

THE COORDINATOR

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<http://www.slocog.org>

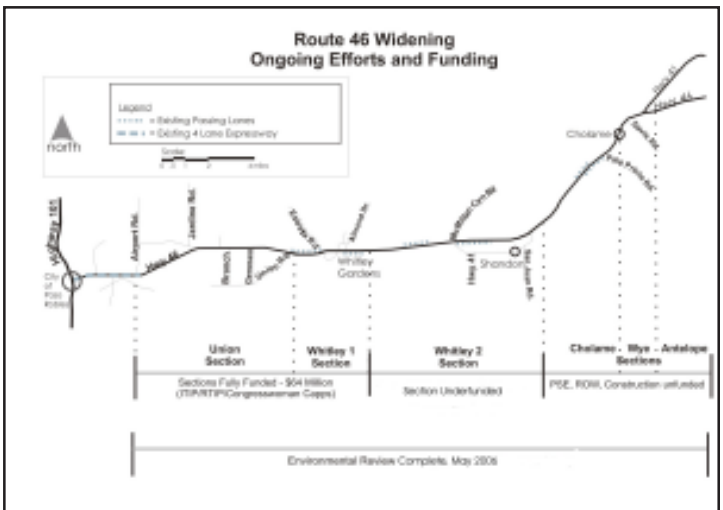
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Route 46 East Corridor Improvements Between Paso Robles and Shandon:

Project moving forward, construction could begin by late 2007.

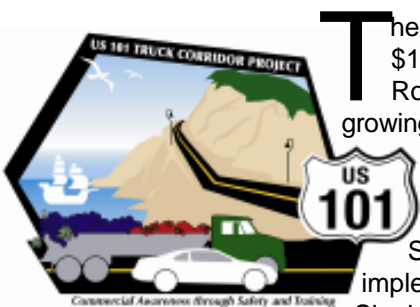
The improvement of the Route 46 Corridor to a four lane divided expressway has been in project development for 6 years and reached a critical milestone earlier this year when on May 19, 2006, the environmental document (NEPA/CEQA) was approved for the entire corridor (Airport Road to just east of SR 46/41 East Junction). With the completion of the environmental document, the moving of conflicting utility facilities could finally be started (the controlling item of work of beginning construction of the first segment). Right-of-way acquisition for that first segment as well as the preparation of the Plans, Specifications and Estimates had already been underway since July 2004. The first segment is planned to begin construction in November 2007 and complete construction by June 2010.



The project is intended to improve safety and increase capacity to address anticipated deterioration in the highway's level of service. The highway has been the subject of a number of fatal accidents over the years although the corridor does not have a safety record worse than other similar highways in the state, with the exception of near the SR 46/41 East Interchange ("Wye"). The highway has gradually seen an increase in vehicle traffic over the years with Friday and Sunday PM peak hours seeing considerable traffic loads and operating at LOS D-E. The most significant traffic issues on the SR 46 Corridor will continue to be the highway's junction with US 101. Widening of the highway to a four lane facility will provide capacity for LOS conditions 2025.

There is currently \$83 Million programmed for construction and \$10.9 Million programmed for R/W for the three construction segments (Union, Whitley 1 and Whitley 2). While current allocated funding may allow for 8 miles of construction, there remains a \$87.2 Million shortfall (\$68.1 Million for construction and \$18.4 Million for R/W) to be able to construct all three segments out to a distance of 18 miles. The ultimate project would be a total of 29 miles to just beyond the "Wye". For more information on Route 46 East, please contact Peter Brown at 805.788.2104 or pbrown@slocog.org.

Join Us on the Road to Safety



The California Highway Patrol, Coastal Division, received a grant in 2005 in the amount of \$175,000 to improve safety on US 101 between Gaviota and the junction with State Route 58 in Santa Margarita. Since 2001, this 82-mile section of highway experienced a growing number of traffic collisions and incidents involving commercial vehicles. Caltrans, SBCAG, SLOCOG, and local agencies participated to help steer this project.

In addition to an increased enforcement effort, CHP developed a draft US 101 Truck Corridor Safety Action Plan. The Action Plan identifies problems and corrective actions for implementation under three main categories: Enforcement, Public Information/Education, and Signing/Striping/Engineering. The plan can be downloaded from the SLOCOG website.

