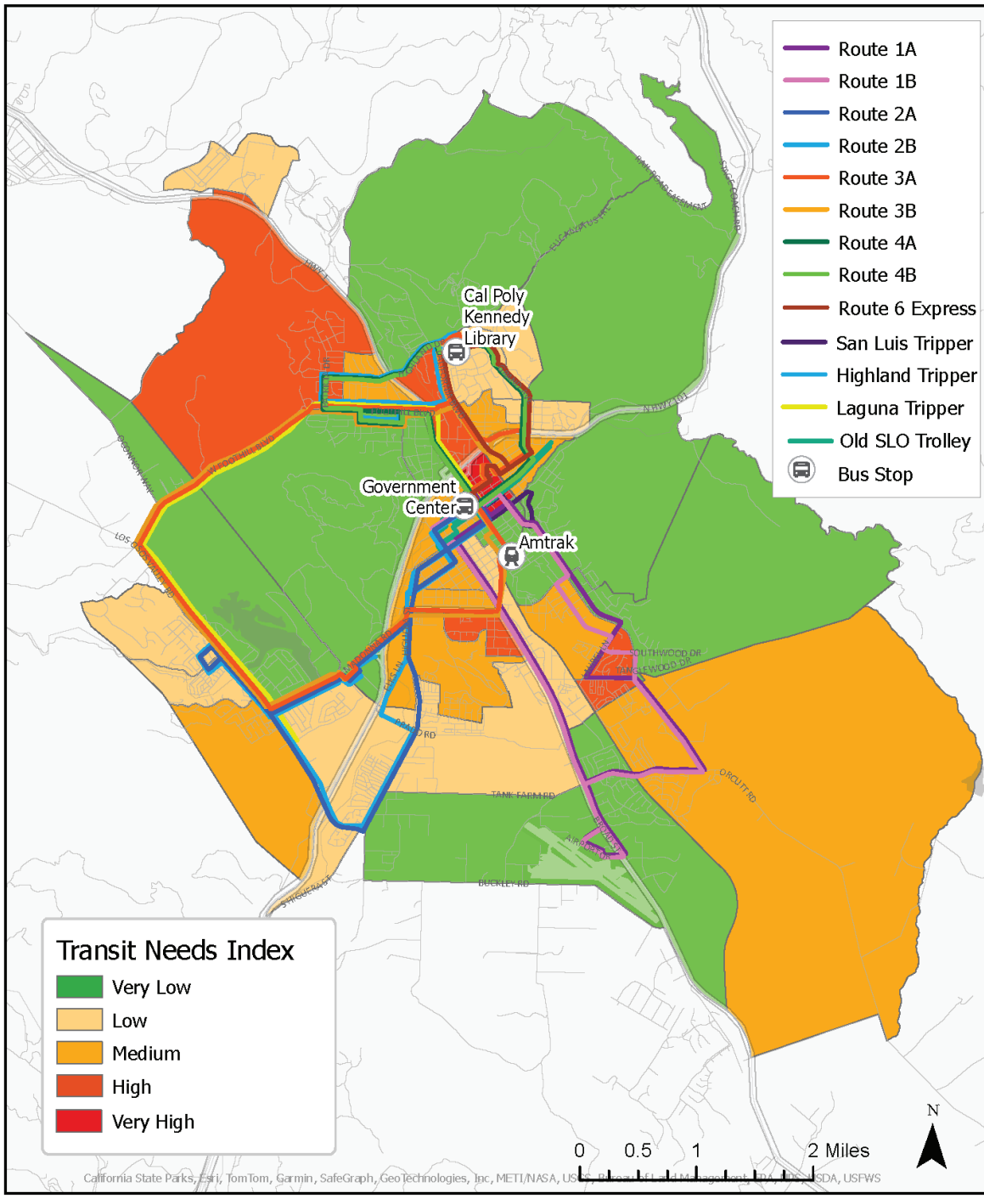
Census Tract	Block Group		Rank					Overall Transit Needs Index Rank
			Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	
109.02	1	SLO - Northeast	1	4	1	2	1	9
109.02	2	SLO - Northeast	1	1	4	5	4	15
109.02	3	SLO - Northeast	1	1	5	5	5	17
109.03	1	Cal Poly SLO - South	1	1	5	4	5	16
109.03	2	Cal Poly SLO - South	1	1	3	1	2	8
109.03	3	Cal Poly SLO - South	1	1	4	1	3	10
109.04	1	Cal Poly SLO - North	1	1	1	1	1	5
109.04	2	Cal Poly SLO - North	1	1	1	1	1	5
110.01	1	SLO - Southeast	5	5	5	1	1	17
110.01	2	SLO - Southeast	1	1	1	1	1	5
110.01	3	SLO - Southeast	3	5	4	1	1	14
110.02	1	SLO - East	1	1	1	1	1	5
110.02	2	SLO - East	1	5	5	1	2	14
111.01	1	SLO - Downtown	5	4	5	2	5	21
111.01	2	SLO - Downtown	1	3	3	1	4	12
111.01	3	SLO - Downtown	3	3	4	1	4	15
111.03	1	SLO - South	1	2	1	1	1	6
111.03	2	SLO - South	1	3	1	1	1	7
111.04	1	SLO - Broad St	3	3	3	1	4	14
111.05	1	SLO - South Central	4	5	1	1	2	13
111.05	2	SLO - South Central	5	5	4	1	5	20
111.05	3	SLO - South Central	4	5	1	1	2	13
112.01	1	SLO - Foothill Blvd, Highland D	3	4	5	4	1	17
112.01	2	SLO - Foothill Blvd, Highland D	1	1	1	1	1	5
112.02	1	SLO - Downtown (Northwest)	1	1	1	1	1	5
112.02	2	SLO - Downtown (Northwest)	1	4	3	1	3	12
113	1	SLO - Laguna Lake	1	1	1	1	1	5
113	2	SLO - Laguna Lake	1	2	1	1	1	6
113	3	SLO - Laguna Lake	3	3	2	1	1	10
113	4	SLO - Laguna Lake	3	1	1	1	1	7
113	5	SLO - Laguna Lake	1	4	2	1	1	9
114	1	CA Men's Colony	1	5	1	1	1	9
115.01	1	SLO - S. Higuera St.	4	4	4	1	1	14
115.05	1	Camp SLO, SLO Airport	1	1	1	1	1	5
115.05	2	Camp SLO, SLO Airport	1	1	1	1	1	5

Source: LSC Transportation Consultants, Inc.

# Route Map Outdated. Will be Updated in Final Plan



**Figure 7:  
City of San Luis Obispo Transit Needs Index**



The City TNI should be considered alongside other data, such as total population size, activity centers, and development density, to determine whether transit services should be increased to unserved or underserved areas.

## COMMUTING PATTERNS

Commuting data for San Luis Obispo County, sourced from the US Census Longitudinal Employer Household Dynamics dataset (2021), is presented in Table 9. The top portion of the table shows where employees working in San Luis Obispo County commute from, while the bottom portion shows where residents of San Luis Obispo County commute to.

<b>Table 9: San Luis Obispo County Commute Patterns</b>					
<b>Where Employees In San Luis Obispo County Commute From</b>					
<b>Counties</b>	<b># of Jobs</b>	<b>% of Total</b>	<b>Cities/Towns</b>	<b># of Jobs</b>	<b>% of Total</b>
<b>San Luis Obispo</b>	71,112	68.0%	<b>San Luis Obispo</b>	11,977	11.5%
Santa Barbara	11,633	11.1%	<b>Paso Robles</b>	9,661	9.2%
Los Angeles	3,310	3.2%	<b>Atascadero</b>	9,285	8.9%
Kern	1,608	1.5%	Santa Maria	6,077	5.8%
Fresno	1,511	1.4%	<b>Arroyo Grande</b>	4,540	4.3%
Monterey	1,490	1.4%	<b>Los Osos</b>	3,933	3.8%
Orange	1,204	1.2%	<b>Nipomo</b>	3,648	3.5%
Ventura	1,046	1.0%	<b>Grover Beach</b>	3,487	3.3%
San Diego	910	0.9%	<b>Morro Bay</b>	2,978	2.8%
Tulare	907	0.9%	<b>Templeton</b>	2,453	2.3%
All Other Locations	9,862	9.4%	All Other Locations	46,554	44.5%
<b>Total Number of Jobs</b>	<b>104,593</b>		<b>Total Number of Jobs</b>	<b>104,593</b>	
<b>Where San Luis Obispo County Residents Commute to</b>					
<b>Counties</b>	<b># of Jobs</b>	<b>% of Total</b>	<b>Cities and Towns</b>	<b># of Jobs</b>	<b>% of Total</b>
<b>San Luis Obispo</b>	71,112	64.8%	<b>San Luis Obispo</b>	20,635	18.8%
Santa Barbara	10,911	9.9%	<b>Paso Robles</b>	9,444	8.6%
Los Angeles	7,630	7.0%	<b>Atascadero</b>	7,097	6.5%
Orange	2,227	2.0%	Santa Maria	6,330	5.8%
Kern	2,121	1.9%	<b>Arroyo Grande</b>	3,669	3.3%
Monterey	1,663	1.5%	Los Angeles	3,467	3.2%
Fresno	1,656	1.5%	<b>Templeton</b>	3,298	3.0%
Ventura	1,521	1.4%	<b>Pismo Beach</b>	2,776	2.5%
Santa Clara	1,399	1.3%	<b>Morro Beach</b>	2,665	2.4%
San Diego	1,119	1.0%	<b>Grover Beach</b>	1,904	1.7%
All Other Locations	8,385	7.6%	All Other Locations	48,459	44.2%
<b>Total Number of Jobs</b>	<b>109,744</b>		<b>Total Number of Jobs</b>	<b>109,744</b>	
Note: Bold text indicates locations within San Luis Obispo County.					
Source: US Census Bureau LEHD Database, 2021.					

It is important to note that the data represents a; number of jobs and not the number of people; one person may hold multiple jobs across the study area, however, this is not reflected in the LEHD data. Another caveat is that the LEHD data does not indicate whether a job is held by a remote worker, however, some remote work patterns can be assumed. For instance, likely, most San Luis Obispo County residents with jobs located in Los Angeles County are working remotely at least part of the time. Even with these caveats, the LEHD data still provides useful information about popular commute patterns that could potentially be served by transit.

Most San Luis Obispo County jobs are held by county residents (68 percent). The San Luis Obispo County communities that supply the greatest number of employees are the Cities of San Luis Obispo (12 percent of county jobs), Paso Robles (9 percent), and Atascadero (9 percent). Notably, 11 percent of San Luis Obispo County jobs are held by residents of Santa Barbara County, and about 6 percent are held by residents of Santa Maria specifically. In the City of San Luis Obispo, 38 percent of jobs held by employed residents are located within the City itself (6,700).

As expected, the majority of San Luis Obispo County residents' jobs are also within the county (65 percent). Nearly one out of every five positions held by San Luis Obispo County residents are located in the City of San Luis Obispo (19 percent). Other places where large numbers of San Luis Obispo County residents work include Paso Robles (9 percent of jobs held by county residents), Atascadero (7 percent), and Arroyo Grande (3 percent). The top out-of-county location where San Luis Obispo County residents are employed is Santa Barbara County (10 percent of jobs held by San Luis Obispo County residents). More specifically, 6 percent of jobs held by San Luis Obispo County residents are located in Santa Maria. According to a study conducted by the Santa Barbara County Association of Governments, the residents commuting south to Santa Barbara County tend to live in Nipomo, Arroyo Grande, and Grover Beach.<sup>6</sup>

Considering the number of workers estimated to be traveling in either direction, the LEHD data suggests about 11,000 people are commuting between San Luis Obispo and Santa Barbara Counties regularly. This trip is currently served by RTA Route 10; however, it is important to evaluate whether the RTA 10 schedule can be improved to maximize commuter ridership.

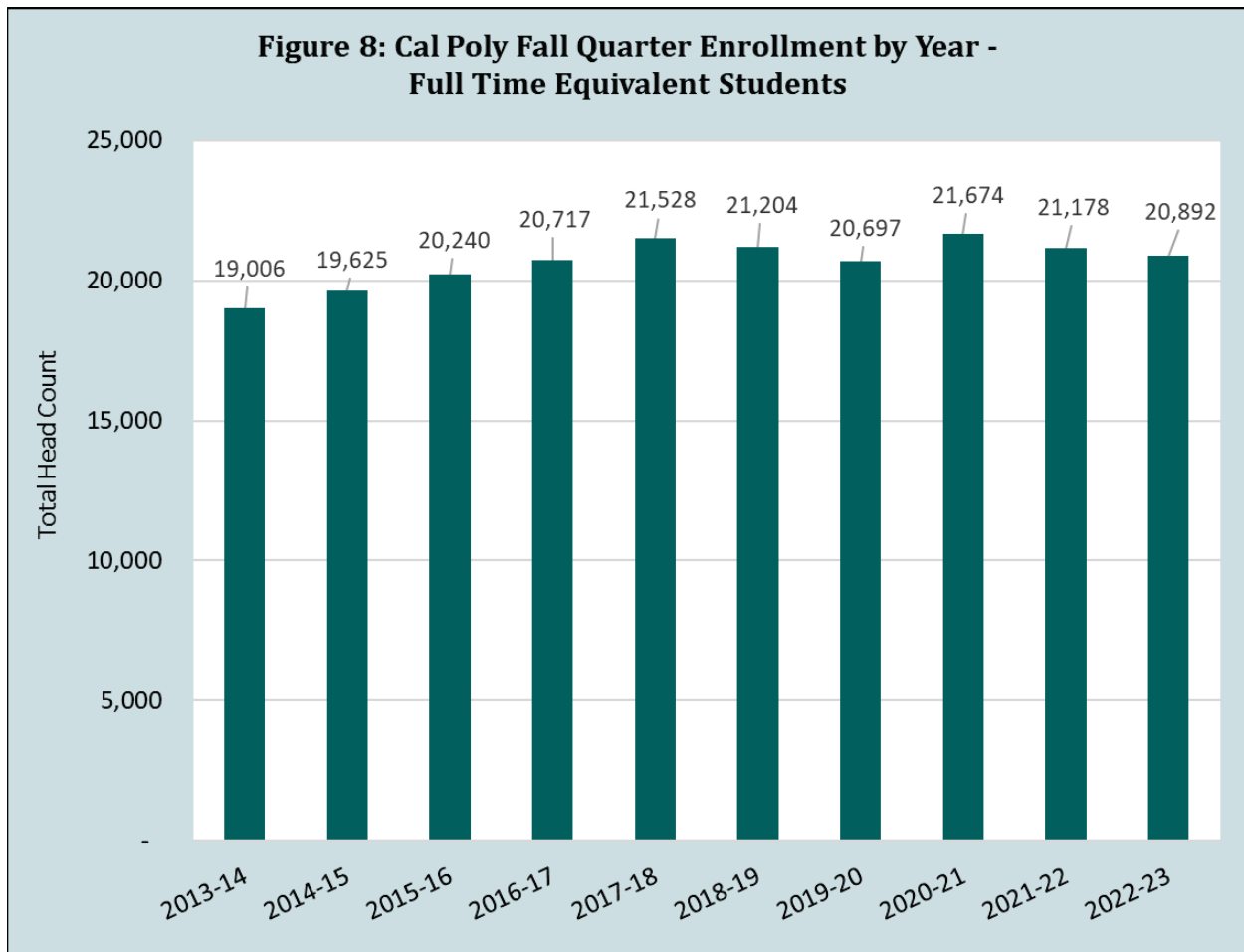
Looking at the potential for transit to serve popular commutes, it is necessary to consider how commuting patterns have changed since the COVID-19 pandemic. The widespread implementation of remote and hybrid work policies in the wake of the pandemic has resulted in many people commuting less frequently in 2024 than in 2019, therefore reducing the need for transit services designed for commuters. This trend was noted in a recent report by the Santa Barbara County Association of Governments, which found through an analysis of Replica data that about 15 percent of Santa Barbara County resident workers were working from home on any given day in 2022, up from 6 percent in 2019. Interestingly, the same report found that the shift to working from home only occurred for Santa Barbara County residents with an annual income of \$75,000 to \$100,000 or more. As lower-income workers are more likely to use the bus, this indicates a continued need for transit service for work purposes and Cal poly enrollment.

---

<sup>6</sup> Santa Barbara County Association of Governments. (2023). *Understanding Regional Travel Patterns – Draft* [PDF].

The California Polytechnic University (Cal Poly) is a four-year California State University in the City of San Luis Obispo. Cal Poly is a major transit trip generator for both the RTA and SLO Transit, as many students and staff rely on transit for their transportation needs. Cal Poly has had 20,000 to 21,500 full-time equivalent students enrolled during the Fall Quarter since the 2015-16 school year. Cal Poly's historical enrollment, based on the Fall Quarter Census, is shown in Figure 8.

Per the *Cal Poly Campus Master Plan (2019)*, Cal Poly intends to increase the student headcount to 25,000 by 2035, an increase of about 4,000 students compared to 2022. The growing student body will likely drive increased demand for transit services within the City of San Luis Obispo as well as the greater region. Another factor that may influence Cal Poly transit ridership in the future is that Cal Poly is undertaking multiple capital projects that will increase the total number of students living on campus from 8,000 to 15,000 by 2030. This increase in Cal Poly's on-campus residential capacity will be correlated to an increase in staff to manage the new facilities. The planned shift towards more students living on campus may alter SLO Transit travel patterns in particular, with peak hourly ridership likely changing as a result of more students starting their day on campus.



*This page intentionally left blank.*



## EVALUATION OF SAN LUIS OBISPO TRANSIT

---

### INTRODUCTION

This chapter evaluates SLO Transit operations and performance. First, ten-year operating trends are discussed. Then, a more detailed performance assessment by service is presented for FY 2022-23. Additional route-specific data is incorporated into the route profiles included in Appendix C.

In addition to reviewing operations data, LSC solicited public, stakeholder, and bus operator feedback to learn how SLO Transit services are utilized and perceived by both passengers and community members alike, as well as to determine short-term service improvements to help SLO Transit better meet local transportation needs. Input regarding SLO Transit was gathered through an onboard survey, an online community survey, stakeholder meetings, and drop-in bus operator interviews. These efforts are summarized in Appendices D (onboard survey), E (community survey), and F (stakeholder and bus operator input).

### SLO TRANSIT TEN-YEAR TRENDS

Two major events influenced SLO Transit operations in the last ten years: the COVID-19 pandemic and the nationwide bus operator shortage. In March 2020, the COVID-19 pandemic prompted many businesses and schools to institute remote work policies to encourage people to comply with regional stay-at-home orders. The widespread adoption of remote work/school policies caused SLO Transit ridership to plummet, and this ridership decline in turn caused SLO Transit to reduce service levels.

In the years since the COVID-19 pandemic, many bus operators have either retired or left their positions in pursuit of higher-paying roles with less public exposure. This trend has resulted in a nationwide bus operator shortage. Locally, the high cost of living in San Luis Obispo County and the City of San Luis Obispo has limited the number of potential bus operators even further. The bus operator shortage has made it incredibly difficult for SLO Transit to resume pre-pandemic service levels.

### Operations

SLO Transit's ten-year (FY 2013-14 through FY 2022-23) operations data are shown in Table 10. The impacts of the COVID-19 pandemic and bus operator shortage are evident in the data; SLO Transit ridership declined significantly in FY 2019-20 as local businesses and schools, including Cal Poly, moved to remote formats. While most businesses and schools are operating in-person once again as of 2024, SLO Transit has not returned to pre-pandemic service levels due to several factors, including staffing levels and lower ridership.

**Table 10: SLO Transit Operations - FY 2013-14 - FY 2022-23**

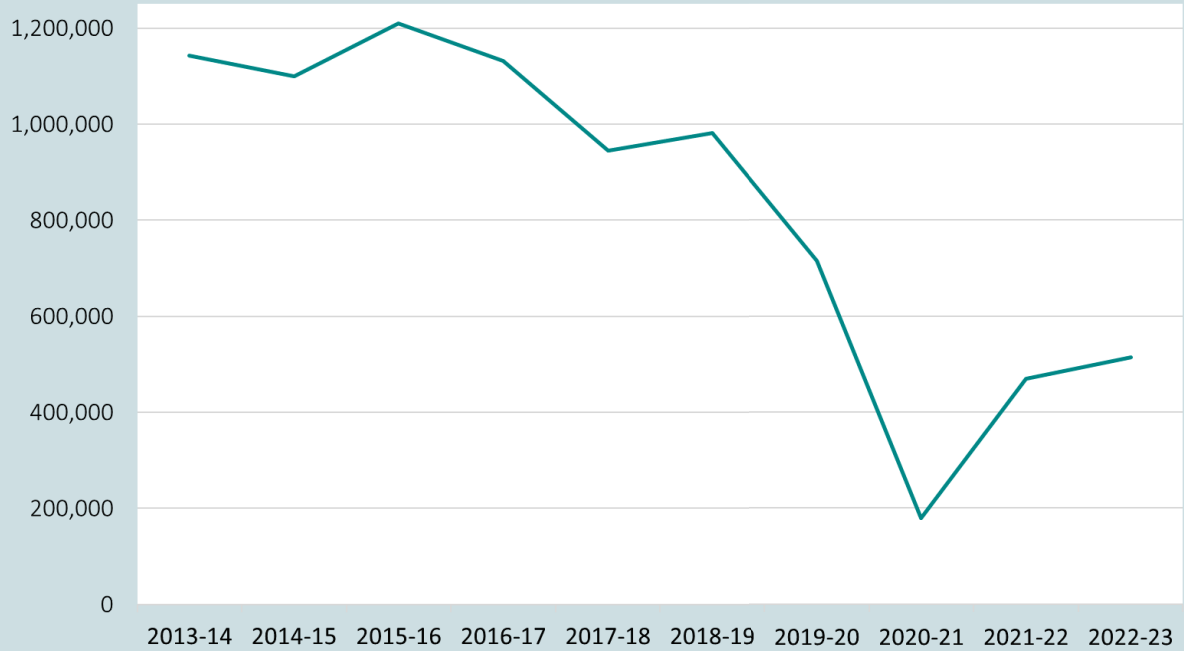
Fiscal Year	Service Parameters				
	Passenger-Trips	Service Hours	Service Miles	Operating Costs	Local Revenue
2013-14	1,142,749	32,983	399,892	\$3,235,378	\$650,800
2014-15	1,099,547	33,016	396,269	\$3,445,334	\$656,115
2015-16	1,209,707	33,963	412,377	\$3,450,953	\$721,541
2016-17	1,131,879	34,698	437,145	\$3,701,634	\$702,644
2017-18	945,288	37,535	382,799	\$3,532,310	\$771,861
2018-19	981,995	39,599	441,483	\$3,533,504	\$703,061
2019-20	715,383	32,882	372,376	\$3,283,817	\$643,776
2020-21	179,456	29,994	330,124	\$3,116,232	\$323,759
2021-22	468,945	28,144	330,244	\$3,348,735	\$710,758
2022-23	515,002	30,870	343,103	\$4,252,122	\$742,743
<b>% Change FY 13-14 to FY 22-23</b>	<b>-55%</b>	<b>-6%</b>	<b>-14%</b>	<b>31%</b>	<b>14%</b>
<i>Source: National Transit Database</i>					

**Ridership**

SLO Transit ridership for FY 2013-14 through FY 2022-23 is shown in Table 10 and Figure 9. Of the ten years considered, ridership peaked in FY 2015-16 at 1,209,707 passenger-trips. Ridership had already been declining from this peak before the pandemic, decreasing by 19 percent from FY 2015-16 to FY 2018-19. This pre-pandemic transit ridership decline was a trend observed nationwide and can be attributed to factors such as low fuel costs and low interest rates that made it easier for many people to purchase and use personal vehicles. This ridership decline was then exacerbated by the pandemic; from FY 2018-19 to FY 2020-21, SLO Transit ridership decreased by 82 percent.

SLO Transit ridership has slowly recovered since the lows experienced during the pandemic. Systemwide, SLO Transit served 515,002 passenger-trips in FY 2022-23, an increase of 186 percent over FY 2020-21. Figure 10 shows how the recovery of ridership has varied by service by year. As shown, the SLO Transit routes that serve Cal Poly (Routes 3A, 3B, 4A, and 4B) have seen the greatest growth in ridership since the pandemic. This growth can be attributed to the large number of students who ride these services; ridership decreased when Cal Poly shifted to primarily remote instruction in the spring of 2020 and subsequently increased when Cal Poly returned to primarily in-person instruction during the 2021-22 school year. Ridership recovery on Routes 1B and 2B has been less consistent due to multiple service reductions resulting from the bus operator shortage.

**Figure 9: SLO Transit Historical Ridership**  
FY 2013-14 - FY 2022-23



Data from SLO Transit

**Figure 10: SLO Transit Ridership by Service**



## *Service Levels*

From FY 2013-14 to FY 2018-19, SLO Transit annual service levels increased, with the number of vehicle service hours increasing by 20 percent and the number of vehicle service miles increasing by 10 percent. These increases can be attributed to service changes implemented as a result of recommendations made in the 2016 update of the SLO Transit SRTP, including changes to the routing structure.

SLO Transit service levels have been lower in the years since the pandemic due to service reductions resulting from low ridership and the bus operator shortage. In particular, San Luis Tripper, Highland Tripper, and Route 6x operations have been suspended since the pandemic, and the Old SLO Trolley only resumed operations in FY 2023-24. As of FY 2022-23, SLO Transit vehicle service hours have decreased by 6 percent from FY 2013-14 and by 22 percent from FY 2018-19. SLO Transit vehicle service miles have decreased by 14 percent from FY 2013-14 and by 22 percent from FY 2018-19.

## *Operating Costs*

SLO Transit's operating costs increased from \$3.24 million in FY 2013-14 to \$4.25 million in FY 2022-23 (+31 percent). Operating costs first increased by 9 percent from FY 2013-14 to FY 2018-19, then costs rapidly increased by 20 percent from FY 2018-19 to FY 2022-23. The significant increase in costs observed over the last 5 years in particular is largely due to record-high inflation and the need to offer competitive job offers to recruit more employees. However, it is worth noting that the consumer price index (CPI) increased by a similar amount (30 percent) during this ten-year time period, indicating SLO Transit operating costs have not increased much more than inflation.

## *Local Revenues*

SLO Transit's local revenues, which include passenger fares and funding from Cal Poly, increased by 14 percent over the last ten years, growing from \$650,800 in FY 2013-14 to \$742,743 in FY 2022-23. Revenues declined during the pandemic as a result of the drop in ridership, however, revenues have grown in the years following. Of the ten years considered, SLO Transit's local revenues peaked in FY 2018-19 at \$771,861.

## Performance

The SLO Transit's ten-year operating data was used to calculate several performance indicators, detailed in Table 11. Trends evident from the data include:

The number of **passenger-trips per vehicle service hour** is an indicator of the relative productivity of transit service. This measure decreased by 52 percent over the last 10 years and by 33 percent over the last 5 years.

**Passenger-trips per vehicle service mile** is another indicator of productivity. This measure decreased by 47 percent over the last 10 years and by 33 percent over the last 5 years.

The **operating cost per passenger-trip** has increased by 192 percent over the last 10 years. This measure peaked in FY 2020-21 when the pandemic was in full swing and SLO Transit ridership was at its lowest but has since dropped 52 percent as ridership returned.

**Table 11: SLO Transit Performance - FY 2013-14 - FY 2022-23**

Fiscal Year	Performance			
	Passengers Per		Operating Cost per Passenger-Trip	Operating Cost per Service Hour
	Hour	Mile		
2013-14	34.6	2.9	\$2.83	\$98.09
2014-15	33.3	2.8	\$3.13	\$104.35
2015-16	35.6	2.9	\$2.85	\$101.61
2016-17	32.6	2.6	\$3.27	\$106.68
2017-18	25.2	2.5	\$3.74	\$94.11
2018-19	24.8	2.2	\$3.60	\$89.23
2019-20	21.8	1.9	\$4.59	\$99.87
2020-21	6.0	0.5	\$17.36	\$103.90
2021-22	16.7	1.4	\$7.14	\$118.99
2022-23	16.7	1.5	\$8.26	\$137.74
<b>% Change FY 13-14 to FY 22-23</b>	<b>-52%</b>	<b>-47%</b>	<b>192%</b>	<b>40%</b>
<b>% Change FY 18-19 to FY 22-23</b>	<b>-33%</b>	<b>-33%</b>	<b>129%</b>	<b>54%</b>
<i>Source: National Transit Database</i>				

The SLO Transit **operating cost per vehicle service hour** increased by 40 percent over the last 10 years and 54 percent over the last 5 years.

Overall, the ten-year performance trends reflect the impacts of the COVID-19 pandemic; SLO Transit ridership decreased, and operating costs increased as a result of the pandemic, causing negative impacts to SLO Transit’s productivity and cost efficiency.

## **SLO TRANSIT FY 22-23 OPERATIONS AND PERFORMANCE**

### **Operations**

Table 12 details SLO Transit operating data by service for FY 2022-23. The Old SLO Trolley, San Luis Tripper, Highland Tripper, and Route 6x did not operate in FY 2022-23, therefore these services are not included.

**Table 12: SLO Transit Operations by Service - FY 2022-23**

Service	Service Parameters			
	Passenger-Trips	Service Hours	Service Miles	Marginal Operating Cost
Route 1A	50,349	5,179	52,857	\$572,119
Route 1B	11,452	1,922	20,006	\$212,958
Route 2A	72,298	5,208	61,899	\$589,598
Route 2B	12,215	1,647	19,175	\$185,804
Route 3A	85,585	5,208	71,402	\$605,108
Route 3B	53,979	3,016	40,655	\$349,290
Route 4A	153,525	5,322	48,625	\$578,627
Route 4B	68,567	3,183	26,477	\$341,816
Laguna Tripper	7,032	185	2,007	\$20,631
<b>Systemwide</b>	<b>515,002</b>	<b>30,870</b>	<b>343,103</b>	<b>\$3,455,950</b>

Sources: City of San Luis Obispo, LSC.

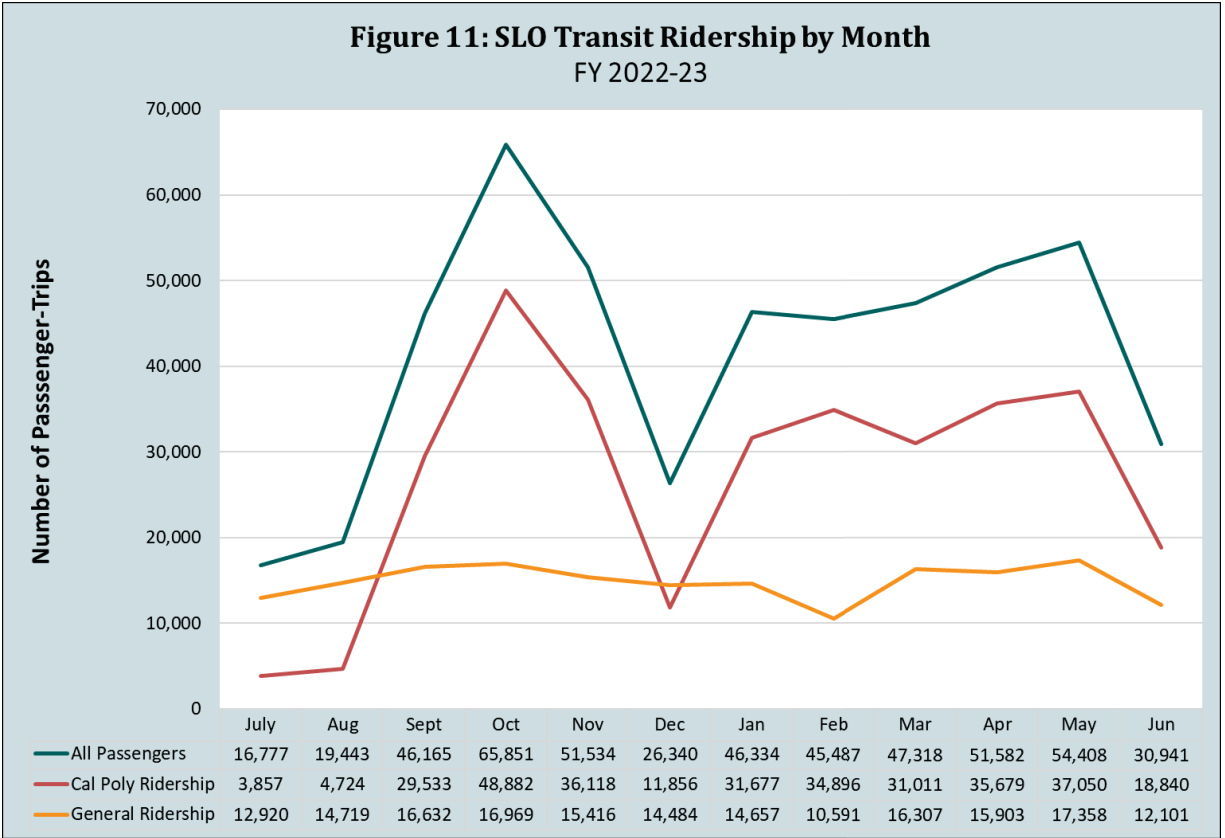
**Ridership**

SLO Transit served 515,002 passenger-trips in FY 2022-23. Route 4A had the greatest ridership, carrying 153,525 passenger-trips, or 30 percent of all annual ridership. Other routes with high ridership included Routes 3A (85,585 passenger-trips), 2A (72,298 passenger-trips), and 4B (68,567 passenger-trips). It should be noted that the generally higher ridership observed on the A routes versus the B routes is due to the A routes operating on more days of the week and for longer hours.

Figure 11 depicts how SLO Transit ridership by passenger-type varied by month. Given that such a large proportion of SLO Transit ridership is comprised of Cal Poly students and staff, SLO Transit ridership fluctuates depending on when Cal Poly is in session; in FY 2022-23, ridership was highest from September through November (Fall Quarter) and January through June (Winter and Spring Quarters). Ridership clearly dipped when the school had vacations or breaks, such as during the summer months, December, and March. General public ridership stayed relatively consistent throughout the year.

**Service Levels**

SLO Transit operated 30,870 vehicle service hours and 343,103 vehicle service miles in FY 2022-23. The A Routes required greater service levels due to having longer weekday service spans and operating on weekends. Looking at mileage, Route 3A operated the most vehicle service miles (21 percent of the systemwide total) due to the longer service span, higher service frequency during the school year, and longer route length compared to many of the other SLO Transit routes.



### Operating Costs

To determine the SLO Transit operating cost by service, the FY 2022-23 adopted budget was used to develop an operating cost model. Each SLO Transit operating expense was allocated to the service quantity (vehicle service hours or vehicle service miles) upon which it is most dependent. The costs not dependent on service levels were designated as fixed costs. The costs were then divided by FY 2022-23 service levels to yield the following formula:

$$\text{FY 2022-23 SLO Transit Operating Cost Model} = \$93.81 \times \text{annual vehicle service hours} + \\ \$1.63 \times \text{annual vehicle service miles} + \\ \$796,172 \text{ in fixed costs}$$

The cost model was used to calculate the marginal operating costs of each SLO transit route, as shown in Table 12. Overall, the A Routes were more expensive than the B Routes or Laguna Tripper due to the greater service levels. Route 3A was the most expensive SLO Transit service in FY 2022-23 (\$605,108) because of the large number of vehicle service hours and miles required for operations. The Laguna Tripper was the least expensive service (\$20,631), as the service consisted of only two trips per weekday during the school year.

