

Notice of Preparation of an Environmental Impact Report

Date: January 15, 2026

To: Responsible Agencies, Trustee Agencies, and Interested Parties

Lead Agency: San Luis Obispo Council of Governments (SLOCOG)
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Project Title: SLOCOG 2027 Regional Transportation Plan

Responses Due By: 5:00 p.m. on February 17, 2026

The San Luis Obispo Council of Governments (SLOCOG) will be the lead agency and will prepare a Programmatic Environmental Impact Report (PEIR) for the *2027 Regional Transportation Plan* (RTP) with associated *Sustainable Communities Strategy* (SCS). The purpose of this Notice of Preparation (NOP) is to provide responsible agencies and interested stakeholders with information describing the project and to request feedback on the scope and content of the environmental document, the potential environmental effects that are of most concern, and what alternatives to the project should be analyzed in the EIR.

Scoping Meeting: Consistent with Section 21083.9 of the California Environmental Quality Act (CEQA) Statute, a public scoping meeting will be held to solicit comments regarding the scope and analysis of the PEIR. The scoping meeting will provide information about the CEQA process and will enable interested stakeholders to provide meaningful comments that identify environmental issues and alternatives that are recommended for consideration in the PEIR. Public comments received at the Scoping Meeting and/or in writing during the NOP scoping process will be included as part of the PEIR.

Teams Virtual Meeting

Date: February 11, 2026

Time: 5:30 p.m. – 6:00 p.m.

Please register at: <https://bit.ly/2027RTPNOP>

Public Comment Period: Comments on this NOP will be accepted for 30 days following issuance of this notice and must be received no later than February 17, 2026, at 5:00 p.m. Information on the project is available on SLOCOG's project webpage: slocog.org/2027-RTP. The draft project description, scope of environmental review, and a location map are provided below.

Please send your response to Monica Stillman at mstillman@slocog.org and include the name and contact details for the appropriate contact at your agency.

San Luis Obispo Council of Governments (SLOCOG)
2027 Regional Transportation Plan (RTP)
Project Description and Scope of Environmental Review

THE 2027 SAN LUIS OBISPO COUNCIL OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN (RTP or proposed project) addresses transportation needs in San Luis Obispo County. The RTP is a federally mandated (Title 23 U.S.C. Section 134) comprehensive long-range (20+ year) regional transportation plan. The Sustainable Communities Strategy (SCS) is a state-required key element of the RTP, intended to address the issue of climate change, consistent with the California Global Warming Solutions Act of 2006 (AB32) and SB 375 (2008). The stated purpose of the project (2027 RTP) is to guide transportation planning and programming by setting priorities for transportation projects and associated funding for implementation.

Project Location:

The RTP project location includes the corporate limits of San Luis Obispo County, California, including the seven (7) incorporated cities of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, San Luis Obispo, and all unincorporated areas under the jurisdiction of the County of San Luis Obispo (refer to map on page 4).

Capital improvement projects identified in the RTP are primarily located on or within:

- Public highways, streets, and roads
- Publicly owned land proposed for bicycle-pedestrian projects, park-and-ride lots, or other transportation facilities
- Land with recorded easements or other public right-of-way instruments sufficient to provide clear title for the construction, maintenance, and operation of transportation facilities open to the traveling public
- Transit agency property
- Airport property
- Port district property
- Railroad corridors

Certain projects, programs, or services included or referenced in the RTP may extend beyond the San Luis Obispo County corporate limits. For example, SLOCOG, its member agencies, and other stakeholders sometimes work cooperatively with Metropolitan Planning Organizations (MPOs), agencies, or stakeholders from other regions to address intercounty or interregional transportation needs.

Project Description

The proposed project is the update of SLOCOG's RTP which was adopted in June 2023. The RTP is the long-range transportation plan for San Luis Obispo County and is being updated in accordance with California Government Code Section 65080 et seq., Part 450 of Title 23 of the Code of Federal Regulations (23 CFR 450), and the California Transportation Commission's 2024 *Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*.

This long-range plan aims to achieve a coordinated, balanced, and multimodal regional transportation system that speaks to improvements and investments in all modes, which include but are not limited to pedestrian, bicycle, public transit, highway, rail, maritime and harbors, goods movement, and aviation. The RTP must be action-oriented, fiscally constrained, and pragmatic, considering both short-term (FY 2027/28-2034/35), mid-term (FY 2035/36-2044/45), and long-term (FY 2045/46-2054/55) periods.