Over its one-year life, the project achieved a 13.6% reduction in commercial truck-involved collisions from the previous three-year average.

Annual Report Presented to SLOCOG Board

YOU-Plan 2050

The Annual Report of SLOCOG activities and accomplishments during the past year (FY 05/06) was presented to the SLOCOG Board at its October meeting. Major accomplishments include:

Transit funding increases and service improvements:

- Ø Implementation of Sunday regional services,
- Ø North County Transit plan adoption

Completed technical studies in support of regional planning:

- Ø All required fiscal and performance audits
- Ø Local street and road pavement maintenance study
- Ø Bus Rapid Transit and Maintenance Facility Feasibility Study.
- Ø Phase one operational traffic model, and updated regional traffic counts.
- Ø Population and employment projections for all communities (5 year increments)
- Ø Updated Performance Indicators Report.
- Ø Park and Ride Lot Study update.

Programming over \$37 Million for various highway, transit, local street & enhancement projects:

- Ø \$25 Million for fourteen highway, road, and transit projects
- Ø \$5.0 Million for nine transportation enhancement projects,
- Ø \$6.5 Million for twenty-five local road projects

Implementation of Scenic Byways Plan and Regional Vision:

- Ø Secured nearly \$1 Million of Scenic Byway funds for Highway 1 north of SLO City
- Ø Continued progress on the Regional Vision Planning (Community 2050) Program

The full report is now being distributed to SLOCOG member agencies, as well as state and federal funding agencies. For more information on the report, or to receive a copy, call Steve Devencenzi at 781-4662.

“NEED TRANSIT?”

UNMET TRANSIT NEEDS PUBLIC HEARING SCHEDULED FEBRUARY 7TH

Here we go again! In October, SLOCOG adopted the schedule for the annual Unmet Transit Needs Public Hearing process. Any person with suggestions on how to improve public transit services should contact SLOCOG staff to have their request evaluated for implementation (Tim Gillham 781-1520, tgillham@slocog.org). Every year the SLOCOG Board adopts the evaluation criteria. Last year regional transit services on Sunday was found to be an “unmet transit need that is reasonable to meet”. A six month trial period is now underway to evaluate its ridership productivity.



Resource Agency Managers and Staff at the Recent 2050 Environmental Resource Areas Workshop

The focus of the *Community 2050* Program is to provide a forum and framework for the coordination and integration of local planning efforts with regional and state goals and objectives to integrate transportation, housing, land use, environmental

resources, infrastructure development, and services. A key objective is to be able to have a sufficient housing supply developed to accommodate natural population increases and workforce needs for the full spectrum of the population, and provide consumers more housing and transportation choices.

This approach is being utilized and supported on a statewide basis. The state legislature has provided an additional \$5M in funding for the current fiscal year to expand and continue the program. A statewide network has been formed by the Secretary of Business Housing and Transportation to assist agencies in this process. Talks are currently underway with state and regional agencies to evaluate how Regional Blueprints can be used to provide a framework for allocating scarce fiscal resources and streamline the environmental review process.

The Community 2050 program will utilize the *UPlan* model this fall to evaluate and design a “Base Case” and will be followed after the first of the year with visioning workshops utilizing the *iPlace3s* model. The subregional basis of the program is particularly designed to focus this on the partnership opportunities that exist within the distinct housing markets, economic centers, and environmental subregions of the County. The program has been, and will continue to be, highly integrated with the County of San Luis Obispo’s Land Use Element update which is focused on issues at the rural-urban interface and the intensification of land uses within urban areas that can provide a more efficient land use pattern that:

- a) supports improved mobility and reduced dependency on single-occupant vehicle trips,
- b) supports the development of friendly, cohesive and integrated pedestrian facilities,
- c) accommodates an adequate supply of housing for all incomes,
- d) reduces impacts on valuable habitat, productive farmland, and air quality,
- e) increases resource use efficiency, and
- f) results in safe and vibrant neighborhoods.

