

# THE COORDINATOR

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## Transportation Enhancement Funding – Call for Projects

On April 6<sup>th</sup>, the SLOCOG Board announced a call for projects, establishing a maximum funding limit of \$600,000 for all eligible transportation enhancement projects. Deadline for submittal to SLOCOG staff is May 6<sup>th</sup>, 2005.

Transportation enhancement activities are a means of more creatively and sensitively integrating surface transportation facilities into their surrounding communities. What distinguishes transportation enhancement activities from other worthwhile 'quality-of-life' and environmental activities are their potential to create a transportation experience that is more than merely adequate. At the same time they may protect the environment and provide a more aesthetic, pleasant, and improved interface between the transportation system for the communities and people adjacent to transportation facilities.

The current and anticipated reauthorization of the Federal Transportation Bill requires that ten percent of the Surface Transportation Program (STP) funds be available on a statewide basis for the Transportation Enhancement Activities (TEA) program. SLOCOG, as the Metropolitan Planning Organization (MPO), allocates the TEA funds within the San Luis Obispo region. An estimated \$4.6 million is available to our area for the period between FY 2004 to FY 2009. The SLOCOG Board programmed \$2.2 million last year, leaving a program balance of \$2.4 M for this funding cycle.

For more information about the TE program and eligible projects, go the SLOCOG website and click on the Regional TE application under "What's New".

### Contact Information

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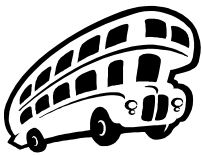
## 20 year Blueprint for Transportation Approved

The Regional Transportation Plan, 'Vision 2025', was adopted by the San Luis Obispo Council of Governments on April 6, 2005. It is the "blueprint" for transportation in the seven-city and unincorporated region of San Luis Obispo County. It will serve as a guide for developing a transportation system that it is accessible, safe, reliable, and contributes to a higher quality of life for the region's citizens. It is designed to fulfill requirements allowing federal and state transportation dollars to flow to the region, enabling approximately \$874 million dollars to be spent on transportation improvements over twenty years. These funds along with \$767 million dollars of local revenue sources will deliver approximately \$1.6 billion dollars in roadways, bikeways, bus, pedestrian, rail and aviation systems improvements over the next 20 years. An additional \$1.2 billion dollars of transportation improvements are deferred due to lack of funding.

The balanced intermodal approach of *Vision 2025* is considered to be the best long-range transportation plan for the region, but falls short of having enough money to meet all the identified needs. *Vision 2025* integrates the policies, land use decisions, and transportation plans of local cities, towns, San Luis Obispo County, transit agencies and the State. The plan includes a financial element that identifies funding needs and revenue sources available to implement the plan. Development of *Vision 2025* was guided by SLOCOG's broad based advisory committees made up of diverse community stakeholders and representatives from member jurisdictions.

*Vision 2025* recognizes the relationship between transportation facilities, employment, population, goods movement, land use and air quality. It addresses the regional implication of local transportation system decisions. The Plan emphasizes maintaining and increasing the operating efficiency of the existing system before expensive new facilities are considered such as the construction of additional travel lanes along US 101. It recognizes that improvement to rail, air, trail, and transit systems are equally important as improvement to the highway system. The complete Plan contains analytical maps, figures and tables which analyze and project regional demographics, travel patterns, traffic counts, peak travel times and trip purpose. Copies of the plan have been provided to all member governments and are also available at local libraries. *Vision 2025* is available for review or purchase at the SLOCOG office or free at SLOCOG's website ([www.slocog.org](http://www.slocog.org)).





## Unmet Transit Needs Findings- FY 2005-2006

In February 2005, SLOCOG received 51 transit requests and 13 bike requests from a total of 688 individuals, almost twice as many transit requests as in February 2004. Staff reviewed all transit requests (Per the criteria adopted in December 2004.) and found four of them to be "Unmet Needs", not "Reasonable to Meet":

- A. Sunday Dial-A-Ride Service in Morro Bay
- B. Evening Dial-A-Ride Service in Morro Bay
- C. Sunday Fixed-Route Service (Lines A & B) in Paso Robles and
- D. Countywide evening connecting network, including subsidized Dial-A-Ride or taxis

Staff will assess the feasibility of a premium evening pilot program subject to building consensus among the advisory committees. The Board concurred with staff recommendations and adopted the finding that "there are no unmet transit needs that are reasonable to meet in 2005-06".

