

THE COORDINATOR

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SLOCOG Public Participation Plan Update

The SLOCOG Public Participation Plan, last updated in 2006 is currently being revised to assure compliance with state and federal regulations for the upcoming Regional Transportation Plan (RTP) Update and to prepare for the state requirements contained in SB 375 (Steinberg). This Notification of Intent will start a public comment period that will conclude at the February 3, 2010 SLOCOG Board meeting.

The contents of the Public Participation Plan include provisions to:

- Develop all plans and studies in consultation with interested and affected parties and the general public;
- Provide that all interested parties have reasonable opportunities to comment on the contents of SLOCOG plans, studies, and programming activities;
- Hold public meetings at convenient and accessible locations;
- Employ an increasing emphasis on visualization techniques (such as GIS, maps, graphs, charts and other visual methods of interpreting data and information) to describe various issues; and,
- Making all information, agendas, plans, and documents available to the public in electronic accessible format on the website

The adequacy of the existing plan which was originally adopted on August 3, 1994, and subsequently updated in 2002 and 2006 reflects SLOCOG's historical efforts to meet these regulatory objectives.

If you have any questions regarding SLOCOG's Public Participation Plan please contact Steve Devencenzi at 781-4219.

2010/2011 Unmet Bikeway and Transit Needs Hearing

The SLOCOG Board held its annual Unmet Transit & Bikeway Needs Hearing on Wednesday, December 2nd. Testimony included retaining and expanding evening and weekend transit services, and providing additional marketing and advertising for RTA services. Additional funding for the Morro Bay Dial-A-Ride (DAR) was also requested. Members from both the San Luis Obispo Bicycle Club and San Luis Obispo County Bicycle Coalition provided the Board with a list of unmet bicycle-related needs. Their major requests included further development of bikeway connectors throughout the region, and continued bike lane and road maintenance. Overall, staff found that the majority of testimony received for both transit and bicycle needs to be positive in nature.

At the time of this writing, staff has not compiled the total amount of requests (both transit and bike-related) received by the December 9th deadline date for the 2010/11 study. Once completed, staff will carefully evaluate the unmet transit needs requests received; the first step involves determining if the request meets the adopted "unmet transit needs" criteria, and the second step is to determine if any unmet needs found are "reasonable to meet." Any unmet transit needs identified will be presented for SLOCOG Board consideration at the February 3rd meeting. Those requests not meeting the adopted unmet transit needs criteria will be forwarded to the appropriate jurisdiction for comment and planning purposes, along with all bicycle-related requests.

For additional information, please contact Tim Gillham at (805) 781-1520 or tgillham@slocog.org.

