

# THE COORDINATOR

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## County-wide Financial Districts for Renewable and Efficient Energy Projects Being Investigated

SLOCOG will work with County and member jurisdictions to evaluate opportunities to develop a countywide Assembly Bill (AB) 811 program. AB 811 authorizes cities and counties in California to designate areas in which willing property owners can finance the installation of energy efficiency improvements that are permanently fixed to a property owner's residential, commercial or industrial property. These financing arrangements allow property owners to finance renewable generation and energy efficiency improvements through low-interest loans that would be repaid as an item on the property owner's property tax bill.

Implementation of AB 811 furthers the SLOCOG Community 2050 and California Public Utility Commission's (CPUC) goals for promoting energy efficiency and renewable generation.

Property Owners benefit by avoiding the up front installation cost of renewable on site generation systems and energy efficiency measures and eliminating concerns that they will sell the property before recovering the system investment from utility bill savings. The result is that property owners in participating jurisdictions can finance their greening efforts without financial risk.

Clean energy investments funded through these programs will assist local governments in reaching the goals of Assembly Bill 32, the California Global Warming Solutions Act of 2006.

Grant funding would be used to examine the structure of an AB 811 program in this county, develop and adopt program guidelines and an implementation plan, develop and ratify whatever regional cooperative agreements may be needed, and establish and market the program.

For additional information contact Steve Devencenzi at 781-4662

## Complete Streets Policies Adopted



SLOCOG Board began discussions on the California Complete Streets Act of 2008. The legislation was signed into law by Governor Schwarzenegger in September of 2008 and requires local governments (cities and counties) to include a plan for a balanced, multimodal transportation network in their Circulation Element. This plan must meet the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Complete Streets programs have been adopted by many agencies throughout the nation. In order to address the rule and spirit of the Complete Streets Act of 2008, SLOCOG staff proposed the adoption of two proactive policies:

1. Encourage all agencies to assure that their circulation elements and street and road standards address all users of the street, road and highway network.
2. Require consideration of "Complete Streets" improvements in SLOCOG funded street, road and highway projects; and integrate Complete Streets policies in the 2010 RTP.



Implementation of the Complete Streets Act is a key strategy all communities can use to help improve air quality and reduce greenhouse gas emissions. Its implementation will help cities and counties meet the greenhouse gas reduction requirements of AB 32 and SB 375, which require the Regional Transportation Plan (RTP) to include a Sustainable Communities Strategy (SCS) which addresses the need to reduce greenhouse gases in a comprehensive fashion. SLOCOG and the local governments in the San Luis Obispo region have long been in the forefront of advocating implementation of Complete Streets concepts, and the success of this work will be further enhanced with adoption of these policies.

For more information on this issue, contact Michael Harmon at 781-5724 or by email at mharmon@slocog.org



## *Economic Recovery Work Plan...*

Since April of 2009, SLOCOG participated with the Economic Vitality Corporation (EVC) and J. Knight Consulting in developing and coordinating the listing of economic stimulus proposals from within our county into an "Economic Recovery Work Plan". This was prepared on behalf of the State's Business Transportation and Housing Agency (BT&H) for a region that includes the counties of San Luis Obispo, Santa Barbara, Monterey, San Benito, and Santa Cruz.

Two reports were submitted to the State that include proposals from cities, counties and non-profits throughout the five-county region. Projects being proposed ranged in scope and cost. They included projects for transportation, infrastructure, energy, environmental, and visitor serving projects – all intended to create jobs and bring outside revenue to the central coast.

Participating organizations were invited to submit detailed information for each proposed project needing economic stimulus funds to be distributed through formula-based approach and competitive grant applications. The Regional Plan identifies many projects and programs being proposed within the region that was gathered through questionnaires. Respondents were directed to focus their efforts on "shovel ready" projects that would help create jobs. Where possible, organizations were asked to identify projects that had environmental benefits and would help provide 'green jobs'.

The Plan includes hundreds of proposed projects in need of funding, and millions of dollars have already been distributed to the central coast region. Millions of additional dollars are anticipated to flow into the region as organizations successfully compete for funds. On June 10th the SLOCOG Board approved submittal of the most recent report (with the addition of several projects) which is available on the EVC web site at [www.sloevc.org](http://www.sloevc.org).

"We are doing our part to help SLO County get its share of economic stimulus monies to help revive our local economy and create jobs. As a designated district coordinator by the State for this first-ever approach, the EVC, SLOCOG and the other participating partners have developed a process that may be leveraged for future collaborations regarding regional economic development and job creation", said Michael Manchak, President of the EVC.