### Performance Analysis

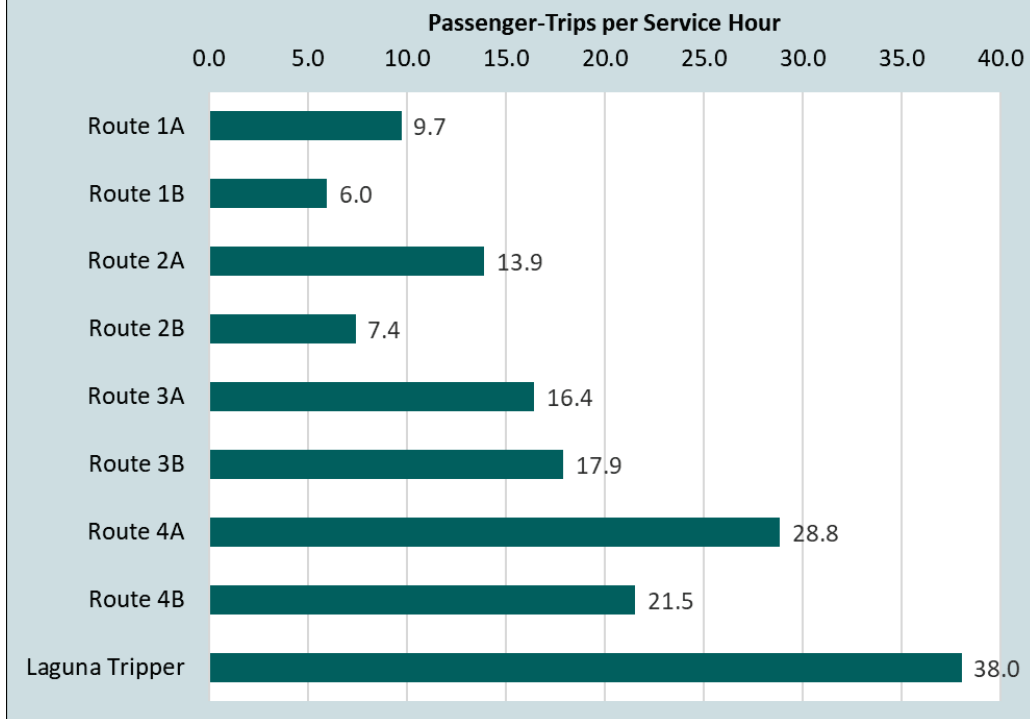
Table 13 and Figures 12 through 14 show FY 2022-23 performance indicators for each SLO Transit service. Important trends to note from the service-specific performance analysis are as follows:

**Table 13: SLO Transit Performance by Service - FY 2022-23**

Service	Performance		Marginal Operating Cost per Passenger-Trip	Marginal Operating Cost per Service Hour
	Passengers Per Hour	Mile		
Route 1A	9.7	1.0	\$11.36	\$110.47
Route 1B	6.0	0.6	\$18.60	\$110.80
Route 2A	13.9	1.2	\$8.16	\$113.21
Route 2B	7.4	0.6	\$15.21	\$112.81
Route 3A	16.4	1.2	\$7.07	\$116.19
Route 3B	17.9	1.3	\$6.47	\$115.81
Route 4A	28.8	3.2	\$3.77	\$108.72
Route 4B	21.5	2.6	\$4.99	\$107.39
Laguna Tripper	38.0	3.5	\$2.93	\$111.52
<b>Systemwide</b>	<b>16.7</b>	<b>1.5</b>	<b>\$6.71</b>	<b>\$111.95</b>

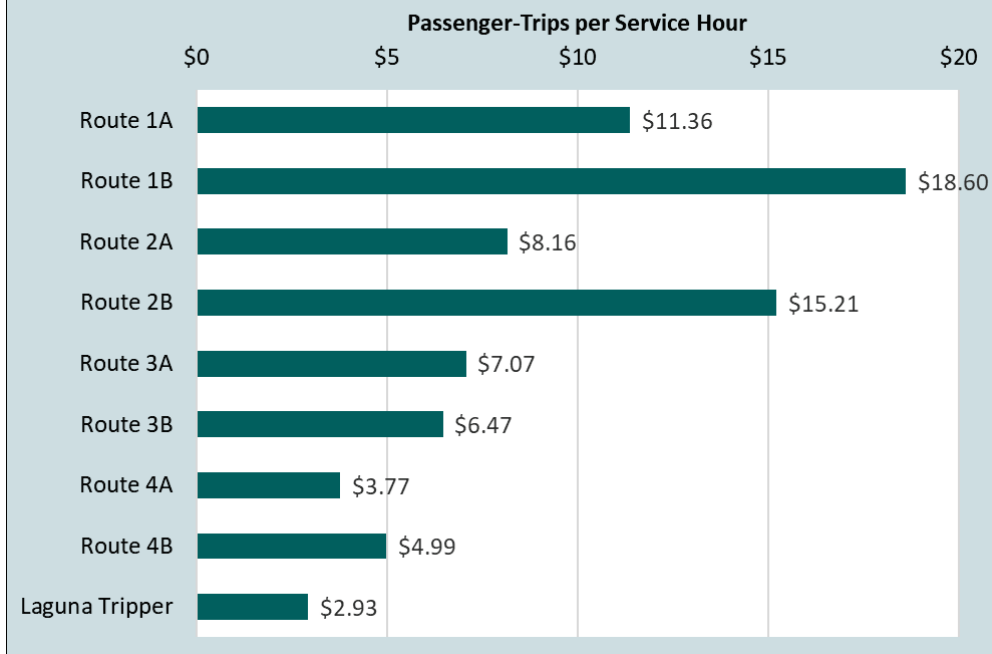
Sources: City of San Luis Obispo, LSC.

**Figure 12: SLO Transit Passenger-Trips per Service Hour  
FY 22-23**

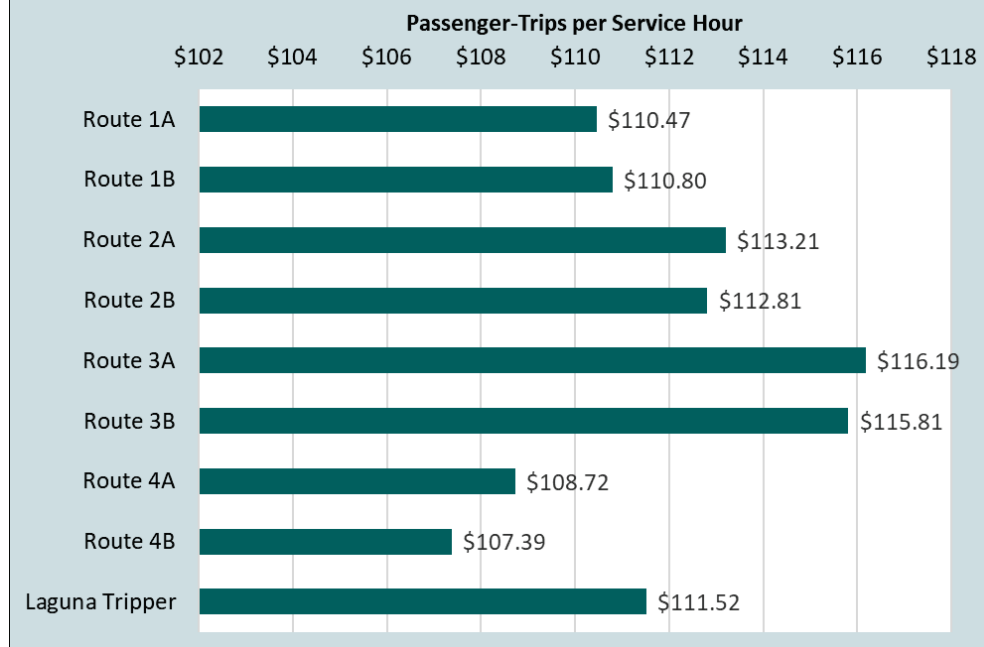




**Figure 13: SLO Transit Marginal Operating Cost per Passenger-Trip**  
FY 22-23



**Figure 14: SLO Transit Marginal Operating Cost per Service Hour**  
FY 22-23



Systemwide, SLO Transit served 16.7 **passenger-trips per vehicle service hour** in FY 2022-23. The most productive routes, based on this metric, were the Laguna Tripper (38.0 passenger-trips per hour), Route 4A (28.8), and Route 4B (21.5), three services that are all highly utilized by students. The least productive routes were Routes 1B (6.0 passenger-trips per hour) and 2B (7.4).

SLO Transit carried 1.5 **passenger-trips per vehicle service mile** in FY 2022-23. The Laguna Tripper, Route 4A, and Route 4B all served more passenger-trips per vehicle service mile than the systemwide total. Considering this performance measure, Routes 1B (0.6 passenger-trips per mile) and 2B (0.6) were also the least productive services.

The SLO Transit FY 2022-23 **marginal operating cost per passenger-trip** was \$6.71. The Laguna Tripper was the most cost-efficient service (\$2.93 per passenger-trip), followed by Route 4A (\$3.77) and Route 4B (\$4.99). The most expensive service per passenger-trip was Route 1B (\$18.60), followed by Route 2B (\$15.21) and Route 1A (\$11.26).

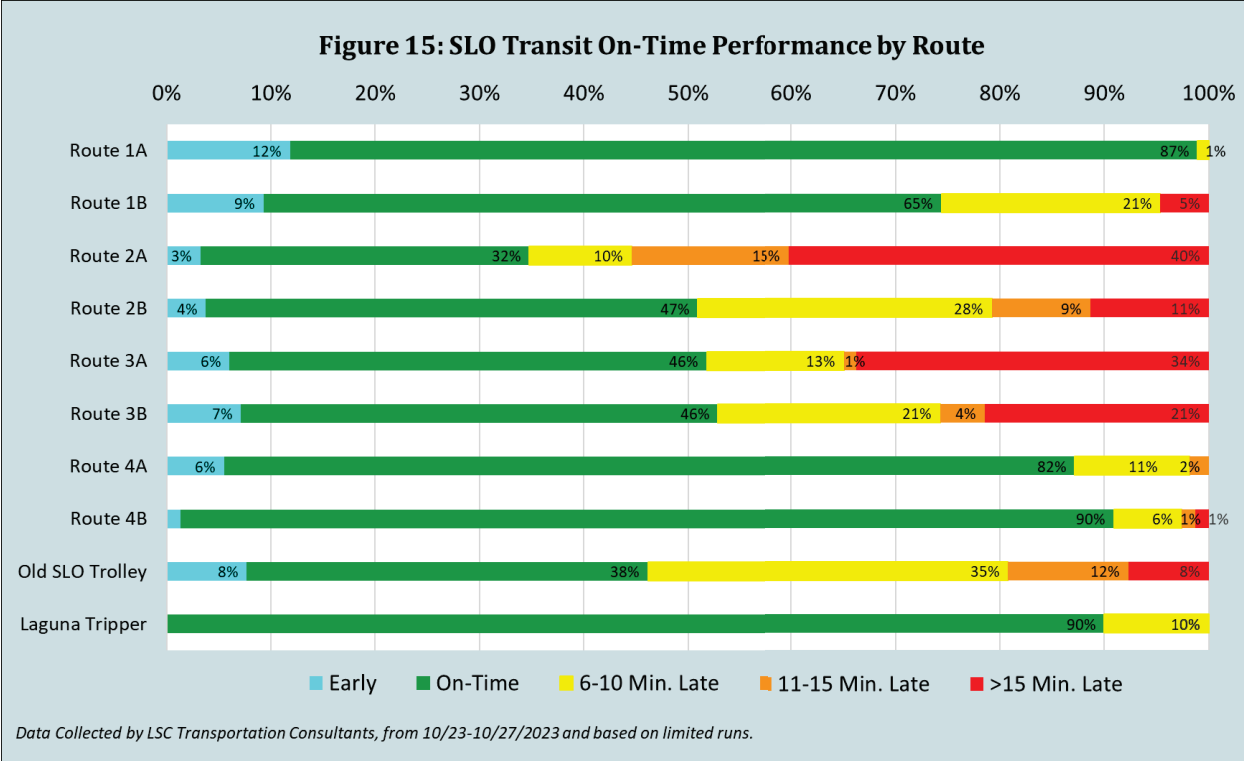
The **marginal operating cost per vehicle service hour** was similar across the various SLO Transit services, ranging from \$107.39 on Route 4B to a high of \$116.19 on Route 3A. Generally, this measure was lower on the low-mileage routes (Routes 4 A/B, 1 A/B, and the Laguna Tripper) and higher on the high-mileage routes (Routes 3 A/B and 2 A/B).

In sum, the SLO Transit services which are catered to Cal Poly and local K-12 students (Routes 3 A/B, 4 A/B, and the Laguna Tripper) were more productive and cost-efficient compared to other services.

### ***On-Time Performance***

LSC recorded SLO Transit's on-time performance by service during October 2023 as a part of the greater onboard passenger survey effort conducted for the SRTP (Appendix D). Figure 15 shows the proportion of timepoint stops that were early, on-time, 6 to 10 minutes late, 11 to 15 minutes late, or more than 15 minutes late as measured by what time the bus departed from established timepoints. The on-time performance data shown was collected during the equivalent of one weekday of service, so the data reflects a limited number of runs.

Based on the data collected by LSC, Routes 1A, 4A, 4B, and the Laguna Tripper had the best on-time performance, as they were on-time for 80 percent or more of the timepoint stops. Routes 1A and 1B left the timepoints early more frequently than any other services. Route 2A (65 percent) and the Old SLO Trolley (54 percent) had the largest proportions of timepoints for which the bus left late. Routes 2A (40 percent), 3A (34 percent), and 3B (21 percent) had the largest proportions of timepoints for which the bus left more than 15 minutes late. While this data is based on limited runs, it suggests that on-time performance is a challenge for SLO Transit, especially on Routes 2 A/B and 3 A/B. On-time performance is an important aspect of service quality and reliability, therefore the SLO Transit SRTP will consider service modifications to improve on-time performance.



**FINDINGS**

During the last ten years, SLO Transit operations and performance were significantly impacted by the COVID-19 pandemic, as well as by the subsequent nationwide bus operator shortage and rise in inflation. SLO Transit ridership declined during the COVID-19 pandemic due to the widespread implementation of remote work and school structures across the region, including at Cal Poly. SLO Transit reduced service levels in response to the reduced demand, however, the shortage of bus operators has made it difficult to reinstate pre-COVID service levels. Multiple years of high inflation rates also resulted in SLO Transit operating costs increasing at a rapid rate.

Since the peak of the pandemic in FY 2020-21, SLO Transit systemwide performance has slowly improved with the return of both local and Cal Poly ridership. In FY 2022-23, SLO Transit served 515,002 passenger-trips. Productivity increased to 16.7 passenger-trips per vehicle service hour and 1.5 passenger-trips per vehicle service mile. The best-performing SLO Transit services in FY 2022-23, in terms of productivity and cost-efficiency, were Routes 4A/B, Routes 3A/B, and the Laguna Tripper. In regard to on-time performance, Routes 1A, 4A, 4B, and the Laguna Tripper were the best performing.

Looking forward, it is likely that more than minor service modifications will be needed to increase SLO Transit ridership to the levels necessary to achieve the City of San Luis Obispo’s adopted goal of a 12 percent transit mode split. The analyses presented in this Chapter highlight service inefficiencies that should be addressed to increase the reliability and utility of the service for both existing passengers as well as potentially new passengers. The public and stakeholder input summarized in Appendices C, D, and E provides additional insight beyond the analyses presented in this Chapter about how SLO Transit could potentially improve to further attract discretionary ridership.

*This page intentionally left blank.*

## SLO TRANSIT SERVICE ALTERNATIVES

### INTRODUCTION

In this chapter, service alternatives for SLO Transit are presented. The alternatives are based on public input and the recommendations of related studies, including the recent *SLO Transit Innovations (Transit Innovations) Study (2024)*. Given the City’s goal of achieving a 7 percent transit mode split by 2030 and 12 percent transit mode split by 2035, many of the service alternatives are designed to increase ridership. Each alternative is evaluated as a stand-alone option in this chapter; the combined impacts of the recommended plan elements will be detailed in the Draft SLO Transit SRTP.

The following discussion of SLO Transit service alternatives is organized by the type of change proposed. Changes to service frequency are discussed first, followed by potential changes to service hours. Then, options for introducing microtransit service to San Luis Obispo are presented, followed by routing alternatives. The various alternatives are then compared using the new performance standards recommended in WP2. For each alternative, the impacts on ridership and operating costs are estimated. Ridership and cost estimates assume implementation in FY 2025-26 and are based on the following parameters:

1. The projected SLO Transit FY 2025-26 operating budget, as presented in the City of San Luis Obispo 2023-25 Financial Plan Supplement, was used to estimate the operating costs of each existing service assuming no change to service levels (“status quo” scenario). The per-hour and per-mile costs were then used to estimate the cost impacts of the various alternatives, per the following equation:

$$\text{Change in SLO Transit Marginal Operating Cost} = \$50.22 \times \text{Change in Vehicle Service Hours} \\ + \$2.23 \times \text{Change in Vehicle Service Miles}$$

For the alternatives evaluations which follow, operating cost estimates represent “marginal” costs. In other words, fixed costs are excluded from the analysis unless identified specifically. The reason for looking at marginal costs of potential changes or improvements is that fixed costs (such as administrative staff salaries, utilities, and supplies) will not change if service levels are increased or decreased. However, fuel/maintenance costs (cost per mile) and driver salary costs (costs per hour) will increase incrementally as vehicle hours and miles are increased. Fixed costs and capital costs will be included in the discussion when the Draft Financial Plan is prepared.

2. Ridership estimates are based on projected full-year SLO Transit FY 2023-24 ridership, expected population growth in San Luis Obispo County during the next two years, ridership data from peer systems, and standard transit demand elasticity factors, depending on the alternative. Elasticity is an economic term which measures the change in behavior of one variable in response to the change in a related variable. For example, if service levels are doubled, historical data has shown that ridership will not double, but rather increase by around 47 percent. Elasticity factors vary for different variables such as headways, total travel time or transfer time. Variation has also been found in urban areas vs. suburban areas or during peak or non-peak periods. *The Transit Cooperative Research Program (TCRP) Report 95 Traveler Response to*

*Transportation System Changes Chapter 9 – Transit Scheduling and Frequency* is a good resource for transit elasticity factors.

3. Service was assumed to include 180 academic year weekdays, 81 non-academic year weekdays, 52 Saturdays/holidays, and 52 Sundays, unless otherwise noted.
4. The assumed average cash fares received per boarding on each route are shown in Table 14. The average cash fare values were calculated by dividing the total annual cash fare revenue received on the route during FY 2022-23 by total annual boardings. The average cash fare estimates do not account for fees received from Cal Poly.

**Table 14 : SLO Transit Average Cash Fare per Boarding by Route**  
FY 2022-23

	Boardings	Cash Fares	Average Cash Fare per Boarding
Route 1A	50,349	\$51,823.37	\$1.03
Route 1B	11,452	\$9,381.51	\$0.82
Route 2A	72,298	\$72,317.92	\$1.00
Route 2B	12,215	\$12,348.40	\$1.01
Route 3A	85,585	\$27,594.63	\$0.32
Route 3B	53,979	\$14,563.33	\$0.27
Route 4A	153,525	\$11,662.94	\$0.08
Route 4B	68,567	\$4,780.27	\$0.07
Laguna Tripper	7,032	\$2,048.69	\$0.29
<b>Systemwide</b>	<b>515,002</b>	<b>\$206,521</b>	<b>\$0.40</b>

*Source: SLO Transit*

## SERVICE FREQUENCY ALTERNATIVES

The Transit Innovations Study recommended increasing service frequency to improve service quality and increase ridership. Additionally, more frequent service was one of the most requested improvements during the onboard passenger survey (42 percent of respondents), corroborating that improving service frequency would likely benefit SLO Transit ridership. This section considers alternatives to increase SLO Transit service frequency. The options discussed demonstrate the wide range of potential impacts that can result from increasing service frequency to differing extents. The service frequency alternatives are summarized in Table 15.

**Table 15: SLO Transit - Service Frequency and Span Alternatives**

	Change in Annual Service						
	Ridership	Service Hours	Service Miles	Marginal Operating Cost	Cash Fare Revenues <sup>2</sup>	Operating Subsidy	Additional Buses Needed
<b>Status Quo<sup>1</sup></b>							
Route 1A	55,900	5,300	50,700	\$379,100	\$57,500	\$321,600	
Route 1B	20,000	3,100	29,900	\$222,300	\$16,400	\$205,900	
Route 2A	80,300	5,300	57,900	\$395,100	\$80,300	\$314,800	
Route 2B	22,100	3,100	33,200	\$229,600	\$22,300	\$207,300	
Route 3A	94,700	6,300	82,400	\$499,900	\$30,500	\$469,400	
Route 3B	65,700	4,900	61,700	\$383,500	\$17,700	\$365,800	
Route 4A	152,800	5,500	47,800	\$382,600	\$11,600	\$371,000	
Route 4B	70,900	4,000	31,000	\$269,900	\$4,900	\$265,000	
Laguna Tripper	10,100	200	2,000	\$14,500	\$2,900	\$11,600	
Old SLO Trolley	1,600	300	1,800	\$19,100	\$600	\$18,500	
<i>System Total</i>	<i>574,100</i>	<i>38,000</i>	<i>398,400</i>	<i>\$2,795,600</i>	<i>\$244,700</i>	<i>\$2,550,900</i>	
<b>Service Frequency and Span Alternatives - Change from Status Quo<sup>3</sup></b>							
<b>Increase Route 4 Frequency During Academic Year</b>							
Increase Route 4A Frequency - 8:00 AM - 10:00 AM	4,200	300	2,300	\$20,200	\$300	\$19,900	1
Increase Route 4B Frequency - 3:00 PM - 5:00 PM	3,900	300	2,100	\$19,700	\$300	\$19,400	1
<i>Net Impact (Combined 4A and 4B)</i>	<i>8,100</i>	<i>600</i>	<i>4,400</i>	<i>\$39,900</i>	<i>\$600</i>	<i>\$39,300</i>	<i>1</i>
<b>Double Service Frequency on Routes 1, 2, 3, 4 (A &amp; B)</b>							
Full Service Day, Year-Round	208,300	33,500	347,000	\$2,455,000	\$83,500	\$2,371,500	8
8:00 AM to 6:00 PM, Weekdays, Year-Round	119,700	19,600	234,200	\$1,505,800	\$48,000	\$1,457,800	8
Full Service Day, Weekdays, Academic Year	153,600	20,900	231,700	\$1,565,500	\$61,600	\$1,503,900	8
<b>Double Service Frequency on Rts 1A, 2A, 3A, 4A</b>							
Full Service Day, Weekdays, Academic Year	89,600	11,300	133,800	\$865,400	\$35,900	\$829,500	4
<b>Double Service Frequency on Routes 3A, 3B, 4A, 4B</b>							
Full Service Day, Weekdays, Academic Year	101,200	11,600	136,100	\$885,600	\$40,600	\$845,000	4
<b>Extend Weekday Evening Service on A Routes</b>							
Extend Service to 12:00 AM - Academic Year	5,100	1,000	10,900	\$74,500	\$2,000	\$72,500	0
Extend Service to 10:00 PM - Non-Academic Year	2,200	700	7,000	\$50,700	\$900	\$49,800	0
<b>Expand Service on B Routes</b>							
Operate B Routes on Weekends - 7:45 AM - 8:00 PM	39,600	3,200	46,000	\$263,100	\$15,900	\$247,200	0
Operate 3B and 4B on Weekends	29,400	1,600	25,300	\$136,700	\$11,800	\$124,900	0
Extend Routes 1B and 2B until 10:00 PM - Weekdays, Academic Year	4,000	1,400	14,500	\$102,600	\$1,600	\$101,000	0
<b>Provide Academic Year Service Levels Year-Round</b>	16,300	2,300	26,400	\$174,300	\$6,500	\$167,800	0
<p>Note 1: Status quo operations are based on FY 2023-24 ridership through 3/31/24 and expected annual population growth. Service estimates are based on FY 2022-23 operating parameters. Cost estimates are based on the projected FY 2025-26 SLO Transit budget and the SLO Transit cost model.</p> <p>Note 2: The average cash fare per boarding by route is detailed in Table 13.</p> <p>Note 3: Parameters and costs represent change over existing services. Estimates represent marginal costs and do not include fixed costs.</p>							

## **Increase Route 4 Frequency During Academic Year**

Routes 4A and 4B serve northeast San Luis Obispo, connecting downtown and the Cal Poly campus with residential areas along Foothill Boulevard, Highland Drive, and Grand Avenue. Service is operated on a 45-minute loop, using one bus in each direction. Route 4 is the most popular SLO Transit service; Route 4A is projected to provide upwards of 152,000 passenger-trips in FY 2025-26, and Route 4B is projected to provide 70,000 passenger-trips. Increasing service frequency during peak travel periods would likely further benefit ridership and improve connectivity between downtown and Cal Poly.

### ***Increase Route 4A Frequency – 8:00 AM – 10:00 AM***

Ridership is quite high on Route 4A (clockwise direction), particularly on the runs departing the Government Center at 8:15 AM, 10:30 AM, and 11:15 AM, all of which were observed to carry more than 50 passengers. Given this high demand, the City could increase service frequency on weekday mornings during the academic year by adding two new runs departing the Government Center at 8:30 AM and 9:15 AM.

Operating the two additional Route 4A runs would increase the City's marginal operating cost by \$20,200 per year. An elasticity analysis based on existing ridership during this service period indicates that ridership would be increased by an estimated 4,200 boardings per year, generating \$300 in additional cash fares (not accounting for the fare revenue agreement with Cal Poly). Note that there could be additional ridership generated by potential passengers who currently do not use the existing service due to crowding. This alternative would require an additional peak bus.

### ***Increase Route 4B Frequency – 3:00 PM – 5:00 PM***

Route 4B, which operates in the counterclockwise direction, carries particularly high passenger loads on the 4:00 PM and 4:45 PM runs (50 passengers each). Adding two additional runs departing the Government Center at 4:15 PM and 5:00 PM on weekdays in the academic year could expand capacity and improve convenience during the afternoon peak ridership period. The annual marginal operating subsidy for the two runs would be \$19,400 per year, based on the increase to service levels and fare revenue. Adding Route 4B service in the afternoon would require an additional peak bus (though this could be the same bus added for the 4A additional runs in the morning). It is estimated the runs would provide 3,900 passenger-trips per year.

## **Double Service Frequency on All Regular Routes**

A more substantial service increase would be to double service frequency on all regular SLO Transit fixed routes (Routes 1 A/B, 2 A/B, 3 A/B, and 4 A/B). At present, SLO Transit service frequencies are relatively low for an urban transit system, consisting of hourly service on Routes 1, 2, and 3 and service every 45 minutes on Route 4. Doubling service would result in bus service every 30 minutes on Routes 1, 2, and 3A and every 22.5 minutes on Route 4. The increase in ridership would help to achieve sustainability goals, including the Transit Innovations Study goal to increase transit mode split to 7 percent by 2030. As discussed below, three options for doubling service frequency were considered.



### ***Full Day, Year-Round***

Doubling service frequency on all regular SLO Transit routes for the full-service day, year-round would result in a significant increase to the City's marginal operating cost; service levels would increase by 33,500 vehicle service hours and 347,000 vehicle service miles per year, requiring \$2.45 million in operating funds. Eight additional vehicles would also be needed throughout the entire service day, which would require the City to expand its existing fleet and hire more bus operators. The drastic increase to service frequency would also have a significant impact on ridership, as elasticity analyses indicate that systemwide ridership would grow by 208,300 passenger-trips per year, equal to a 40 percent increase in ridership on Routes 1 through 4.

The additional fleet would also expand the required capacity of the SLO Transit maintenance facility, with regard to bus storage, charging, and maintenance work bays. Accommodating a doubling of frequency could also exceed the capacity of the Downtown Transit Center. At present, the 5-bus capacity of the DTC is adequate to serve the hourly service on Routes 1, 2, and 3 (as well as the other services) by offsetting the "A" buses 30 minutes from the "B" buses. Simply adding new runs 30 minutes off of the existing service times (to provide desirable consistent 30-minute headways) would result in six buses onsite for Routes 1 through 3, as well as up to two buses for Route 4, as well as less frequent buses for the tripper and express services. While the peak number of buses at the DTC could be reduced by changing the schedules for some or all of the additional services, this would result in unbalanced service times and a loss in transfer opportunities.

### ***8:00 AM – 6:00 PM, Weekdays, Year-Round***

SLO Transit ridership, like many transit systems, is lower in the early morning and later evening. To ensure the more effective use of resources, the City could double the service frequency from 8:00 AM to 6:00 PM on weekdays only. This service enhancement would increase service levels by 19,600 vehicle service hours and 234,200 vehicle service miles annually at a marginal operating cost of \$1.5 million. To estimate the ridership impact, elasticity analyses for each route on the proportion of ridership that occurs from 8:00 AM to 6:00 PM. In sum, doubling service frequency during the weekday daytime hours would increase systemwide ridership by 119,700 passenger-trips per year, equal to a 23 percent increase in ridership on Routes 1 through 4. The implications on capital needs discussed for the first of these options would be the same for this option.

### ***Full Day, Weekdays, Academic Year***

Most SLO Transit ridership occurs during the Cal Poly academic year. Another means to double service frequency but concentrate resources during periods of high ridership would be to double service frequency on weekdays during the academic year. Annual service levels would increase by 20,900 vehicle service hours and 231,700 vehicle service miles. Elasticity analyses indicate that annual ridership would increase by 153,600 passenger-trips (a 30 percent increase in total ridership for Routes 1 through 4), therefore the net financial impact would be a \$1.56 million increase to the SLO Transit marginal operating subsidy. The capital needs to expand the fleet, fleet facilities and passenger facilities would be the same as discussed for the previous alternatives.

### **Double Service Frequency on All A Routes, Full Weekdays, Academic Year**

In consideration of the high operating cost and capital impacts of full doubling of frequency, another option was evaluated that focuses on doubling the frequency of the four “A” routes, leaving the “B” routes unchanged. This has the advantage of providing equitable improvement of service across the SLO Transit service area. This option focuses the service improvement across the full weekday span of service, within the academic year only. Ridership impacts were evaluated based on an elasticity analysis of the A routes only, with a reduction included to reflect the proportion of existing A route ridership that transfers to and from the B routes (based on the onboard survey). This option would require an additional 11,300 vehicle-hours and 133,800 vehicle miles of service annually. Ridership would be increased by 89,800 boardings per year. The total operating subsidy would be increased by \$829,500 annually, and four additional buses would need to be operated.

### **Double Service Frequency on Routes 3A, 3B, 4A, 4B, Full Weekdays, Academic Year**

Another approach to a partial increase in service frequency would be to focus additional service on the two best performing of the four main routes, specifically Routes 3 and 4 (both A and B directions), for the full span of service in the academic year. This option would increase service by 11,600 vehicle-hours and 136,100 vehicle-miles per year. Considering the impact of no availability of direct transfers between Routes 3 and 4 and Routes 1 and 2, ridership would be increased by 101,200 boardings per year. Operating subsidies would be increased by \$845,000 annually, and four additional buses would need to be in operation at peak times.

## **SPAN OF SERVICE ALTERNATIVES**

The next set of SLO Transit alternatives focuses on the “span of service,” or the hours that transit services operate. Passengers requested multiple changes to the SLO Transit span of service during the onboard passenger survey; the most requested service improvements were later evening service (54 percent of respondents), more frequent service (42 percent), additional Saturday service (39 percent), and additional Sunday service (32 percent). The span of service alternatives is also summarized in Table 15.

### **Extend Weekday Evening Service on A Routes**

To provide residents with a later-night transit option, two alternatives for extending service on Routes 1A, 2A, 3A, and 4A were considered.

#### ***Extend Service to 12:00 AM – Academic Year***

Currently, the last departures on weekdays during the academic year on the A Routes occur at 9:15 PM (Routes 1A and 2A), 10:15 PM (Route 3A), and 10:30 (Route 4A), terminating the last runs 45 minutes later. Extending service on all four A Routes until midnight would add Route 1A and Route 2A departures at 10:15 PM and 11:15 PM and Route 3A and 3B departures at 11:15 PM. Based on late evening ridership on transit services at other California universities, this additional service is estimated to increase ridership by 5,100 boardings per year. While it would not require additional vehicles to

operate, the increase in service hours and miles would result in an increase in operating costs of \$74,500 per year.

### ***Extend Service to 10:00 PM – Non-Academic Year***

During the non-academic year, the last runs start at 7:15 PM on Routes 1A, 2A, and 3A and 7:30 PM on Route 4A. Extending service until roughly 10:00 PM would require operating two additional runs on Routes 1A, 2A, and 3A, and three additional runs on Route 4A. An evaluation of ridership by hour in the academic versus non-academic year as well as ridership patterns in typical small urban areas indicates that these additional runs would generate 2,200 passenger-trips per year. Annual operating costs would be increased by \$50,700. No additional buses would be required.

### **Expand Service on B Routes**

#### ***Operate B Routes on Weekends – 7:45 AM – 8:00 PM***

The four counterclockwise B routes do not operate on weekends. As a result, service is limited to the large one-way A routes. While the fact that some key corridors are served by more than one A route (such as DTC – Foothill Boulevard or DTC – Madonna Road) still provides some direct bi-directional service, other trips can require a long travel time around the majority of the one-way A loop. As an example, a trip between the DTC and Broad/Santa Barbara requires a 34-minute in-vehicle travel time on Route 4A, compared to only seven minutes when Route 4B is operating. In addition, some stops (such as the Amtrak Station) are served only on B routes and thus do not have any service on weekends. The reduction in service also effectively reduces the available frequency of service.

Operating all four B routes on Saturdays and Sundays (as well as holidays on which weekend service is provided) would incur an annual operating cost of \$263,100. An evaluation of the weekday versus weekend ridership on the A routes during the same service span as well as the existing weekday B ridership by route indicates that overall ridership would increase by 39,600 passenger-trips per year. Note that no additional buses would be required to provide this service expansion.

#### ***Operate Routes 3B and 4B on Weekends***

Another option would be to focus the additional B Route weekend service on Routes 3 and 4, which have the highest ridership. This would result in an annual marginal operating cost increase of \$136,700 and an increase in annual ridership of 29,400. This option performs the best out of all the weekend options.

### ***Extend Routes 1B and 2B until 10:00 PM – Weekdays, Academic Year***

While Routes 3A and 4B provide departures up until 10:00 PM on weekdays during the academic year, the last Route 1B and Route 2B departures of the day currently are provided at 5:45 PM, reducing the convenience of transit services for the southern portions of San Luis Obispo by increasing travel times, reducing frequency and eliminating service to some stops. Consistent B route service could be provided

throughout the city by operating an additional 4 daily trips of Routes 1B and 2B on academic weekdays, with the last departures at 9:45 PM.

An analysis of ridership on existing services on weekday evenings during the academic year indicates that operating these additional runs would serve approximately 4,000 additional passenger-trips per year. While additional buses would not be required, annual operating costs would be increased by \$102,600 annually.

### ***Provide Existing Academic Year Span of Service Year Round***

Cal Poly administration has indicated plans to expand class offerings and associated student activity levels in the summer. While specific details have yet to be defined, it is worthwhile to evaluate the cost and baseline ridership impacts of providing the same span and level of service currently offered in the academic year over the entire year. This would increase annual vehicle-hours by approximately 2,400 and annual vehicle-miles by approximately 26,400. Baseline additional ridership is estimated based on existing average productivity in the non-academic year (7.1 passenger-trips per vehicle service hour), yielding a total increase of 16,300. Note that there may be additional increases in ridership generated by an increase in summer Cal Poly activity. Overall, annual operating costs would be increased by \$174,300. No additional fleet would be required. This option also has the benefit of providing more consistent year-round driver schedules, which has the potential to increase driver retention.

## **ROUTING AND MICROTRANSIT ALTERNATIVES**

Another set of alternatives were considered regarding route realignments and the provision of microtransit service. These alternatives are summarized in Table 16.