Staff has referred the remaining 47 "operational" requests to the various service providers and will report back to the Board in June 2005. Those included two items, not found to be "Unmet Needs" (due to existing subsidized senior cabs) in Templeton and Arroyo Grande. Staff also forwarded bike requests (not subject to Unmet Needs review) to local jurisdictions.

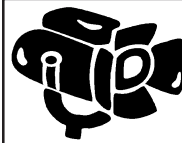
## Board Adopts Positions on State Legislation

At its April meeting the SLOCOG Board adopted positions on 60 transportation related bills under consideration in the State Legislature. An important focus of attention is the protection of Proposition 42 funding. During the past few years suspending Proposition 42 has been one of the few sources of major funds outside of education that could be cut to fulfill the Proposition 98 guarantees for education. So while completely disconnected in policy, these two Propositions are directly related in state budget decisions and the fate of one could be directly tied to the other.



Five of the following bills directly affect transportation funding provided to local agencies through Proposition 42.

- ACA 4** A Constitutional Amendment to Proposition 42 to delete the provision authorizing the Governor and Legislature to suspend transfer of revenues to local agencies for fiscal year during a fiscal emergency. SLOCOG Board Position: Support.
- ACA 4X** Governor's version of the amendment of Proposition 42, except that it allows additional suspensions through 2007-08. It proposes to repay any funding suspended prior to 2007-08 by January 2022. SLOCOG Board position: Oppose.
- ACA 9** An amendment to Proposition 42 to change the vote requirement for suspension from two-thirds of the Assembly and Senate to four-fifths. SLOCOG Board position: Support.
- ACA 11** A constitutional amendment requiring that interest be paid on a loan of Proposition 42 funds if it is not repaid in the Fiscal Year it is loaned. SLOCOG Board position: Support.
- SCA 7** Another constitutional amendment requiring interest to be paid on a loan of Proposition 42 funds if it is not repaid in the Fiscal Year it is loaned. SLOCOG Board position: Support.
- SB 1020** Authorizes a county or city and county to impose an additional one-quarter of one percent sales and use tax rate under the Bradley-Burns Law, i.e., the Transportation Development Act tax. SLOCOG Board position: Support.



## In the Spotlight...

Dozens of Suey Creek Road residents have come to have their voices heard and numbers noticed at the past two Board meetings. The problem: No left-turn channel at the Suey Creek Road / Route 166 intersection. All agencies want a left-turn pocket installed, but with the current financial crisis that amount (\$1.4M) is unlikely to be found. Caltrans has agreed to install some visibility enhancements. The Board and Staff submitted a list of additional low-cost improvements for Caltrans to consider (response in June).



## Long Range Transit Plan (LRTP) Adoption

The 2005 Long Range Transit Plan (LRTP) updates the 1996 Transit Plan and combines all regional and local services. The planning horizon covered short term (2009), mid term (2014) and long term (2025) needs. The milestones were a Spring 2004 public workshop, Summer 2004 Board approval of the 2025 "transit vision" followed by the Fall 2004 development of four long-range transit scenarios. The transit scenarios addressed included are the status quo, proportional, medium to high growth (future service levels). In February 2005 the Board directed staff to incorporate comments, finalize the Draft Plan and integrate the Proportional Growth Scenario into the Regional Transportation Plan. In March 2005, the Board adopted the LRTP report with the recommendations to:

- Develop a more customer-oriented perspective to transit service delivery through increased service coordination. Consider expanding the scope of the Regional Rideshare function to allow one-stop mobility information for all mobility options: all forms of ridesharing, public transit & human service transportation, and specialized transportation services (i.e. Ride-On Transportation).
- Encourage future service expansion consistent with Proportional Growth Scenario.
- Increase the share of Local Transportation Funds (LTF) allocated to transit in the mid-term, while considering a local option sales tax if there is justification for further expansion.