SLOCOG Board Accepts Roundabout Report:

Advocates Countywide Education and Implementation

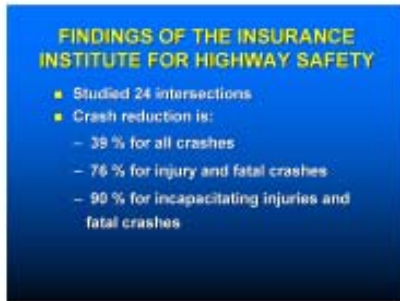
At its October meeting, the SLOCOG Board accepted the staff report entitled "Roundabouts in Lieu of Signalized Intersections and Interchange Expansion". Roundabouts are fast becoming a viable alternative to stop/signal-controlled intersections for planners and engineers throughout the United States. They also have proven extremely effective in improving operations at interchanges at far less costs than interchange reconstruction. Countries such as England, France, Australia and Germany have long been using modern roundabouts (not traffic circles) to greatly enhance public safety and significantly reduce driver delay. Well designed modern roundabouts slow

traffic, allow safe access for bicycles and pedestrians and have far fewer accidents than signalized intersections. States such as Colorado, Kansas, Wisconsin, Florida, Washington, Oregon and Maryland are all promoting



what distinguishes modern roundabouts from old time traffic circles is that entering traffic must yield to circulatory flow. This is a critical feature. If a vehicle is already in the roundabout, the entering vehicle waits at the yield line for an appropriate gap to enter. Once inside the circulatory flow, vehicles proceed to their desired exit and, watching for bicycles and pedestrians, exit back onto the travelway in their desired direction.

SLOCOG has prepared a Roundabout Report that is available at our website: www.slocog.org. The Board has directed staff to make the report available to all cities, as well as to do some public outreach and education for City Councils, Planning Commissions and other public meetings. For more information on Roundabouts, please contact Peter Brown of SLOCOG staff at 805.788.2104 or pbrown@slocog.org.



roundabouts as the evidence is strong that safety and operations improve once they are implemented. Furthermore, while initially the public may question whether roundabouts will work, well-designed roundabouts on the ground are powerfully convincing of their utility. Most citizens who get the chance to use them regularly become staunch supporters. Modern roundabouts are intersection control devices, serving similar purposes as signals or stop signs. However, roundabouts eliminate high speed collisions (such as head-on and broadside) and require traffic to slow down on approach. While signage, roadway width and deflection angles are critical,

Partnership Planning Grant

An application has been submitted for a *Partnership Planning Grant* for Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to jointly perform transportation and land use planning studies related primarily to the South County and the greater Santa Maria area including Guadalupe and Orcutt. These grants are intended to promote strong and healthy communities, economic growth, and protection of our environment. They support closer placement of jobs and housing, efficient movement of goods, community involvement in planning, safe and convenient pedestrian and bicycle mobility and access, smart or strategic land use, and commute alternatives.

The final results of these grants are intended to lead to improved inter-regional analysis and the adoption, initiation, and programming of transportation projects that improve mobility, access, and economic vitality. Staff is working with representatives from Santa Barbara County, Guadalupe and Santa Maria to shape a proposal prior to the October 13 grant deadline. Staff will return at the next SLOCOG meeting to endorse the final details of the proposal after submittal. These grant requests are not likely to be approved prior to December/January with funding available by next spring.

Coordinated Human Services Public Transportation Plan to Begin Soon!

In October the Board awarded a professional services contract to A-M-M-A consultants for preparing this Plan. The "Coordinated Human Services Public Transportation Plan" is a new requirement of the 2005 Safe Accountable, Flexible and Efficient Transportation Equity-A Legacy for Users (SAFETEA-LU) Act. Federal guidelines were released in August 2006. The Plan is due to begin in November 2006 with expected completion by April 2007. Stay tuned for upcoming public workshops!

SCENIC BYWAY PROGRAM ENHANCEMENTS

Capturing nearly \$1m dollars this year in National Scenic Byway funding, the SLOCOG Board has already taken action to amend the 2007 Transportation Improvement Program (TIP) that was just adopted in August. Amendment of the TIP will allow the implementing agencies access to these funds and begin the preliminary work to move these projects forward. In an August 31st press release by Congresswoman Capps announcing the award of these grants, Supervisor Shirley Bianchi was quoted as saying:

“The SLOCOG Board was visionary in seeking and securing national recognition of Highway 1 through North San Luis Obispo County. The dividends are paying off and then some! This will be a great opportunity for our community to get involved in developing materials showing off the natural treasures of the north coast.”