### **Implement Evening Microtransit Pilot in Southeast San Luis Obispo**

Microtransit is a relatively new form of demand response public transit. Through the use of technology and phone apps, it is possible for a passenger to request a ride “on-demand” within certain areas and certain times. The benefit of microtransit is that it is not limited to a set route with set stops, but rather passengers can be picked up at their curb and dropped off at the curb of their destination. This allows homes on the outlying edges of neighborhoods to be served more directly. The disadvantage of microtransit is that if there is high demand for service, there could be a 30-minute or longer wait for a ride. Passengers who depend on public transit to travel to work or appointments at specific times may find microtransit less convenient.

Microtransit has been successful in areas that are not easily served by a fixed route, low productive fixed routes or during the evenings and weekends, when there is less demand. Generally, SLO Transit Routes are very productive and therefore, it is not cost effective to replace the fixed routes with on-demand microtransit. However, the option of microtransit in the evening, when demand is typically lower, was explored.

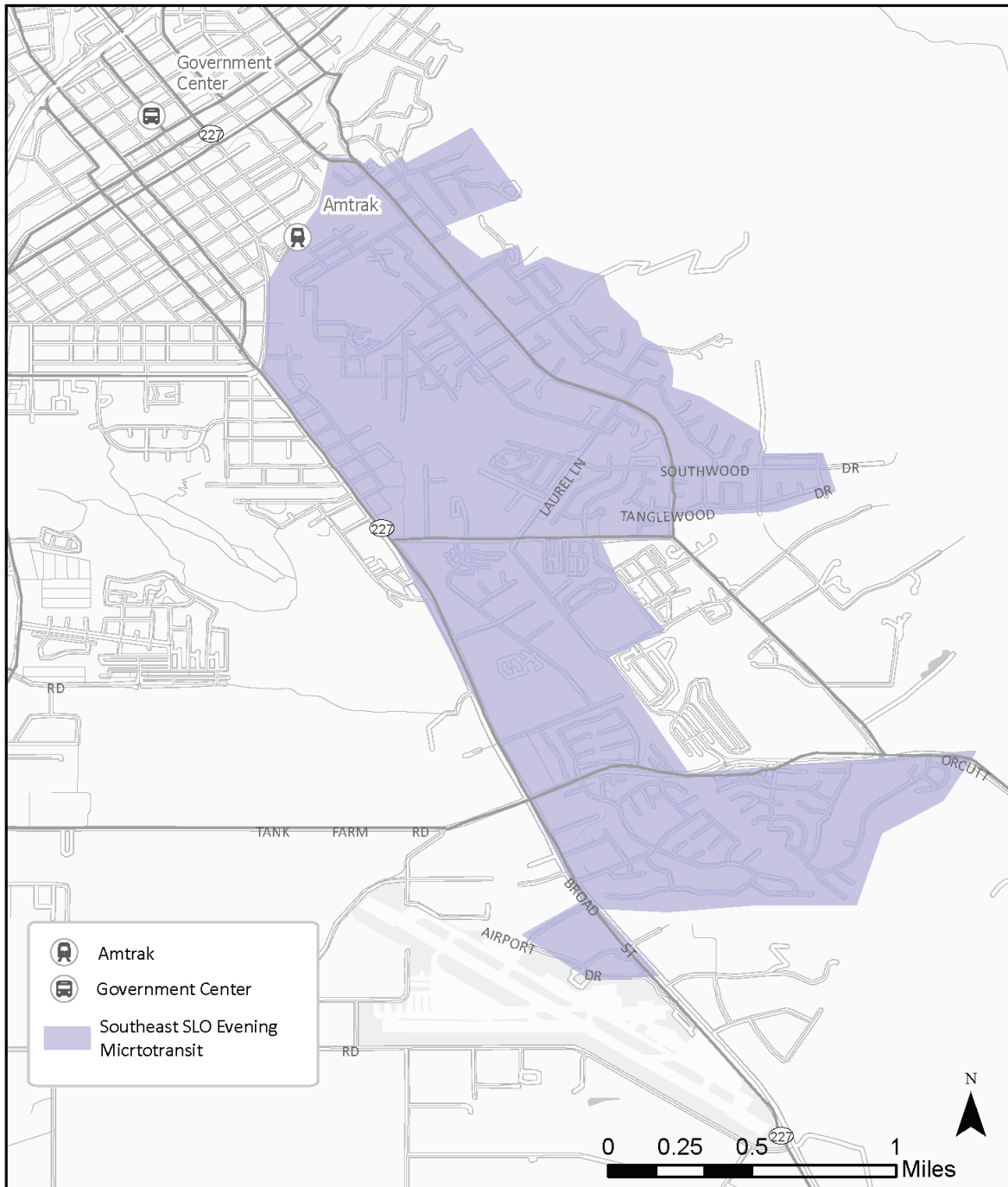
As part of this alternative, replacing Route 1A with microtransit service between the hours of 7 PM and 9 PM on a year-round basis was reviewed. Currently, Route 1B ends service at 6:30 PM. Therefore, hourly service is only available in the clockwise direction between 7 PM and 9 PM. Routes 1A and 1B

serve residences in southeast San Luis Obispo as well as the San Luis Airport. Figure 16 presents an example microtransit service area.

In order to serve the level of transit demand currently seen on Route 1A during the evening hours, two vehicles would be needed to provide service between 7 PM and 9 PM and only one vehicle would be needed during the 9 PM hour. This would cost an additional \$33,600 annually in operating costs (including the costs of the annual technology license). As SLO Transit does not currently have small vehicles in its fleet, two vans would also need to be procured to operate this service.

Given the fact that curb to curb service would be available, around 250 more homes could be served directly with microtransit than with the fixed route. Therefore, there would be a small increase in ridership over the existing Route 1A evening ridership by around 100 trips per year. As development progresses along Tank Farm Road, this microtransit service area could be expanded. However, as demand for service increases, another vehicle would be required, further increasing costs.

**Figure 16**  
**Southeast SLO Evening Microtransit**



## **Implement Late Night Microtransit Pilot - Academic Year**

Microtransit could be more widely applied to the entire city as a “Late Night” service. SLO Transit services are not available past 11 PM and only Routes 3 and 4 operate this late during the academic year. The general geographic extent of a potential city-wide late night microtransit service area is displayed in Figure 17. As part of this alternative, microtransit would be available between 10 PM and midnight during the academic year. In order to maintain a reasonable level of cost, this alternative assumes that three vans would be used for an annual operating cost of \$122,800 if service is provided only on weekdays during the academic year and \$160,600 if service is provided 7 days a week during the academic year (only two peak vehicles would be required). Ridership was estimated by reviewing ridership by hour on other microtransit services. For the weekday scenario around 4,700 trips are estimated. If late night microtransit were operated 7 days/week, roughly 7,100 trips could be carried.

If implemented, this should be a one-to-two-year pilot program. Again, three vans would need to be procured, if the current contractor is used. Alternatively, some areas have had success in procuring a separate contractor who specializes in microtransit to operate as a “turnkey” service. Under this scenario, the City would not have to purchase new vehicles or the microtransit software, as it would be included in the total cost of the contract.

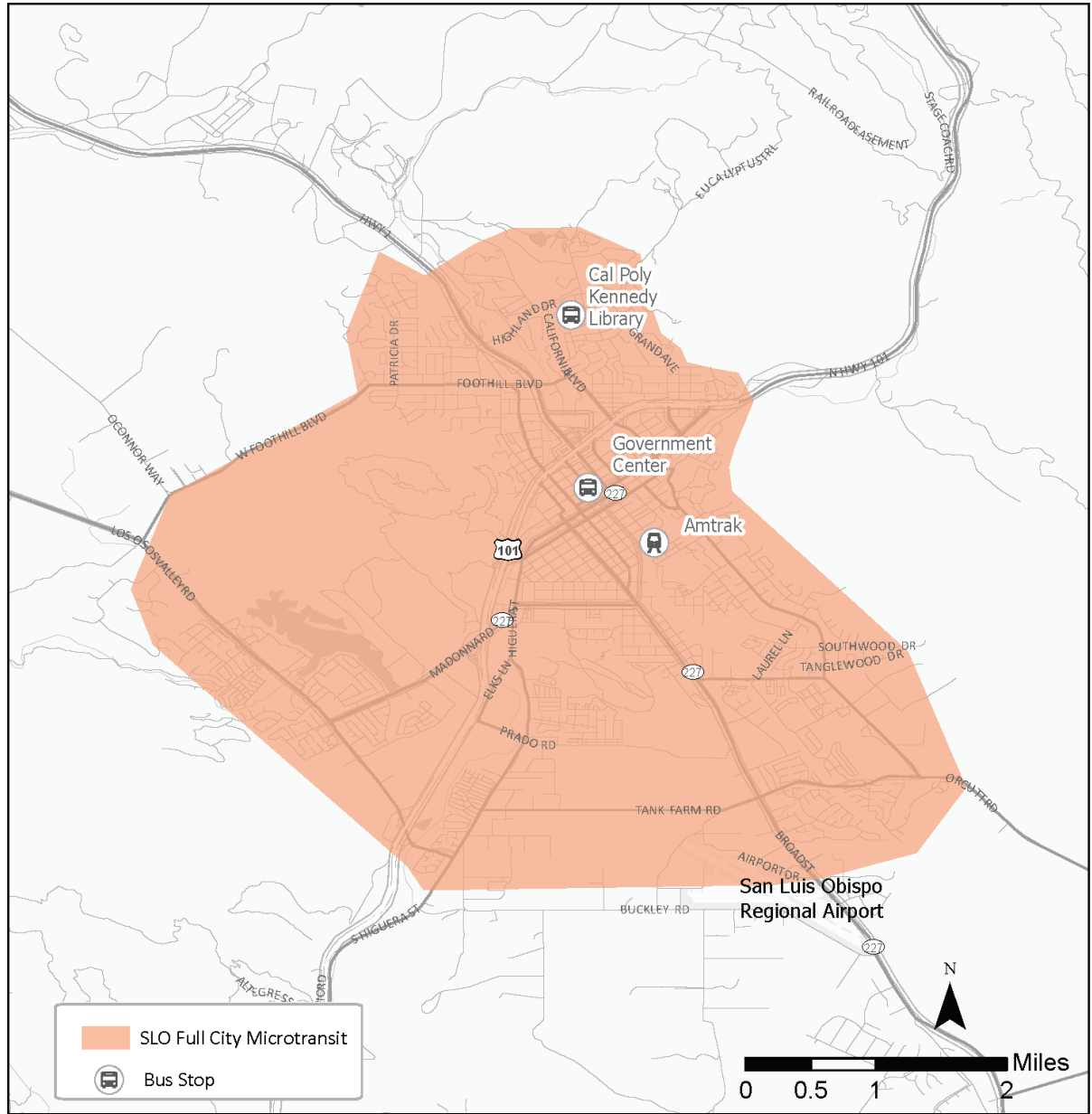
## **Reinstate Route 6X**

Prior to COVID, Route 6X was operated on Thursday evenings during the academic year, connecting the Cal Poly Campus with the Downtown Transit Center on Thursday evenings (which the Farmers Market is in operation) from 6:00 PM to 9:00 PM. One bus was used to operate a loop route every half hour. Ridership averaged 2,600 passenger-trips per year. Considering the historic ridership and the changes in overall transit ridership since 2020, a reinstated service is estimated to serve 2,200 passenger-trips per year. The annual operating cost would be relatively modest, at \$7,200 annually.

## **Reinstate SLO Tripper**

Prior to the pandemic, the SLO Tripper route consisted of 2 AM and 2 PM runs per school day connecting the Transit Center with SLO High School. If this route were reinstated, the current operating cost would be \$18,500 per year. San Luis Coastal Unified School District data indicates that the High School enrollment has increased by 3 percent since 2019. Applying this factor to the 2019 ridership, this service would carry approximately 7,100 passenger-trips per year and require an operating cost of \$17,200. An additional bus would need to be operated.

**Figure 17**  
**SLO Full City Microtransit**



California State Parks, Biri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS



**Table 16: SLO Transit - Routing and Microtransit Alternatives**

	Change in Annual Service <sup>(2)</sup>						Additional Vehicles Needed
	Ridership	Service Hours	Service Miles	Marginal Operating Cost	Cash Fare Revenues <sup>3</sup>	Operating Subsidy	
<b>Status Quo<sup>1</sup></b>							
Route 1A	55,900	5,300	50,700	\$379,100	\$57,500	\$321,600	
Route 1B	20,000	3,100	29,900	\$222,300	\$16,400	\$205,900	
Route 2A	80,300	5,300	57,900	\$395,100	\$80,300	\$314,800	
Route 2B	22,100	3,100	33,200	\$229,600	\$22,300	\$207,300	
Route 3A	94,700	6,300	82,400	\$499,900	\$30,500	\$469,400	
Route 3B	65,700	4,900	61,700	\$383,500	\$17,700	\$365,800	
Route 4A	152,800	5,500	47,800	\$382,600	\$11,600	\$371,000	
Route 4B	70,900	4,000	31,000	\$269,900	\$4,900	\$265,000	
Laguna Tripper	10,100	200	2,000	\$14,500	\$2,900	\$11,600	
Old SLO Trolley	1,600	300	1,800	\$19,100	\$600	\$18,500	
<i>System Total</i>	<i>574,100</i>	<i>38,000</i>	<i>398,400</i>	<i>\$2,795,600</i>	<i>\$244,700</i>	<i>\$2,550,900</i>	
<b>Routing and Microtransit Alternatives - Change from Status Quo<sup>2</sup></b>							
<b>Implement Evening Microtransit Pilot in Southeast SLO<sup>4</sup></b>							
7:00 PM - 10:00 PM, Weekdays, Year-Round	100	500	8,800	\$33,600	\$200	\$33,400	2
<b>Implement Late Night Microtransit Pilot - Weekdays, Academic Year<sup>4</sup></b>							
10:00 PM - 12:00 AM, Weekdays, Academic Year	4,700	1,400	17,500	\$122,800	\$11,100	\$111,700	3
10:00 PM - 12:00 AM, 7 Days/Week, Academic Year	7,100	1,700	21,625	\$160,600	\$11,100	\$149,500	3
<b>Reinstate Route 6X</b>	2,200	100	1,000	\$7,200	\$900	\$6,300	1
<b>Reinstate SLO Tripper</b>	7,100	280	1,430	\$17,200	\$2,800	\$14,400	1
<b>Reinstate Highland Tripper</b>	6,600	230	2,430	\$17,000	\$2,600	\$14,400	1
<b>Revise Routes 1 and 3 in Downtown SLO</b>							
Route 1A	3,200	0	1,600	\$3,500	\$3,300	\$200	0
Route 1B	3,600	0	-600	-\$1,400	\$3,000	-\$4,400	0
Route 3A	6,900	0	0	\$0	\$2,200	-\$2,200	0
Route 3B	4,000	0	-3,500	-\$7,700	\$1,100	-\$8,800	0
<i>Total</i>	<i>17,700</i>	<i>0</i>	<i>-2,500</i>	<i>-\$5,600</i>	<i>\$9,600</i>	<i>-\$15,200</i>	<i>0</i>
<p>2022-23 operating parameters. Cost estimates are based on the projected FY 2025-26 SLO Transit budget and the SLO Transit cost model.</p> <p>Note 2: Parameters and costs represent change over existing services. Estimates represent marginal costs and do not include fixed costs.</p> <p>Note 3: The average cash fare per boarding by route is detailed in Table 13.</p> <p>Note 4: Assumes a general microtransit fare of \$4.00 per one-way trip, or an average fare of \$2.36 per passenger. Costs include \$4,500/year for app license for one vehicle.</p>							

### **Reinstate Highland Tripper**

An additional tripper that has not been operated since the pandemic is the Highland Tripper. This is a short loop route connecting the Cal Poly campus with the housing areas to the west with three round-trips per school day, and provides additional capacity and service times in the peak AM travel period. Considering the previous ridership and the overall change in Cal Poly ridership since the pandemic, this service would currently carry roughly 6,600 annual passenger-trips. Reinstating this service would increase operating cost needs by \$17,000, and would require the operation of an additional bus.

### **Revised Routes 1 and 3 in Downtown San Luis Obispo**

As discussed in Technical Memorandum 3, the on-time performance of Routes 2 and 3 is poor. Over a total of 298 runs observed as part of this study, 65 percent of Route 2A runs were more than 5 minutes behind schedule, along with 49 percent of Route 2B runs, 48 percent of Route 3A runs and 47 percent of Route 3B runs. In addition to adding uncertainty to service times on each route, this low level of dependability results in missed transfers to/from other routes.

The following options were evaluated to potentially reduce running time and improve on-time performance:

Both Route 2A and 2B in the outbound direction could be streamlined somewhat by traveling along Higuera Street between Higuera/Nipomo and Higuera/Pismo, rather than using Nipomo Street and Pismo Street. This would reduce the route length by 0.2 miles and save roughly 1 minute of travel time. It would eliminate service to two existing stops (Nipomo at Pismo and Pismo at Archer, that serve 6 passenger-trips per day, or approximately 2,000 passengers per year. Given the limited reduction in travel time, this option is not considered further.

In the inbound direction, both Routes 2A and 2B operate a relatively direct route along Marsh Street to Santa Rosa Street, then travel west on Mill and south on Osos to the transit center. A faster option would be to enter US 101 northbound at the Marsh Street interchange and exit at Osos Street, which would reduce running time by approximately 4 minutes. However, existing stops at Marsh/Archer, Marsh/Broad, Marsh/Osos, and Santa Rosa/Higuera would be missed. These stops serve approximately 13 passengers per day, or 6,200 per year (70 percent on Route 2A and 30 percent on Route 2B). As this option would have a substantial impact on existing ridership and would eliminate much of the service between southwest downtown San Luis Obispo and the Transit Center, it is not considered further.

Routes 3A and 3B between the downtown transit center and Higuera Street/South Street both travel along South Street and Santa Barbara Street. Route 3B also serves the Amtrak Station at the end of Santa Rosa Street, while Route 3A travels along Osos Street. Routes could be shortened by using Pismo Street between Santa Rosa Street and Higuera Street on Route 3A and using Marsh Street on Route 3B. This would reduce Route 3A route length by 0.7 miles and reduce Route 3B route length by 0.9 miles. Service would be eliminated to 7 stops on Route 3A and 8 stops on Route 3B. Total ridership at these stops is currently roughly 31 passengers per day or 7,600 per year, evenly split between the two individual routes. However, given the slower running speeds in downtown compared with High Street and the southern portion of Santa Barbara Street, only roughly 1 minute of travel time would be saved in each direction. This option is not considered further, given the substantial impact on ridership and limited benefit to running time.

Another option would be to reroute Routes 3A and 3B onto US 101 between the Downtown Transit Center and the Madonna Street interchange and shift Routes 1A and 1B onto the exiting Routes 3A/3B routes between Broad Street/High Street and the Downtown Transit Center. This would reduce the running time of Route 3A by roughly 5 minutes and Route 3B by roughly 7 minutes, which would significantly improve the on-time performance of Routes 3A and 3B.

Service would be fully eliminated from only a total of four existing stops. Setting aside those stops within a quarter mile walk of other remaining stops, those stops that lose all convenient service consists of the following:

Broad at Islay (Route 1A)	South at King W (Route 3A)
Broad at Leff (Route 1B)	South at King W (Route 3B)

The stops along Broad Street on Routes 1A/1B in total currently serve 2 passenger-trips per day or 800 per year, while the stops along South Street on Routes 3A/3B currently serve 7 passenger trips per day or 1,000 per year, for a total of 9 daily trips and 1,800 annual trips.

This realignment option would also reduce service between the downtown Transit Center and central downtown San Luis Obispo by rerouting Route 1 out of the area. However, as the current Route 1 schedule is very close to the Route 2 schedule in both directions, this would not significantly reduce the convenience of transit service. This option would also reduce the travel times between southwest San Luis Obispo and the Downtown Transit Center. Improving the dependability of Route 3A/3B would also improve the connections to other routes at the Transit Center. Running times on Route 1A/1B are not expected to change significantly; while the revised Route 1A is 0.3 miles longer than at present, it would avoid congestion in the lower downtown area.

As shown in Table 16, this strategy would not change vehicle-hours of service but would reduce annual vehicle-miles by 2,500. Ridership impact was estimated based on the ridership change associated with improvements in dependability, the changes in in-vehicle travel time, the loss of ridership at the four stops with elimination of service, as well as the shift in existing Routes 3A/3B ridership to Routes 1A/1B. Overall, annual ridership is estimated to increase by a total of 17,700 passenger boardings per year. Considering the operating costs savings generated by the reduction in mileage plus the additional passenger revenues, the net operating subsidy would be reduced by \$15,200 per year. No additional buses would be required.

## **PERFORMANCE ANALYSIS OF SLO TRANSIT SERVICE ALTERNATIVES**

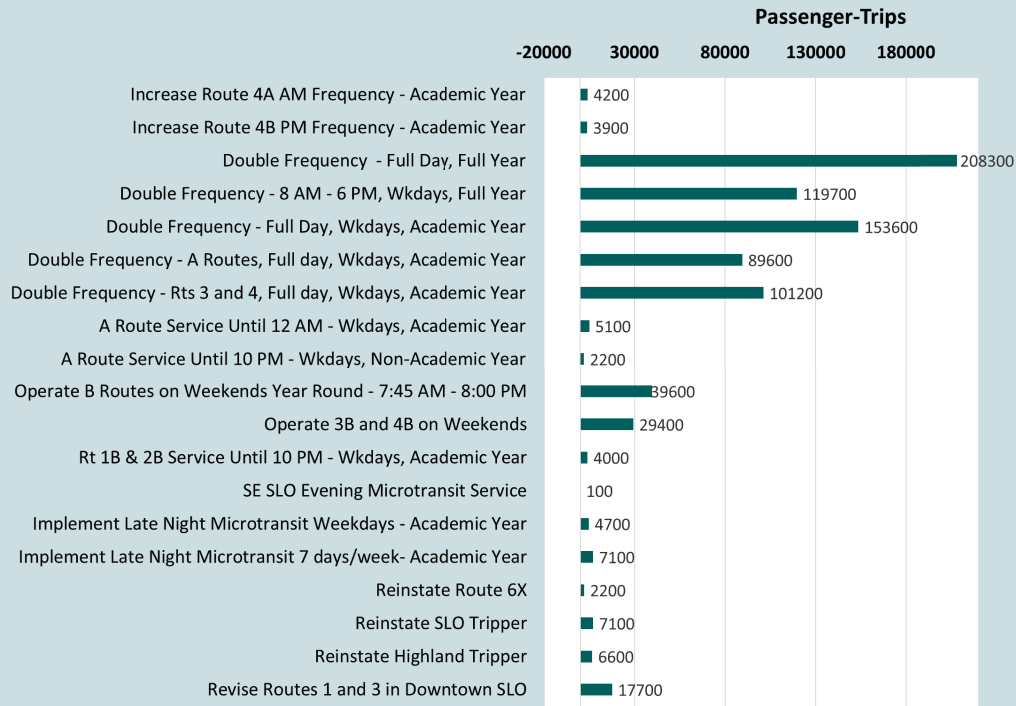
To evaluate the relative performance of the alternatives above, key impacts of each alternative were compared. The change from the status quo ridership, marginal operating cost, passengers carried per vehicle hour, and marginal operating cost per passenger were compared. This evaluation gives insight regarding the relative advantages and disadvantages of the alternatives. Table 17 and Figures 18-20 show the relative performance of the service alternatives. The green highlight in Table 17 indicates alternatives which meet performance standards developed as part of this transit plan.

## Ridership

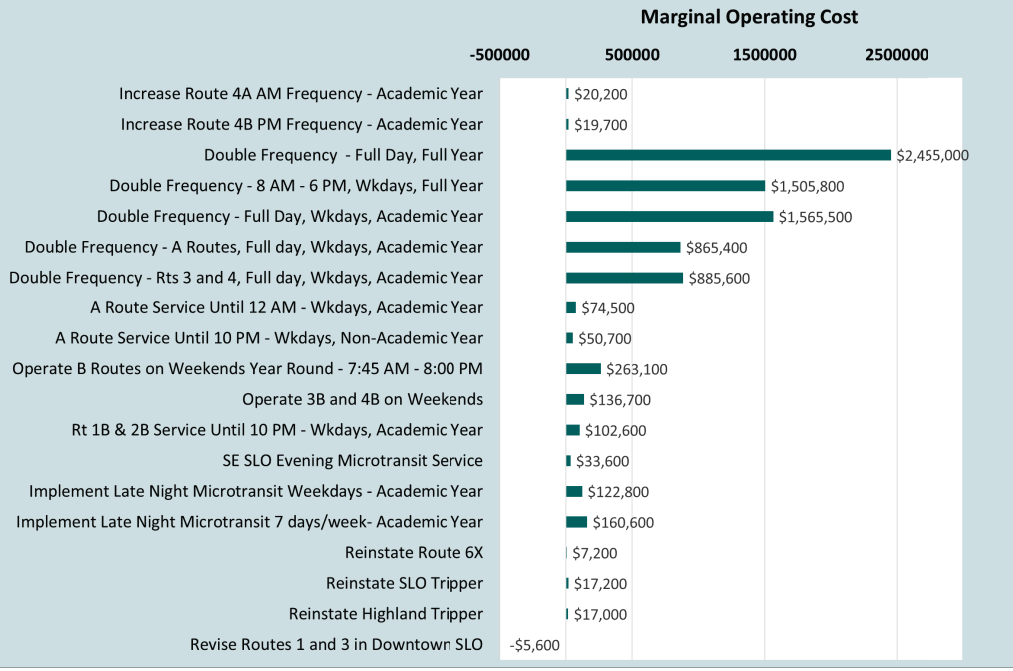
The impact of the various alternatives on annual ridership is shown in Figure 18. As indicated, the alternatives vary widely, ranging from very little change in ridership associated with providing evening microtransit service in southeast San Luis Obispo (replacing Route 1 service) up to 208,300 passenger-trips per year generated by doubling service throughout the year across the operating day. Excluding the options of doubling frequency, the greatest ridership increase is generated by operating the B routes on weekend days (39,600) followed by operating just Route 3B and 4B on weekends (29,400) and revising Routes 1 and 3 in downtown San Luis Obispo (17,700).

Table 17: SLO Transit - Service Alternatives Performance Analysis						
	Net Impact					
	Annual Ridership	Service Hours	Service Miles	Annual Marginal Operating Cost <sup>1</sup>	Passenger-Trips per Vehicle per Service Hour	Marginal Op. Cost per Passenger-Trip
<b>Increase Route 4 A/B Frequency During Academic Year</b>						
Increase Route 4A Frequency - 8:00 AM - 10:00 AM	4,200	300	2,300	\$20,200	14.0	\$4.81
Increase Route 4B Frequency - 3:00 PM - 5:00 PM	3,900	300	2,100	\$19,700	13.0	\$5.05
<b>Double Service Frequency on Routes 1, 2, 3, 4 (A &amp; B)</b>						
Full Service Day, Year-Round	208,300	33,500	347,000	\$2,455,000	6.2	\$11.79
8:00 AM to 6:00 PM, Weekdays, Year-Round	119,700	19,600	234,200	\$1,505,800	6.1	\$12.58
Full Service Day, Weekdays, Academic Year	153,600	20,900	231,700	\$1,565,500	7.3	\$10.19
<b>Double Service Frequency on Routes 1, 2, 3, 4 (A Only)</b>						
Full Service Day, Weekdays, Academic Year	89,600	11,300	133,800	\$865,400	7.9	\$9.66
<b>Double Service Frequency on Routes 3, 4 (A &amp; B)</b>						
Full Service Day, Weekdays, Academic Year	101,200	11,600	136,100	\$885,600	8.7	\$8.75
<b>Extend Weekday Evening Service on A Routes</b>						
Extend Service to 12:00 AM - Academic Year	5,100	1,000	10,900	\$74,500	5.1	\$14.61
Extend Service to 10:00 PM - Non-Academic Year	2,200	700	7,000	\$50,700	3.1	\$23.05
<b>Expand Service on B Routes</b>						
Operate B Routes on Weekends Year Round - 7:45 AM - 8:00 PM	39,600	3,200	46,000	\$263,100	12.4	\$6.64
Operate 3B and 4B on Weekends	29,400	1,600	25,300	\$136,700	18.4	\$4.65
Extend Routes 1B and 2B until 10:00 PM - Weekdays, Academic Year	4,000	1,400	14,500	\$102,600	2.9	\$25.65
<b>Provide Academic Year Service Levels Year-Round</b>						
	16,300	2,300	26,400	\$174,300	7.1	\$10.69
<b>Implement Evening Microtransit Service in SE SLO</b>						
	100	500	8,800	\$33,600	0.20	\$336.00
<b>Implement Late Night Microtransit - Weekdays</b>						
	4,700	1,400	17,500	\$122,800	3.4	\$26.13
<b>Implement Late Night Microtransit - 7 days/week</b>						
	7,100	1,700	21,625	\$160,600	4.2	\$22.62
<b>Reinstate Route 6X</b>						
	2,200	100	1,000	\$7,200	22.0	\$3.27
<b>Reinstate SLO Tripper</b>						
	7,100	280	1,430	\$17,200	25.4	\$2.42
<b>Reinstate Highland Tripper</b>						
	6,600	230	2,430	\$17,000	28.7	\$2.58
<b>Revise Routes 1 and 3 in Downtown SLO</b>						
	17,700	0	-2,500	-5,600	NA	-\$0.32
Alternatives meeting performance standards shaded in green. Note that alternatives meet standards by increasing ridership at a greater rate than costs, eliminating a service not meeting standards, or increasing ridership while decreasing costs.				Recommended Performance Standards	11.5	\$11.23
Note 1: Does not include fixed costs						

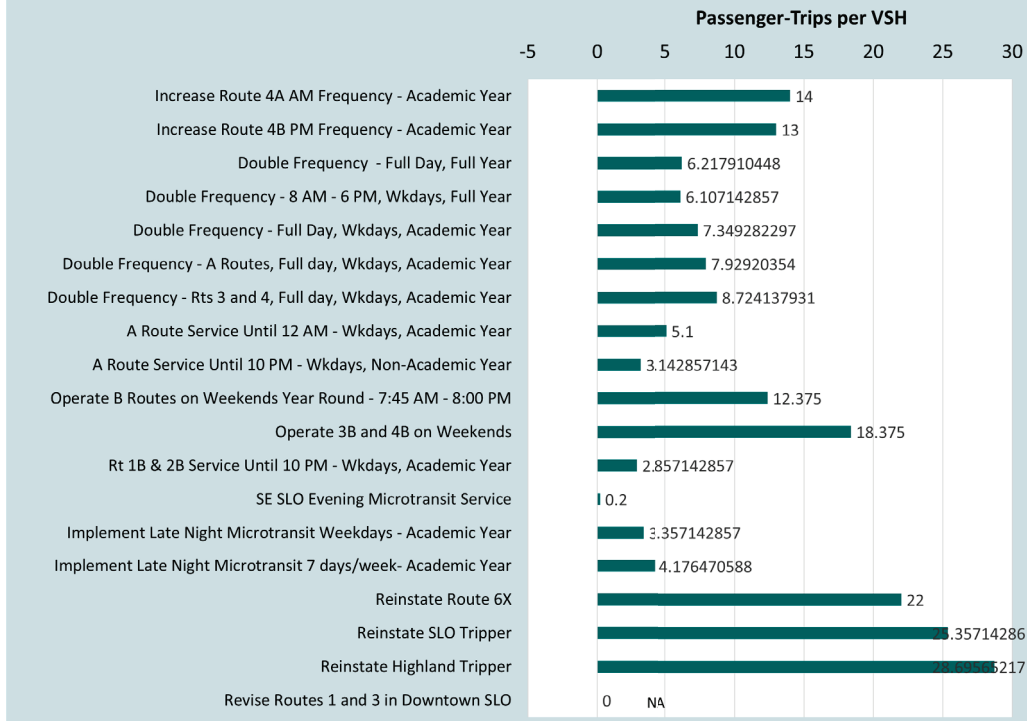
**Figure 18: SLO Transit Service Alternatives - Impact on Annual Ridership**



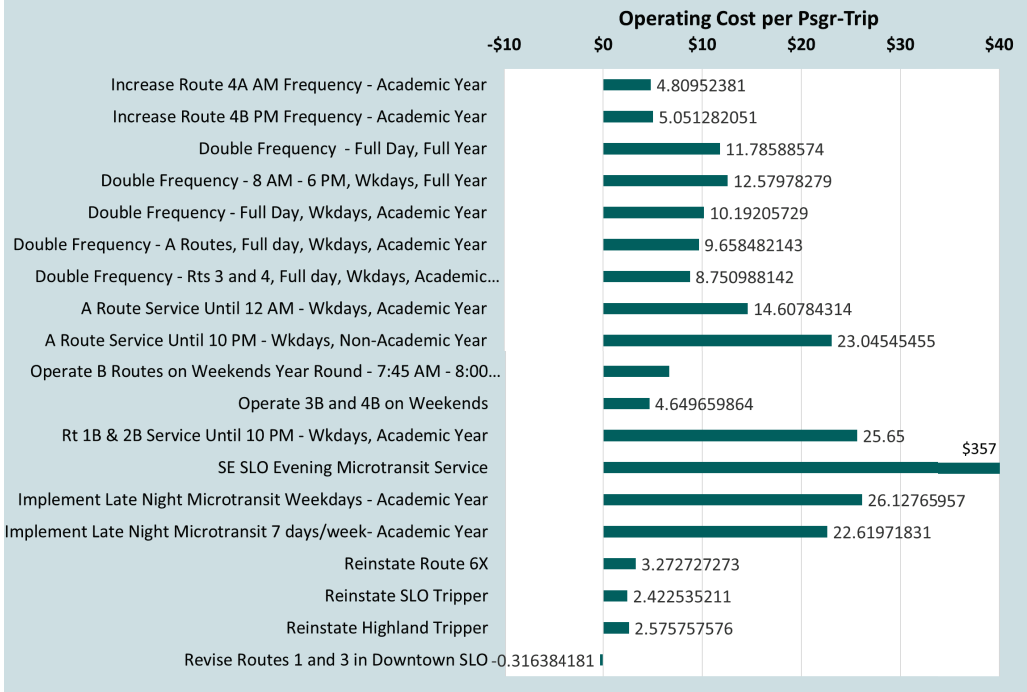
**Figure 19: SLO Transit Service Alternatives - Impact on Annual Marginal Operating Cost**



**Figure 20: SLO Transit Service Alternatives - Passenger-Trips per Vehicle Service Hour**



**Figure 21: SLO Transit Service Alternatives - Marginal Operating Cost per Passenger-Trip**



## Marginal Operating Cost

Similar to the ridership impacts, the impact on annual marginal operating costs also varies widely, as shown in Figure 19. At the high end, the full doubling of transit service across all service periods over the year would increase operating costs by \$2.45 Million, while limiting the doubling of service frequency to the academic year would cost \$1.56 Million, and limiting to daytime hours through the full year would cost \$1.5 Million. Doubling frequency on just the A Routes or Routes 3 and 4 (both A and B) would cost in the order of \$865,400 and \$885,600, respectively.

On the other end, revising Routes 1 and 3 in downtown San Luis Obispo would yield a small overall reduction in annual operating costs of \$6,100. Beyond doubling frequency, other service alternatives that are relatively costly are operating B routes on weekends (\$263,100), implementing late-night microtransit service (\$122,800), and operating Routes 1B and 2B on weekday evenings in the academic year (\$102,600).