The RTP must be an internally consistent document that includes the following elements:

- **The Policy Element** describes the goals and policies that inform regional transportation planning, programming, and prioritization of projects, programs, and services.
- **The Financial Element** identifies funding sources for the RTP, including federal, state, and local funds. It ensures that the plan is financially feasible by providing realistic projections of available funding. The RTP must be fiscally constrained, meaning that planned projects must fit within the estimated budget. Some projects may be labeled as “unfunded,” meaning they are needed but lack the necessary financial resources for completion.
- **The Action Element** details the specific transportation programs and investments proposed for the region. It includes short-term, mid-term, and long-term activities and assigns responsibilities for implementation. This element covers a range of transportation modes, such as highways, public transportation, active transportation (like biking and walking), and freight systems.
- **The Sustainable Communities Strategy (SCS)** is required by Senate Bill 375 (2008) aims to reduce greenhouse gas emissions by aligning transportation infrastructure with land use and housing policies. The California State Air Resources Board requires that our SCS meet their emission thresholds.

Scope of Environmental Review

CEQA requires that public agencies consider the potentially significant adverse environmental effects of projects over which they have discretionary approval authority before acting on those projects (Public Resources Code Section 21000 et. seq.). According to California Code of Regulations Section 15064(f)(1), preparation of an EIR is required whenever a project may result in a significant adverse environmental effect. An EIR is an informational document that is used to inform public agency decision makers and the general public about the significant environmental effects of a project, identify possible ways to mitigate or avoid the significant effects, and describe a range of reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project.

The purpose of a Program Environmental Impact Report (PEIR) is to be a first-tier CEQA document that considers broad, regional impacts of a program of actions that are related to one another, per CEQA Guidelines Sec. 15168 (14 CCR, Ch. 3, Art. 11). The projects in the RTP are related geographically and often serve as logical parts of a chain of contemplated actions. For example, congestion along a corridor might be addressed by a combination of improved transit service, new bikeways, transportation demand management (TDM), and roadway operational

improvements implemented over time. Projects, especially those involving the same mode of transportation or making improvements to facilities owned by the same agency, are often subject to similar regulatory review and approval processes. Projects listed in the RTP will be subject to project-specific CEQA review prior to implementation.

The impact categories listed below have been identified for analysis in the PEIR: Aesthetics and Visual Resources; Agriculture and Forestry Resources; Air Quality; Biological Resources; Cultural Resources; Energy and Energy Conservation; Environmental Justice; Geology and Soils; Greenhouse Gas Emissions and Climate Change; Hazards and Hazardous Materials; Hydrology and Water Resources; Land Use and Planning; Mineral Resources; Noise; Population, Housing, and Employment; Public Services and Utilities; Social and Economic Impacts; Recreation; Transportation; Tribal Cultural Resources; and Wildfire.

Alternatives to be analyzed in the PEIR will be determined by SLOCOG through the development of SCS scenarios. These scenarios are based on specific assumptions related to location, type of residential and employment growth, and assumed built transportation projects over the planning period. The RTP and PEIR processes allow opportunities for the public; local elected and appointed officials; private, public, and nonprofit organizations; and other stakeholders to inform these assumptions with their input. The assumptions are also influenced by the requirement that MPOs have targets set by CARB. It is important to note that these alternatives will continue to be reviewed and refined before a draft PEIR is issued for public comment.

Alternative 1: No Project Alternative

The No Project Alternative, required by CEQA, addresses the effect of not preparing the 2027 RTP. This alternative would conflict with federal and state requirements to periodically update the RTP and would result in the inability of the region to receive federal and state funding and expose the region to litigation for non-compliance with state and federal law.

Build Scenarios

Three to four land use scenarios will be tested in land use, travel, and air quality models. Scenarios will be informed by the 2060 Regional Growth Forecast projections for housing, employment, and population, and will vary by housing type (e.g. larger lot housing vs. smaller lot housing) and location of new housing and jobs within the region. An intermodal investment strategy will be used to support each scenario; investments may vary based on the scenario.

Map of San Luis Obispo County