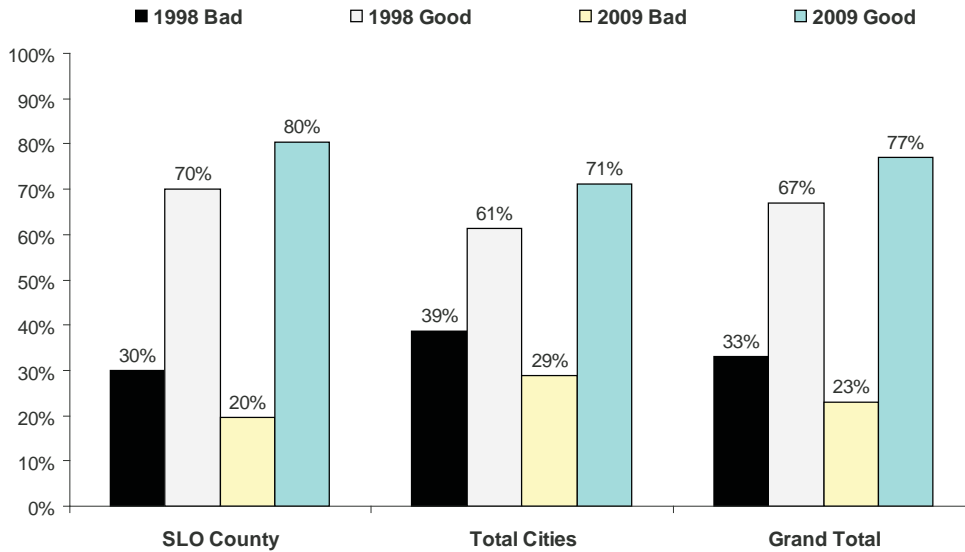
North County Corridor Study

The draft Highway 101 North County Corridor Study was released for review and comment and presented to the SLOCOG Board on December 2, 2009. This study is an update of the 1999 document and findings from this study will be incorporated into the development of the 2010 Regional Transportation Plan (RTP). The study is an assessment of short and long term improvement needs for US 101 from the top of the Cuesta Grade to the Monterey County line. The study presents a number of general recommendations relating to Operational Improvements, System Management and Transportation Demand Management improvement strategies as they relate to parallel route, interchange, and highway operational improvements. The focus of the study is to identify potential measures and improvements that can maximize the effectiveness of the existing US 101 corridor in the short term, mid-term, long and very-long range planning horizon. The study is available for viewing on the SLOCOG homepage under "what's new". All comments are due to SLOCOG by December 18, 2009. For questions please email gbaker@SLOCOG.org or call 788-2104.

Countywide Pavement Maintenance Needs Report

At its December 2nd meeting the SLOCOG Board accepted the 2009 update of the Countywide Local Street and Road Pavement Maintenance and Rehabilitation Needs Report. This report, which was first developed in 1997, is a comprehensive analysis of the change road conditions since the last update in 2008. The report is intended to provide a regional perspective on the changing condition of local streets and roads and to summarize the actions local agencies have taken to implement their road maintenance programs. During the past year the overall condition of local streets and roads in the region declined slightly, with the percentage of all road miles (city and county) rated “fair-best” dropped from 78% to 77%. In contrast, the percentage of city roads rated “fair-best” improved during this period from 68% to 71%. During the past ten years pavement conditions improved much more significantly: from 1998 to 2009 the percentage of all (city and county) roads rated “poor-bad” was reduced from 33% to 23% and miles rated

“fair-best” increased from 67% to 77%. The chart shows the change in condition from 1998 to 2009.



Much work remains to be done to bring pavement conditions up to a level that is sustainable and cost effective. Currently, a significant percentage of road miles in some jurisdictions need to be completely reconstructed, and as the overall road system continues to age the need for major rehabilitation and or reconstruction will grow. While much funding has been provided in the past few years to maintain and improve local streets and roads, it has not been adequate to address all of the needs. It is estimated that

a total of about \$308 million (current dollars) is needed to complete all currently identified maintenance, rehabilitation and reconstruction and that a minimum of about \$13 million per year is needed to just maintain the road system in its current condition. In order to fully improve pavement conditions, from \$22-\$30 million should be provided per year over the next ten years.

For more information on this report call Michael Harmon at 781-5724.

NATIONAL SCENIC BYWAY PROGRAM IN THE SAN LUIS OBISPO REGION

Highway 1 from Highland in San Luis Obispo to the Monterey County line has been deemed the San Luis Obispo North Coast Scenic Byway and an All American Road, the highest scenic designation in the National

Project Title	Lead Agency	Funding Type	Total Cost	Completion Expected
Corridor Management Plan Implementation	SLOCOG	NSBP, SLOCOG	\$36,000	December-10
Bilingual Interpretive Media Study	SLOCOG	NSBP, Self Reliance Foundation	\$130,000	June-10
California Coastal Trail Plan	SLOCOG	NSBP, State Parks, SLOCOG, Coastal Conservancy	\$450,000	June-11
Byway Communities Gateway Project	SLOCOG	NSBP, SLOCOG, City of SLO, Cambria CSD, San Simeon	\$425,000	December-10
Interpretive Signage Project	SLOCOG	NSBP, SLOCOG	\$405,000	December-10
Morro Bay – Cayucos Multipurpose Connector (Environmental)	County of SLO	NSBP, SLO County	\$232,000	December-10
Cayucos Old Creek Crossing (Environmental)	County of SLO	NSBP, SLO County	\$200,000	June-11
Estero Bluffs Pullout Improvements	Caltrans	Federal Transportation Enhancement (TE), State Interregional Improvement Program	\$2,558,000	FY 12/13
Morro Bay Hardscape (Beautification) Improvements	Caltrans	Federal Transportation Enhancement (TE), State Interregional Improvement Program	\$1,835,000	FY 12/13

Scenic Byway Program (NSBP). The prestigious designation comes with the opportunity to apply for grant funding under the NSBP. The SLOCOG Board heard a presentation regarding all of the active projects on the North Coast Scenic Byway at this time. SLOCOG has five current projects funded through NSBP and there are two additional NSBP projects lead by the County of San Luis Obispo. The adjacent table is a snapshot of the update presented to the Board on December 2nd.