## Passenger-Trips per Vehicle Service Hour

A standard measure of the productivity of a transit service is the passenger-trips served per vehicle-hour of service. As shown in Figure 20, the “best” alternative by this measure is reinstating Highland Tripper, which would serve 28.7 passenger-trips per vehicle-hour. This is followed by reinstating the SLO Tripper and Route 6X. Operating Route 3B and 4B on Weekends (18.4), increasing Route 4A morning frequency in the academic year (14.0), increasing Route 4B afternoon frequency in the academic year (13.0), and operating the B routes on weekends (12.4) all meet productivity standards. The options that double service frequency range from 6.1 to 8.7 passengers per vehicle service hour, with the most productive being doubling service on Routes 3 and 4 in the academic year only. The worst option by this measure is replacing evening Route 1 service with microtransit, which adds vehicle-hours but is not forecast to change ridership very much. Note that the revision of Routes 1 and 3 in downtown San Luis Obispo cannot be evaluated by this measure, as the number of vehicle-hours is not changed.

As discussed in *Working Paper 2*, the standard for this measure is a minimum of 11.5 passenger-trips per vehicle service hour. Those alternatives that meet this standard are reinstating Route 6X, Highland Tripper, and SLO Tripper, increasing Route 4A frequency in the morning during the academic year, increasing Route 4B frequency in late afternoons during the academic year, and operating the B routes on weekends year-round, particularly 3B and 4B.

## Marginal Operating Cost per Passenger-Trip

A final performance measure is the marginal operating cost per passenger-trip. This is a good measure of the financial performance of the various alternatives, with the better alternatives indicated by a lower value. Figure 21 indicates the “best” alternative by this measure is the revision of Routes 1 and 3 in downtown San Luis Obispo, which saves \$0.32 for every additional passenger-trip served (as it reduces costs while increasing ridership). At the other extreme, replacing Route 1 in the evening with microtransit requires a \$357 per new trip served, followed by implementing late night microtransit service (\$26.13), followed by Route 1B and 2B service until 10 PM (\$25.65). Considering the standard of no more than \$11.23 per passenger-trip, those that achieve the standard consist of:

- Routes 1 and 3 revisions in downtown San Luis Obispo
- Reinstating pre-COVID services such as Route 6X, Highland Tripper and SLO Tripper
- Increasing Route 4A frequency in the mornings during the academic year
- Increasing Route 4B frequency in the late afternoons in the academic year
- Operating the B routes on weekends year-round, 3B and 4B in particular
- Doubling frequency on all routes for a full-service day, weekdays, during the academic year
- Doubling frequency on the A routes for a full-service day, weekdays, during the academic year
- Doubling frequency on Routes 3A, 3B, 4A, and 4B for a full-service day, weekdays during the academic year.
- Provide academic year service levels year-round

## **ADDITIONAL SERVICE ALTERNATIVES ANALYSIS**

As a result of input received from the San Luis Obispo City Council, additional service alternatives were analyzed.

### **New Developments**

There are two major projects currently under development in the southern portion of San Luis Obispo that merit consideration for expanded transit service.

#### **San Luis Ranch**

At full buildout, the San Luis Ranch development along Madonna Road will include a total of 604 dwelling units. This includes 299 high-density housing units, 34 affordable housing units, and 83 medium-density units, all of which have a higher potential to generate transit ridership. The higher-density residential development is concentrated along Madonna Road and is already served by SLO Transit. Under an agreement with Cal Poly, up to 300 students will soon be living in this area.

As an aside, the nearest existing stops to the high-density area are located along Madonna Road within a reasonable 5-minute walk distance. While the westbound stop (just west of Dalido Drive has a shelter, the eastbound stop (just east of Oceanaire Drive does not. As this will be the stop used by Cal Poly students while waiting for a bus to campus, a shelter at this stop would be beneficial.

#### **Avila Ranch**

Avila Ranch is a mixed-use residential/neighborhood commercial development under development along the north side of Buckley Road in southern San Luis Obispo. At buildout, it will include a total of 720 units, consisting of 125 higher-density units (24 units to the acre), 494 medium-density units (up to 20 units to the acre), and 101 lower-density units (7 units to the acre) as well as a small 15,000 square foot neighborhood commercial center.

The denser residential areas with the highest potential for transit ridership are in the northern portion of the site, along an extension of Eastwood Lane as well as along the east side of Horizon Lane in the northeast corner of the site. This development is at least a half-mile walk to the nearest existing SLO Transit stop (on South Higuera Street).



## Service Alternatives

Alternatives are first presented that provide improved service to San Luis Ranch, as this project is farther along in the development process. Alternatives that also would serve Avila Ranch are presented next.

An important consideration in these alternatives beyond serving the new developments is addressing the existing poor service reliability of Routes 2A and 2B. LSC's observations of on-time performance indicate that a majority (65 percent) of Route 2A runs are 6 or more minutes behind schedule, with 40 percent more than 15 minutes late. While Route 2B's reliability is better, 49 percent of runs still operate at least 6 minutes late and 11 percent are more than 15 minutes late.

### Revise Route 2A/2B to Serve San Luis Ranch – 90 Minute Frequency

One option to serve San Luis Ranch would be to revise Routes 2A and 2B to better serve the development by traveling along Froom Ranch Way between Dalido Drive and Los Osos Valley Road, rather than Madonna Road, as shown in Figure 22. While Route 2 service to the stops near Madonna/Oceanaire would be eliminated, these stops would still be served by Route 3 (which currently generates 88 percent of the ridership at these stops). This would increase the Route 2A length by 0.8 miles while cutting 0.1 miles from Route 2B, respectively. To accommodate the additional running time as well as to solve the existing poor on-time performance, the route cycle time would be increased from 60 to 90 minutes. Operating the existing two buses would result in a 90-minute service frequency, which is typically considered a poor level of service for urban transit in mid-sized to larger urban areas.

As shown in Table 18, this option would not change the annual vehicle hours used for Route 2 service (two buses would be in operation throughout the existing span of service). The net decrease in mileage would reduce operating costs by \$61,500 per year.

This alternative would have several impacts on ridership:

- Service to San Luis Ranch would be improved. However, since much of the high-density housing is already served by the stops along Madonna Street, this would be a relatively modest ridership benefit.
- The improvement in on-time reliability would increase ridership, as passengers (and potential passengers) have been proven to be very sensitive to poor service reliability. The document Valuing Transit Service Quality Improvements (Victoria Transport Policy Institute, 2023) indicates that "Increased transit travel speeds can be valued based on average time costs, but reliability improvements should be valued at a higher rate, reflecting the high costs of unexpected delay. Each minute of delay beyond a "normal" two or three-minute delay should be valued at 3-5 times the standard in-vehicle travel time." At present, Route 2A has about 10 minutes of excessive delay (on average) and Route 2B has about 5.5 minutes. This is perceived by the passenger as at least 30 minutes of travel time for Route 2A and 17 minutes for Route 2B. Providing a much more reliable transit service would therefore have a substantial ridership benefit.
- Ridership would be reduced due to the reduction in frequency from 60 minutes to 90 minutes. This can be found through elasticity analysis to have a moderate reduction in ridership.

- The resulting service would no longer provide “clockface headways” whereby the bus serves any particular stop at the same time after each hour over the day. This has been found to be a substantial benefit to riders (and thus an increase in ridership) as it is easy to learn and remember service times. In addition, the current consistent transfer opportunities at the Transit Center would no longer be provided. Direct timed transfers would vary hour by hour, with an overall increase in the need to wait between buses. One strategy would be to schedule these runs to provide direction connections at the Transit Center to Route 4B in the AM hours and Route 4A in the PM hours, allowing trips to and from Cal Poly with minimal delays at the Transit Center. Overall, however, the changed schedule would have a moderate additional reduction in ridership.

In sum, this alternative is forecast to increase Route 2 ridership by 11,000 passenger boardings per year, with the benefits of increased reliability and additional service to San Luis Ranch outweighing the reductions from reduced frequency and consistency of schedule.

### **Revise Route 2A/2B to Serve San Luis Ranch – 45 Minute Frequency**

This option would be identical to the previous alternative, except that two additional buses would be used to provide service every 45 minutes. This would avoid the reduction in ridership associated with the change in headways and provide greater opportunity for connections at the Transit Center but at a substantial operating cost. As shown in Table 18, a ridership increase of 65,000 boardings per year over existing ridership would be generated, but the annual operating cost would be increased by \$462,600 and two additional buses would need to be in operation.

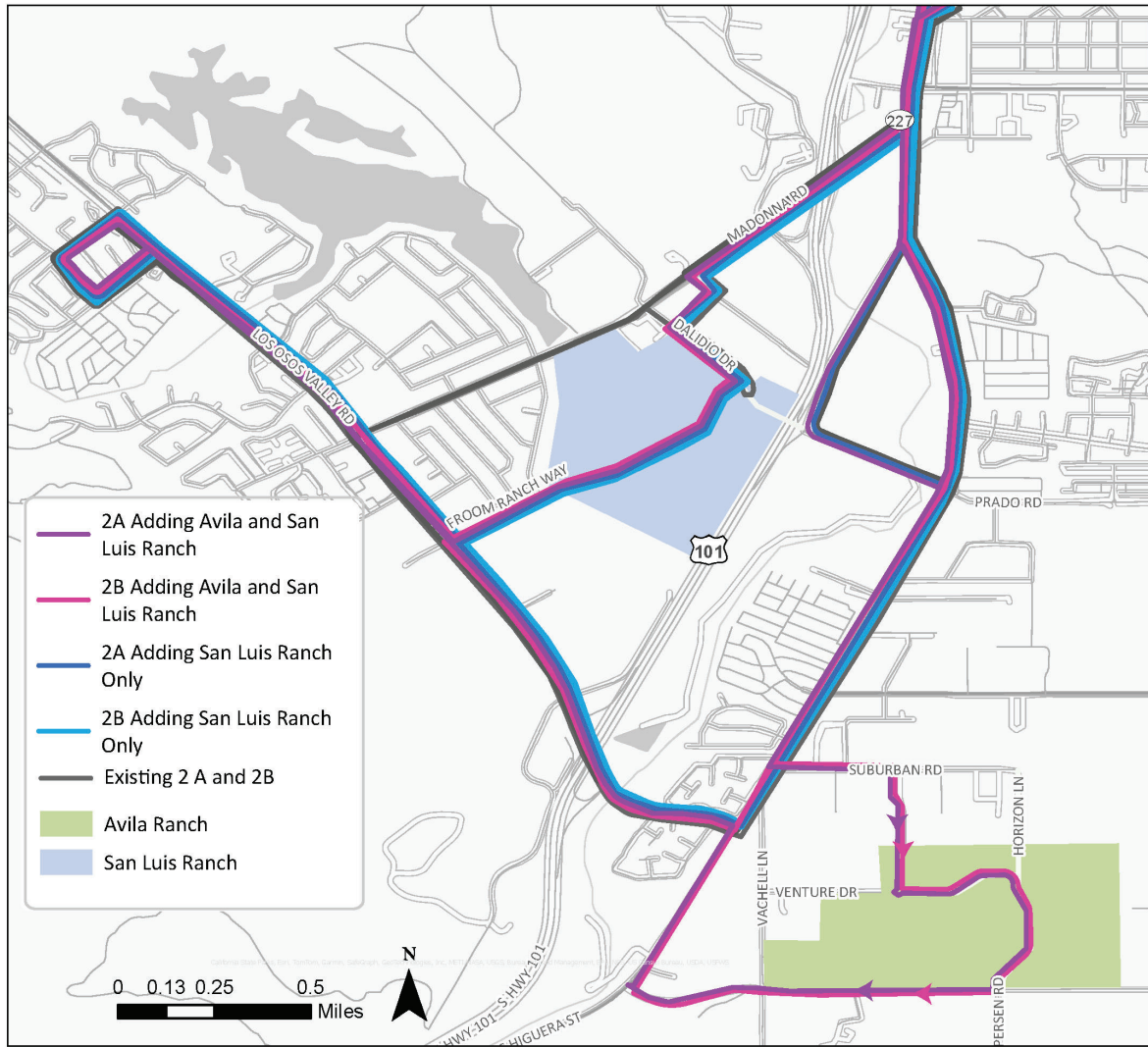
### **Revise Route 2A/2B to Serve San Luis Ranch and Eliminate Descanso Street Loop – 60 Minute Frequency**

Another option would be to revise Routes 2A and 2B to better serve San Luis Ranch but also eliminate the service along Los Osos Valley Road north of Froom Ranch Road to the turnabout loop using Profumo Canyon Road, Del Rio Avenue, and Descanso Street. Eliminating service on this “Descanso Street Loop” would reduce the route length by 2.5 miles and reduce running time by approximately 7 minutes. This would solve roughly half of the existing on-time performance problem on Routes 2A and 2B if the routes are operated on the existing 60-minute cycle length. Annual operating costs would be reduced by \$33,000.

All service would be eliminated to only two stops (along Del Rio Avenue at Profumo Canyon Road and at Descanso Street). Ridership at these stops is modest, totaling only roughly 7 passenger boardings per day. These passengers would need to walk at least an additional 850 feet to access the nearest stop on Los Osos Valley Road. The stops along Los Osos Valley Road would still be served by Route 3, though service frequency would be reduced from four times per hour to two times per hour. Approximately 10,200 annual boardings currently generated by Route 2A/2B in this area would be eliminated. However, considering the ridership increase resulting from more reliable service throughout Routes 2A/2B and service to San Luis Ranch, the overall impact of this alternative would be a net increase of 18,000 passenger boardings per year.



**Figure 22**  
**Route Options to Serve San Luis Ranch and Avila Ranch**



**Table 18: SLO Transit - Additional Route Alternatives**

	Change in Annual Service <sup>(2)</sup>						Additional Vehicles Needed
	Ridership	Service Hours	Service Miles	Marginal Operating Cost	Cash Fare Revenues	Operating Subsidy	
Revise Route 2A/2B to Serve San Luis Ranch - 90 Minute Headways	11,000	0	-27,600	-\$61,500	\$11,000	-\$72,500	0
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	65,000	7,500	38,600	\$462,600	\$65,100	\$397,500	2
Revise Route 2A/2B to Serve San Luis Ranch & Cut Descanso Loop - 60 Minute Headways	18,000	0	-14,800	-\$33,000	\$18,000	-\$51,000	0
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 90 Minute Headways	21,000	0	-14,300	-\$31,800	\$21,000	-\$52,800	0
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 45 Minute Headways	80,000	7,500	62,000	\$514,700	\$80,200	\$434,500	2
New Avila Ranch Direct Route -- 60 Minute Headway	34,800	5,300	49,300	\$375,900	\$34,900	\$341,000	1
New Broad - Avila Ranch - S. Higuera Loop Route - 60 Minute Headway	53,000	8,400	87,400	\$616,400	\$53,100	\$563,300	2

**Revise Route 2A/2B to Serve San Luis Ranch and Avila Ranch – 90 Minute Frequency**

By extending the Route 2 cycle length to 90 minutes, there would be more than adequate time to also extend the route to serve Avila Ranch, as shown in Figure 21. To reduce the number of stops that would need to be established, both Routes 2A and 2B would serve a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, and Buckley Road and before returning north on South Higuera Street. Route 2A would be 14 miles in length while Route 2B would be 12.8 miles in length. This option would operate the same number of vehicle-hours of service as today, but the net effect of the fewer runs and longer route would be a reduction in annual vehicle-miles of 14,300, yielding a reduction in annual operating cost of \$31,900. The net impact on ridership generated by the reduction in frequency, improved reliability, and additional service area would be an increase of 21,000 boardings per year.

**Revise Route 2A/2B to Serve San Luis Ranch and Avila Ranch – 45 Minute Frequency**

Adding two additional buses into Route 2A/2B service would provide service along an expanded route every 45 minutes. Ridership would be increased by a substantial 80,000 boardings per year. However, annual operating costs would be increased by \$514,700 and an additional two buses would be needed in operation.

**Establish New Avila Ranch Direct Route – 60-Minute Frequency**

Another option would be to establish a new route specifically to serve Avila Ranch. As shown in Figure 22, this route would use the existing Route 2 alignment south from downtown along South Higuera

Street and make a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, Buckley Road, and Vachelli Lane before returning north on South Higuera Street. This route is 8.8 miles in length and can be reliably served in an hour cycle length.

In addition to providing service to Avila Ranch, this option has the benefit of doubling service along the South Higuera Street corridor which has substantial ridership (roughly 2.5 times the ridership along the Broad Street corridor along Routes 1A/1B). This route also could serve the Elks Lane/Prado Road loop off of S. Higuera Street currently served by Route 2A, thereby reducing running time and improving the on-time performance of Route 2A. Note that serving this loop in the northbound direction would require a traffic signal at Elks Lane / S. Higuera Street to allow buses to reliably turn onto S. Higuera Street northbound.

This option has the benefit of only requiring a single additional bus to serve Avila Ranch without resulting in a 90-minute service frequency. Assuming service is provided over the same span as the existing Route 2A span, annual operating costs would be increased by \$375,900, while ridership would be increased by 34,800 boardings per year.

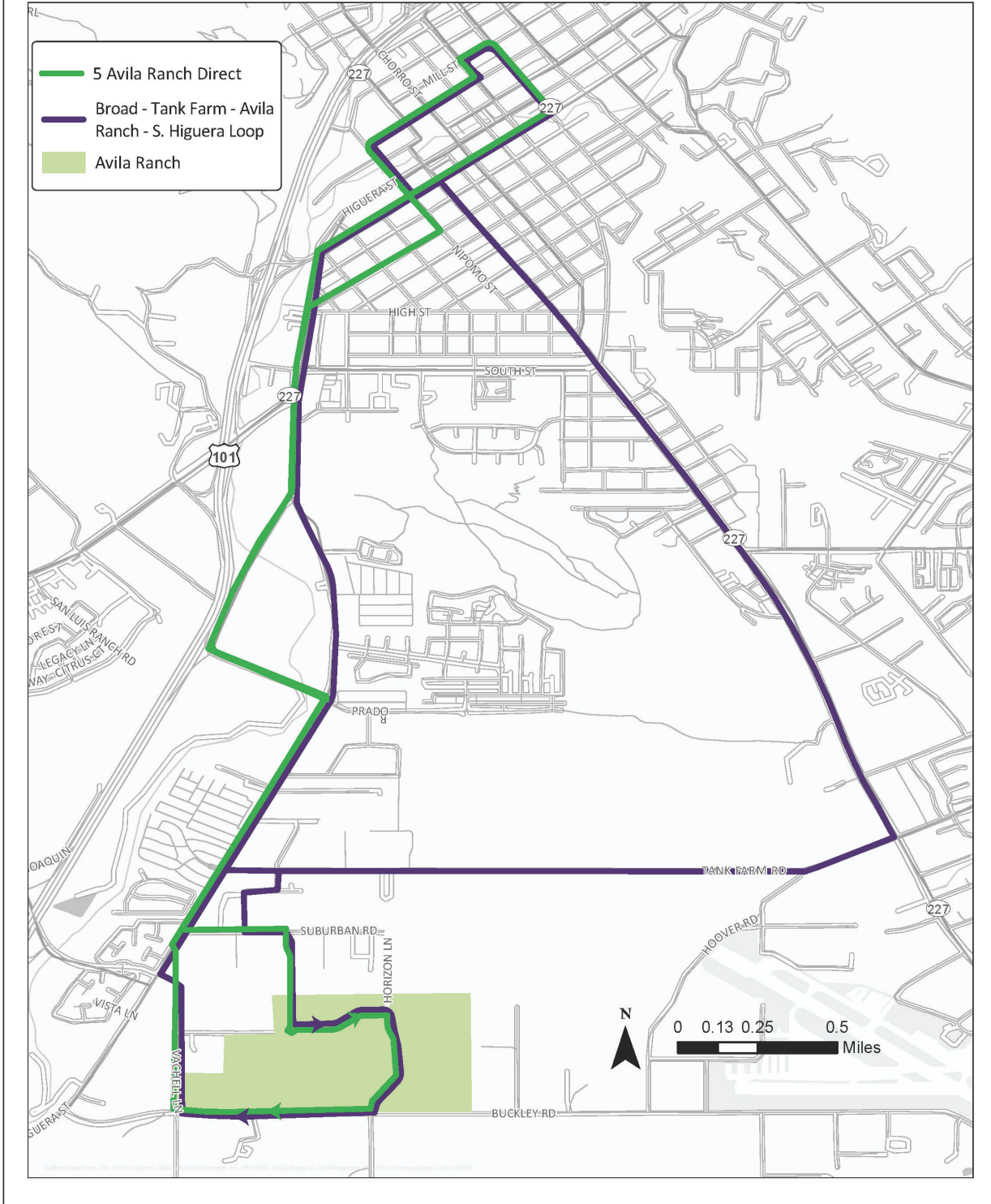
### **Broad Street / Tank Farm Road / S. Higuera Loop Route to Serve Avila Ranch**

A final option would be to create a large bi-directional route using Broad Street between the Transit Center and Tank Farm Road, Tank Farm Road, Long Street, Cross Street, and Short Street to access the Avila Ranch area and South Higuera Street to the Transit Center. As shown in Figure 22, this route is 10.4 miles long, though the relatively high speeds along the long stretch of Tank Farm Road with no ridership potential would allow it to operate in a 60-minute cycle length.

It is assumed that one direction would be operated over the same span as Route 2A and the other over the same span as Route 2B, resulting in an annual operating cost of \$616,400. Two additional buses would be required at peak times.

Ridership would be generated by providing half-hourly service along both the Broad Street and South Higuera Street corridors, by serving Avila Ranch, as well as by providing a new more convenient connection for transit travel between southwest and southeast San Luis Obispo. Overall, ridership is forecast to increase by 53,000 boardings per year.

**Figure 23**  
**New Route Options to Serve Avila Ranch**



## Service Alternatives Performance Analysis

Table 19 presents an evaluation of the performance of the additional service alternatives. This follows the methodology discussed in *Technical Memorandum Four: Service Alternatives* and applies the performance standards of a minimum of 11.5 passenger-trips per vehicle-hour and marginal operating costs that do not exceed \$11.23 per passenger-trip. A review of these results indicates the following:

- All of these alternatives meet the cost-effectiveness standard with the exception of the Broad Street – Avila Ranch – South Higuera loop route.
- The three options that increase ridership while not adding vehicle-hours (90-minute service to San Luis Ranch, 60-minute service to San Luis Ranch and cutting the Descanso loop, and 90-minute service to San Luis Ranch and Avila Ranch) perform particularly well as they reduce costs (by reducing vehicle-miles of service) while expanding ridership. These three options also help meet overall service productivity standards by increasing ridership without adding vehicle-hours.
- Of the options that serve Avila Ranch while avoiding 90-minute service frequency, the best performance is provided by the 45-minute service on an expanded Route 2A/2B. While the productivity figure of 10.7 passenger-trips per vehicle-hour does not achieve the standard of 11.5, it is close.
- A new direct route along South Higuera Street serving Avila Ranch would have slightly better performance than the large bi-directional loop using South Higuera Street, Tank Farm Road, and Broad Street, and would be substantially less expensive. However, this cannot be implemented until a new traffic signal is in place at Elks Road and S. Higuera.

	Net Impact					
	Annual Ridership	Service Hours	Service Miles	Annual Marginal Operating Cost <sup>1</sup>	Passenger-Trips per Vehicle Service Hour	Marginal Op. Cost per Passenger-Trip
Revise Route 2A/2B to Serve San Luis Ranch - 90 Minute Headways	11,000	0	-27,600	-\$61,500	Note 2	-\$5.59
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	65,000	7,500	38,600	\$462,600	8.7	\$7.12
Revise Route 2A/2B to Serve San Luis Ranch & Cut Descanso Loop - 60 Minute Headways	18,000	0	-14,800	-\$33,000	Note 2	-\$1.83
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 90 Minute Headways	21,000	0	-14,300	-\$31,800	Note 2	-\$1.51
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 45 Minute Headways	80,000	7,500	62,000	\$514,700	10.7	\$6.43
New Avila Ranch Direct Route -- 60 Minute Headway	34,800	5,300	49,300	\$375,900	6.6	\$10.80
New Broad - Avila Ranch - S. Higuera Loop Route -- 60 Minute Headway	53,000	8,400	87,400	\$616,400	6.3	\$11.63
Alternatives meeting performance standards shaded in green. Note that alternatives meet standards by increasing ridership at a greater rate than costs, eliminating a service not meeting standards, or increasing ridership while decreasing costs.				Recommended Performance Standards	11.5	\$11.23
Note 1: Does not include fixed costs						
Note 2: As there is an increase in ridership with no change in vehicle-hours, this measure calculates as infinite.						

## Summary

Based on the performance analysis of all the service alternatives, the following service alternatives have the greatest potential to enhance the SLO Transit service and should be carried forward into the plan development process:

- Realigning Routes 1 and 3 in downtown San Luis Obispo.
- Providing B route service on weekend days year-round.
- Increasing Route 4A frequency on weekday mornings in the academic year.
- Increasing Route 4B frequency on weekday afternoons in the academic year.
- Reinstating pre-COVID routes: Route 6X, Highland Tripper and SLO Tripper.

While doubling service frequency would generate substantial ridership benefits, it would require significant new funding sources as well as consideration of capital fleet and facility needs. Doubling frequency on Routes 3A, 3B, 4A, and 4B would have the lowest marginal operating cost per new passenger-trip served.

Although the Revising Route 2A/2B to service San Luis Ranch with 90-minute headways meets performance standards, reducing service frequency does not improve overall transit service nor does it meet city goals of increasing frequency. Adding a second bus in each direction to have 45-minute headways would have a large increase in ridership but also a large increase in costs. Revising Route 2A/2B to serve San Luis Ranch, cut the Descanso loop to maintain 60-minute headways with good on-time performance, has good ridership and cost-saving benefits. When Avila Ranch warrants transit service, the direct route on 60-minute headways performs the best.



## SLO TRANSIT CAPITAL IMPROVEMENTS

---

### INTRODUCTION

This chapter focuses on the recommended capital improvements needed to operate transit services, specifically the transit fleet, the passenger amenities, and the Downtown Transit Center.

### FLEET REPLACEMENT PLAN

Transit vehicles must be regularly replaced to maintain a safe and reliable fleet. The SLO Transit Asset Management Plan sets a target to allow no more than 50% of the revenue vehicle fixed route fleet to exceed the FTA-defined useful life. As the vehicle procurement process can take multiple years, transit agencies must identify their vehicle needs well in advance. Additionally, the State of California's (CA) Innovative Clean Transit (ICT) regulation will begin impacting transit vehicle procurement in 2026, at which point 25 percent of small transit agency fleet bus purchases will be required to be ZEBs. By 2029, this purchasing requirement will increase to 100 percent. By 2040, all vehicles in the fleet will need to be ZEBs. To meet these standards, transit agencies can purchase either battery-electric buses (BEBs) or fuel-cell electric buses (FCEBs).

Currently, ZEBs are considerably more expensive than gasoline or diesel vehicles, meaning SLO Transit will need to secure additional funding to meet local match requirements for capital grants. While ZEBs are more expensive at this point, the market is constantly changing as new models are released and older models are improved, making it hard to predict future pricing. The seven-year SLO Transit vehicle replacement schedule presented in this report is subject to change as new ZEB technologies become available, and costs stabilize.

SLO Transit is actively replacing buses and has now committed fully to purchasing only BEBs. There is an order of six BEB buses expected to be in service in the Fall of 2025 and an order of two BEB's that are expected to be in service in 2026.

Table 20 presents SLO Transit's anticipated vehicle needs, and purchasing/refurbishment schedule based on the agency's current fleet, SLO Transit's Zero Emission Bus Rollout Plan (2024), and the Useful Life Benchmark (ULB) of the different vehicle models, as identified by the Federal Transit Administration (FTA). Table 20 lists the number of buses currently on order but does not include the costs in the seven-year bus replacement/refurbishment schedule. Only buses that have not yet been ordered and funded are included in the costs. Table 20 does not include any expansion vehicle purchases required to support the recommended service plan presented in this S RTP.

SLO Transit has 19 fixed-route vehicles that range in age from 2 to 17 years old. SLO Transit has one replica trolley that is used seasonally and a double-decker bus which is less frequently used. SLO Transit purchased two BEB's in 2022. These buses are now in service and will eventually replace two older model-year diesel buses or be used to expand the fleet for potential service expansion. For the current level of service, the base fleet size is 17, with 15 fixed-route buses. The total number of vehicles that will need to be replaced in the seven-year planning period will be 15. This does not include a potential

expanded fleet for added services. The 15 buses in the base fleet which need to be replaced or refurbished will be completed as follows:

- 8 battery-electric Gillig buses currently on order
- 1 new battery-electric replica trolley
- 1 new battery-electric bus to replace the 2011 cutaway bus
- 5 refurbished model year 2007 (2), 2012 (1), and 2013 (2) Gillig diesel buses
- 1 refurbished interior on the model year 2009 double-decker bus

This results in a net addition of one fixed-route bus. This will allow for the transition to battery electric buses while charging infrastructure is being developed. It is anticipated that some buses will need to charge during the day, requiring more buses to be available for service. Given current market costs and anticipated inflation, it is expected that vehicle replacement and refurbishment needs will cost SLO Transit a total of \$13 million over seven years.

### **Bus Refurbishment**

SLO Transit has programmed funds to overhaul five buses – two in 2026, two in 2027, and one in 2028. This will extend the life of five fixed-route diesel buses that would otherwise need to be retired by 2025. These buses would have their useful life extended by at least seven years to 2033 and 2034. The work being pursued by SLO Transit is a comprehensive refurbishment of the exterior, passenger compartment, driver's area, wheelchair loading, and securement systems, electrical system, engine compartment, suspension, steering, brakes, heating/air-conditioning, radiator/cooling system, exhaust system, engine, and transmission. In addition, SLO Transit is considering overhauling the interior of the existing model year 2009 double-decker bus to have on hand for very high passenger load runs during the academic year.

This effort will position SLO Transit to manage the transition to battery electric buses and to have an expanded fleet for potential service additions. The budget for the full bus overhaul is \$400,000 per bus. The city has programmed \$2.5 million to cover the cost of the five buses plus contingency. The cost for the interior overhaul of the double-decker bus is budgeted at \$150,000.

### **CAPITAL IMPROVEMENT PROGRAM**

Table 21 presents a seven-year capital improvement plan for all items outside of revenue fleet replacement. This includes bus yard improvements, technology, bus stop improvements, BEB charging infrastructure, and rehabilitation of the Downtown Transit Center.

This seven-year capital improvement program totals \$6 million and will be funded primarily through the SB 125 program and Federal Transit Administration grants. The major components are discussed below.

**Table 20: SLO Vehicle Replacement/Refurbishment Schedule- By Year of Purchase Order**

		Existing Orders Prior to FY 25/26	Plan Period (by Fiscal Year) 2							7-Year Plan Total (excluding existing bus orders prior to FY 25/26)		
			25/26	26/27	27/28	28/29	29/30	30/31	31/32			
<b>Estimated Current Cost of Vehicles</b>			<b>Bus Replacements</b>									
Battery Electric - 35'	\$1,253,700	Number of Buses (35' BEB)	2	1	0	0	0	0	0	0	0	1
Battery Electric - 40'	\$1,279,139	Number of Buses (40' BEB)	6	0	0	0	0	0	0	0	0	0
Battery Electric Cutaway	\$355,000	Number of Buses (Cutaway BEB) <sup>3</sup>	0	0	0	0	0	0	0	0	0	0
Battery Electric Trolley	\$655,300	Number of Buses (Replica Trolley BEB)	0	0	0	1	0	0	0	0	0	1
		Total Number of Vehicles	8	1	0	1	0	0	0	0	0	2
		Total Cost <sup>1</sup>	\$9,483,376	\$1,291,300	\$0	\$716,100	\$0	\$0	\$0	\$0	\$0	\$2,007,400
<b>Estimated Current Cost of Vehicles</b>			<b>Bus Refurbishments</b>									
Diesel Buses	\$450,000	Number of Buses Refurbished		2		1						5
Diesel Double Decker	\$150,000	Number of Double Deck Refurbished			1							1
		Total Number of Vehicles		2	3	1	0	0	0	0	0	6
		Total Cost <sup>1</sup>		\$927,000	\$1,113,900	\$491,700	\$0	\$0	\$0	\$0	\$0	\$2,532,600
		<b>Total Vehicle Needs</b>	<b>\$9,483,376</b>	<b>\$2,218,300</b>	<b>\$1,113,900</b>	<b>\$1,207,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,540,000</b>

Note 1: 35-foot and 40-foot bus costs are based on recently issued purchase orders. All costs assume 3.0 percent annual inflation

Note 2: Starting in 2026, 25% of new vehicle purchases in 2026 must be ZEBs.

Note 3: No Altoona tested electric cutaways are available as of the time of writing (October 2024).

Note 4: Presented schedule is based on the City of SLO Zero Emission Bus Rollout Plan (March 2024) and the Federal Transit Administration's Useful Life Benchmark. Future vehicle purchases are subject to change. Additional vehicle purchases necessary to implement service elements included in this SRTP are not included in this table. The total costs do not include six-bus battery electric bus order authorized in July 2023, or the two-bus battery electric bus order in March 2024

Source: LSC Transportation Consultants, Inc, SLO Zero Emission Bus Rollout Plan.

**Table 21: SLO Transit Capital Projects - By Year of Contract Award or Purchase Order**

Category	Project	Plan Period (by Fiscal Year)							7-Year Plan Total
		25/26	26/27	27/28	28/29	29/30	30/31	31/32	
ZEB Charging	Transit Facility EV Charging Infrastructure		\$ 699,300						\$ 699,300
Passenger Amenities	Bus Shelter Replacements/Bus Stop Improvement	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 90,000	\$ 630,000
Capital Maintenance	Parking Lot Maintenance - Bus Yard	\$ 500,000							\$ 500,000
Technology	City of SLO AVL System Replacement			\$ 430,000					\$ 430,000
Transit Center	Downtown San Luis Obispo Transit Center Rehabilitation		\$ 140,000		\$ 1,500,000	\$ 1,500,000			\$ 3,140,000
Technology	On-Board Bus Security Camera System Replacement		\$ 750,000						\$ 750,000
Technology	Digital Displays at Key Bus Stops	\$ 51,500	\$ 53,000	\$ 54,500	\$ 33,600	\$ 34,500	\$ 35,400	\$ 36,600	\$ 299,100
Non Revenue Vehicles	Replacement of Road Supervisor Van with Battery Electric Van		\$ 150,000						\$ 150,000
	<b>TOTAL</b>	<b>\$ 641,500</b>	<b>\$ 1,183,000</b>	<b>\$ 574,500</b>	<b>\$ 1,623,600</b>	<b>\$ 1,624,500</b>	<b>\$ 125,400</b>	<b>\$ 126,600</b>	<b>\$ 6,598,400</b>

Source: SLOCOG 2025 FTIP; City of SLO 2023-2025 Financial Plan; TIRCP Project List, 2023

## **Charging Infrastructure**

The City of SLO recently completed an expansion of charging infrastructure at the operations and maintenance facility. An additional expansion of charging infrastructure will be needed to transition to a BEB fleet. In addition to the two BEB currently in the SLO Transit fleet, six more are expected to go into service in the fall of 2025 and two more in 2026. This will be a total of ten BEBs in service by 2026.

The SLO Transit ZEB Rollout Plan notes that the buildout of the charging infrastructure at the bus yard will consist of 24 parking stalls with charging dispensers. The city is also working on a multi-site solar panel project which includes installation of panels at the bus yard to offset daytime charging needs. The project includes the installation of three solar arrays over the newly improved bus parking and maintenance area totaling 17,000 square feet of coverage. This will be completed by the Spring of 2026.

## **TRANSIT FACILITIES**

The SLO Transit Operations and Maintenance Facility is a 2.5-acre site located at 29 Prado Road in San Luis Obispo, and houses all operations, maintenance, and dispatch functions. The facility is located adjacent to the City's Water Department. The facility will eventually host twelve dual-port chargers for BEBs. The 2023 RTP recommended that a new, stand-alone maintenance facility be developed for SLO Transit in the next few years to provide increased vehicle storage capacity and improved amenities for staff.

