

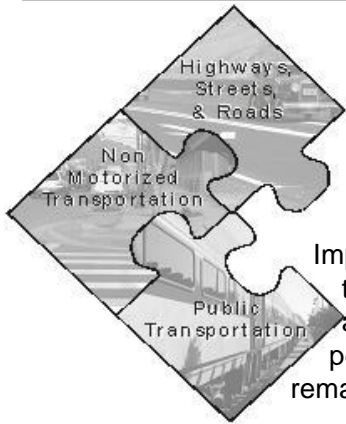
# THE COORDINATOR

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## SLOCOG Facing Challenges with 2008 Transportation Programming Cycle

The SLOCOG Board on October 3<sup>rd</sup> reviewed funding policies and received an update for the 2008 programming cycle. After seeing published information by California Transportation Commission (CTC) on the financial condition of the State Transportation Improvement Program (STIP), SLOCOG staff revised programming targets downward from the original amounts presented in August for the Highway, Streets, and Roads Program and NonMotorized Transportation Program. The targets decreased approximately thirty percent since the final adoption of the state budget. The Public Transportation Program remains fiscally strong due to the revenues generated under Proposition 1B.

The 2008 STIP Fund Estimate (FE) identifies a program capacity statewide of \$6.275 billion over the five-year period. This covers the existing STIP program and adds **\$1.399** billion in new STIP capacity statewide, but will require redistributing the existing program over the FE period. Translated for San Luis Obispo County, SLOCOG will program \$20m for highway, street and road improvements, \$4.1m for nonmotorized and transportation enhancements, \$1.5m for demand management and advance technology improvements to maximize the efficiency of the transportation system, and \$13m for the public transit improvements. These funds are programmed over a five year period. With four major interchange expansion projects (Willow Rd, Brisco Rd, LOVR, and 46W) in need of more than \$55m of funding, local funding contributions will be necessary to deliver as many of these key regional projects as possible. The SLOCOG Board will make funding recommendations to the CTC in February 2008.

The STIP in conjunction with the State Highway Operation and Protection Program (SHOPP) comprise the major portion of the state's transportation infrastructure program. Historically, the primary sources of funds for the STIP and SHOPP were user fees, including excise tax on motor vehicle fuels and weight fees from the State Highway Account (SHA), and Federal Trust Funds from federal excise tax on motor vehicle fuels. Article XIX of the California Constitution protects State funds from diversion for non-transportation purposes, while federal law controls the use of federal funds.

There are still major revenue risks that could significantly impact the actual program capacity for the STIP and SHOPP. Of primary concern is the revenue risk that Federal Highway Funding will (SAFETEA-LU) will expire after Federal Fiscal Year 2009, making future federal funding uncertain. In addition, current highway funding levels and U.S. Treasury revenue projections estimate that the Federal Highway Trust Fund (FHTF) may not be able to support funding at SAFETEA-LU levels as early as 2009. Furthermore, in light of the recent bridge collapse in Minnesota, it is possible that future federal funding may include specific earmarks for bridge rehabilitation, reducing federal resources available for federal highway programs assumed in the FE.

Continuing concerns of rising costs add to the risk of a solvent transportation program. The costs associated with improving and maintaining the State Highway System continues to rise faster than revenues, eroding the purchasing power of transportation resources. These rising costs include not only construction materials and support, but also the cost of right of way acquisitions. These costs will be funded out of the 2008 STIP program capacity; however, if these costs trends continue fewer projects will be able to be funded from the resources identified in the fund estimate.

### FUNDING WORK SHOP PAINTS GRIM FISCAL FUTURE - ACTION NEEDED NOW

David Grannis, owner and founder of Planning Company Associates, Inc. of Pasadena, was invited by the SLOCOG Board to present information on the status and trends of transportation funding from the federal, state, and regional perspective. A video stream of this very informative presentation can be viewed from [SLOCOG's website by clicking FUNDING under "What's New"](#).



After hearing the presentation, the SLOCOG Board developed a steering committee of five Board delegates to investigate in greater detail the issues and opportunities to finance transportation improvements. Delegates Jim Patterson, Harry Ovitt, John Schoals, Janice Peters, and Rob Strong were appointed to the committee. This committee will also assist in reviewing revenue assumptions as it relates to the preparation of the 20 year Regional Transportation Plan.

Go to [www.slocog.org](http://www.slocog.org) "What's New" for more information.  

# Adoption of the 2007 Coordinated Human Service Public Transportation Plan

In October the A-M-M-A consultants presented the final recommendations from the **San Luis Obispo region's Coordinated Human Services/Public Transportation Plan**. Since August, the consultants finalized the plan and incorporated comments on the Draft report received from several agencies, such as the Department of Social Services and Caltrans District 5. The Board adopted the final plan, a prerequisite for the region's access to Federal funds under three specialized transit grants (Federal fund combined estimates at \$400+K a year with leverage from social services side). This Plan, a mandate under the Safe, Accountable, Flexible and Efficient Transportation Equity-Act Legacy for Users (SAFETEA-LU), focuses on the needs of persons with low income, individuals with disabilities and seniors.