The Economic Recovery Work Plan is a groundbreaking effort on the part of the State to establish more meaningful lines of communication between local and State agencies, and regional organizations. This coordinated approach to strategic public investments will result in opportunities that can produce targeted and meaningful investments. We hope to continue working together to assure that this opportunity will create needed jobs and build better communities."

John Knight of San Luis Obispo-based J. Knight Consulting noted that "...the Regional Economic Recovery Work Plan represents a significant cooperative effort among hundreds of participating organizations within a five county region. This process has provided the central coast with a model that can be used in the future for regional coordination of projects."

The California Business Transportation and Housing Agency has recovery Work Plans from throughout the state available for review on their website at [www.business.ca.gov](http://www.business.ca.gov)

For more information, contact Steve Devencenzi at 781-4662.

## State Route 46 Corridor System Management Plan

Through a joint effort between Caltrans and SLOCOG, the State Route 46 Corridor System Management Plan (CSMP) is now complete and was endorsed by the SLOCOG Board on June 10, 2009. This endorsement approves the document as an overall policy statement and strategic plan that will guide transportation decision and investments for the State Route 46 Corridor within the San Luis Obispo County Region and ensures retention of the Corridor Mobility Improvement Account (CMIA) funding programmed on the Rt. 46 East Widening project, Whitley 1 segment, expected to begin construction next year. The document also encompasses the work done for the Route 46 East Comprehensive Corridor Study (CCS) approve in April 2009. The CSMP is available at Caltrans District 5 and SLOCOG offices or by emailing [gbaker@slocog.org](mailto:gbaker@slocog.org) and requesting a PDF copy.

## California Transportation Plan 2035

California Department of Transportation is working on an update to the California Transportation Plan. The California Transportation Plan is a statewide policy document with a 25 year horizon. The CTP is a policy document which considers the content of regional transportation plans, but does not provide a financial element, like RTPs. Caltrans is collaborating with Regional Transportation Planning Agencies (such as SLOCOG) and consulting with federal agencies, transportation providers, cities, and counties to develop the CTP. Anticipated completion date for the plan is September 2010. Between now and then, there will be workshops, advisory committees, and other opportunities to contribute. The scoping document, outline, and brochure are available on the website. The draft plan will also be available in the coming months. Goals of the California Transportation Plan include:

- Improve Mobility Accessibility
- Preserve the Transportation System
- Support the Economy
- Enhance Public Safety and Security
- Reflect Community Values
- Enhance the Environment

More information about the plan is available online at [www.californiatransportationplan2035.org](http://www.californiatransportationplan2035.org).

## Triennial Performance Audits for SLOCOG/Rideshare and Ride-On

The Transportation Development Act (TDA) calls for performance audits to be conducted on each recipient of TDA funds, i.e. all public transit operators and SLOCOG every three years.

This year's audits covered:

- SLOCOG as the Regional Transportation Planning Agency (RTPA) and Regional Rideshare (part of SLOCOG since May 2007)
- Ride-On Transportation as the Consolidated Transportation Services Agency (CTSA).

The SLOCOG audit findings:



- SLOCOG is effectively organized and staffed to fulfill its numerous responsibilities
- SLOCOG Board is well informed and provides effective direction to the agency with good opportunities for

public input

- SLOCOG does an excellent job of administering numerous grant programs
- SLOCOG fully complies with all the TDA requirements applicable to an RTPA
- SLOCOG administers the TDA funds in a timely fashion using a well developed process that works for claimants
- SLOCOG implemented five of the six prior performance recommendations

Rideshare Peer Review findings were as follows:

- Three of the four peers were structured as a division of their regional planning agencies, similar to Regional Rideshare
- Carpooling and Vanpooling were the most common types of rideshare activity
- Face-to-face outreach and e-communication were the primary means of marketing and promotion
- Regional Rideshare offers more programs than its peers with the Safe Routes to Schools and the Senior Transportation Options services

SLOCOG/Rideshare recommendations:

- Improve the reporting of Rideshare performance and establish standards
- Consider holding fewer Board meetings and
- Assume leadership role in Mobility Management and coordinate with Ride-On

The Ride-On audit findings:



- In order to be fully compliant, Ride-On should fully segregate costs and passenger revenues among its TDA-funded services. In addition Ride-On should track actual

revenue and deadhead miles for all its services.