2010 Regional Transportation Plan: Environmental Impact Report preparation has begun

A Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for SLOCOG's 2010 Regional Transportation Plan (RTP) has been prepared and circulated. The NOP is a document stating that an EIR will be prepared for a particular project. It is the first step in the EIR process. The Notice of Preparation provides information describing the project and the potential environmental effects to allow various agencies the opportunity to make a meaningful response regarding the proposed environmental document.

The 2010 EIR prepared for this update will address any changes in environmental conditions, regulations or potential environmental impacts based on the updates to the Plan. The EIR will focus on information, conditions, impacts or mitigation strategies that differ from the certified 2005 RTP EIR. The 2010 RTP EIR will also include a programmatic greenhouse gas (GHG) analysis, as required by current legislation. The GHG analysis will analyze the potential impact of the 2010 RTP on climate change. All information and analysis updated by the EIR will be distributed for a minimum 45-day public review period.

SLOCOG's 2010 RTP will cover all appropriate issues associated with each required regional transportation plan element. The document will contain an updated land use component that will include a Preliminary Sustainable Communities Strategy. This component will address the purpose and intent of state bills related to greenhouse gas emissions (GHGs) and climate change including the California Global Warming Solutions Act of 2006 (AB32) and SB 375 (2008). Implementation of SB 375 does not take effect until 2012 and there are no requirements for its inclusion in the 2010 RTP. However, SLOCOG feels that it is important to prepare a preliminary strategy as a component of the Plan to implement the purpose and intent of AB 32 at this time and prepare for the integration of SB 375 provisions at an early date.

If you have any questions regarding SLOCOG's 2010 Regional Transportation Plan Environmental Impact Report - Notice of Preparation please contact Steve Devencenzi at 781-4219.

ARRA Funded Projects: On Schedule and Underway

\$11.6 M in surface transportation projects was awarded in San Luis Obispo region in February 2009 through the American Reinvestment and Recovery Act (frequently referred to as the Economic Stimulus). This money was programmed in April 2009 and leveraged significant local funding toward a program of more than \$18 M. All projects funded at the April meeting had an allocation deadline of January 1st 2010 in order to jump start construction on these projects. SLOCOG is pleased to report that all jurisdictions have worked diligently to keep their projects on schedule and all will be allocated by the deadline. One notable exception is the Railroad Safety Trail in San Luis Obispo, which the City has replaced with the Upper Monterey Street Rehabilitation, which will complete bicycle delineation along the road and fill in sidewalk gaps, as well as improving the signalized intersections and repaving the surface of the road from California Street to the freeway onramp. The City will continue to work with Union Pacific to come to an agreement on the Right of Way for the Railroad trail and SLOCOG will continue to support their effort to do so. All projects funded with ARRA can be viewed on the recovery.org website. The website includes all ARRA funded projects, not only those funded through the MPOs and RTPAs like SLOCOG. Contact Jessica Berry at jberry@slocog.org or 781-5764 for more information

2010 Project Programming

The 2010 STIP (State Transportation Improvement Program) cycle is approaching and SLOCOG staff provided another update to the board about the status of funding. A notable concern with the 2010 STIP is that there is minimal new money to program. This cycle will focus on project timelines and determine which projects can be moved forward and which need more time before they allocate. Other fund types that SLOCOG ordinarily programs along with the STIP are RSTP funds (Regional Surface Transportation Program) and STIP TE (Transportation Enhancement).

RSTP is most often referred to as SHA (State Highway Account) and has a Regional and an Urban component. SLOCOG has opted not to program future years of RSTP funds until the Federal government takes action on reauthorizing or extending the legislation that makes this money available to the region. As yet, the legislation (called SAFTEA-LU) has expired and has only been extended for 3 months.

The third funding source is STIP TE, which is available for enhancements such as bike and pedestrian access, land acquisitions, and roadside amenities. The anticipated available funding is \$1.9 M and SLOCOG is issuing a call for projects. SLOCOG staff has asked jurisdictions to submit only one request, as the funding is extremely limited.

The SLOCOG board will take action on programming the TE money in February and will be updated on the status of the SAFTEA-LU reauthorization.