The Board endorsed the 2007 Plan Vision of "*Improved Community Mobility for San Luis Obispo Region Seniors, Persons with Disabilities and Persons of Low Income*". This vision is articulated with three (3) Goals, fifteen (15) Objectives and 53 strategies for implementation. The adopted goals address: 1) Coordination Infrastructure; 2) Capacity to meet Individualized Needs; and 3) Information Portals.

The first goal calls for a **Regional Mobility Manager capability** that will bring regional leadership and promote dialogue between transit and human services agencies. Next the Plan recommends both sub-regional and agency-level mobility managers; who will promote access to transportation services for specific target populations or clients and by geographic sector in tandem with the Regional Mobility Manager. The Board approved the consultants' recommendations for placing the "Regional Mobility Manager" *within Regional Rideshare* and forming a *Strategic Oversight Committee* under Phase One. The Committee with broad representation from the target population groups would meet quarterly to monitor and promote coordination projects. Phase Two recommendations include the following activities:

- Implement a county wide travel training program;
- Set a uniform data collection for social service agencies with transportation functions;
- Explore future service delivery options that use volunteers;
- Inventory providers and assess interest in coordination each year; and
- Facilitate bus pass agreements with social service agencies or organizations.

The Coordinated Plan Final Report is posted at [www.slocog.org](http://www.slocog.org) under "What is New?". Copies of the full report or executive summary can be sent upon request. Excerpts from the Plan are available from Eliane Guillot, 805-781-5711 or [eguillot@slocog.org](mailto:eguillot@slocog.org). Those include: a detailed matrix of implementing strategies for each objective; and transit information tools on existing options (services matrix and regional/local maps of transit services' coverage).

## Deadlines Approach for Supplemental Funding

**A**t the October meeting the SLOCOG Board received a report on a number of grants available to government agencies for programs as well as capital projects. The grants included funding for energy and water efficiency, urban design and preservation, air quality and tourism related activities. The two grants of highest interest to the board are the Safe Routes to School (SR2S) and Environmental Enhancement and Mitigation (EEM) programs.

Safe Routes to School is a program established by CA State legislation with a sunset date of January 1, 2008. With the passage of SAFETEA-LU in 2005, federal Safe Routes to School funds were made available to all states. Current statutes will be revised to reflect SAFETEA-LU provisions as the California program is phased out. A call for projects for the seventh and final cycle of the State program is posted for \$52M for infrastructure projects benefiting children in grades K-12 with a grant max of \$900,000 per project. The Application Deadline for this funding is November 16, 2007. Visit <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm> for more information. The federal Safe Routes to School Program expected to announce next cycle shortly.

The Environmental Enhancement and Mitigation Program offers \$10 million each year for grants to governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified state transportation facilities. Grants are awarded in three categories: Highway Landscape and Urban Forestry – planting of trees and other suitable plants, Resource Lands – for acquisition, restoration, or enhancement of watersheds, wildlife habitat, wetlands, forests, or other natural areas, and Roadside Recreational – acquisition and/or development. The Application Deadline for this funding is November 30, 2007. Visit <http://resources.ca.gov/eem/> for more information.

## TripLink Encourages Commuters to Find Another Way

## Commuter Corner

Traffic, congestion, energy consumption, air pollution and obesity rates have escalated, capturing the attention of both the public and elected officials.

The causes of our looming transportation crisis are easy to identify, but difficult to remedy. During the last two decades, San Luis Obispo County has experienced rapid growth in population, employment, single-occupant vehicle use, and truck freight movement. The region's mobility is further challenged by decentralized development patterns, significant job and housing imbalance and reliance on a single spine of travel (75% of the trips as a matter of fact) along the highway 101 corridor. Additionally, funding shortages hamper the region's ability to improve existing highways and transit service levels, let alone respond to increasing travel demands.

With all of these demands on our system it is no surprise that over three-quarters of commuters in the San Luis Obispo region drive alone according to the recent Commuter Profile Survey conducted in partnership with San Luis Obispo Regional Rideshare, Ventura Transportation Commission and Traffic Solutions in Santa Barbara.

SLOCOG has invested in numerous Transportation Demand Management (TDM) techniques by funding the SLO Regional Rideshare program. Rideshare provides a one-stop shop for transportation information, Guaranteed Ride Home and promotions expanding from Bike Month to Rideshare Week, as well as individualized trip planning including the latest tool TripLink, an online commuter database for matching carpools, vanpools and bike buddies as well as a School Pool for parents of children K-12. Since its inception in August 2007, over 1,200 people have registered in the system. Below highlights the results to date.