- Ride-On fully implemented two of the four prior recommendations. Next year's start up of the Route Match dispatch software will improve the reporting of vehicle hours, miles and costs by program and help to address some of the compliance issues.
- The Operating Cost per Hour and the Operating Cost per Rider grew steadily in the audit period; this trend was mainly due to the 22+% increase in operating costs in the past two years. Factors leading to such an increase were adding two full-time administrative positions and one mechanic, higher fuel prices and service expansion.
- Overall ridership productivity dropped from 5.8 riders per hour (year 1) to 5.1 riders per hour (year 3). Those levels compare to a current target of 6.0 riders per revenue hour. The Tri-Counties Regional Center program is the highest performing service (at 6+ riders per hour), while other services ranged from 2.5 to 2.8 riders per hour.

Ride-On Recommendations:

- Develop a more precise program accounting methodology
- Collect and report performance measures per TDA guidelines
- Develop a formal system for addressing and tracking customer complaints
- Monitor and track performance trends for all services and develop standards to measure performance and
- Enhance coordination between Ride-On and Regional Rideshare

An update on the status of all the above recommendations will be made in April 2010. For more information, contact Eliane Guillot at 781-5711

## Population and Employment forecasts have been updated

At its June 10th meeting the SLOCOG board adopted an update of the regional population and employment forecast that was done in 2006 by Economics Research Associates (ERA). The update was determined to be necessary as it become increasingly clear in recent months that the original projections might no longer be realistic in light of the current national economic downturn. ERA was selected to complete the update due to their unique experience and expertise on the issue. The consultant reviewed a number of recently completed economic forecast studies done around the State and determined that recession is unprecedented and concluded that it would be appropriate to adjust near-term forecasts to 2015 to most accurately represent current market conditions while assuming a recovery beginning around 2011. The long-term population and employment growth projections (low, medium and high scenarios) were then revised downwards based on the assumption that the region will grow at a rate under one percent in the future, which is consistent with growth projections estimated by the Department of Finance as of July 2007. The revised report was subsequently reviewed by the County Planning Directors Committee and other local agency staff for accuracy.

In addition to adopting the updated population forecast, the SLOCOG Board approved the staff recommendation to the medium growth scenario in the upcoming update of the Regional Transportation Plan and other planning activities. The medium scenario had been chosen as it was considered to represent the best case for the long range growth potential of the region at this time. The updated report found that by 2030 the population of the region will increase from the current population of 270,429 (2009) to 318,084 (about 17,000 less than previously projected. Similarly, employment (non-farm) is now projected to increase from about 108,000 currently to about 133,000 in 2030.

The revised forecasts will be used in the development of the 2010 Regional Transportation Plan (RTP) and in the modeling efforts underway to estimate traffic demand and resultant greenhouse gas (GHG) generation rates required for development of the preliminary Sustainable Communities Strategy (SCS) in advance of the final SCS required by SB 375. It should be noted that the forecast is based on the assumption that future growth in each city or community will likely be consistent with the historical trend and that any policy or resource based limitation will be overcome. SLOCOG staff will continue to monitor all available data and make adjustments to the forecast as necessary and appropriate.

The full document is available on the website, under the Publications and Reports heading.

Contact Michael Harmon at 781-5724 for more info.

## Santa Maria River Bridge Funding

At the June 10th meeting the SLOCOG Board approved committing \$2.7 M in Regional SHA and Federal TE funds to the Santa Maria River Bridge Widening. This interregional project is a collaborative effort of Caltrans, SBCAG and SLOCOG.

The Santa Maria River Bridge provides an inter-regional connection between Santa Barbara County and San Luis Obispo County. The bridge is located in San Luis Obispo County, but it affects the flow of traffic between the emerging growth areas of north Santa Barbara County and south San Luis Obispo County. The widening of US 101 south of the bridge in Santa Barbara County, to six lanes, was completed this year, so the bridge is a four-lane bottleneck at the north end of the corridor. The four-lane bridge also lacks pedestrian and bicycle facilities, and the proposed widening project would add a Class I bike lane on the southbound side of the bridge.



### Existing Conditions

- 2 bridges, 2 lanes each
- No multimodal access, no shoulder
  - Volumes are 64,000
- Trucks make up 7.4 percent of total traffic
- Expected 2030 volume is 100,700 with LOS F

A May 2009 revised construction cost estimates the project total cost will be \$48.7 M. A funding partnership between SLOCOG, SBCAG, and Caltrans has financed and delivered 98% of the project development phases of this project. Caltrans is pursuing ARRA (Economic Stimulus) funds for the remaining construction cost of \$42 M. The project will be ready to list for construction in December 2009. In an effort to help secure the ARRA funds, SLOCOG committed \$2.7 M toward the project.