Contact Jessica Berry at jberry@slocog.org or 781-5764 for more information

2009 State Legislative Session

Report

The following are summaries of the most notable of the bills that were enacted or vetoed.

AB 1464 (Smyth) Cycling Corridors of Significance: This bill establishes a process for identifying and promoting bicycle routes of national, state or regional significance, and authorizes Caltrans to form an advisory committee to help implement the process for identifying and promoting these bicycle routes. Status: Enacted into Law

SB 83 (Hancock) Vehicle Registration Fee: Congestion Mgmt. Agency: This bill authorizes a Congestion Management Agency (CMA) to place a measure on the ballot to authorize with a majority vote a \$10 increase in motor vehicle registration fees for transportation. Status: Enacted into Law.

SB 391 (Liu) Greenhouse Gas Reduction Targets:– This bill makes various changes to the requirements of the Ca. Trans. Plan including requiring Caltrans to update the Plan by 12/31/2015 and every five years thereafter; to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emission to 1990 levels by 2020 and 80 percent below 1990 levels by 2050. Status: Enacted into Law.

SB 406 (DeSaulnier) Regional Blueprint Plan Funding: This bill authorized Metropolitan Planning Organizations or Councils of Government to impose a vehicle registration surcharge of \$1 or \$2 for the purpose of developing and implementing a regional blueprint plan (such as a Sustainable Communities Strategy (SCS) under SB 375) to identify land use strategies to reduce emissions associated with motor vehicles. Status: Approved by Legislature but Vetoed by Governor.

SB 575 (Steinberg) Cleanup to SB 375: Housing Element Revision Deadlines:- This bill amends SB 375, Statutes of 2008, to provide that, if necessary, local governments shall adopt three consecutive four-year revisions by the statutory deadline to ensure that when the local government adopts its next housing element covering an eight-year planning period, it does so at the deadline for adoption for other local governments within the region also covering an eight-year planning period. Status: Enacted into Law.

SB 802 (Leno) Public Contracts Retention Proceeds – This bill would have limited the amount of retention proceeds that may be withheld from any progress payment, on any state or local government public works contract entered into after January 1, 2010, to 5% of the progress payment. Status: Approved by Legislature but Vetoed by Governor

For more information contact Michael Harmon.

**United States
Census
2010**

Preparation work for the 2010 Census is continuing. For the past two months SLOCOG staff have been working with Census Bureau staff from their Central Coast Regional office to begin implementing public outreach efforts to assure the success of the census. We are pleased to announce that Priscilla Handley has been hired by the Bureau to become the Census Outreach Coordinator for San Luis Obispo County.

SLOCOG staff have already begun working with Ms. Handley to plan upcoming meetings to publicize the Census and reach out to the people of the San Luis Obispo region. For more information on Priscilla Handley and plans for the 2010 Census please contact Michael Harmon at 781-5724 or email at mharmon@slocog.org. SLOCOG has also developed a special 2010 Census page on its website at slocog.org.

Adoption of Uniform Discount Transit Fare Policies

In January 2009, the SLOCOG Board had adopted the recommendations from the Region wide Fare Improvement Study; the fourth recommendation was “To establish uniform discount policies”. The rationale and implementation were envisioned as follows: “Uniform policies, procedures and forms for eligibility for discounted fares among all public transportation systems ensure that passengers are treated consistently as they travel across systems. The transit operators would develop and adopt consistent policies and forms for eligibility for discounted fares among all general public providers, create a standard identification card (ID) and move to standardize the types of media offered at a discount”.

Between February and April 2009, a working group met to reach a consensus on how to formalize policies related to fare discounts for seniors, persons with disabilities, children and youth. In December 2009, the SLOCOG Board approved the following recommended policies developed by the working group. Those are respectively:

For seniors

- Use a uniform 65+ age criterion among all providers
- Introduce a senior fare discount on all county-funded transit services
- Implement a unified transit discount identification (ID) card among all agencies
- Accept the Medicare card as a substitute for the transit discount ID card

For persons with disabilities

- Keep the eligibility categories used by the RTA and making those uniform among all providers
- Consider use of a single transit discount card after the first year implementation of the senior discount card

For children

- Re-align the age criterion to under 5 years old
- Introduce 46 inches height as a tool to verify the eligible age
- Keep local preferences as to the maximum number of children eligible for a free ride if accompanied by a fare paying passenger

For youth

- Offer fare discounts for prepaid fare media on all fixed route systems

The next step is to phase in the above regional recommendations and report progress made in their implementation in six months. By then the Board will consider integrating those policies as a TDA requirement starting next year.