## **Passenger Amenities**

### ***Bus Stops***

SLO Transit serves 166 bus stops within San Luis Obispo and the nearby Cal Poly Campus. Of these stops, 50 have shelters and 111 have benches. Solar lights are installed at 23 stops and electronic, real-time schedule signs are installed at 3 stops. Almost all the SLO Transit bus stops have an information kiosk (96 percent). The two largest SLO Transit bus stops are the Downtown transit center and the Cal Poly Kennedy Library. Some SLO Transit stops are shared with the RTA.

During the On-Board Survey effort which took place October 23rd through October 27th, 2023, surveyors riding buses recorded boarding and alighting activity on SLO Transit fixed routes. Despite this survey taking place over multiple days its goal was to capture service equivalent to a full weekday service across all routes aside from the SLO transit Highland Tripper Route. This data is subject to human error but provides a useful approximation of boarding activity at individual stops and actual boarding numbers are likely to be greater than the recorded data.

Boardings at individual stops that were shared between multiple routes were added together to estimate daily boardings across routes for individual stops. Stops with over 10 estimated daily boardings were then cross-referenced with the SLO bus stop amenity inventory finalized January 2024 to identify stops with 10 or more boardings and no bench, or 25 or more boardings and no shelter. Identified stops were then explored in Google Maps Street View to verify the lack of those amenities. In some instances,

stops were removed due to the presence of amenities not included in the organizational databases highlighting the need to ensure these databases are accurate and up to date.

As shown in Table 22, there were 2 stops served by SLO routes that had 10 or more combined boardings and no bench. There were 7 stops served by SLO routes that had 25 or more combined boardings and no shelter. Space for improved bus stop amenities is lacking at some of these stops. A full listing of stops that meet the recommended threshold for benches and buses is provided in Table 22 below.

The current bus shelter pricing in the CalACT pricing cooperative (RFP #20-01) ranges from \$8,286 for a 9-foot shelter to \$12,356 for a 21-foot shelter. This is base pricing and does not include options such as trash receptacles and map cases. Installation costs will vary depending on site characteristics. The shelter contract also includes solar-powered, real-time information displays for \$8,183 which includes a 5-year data plan.

The SLO Transit Innovation Study included a focus on the importance of bus stops for rider safety and comfort. Lighting and shelters at bus stops are identified as priorities. In addition to adding shelters to high-boarding locations, the city is also prioritizing the replacement of older passenger shelters.

Other improvements identified in the SLO Transit Innovation Study include the addition of bus bulb-outs in the downtown area. Bus bulb-outs are extensions of the curb allowing the bus to stop and board passengers in the travel lane. In this sense, the bulb-out is the opposite of a pull-out where the bus pulls out of the travel lane to the curb. With pull-outs, the bus needs to wait for traffic to clear to pull back into the travel lane. With a bulb-out, the bus is essentially stopping in the travel lane and can proceed without waiting for traffic to clear. In addition to the efficiency of boarding passengers, the bulb-out also provides additional space for shelters, signage, seating, and passenger waiting. There are no specific bus bulb-out projects included in this plan. The addition of bulb-outs needs to be weighed against blocking the travel lane and potentially creating traffic congestion. Bus bulb-out design needs to be integrated into the overall street, intersection, parking, and sidewalk design at the bulb-out location.

**Table 22: SLO Transit Stop Amenity Concerns**

Route and Stop	Stop ID	Routes Served	Shelter	Bench	Combined Boardings Across Routes	Space for Improved Ammenities
<b><u>Stops With 25 or More Daily Boardings and No Shelter</u></b>						
LOVR at Laguna Lane (Midc	0218	2A, 3B	No	Yes	47	Yes
Ramona at S. Tassajara	0327	3A, 4B, LT	No	Yes	41	No
Foothill at Patricia	0405	3A, 4A, 4B, LT	No	No	36	No
Foothill at La Entrada	0325	2A, 2B, 3A, LT	No	Yes	28	No
Madonna Road at Madonn:	0251	3A, 4B, LT	No	Yes	26	Yes
Foothill at Rosita	0334	4A	No	No	25	No
<b><u>Stops with 10-24 Daily Boardings and No Bench</u></b>						
La Cuesta Inn	1	Trolley	No	No	22	Yes
Monterey at Toro	0404	4B, Trolley	No	No	22	Yes
Monterey at California	0406	4B, Trolley	No	No	20	No
Madonna Road at Madonn:	0208	2B,3A	No	No	15	No
Monterey/Osos	3	Trolley	No	No	13	Yes
Foothill at Cuesta	0332	3B,4A,LT	No	No	12	No
Grand at Monterey	0410	4B	No	No	12	No
LOVR at Laguna Lane (Midc	0226	2A,2B,3B	No	No	10	Yes

*Source: LSC Boarding and Alighting Counts, SLO Transit Stop Amenities Database, Google Maps*

### ***Deterring Loitering at Bus Stops***

Passenger amenities at bus stops are important to enhance a person’s experience while waiting for the bus. In addition to being safe, convenient, comfortable, and accessible for pedestrians waiting for the bus, bus stop amenities need to be designed with features to discourage long-term occupancy and sleeping. Features meant to deter this activity include vertical bars to segment benches into smaller seating areas, sloped benches, partial enclosure of the shelter, and perforated panels rather than solid panels. Passenger shelter lighting that is illuminated during all hours of darkness can also act as a deterrent and security measure.

### ***Park-and-Ride Lots***

The City of San Luis Obispo finished developing the Calle Joaquin Park-and-Ride lot in 2018, however, the facility is not currently served by SLO Transit or the RTA. The spot contains 31 parking spaces, two motorcycle spaces, and a bus turnout. There are no plans for additional park-and-ride improvements in the seven-year planning period.

### ***Bicycle Amenities***

SLO Transit has five bus stops with bicycle racks: the Downtown Transit Center, Marsh Street at Osos Street, Marsh Street at Chorro Street, the San Luis Obispo Amtrak Station, and Santa Rosa Street at Leff Street. The SLO Transit Innovation Study recommends increased bike parking at or near bus stops as a first-last mile connection to transit and as a measure to reduce single-occupancy automobile trips. Bike parking can take the form of bike racks or lockers. A recent example of bike lockers with the ability to

rent by the hour are the Bike Link lockers on Morro Street north of Pacific Street where 6 lockers have been added. These lockers are close to multiple bus stops in the downtown area.

### **Downtown Transit Center**

The 2016 SRTP noted that a significant constraint to the regional San Luis Obispo public transit network is the existing transit hub in downtown San Luis Obispo (Government Center). This currently consists of a SLO Transit facility on the west side of Osos Street between Mill Street and Palm Street, and an RTA facility on the east side of Osos Street between Monterey Street and Palm Street. The SLO Transit facility provides sawtooth bays for up to five buses along with shelter structures. The RTA facility provides approximately 200 feet of straight curb, which is adequate to accommodate up to three buses, depending on the order which individual buses arrive. There is also a drop-off-only area around the corner on Palm Street that accommodates a fourth bus. In 2020 RTA added new bus shelters, an expanded passenger waiting area, a bicycle repair station and new LED bus arrival signs, and a ticket vending machine. However, the following deficiencies remain:

- There is inadequate space for all RTA buses at peak times, resulting in buses that park around the corner on Palm (potentially conflicting with other uses), or that end up parked at an angle to the curb. This can block travel lanes on Osos Street, and increase hazards to passengers boarding/alighting the bus and preclude deployment of the wheelchair lift/ramp.
- The number of bays available for SLO Transit limits the ability to schedule services to maximize direct bus-to-bus transfers.
- While there are restrooms available at nearby public buildings (City Hall, Library), these are only available during operating hours.
- Transferring between the SLO Transit and RTA systems requires walking across two streets.
- Both blocks are on a grade that exceeds the desired maximum slope of a facility as defined by the ADA (2 percent). This creates challenges for wheelchair users transferring between buses and can also increase hazards associated with using a lift or ramp.
- Bus shelter capacity is inadequate at peak times, particularly for RTA passengers. The south-facing passenger shelters also cause passenger discomfort during afternoon periods due to inadequate shade.
- There is inadequate street lighting for night-time operations, as well as to address personal security concerns.
- The 8-foot-wide sidewalks adjacent to the RTA bus locations get congested, particularly when a wheelchair lift, or ramp is in use.

The SLO Transit Innovation Study includes the concept of Mobility Hubs, which bring together public transit, bikeshare, carshare, scooter share, and other first-last mile solutions without the use of a private vehicle. The study notes that a location of interest for a future Mobility Hub is the Downtown Transit Center.



## **OTHER PLANNED CAPITAL IMPROVEMENTS**

### **Replace CAD/AVL and Automatic Passenger Counters**

SLO Transit uses computer-aided dispatch/automatic vehicle location (CAD/AVL) provided by a third-party vendor that integrates on-board technology and a real-time passenger information system. The automatic passenger counting (APC) system, which is installed on the 19 SLO Transit vehicles, is part of the CAD/AVL system. The SLO Transit Innovation Study places a high priority on replacing the CAD/AVL and APC systems to incorporate more state-of-the-art technology. The capital improvement program includes funding in FY 2027/28 to replace the system on all SLO Transit fixed-route buses. There may be an opportunity to procure systems jointly with RTA, which has a CAD/AVL technology contract that expires in May 2026.

### **Enhance Real-time Passenger Information**

A real-time passenger information system provides bus arrival times and bus locations to the public on a website, smart-phone application, real-time digital display signs at bus stops, and the on-board stop annunciators. This is commonly integrated into the CAD/AVL software package. As noted above, the SLO Transit Innovation Study sets a high priority for the replacement of the CAD/AVL system for SLO transit. An important reason for this is for SLO Transit's passengers to be able to fully rely on a reliable state-of-the-art real-time information system to assist with daily travel planning on SLO Transit.

*This page intentionally left blank.*

## SLO TRANSIT FINANCIAL CONDITIONS

---

### INTRODUCTION

This chapter focuses on existing financial conditions (including fare considerations) and presents “base case” financial forecasts. This information is used as the basis for specific financial plans to support system enhancements.

### PROJECTED OPERATING EXPENDITURES AND REVENUES

Table 23 presents the projected FY 2025-26 operating costs which were used to analyze service alternatives in Working Paper 4. The total operating budget is projected to be \$5.7 million with \$2.6 million of this amount representing fixed costs (costs that do not increase if service levels increase). Purchased transportation costs (per hour costs) amount to \$1.9 million and mileage-related costs such as fuel and maintenance total to around \$1 million.

Table 24 presents projected operating expenses for the seven-year planning period. An inflation escalator of three percent was applied to FY 2025-26 costs. Also presented in Table 24 is the projected operating revenue for SLO Transit. These figures are based on the City of San Luis Obispo FY 2024-25 Supplemental Budget, historical growth, and SLOCOG projections. As presented, there is sufficient operating revenue available throughout the planning period, if public transit services were to continue as is (status quo). In fact, during the early years of the planning period, there is a surplus of around \$600,000 potentially available to implement some of the service alternatives discussed in Working Paper 4 or alternatively to fund capital projects.

### CAPITAL REVENUES

Recurring capital revenues are presented at the bottom of Table 24. These figures are based on the City of San Luis Obispo FY 2024-25 budget and SLOCOG forecasts. Recurring revenue sources such as FTA 5307 funds are projected to amount to around \$3.7 million annually.

SLO Transit capital expenditures are discussed in greater detail in Working Paper 7. Total capital plan expenditures from Working Paper 7 are compared to projected capital revenues in Table 24. As shown, sufficient funding is available for vehicle replacement and charging infrastructure projects, particularly in the latter years of the planning period when fewer capital projects are planned.

**Table 23: SLO Transit Operating Costs**

Expenditures and Obligations	Projected FY 2025-26	Cost Variable		
		Vehicle Service Hours	Vehicle Service Miles	Fixed
Staffing	\$345,108			\$345,108
Other Contract Services	\$169,680			\$169,680
Purchased Transportation	\$3,856,773	\$1,980,814	\$222,045	\$1,653,914
Fuel	\$365,000		\$365,000	
Maintenance	\$355,775		\$355,775	
Other Operating Expenditures	\$144,931		\$144,931	
CalPERS ADP	\$12,555			\$12,555
Transfers Out	\$474,427			\$474,427
RTA, SLOCOG, and other Off-the-top contributions from the TDA	\$0			
<b>Total Operating Costs</b>	<b>\$5,724,249</b>	<b>\$1,980,814</b>	<b>\$1,087,751</b>	<b>\$2,655,684</b>
<b>Annual Service Quantity</b>		<b>38,000</b>	<b>398,400</b>	
<b>Cost per Unit by Variable (Cost Model)</b>		<b>\$52.13</b>	<b>\$2.73</b>	<b>\$2,655,684</b>

Source: City of SLO 2023-25 Financial Plan Supplement

**Table 24: SLO Transit Revenues vs Expenditures**

	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
<b>Operating Revenues</b>							
Passenger fare revenue <sup>(1)</sup>	\$260,000	\$265,200	\$275,900	\$292,800	\$316,900	\$349,900	\$394,000
Cal Poly Transit Agreement <sup>(2)</sup>	\$750,000	\$750,000	\$772,500	\$772,500	\$772,500	\$795,675	\$795,675
Interest	\$32,815	\$22,648	\$43,017	\$43,000	\$43,000	\$43,000	\$43,000
Transportation Development Act (TDA) - Local Transportation Fund (LTF) <sup>(3)</sup>	\$2,000,000	\$2,024,000	\$2,048,300	\$2,072,900	\$2,097,800	\$2,123,000	\$2,148,500
Transportation Development Act (TDA) - State Transit Assistance (STA) <sup>(3)</sup>	\$725,000	\$725,000	\$725,000	\$725,000	\$725,000	\$725,000	\$725,000
Other State Grants	\$8,722	\$8,722	\$8,722	\$8,700	\$8,700	\$8,700	\$8,700
FTA 5307 Preventative Maintenance <sup>(3)</sup>	\$210,765	\$214,980	\$219,280	\$223,700	\$228,200	\$232,800	\$237,500
FTA 5307 Operating <sup>(3)</sup>	\$2,357,125	\$2,440,400	\$2,512,250	\$2,594,900	\$2,676,700	\$2,745,263	\$2,822,763
<b>Total Operating Revenue</b>	<b>\$6,344,427</b>	<b>\$6,450,950</b>	<b>\$6,604,969</b>	<b>\$6,733,500</b>	<b>\$6,868,800</b>	<b>\$7,023,338</b>	<b>\$7,175,138</b>
Available Operating Balance	\$0	\$620,178	\$1,175,128	\$1,707,197	\$2,185,597	\$2,611,597	\$2,998,834
<b>Status Quo Operating Expenditures</b>	<b>\$5,724,249</b>	<b>\$5,896,000</b>	<b>\$6,072,900</b>	<b>\$6,255,100</b>	<b>\$6,442,800</b>	<b>\$6,636,100</b>	<b>\$6,835,200</b>
<b>Balance</b>	<b>\$620,178</b>	<b>\$1,175,128</b>	<b>\$1,707,197</b>	<b>\$2,185,597</b>	<b>\$2,611,597</b>	<b>\$2,998,834</b>	<b>\$3,338,772</b>
<b>Capital Revenues</b>							
FTA 5307 (Capital) <sup>(3)</sup>	\$2,984,435	\$4,503,627	\$4,109,525	\$4,091,994	\$4,054,653	\$4,005,601	\$3,928,101
State of Good Repair <sup>(2)</sup>	\$0	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Capital Fund Balance	--	\$124,635	\$2,334,361	\$4,664,586	\$7,135,979	\$9,569,133	\$13,452,333
<b>Total Capital Recurring Revenue</b>	<b>\$2,984,435</b>	<b>\$4,631,261</b>	<b>\$6,446,886</b>	<b>\$8,759,579</b>	<b>\$11,193,633</b>	<b>\$13,577,733</b>	<b>\$17,383,434</b>
<b>Capital Plan Expenditures Status Quo</b>	<b>\$2,859,800</b>	<b>\$2,296,900</b>	<b>\$1,782,300</b>	<b>\$1,623,600</b>	<b>\$1,624,500</b>	<b>\$125,400</b>	<b>\$126,600</b>
<b>Capital Balance with no Discretionary Funding</b>	<b>\$124,635</b>	<b>\$2,334,361</b>	<b>\$4,664,586</b>	<b>\$7,135,979</b>	<b>\$9,569,133</b>	<b>\$13,452,333</b>	<b>\$17,256,834</b>
Source: FY 2024-25 Supplemental Budget							
Note 1: Passenger fares escalated at the SLOCOG projected city population growth rate of 1% annually.							
Note 2: Based on City Budget							
Note 3: Assumes FTA 5307 is used to pay for half of total operating expenses minus fare revenues. Total FTA 5307 projected at SLOCOG annual growth rate.							
Note 4: If microtransit pilot is successful and City decides to operate their own vehicles for the service.							

## OTHER FUNDING SOURCES

In recent years, funding sources such as grants, tax credits, and incentives have become available to assist local jurisdictions with transitioning to a Zero-Emission fleet. These sources would add to the capital revenue estimates above. One example is the **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)**. Administered by CARB, this program aims to accelerate the adoption of cleaner, more efficient trucks and buses by providing fleets based in California with vouchers when they purchase zero-emission buses. The amount of the voucher depends on vehicle weight class, type of use, and whether or not it is in a disadvantaged community. For a large transit vehicle purchase, a transit agency could receive around a \$150,000 voucher.

## **SLO Transit Fare Structure Overview**

### ***One Way Fares***

SLO Transit offers one-way general public fares of \$1.50 for the general public and \$0.75 for seniors and persons with disabilities. The City recently launched a pilot program to extend 50 percent discount fares to K-12 students. Children under 5 (up to two children per fare-paying adult) also ride for no charge. Through the regional VIP pass, passengers eighty years and older can ride all fixed-route bus systems for free in the County.

### ***Multi-Ride Passes***

One-day passes are available for local in-network routes for \$3.25, or 2.2 times the one-way trip fare. The Regional Day Pass and 31-Day Pass options discussed in the RTA section include SLO Transit. SLO Transit also sells 3, 5, and 7-day passes for local routes at \$7.00, \$12.00, and \$15.00, respectively. No discount rate is available for those passes. Additionally, the organization sells 16 ride passes for the price of \$24.00 offering a savings of \$6.00 compared to paying individual one-way fares. A 15-ride pass is available to seniors, persons with disabilities, and K-12 students at a 50% discount. Thirty-one day passes are also available for local routes only, at the price of \$40.00 for the general public, \$25.00 for K-12 students with ID, \$11.25 for 15-ride for seniors, persons with disabilities, and K-12, and \$20.00 for seniors (ages 65 – 79), persons with disabilities, and Medicare cardholders with ID.

## **SLO Transit Peer Fare Review**

As part of the San Luis Obispo Joint Short Range Transit Plan peer analysis, a fare comparison is included to gauge the SLO Transit fare levels relative to other similar transit agencies. The same peer systems (as used in the general peer analysis) were used to analyze the fares within SLO Transit.

### ***SLO Transit Analysis***

On SLO Transit, regular one-way fares are \$1.50 and discounted fares are \$0.75. As shown in Table 25, the average regular one-way fare among the SLO Transit peer systems is \$1.44 (slightly below SLO Transit) and the average peer discounted fare is \$0.75. For both SLO Transit and the peer average, the discounted fare is 50% lower than the original fare. Terre Haute Transit Utility (THTU), Billings Metropolitan Transit, and the City of Bowling Green are the three transit agencies with higher fares than SLO Transit.

Information on the pass options for SLO Transit and the peer systems is also presented in Table 25. All of the transit systems reviewed offer a day pass with the exception of THTU. The peer average price for a day pass is \$3.25, which matches SLO Transit's day pass price.

The majority of systems include multi-ride punch passes in their fare structure. All of the peer systems provide multiple-day passes, including 10-day, 35-day, monthly, and semester passes. The peer monthly

(including 30-35 day) passes range from \$25.00 - \$45.00, averaging at \$35.75. SLO Transit’s local monthly pass cost of \$40.00 exceeds the peer average.

	One-Way Fares			Fare Media Types Offered			Pass Costs	
	Regular Fare	Discount Fare	% Discount	Day Pass	Punch Pass	Multiday Pass	Day Pass Fare (Reg)	Monthly Pass Fare (Reg)
City of Pocatello - Pocatello Regional Transit (PRT)	\$1.00	\$0.50	50%	Y	40-ride	monthly	\$2.00	\$25.00
Pueblo Transit System (PT)	\$1.25	\$0.60	52%	Y	22-ride	35-day	\$3.75	\$44.00
Northern Arizona Intergovernmental Public Transit Authority (NAIPTA)	\$1.25	\$0.60	52%	Y	--	10-day 30-day	\$2.50	\$34.00
Terre Haute Transit Utility (THTU)	\$1.75	\$0.85	51%	N	14-ride	31-day	--	\$45.00
City of St. George (SunTran)	\$1.00	\$0.50	50%	Y	10-ride	semester monthly	\$2.50	\$30.00
Billings Metropolitan Transit (Billings MET Transit)	\$2.00	\$1.00	50%	Y	10-ride	monthly	\$4.00	\$28.00
The City of Bowling Green (GOBG)	\$2.00	\$1.00	50%	Y	4-ride 9-ride	monthly	\$5.00	\$40.00
Bloomington-Normal Public Transit System	\$1.25	Free	100%	Y	--	monthly	\$3.00	\$40.00
Average Peer Fare	\$1.44	\$0.72	50%	--	--	--	\$3.25	\$35.75
<b>SLO Transit</b>	<b>\$1.50</b>	<b>\$0.75</b>	<b>50%</b>	<b>Y</b>	<b>15 ride 16-ride</b>	<b>3-day 5-day 7-day 31-day</b>	<b>\$3.25 - \$5.50</b>	<b>\$40.00</b>
Source: Websites of respective transit agencies								

## FARE STRATEGIES

### Comparison of RTA and SLO Transit Fares

RTA regional routes, Paso Robles local routes, South County Transit local routes, and SLO Transit’s combined services create a cohesive transit network within San Luis Obispo County. While routes are well-connected across providers with ample transfer opportunities, the fare structures differ a bit. A summary of each provider's fare structure is illustrated in Table 25.

The base fare is \$1.50 for all services with the exception of RTA’s regional routes (\$1.75 to \$3.25). Another notable difference is the fact that RTA and Paso Robles routes do not have day pass options specific to those services, whereas South County and SLO Transit do. Simplifying and unifying fare structures across this largely cohesive transportation network would allow riders to easily make multi-ride pass purchase decisions and reduce the workload on administrative staff.



## Expand Downtown Access Program (DAP) for SLO Transit

The City of San Luis Obispo currently provides free passes on SLO Transit for all persons employed in the downtown area who request a pass and fill out an application form which can be auto-renewed annually. This program was implemented in response to paid parking downtown. The qualifying area of employment locations is shown in Figure 24 and is loosely defined by Peach Street on the north, Toro Street on the east, Pismo Street on the south, and Carmel Street on the west. The *SLO Transit Innovation Study* (Arcadis IBI Group, 2023) identified several areas for potential expansion of the downtown access pass area. Two such areas were evaluated as part of this SRTP study, as also shown in Figure 24:

- An eastern extension from the downtown area to encompass all areas south of US 101, west of San Luis Obispo Creek and north of Pismo Street.
- A southern extension from the downtown area to encompass all the area south of Pismo Street, west of the Union Pacific Railroad, and north of High Street. This includes the Railroad District.

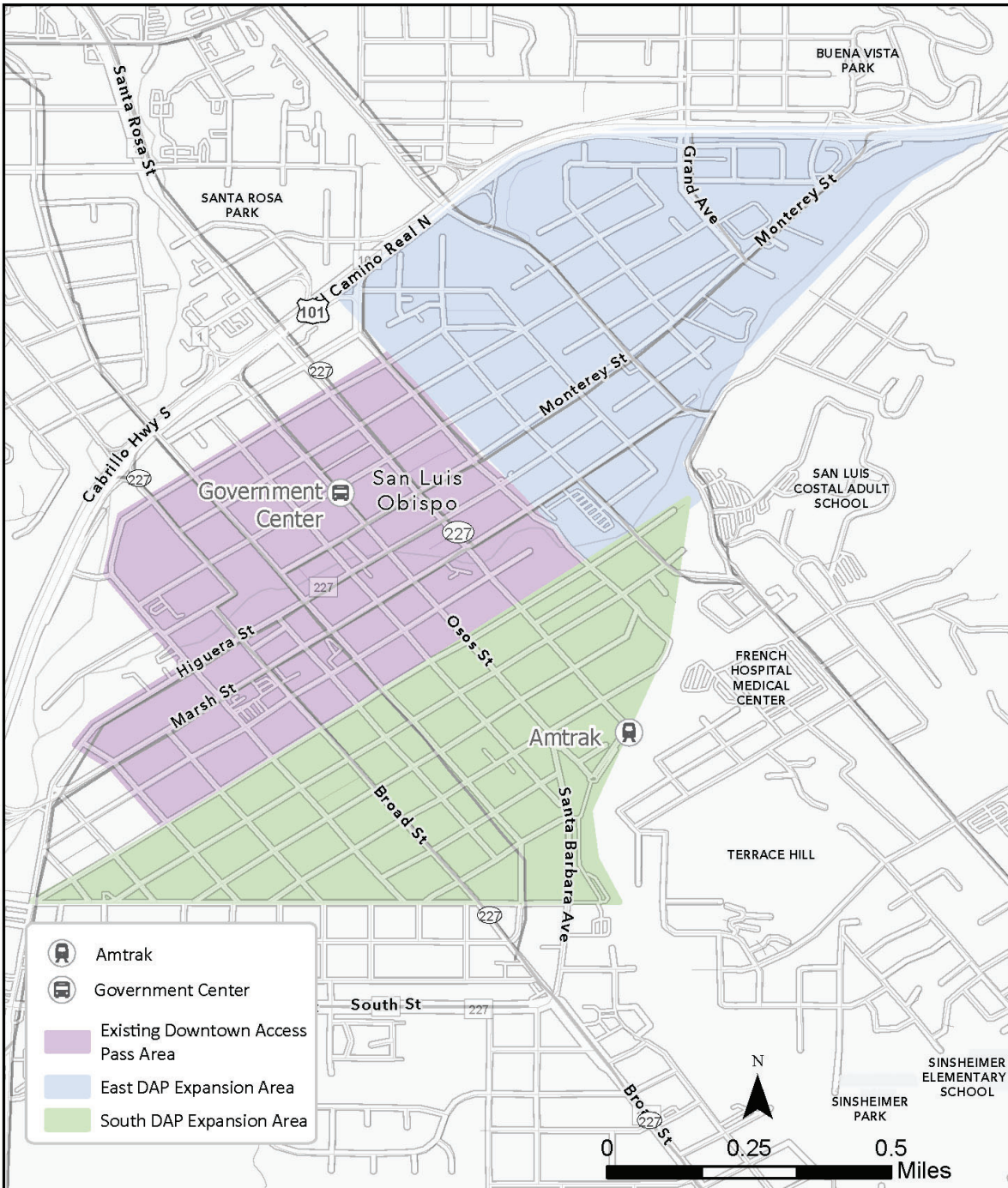
The existing DAP program participants account for a total of 4,624 annual boardings. Based on the impacts of free-fare programs in other communities, it is estimated that 40 percent of these boardings are due to the free pass program while 60 percent would have ridden anyway. The existing DAP program therefore generates approximately 1,850 boardings per year that would not otherwise have occurred. US Census data for 2021 defined through a Work Area Profile Analysis using the “onthemap” online tool (onthemap.ces.census.gov) indicates that the existing DAP area includes 5,245 employees while the eastern area has 1,528 employees and the southern area has 855 employees. Assuming these additional employees make use of the free pass program at the same rate as those in the existing DAP area, expansion in the eastern area would add approximately 500 new passenger-trips per year, while the southern area would add 300 riders per year (or a total of 800 for both). The additional passes would cost on the order of \$1,700 for the eastern area and \$1,100 for the southern area, or a total of \$2,600 for both.

The existing DAP passes are funded through the Parking Enterprise Fund up to \$20,000 annually. New funding sources would be needed beyond that amount to offset the cost of additional passes for employees in the additional areas, or existing funding (such as general funds) could be used.

## Simplify Day Pass Options

Multi-day passes which provide a discounted price to the cost of buying one-trips rides are a good incentive to encourage ridership. As indicated above, SLO Transit offers 1, 3, 5, 7, and 31-day passes. Having too many fare options can be confusing to passengers as well as complicate the accounting process. A review of passes sold in Fiscal Year 2022-23 indicates that less than one percent of boardings are made with a five-day to seven-day pass. Eliminating these options simplifies the fare structure and makes riding public transit a little less complicated.

**Figure 24**  
**Downtown Access Pass Expansion**



## NEW FARE TECHNOLOGY

### Cal-ITP Open-Loop Contactless Fare Payment System

Recent years have seen a surge in the use of contactless payment technologies, including transit fares. Studies have found that accepting contactless payments has lowered expenses for transit agencies and increased ridership. Both RTA and SLO Transit currently use the Token Transit App for fare payment. This app-based technology removes the need for passengers to go to specified locations to purchase tickets. Tickets are validated electronically, allowing the transit agencies to collect important data on ridership and boardings while also taking pressure off the already busy drivers. For passengers, the Token Transit app is free. Transit agencies must purchase on-bus validators and pay approximately annual software fees (the RTA pays approximately \$18,000 per year), and transit agencies enter into an agreement with Token Transit allowing Token Transit to retain a certain percentage of fares purchased through the app up to a set limit. There is also a per transaction fee which is paid by the transit agency.

The California Integrated Travel Project (Cal-ITP) is helping transit agencies to procure contactless payment technology. This technology can accept both agency-specific passes and contactless bank card payments and digital wallets. The benefits of contactless fare payment are improved ridership through ease of use (no need to look for \$1.50) and faster boarding. This strategy can help with fare “fairness” and equity objectives when contactless fare payment is paired with fare capping. Transit fare capping is a fare payment model that sets a maximum amount a rider pays for fares over a specific period, such as a day, week, or month. Once this cap is reached, the rider doesn’t pay for additional trips taken during that period. The rider is also charged as you go, eliminating the need to pay for the full cost of a monthly pass in advance. One final advantage for RTA and SLO Transit is that, over the long term, the transit operators could curtail or even discontinue the use of the Genfare registering fareboxes. Some transit agencies that have implemented the Cal-ITP program have set a goal of a fully cashless fare system, including Monterey-Salinas Transit (2027). This would reduce the staff time needed for the fare counting process as well as the increasing cost of maintenance for the complicated and occasionally unreliable Genfare validating fareboxes.

In order to maintain a fare payment option for unbanked passengers, transit agencies could offer a reloadable card, which could be obtained at the transit agency office or specific outlets. Transit agencies could also continue to accept cash using a manual farebox, allowing the more costly Genfare fareboxes to be phased out.

Cal-ITP and the California Department of General Services have collaborated to establish six Master Service Agreements that allow public transit providers to purchase contactless payment hardware and software directly from vendors rather than through competitive bidding. These Master Service Agreements can be utilized by transit providers in California. The Cal-ITP program has also negotiated lower credit card processing fees, which comprise an ever-growing proportion of transit agency operating costs as more and more riders use credit cards to pay for their rides. SLOCOG has taken the lead in procuring and implementing a regionwide contactless fare payment system using SB 125 funds. It is estimated this project will cost on the order of \$2.6 million over five years and includes “buy-down” of fare levels to encourage restoration of pre-pandemic ridership.

A nearby adopter of open-loop contactless fare payment with fare capping (procured through Cal-ITP) is Monterey Salinas Transit (MST). General public passengers can ride anywhere on the MST system for \$2 for 2 hours. Beyond the 2-hour mark, there is a \$6.00 cap for the day, a weekly cap of \$20.00, and a monthly cap of \$70.00. The \$2 for 2 hours eliminates the need to both tap on and tap off for a two-hour period in order to be charged the correct fare. Once a passenger taps on a bus, they will only be charged \$2 until they tap on after that two-hour period. The quantitative impacts of applying a \$2 for 2-hour fare structure to RTA routes is discussed above and presented in Table 24.

The Transit Innovation Study restates the City of SLO Climate Action Plan objective of a 7 percent transit mode split (the proportion of all trips made by transit) by 2030 and a 12 percent transit mode split by 2035. In 2016, the transit mode split in San Luis Obispo was calculated at 7 percent. At this time systemwide SLO Transit Ridership was around 1.2 million. In FY 2022-23, systemwide ridership was 515,000 or 57 percent lower. Since 2016, owning an automobile has become cheaper and COVID has changed travel patterns with more opportunities to work or learn from home. The service plan elements recommended in this short-range transit plan will increase ridership by 33 percent over base case scenario, bringing the city closer to the transit mode split objectives. The implementation of all plan elements will increase SLO Transit’s operating budget by 35 percent or \$2.4 million by the end of the planning period. Given the City’s goals, this short-range transit plan assumes the availability of additional revenue sources beyond amounts recurring historically for operating purposes.

### **PLAN ASSUMPTIONS**

- Forecasts of annual operating and administrative costs were developed as presented in Table 26, “Base case” or “status quo” operating and administrative cost forecasts were estimated based on the City of SLO 2023-25 Financial Plan Supplement. An annual inflation escalator of three percent was applied to FY 2025-26 costs to project operating costs for each year of the planning period.
- Ridership and corresponding fare revenue for each SRTP element was estimated as presented in Table 27. The “base case” ridership represents service levels as of the summer of 2024. Ridership is assumed to grow at a rate of 2 percent annually. This reflects both the projected population growth rate of 1 percent annually, increase in college enrollment and a continued post-covid increase in ridership.

### **SERVICE PLAN**

Ridership, operating costs and fare revenue estimates for SLO Transit service plan elements for SLO Transit are shown in Tables 26 and 27 and described below. The reader is encouraged to review the Alternatives Chapter for more detailed information on how each plan element was developed. Figure 25 presents all plan elements graphically.

**Table 26: SLO Transit Short Range Transit Development Plan Operating Costs**

Plan Element	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 2029-30	FY 30-31	FY 31-32
<b>Base Case Operating Cost<sup>1</sup></b>							
Marginal Operating Costs	\$3,068,565	\$3,160,600	\$3,255,400	\$3,353,100	\$3,453,700	\$3,557,300	\$3,664,000
Fixed Costs	\$2,655,684	\$2,735,400	\$2,817,500	\$2,902,000	\$2,989,100	\$3,078,800	\$3,171,200
<b>Total</b>	<b>\$5,724,249</b>	<b>\$5,896,000</b>	<b>\$6,072,900</b>	<b>\$6,255,100</b>	<b>\$6,442,800</b>	<b>\$6,636,100</b>	<b>\$6,835,200</b>
<b>Plan Costs</b>							
Reinstate Pre-COVID Routes (6X, Highland Tripper and SLO Tripper) <sup>2</sup>	\$45,100	\$46,400	\$47,800	\$49,200	\$50,700	\$52,200	\$53,800
Increase Route 4A/4B Frequency During the Academic Year	\$39,900	\$41,100	\$42,300	\$43,600	\$44,900	\$46,300	\$47,600
Operate B Routes on Weekends Year Round - 7:45 AM - 8:00 PM	\$0	\$424,200	\$436,900	\$450,000	\$463,500	\$477,400	\$491,800
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	\$496,300	\$511,200	\$526,600	\$542,400	\$558,600	\$575,400	\$592,700
Provide Academic Service Levels Year-Round	\$0	\$195,900	\$201,800	\$207,900	\$214,100	\$220,500	\$227,100
New Avila Ranch Direct Route -- 60 Minute Headway	\$0	\$0	\$435,900	\$449,000	\$462,400	\$476,300	\$490,600
Late Night Microtransit Pilot - 10 PM to Midnight, 7 days/week, Academic Year	\$0	\$0	\$171,000	\$176,100	\$181,400	\$186,800	\$192,400
<b>Total Service Plan Costs</b>	<b>\$581,300</b>	<b>\$1,218,800</b>	<b>\$1,862,300</b>	<b>\$1,918,200</b>	<b>\$1,975,600</b>	<b>\$2,034,900</b>	<b>\$2,096,000</b>
<b>Total Operating Cost</b>	<b>\$6,305,549</b>	<b>\$7,114,800</b>	<b>\$7,935,200</b>	<b>\$8,173,300</b>	<b>\$8,418,400</b>	<b>\$8,671,000</b>	<b>\$8,931,200</b>

Note 1: Base Case (status quo) costs based upon FY 2024-25 City of SLO Supplemental Budget, excluding capital. Assumes 3% annual inflation rate for the planning period.