The following projects were amended into the TIP:

- o FY 06/07 Piedras Blancas Scenic Viewshed Acquisition; State Dept. Parks and Recreation
Action: Add \$300,000 Federal Scenic Byway Funding for purchase of scenic easement
- o FY 06/07 Highway 1 Byway and Interpretive Signs; SLOCOG/Caltrans
Action: Add \$312K in Federal Scenic Byway Funding for design, fabrication, and installation of interpretive signs along Highway 1
- o FY 06/07 Highway 1 Community Gateway Signs; SLOCOG/Member Agencies
Action: Add \$304,000 in Federal Scenic Byway Funding for the design, fabrication and installation of community gateway signs.
- o FY 06/07 Highway 1 Corridor Management Plan Implementation, SLOCOG
Action: Add \$24,000 in Federal Scenic Byway Funding to provide SLOCOG funding assistance to help implement the Highway 1 corridor management plan

“This is great news for San Luis Obispo County. I am so pleased that this funding has been approved. This funding will provide the resources necessary for our North Coast communities in San Luis Obispo County to enhance the unique historic, natural, and scenic qualities of Highway 1.”
-- Congresswoman Lois Capps

More information about the funded projects:

\$300,000 for Piedras Blancas Scenic Viewshed Acquisition

This project will help fund the acquisition of the 20-acre Piedras Blancas property, 1 mile north of the Piedras Blancas Lighthouse for inclusion into San Simeon State Park. The 82,000-acre protected Hearst Ranch lies across Highway 1 to the east. The Piedras Blancas property is the last privately held half mile of coast and a critical missing link in the California Coastal Trail on this stretch of State-owned coast. This acquisition will protect this property in perpetuity as part of the State Park, and will enhance public access on a scenic byway.

\$312,000 for Highway 1 Byway and Interpretive Signs

The project will fund the design, fabrication, and installation of interpretive signs along Highway 1, which will include a new Byway logo. The Byway logo will be developed with assistance from California Polytechnic State University, San Luis Obispo. The project will benefit travelers by providing clear logo signing to follow the Byway, as well as providing interpretive information about the sites and resources along the Byway.

\$304,000 for Highway 1 Community Gateway Signs

This project will help fund the design, fabrication and installation of community gateway signs in San Luis Obispo, Morro Bay, Cambria and San Simeon, along Highway 1. The San Luis Obispo Council of Governments is lead agency for the project, although each community will join SLOCOG in designing and choosing a design that best reflects the community's character. All signs will incorporate a newly designed Byway sign and logo. The improved gateway signs will replace the standard CALTRANS signs at the entrance to the four communities.

\$24,000 for Highway 1 Corridor Management Plan

The project will provide funding San Luis Obispo Council of Governments' staff to help implement the Highway 1 corridor management plan. Upcoming activities include ongoing public outreach promoting the byways program, implementation of projects, and development of a byway website and arraying data using Geographic Information Systems (GIS) software



Contact Darren Brown of our staff for information on these grants.

Board Adopts Positions on Statewide Ballot Measures

The SLOCOG Board has adopted positions on seven important statewide measures on the November ballot, including:

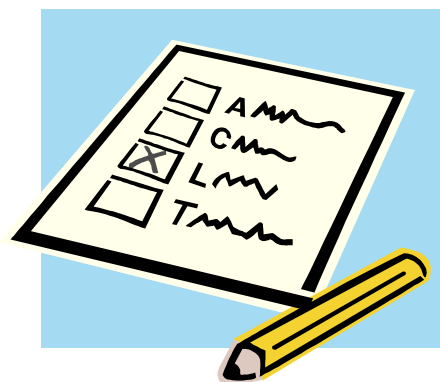
- **Proposition 1A:** This constitutional amendment will limit the ability of the State to borrow gas tax revenue provided to cities, counties and regional agencies under Proposition 42, as approved by 68% of the voters in 2002. The State would be only be allowed to borrow the funds twice in a 10 year period, would be required to repay a prior loan with interest before a new one, and would require the Governor to declare a severe fiscal hardship and the Legislature to enact a statute by a two-thirds vote to authorize any loan. **Board Position: Support**

- **Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality & Port Security Bond Act** – This \$19.97 Billion measure provides funding for a range of transportation related programs, including public transit, passenger rail, local streets and roads, state highways and port security. SLOCOG, the cities and the SLO County will share in about \$51.3 Million of the formula funding in this measure. **Board Position: Support**

- 19.67M for highway improvements
- 14.86M for transit improvements
- 16.76M for local street maintenance and repair

High possibility to secure millions in competitive funding to extend highway 46 widening e/o Paso Robles and widening the Santa Maria River Bridge.