Rideshare Month 2009

In October Rideshare hosted Rideshare Month - Commute for Cash Challenge, where commuters were encouraged to try sustainable transportation such as taking the bus, biking, walking or sharing the ride. The goal of the event was to maintain clean air, reduce the amount of cars on our roads and to help individuals in our county save on their commute costs.

As an incentive, every Friday in October Rideshare rewarded one team with their commute cost savings in cash (up to \$75 per team member). To qualify, teams had to have at least one new user of sustainable transportation, meaning someone who drives alone less than twice per month. Individuals who signed up for the challenge were also eligible to win daily prizes and a weekly giveaway of \$100, just for participating.

By the end of October, 522 people making up 194 teams were registered on the Commute for Cash Challenge website and 201 of these participants were new users of sustainable transportation.

Individual Weekly \$100 Cash Winners:

- 1) Ben Collingwood - REC Solar
- 2) Kate Ballantyne - County Public Works
- 3) Larry Allen - Air Pollution Control District
- 4) Annie Young - Wallace Group

Team Weekly Cash Winners:

- 1) NCCT Gang
- 2) North County Riders
- 3) RRM Design Group
- 4) Mean Green Team

Vanpool Contest Winner:

Cone Zone Commuters - Caltrans



Together, we traveled 215,685 miles, reducing 155,572 pounds of harmful emissions and saving over \$153,000.

Rideshare would like to sincerely thank the sponsors and contributors that helped make Rideshare Month a success: Air Pollution Control District (APCD), City of San Luis Obispo, SLO Transit, Regional Transit Authority, Central Coast Outdoors, The New Times, County Board of Supervisors, SLO County Bicycle Coalition, Trader Joes, Enterprise Vanpool, Ride-On Transportation, Paso Express, North County Shuttle, Cal Poly, VPSI and Charter Media.

Pedestrian Safety and Investments

New Study Rates the SLO region as the Safest Metropolitan Area in California for Pedestrians

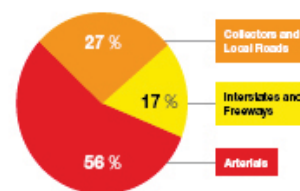
Transportation for America rated created a Pedestrian Danger Index to measure the relative risk of walking adjusted for exposure in all metropolitan areas in the country. SLO region scored top against all 26 California metropolitan regions. The SLO/Paso Robles region had a Pedestrian Danger Index (PDI) of 15.4 compared to Bakersfield with 128, Fresno at 92.8, Santa Barbara at 40.4. It appears that a crucial factor affecting these safety index calculations is the level of investment in federal funding spent per capita on walking and biking. The SLO region was \$3.67; Bakersfield was \$1.21; Fresno, at \$.87, and Santa Barbara at \$1.11. SLOCOG staff are preparing calculations for the prior decade and a similar comparison for biking to clarify whether our regional investment in biking and walking is having an indirect if not direct effect on these safety numbers. The full report can be found on the Transportation for America website:

www.t4america.org/resources/dangerousbydesign

For more information call Michael Harmon at 781-5724.

Safety Rank Within State	Metro Area	Pedestrian Danger Index	Total Pedestrian Fatalities (2007-2008)	% of Total Traffic Deaths That Were Pedestrians	Avg. Yr. Fed \$ Spent Per Person	% of Workers Walking to Work	2008 Population
26	San Luis Obispo-Paso Robles	15.4	3	3.80%	\$3.67	3.70%	265,297

Pedestrian Fatalities in Urban Areas by Road Type (2007-2008)





SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

1114 Marsh Street
San Luis Obispo, CA 93401
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....

The next scheduled meeting of the SLOCOG Board will be held in the San Luis Obispo County Board of Supervisors' Chambers Wednesday, January 6, 2010. The Board meetings are broadcast live and replayed on Channel 21 (Charter Communications Cable TV), at www.slo-span.org.

Upcoming Public Hearing Items

There are two upcoming public hearing items:

- One Transportation Improvement Program (TIP) Formal Amendment on January 6, 2010
- One Transportation Improvement Program (TIP) Formal Amendment on February 3, 2010

For more information contact Geiska Velasquez at 788-2104

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.