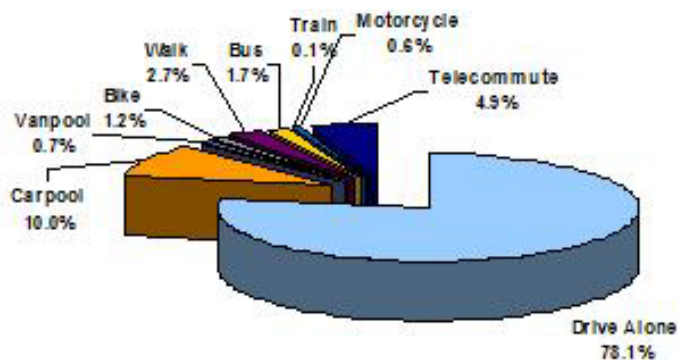
- **Number of vehicle miles traveled reduced: 62,076**
- **Number of one-way trips reduced: 13,754**

TDM is about mobility choices, reducing vehicle trips and making the systems more efficient. The strategies are designed to motivate people to change their travel choices – with saving time, cost and stress – rather than always selecting to drive alone. SLO Regional Rideshare works with over 40 employers throughout the county providing free consultation including worksite analysis, transportation surveys and transportation plans. Putting it in to business terms, TDM is really a package of common business management practices known as “asset management.” Just as businesses try to increase efficiency, respond to their markets and use new technology, so does TDM.

Just as businesses try to maximize capital return through adding second employee shifts, TDM tries to maximize the use of the highway through spreading the peak hours of road use and eliminating trips. Businesses may use just-in-time inventory, while TDM uses traffic-signal timing and timed transfers and bike loops. Businesses use express check-out stands and frequent flyer benefits, while TDM offers discounted transit passes and systems to reward users in the form of incentives. Businesses develop new products or “new and improved” products, while TDM develops new services like vanpooling, additional Park & Rides or new transit services. Business give disincentives for purchasing the best seats while some employers charge employees for their best seat—a parking spot.

A combination of creative ways to address transportation problems must be considered which include getting employers on board to assist implementing transportation initiatives and services that address commuters' needs. When we do this we will be creating and maintaining a supportive environment and policies for the work to be achieved. For more information about developing a worksite transportation program visit: <http://rideshare.org/cm/about/employers.html> or contact Lisa Quinn at SLO Regional Rideshare for more details by calling 781-4462 or by emailing [lquinn@rideshare.org](mailto:lquinn@rideshare.org)

### Commute Mode Use in San Luis Obispo Region



# Update of Regional Housing Needs Allocation Plan Started

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**S**LOCOG has begun the process of updating the State mandated Regional Housing Needs Allocation (RHNA) Plan which was last completed in 2003. The first stage of the update process involves the formation of a Methodology Committee, composed of local agency representatives and housing stakeholders. The Methodology Committee is intended to provide input regarding how the Plan will be developed. The first meeting of the Methodology Committee will be held on **Monday October 29th** from **2 to 4:00 PM** in the **SLO City/County Library Community Room**.

Several new requirements of state law will be addressed. Including, how the Regional Housing Needs Allocation process can result in:

- increasing the housing supply, the mix of housing types, the tenure of home owners, and the affordability of housing in an equitable manner;
- promoting infill development, efficient development patterns, socioeconomic equity, and the protection of environmental and agricultural resources;
- promoting an improved relationship between jobs and housing; and,
- balancing the housing supply to avoid concentrations of a disproportionately high share of households by income category.



New provisions of state law include the following requirements for the Methodology Committee and Public Participation in the process:

- Public participation and access is required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs.
- Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community.
- The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information gathered about local government conditions has been used to develop the proposed methodology, and how each of the objectives are incorporated into the methodology, shall be distributed to all cities, counties and members of the public who have made a written request for the proposed methodology

SLOCOG will accept written comments on the proposed methodology and have at least one Public Hearing. If you are interested in participating in the process or would like more information, call Steve Devencenzi at 781-4662 or Mike Harmon at 781-5724.

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## Public Participation Plan

**I**n carrying out the transportation planning process SLOCOG is required to develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.

It is important to maintain an open, effective public involvement process that provides the public an opportunity to understand when, how, and where public comment can occur. The Public Participation Plan is an essential element of the agency's program for plan and project development. It is intended to provide the framework that ensures an effective public involvement process.

Federal rules, pertaining to planning and programming efforts that SLOCOG conducts, contain minimum requirements for public involvement. The current plan complies with the participation standards; however, the new rules specify a more concerted effort for "consultation" should occur with federal and state agencies.