Note 2: Route 6X implemented in September 2024.

Source: LSC Transportation Consultants, Inc.

**Table 27: SLO Transit Short Range Transit Plan Ridership and Fare Revenue (1/2)**

	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 2029-30	FY 30-31	FY 31-32
<b>Annual Ridership</b>							
Base Case	574,100	585,582	597,294	609,240	621,424	633,853	646,530
<b><u>Service Plan Elements</u></b>							
Reinstate Pre-COVID Routes (6X, Highland Tripper and SLO Tripper) <sup>2</sup>	15,900	16,200	16,500	16,900	17,200	17,600	17,900
Increase Route 4A/4B Frequency During the Academic Year	8,100	8,300	8,400	8,600	8,800	8,900	9,100
Operate B Routes on Weekends Year Round - 7:45 AM - 8:00 PM	0	40,400	41,200	42,000	42,900	43,700	44,600
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	65,000	66,300	67,600	69,000	70,400	71,800	73,200
Provide Academic Service Levels Year-Round	0	16,600	17,000	17,300	17,600	18,000	18,400
New Avila Ranch Direct Route -- 60 Minute Headway	0	0	36,200	36,900	37,700	38,400	39,200
Late Night Microtransit Pilot - 10 PM to Midnight, 7 days/week, Academic Year	0	0	7,400	7,500	7,700	7,800	8,000
<i>Subtotal Impact of Plan Service Elements</i>	<i>89,000</i>	<i>147,800</i>	<i>194,300</i>	<i>198,200</i>	<i>202,300</i>	<i>206,200</i>	<i>210,400</i>
<b><u>Impact of Fare Strategies</u></b>							
Expansion of Downtown Access Program	800	800	800	800	900	900	900
<b>Total Ridership</b>	<b>663,900</b>	<b>734,182</b>	<b>792,394</b>	<b>808,240</b>	<b>824,624</b>	<b>840,953</b>	<b>857,830</b>

**Table 27: SLO Transit Short Range Transit Plan Ridership and Fare Revenue (2/2)**

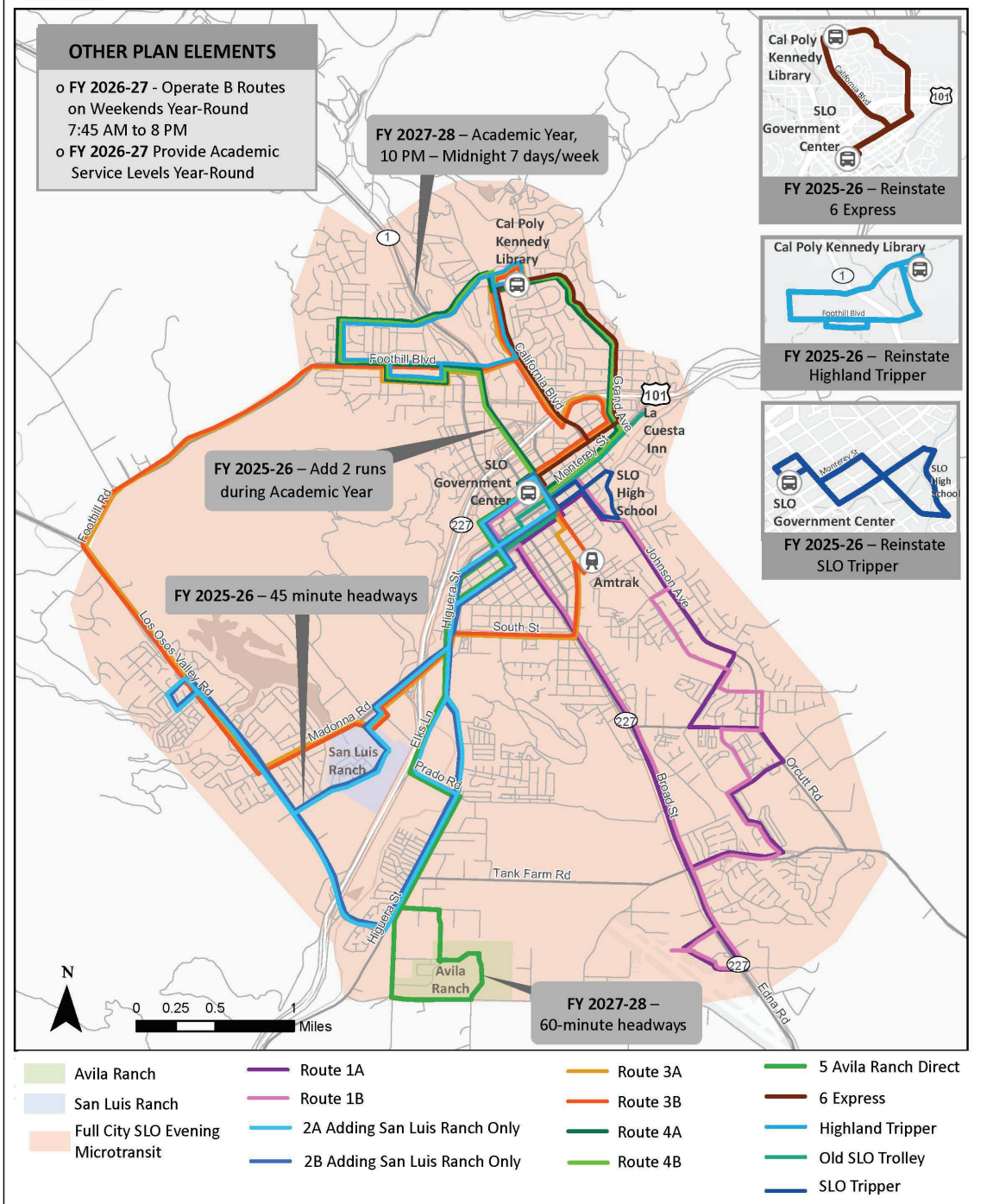
	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 2029-30	FY 30-31	FY 31-32
<b>Fare Revenues (Passenger Revenues)</b>							
Base Case	\$260,000	\$265,200	\$275,900	\$292,800	\$316,900	\$349,900	\$394,000
<b><i>Service Plan Elements</i></b>							
Reinstate Pre-COVID Routes (6X, Highland Tripper and SLO Tripper) <sup>2</sup>	\$6,298	\$6,424	\$6,553	\$6,684	\$6,817	\$6,954	\$7,093
Increase Route 4A/4B Frequency During the Academic Year	\$600	\$600	\$600	\$600	\$600	\$700	\$700
Operate B Routes on Weekends Year Round - 7:45 AM - 8:00 PM	\$0	\$16,200	\$16,500	\$16,900	\$17,200	\$17,600	\$17,900
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	\$65,100	\$66,400	\$67,700	\$69,100	\$70,500	\$71,900	\$73,300
Provide Academic Service Levels Year-Round	\$0	\$6,600	\$6,800	\$6,900	\$7,000	\$7,200	\$7,300
New Avila Ranch Direct Route -- 60 Minute Headway	\$0	\$0	\$36,300	\$37,000	\$37,800	\$38,500	\$39,300
Late Night Microtransit Pilot - 10 PM to Midnight, 7 days/week, Academic Year	\$0	\$0	\$11,500	\$11,800	\$12,000	\$12,300	\$12,500
<i>Subtotal Impact of Plan Service Elements</i>	<i>\$71,998</i>	<i>\$96,224</i>	<i>\$145,953</i>	<i>\$148,984</i>	<i>\$151,917</i>	<i>\$155,154</i>	<i>\$158,093</i>
<b><i>Impact of Fare Modifications</i></b>							
<b>Total Fare Revenue</b>	<b>\$331,998</b>	<b>\$361,424</b>	<b>\$421,853</b>	<b>\$441,784</b>	<b>\$468,817</b>	<b>\$505,054</b>	<b>\$552,093</b>

Source: LSC Transportation Consultants, Inc.





**Figure 25**  
**SLO Transit Plan Graphic**



### **Reinstate Pre-COVID Routes (6X, Highland Tripper and SLO Tripper)**

The first step to increasing ridership and improving service for SLO City residents and students is to reinstate routes suspended during the pandemic. Route 6X was recently reintroduced. It is also recommended that the Highland Tripper and SLO Tripper are reinstated in FY 2025-26. These services provide additional runs during peak periods for SLO High School and Cal Poly students. It is estimated that reinstating these pre-COVID Routes (including Route 6X) will increase ridership by around 15,900 annually (FY 2025-26) for an increase in operating costs over base case of \$45,100 annually (FY 2025-26). This service plan element meets both productivity and cost-effectiveness performance standards. Two additional vehicles will be required for maximum service with the implementation of this alternative.

### **Increase Route 4A/4B Frequency During the Academic Year**

The Transit Innovation Study identified increasing frequency on fixed routes as a high priority. Route 4 is the most popular SLO Transit service, particularly with Cal Poly students. Route 4A is projected to provide upwards of 152,000 passenger-trips in FY 2025-26, and Route 4B is projected to provide 70,000 passenger-trips. Increasing service frequency during peak travel periods on Route 4 would likely further benefit ridership and improve connectivity between downtown and Cal Poly.

As part of this service plan element, SLO Transit should increase service frequency on weekdays during the academic year by adding two new runs on Route 4A departing the Government Center at 8:30 AM and 9:15 AM. In the afternoons, two additional runs on Route 4B, which operates in the counterclockwise direction, should be implemented which depart the Government Center at 4:15 PM and 5:00 PM. The alternatives performance analysis showed that this plan element will cost around \$5.00 per additional trip served and will improve overall productivity in terms of passenger-trips per vehicle hour.

Increasing the frequency of Route 4A/4B is anticipated to increase ridership by 8,100 passenger-trips over base case while increasing operating costs by \$39,900 annually. Implementation is recommended for the next fiscal year (FY 2025-26). One additional vehicle will be required for maximum service.

### **Revise Route 2A/2B to Serve San Luis Ranch – 45 Minute Headways**

At full buildout, the San Luis Ranch development along Madonna Road will include a total of 604 dwelling units. This includes 299 high-density housing units, 34 affordable housing units, and 83 medium-density units, all of which have a higher potential to generate transit ridership. The higher-density residential development is concentrated along Madonna Road and is already served by SLO Transit. Under an agreement with Cal Poly, up to 300 students will soon be living in this area. The nearest existing stops to the high-density area are located along Madonna Road within a reasonable 5-minute walk distance.

To better serve the San Luis Ranch development, SLO Transit should revise Routes 2A and 2B by traveling along Froom Ranch Way between Dalido Drive and Los Osos Valley Road, rather than Madonna Road, as shown in Figure 22 and 25. While Route 2 service to the stops near Madonna/Oceanaire would be eliminated, these stops would still be served by Route 3 (which currently generates 88 percent of the ridership at these stops). This would increase the length of Route 2A by 0.8 miles while cutting 0.1 miles

from Route 2B, respectively. Route 2 also has a significant on-time performance issue with 40 percent of Route 2A runs operating more than 15 minutes late and 11 percent of Route 2B runs operating more than 15 minutes late (during a survey conducted in October 2023). To address the on-time performance issue and the longer route mileage, the revised Route 2A and 2B should operate on a 90-minute cycle length (time for one bus to make a round-trip) instead of 60 minutes. In order to maintain semi-frequent headways reasonable for an urbanized area, a second bus should be added to both 2A and 2B so as to provide 45-minute headways.

An additional 66,300 one-way passenger-trips are estimated with the implementation of this plan element in FY2025-26. Operating costs will increase by approximately \$500,000 annually. Two more vehicles will be required.

Other factors to consider with this plan element include capacity at the Downtown Transit Center and transfers between SLO Transit Routes. With the increase in frequency of Route 2 from hourly headways to 45-minute headways, capacity at the Downtown Transit Center will be exceeded at certain times (assuming the schedules are maintained which maximize timed transfers between routes). Appendix G includes a series of tables showing when SLO Transit and RTA buses overlap at the Downtown Transit Center. Over the short-term, buses could overflow onto Palm Street until funding for a larger transit center can be secured.

According to on-board surveys, common transfer patterns for Route 2 passengers include:

- Route 2A to Route 1A
- Route 2A to Route 4A
- Between Route 2A and Route 2B
- Route 3A to Route 2A

These transfer patterns should be taken into consideration when finalizing schedules.

### **Operate B Routes on Weekends Year-Round – 7:45 AM to 8:00 PM**

The four counterclockwise B routes do not operate on weekends. As a result, service is limited to the large one-way A routes. While the fact that some key corridors are served by more than one A route (such as DTC – Foothill Boulevard or DTC – Madonna Road) still provides some direct bi-directional service, other trips can require a long travel time around the majority of the one-way A loop. Operating all four B routes on Saturdays and Sundays (as well as holidays on which weekend service is provided) would incur an annual operating cost of \$424,200 and increase ridership by 40,400. This cost estimate takes into account the additional costs associated with revising Route 2 to serve San Luis Ranch.

### **Provide Academic Year Service Levels Year-Round**

Cal Poly administration has indicated plans to expand class offerings and associated student activity levels in the summer. Additionally, Cal Poly will be switching to a semester based academic calendar. Currently, SLO Transit operates a higher level of service during the academic year when student ridership is greatest. Providing that higher level of service year-round not only addresses Cal Poly

schedule changes but provides the community as a whole with more frequent public transit service. This alternative met the cost-effectiveness performance standard in the alternatives analysis.

As shown in the Plan Tables, this plan element would increase ridership by 16,600 annually with an associated operating cost increase of \$195,900. No additional fleet would be required. This option also has the benefit of providing more consistent year-round driver schedules, which has the potential to increase driver retention. This plan element is slated for implementation in FY 2026-27.

### **New Avila Ranch Direct Route – 60 Minute Headway**

Avila Ranch is a mixed-use residential/neighborhood commercial development under development along the north side of Buckley Road in southern San Luis Obispo. At buildout, it will include a total of 720 units, consisting of 125 higher-density units (24 units to the acre), 494 medium-density units (up to 20 units to the acre), and 101 lower-density units (7 units to the acre) as well as a small 15,000 square foot neighborhood commercial center.

As development is constructed for Avila Ranch, a new route should be implemented specifically to serve the development. As shown in Figure 23 and 25, this route would use the existing Route 2 alignment south from downtown along South Higuera Street and make a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, Buckley Road, and Vachelli Lane before returning north on South Higuera Street.

In addition to providing service to Avila Ranch, this option has the benefit of doubling service along the South Higuera Street corridor which has substantial ridership (roughly 2.5 times the ridership along the Broad Street corridor along Routes 1A/1B). This route also could serve the Elks Lane/Prado Road loop off of S. Higuera Street currently served by Route 2A, thereby reducing running time and improving the on-time performance of Route 2A. Note that serving this loop in the northbound direction would require a traffic signal at Elks Lane / S. Higuera Street to allow buses to reliably turn onto S. Higuera Street northbound.

As this route is not a one-way loop, only one additional bus would be needed to serve Avila Ranch with hourly headways. Assuming service is provided over the same span as the existing Route 2A span, annual operating costs would be increased by \$435,900, while ridership would be increased by 36,200. This plan element should not be implemented until warranted by development of Avila Ranch.

### **Late Night Microtransit Pilot – 10 PM to Midnight, 7 days/week, Academic Year**

Microtransit was also identified in the Transit Innovation Study as a long-term priority for the City of San Luis Obispo. Through the use of microtransit technology and phone apps, it is possible for a passenger to request a ride “on-demand” within certain areas and certain times. The benefit of microtransit is that it is not limited to a set route with set stops, but rather passengers can be picked up at their curb and dropped off at the curb of their destination. This allows homes on the outlying edges of neighborhoods to be served more directly or for passengers to make cross-town trips without transferring. The disadvantage of microtransit is that if there is high demand for service, there could be a 30-minute or longer wait for a ride. Passengers who depend on public transit to travel to work or appointments at

specific times may find microtransit less convenient, as a ride may not be available at the time they need it.

Microtransit has been successful in areas that are not easily served by a fixed route, low productive fixed routes or during the evenings and weekends, when there is less demand. Generally, SLO Transit Routes are very productive and therefore, it is not cost effective to replace the fixed routes with on-demand microtransit. However, the option of microtransit in the evening, when demand is typically lower, is recommended for consideration in FY 2027-28. Later evening service was the top requested service improvement during the SLO Transit on-board survey effort.

SLO Transit services are not available past 11 PM and only Routes 3 and 4 operate this late during the academic year. The general geographic extent of a potential city-wide late night microtransit service area is displayed in Figure 17 and 25. As part of this plan element, microtransit would be available between 10 PM and midnight during the academic year using three vans. Around 7,400 additional passenger-trips could be expected for an annual operating cost of around \$171,000 annually. It is reasonable to charge a higher fare for microtransit than fixed route services. A general public fare of \$4.00 with corresponding discounts for qualifying passenger-trips is recommended.

Microtransit should initially be implemented as a one-to-two-year pilot program. Three vans will need to be procured, if the current contractor is used. Alternatively, some areas have had success in procuring a separate contractor who specializes in microtransit to operate as a “turnkey” service. Under this scenario, the City would not have to purchase new vehicles or the microtransit software, as it would be included in the total cost of the contract.

If microtransit proves to be a successful form of public transit in San Luis Obispo, the city could consider expanding service to an all-day city-wide microtransit service. A ballpark cost estimate for an expanded microtransit program would be on the order of \$1.7 million annually if operated from 6 AM to 10 PM. Ridership generated from other similar microtransit programs operated by California transit operators indicates a potential demand of 75,400 trips annually from an all-day city-wide microtransit program. With this level of demand, up to five vehicles would be required to operate the service at peak times while maintaining a wait time of around 30 minutes.

The fare agreement with Cal Poly, would not apply to microtransit. Therefore, students would be encouraged to continue to use the more cost-efficient fixed route, as it is free to them. This leaves microtransit available for trips which are more difficult and lengthy via fixed routes. The danger of microtransit is that the curb-to-curb/on-demand aspect can make the service quite popular. If more vehicles are added to meet the increased demand, costs will begin to rise significantly.

## **CAPITAL IMPROVEMENTS**

Transit services require ongoing capital investment in facilities and vehicles. Capital investments in both vehicles and passenger facilities can attract additional riders while improving the quality of service and safety of existing riders. Of note, California’s Innovative Clean Transit regulation will go into effect during the plan period, requiring SLO Transit to transition to zero-emission buses (ZEBs).

## **Fleet Replacement**

Transit vehicles must be regularly replaced to maintain a safe and reliable fleet. The SLO Transit Asset Management Plan sets a target to allow no more than 50% of the revenue vehicle fixed route fleet to exceed the FTA-defined useful life. As the vehicle procurement process can take multiple years, transit agencies must identify their vehicle needs well in advance. A detailed fleet replacement table is presented in Chapter 8. In summary, SLO Transit has ordered eight BEB vehicles in FY 2025-26 to replace old diesel vehicles. During this planning period, an additional two BEB vehicles will be ordered. Additionally, SLO Transit plans to refurbish six diesel buses (including the double-decker). This is consistent with CARB rules and the ZEV Rollout Plan. This results in a net addition of one fixed-route bus. This will allow for the transition to battery electric buses while charging infrastructure is being developed. It is anticipated that some buses will need to charge during the day, requiring more buses to be available for service. Fleet replace will cost on the order of \$4.5 million during the seven-year planning period.

## **Fleet Additions**

The plan elements described above will require six more fixed-route vehicles for maximum service. Currently 11 vehicles are required for maximum service. The SLO Transit fleet consists of 17 vehicles presently, not including the trolley and double decker bus. SLO Transit has already purchased 8 new BEB vehicles which will arrive sometime next year. Instead of replacing older vehicles with the new BEB's, five of the existing vehicles will be kept in the active fleet and refurbished during the planning period. This will bring the fleet up to a total of 22 vehicles. In order to maintain an appropriate spare ratio of 25 percent for the fixed route fleet, SLO Transit should have 21 vehicles. Therefore, SLO Transit does not need to purchase new fixed route vehicles in order to implement service plan elements.

SLO Transit does not own vans which would be suitable for the microtransit pilot. If microtransit service is successful in San Luis Obispo, the City should purchase at least three new vans toward the end of the planning period. This is reflected in the financial plan table below.

## **Other Capital Improvements**

Table 21 in Chapter 8 presents a seven-year capital improvement plan for all items outside of revenue fleet replacement. This includes bus yard improvements, technology, bus stop improvements, BEB charging infrastructure, and rehabilitation of the Downtown Transit Center.

This seven-year capital improvement program totals \$6 million and will be funded primarily through the SB 125 program and Federal Transit Administration grants.

## ***Long Term Plan for Relocated Transit Center***

The SLO Transit Innovation Study includes the concept of Mobility Hubs, which brings together public transit, bikeshare, carshare, scooter share, and other first-last mile solutions without the use of a private vehicle. The study notes that a location of interest for a future Mobility Hub is the Downtown Transit Center.

The 2016 SRTP noted that SLOCOG was leading an effort to construct a new enhanced transit center on Higuera Street between Santa Rosa Street and Toro Street. In 2012 the Coordinated Downtown San Luis Obispo Transit Center Study recommended a facility consisting of up to 16 bus bays, indoor/outdoor passenger waiting areas, driver break areas, restrooms and a transit information counter. The larger transit center would allow for more buses to be able to pulse in and out of the transit center which would enable enhanced route timing coordination. Currently SLO Transit has 5 bus bays. There are multiple times of day when five buses are waiting at the transit center. With full implementation of this transit plan (particularly changes to Route 2) additional bus bays will be required. In 2017 the SLO City Council adopted the Downtown Concept Plan which also envisions a relocated transit center on Higuera Street between Santa Rosa Street and Toro Street. In November of 2023 the SLO City Council approved the purchase of a property in this block on the northwest corner of Higuera Street and Toro Street (1166 Higuera Street). This is the same property identified in the 2012 Coordinated Downtown San Luis Obispo Transit Center Study as the preferred alternative to advance into environmental review (Alternative 6). Initially this site is envisioned for parking. A transit center would require using the northern part of Higuera Street which is currently striped for parking and a bike lane and was previously one of three one-way travel lanes and parking.

Project development for a relocated transit center would need to involve close coordination between the City of SLO and RTA along with SLOCOG. This would include the development of joint funding applications, environmental clearance, design, project phasing and construction. A key feature not fully envisioned in the 2012 study is the addition of bus charging at bus bays. This will be important to support the transition to a BEB fleet by both SLO Transit and RTA.

## **FARE CHANGES**

This SRTP does not recommend a fare increase for SLO Transit. SLO Transit fares are currently in line or above other peer agencies and a fare increase would not be consistent with the goals of the City Council to increase the transit mode split. Two fare strategies are recommended to encourage use of the transit system:

- **Expand Downtown Access Program (DAP)** – This provides free passes on SLO Transit for all people employed in the downtown area. The qualifying area should be extended to include all areas south of US 101, west of San Luis Obispo Creek, and north of Pismo Street. A southern extension from the downtown area encompasses all the area south of Pismo Street, west of the Union Pacific Railroad, and north of High Street. This includes the Railroad District. (Figure 24).
- **Simplify Day Pass Options** – Simplify the fare structure by eliminating the five and seven-day passes.
- **Cal-ITP Open-Loop Contactless Fare Payment System** – Continue to work with SLOCOG on the implementation of fare payment technology which allows users to use any credit card/debit card/phone (open-loop) to pay for their bus trip.

## FINANCIAL PLAN

Table 28 presents the 5-Year Operating and Capital Financial Plan for SLO Transit. The SLO Transit service operating plan is fiscally constrained through FY 2027-28. Assuming use of reserve funds from the federal American Rescue Plan (ARPA) and flat growth of FTA funds after FY 2025-26, the service plan is funded through the planning period.

As shown in the table, sufficient revenue is available for planned capital projects including vehicle replacement and purchase with discretionary FTA grant funding. There is a small deficit in FY 2025-26 without discretionary grant funding. However, by the end of the planning period, it is anticipated that there will be a surplus of capital funds on the order of \$2 million. This surplus could be put towards a new relocated transit center, replacing the refurbished buses with EV's and other charging infrastructure.

As SLO Transit transitions to a zero-emission fleet, there are other potential funding sources available for electric vehicles. The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), administered by CARB, provides around \$120,000 vouchers for large transit vehicle purchases. This program can help mitigate the cost between diesel and electric vehicles.



**Table 28: SLO Transit Financial Plan (1/2)**

	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
<b>Operating Revenues</b>							
Passenger fare revenue <sup>(1)</sup>	\$260,000	\$265,200	\$275,900	\$292,800	\$316,900	\$349,900	\$394,000
Cal Poly Transit Agreement <sup>(2)</sup>	\$750,000	\$750,000	\$772,500	\$772,500	\$772,500	\$795,675	\$795,675
Interest	\$32,815	\$22,648	\$43,017	\$43,000	\$43,000	\$43,000	\$43,000
Transportation Development Act (TDA) - Local Transportation Fund (LTF) <sup>(3)</sup>	\$2,000,000	\$2,024,000	\$2,048,300	\$2,072,900	\$2,097,800	\$2,123,000	\$2,148,500
Transportation Development Act (TDA) - State Transit Assistance (STA) <sup>(3)</sup>	\$725,000	\$725,000	\$725,000	\$725,000	\$725,000	\$725,000	\$725,000
Other State Grants	\$8,722	\$8,722	\$8,722	\$8,700	\$8,700	\$8,700	\$8,700
FTA 5307 Preventative Maintenance <sup>(3)</sup>	\$210,765	\$214,980	\$219,280	\$223,700	\$228,200	\$232,800	\$237,500
FTA 5307 Operating <sup>(3)</sup>	\$2,647,775	\$3,049,800	\$3,443,400	\$3,554,000	\$3,664,500	\$3,762,713	\$3,870,763
FTA 5307 Carryover							
ARPA Operating Assistance	\$2,701,956	\$0	\$0	\$0	\$0	\$0	\$0
	Potential funding source						
<b>Total Operating Revenue</b>	<b>\$9,337,033</b>	<b>\$7,060,350</b>	<b>\$7,536,119</b>	<b>\$7,692,600</b>	<b>\$7,856,600</b>	<b>\$8,040,788</b>	<b>\$8,223,138</b>
Available Operating Balance	\$0	\$3,031,484	\$2,977,034	\$2,577,953	\$2,097,253	\$1,535,453	\$905,240
<b>Status Quo Operating Expenditures</b>	<b>\$5,724,249</b>	<b>\$5,896,000</b>	<b>\$6,072,900</b>	<b>\$6,255,100</b>	<b>\$6,442,800</b>	<b>\$6,636,100</b>	<b>\$6,835,200</b>
SRTP Plan Elements	\$581,300	\$1,218,800	\$1,862,300	\$1,918,200	\$1,975,600	\$2,034,900	\$2,096,000
Balance	<b>\$3,031,484</b>	<b>\$2,977,034</b>	<b>\$2,577,953</b>	<b>\$2,097,253</b>	<b>\$1,535,453</b>	<b>\$905,240</b>	<b>\$197,178</b>

**Table 28: SLO Transit Financial Plan (2/2)**

	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
<b>Capital Revenues</b>							
FTA 5307 (Capital) <sup>(3)</sup>	\$2,693,785	\$2,452,006	\$1,803,083	\$1,744,077	\$1,668,803	\$1,586,048	\$1,477,998
State of Good Repair <sup>(2)</sup>	\$0	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000
Capital Fund Balance	--	--	\$158,106	\$181,889	\$305,366	\$352,669	\$1,441,317
<b>Total Capital Recurring Revenue</b>	<b>\$2,693,785</b>	<b>\$2,455,006</b>	<b>\$1,964,189</b>	<b>\$1,928,966</b>	<b>\$1,977,169</b>	<b>\$1,941,717</b>	<b>\$2,922,316</b>
<b>Discretionary Grant Funding</b>	<b>\$1,033,040</b>		<b>\$572,880</b>			<b>\$300,000</b>	
<b>Capital Plan Expenditures Status Quo</b>	<b>\$2,859,800</b>	<b>\$2,296,900</b>	<b>\$1,782,300</b>	<b>\$1,623,600</b>	<b>\$1,624,500</b>	<b>\$125,400</b>	<b>\$126,600</b>
<b>New Vehicles Required for SRTP Plan<sup>4</sup></b>						<b>\$375,000</b>	
<b>Capital Balance with no Discretionary Funding</b>	<b>-\$166,016</b>	<b>\$158,106</b>	<b>\$181,889</b>	<b>\$305,366</b>	<b>\$352,669</b>	<b>\$1,441,317</b>	<b>\$2,795,716</b>
<b>Capital Balance with Discretionary Funding</b>	<b>\$867,025</b>	<b>\$158,106</b>	<b>\$754,769</b>	<b>\$305,366</b>	<b>\$352,669</b>	<b>\$1,741,317</b>	<b>\$2,795,716</b>

Source: FY 2024-25 Supplemental Budget

Note 1: Passenger fares escalated at the SLOCOG projected city population growth rate of 1% annually.

Note 2: Based on City Budget

Note 3: Assumes FTA 5307 is used to pay for half of total operating expenses minus fare revenues. Total FTA 5307 projected at SLOCOG annual growth rate.

Note 4: If microtransit pilot is successful and City decides to operate their own vehicles for the service.



**LSC TRANSPORTATION CONSULTANTS, INC.**  
TRANSPORTATION PLANNING AND  
TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C  
Post Office Box 5875  
Tahoe City, California 96145  
(530) 583-4053  
info@lsc Tahoe.com  
www.lsc Trans.com

## MEMORANDUM

---

**To:** Alex Fuchs, City of San Luis Obispo  
**From:** Genevieve Evans, AICP, LSC Transportation Consultants, Inc.  
**Date:** October 11, 2024  
**RE:** Additional SLO Transit Service Alternatives to Better Serve Southern San Luis Obispo

---

This memo provides LSC's analysis of SLO Transit fixed route service options to better serve two new developments in the southern portion of San Luis Obispo, as well as to address other operational issues. A review of the new developments is first presented, followed by an evaluation of a series of transit service options.

### New Developments

There are two major projects currently under development in the southern portion of San Luis Obispo that merit consideration for expanded transit service.

### San Luis Ranch

At full buildout, the San Luis Ranch development along Madonna Road will include a total of 604 dwelling units. This includes 299 high-density housing units, 34 affordable housing units, and 83 medium-density units, all of which have a higher potential to generate transit ridership. The higher-density residential development is concentrated along Madonna Road and is already served by SLO Transit. Under an agreement with Cal Poly, up to 300 students will soon be living in this area.

As an aside, the nearest existing stops to the high-density area are located along Madonna Road within a reasonable 5-minute walk distance. While the westbound stop (just west of Dalido Drive has a shelter, the eastbound stop (just east of Oceanaire Drive does not. As this will be the stop used by Cal Poly students while waiting for a bus to campus, a shelter at this stop would be beneficial.

## **Avila Ranch**

Avila Ranch is a mixed-use residential/neighborhood commercial development under development along the north side of Buckley Road in southern San Luis Obispo. At buildout, it will include a total of 720 units, consisting of 125 higher-density units (24 units to the acre), 494 medium-density units (up to 20 units to the acre), and 101 lower-density units (7 units to the acre) as well as a small 15,000 square foot neighborhood commercial center.

The denser residential areas with the highest potential for transit ridership are in the northern portion of the site, along an extension of Eastwood Lane as well as along the east side of Horizon Lane in the northeast corner of the site. This development is at least a half-mile walk to the nearest existing SLO Transit stop (on South Higuera Street).

## **Service Alternatives**

Alternatives are first presented that provide improved service to San Luis Ranch, as this project is farther along in the development process. Alternatives that also would serve Avila Ranch are presented next.

An important consideration in these alternatives beyond serving the new developments is addressing the existing poor service reliability of Routes 2A and 2B. LSC's observations of on-time performance indicate that a majority (65 percent) of Route 2A runs are 6 or more minutes behind schedule, with 40 percent more than 15 minutes late. While Route 2B's reliability is better, 49 percent of runs still operate at least 6 minutes late and 11 percent are more than 15 minutes late.

## **Revise Route 2A/2B to Serve San Luis Ranch – 90 Minute Frequency**

One option to serve San Luis Ranch would be to revise Routes 2A and 2B to better serve the development by traveling along Froom Ranch Way between Dalido Drive and Los Osos Valley Road, rather than Madonna Road, as shown in Figure A. While Route 2 service to the stops near Madonna/Oceanaire would be eliminated, these stops would still be served by Route 3 (which currently generates 88 percent of the ridership at these stops). This would increase the Route 2A length by 0.8 miles while cutting 0.1 miles from Route 2B, respectively. To accommodate the additional running time as well as to solve the existing poor on-time performance, the route cycle time would be increased from 60 to 90 minutes. Operating the existing two buses would result in a 90-minute service frequency, which is typically considered a poor level of service for urban transit in mid-sized to larger urban areas.

As shown in Table A, this option would not change the annual vehicle hours used for Route 2 service (two buses would be in operation throughout the existing span of service). The net decrease in mileage would reduce operating costs by \$61,500 per year.

This alternative would have several impacts on ridership:

- Service to San Luis Ranch would be improved. However, since much of the high-density housing is already served by the stops along Madonna Street, this would be a relatively modest ridership benefit.
- The improvement in on-time reliability would increase ridership, as passengers (and potential passengers) have been proven to be very sensitive to poor service reliability. The document Valuing Transit Service Quality Improvements (Victoria Transport Policy Institute, 2023) indicates that "Increased transit travel speeds can be valued based on average time costs, but reliability improvements should be valued at a higher rate, reflecting the high costs of unexpected delay. Each minute of delay beyond a "normal" two or three-minute delay should be valued at 3-5 times the standard in-vehicle travel time." At present, Route 2A has about 10 minutes of excessive

delay (on average) and Route 2B has about 5.5 minutes. This is perceived by the passenger as at least 30 minutes of travel time for Route 2A and 17 minutes for Route 2B. Providing a much more reliable transit service would therefore have a substantial ridership benefit.

- Ridership would be reduced due to the reduction in frequency from 60 minutes to 90 minutes. This can be found through elasticity analysis to have a moderate reduction in ridership.
- The resulting service would no longer provide “clockface headways” whereby the bus serves any particular stop at the same time after each hour over the day. This has been found to be a substantial benefit to riders (and thus an increase in ridership) as it is easy to learn and remember service times. In addition, the current consistent transfer opportunities at the Transit Center would no longer be provided. Direct timed transfers would vary hour by hour, with an overall increase in the need to wait between buses. One strategy would be to schedule these runs to provide direction connections at the Transit Center to Route 4B in the AM hours and Route 4A in the PM hours, allowing trips to and from Cal Poly with minimal delays at the Transit Center. Overall, however, the changed schedule would have a moderate additional reduction in ridership.

In sum, this alternative is forecast to increase Route 2 ridership by 11,000 passenger boardings per year, with the benefits of increased reliability and additional service to San Luis Ranch outweighing the reductions from reduced frequency and consistency of schedule.