A dedicated, local funding source will increase flexibility in the choice of transit services, fund technology improvements, and help transit keep pace with growing demand. The full report is available at [www.slocog.org/reports](http://www.slocog.org/reports)

## 2005/2006 Overall Work Program and Budget

At the April meeting, the Board approved the Overall Work Program (OWP) and budget for 2005/2006. The OWP identifies all work elements, major tasks, staffing levels, and products proposed for the 2005/2006 fiscal year. Federal and state guidelines specify requirements for preparing the OWP. The guidelines include Planning Emphasis Areas that must be addressed in the OWP. They are:

- Safety and security in the planning process;
- Linking the planning and environmental processes;
- Consideration of management and operations within the planning process;
- State Department of Transportation consultation with non-metropolitan local officials;
- Enhancing the technical capacity of the planning process; and
- Coordination of Human Service Transportation.

The total approved budget is \$2.37m and retains the same level of staffing as the current year (with one unfilled position). Revenues include Federal Planning (PL) funds (\$648k), Regional Transportation Improvement Program (RTIP) Funds (\$270k), Regional State Highway Account (RSHA) Funds (\$237k), Call Box fees (\$312k), Transportation Development Act (TDA) funds (\$614k), Federal Transit Administration Section 5303 funds (\$48k), and federal transit planning grants (carryover \$95k and proposed \$121k).

If you have any questions about the OWP or budget for 2005/2006, please call 805-781-4219.



### SLOCOG Programs \$5.5 Million for Improvements

The San Luis Obispo Council of Governments approved nearly \$5.5 million on a variety of transit, bridge, bikeway and pedestrian improvement projects over the last two months. The bulk of funding comes through a federal bridge replacement program which accounts for about \$4.5 million of the funding.

Congressman Bill Thomas helped secure \$500,000 pedestrian and safety projects in the North County, and the Cambria Community Services District successfully secured a discretionary state grant for the Marine Terrance Trail in Cambria. All these projects are listed in the region's Federal Transportation Improvement Program which is required prior to initiating the projects.

The Rural Transit Fund will bring 5 new transit vehicles to the region for Runabout (2), South Bay Dial-a-Ride (2) and

the City of Morro Bay (1). Various communication equipment and dispatching software will also be replaced and upgraded. The SLOCOG Board also endorsed the City of San Luis Obispo's request to transfer funding for a pedestrian/bike bridge near Montalban Street to the City's Bob Jones bikeway project.

Programmed Projects - March/April			
Project	Area	Fund	Total Amount
1 Two Runabout Vans	Regional	RTF	\$104,000
2 Two Dial-a-Ride Vans	Los Osos	RTF	\$96,000
3 One Dial-a-Ride Van	Morro Bay	RTF	\$44,000
4 Transit Communications	Morro Bay	RTF	\$23,000
5 Runabout Dispatch	Regional	RTF	\$11,000
6 Garcia Road Bridge	Atascadero	HBRR	\$1,200,000
7 Las Pilitas Bridge	Near Pozo	HBRR	\$3,200,000
8 Pedstrian Bridge	Shandon	CTSP	\$250,000
9 Peds. Safety Imprvmts.	San Miguel	CTSP	\$250,000
10 Marine Terrance Trail	Cambria	Rec Trails	\$180,000
11 Bob Jones Trail	SLO City	USHA	\$120,000
<b>GRAND TOTAL</b>			<b>\$5,478,000</b>

RTF = Rural Transit Funds

Rec. Trails = Recreational Trail Program

HBRR = Highway Bridge Repair & Replacement

USHA = Urban State Highway Account

CTSP = Community & Transportation System Preservation



## ***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, June 8, 2005, beginning at 8:30am. The Board will review the Callbox ADA and Digital Upgrade Plan, the State Housing and Land Use Legislation Positions and allocation of \$2.4 million of Federal Transportation Enhancement Activity (TEA) funding. 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 state-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 – Shirley Bianchi, District 2 Supervisor***  
***Vice President – Tony Ferrara, Mayor Arroyo Grande***