Total capital needs \$42m

SBCAG = \$10 M

SLOCOG = \$2.7 M

ARRA = \$29.3M

## Bike Month 2009 - Chain Reaction - recap

May was Bike Month, a local and national celebration geared to improve the health of the environment and community by getting people of all ages and abilities to ride a bike instead of driving a car. This year's theme was "Chain Reaction" and Rideshare along with dedicated community members and partner agencies offered



57 free community bike events throughout the county. While Bike Month is truly a community happening, Rideshare was responsible for the overall organization, marketing, public outreach and the online Commuter Bike Challenge. Thank you to all of you who lead, encouraged and persuaded folks to join a team for our Commuter Bike Challenge. It's been a very fun ride!

Don't stop riding and encouraging others to ride! There are many resources and programs to help keep the momentum going.

- The SLO County Bike Coalition offers Bicycle Confidence Workshops that help teach you the rules of the road. Call 547-2055 or visit [slobikelane.org](http://slobikelane.org) for more details.
- The SLO Bike Kitchen meets the first Sunday of each month at Mitchell Park. If you need tools, spare parts and helping hands to fix your bike, drop by or visit them online at [slobikekitchen.org](http://slobikekitchen.org).
- Learn more about Rideshare's Safe Routes to School program and help encourage kids to bike and walk to school.
- Many employees in the County participate in Rideshare's Lucky Bucks program, (funded by the employers). This program encourages employees to ride to work by rewarding them with gift certificates (movie tickets, restaurants, stamps etc.).

### Here are some of the final statistics:

- People registered: 718
- Trips logged: 13,761
- Miles logged: 43,038.48
- Reduction of harmful emissions: 34,091 lbs
- Gallons of gas saved: 1,292

### Winning Organizations & % Participation:

- 3-6 Category: Ad Dividers, 66.67%
- 7-24 Category: The Establishment, 100%
- 25-99 Category: Cygnet Software, 64.86%
- 100-499 Category: Caltrans, 28%
- 500+ Category: City of San Luis Obispo, 10.81%

### Organization with the most new commuters:

- REC Solar



## Summer Break Pass is On Sale

The pass is now on sale and can be purchased online at [www.summerbreakpass.com](http://www.summerbreakpass.com) or at any transit outlet in the County. This transit pass is available to students K-12 and can be used on SLO Transit, R.T.A., S.C.A.T., North County Shuttle, Paso Express, and the Avila and Cambria Trolleys. The pass can be used Memorial Day thru Labor Day (Monday, September 7th) and only costs \$30!



Go to [www.summerbreakpass.com](http://www.summerbreakpass.com) for information and to purchase the pass.

## Regional Ride Guide Debuts

In January, Rideshare produced an updated Regional Ride Guide Map that shows the integration of all five fixed-route transit operators in San Luis Obispo County. The map was funded by a FTA 5311 Social Marketing Grant and shows transit users where and how each system's buses connect and how to use transit to travel beyond city lines. Depending upon where you are traveling to and from, a user may need to transfer between several transit routes or systems, and there are few tools that depict how these systems interconnect. The Regional Ride Guide Map shows the major transfer points, Park & Ride Lots, Amtrak stations and depicts each operator's routes in both English and Spanish. The maps have been distributed to each fare outlet and are available at the Rideshare office.



## SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

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1150 Osos Street, Suite 202  
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www.slocog.org

The San Luis Obispo Council of Governments (SLOCOG) is an area-wide planning and programming agency for issues of regional 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 – John Shoals (Grover Beach)  
Vice President – Tom O'Malley (Atascadero)

District 1 Supervisor – Frank Mecham  
District 2 Supervisor – Bruce Gibson  
District 3 Supervisor – Adam Hill  
District 4 Supervisor – Katcho Achadjian  
District 5 Supervisor – James Patterson  
Executive Director – Ronald De Carli

Arroyo Grande – Tony Ferrara, Mayor  
Morro Bay – Janice Peters, Mayor  
Paso Robles – Fred Strong, Council member  
Pismo Beach – Mary Ann Reiss, Mayor  
San Luis Obispo – Jan Howell Marx, Council member  
Ex-Officio, Richard Krumholz –Director, Caltrans District 5

### *Down the Road....*

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 next scheduled meeting of the SLOCOG Board will be held in the San Luis Obispo County Board of Supervisors' Chambers Wednesday, July 15, 2009. The Board meetings are broadcast live and replayed on Channel 21 (Charter Communications Cable TV)

