

THE COORDINATOR

1150 Osos Street, Ste 202, SLO, CA 93401

<http://www.slocog.org>

Tel 805-781-4219

Fax 805-781-5703

Senior Mobility Training Coming this Fall!

In August, the Board awarded a one-year contract to Silver Lining for implementing the Senior Mobility Training pilot project. The contractor, based in Atascadero, brings valuable experience working with seniors one-on-one, plus interacting with senior groups and services providers. The project goal is to raise awareness, improve understanding and increase use of public transit or specialized services by seniors in different parts of the County. Silver Lining notes: *With the current price increases in gasoline, the time is ripe to present new educational opportunities to our local and visiting seniors.*

In the months ahead, you will hear more about upcoming activities, how to get involved and encourage others to participate. Anticipated benefits include:

- Expand targeted outreach with local networks of senior groups and service providers.
- Increase seniors transit awareness and refine marketing tools for their needs, in coordination with Regional Rideshare and Ride-On Transportation.
- Select the most suitable test sites for the field training activities.
- Coach seniors on how to plan a trip, ride the bus or use other options, if appropriate.
- Build a pool of "transit ambassadors at each test site (housing complex, senior center, mobile-home parks or wherever seniors gather) in tandem with the current transportation and social services providers.

For more details please contact Eliane Guillot from SLOCOG at 805-781-5711 or eguillot@slocog or Juliet Chester at Silver Lining at (805)-712-4284.

Long Range Population and Employment Report Accepted



The SLOCOG Board adopted the long range (2030) population and employment growth report and medium growth scenario for the region at its August meeting. The report was prepared for SLOCOG by Economic Research Associates (ERA). The purpose of the report was to develop a series of growth scenarios (high, medium & low) representing the range of possibilities that could be

experienced by the seven cities and unincorporated areas of the region by the year 2030 and to identify the one scenario most likely to occur. The adopted scenario will be used to complete the Regional Traffic Model, assist in the next phase of the Community 2050 Program, and carry out the next update of the Regional Transportation Plan.

Each of the three scenarios developed by ERA integrated the unique growth and development characteristics of the cities and unincorporated communities in the region. The medium scenario was recommended by the consultant because they had concluded that nothing was found in the research that led to the conclusion that future growth would perform significantly higher or lower than this scenario.

The process used by ERA to prepare the report and the growth scenarios involved collecting, analyzing and integrating a range of data from the local, regional and statewide level. ERA first analyzed the most recent population and employment projections produced by the State of California (Department of Finance), the Employment Development Department (EDD), the University of Southern California (USC), and the Public Policy Institute of California (PPIC). This data was used to establish a "fair share" for County growth based upon historic trends, which was then used to develop total regional population and employment projections by five-year time periods to the year 2030. Finally, to develop local growth patterns and trends, ERA interviewed planning staff from the seven cities and the county to identify locations where new residential, commercial or other development was expected to occur and to the estimated timeframes (short, medium & long term) for buildout. The final step was to allocate the total projected population and employment among the seven cities, the ten unincorporated communities, the rural areas of the county, and among the 1,000+ Traffic Analysis Zones in the Regional Traffic Model. The population and employment projections will be updated every two to three years.

The following table summarizes the total population and employment changes in the medium scenario adopted by the SLOCOG Board.

Adopted Medium Growth Scenario		
	Population	Employment
Year 2005	260,727	100,700
Year 2030	335,326	157,764
CAGR	1.00%	1.81%
Total Change	74,599	57,064
Annual Change	2,984	2,283

CAGR=Compound Annual Growth Rate

For more information about the report call Mike Harmon at 781-5724 or Philip Chu at 781-4223, or you can review or download the report from the SLOCOG website: http://www.slocog.org/ecm/Publications_and_Reports/Home.html

Triennial Performance Audits Recommendations

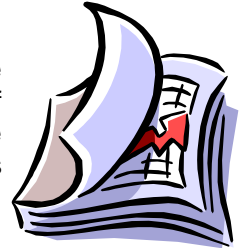
In August, the Majic Consulting Group presented to the SLOCOG Board findings and recommendations from the FY 2005/06 audits. The Transportation Development Act (TDA) calls for performance audits to be done every three years on all TDA fund recipients: each transit operator and SLOCOG. Five agencies were audited as follows:

1. *Ride-On Transportation:*

The auditor noted productivity gains for the CTSA services from 5.0 to 5.6 riders per hour. Other findings were the need for better tracking and reporting service and financial data, and addressing high turn over rate. Some of the recommendations were for Ride-On to develop a more precise cost accounting and overhead allocation by program to enhance employee training; and to create and implement a strategic marketing plan.