*Paso Robles – Frank Mecham, Mayor*  
*Atascadero – George Luna, Council member*  
*Grover Beach – John Shoals, Mayor*  
*Morro Bay – Betty Winholtz, Council member*  
*Pismo Beach – Mary Ann Reiss, Mayor*  
*Ex-Officio, Gregg Albright –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 5 Supervisor – James Patterson*  
*Executive Director – Ronald De Carli*



**SAN LUIS OBISPO COUNCIL OF GOVERNMENTS**

*1150 Osos St, Ste 202*  
*San Luis Obispo, CA 93401*

## Taking the First Steps

In response to the workshop the SLOCOG Board supported continued efforts in conjunction with APCD, LAFCO and member jurisdictions. The Board also authorized staff to request state and other funding assistance, and continue access to, and development of, GIS and data processing capabilities.

### The specific actions outlined for the SLOCOG Board include:

*Collaborate on a region-based planning effort.*

*Convene decision makers.*

*Take workshop process down to local level - keeping community engaged with results.*

*Agree on goals, develop a set of principles of agreement.*

*Integrate lessons learned into general plan, zoning ordinances and development decisions.*

*Measure development on these principles.*



To initiate this process staff will be working with the Supervisors, City Mayors/Councilmembers and CSD Directors to delineate an initial list of stakeholders. Regional and local agency staff, state agencies and other community members and organizations will be asked to provide continued support.

It was noted that the engagement of the elected and appointed officials of each agency is needed to make this effort a success.

The commitment in the upcoming phase of the **Community 2050** effort is to maintain a process that relies on extensive engagement and collaboration. The following graphic outlines the overall goal of the sessions – to develop a unified Regional Comprehensive Vision.



Information regarding the **Coastside, Inland and Summit** workshops is available at [www.Community2050.org](http://www.Community2050.org)

For more information contact:  
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805-781-4662 [sdevencenzi@slcocog.org](mailto:sdevencenzi@slcocog.org)

# COMMUNITY 2050: Planning Tomorrow's Growth Today!

**Community 2050 was an interactive series of workshops held in January to March 2005 to determine preferences about projected long-term growth in San Luis Obispo County. Results of the workshops showed strong preferences for planning compact development within or adjacent to existing urban areas, and to avoid developing agricultural land, scenic areas, along highways and between communities. Continued work toward these goals was strongly encouraged to obtain local government commitments.**



### Places to Grow

A unique opportunity was provided early this year to start a countywide conversation about how and where long-term development and population growth should occur. Through a grant from the state Department of Transportation, the San Luis Obispo Council of Governments (SLOCOG) formed a team of regional and county planners, as well as Cal Poly staff to find out what residents of the county desire for future growth. Participants in two workshops provided their ideas where growth should occur between 2025 and 2050 and heard feedback on the transportation impacts of their proposals. The mapping "Game" was to put down chips representing different kinds of development onto zoning maps; these changes to zoning were entered into Place3's computer mapping technology to estimate the resulting population and traffic changes, which were reported back at the same workshop – a first in the country.

### Where would 400,000 people live?

Residents chose where and how development should occur at two workshops held on January 22 and February 5. They showed their preferences for future growth after "build-out"

of existing general plans and zoning, which is expected by 2025. Preferred places for new growth were within existing cities and urban areas (as "infill" on vacant or under-developed lots), or expanded communities or located in completely new towns. Rural areas were consistently deemed off-limits if they were considered agricultural land, scenic vistas, and land between communities or along highways.



### How to accommodate projected growth?

Participants were asked to choose one of three growth scenarios to accommodate a total of 65,000 housing units and 56,000 jobs, which are projected to be in demand between 2025

and 2050. The "business-as-usual" scenario would need about 7,500 acres of land under normal suburban development; this scenario was not chosen. Almost exclusively, participants chose "compact development" impacting half the area, or about 3,750 acres.

The "game" was to place chips representing different development mixes onto regional maps. A Town Center chip, for instance, included a mix of 25% rowhouse/condos, 20% apartments, 10% downtown commercial, 15% mixed-use 2-story, 10% mixed-use 3-story, 10% Commercial, 5% motel/B&B, and 5% residential single family. Other chips had varying amounts of types of development, so that neighborhoods, mixed-use corridors and commercial centers could be placed on the regional maps.