- **Proposition 1C: The Housing and Emergency Shelter Trust Fund Act** – This \$2.85 billion measure provides funding for a range of housing programs, including shelters for battered women, clean and safe housing for low-income senior citizens; assistance for the disabled, and working families; and incentives for infill housing. Agencies in the San Luis Obispo region may be able to compete successfully for a portion of \$650 Million allocated for loans and grants for regional planning, housing construction and infill incentives. **Board Position: Support**



- **Proposition 1E: The Disaster Preparedness and Flood Protection Bond Act** – This \$4.09 Billion measure was placed on the ballot by the Legislature primarily to provide \$3 billion for the repair of levees and construction of flood control facilities in the Central Valley. The remaining \$1 billion is to be available for competitive flood control projects around the State **Board Position: Support**

- **Proposition 84: The Safe Drinking Water, Water Quality & Supply, Flood Control, River and Coastal Protection Bond Act** – This \$5.4 Billion measure was placed on the ballot by a coalition of conservation groups to fund a range of water and resource related projects throughout California. It includes over \$1.5 Billion in grant funding for sustainable communities, local/regional land use planning, protection of beaches and coastal areas, and state park development and restoration programs. **Board Position: Support**

- **Proposition 87: The Alternative Energy Research, Production, and Incentives Tax** – This citizen initiative proposes a \$4 Billion excise tax on oil production to be expended on a comprehensive range of alternative energy related programs designed to decrease oil consumption in the State by 25% within ten years. It combines a far-reaching goal with a very complex administrative structure. The measure has the potential of both positive and negative outcomes for the State and San Luis Obispo region. **Board Position: Neutral**

- **Proposition 90: The Government Acquisition of Private Property Initiative** - This citizen initiative was placed on the ballot to amend into the Constitution a set of far-reaching provisions that would constrain the way local, regional and state government agencies carry out their responsibilities (including land use planning, environmental protection, the provision of public services, and construction of transportation infrastructure improvements). Of its most far reaching provisions is the requirement that “property may only be taken or damaged for a stated public use when just compensation has been paid as determined by a jury, unless waived; and its definition of “substantial economic loss” as “down-zoning, elimination of access, and limitations to the use of air space”. **Board Position: Oppose.**

For additional information contact Mike Harmon at 781-5724

For a copy of the complete report, see the October 4, 2006 SLOCOG Agenda at www.slocog.org



Down the Road...

The next scheduled meeting of the SLOCOG Board will be held in the San Luis Obispo County Board of Supervisors' Chambers Wednesday, November 8th, 2006. The Board meetings are broadcast live and replayed on Channel 21 (Charter communications Cable TV)

Individuals wishing accessibility accommodations at this meeting, under the Americans with Disabilities Act (ADA), may request such accommodations to aid hearing, visual, or mobility impairment by contacting SLOCOG offices at 781-4219. -Please note that 48 hours advance notice will be necessary to honor your request.

The San Luis Obispo Council of Governments (SLOCOG) is an area wide planning and programming agency for issues of area wide concern. SLOCOG is also the federal-designated Metropolitan Planning Organization (MPO), the state-designated Regional Transportation Planning Agency (RTPA), the Service Authority for Freeways and Expressways (SAFE), and the Census Data Affiliate (CDA) for the San Luis Obispo region. Member Agencies and their designated representatives are listed below:

President – Tony Ferrara, Mayor Arroyo Grande
Vice President – James Patterson, District 5 Supervisor

Paso Robles – Fred Strong, Council member
Atascadero – Tom O'Malley, Mayor
Grover Beach – John Shoals, Council member
Morro Bay – Betty Winholtz, Council member
Pismo Beach – Mary Ann Reiss, Mayor
Ex-Officio, Richard Krumholz – Director, Caltrans District 5

San Luis Obispo – Dave Romero, Mayor
District 1 Supervisor – Harry Ovitt
District 3 Supervisor – Jerry Lenthall
District 4 Supervisor – Katcho Achadjian
District 2 Supervisor – Shirley Bianchi
Executive Director – Ronald De Carli



SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

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