2. *South Bay Dial-A-Ride (SBDAR):*

The auditor noted a steady decline in ridership although the system achieved noticeable gains in service efficiency (lower operating cost per hour under the new contract in place since October 2005). Some of the recommendations were for SBDAR to complete its administrative and financial transfer from the County to the RTA; to monitor key performance indicators against standards and take corrective actions for higher cost effectiveness; and to start an aggressive marketing and public information program.



3. *South County Area Transit (SCAT):*

The auditor noted much improved service efficiency (lower operating cost per hour); yet ridership, while stable overall, has not yet reached the higher levels expected from a fourth route, added in August 2004. A finding on the Avila Beach Trolley was the current ridership productivity well below the adopted benchmark with suggestions to monitor performance and assess the option of a scaled back seasonal-only weekend service. Some of the recommendations were for SCAT to fully implement the 2004 marketing plan (Short Range Transit Plan), to increase opportunities for local participation with the creation of a community advisory committee, and to upgrade the fleet maintenance program.

4. *City of Paso Robles:*

The auditor noted a very strong ridership growth (fixed route services), equivalent to 18 percent a year in the past three years, resulting in much improved in cost effectiveness for fixed route services (lower unit cost per bus rider). However the cost effectiveness for dial-a-ride services has dropped significantly. Some of the recommendations were for the City to implement better controls in fare handling and cash management, to adopt a branding identity as part of its new marketing plan, and to carry out further efficiency and effectiveness improvements to reach the mandated 20 percent farebox recovery ratio.

5. *SLOCOG, the Regional Transportation Planning Agency:*

The auditor noted SLOCOG partially or fully implemented five of the six prior recommendations. SLOCOG fully meets the TDA statutes for the unmet needs analysis and determination, yet with too tight schedule for outreach. SLOCOG updated its website, which gives easy access to meeting agendas, Board actions, current events and project status. The auditor suggested adding links to Regional Rideshare and the local operators, plus a synopsis of the reports posted. Some of the recommendations were for SLOCOG: to expand the unmet needs timetable and geographic outreach, to improve documentation for the TDA claim processing, to continue monitoring the transit performance indicators with more detailed analysis and to foster communication with the transit operators by including them in studies or programs related to their operations early on in the process.

For additional information contact Eliane Guillot from SLOCOG at 805-781-5711 or eguillot@slocog.org

Four Year Funding Blueprint Approved

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of the San Luis Obispo County Region transportation projects that receive federal funds are subject to a federally required action, or are regionally significant. Features and Highlights of the 2007 TIP include:

- The 2007 TIP addresses new requirements under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the recently enacted federal surface transportation act.
- The 2007 TIP covers four years of programming for fiscal years 2006-07 through 2009-2010.
- The 2007 TIP includes approximately 125 transportation projects and several lump-sum entries for certain program categories, such as state highway maintenance.
- The 2007 TIP includes committed federal, state, and local funding of approximately \$ 297.1 million.

Project listings for the 2007 TIP may be viewed online on the SLOCOG Web site, at: <http://www.slocog.org>. Those without access to the internet may call SLOCOG at 781-4219 for a copy of the document.

Board Approves Positions on State Legislation

The SLOCOG Board approved staff recommended positions on 32 bills of interest to the San Luis Obispo region under consideration in the State Legislature at its August 2nd meeting. Enactment of the following bills is considered particularly important:

AB 2295 (Local Road Rehabilitation Funding) This bill gives SLOCOG and other Regional Transportation Planning Agencies (RTPAs) the authority to address the need for additional funding for local road rehabilitation by allowing such projects to be included in the Regional Transportation Improvement Program (RTIP). The bill was sponsored by the League of California Cities and California State Association of Counties (CSAC). **SLOCOG position: Support.**