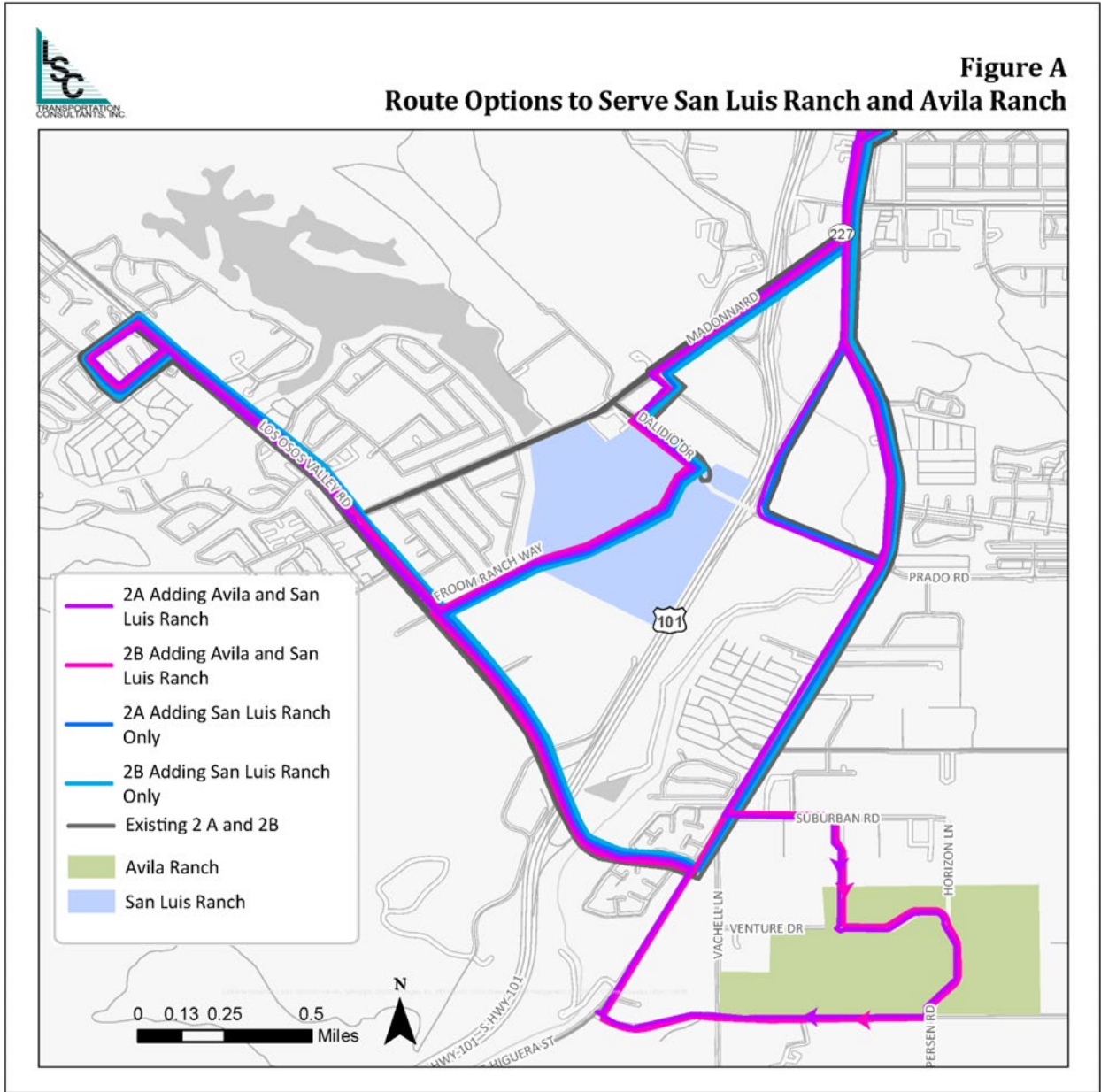
### **Revise Route 2A/2B to Serve San Luis Ranch – 45 Minute Frequency**

This option would be identical to the previous alternative, except that two additional buses would be used to provide service every 45 minutes. This would avoid the reduction in ridership associated with the change in headways and provide greater opportunity for connections at the Transit Center but at a substantial operating cost. As shown in Table A, a ridership increase of 65,000 boardings per year over existing ridership would be generated, but the annual operating cost would be increased by \$462,600 and two additional buses would need to be in operation.

### **Revise Route 2A/2B to Serve San Luis Ranch and Eliminate Descanso Street Loop – 60 Minute Frequency**

Another option would be to revise Routes 2A and 2B to better serve San Luis Ranch but also eliminate the service along Los Osos Valley Road north of Froom Ranch Road to the turnabout loop using Profumo Canyon Road, Del Rio Avenue, and Descanso Street. Eliminating service on this “Descanso Street Loop” would reduce the route length by 2.5 miles and reduce running time by approximately 7 minutes. This would solve roughly half of the existing on-time performance problem on Routes 2A and 2B if the routes are operated on the existing 60-minute cycle length. Annual operating costs would be reduced by \$33,000.

All service would be eliminated to only two stops (along Del Rio Avenue at Profumo Canyon Road and at Descanso Street). Ridership at these stops is modest, totaling only roughly 7 passenger boardings per day. These passengers would need to walk at least an additional 850 feet to access the nearest stop on Los Osos Valley Road. The stops along Los Osos Valley Road would still be served by Route 3, though service frequency would be reduced from four times per hour to two times per hour. Approximately 10,200 annual boardings currently generated by Route 2A/2B in this area would be eliminated. However, considering the ridership increase resulting from more reliable service throughout Routes 2A/2B and service to San Luis Ranch, the overall impact of this alternative would be a net increase of 18,000 passenger boardings per year.



	Change in Annual Service <sup>(2)</sup>						
	Ridership	Service Hours	Service Miles	Marginal Operating Cost	Cash Fare Revenues	Operating Subsidy	Additional Vehicles Needed
Revise Route 2A/2B to Serve San Luis Ranch - 90 Minute Headways	11,000	0	-27,600	-\$61,500	\$11,000	-\$72,500	0
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	65,000	7,500	38,600	\$462,600	\$65,100	\$397,500	2
Revise Route 2A/2B to Serve San Luis Ranch & Cut Descanso Loop - 60 Minute Headways	18,000	0	-14,800	-\$33,000	\$18,000	-\$51,000	0
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 90 Minute Headways	21,000	0	-14,300	-\$31,800	\$21,000	-\$52,800	0
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 45 Minute Headways	80,000	7,500	62,000	\$514,700	\$80,200	\$434,500	2
New Avila Ranch Direct Route -- 60 Minute Headway	34,800	5,300	49,300	\$375,900	\$34,900	\$341,000	1
New Broad - Avila Ranch - S. Higuera Loop Route -- 60 Minute Headway	53,000	8,400	87,400	\$616,400	\$53,100	\$563,300	2

**Revise Route 2A/2B to Serve San Luis Ranch and Avila Ranch – 90 Minute Frequency**

By extending the Route 2 cycle length to 90 minutes, there would be more than adequate time to also extend the route to serve Avila Ranch, as shown in Figure A. To reduce the number of stops that would need to be established, both Routes 2A and 2B would serve a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, and Buckley Road and before returning north on South Higuera Street. Route 2A would be 14 miles in length while Route 2B would be 12.8 miles in length. This option would operate the same number of vehicle-hours of service as today, but the net effect of the fewer runs and longer route would be a reduction in annual vehicle-miles of 14,300, yielding a reduction in annual operating cost of \$31,900. The net impact on ridership generated by the reduction in frequency, improved reliability, and additional service area would be an increase of 21,000 boardings per year.

**Revise Route 2A/2B to Serve San Luis Ranch and Avila Ranch – 45 Minute Frequency**

Adding two additional buses into Route 2A/2B service would provide service along an expanded route every 45 minutes. Ridership would be increased by a substantial 80,000 boardings per year. However, annual operating costs would be increased by \$514,700 and an additional two buses would be needed in operation.

**Establish New Avila Ranch Direct Route – 60 Minute Frequency**

Another option would be to establish a new route specifically to serve Avila Ranch. As shown in Figure B, this route would use the existing Route 2 alignment south from downtown along South Higuera Street and make a clockwise loop around Suburban Road, Eastwood Lane, the extension of Ventura Drive, the extension of Horizon Lane, Buckley Road, and Vachelli Lane before returning north on South Higuera Street. This route is 8.8 miles in length and can be reliably served in an hour cycle length.

In addition to providing service to Avila Ranch, this option has the benefit of doubling service along the South Higuera Street corridor which has substantial ridership (roughly 2.5 times the ridership along the Broad Street corridor along Routes 1A/1B). This route also could serve the Elks Lane/Prado Road loop off of S. Higuera Street currently served by Route 2A, thereby reducing running time and improving the on-time performance of Route 2A. Note that serving this loop in the northbound direction would require a traffic signal at Elks Lane / S. Higuera Street to allow buses to reliably turn onto S. Higuera Street northbound.

This option has the benefit of only requiring a single additional bus to serve Avila Ranch without resulting in a 90-minute service frequency. Assuming service is provided over the same span as the existing Route 2A span, annual operating costs would be increased by \$375,900, while ridership would be increased by 34,800 boardings per year.

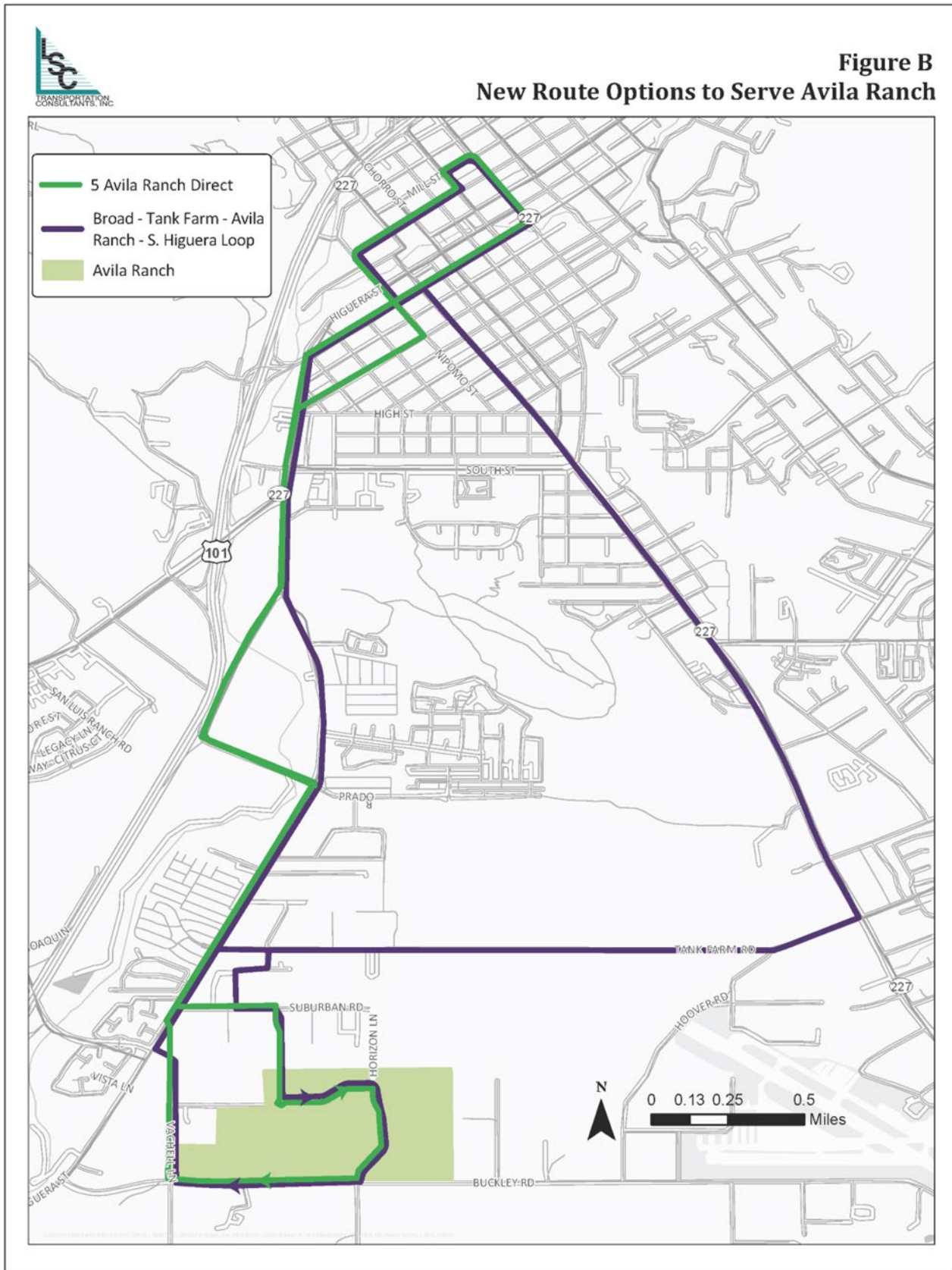
### **Broad Street / Tank Farm Road / S. Higuera Loop Route to Serve Avila Ranch**

A final option would be to create a large bi-directional route using Broad Street between the Transit Center and Tank Farm Road, Tank Farm Road, Long Street, Cross Street, and Short Street to access the Avila Ranch area and South Higuera Street to the Transit Center. As shown in Figure B, this route is 10.4 miles long, though the relatively high speeds along the long stretch of Tank Farm Road with no ridership potential would allow it to operate in a 60-minute cycle length.

It is assumed that one direction would be operated over the same span as Route 2A and the other over the same span as Route 2B, resulting in an annual operating cost of \$616,400. Two additional buses would be required at peak times.

Ridership would be generated by providing half-hourly service along both the Broad Street and South Higuera Street corridors, by serving Avila Ranch, as well as by providing a new more convenient connection for transit travel between southwest and southeast San Luis Obispo. Overall, ridership is forecast to increase by 53,000 boardings per year.





### Service Alternatives Performance Analysis

Table B presents an evaluation of the performance of the additional service alternatives. This follows the methodology discussed in *Technical Memorandum Four: Service Alternatives* and applies the performance standards of a minimum of 11.5 passenger-trips per vehicle-hour and marginal operating costs that do not exceed \$11.23 per passenger-trip. A review of these results indicates the following:

- All of these alternatives meet the cost-effectiveness standard with the exception of the Broad Street – Avila Ranch – South Higuera loop route.
- The three options that increase ridership while not adding vehicle-hours (90-minute service to San Luis Ranch, 60-minute service to San Luis Ranch and cutting the Descanso loop, and 90-minute service to San Luis Ranch and Avila Ranch) perform particularly well as they reduce costs (by reducing vehicle-miles of service) while expanding ridership. These three options also help meet overall service productivity standards by increasing ridership without adding vehicle-hours.
- Of the options that serve Avila Ranch while avoiding 90-minute service frequency, the best performance is provided by the 45-minute service on an expanded Route 2A/2B. While the productivity figure of 10.7 passenger-trips per vehicle-hour does not achieve the standard of 11.5, it is close.
- A new direct route along South Higuera Street serving Avila Ranch would have slightly better performance than the large bi-directional loop using South Higuera Street, Tank Farm Road, and Broad Street, and would be substantially less expensive. However, this cannot be implemented until a new traffic signal is in place at Elks Road and S. Higuera.

	Net Impact					
	Annual Ridership	Service Hours	Service Miles	Annual Marginal Operating Cost <sup>1</sup>	Passenger-Trips per Vehicle Service Hour	Marginal Op. Cost per Passenger-Trip
Revise Route 2A/2B to Serve San Luis Ranch - 90 Minute Headways	11,000	0	-27,600	-\$61,500	Note 2	-\$5.59
Revise Route 2A/2B to Serve San Luis Ranch - 45 Minute Headways	65,000	7,500	38,600	\$462,600	8.7	\$7.12
Revise Route 2A/2B to Serve San Luis Ranch & Cut Descanso Loop - 60 Minute Headways	18,000	0	-14,800	-\$33,000	Note 2	-\$1.83
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 90 Minute Headways	21,000	0	-14,300	-\$31,800	Note 2	-\$1.51
Extend Route 2A/2B to Serve San Luis Ranch and Avila Ranch - 45 Minute Headways	80,000	7,500	62,000	\$514,700	10.7	\$6.43
New Avila Ranch Direct Route -- 60 Minute Headway	34,800	5,300	49,300	\$375,900	6.6	\$10.80
New Broad - Avila Ranch - S. Higuera Loop Route -- 60 Minute Headway	53,000	8,400	87,400	\$616,400	6.3	\$11.63
Alternatives meeting performance standards shaded in green. Note that alternatives meet standards by increasing ridership at a greater rate than costs, eliminating a service not meeting standards, or increasing ridership while decreasing costs.				Recommended Performance Standards	11.5	\$11.23

Note 1: Does not include fixed costs  
 Note 2: As there is an increase in ridership with no change in vehicle-hours, this measure calculates as infinite.

**JOINT COORDINATION OPPORTUNITIES**

---

## Chapter 1

# INTRODUCTION

---

This is the eighth in a series of working papers prepared as part of the Joint Short-Range Transit Plan study for the San Luis Obispo Regional Transit Authority (RTA) and the City of San Luis Obispo’s transit program (SLO Transit). This working paper focuses on opportunities to better coordinate the two transit programs, building on the opportunity provided by this joint SRTP process.

As an introduction, it should be noted that there is a long history of coordination between the transit services. The intention and mechanism for coordination was formalized in 2003 via an agreement between SLOCOG, the City of SLO, and the RTA regarding public transit planning and programming. This document specifies that SLOCOG and the two operators “agree to work cooperatively with each other and with other public and private transit providers and governmental agencies to ensure the provision of coordinated, cost-effective, area-wide transit services. Such coordination includes, to the extent feasible: fares; operating service agreements; transfer rates and pass policies; transit information and marketing; schedule and service coordination; capital needs; shared support facilities; data needs to meet period reporting requirement; and other activities as agreed upon by the parties.” (Section 2). This working paper is intended to build on this cooperative spirit by considering improvements to services jointly undertaken by both agencies, such as Runabout, as well as explore or expand opportunities for coordination which maximize cost-effectiveness.

## RTA/SLO TRANSIT COORDINATION OPPORTUNITIES

---

This chapter focuses on joint procurement opportunities and discusses intercity connections and day-to-day operational coordination. This is followed by a list of strategies to improve the effectiveness of the ADA Paratransit program, Runabout, which serves both the City and the County.

### SERVICE COORDINATION

RTA Routes 9, 10, 12, and 14 operate within the City of San Luis Obispo and have some overlap with SLO Transit in order to make transfers with SLO Transit and to directly serve key locations within the City of San Luis Obispo for intercity RTA passengers. This includes 3 stops on the Cal Poly SLO campus. RTA serves 31 bus stops within the City of San Luis Obispo, 22 of which are shared with SLO Transit. RTA's main passenger transfer hub is the Government Center which is located at the opposite corner of the intersection of Palm Street and Osos Street from the SLO Downtown Transit Center. Route 14 service was reduced during the pandemic and is currently not operating (October 2024) because Cuesta College has moved many classes online.

### Scheduling and Transfer Opportunities

#### *Hours of Operation*

On weekdays during the academic year, SLO Transit bi-directional loop routes begin service at the Downtown Transit Center before the first morning 6:33 AM RTA departures from the Government Center and continue service until after the 8:33 PM RTA departures. RTA Route 12 has a 10:06 PM arrival at the Government Center before it goes out of service for the night. Only SLO Routes 3B, 4A, and 4B continue operating after that last RTA arrival.

Both systems operate reduced service hours on weekends beginning later and ending earlier. SLO Transit operates only the "A" clockwise routes on the same schedule for both Saturday and Sunday. RTA operates Routes 9, 10, and 12 with five round trips on Saturday. On Sunday, Routes 9 and 10 operate three runs and Route 12 operates five runs.

Figure 1 and Table 1 display the span of service for both systems. These show that the service times between both systems align reasonably well. The transfer opportunities between both systems are described below. Table 2 provides an example of schedule coordination for a two-hour period on a weekday during the academic year. Appendix A presents schedule coordination for a full-service day.

**Figure 1: Span of Service - SLO Transit & RTA Routes 9, 10 and 12 at Downtown Transit Center / Government Center**  
Academic Year - Weekend Span of Service Is Shaded

30-Minute Period	SLO Transit Routes								RTA Routes		
	1A	1B	2A	2B	3A	3B	4A	4B	9	10	12
6:00 AM	6:15 AM		6:15 AM		6:20 AM		6:00 AM	6:15 AM			
6:30 AM		6:45 AM		6:45 AM		6:45 AM			6:33 AM	6:33 AM	6:33 AM
7:00 AM											
7:30 AM											
8:00 AM	8:15 AM		8:15 AM				8:15 AM				
8:30 AM									8:23 AM Saturday	8:28 AM Saturday	8:25 AM Saturday
9:00 AM											
9:30 AM									9:23 AM Sunday	9:28 AM Sunday	9:25 AM Sunday
10:00 AM											
10:30 AM											
11:00 AM											
12:00 PM		No Weekend Service		No Weekend Service		No Weekend Service		No Weekend Service			
1:00 PM											
1:30 PM											
2:00 PM											
2:30 PM											
3:00 PM											
3:30 PM											
4:00 PM											
4:30 PM											
5:00 PM											
5:30 PM											
6:00 PM											
6:30 PM		6:30 PM		6:35 PM					5:33 PM Sunday	5:33 PM Sunday	5:33 PM Sunday
7:00 PM											
7:30 PM									7:33 PM Saturday	7:33 PM Saturday	7:33 PM Saturday
8:00 PM	8:00 PM		8:05 PM		8:10 PM		8:05 PM				
8:30 PM									8:33 PM	8:33 PM	
9:00 PM											
9:30 PM											
10:00 PM	10:00 PM		10:00 PM		10:00 PM						10:06 PM
10:30 PM						10:35 PM					
11:00 PM							11:05 PM				

**Table 1: Span of Service - SLO Transit & RTA Routes 9, 10 and 12 at Downtown Transit Center / Government Center**  
Academic Year

Weekday	SLO Transit Routes								RTA Routes		
	1A	1B	2A	2B	3A	3B	4A	4B	9	10	12
Begin	6:15 AM	6:45 AM	6:15 AM	6:45 AM	6:20 AM	6:45 AM	6:00 AM	6:15 AM	6:33 AM	6:33 AM	6:33 AM
End	10:00 PM	6:30 PM	10:00 PM	6:35 PM	10:00 PM	10:35 PM	11:05 PM	10:30 PM	8:33 PM	8:33 PM	10:06 PM
Span (Hours)	15:45	11:45	15:45	11:50	15:40	15:50	17:05	16:15	14:00	14:00	15:33
<b>Saturday</b>											
Begin	8:15 AM		8:15 AM		6:20 AM		8:15 AM		8:23 AM	8:28 AM	8:25 AM
End	8:00 PM		8:05 PM		8:10 PM		8:05 PM		7:33 PM	7:33 PM	7:33 PM
Span (Hours)	11:45		11:50		13:50		11:50		11:10	11:05	11:08
<b>Sunday</b>											
Begin	8:15 AM		8:15 AM		6:20 AM		8:15 AM		9:23 AM	9:28 AM	9:25 AM
End	8:00 PM		8:05 PM		8:10 PM		8:05 PM		5:33 PM	5:33 PM	5:33 PM
Span (Hours)	11:45		11:50		13:50		11:50		8:10	8:05	8:08

**TABLE 2: Example of Existing Schedule Coordination at Government Center/Downtown Transfer Point Weekdays During Academic Year**

5-Minute Period Start	SLO Transit Routes								RTA Routes		
	1A	1B	2A	2B	3A	3B	4A	4B	9	10	12
10:00 AM	■				■			■			
10:05 AM	■		■								■
10:10 AM	■		■								■
10:15 AM					■				■		■
10:20 AM							■		■		■
10:25 AM							■		■		■
10:30 AM		■							■		■
10:35 AM		■							■		■
10:40 AM		■		■		■		■			
10:45 AM		■		■		■		■			
10:50 AM											
10:55 AM					■						
11:00 AM	■				■						
11:05 AM	■		■				■				■
11:10 AM	■		■				■				■
11:15 AM					■				■		■
11:20 AM							■		■		■
11:25 AM							■		■		■
11:30 AM		■							■		■
11:35 AM		■							■		■
11:40 AM		■		■		■					
11:45 AM		■		■		■					
11:50 AM							■				
11:55 AM					■		■				

**Transfers between SLO Transit and RTA**

This review of transfer opportunities examines the coordination between RTA routes 9, 10, and 12 serving San Luis Obispo and the all-day, bi-directional SLO Transit routes (1A, 1B, 2A, 2B, 3A, 3B, 4A, 4B). Ideally, the service schedule would enable transfers to and from all route buses. Because the combined schedules of the two systems are not designed as a pulse schedule, where timetables are coordinated to converge at the Government Center and Downtown Transit Center at the same time, passengers on an incoming bus may need to wait to transfer to the next arrival of a bus from the other system. Described below are the transfer options between RTA and SLO Transit routes. Since both systems operate on generally consistent headways throughout the day, the transfer times repeat in a similar fashion each hour. On weekdays RTA operates on 60-minute headways. SLO operates on 30-, 45- and 60-minute headways depending on the route and time of day, which can make the exact transfer times vary depending on the hour. Appendix A of this working paper displays the times that each route bus is present at the Government Center/Downtown Transit Center in 15-minute increments for full weekday service during the academic year. Appendix B provides a series of tables depicting transfer times at selected times as described below.

**Weekday Morning Service:** RTA Routes 9, 10, and 12 start operations at the Government Center at 6:33 AM. SLO Transit's bi-directional routes (1, 2, 3, and 4 – A and B) begin service at the Downtown Transit Center between 6:00 AM and 6:45 AM. The first transfer opportunity between the two systems occurs before the three RTA route departures at 7:33 AM. Six of the eight SLO Transit routes complete a loop before the 7:33 AM RTA departures, allowing passengers to transfer to RTA inter-city routes. The two SLO Transit routes that do not complete a loop are 2B and 3B operating in the counter-clockwise direction, but Routes 2A and 3A do complete a clockwise loop of the same route and return to the Transit Center before the RTA 7:33 AM departures. The first morning RTA routes with passengers are scheduled to arrive at 7:12 AM (Route 12), 7:24 AM (Route 9), and 7:28 AM (Route 10) at the Government Center. Route 9 Express arrives at 7:27 AM. Shortly after, SLO Transit route 4A departs at 7:30 AM, and routes 1B, 2B, 3B, and 4B depart at 7:45 AM. Routes 1A and 2A leave at 7:15 AM, which allows for potential transfers from RTA Route 12, scheduled to arrive at 7:12 AM. Route 3A departs at 7:20 AM, providing a reasonable window for passengers transferring from Route 12. The only SLO Transit routes that facilitate transfers to and from all three RTA routes are 1B and 4A, which share dwell time at the Government Center/Downtown Transit Center hub.

One noteworthy observation is that SLO Transit Route 4A is scheduled to complete its first loop from 6:00 AM to 6:35 AM at the Downtown Transit Center, missing the scheduled transfer opportunity for the first RTA intercity departures at 6:33 AM by just two minutes. Since this is the first morning run, it may be possible to adjust the public timetable to allow the Route 4A to arrive at 6:30 AM to allow passengers to transfer to the 6:33 AM RTA departures.

**Weekday Midday Service:** Transfers between both systems are available for the entire day. The pattern does not repeat identically throughout the day because SLO Transit Routes 3A and 3B change headways midday. Route 3A runs more frequently during the first half of the day and Route 3B runs more frequently during the second half of the day.

The transfer pattern midday is like both the morning and late-night transfers as described in this section. One significant difference is that the five arrivals of RTA Route 9 from 2:30 PM to 6:30 PM have a much shorter scheduled layover of only three minutes versus 15 minutes earlier and later in the day. This makes transfers in both directions between Route 9 and SLO Transit routes unlikely during this 4-hour period of the day. For example, Route 4A and 4B combined have 2:30 PM, 4:30 PM, and 5:30 PM departures scheduled at the same time RTA Route 9 is scheduled to arrive. There is not enough shared dwell time on these runs to allow for transfers in both directions. The reason for the shorter layover is that RTA serves the Cal Poly Campus directly on those five runs, which also has the effect of reducing the need for those passengers to make a transfer to SLO Transit. The Draft SRTP recommends one additional mid-day arrival at the Cal Poly campus on Southbound Route 9 at 12:17 PM. SLO Routes 1B and 2B are in service until 6:30 PM and 6:35 PM respectively and have transfers available at those times as they do in the morning example above.



**Weekday Night Service:** The last nighttime departures for RTA Routes 9, 10, and 12 are at 8:33 PM from the Government Center. During the academic year, SLO Transit operates six of its eight routes after 8:33 PM, allowing for transfers to the RTA intercity routes. Routes 1B and 2B, which operate in the counterclockwise direction, end service at 6:30 PM and 6:35 PM, respectively. However, the clockwise counterparts—1A and 2A—operate until 10:00 PM. SLO Transit routes arrive between 8:00 PM and 8:20 PM, enabling transfers to the last RTA departures. SLO Transit Route 3B has an 8:40 PM scheduled arrival at the Downtown Transit Center after the departure of the RTA buses, meaning passengers wanting to transfer to the RTA routes need to take Route 3A, which arrives at 8:10 PM, or the earlier Route 3B that arrives at 7:40 PM. SLO Route 4B is on a layover from 8:20 PM to 8:30 PM allowing Route 4B passengers to transfer to all three RTA routes departing at 8:33 PM. RTA Route 9 has a scheduled stop at the Cal Poly SLO campus on the 8:33 departure which means that RTA passengers that are travelling to the campus do not need to transfer to a SLO Transit bus at that time. RTA Route 10 and 12 passengers can transfer to RTA Route 9 to get to the Cal Poly SLO campus for the 8:33 PM departure.

Transfers from the last RTA arrivals at the Government Center to SLO Transit are available across the full SLO Transit system, though they are less convenient. The last scheduled RTA arrivals are at 8:18 PM for Route 9, 8:28 PM for Route 10, and 8:06 PM for Route 12. Six SLO Transit routes are in service at these arrival times during the academic year (Routes 1B and 2B end service by 6:35 PM). Four of the SLO routes (1A, 2A, 3A, 4A) have scheduled departures at 8:15 PM, allowing for transfers only from RTA Route 12. Route 4B has an 8:30 PM departure, which can accommodate transfers from all three RTA routes. The 8:28 PM arrival of Route 10 allows only two minutes for passengers to transfer to 4B, assuming everything is on schedule. Route 3B departs at 8:45 PM, providing ample time for transfers from all three RTA routes, but this results in waiting times ranging from 39 to 17 minutes. Passengers from RTA Routes 9 and 10 must wait until 9:00 PM for the next SLO route 4A departure, resulting in a 42- and 32-minute wait from the scheduled arrivals of Routes 9 and 10, respectively. SLO routes 1A, 2A, and 3A leave at 9:15 PM, resulting in a 57- and 47-minute wait for passengers arriving on Routes 9 and 10. Route 12, with its scheduled 8:06 PM arrival, shares 9 minutes of dwell time at the Government Center with SLO Routes 1A, 2A, 3A, and 4A at the Downtown Transit Center allowing for transfer in passengers between both systems between 8:06 PM and 8:15 PM.

During the summer schedule, SLO Transit routes end service between two to four hours earlier, making transfers with the last RTA departures unavailable.

**Saturday Morning Service:** The first departure of RTA Routes 9, 10, and 12 on Saturday morning is at 8:33 AM. Only SLO Transit Route 3A has completed a loop in time to bring passengers to the Downtown Transit Center in time to transfer to the three RTA Routes. The next departures of SLO Transit routes 1A, 2A, 3A, and 4A take place between 9:00 AM and 9:20 AM for intercity passengers who arrive on RTA routes and wish to transfer to SLO Transit. The wait time for passengers transferring from one of the RTA routes to SLO Transit at that time ranges from 32 to 57 minutes.

**Saturday Midday Service:** RTA routes 9, 10, and 12 make only five runs on Saturday, while SLO Transit runs 60-minute headways on Routes 1A, 2A, and 3A; and 45-minute headways on Route 4A. This means there are multiple runs per day on SLO Transit where there is no transfer available to or from RTA Routes 9, 10, and 12.

**Saturday Night Service:** The last Saturday nighttime departures for RTA Routes 9, 10, and 12 are at 7:33 PM from the Government Center. On Saturdays, SLO Transit Routes 1A, 2A, and 3A complete their last loops at 7:15 PM, so incoming RTA passengers are not able to transfer to those routes on the last Saturday run. Transfers in both directions are possible between RTA routes 9, 10, 12, and SLO Transit Route 4A, which has a scheduled 7:20 PM arrival and a 7:30 PM departure for its last loop of the night. The scheduled arrival time of RTA Route 10 is 7:28 PM, making the transfer to SLO Route 4A tight.

**Sunday Service:** SLO Transit operates the same schedule on Saturday and Sunday. However, RTA Routes 9, and 10 operate only three runs and Route 12 operates 5 runs. Transfers between systems are similar to Saturday, but at different times because the three RTA routes start an hour later and end two hours later than on Saturday. The first RTA departure from the Government Center is 9:33 AM and the last is 5:33 PM.

### *Opportunities for Improvement of Transfers*

As both RTA and SLO Transit adjust their routes and schedules, prioritizing convenient transfers between systems to minimize wait times should be a key consideration. However, balancing these adjustments to accommodate transfers with the needs of passengers who do not require them presents challenges. Long-distance intercity RTA routes, in particular, have scheduled transfers in other communities that must be maintained, especially when operating on 60-minute headways. In a survey conducted in October 2023, 48 percent of RTA Regional Route passengers rated the “ease of transfers/connections” as excellent, with an average score of 4.2 out of five. In comparison, 37 percent of SLO Transit passengers provided a similar rating, averaging 3.9 out of five.

According to on-board surveys from October 2023, only 5 percent of RTA passengers on Routes 9, 10, and 12 transferred to SLO Transit to complete their trip, while just under 4 percent of SLO Transit respondents required a transfer to those same RTA routes. Notably, the proportion of passengers transferring between SLO Transit and RTA has increased by 6 percent since 2015 (time period of the last SRTP). Although enhancing inter-system transfers may not be the highest priority, strategically improving connections on the most heavily utilized routes could boost rider satisfaction and expand the intercity ridership market.

Key takeaways regarding transfer opportunities between the two systems are:

**Timing Coordination:** The combined schedules of RTA and SLO Transit are not designed as a pulse system, where routes are timed to arrive and depart at the Government Center and Downtown Transit Center at the same time. While service times generally align well, particularly during morning and midday hours when all eight SLO Transit routes are in

operation, there are still missed opportunities for transfers between systems. For example, Route 4A misses early RTA departures by just two minutes, highlighting areas for potential improvement.

**Evening Service Gaps:** Although many SLO Transit routes continue to operate after RTA's last departures, significant waiting times can occur for passengers transferring from RTA Routes 9 and 10, reducing convenience for late-night passengers. Additionally, SLO Routes 1B and 2B cease service by 6:35 PM, further limiting options.

**Seasonal Variability:** The reduction in service hours during the summer schedule restricts transfer opportunities, particularly for late arrivals and departures. This inconsistency can adversely affect commuters throughout the year. This could be improved under the "Operate Academic Schedule Year-Round" alternative for SLO Transit.

**Central Transit Hub:** The absence of a central transit hub capable of accommodating at least 11 full-size (40-foot) buses simultaneously poses a significant constraint on the system. As a result, SLO Transit must stagger the schedules of the eight buses in service, preventing all from pulsing into the hub at the same time.

## **JOINT TRANSIT FACILITIES**

### **Operations and Maintenance Facilities**

RTA and SLO Transit operate from separate facilities in San Luis Obispo that are located within one-third of a mile of one another. RTA completed the construction of their facility on Elks Lane in 2022. The City of SLO Transit facility on Prado Road was built in 1984. Both RTA and SLO Transit have capital improvements planned for battery electric bus (BEB) charging infrastructure at their facilities.