The favored scenario, "compact communities" would result in mixes of commercial and housing in close proximity. In the Inland Workshop several groups distributed "new town" components around existing village areas to shape compact community centers. The third option, "new towns" on vacant rural land was not favored. The results of these workshops were taken forward to a countywide session in March.





# COMMUNITY 2050: Planning Tomorrow's Growth Today!

## Summit on Community 2050

How community residents envision the future of San Luis Obispo County and the evaluation of "Next Steps" to form an action plan to address that future in 2050 was the focus of discussion at the March 11<sup>th</sup> "Summit" for the *Community 2050* Workshops. About 150 residents took part in this regional effort to explore land use options to address countywide growth challenges for the year 2050.

The Community 2050 Summit had welcoming comments by Assemblyman Sam Blakeslee with a keynote address by Tom Jones AIA, Dean of Cal Poly's *College of Architecture and Environmental Design*. Participants were presented a review of the work of the two previous workshops. Participants ranked the Summary Comments from *strongly disagree* to *strongly support* and working in small groups, discussed the potential "Next Steps" to forward the issues that were identified and received immediate feedback and ranking regarding the concepts they identified.

## Summary Concepts

The following list is a short summary of the group's response to the Summary Concepts derived from the two prior workshops held in Nipomo and Templeton.

Listed in descending order for "Total Support"	Total Support	Strongly Support
Green space and other buffers that separate communities should be retained or preserved as much as possible. ....	96%	74%
Scenic views should be preserved. ....	95%	65%
Infill and compact development projects should be encouraged. ....	95%	65%
More housing should be created closer to jobs. ....	93%	50%
Future jobs should be located closer to housing. ....	93%	47%
Open space should be preserved. ....	92%	62%
Development decisions should be based on the availability of existing natural resources. ....	88%	58%
Development should be concentrated in or adjacent to existing communities. ....	88%	45%
Communities should intensify existing downtown and commercial areas ....	87%	56%
Increasing the supply of affordable homes should be a goal of government and developers. ....	87%	49%
Agricultural lands should be preserved. ....	85%	48%
Transportation options for county residents should be expanded. ....	83%	42%
Small town character should be maintained and protected. ....	81%	45%
I am willing to have more people live in my neighborhood so that less open space will have to be developed. ....	72%	34%
New towns are desirable if they are carefully designed ....	64%	23%
The San Luis Obispo region has plenty of room for growth and shouldn't worry about the cities spreading out as they grow. (88% disagree with this statement – 68% strongly so) ....	4%	2%

## Next Steps

The primary "Next Steps" that were identified by the Summit participants include the following:

Next Steps Listed in descending order for "Total Support"	Total Support	Strongly Support
A. Integrate lessons learned into general plan and zoning ordinances to have local development happen as envisioned in the workshops (like smart growth) .....	93%	47%
B. Do a more in-depth analysis of the results of this and other efforts (in last decade) and convene a special meeting of all county decision makers (elected and others) .....	91%	54%
C. Find some way to link the work of these workshops to development decisions .....	89%	51%
D. Take workshop process down to local level, community or city, and review results and integrate them into the process. ....	89%	43%
E. Keeping the community engaged with the results available with an interactive web site and role of education - public and children – regarding transportation and growth alternatives. ....	86%	41%
F. Continue education and publicize workshops, to get everyone to agree on goals for future development, to develop a set of principles of agreement and measure future development on these principles. Identify areas for growth and e-address land-use and densities tied to these centers .....	78%	51%
G. Seek support and funding to collaborate on a region-based planning effort .....	76%	38%
H. Have additional workshops to get into practical aspects of transitioning from current models of development to increased intensities, accessibility and connectivity. ....	75%	42%



# COMMUNITY 2050: Planning Tomorrow's Growth Today!

## Development of a Regional Comprehensive Vision:

### Regional vision:

- defines regional priorities,
- establishes policies
- establishes a public investment strategy for regionally significant infrastructure.

### Financing strategy to finance regional infrastructure needs.

### Establishes a process to address interregional land use and transportation issues

### Integrates:

- land uses,
- transportation systems,
- infrastructure needs, and
- public investment strategies for the region