AB 2538 (Planning, Programming & Monitoring Funds) This bill gives SLOCOG and other RTPAs the authority to allocate 5% of their State transportation funds to pay the cost of identifying transportation system deficiencies and improvements, transportation studies and plans, and complete the procedures required by Caltrans and the California Transportation Commission (CTC) to program projects in the State Transportation Improvement Program (STIP). **SLOCOG position: Support.**

AB 2873 (Transportation Development Act (TDA) Funds) This bill authorizes a county to place on the ballot a proposal for a 1/4 of 1% increase in the sales tax for transit and local roads purposes. Two-thirds voter approval is needed for enactment. The revenue may only be used to help pay the cost of transit services and local road maintenance or improvement. The bill is supported by the California State Association of Counties (CSAC) **SLOCOG position: Support.**

AB 3028 California Coastal Trail This bill requires Caltrans, the California Coastal Conservancy and RTPAs in coastal counties (including SLOCOG) to work together to provide for development of the Coastal Trail and provide public access between it and the coast. **SLOCOG position: Support and seek an amendment requiring Caltrans to inform applicable RTPAs in the applicable coastal counties of excess property.**

SB 1719 Proposition 42 Funding Distribution This bill preserves the existing formula for the distribution of Proposition 42 transportation funding by maintaining the existing split with 40% allocated to the State Transportation Improvement Program (STIP), 40% allocated to cities and counties for local streets and roads, and 20% allocated to the State Public Transportation Account (PTA). The bill is supported by the League of California Cities and California State Association of Counties (CSAC). **SLOCOG position: Support**

For more information on these bills and the others included in the SLOCOG Board adopted positions call Mike Harmon at 781-5724, or visit the SLOCOG website and download the staff report:

http://www.slocog.org/ecm/Publications_and_Reports/Agency_Meetings_and_Agendas/SLOCOG_Board.html

Countywide Pavement Maintenance & Rehabilitation Needs Report Presented

The SLOCOG Board accepted the 2006 update of the Countywide Pavement Maintenance and Rehabilitation Needs Report at its August 2nd meeting. This is the second update since it was first published in April 1997. The report includes a summary table comparing the current status of local road pavement conditions for the seven cities and the County by road mile. Also included are reports for each jurisdiction with the most recent data on road conditions, total funding needs, previous expenditures, planned funding for the next several years, and SLOCOG staff conclusions about the progress made by the local agency since the 2002 report and recommendations for future improvement.

Report Objectives:

1. Provide a comprehensive regional assessment of local road conditions, improvement actions, and funding needs, and
2. Identify options for addressing pavement maintenance, rehabilitation or reconstruction needs more effectively.

Major Findings:

- Ø **Total Road Miles** - There are a total of 1,740 centerline miles of paved roads in the region, of which 620 miles are distributed among the seven cities, and 1,120 under the jurisdiction of the County.
- Ø **Improvement Costs** It is estimated that a total of \$209 million is needed over the next ten years countywide to pay for maintenance, rehabilitation or reconstruction to bring average the road condition up to locally adopted standards.
- Ø **Pavement Management Programs** The cities and the County have done a good job of defining the extent of their improvement needs and have generally made good progress, with limited funding, in carrying out their Pavement Management Programs.
- Ø **Funding Shortfall** Countywide, there is a need for \$209 million in road maintenance or reconstruction with only \$54 million in identified revenue, leaving a deficit \$144 million.
- Ø **Funding Program** Each local agency should adopt a comprehensive ten-year funding program and increase dedicated funding to implement its Pavement Management Program.

Final report includes a jurisdiction by jurisdiction analysis of the local street and road conditions, needs and findings.

For more information call Mike Harmon at 781-5724 or visit the SLOCOG website to download the staff report:

http://www.slocog.org/ecm/Publications_and_Reports/Agency_Meetings_and_Agendas/SLOCOG_Board.html



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, September 6, 2006. Major issues includes: Presentation on Caltrans Highway 46 East Corridor Study, Community 2050 Update, Presentation on Roundabouts, what are they, their benefits and application, Discussion and possible action on Proposition 1A, 1B and 1C that are scheduled on the November 6th ballot. The Board meetings are broadcast live and replayed on Channel 21 (Charter communications Cable TV)

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

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

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

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

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



SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

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