To ensure compliance with federal SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act, A Legacy for Users) provisions for public involvement SLOCOG is recirculating the existing plan for review and comment.

A copy SLOCOG's existing Public Participation Plan, adopted in June of 2006 is available for review on the SLOCOG website at <http://www.slocog.org>

# ITS in our backyard

**B**et you've experienced technology in transportation somewhere this week, if not today. Here's a few examples of Intelligent Transportation Systems or ITS at work in our lives. Advanced crosswalks to warn of pedestrians crossing; radar speed signs and changeable message signs to keep us informed; signal synchronization helps the flow of traffic; emergency vehicle preemption speeds help to its destination safely; and TV cameras connected to the internet provide real-time look at traffic (check it out at: <http://video.dot.ca.gov/>). These are just a few of the transportation technologies in our cities and county today.

SLOCOG just adopted the Central Coast ITS Implementation Plan. This plan lays out how technology may be used to enhance our transportation system in both the short- and long-term. While continuing to expand and further coordinate existing efforts and technologies, the plan also identifies new, promising, technologies for our region, including: 511, a 3-digit traveler information phone number, automatic vehicle detection on buses which may be linked to live Internet feeds, transit signal priority and fare collection systems to allow for faster and more efficient bus routes.

**Call Box  
Where You Need It**



SLOCOG recently approved the implementation of a mobile call box program in San Luis Obispo County. Similar to the mobile call box program in Southern California areas, instead of going to a callbox along the freeway, motorists can dial a special number (#399 or 511 in some areas) from a cell phone to get motorist aid services, just like a call box. This program is scheduled for implementation in FY 08/09 in conjunction with the 511 Travelers Information System and funded through the San Luis Obispo Service Authority for Freeways and Expressway (SLOSAFE) program.

SLOCOG board also approved the use of SLOSAFE funding for other motorist aid projects within San Luis Obispo County. Programming of SAFE funds will occur during the 2008 Transportation Programming Cycle. For additional information regarding the SAFE program, contact Philip Chu at 781-4223 or [Pchu@slocog.org](mailto:Pchu@slocog.org).

*(Continued from front page)*

2008 Programming Cycle				
PROGRAM	SOURCE	COG / CTC ADOPTION	FY RANGE	TARGET
<b>Maximizing System Efficiency (RTP Ch. 4 of RTP)</b>				
• Demand Management	08 STIP	Feb-08 / Jun-08	08/09 - 12/13	\$ 1,200,000
• System Management	SAFE	Feb-08 / N/A	07/08	\$ 120,000
• Intelligent Transportation	SAFE	Feb-08 / N/A	07/08	\$ 120,000
<b>System Development (RTP Ch. 5 of RTP)</b>				
• Highway, Streets & Roads	08 STIP	Feb-08 / Jun-08	08/09 - 12/13	\$ 20,270,000
	10STIP (Advance)	Feb-08 / Jun-08	14/15 - 15/16	\$10M to \$25M
	SHOPP	June 2008	08/09 - 12/13	t.b.d
• Non Motorized Transportation	08STIP	Feb-08 / Jun-08	9/10-13/14	\$ 1,735,000
	06STIP (Reserve)	Feb-08 / Jun-08	8/9 - 9/10	\$1,750,000
• Public Transportation				
Proposition 1B - Transit	Bond	Feb-08 / Jun-08	08/09 - 12/13	\$12,700,000
Urbanized Area Transit Program	FTA 5307	Dec-07 / N/A	07/08	\$ 1,900,000
Rural Transit Grant Program	FTA 5311	Dec-07 / N/A	07/08	\$ 500,000
Elderly and Disabled Program	FTA 5310	Jun-08 / N/A	06/07, 07/08	\$ 500,000
Job Access & Reverse Commute Program	FTA 5316	Jun-08 / N/A	06/07, 07/08	\$ 270,000
New Freedom Program	FTA 5317	Jun-08 / N/A	06/07, 07/08	\$ 100,000

SLOCOG's Long Range Plan (i.e., Regional Transportation Plan) is available on SLOCOG's website under Publications and Reports.



*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 7th, 2007. Staff will update the Board on Community 2050: Key policy issues and next steps. 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 – James Patterson, District 5 Supervisor**  
**Vice President – John Shoals, Grover Beach Council member**

*Paso Robles – Fred Strong, Council member*  
*Atascadero – Tom O'Malley, Council member*  
*Arroyo Grande – Tony Ferrara, Mayor*  
*Pismo Beach – Mary Ann Reiss, Mayor*  
*Morro Bay – Janice Peters, Mayor*  
*Ex-Officio, Richard Krumholz –Director, Caltrans District 5*

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



**SAN LUIS OBISPO COUNCIL OF GOVERNMENTS**

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