The proximity of the operations and maintenance facilities provides opportunities for coordination of parts inventory, which has been in practice for several years. In addition, vehicle charging and training can be more easily coordinated with the close proximity of the facilities. This will be particularly important as both agencies transition into battery electric bus fleets.

### **Relocated Transit Center**

The primary passenger transfer hub in San Luis Obispo is centered on the intersection of Osos Street and Palm Street. The SLO Transit buses stop in five sawtooth bays on the west side of Osos Street north of Palm Street. This is identified as the "Transit Center" by SLO Transit. RTA buses stop on the east side of Osos Street south of Palm Street. This is identified as the "Government Center" by RTA. Up to three RTA buses board and alight passengers there at one time. There is room for a fourth RTA bus around the corner on the south side of Palm Street, that is currently used as a deboarding area during operator shift changes and for express runs. In 2020, RTA completed significant improvements to their portion of the Government Center facility adding a passenger waiting area, two additional shelters, lighting, a ticket vending machine, display boards, and real-time bus arrival digital displays.

The 2016 SRTP noted that SLOCOG was leading an effort to construct a new enhanced transit center on Higuera Street between Santa Rosa Street and Toro Street. In 2012, the Coordinated Downtown San Luis Obispo Transit Center Study envisioned a facility consisting of up to 16 bus bays, indoor/outdoor passenger waiting areas, driver break areas, restrooms, and a transit information counter. The larger transit center would allow for more buses to be able to pulse in and out of the transit center which would enable enhanced route timing coordination. In 2017, the SLO City Council adopted the Downtown Concept Plan which also envisions a relocated transit center on Higuera Street between Santa Rosa Street and Toro Street. In November of 2023, the SLO City Council approved the purchase of a property in this block on the northwest corner of Higuera Street and Toro Street (1166 Higuera Street). This is the same property identified in the 2012 Coordinated Downtown San Luis Obispo Transit Center Study as the preferred alternative to advance into environmental review (Alternative 6).

It is recommended that the RTA, City of SLO, and SLOCOG resume project development for a relocated transit center. This would include the development of joint funding applications, environmental clearance, design, project phasing, and construction. A lead agency for environmental clearance, project approvals, and construction would need to be agreed upon to initiate the project development. Both the City of SLO and RTA are capable of being the lead agency for the project. A new Downtown Transit Center which has the capacity for a minimum of 11 buses at one time would allow for better transfers not only between SLO Transit Routes but also between SLO Transit and RTA routes. Additional bays – up to 16 per the 2012 Downtown Coordinated Downtown San Luis Obispo Transit Center Study – would allow for full transfers with express buses and other potential intercity routes. A key feature not fully envisioned in the 2012 study is the addition of bus charging at bus bays. This will be important to support the transition to a BEB fleet by both SLO Transit and RTA.

## **JOINT PROCUREMENT OPPORTUNITIES**

A joint procurement is a method of contracting in which two or more purchasers agree from the outset to use a single solicitation document (Request for Proposals – RFP) to enter into a single contract with a vendor for the delivery of goods or services in a fixed quantity with jointly developed technical specifications. The purchasers in a joint procurement process may also enter into individual contracts. FTA and Caltrans will review joint procurements to ensure that the RFP expresses a minimum and potential maximum order based on the reasonably expected needs of the participating agencies. One agency would agree to be the lead agency for joint procurements and would take the responsibility of ensuring compliance with FTA and Caltrans requirements.

### **Bus Procurement**

Both the City of SLO and RTA are participating agencies in the California Association of Coordinated Transportation (CalACT) transit purchasing cooperative. The procurement process for the CalACT cooperative is led by the Morongo Basin Transit Authority (MBTA). The MBTA recently completed a heavy-duty bus procurement (RFP #23-01) for the consortium. In July 2024, MBTA issued an intent to award contracts to Gillig, New Flyer, and Motor Coach Industries (MCI) for diesel, compressed natural gas, battery-electric, and fuel-cell electric buses. This procurement includes 35' and 40' transit buses, and 45' commuter buses.

Bus purchases include the selection of multiple different optional features including seating, flooring, destination signs, wheelchair restraints, and many more. For shared parts and training, it would be useful for SLO Transit and RTA to coordinate on selection of optional features.

### **Technology**

Both RTA and SLO transit have technology projects in their capital improvement programs. The SLO Transit Innovation Study places a high priority on replacing the CAD/AVL and APC systems to incorporate more state-of-the-art technology. The capital improvement program includes funding in FY 2027/28 to replace the system. There may be an opportunity to procure systems jointly with RTA, which has a CAD/AVL technology contract that expires in 2026.

If microtransit is implemented in both systems, a joint procurement of the technology provider would be a strategic way to implement new technology for both operations. System parameters, policies, and operations can be implemented separately by both agencies under the same technology. A specific example of this is with Placer County Transit, Roseville Transit, and Auburn Transit which implemented a joint procurement in 2022. The RFP resulted in six proposals. Placer County was the lead agency for the procurement.

Having common technology vendors, software and hardware would be beneficial for parts, training, and scheduling installations, maintenance, and repairs.

### **Passenger Shelters**

Both RTA and SLO will be improving bus stops over the seven-year planning period. This will involve the addition and replacement of passenger shelters and amenities at certain bus stops. In some cases, the improvements may be within the City of San Luis Obispo for stops served by both systems. A joint procurement of shelters and related passenger amenities would be advantageous. In addition to leading large-scale bus procurement, the CalACT transit purchasing cooperative has a contract in place with Tolar Manufacturing. The contract includes different sizes and styles of shelters, seating, lighting, map holders, and digital real-time arrival signs – among other accessories. This contract can be in place through October of 2027 if all three one-year extensions are executed. RTA has used and plans to continue to use this contract for passenger shelter purchases. This is an option an ongoing opportunity for both RTA and SLO to a jointly procure passenger shelters. .

### **JOINT GRANT APPLICATIONS**

RTA and SLO Transit recently coordinated on a joint application for discretionary FTA 5339 funds along with Santa Barbara Metropolitan Transportation District and Santa Cruz Metro. The application was titled *Electrifying the California Central Coast*. Both RTA and Santa Barbara were successful in receiving funding from this submittal. RTA will receive \$2.6 million toward the purchase of four BEBs to replace aging diesel buses. Prior to this grant, the RTA submitted a FTA 5339 grant that awarded funding for five BEBs for RTA and six BEB's for SLO Transit.

When practical, RTA and SLO Transit should consider joint applications for discretionary funding at the Federal and State levels to increase competitiveness. This helps secure the support of local representatives at both levels along with support from important entities within the region. Joint applications would be particularly useful for projects and initiatives that both agencies coordinate such as joint procurement of buses, charging infrastructure, bus stop/transit center improvements, and technology.

## **RUNABOUT STRATEGIES**

Runabout is the Americans with Disabilities Act of 1990 (ADA) complementary paratransit service for people with disabilities. This is the sole ADA complementary paratransit service for San Luis Obispo County. The service is operated by the RTA and meets the ADA paratransit requirements for all fixed-route transit service operators in the County. The San Luis Obispo region has accomplished a significant coordination step by establishing this single regional ADA service.

### **Cost of Americans with Disabilities Paratransit Service**

Runabout is an effective service meeting the needs of passengers who are not able to use fixed routes due to disabilities. RTA has continued to meet on-time performance standards for Runabout and its other demand-responsive services. Runabout service is on-time if the vehicle arrives within 30 minutes of the appointed pick-up time. The goal is 95 percent or higher. Runabout surpassed this goal in Fiscal Year 2022-23 with a 99 percent on-time average. This exceeds the on-time performance of RTA fixed routes which achieved 88 percent in fiscal year 2022-23.

The cost of operating ADA paratransit service is relatively high on a per-passenger basis compared to other general public transit services. This is true for Runabout as well. In Fiscal Year 2022/2023 the Runabout subsidy per passenger was \$146 compared to \$11.81 for RTA fixed route services and \$5.63 for SLO Transit fixed routes. In Fiscal Year 2022/2023 the Runabout operating cost was \$3.43 million which represents 26 percent of the RTA systemwide costs. The annual ridership of 22,963 represented only three percent of the systemwide ridership. The high cost and low productivity of ADA paratransit service are typical for all public transit agencies, especially those ADA paratransit systems that operate across both rural and small urban areas. As ridership continues to increase coming out of the effects of the pandemic, RTA has been able to decrease the subsidy per passenger by 20 percent to \$138.73 per passenger based on pre-audited Fiscal Year 2023-24 data.

The 2016 Short Range Transit plan noted that one of the factors driving the growth of Runabout operating costs is the increasing average length of passenger trips. Factors leading to this were noted as changes in healthcare and overall greater mobility among seniors and people with disabilities. Based on Runabout trip samples taken from October 1 to October 14, 2023, 54 percent of Runabout trips were taken between two different communities. Average trip lengths on Runabout in FY 2023-24 were 12 miles. The average trip length of all demand response peers in Working Paper #2 is 6 miles. Only one peer operator – Yolo Bus – has a demand response average trip length greater than RTA at 13 miles. Yolo Bus, like RTA, offers paratransit service within  $\frac{3}{4}$  miles of all fixed routes, including long-distance intercity routes. RTA operates long-distance regional fixed routes totaling 422 directional route miles (DRM) over a very large geographic service area. The DRM of the nine peer operators in Working Paper

#2 averages 312. RTA has the second highest DRM after Monterey-Salinas Transit, which has 448 DRM. These long trips can require long dead-head travel which contributes to the high subsidy per passenger and high cost per vehicle revenue hour.

### *Cost Reduction Measures*

While rebounding ridership is bringing down the cost per passenger, the overall cost of providing Runabout service is still a concern to RTA. RTA has already implemented some substantive strategies to reduce the cost of service. It is recommended that RTA continue to monitor the service and pursue additional cost-reduction measures.

#### *Cost Reduction Measures Implemented*

RTA has implemented several measures to reduce or contain the costs of Runabout service. RTA eliminated general public service on Runabout over a decade ago. RTA has also implemented a three-year recertification process to ensure that they are only providing service to ADA-eligible passengers. A no-show policy is in place to reduce the number of riders who book trips but fail to show up for the ride. In the fiscal year 2022-23, there were only 279 no-shows on Runabout, which is only 1.2% of the Runabout ridership that year.

RTA, SLO transit and other fixed-route operators in the County offer rides to ADA passengers on fixed routes at no cost to the rider, although RTA reimburses SLO Transit and Morro Bay Transit for free rides as spelled out in cooperative agreements with both agencies. This is meant to encourage ADA passengers to use the fixed route services and require fewer Runabout trips. In Fiscal Year 2022-23, there were 15,695 free ADA boardings which was 68 percent of the Runabout ridership that year. In Fiscal Year 2023-24 there were 15,875 free ADA boardings which was 59 percent of Runabout ridership. Based on these relatively high levels of ADA-eligible passenger ridership on fixed routes, the program appears to be effective and should continue to be promoted as both an added benefit for ADA-eligible passengers and as a cost-reduction measure for Runabout.

#### *Additional Cost Reduction Measures Considered*

RTA has considered other measures including subsidized taxi or Transportation Network Company (TNC) rides, reducing the seven-day booking window, and instituting call-backs for next-day rides.

- TNC Subsidized Rides – Transit agencies have begun partnering with TNCs such as Uber and Lyft to supplement existing services. This is a common solution to provide passenger service outside of regular operating hours in areas where TNC service is generally available. TNC service is also a good first/last-mile solution for bus passengers. It is common for the agency to subsidize up to a certain amount of the trip cost and the rider pays the rest. This can be done by working with the TNC to establish a promotion code specific to the transit agency. For Example, Marin Transit has implemented a TNC program known as Catch-A-Ride that allows eligible riders to receive up to eight one-way rides per month at a \$14 per ride discount for general riders and \$18 for low-income riders.
- Reducing Booking Window – The current RTA policy for Runabout is to permit riders to schedule trips up to seven days in advance, although the ADA only requires next-day scheduling. The longer booking window of seven days is a good customer service feature but can have some

disadvantages such as an increased potential for no-shows, and the need to adjust trips based on fluctuations in trip demand.

- Call-backs for next-day rides – This practice would allow schedulers to optimize scheduling for trips for the next service days. Schedulers would need to call each rider back for the next service day to tell the passenger what their scheduled pick-up is for the next day.

### **Coordination with Human Service Transportation**

The San Luis Obispo County Coordinated Human Services Public Transportation Plan (CHSPTP) completed by SLOCOG in 2022 includes implementation strategies to coordinate between human service transportation programs and services operated by RTA and SLO Transit. While there are multiple non-profit and human service transportation programs (See Working Paper #1) Ride-On Transportation and Senior Go! are the services that RTA and SLO transit focus their coordination efforts with.

Ride-On serves as a Consolidated Transportation Services Agency (CTSA) in San Luis Obispo and in that role provides door-to-door shuttle service for seniors, veterans, people with disabilities, and social service agencies. Senior Go! is a transportation service available to seniors aged 65 and older in San Luis Obispo County. Senior Go! is a SLOCOG program. SLOCOG has designated the RTA as a CTSA for the purpose of passing funding for the program through the RTA. The service is operated by Ventura Transportation Systems Inc. (VTS) and is managed by SLOGOG.

### ***Customer Facing Technology***

The CHSPTP recommends improvements to customer-facing technology for scheduling trips and fare payment among human service transportation providers. The CHSPTP also recommends adding technology to improve scheduling/dispatching, vehicle tracking, and responding to unforeseen changes in service needs. The CHSPTP recommends coordinating these efforts between transportation providers to avoid using different technology platforms.

RTA plans to conduct a procurement for a new paratransit scheduling and dispatching software contract in early 2025 for Runabout. The existing contract for paratransit scheduling and dispatch software is set to expire in 2025. The new agreement will allow RTA to implement the latest features in this technology. This may include:

- Automated Scheduling
- Automated Ride Confirmations
- Ride Status Updates
- Real-Time Tracking
- User Interface with drivers, dispatch, and users
- Route Optimization
- Reporting and Analytics

The number of software vendors in this field has increased significantly in recent years. The onboard hardware and technology are advanced, reliable and widely available. This has been able to improve the user experience as well as the expectations of the public.



Ride-on recently contracted with Ecolane to implement improved scheduling software. Senior Go! scheduling and dispatching software is managed by the contractor – VTS. With RTA updating its paratransit scheduling and dispatching platform, the opportunity exists for human service transportation providers such as Ride-on and Senior Go! to piggyback with RTA to obtain and deploy the same technology or deploy new technology that can be coordinated with existing technology. A coordinated scheduling technology would enhance the ability of agencies to coordinate with one another in providing transportation across the different demand-responsive services available.

### ***Travel Management Coordination Center***

In 2015 Ride-On was awarded a Federal Transit Administration Mobility Services for All Americans (MSAA) Intelligent Transportation Systems (ITS) research grant to design a Travel Management Coordination Center (TMCC) for San Luis Obispo County. The TMCC would be a single information center with shared phones and a website meant to provide the most convenient access to information on transportation services in the region with direct access to trip reservations.

As part of the process, a TMCC advisory committee was created, which included RTA, The City of San Luis Obispo, and SLOCOG along with multiple other entities with a stake in regional transportation. The final report was issued in 2018. The report provided a comprehensive review of the administrative, operational, and technical design development of the San Luis Obispo County TMCC. The project deliverables included the concept of operations, system requirements, high-level system design, and a phased implementation plan.

The CHSPTP and the 2016 Short Range Transit Plans include a recommendation for creating a one-call center for regional transportation services. The CHSPTP terms it a One Call/One-Click Center. With advances in technology since 2018 and a resumption of services, since the COVID-19 pandemic has subsided, it is recommended that the efforts to form a TMCC resume during the SRTP planning period. The 2018 TMCC Project report provides a good starting point, along with coordination between RTA and Ride-on to deploy the same paratransit reservation and dispatch software.

*Attachment A*

**RTA AND SLO TRANSIT SCHEDULE COORDINATION**

---

*This page intentionally left blank.*

**TABLE A-1: Example of Existing Schedule Coordination at Government Center/Downtown Transfer Point**  
Weekdays During Academic Year

15-Minute Period	SLO Transit Routes								RTA Routes		
	1A	1B	2A	2B	3A	3B	4A	4B	9	10	12
6:00							6:00				
6:15	6:15		6:15		6:20			6:15			
6:30							6:35		6:33	6:33	6:33
6:45		6:45		6:45		6:45	6:45	6:50			
7:00	7:00		7:05		7:00			7:00			7:12
7:15	7:15		7:15		7:15		7:20		7:24	7:28	
7:30		7:30		7:40		7:40	7:30	7:35	7:33	7:33	7:33
7:45		7:45		7:45	7:55	7:45		7:45			
8:00	8:00		8:05		7:55		8:05				8:06
8:15	8:15		8:15		8:15		8:15	8:20	8:24	8:28	
8:30		8:30		8:40		8:40		8:30	8:33	8:33	8:33
8:45		8:45		8:45	8:50	8:45	8:50				
9:00	9:00		9:05		8:55		9:00	9:05			9:06
9:15	9:15		9:15		9:15			9:15	9:18	9:28	
9:30		9:30		9:40		9:40	9:35		9:33	9:33	9:33
9:45		9:45		9:45	9:50	9:45	9:45	9:50			
10:00	10:00		10:05		9:55			10:00			10:06
10:15	10:15		10:15		10:15		10:20		10:18	10:28	
10:30		10:30		10:40		10:40	10:30	10:35	10:33	10:33	10:33
10:45		10:45		10:45	10:50	10:45		10:45			
11:00	11:00		11:05		10:55		11:05				11:06
11:15	11:15		11:15		11:15		11:15	11:20	11:18	11:28	
11:30		11:30		11:40		11:40		11:30	11:33	11:33	11:33
11:45		11:45		11:45	11:50	11:45	11:50				
12:00	12:00		12:05				12:00	12:05			12:06
12:15	12:15		12:15		12:15			12:15	12:18	12:28	
12:30		12:30		12:40		12:40	12:35		12:33	12:33	12:33
12:45		12:45		12:45		12:45	12:45	12:50			
13:00	13:00		13:05		13:10	13:00		13:00			13:06
13:15	13:15		13:15		13:15		13:20		13:18	13:28	
13:30		13:30		13:40		13:40	13:30	13:35	13:33	13:33	13:33
13:45		13:45		13:45		13:55		13:45			
14:00	14:00		14:05		14:10	14:00	14:05				14:06
14:15	14:15		14:15		14:15		14:15	14:20		14:28	
14:30		14:30		14:40		14:50		14:30	14:33	14:33	14:33
14:45		14:45		14:45		14:55	14:50				

15:00	15:00		15:05		15:10	15:00	15:00	15:05			15:06
15:15	15:15		15:15		15:15			15:15		15:28	
15:30		15:30		15:40		15:50	15:35		15:33	15:33	15:33
15:45		15:45		15:45		15:55	15:45	15:50			
16:00	16:00		16:05		16:10	16:00		16:00			16:06
16:15	16:15		16:15		16:15		16:20			16:28	
16:30		16:30		16:40		16:50	16:30	16:35	16:33	16:33	16:33
16:45		16:45		16:45		16:55		16:45			
17:00	17:00		17:05		17:10	17:00	17:05				17:06
17:15	17:15		17:15		17:15		17:15	17:20		17:28	
17:30		17:30		17:40		17:50		17:30	17:33	17:33	17:33
17:45		17:45		17:45		17:55	17:50				
18:00	18:00		18:05		18:10	18:00	18:00	18:05			18:06
18:15	18:15		18:15		18:15			18:15		18:28	
18:30		18:30		18:35		18:50	18:35		18:33	18:33	18:33
18:45						18:55	18:45	18:50			
19:00	19:00		19:05		19:10			19:00			19:06
19:15	19:15		19:15		19:15		19:20		19:18	19:28	
19:30						19:50	19:30	19:35	19:33	19:33	19:33
19:45						19:55		19:45			
20:00	20:00		20:05		20:10		20:05				20:06
20:15	20:15		20:15		20:15		20:15	20:20	20:18	20:28	
20:30						20:50		20:30	20:33	20:33	20:33
20:45						20:55	20:50				
21:00	21:00		21:05		21:10		21:00	21:05			21:06
21:15	21:15		21:15		21:15			21:15			
21:30						21:50	21:35				
21:45						21:55	21:45	21:50			
22:00	22:00		22:00		22:10			22:00			22:06
22:15					22:15		22:20				
22:30						22:45	22:30	22:30			
22:45											
23:00					23:10		23:05				
	<b>SLO Transit Routes</b>								<b>RTA Routes</b>		
	<b>1A</b>	<b>1B</b>	<b>2A</b>	<b>2B</b>	<b>3A</b>	<b>3B</b>	<b>4A</b>	<b>4B</b>	<b>9</b>	<b>10</b>	<b>12</b>
<b>Begin</b>	6:15	6:45	6:15	6:45	6:20	6:45	6:00	6:15	6:33	6:33	6:33
<b>End</b>	22:00	18:30	22:00	18:35	23:10	22:45	23:05	22:30	20:33	20:33	22:06
<b>Span</b>	15:45	11:45	15:45	11:50	16:50	16:00	17:05	16:15	14:00	14:00	15:33

**RTA AND SLO TRANSIT ROUTE TRANSFER TIMES**

---

*This page intentionally left blank.*

**TABLE B-1: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**

Weekday Midday

Example of Midday Transfers between RTA and SLO Transit Routes

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
2:11 PM			Arrive	Arrive		Arrive		Arrive	Arrive	Arrive		2:11 PM
2:12 PM			2:06 PM	2:00 PM		2:05 PM		2:10 PM	1:55 PM	2:05 PM		2:12 PM
2:13 PM									Depart			2:13 PM
2:14 PM									2:00 PM			2:14 PM
2:15 PM												2:15 PM
2:16 PM												2:16 PM
2:17 PM												2:17 PM
2:18 PM												2:18 PM
2:19 PM												2:19 PM
2:20 PM												2:20 PM
2:21 PM												2:21 PM
2:22 PM												2:22 PM
2:23 PM												2:23 PM
2:24 PM												2:24 PM
2:25 PM												2:25 PM
2:26 PM												2:26 PM
2:27 PM												2:27 PM
2:28 PM												2:28 PM
2:29 PM												2:29 PM
2:30 PM												2:30 PM
2:31 PM												2:31 PM
2:32 PM												2:32 PM
2:33 PM												2:33 PM
2:34 PM												2:34 PM
2:35 PM												2:35 PM
2:36 PM												2:36 PM
2:37 PM												2:37 PM
2:38 PM												2:38 PM
2:39 PM												2:39 PM
2:40 PM												2:40 PM
2:41 PM												2:41 PM
2:42 PM												2:42 PM
2:43 PM												2:43 PM
2:44 PM												2:44 PM
2:45 PM												2:45 PM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	



**TABLE B-2: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**  
 Weekday Night  
 Last Transfer Opportunity between RTA and SLO Transit Routes

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
8:11 PM			Arrive	Arrive		Arrive		Arrive		Arrive		8:11 PM
8:12 PM			8:06 PM	8:00 PM	Ends	8:05 PM	Ends	8:10 PM	Arrive	8:05 PM		8:12 PM
8:13 PM					6:30 PM		6:35 PM		7:40 AM			8:13 PM
8:14 PM									Depart			8:14 PM
8:15 PM									7:45 PM			8:15 PM
8:16 PM												8:16 PM
8:17 PM												8:17 PM
8:18 PM												8:18 PM
8:19 PM												8:19 PM
8:20 PM												8:20 PM
8:21 PM												8:21 PM
8:22 PM												8:22 PM
8:23 PM												8:23 PM
8:24 PM												8:24 PM
8:25 PM												8:25 PM
8:26 PM												8:26 PM
8:27 PM												8:27 PM
8:28 PM												8:28 PM
8:29 PM												8:29 PM
8:30 PM												8:30 PM
8:31 PM												8:31 PM
8:32 PM												8:32 PM
8:33 PM												8:33 PM
8:34 PM												8:34 PM
8:35 PM												8:35 PM
8:36 PM												8:36 PM
8:37 PM												8:37 PM
8:38 PM												8:38 PM
8:39 PM												8:39 PM
8:40 PM												8:40 PM
8:41 PM												8:41 PM
8:42 PM												8:42 PM
8:43 PM												8:43 PM
8:44 PM				Next		Next		Next		Next	Next	8:44 PM
8:45 PM				Depart		Depart		Depart		Depart	Depart	8:45 PM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	

**TABLE B-3: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**

Saturday Morning  
First RTA Departure Times

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
8:11 AM												8:11 AM
8:12 AM												8:12 AM
8:13 AM												8:13 AM
8:14 AM												8:14 AM
8:15 AM				1st Depart	No Weekend Service	1st Depart	No Weekend Service		No Weekend Service	1st Depart	No Weekend Service	8:15 AM
8:16 AM												8:16 AM
8:17 AM												8:17 AM
8:18 AM												8:18 AM
8:19 AM												8:19 AM
8:20 AM												8:20 AM
8:21 AM												8:21 AM
8:22 AM												8:22 AM
8:23 AM												8:23 AM
8:24 AM												8:24 AM
8:25 AM												8:25 AM
8:26 AM												8:26 AM
8:27 AM												8:27 AM
8:28 AM												8:28 AM
8:29 AM												8:29 AM
8:30 AM												8:30 AM
8:31 AM												8:31 AM
8:32 AM												8:32 AM
8:33 AM												8:33 AM
8:34 AM												8:34 AM
8:35 AM												8:35 AM
8:36 AM												8:36 AM
8:37 AM												8:37 AM
8:38 AM												8:38 AM
8:39 AM												8:39 AM
8:40 AM												8:40 AM
8:41 AM												8:41 AM
8:42 AM												8:42 AM
8:43 AM												8:43 AM
8:44 AM												8:44 AM
8:45 AM												8:45 AM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	

**TABLE B-4: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**

Saturday Morning  
First Transfer Opportunity between RTA and SLO Transit Routes

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
11:11 AM				Arrive 11:00 AM		Arrive 11:05 AM				Arrive 11:05 AM		11:11 AM
11:12 AM												11:12 AM
11:13 AM												11:13 AM
11:14 AM												11:14 AM
11:15 AM					No Weekend Service		No Weekend Service		No Weekend Service		No Weekend Service	11:15 AM
11:16 AM												11:16 AM
11:17 AM												11:17 AM
11:18 AM												11:18 AM
11:19 AM												11:19 AM
11:20 AM												11:20 AM
11:21 AM												11:21 AM
11:22 AM												11:22 AM
11:23 AM												11:23 AM
11:24 AM												11:24 AM
11:25 AM												11:25 AM
11:26 AM												11:26 AM
11:27 AM												11:27 AM
11:28 AM												11:28 AM
11:29 AM												11:29 AM
11:30 AM												11:30 AM
11:31 AM												11:31 AM
11:32 AM												11:32 AM
11:33 AM												11:33 AM
11:34 AM												11:34 AM
11:35 AM												11:35 AM
11:36 AM												11:36 AM
11:37 AM												11:37 AM
11:38 AM												11:38 AM
11:39 AM												11:39 AM
11:40 AM												11:40 AM
11:41 AM												11:41 AM
11:42 AM												11:42 AM
11:43 AM												11:43 AM
11:44 AM												11:44 AM
11:45 AM												11:45 AM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	

**TABLE B-5: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**  
 Saturday Afternoon  
 Example of Midday Transfers between RTA and SLO Transit Routes

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
1:11 PM				Arrive 1:00 PM		Arrive 1:05 PM						1:11 PM
1:12 PM												1:12 PM
1:13 PM												1:13 PM
1:14 PM												1:14 PM
1:15 PM					No Weekend Service		No Weekend Service		No Weekend Service		No Weekend Service	1:15 PM
1:16 PM												1:16 PM
1:17 PM												1:17 PM
1:18 PM												1:18 PM
1:19 PM												1:19 PM
1:20 PM												1:20 PM
1:21 PM												1:21 PM
1:22 PM												1:22 PM
1:23 PM												1:23 PM
1:24 PM												1:24 PM
1:25 PM												1:25 PM
1:26 PM												1:26 PM
1:27 PM												1:27 PM
1:28 PM												1:28 PM
1:29 PM												1:29 PM
1:30 PM												1:30 PM
1:31 PM												1:31 PM
1:32 PM												1:32 PM
1:33 PM												1:33 PM
1:34 PM												1:34 PM
1:35 PM												1:35 PM
1:36 PM												1:36 PM
1:37 PM												1:37 PM
1:38 PM												1:38 PM
1:39 PM												1:39 PM
1:40 PM												1:40 PM
1:41 PM												1:41 PM
1:42 PM												1:42 PM
1:43 PM												1:43 PM
1:44 PM												1:44 PM
1:45 PM				Next Depart 2:15 PM		Next Depart 2:15 PM		Next Depart 2:15 PM		Next Depart 2:15 PM		1:45 PM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	

**TABLE B-6: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**  
 Saturday Afternoon  
 Example of Saturday Midday Transfers between RTA and SLO Transit Routes

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
4:11 PM				Arrive 4:00 PM		Arrive 4:05 PM		Arrive 4:10 PM				4:11 PM
4:12 PM												4:12 PM
4:13 PM												4:13 PM
4:14 PM												4:14 PM
4:15 PM					No Weekend Service		No Weekend Service		No Weekend Service		No Weekend Service	4:15 PM
4:16 PM												4:16 PM
4:17 PM												4:17 PM
4:18 PM												4:18 PM
4:19 PM												4:19 PM
4:20 PM												4:20 PM
4:21 PM												4:21 PM
4:22 PM												4:22 PM
4:23 PM												4:23 PM
4:24 PM												4:24 PM
4:25 PM												4:25 PM
4:26 PM												4:26 PM
4:27 PM												4:27 PM
4:28 PM												4:28 PM
4:29 PM												4:29 PM
4:30 PM												4:30 PM
4:31 PM												4:31 PM
4:32 PM												4:32 PM
4:33 PM												4:33 PM
4:34 PM												4:34 PM
4:35 PM												4:35 PM
4:36 PM												4:36 PM
4:37 PM												4:37 PM
4:38 PM												4:38 PM
4:39 PM												4:39 PM
4:40 PM												4:40 PM
4:41 PM												4:41 PM
4:42 PM												4:42 PM
4:43 PM												4:43 PM
4:44 PM												4:44 PM
4:45 PM				Next Depart 5:15 PM		Next Depart 5:15 PM		Next Depart 5:15 PM		Next Depart 5:15 PM		4:45 PM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	

**TABLE B-7: RTA and SLO Transit Route Transfer Times at Downtown Transit Center/Government Center**  
 Saturday Night  
 Last Transfer Opportunity between RTA and SLO Transit Routes

	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	
7:11 PM				Arrive 7:00 PM		Arrive 7:05 PM		Arrive 7:10 PM				7:11 PM
7:12 PM												7:12 PM
7:13 PM												7:13 PM
7:14 PM												7:14 PM
7:15 PM				Final Loop	No Weekend Service	Final Loop	No Weekend Service	Final Loop	No Weekend Service		No Weekend Service	7:15 PM
7:16 PM												7:16 PM
7:17 PM												7:17 PM
7:18 PM												7:18 PM
7:19 PM												7:19 PM
7:20 PM												7:20 PM
7:21 PM												7:21 PM
7:22 PM												7:22 PM
7:23 PM												7:23 PM
7:24 PM												7:24 PM
7:25 PM												7:25 PM
7:26 PM												7:26 PM
7:27 PM												7:27 PM
7:28 PM												7:28 PM
7:29 PM												7:29 PM
7:30 PM												7:30 PM
7:31 PM												7:31 PM
7:32 PM												7:32 PM
7:33 PM												7:33 PM
7:34 PM												7:34 PM
7:35 PM												7:35 PM
7:36 PM												7:36 PM
7:37 PM												7:37 PM
7:38 PM												7:38 PM
7:39 PM												7:39 PM
7:40 PM												7:40 PM
7:41 PM												7:41 PM
7:42 PM												7:42 PM
7:43 PM												7:43 PM
7:44 PM												7:44 PM
7:45 PM												7:45 PM
	RTA 9	RTA 10	RTA 12	SLO 1A	SLO 1B	SLO 2A	SLO 2B	SLO 3A	SLO 3B	SLO 4A	SLO 4B	



## Mass Transportation Committee Minutes

January 8, 2025, 2:30 p.m.

Council Hearing Room, 990 Palm Street, San Luis Obispo

Mass Transportation Committee Members Present: Member Hans Hershberger (Business Rep), Member Robin Kisinger (Senior Rep), Member Audrey Lariz (Alternate), Vice Chair Marlene Cramer (Cal Poly Rep), Chair David Figueroa (At-Large Rep)

MTC Members Absent: Member Matthew Duffy (Disability Community Rep), Member Trevor Freeman (Technical Rep), Member Emily McBride (ASI Rep)

City Staff Present: Mobility Services Business Manager Alexander Fuchs, Transit Coordinator Jesse Stanley, City Clerk Teresa Purrington

---

### 1. CALL TO ORDER

A Regular Meeting of the San Luis Obispo Mass Transportation Committee was called to order on January 8, 2025, at 2:32 p.m. in the Council Hearing Room at City Hall, 990 Palm Street, San Luis Obispo, by Chair Figueroa.

### 2. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Public Comment:

Louise Justice

*--End of Public Comment--*

### 3. CONSENT

3.a CONSIDERATION OF MINUTES - NOVEMBER 13, 2024, and DECEMBER 11, 2024, MASS TRANSPORTATION COMMITTEE MINUTES

Public Comment:

None

*--End of Public Comment--*

**Motion By** Member Kisinger  
**Second By** Member Lariz

To approve the Mass Transportation Committee Minutes of November 13, 2024, and December 11, 2024.

Ayes (5): Member Hershberger, Member Kisinger, Member Lariz, Vice Chair Cramer, and Chair Figueroa

Absent (3): Member Duffy, Member Freeman, and Member McBride

CARRIED (5 to 0)

#### 4. BUSINESS ITEMS

##### 4.a SHORT-RANGE TRANSIT PLAN

Mobility Services Business Manager Alex Fuchs provided information to the Committee and responded to inquiries.

Public Comment:

None

*--End of Public Comment--*

**Motion By** Member Hershberger  
**Second By** Vice Chair Cramer

To recommend the following service changes in the final Short-Range Transit Plan update:

##### **FY 2025-26**

- Reinstate services to pre-pandemic levels
- Increase Routes 4A/B service frequency
- Revise Routes 2A/B to serve San Luis Ranch and reduce headways to 45-minutes

##### **FY 2026-27**

- Modify academic service to align with Cal Poly's transition to a semester system
- Operate B Routes on weekends, sooner if feasible

##### **FY 2027-28**



- New direct route to serve Avila Ranch development
- Microtransit pilot program to supplement evening service

**FY 2028-29**

- Provide academic service year-round, to align with Cal Poly's schedule for year-round semester system

And the other non-service recommendations as presented in the report

Ayes (5): Member Hershberger, Member Kisinger, Member Lariz, Vice Chair Cramer, and Chair Figueroa

Absent (3): Member Duffy, Member Freeman, and Member McBride

CARRIED (5 to 0)

**5. COMMENT AND DISCUSSION**

**5.a SLO TRANSIT UPDATE**

Mobility Services Business Manager Alex Fuchs provided updates on the following:

- Continuation of the 6 Express
- Fare Free Pilot Program Update

**6. ADJOURNMENT**

The meeting was adjourned at 3:31 p.m. The next Regular Meeting of the Mass Transportation Committee is scheduled for March 12, 2025, at 2:30 p.m. in the Council Hearing Room at City Hall, 990 Palm Street, San Luis Obispo.

---

APPROVED BY MASS TRANSPORTATION COMMITTEE: XX/XX/202X