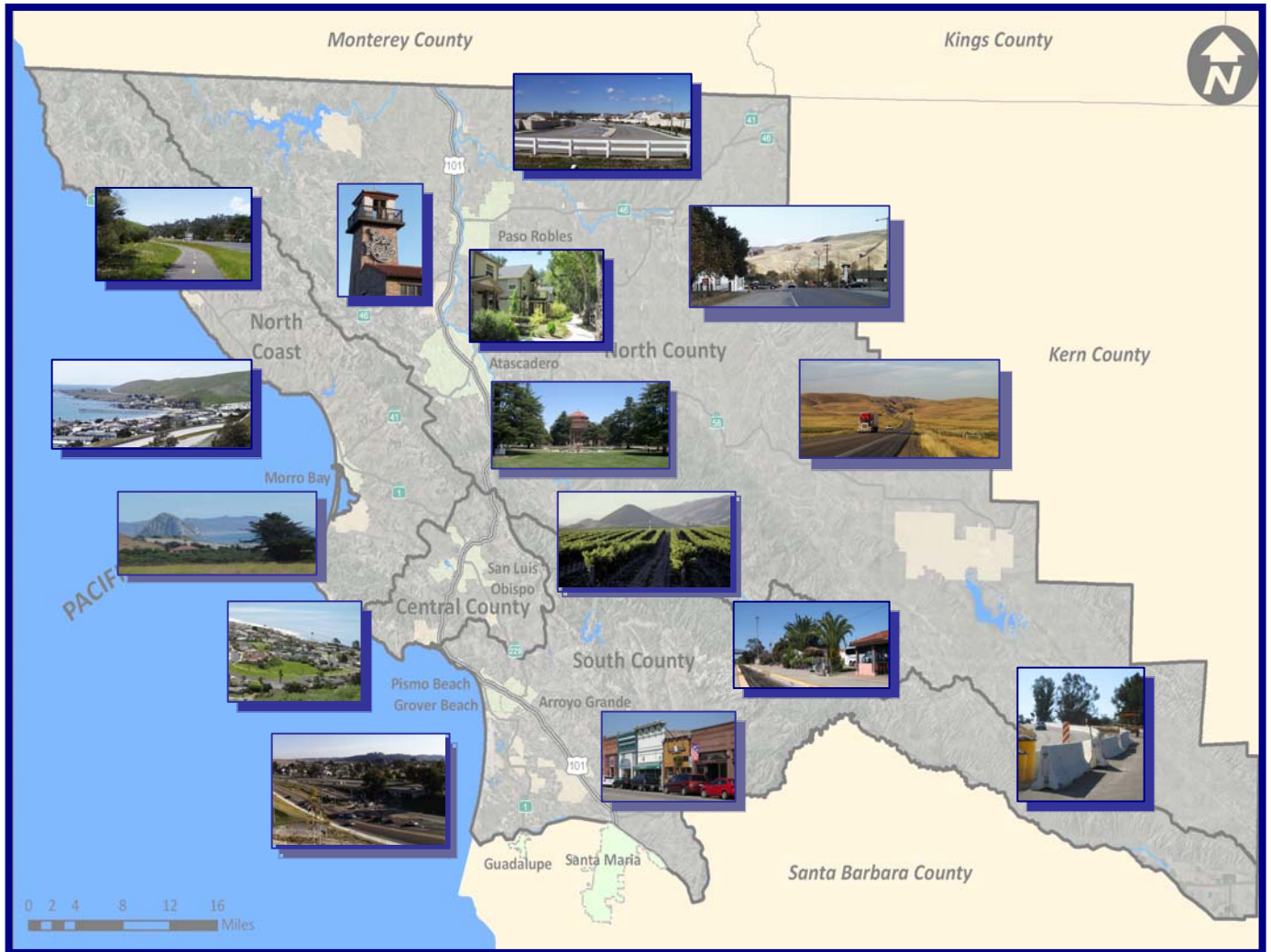




# SLOCOG 2010 Regional Transportation Plan and Preliminary Sustainable Communities Strategy



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**TABLE OF CONTENTS**

**Executive Summary**

Introduction ..... ES-1  
 Improving Mobility – A Plan Merged with a Sustainable Communities Strategy ..... ES-2  
 How Is The Plan Developed?..... ES-3  
 Major Components of the Plan..... ES-5  
 Monitoring Our Progress – Plan Implementation ..... ES-7  
 Financial Strategies ..... ES-8

**Chapter 1: Introduction**

Introduction ..... 1-2  
 Overall Transportation System Values, Goals and Policies ..... 1-3  
 Regional Setting..... 1-6  
 Regional Economy ..... 1-7  
     Central County ..... 1-9  
     North Coast..... 1-10  
     North County..... 1-11  
     South County ..... 1-12  
 Population Growth ..... 1-13  
 Population Characteristics ..... 1-15  
 Transportation System Performance Indicators ..... 1-16

**Chapter 2: Preliminary Sustainable Communities Strategy**

Land Use-Transportation Connection..... 2-2  
     Goals of the *Preliminary Sustainable Communities Strategy (PSCS)*..... 2-4  
     Policies of the *PSCS*..... 2-7  
         Preservation of Natural and Sensitive Resources, and Important Farmland..... 2-9  
     Strategies of the *PSCS* ..... 2-14  
         Target Development Areas..... 2-17  
 Development of Regional Land Use Model and Regional Traffic Model..... 2-23  
     2020 and 2035 Land Use Scenario Development..... 2-26  
     Regional Traffic Model Development..... 2-29  
     Regional Traffic Model Results..... 2-30  
     Emissions Model Results..... 2-31  
     Land Use Model Results..... 2-32  
 Modeling Conclusions ..... 2-37  
 California Climate Adaptation Strategy..... 2-38

**Chapter 3: Transportation Demand Management and Transportation System Management**

TDM - Transportation Demand Management..... 3-2  
     TDM/TSM Policies ..... 3-4  
     TDM Strategies ..... 3-5  
 TSM- Transportation System Management ..... 3-9  
     TSM Strategies ..... 3-10  
 Park-and-Ride Lots ..... 3-18  
 Intelligent Transportation Systems – ITS ..... 3-24

**Chapter 4: Highways, Streets and Roads**

Highways, Streets and Roads.....	4-2
Policies .....	4-4
Strategies.....	4-5
Funding Context.....	4-7
North-South Corridors.....	4-9
US 101 .....	4-9
State Route 1 .....	4-23
State Route 227 .....	4-29
East-West Corridors.....	4-33
State Route 46.....	4-33
State Route 41 .....	4-39
State Route 58.....	4-41
State Route 166.....	4-42
Summary of Capital Needs: State Highways .....	4-44
Routes of Regional Significance: Improvements.....	4-45
Summary of Capital Needs: Major Arterials .....	4-47
Preservation of the System .....	4-48
Projects Completed from the 2005 RTP .....	4-57
Project Listings	
Completed Projects.....	4-57
Highway Priority Projects .....	4-58
Highway Improvements .....	4-59
Routes of Regional Significance .....	4-62
Funded – Not Yet Complete .....	4-66

**Chapter 5: Public Transportation**

Public Transportation .....	5-2
Policies .....	5-4
Strategies.....	5-5
Existing Transit Service .....	5-10
Regional Transit Service.....	5-12
Local Transit Service .....	5-15
Other Specialized Services.....	5-18
Other General Transportation Services .....	5-18
Future Transit Service Levels .....	5-19
Passenger Rail Transportation.....	5-27
Policies .....	5-28
Strategies.....	5-29
Intercity Rail Overview .....	5-30
Rail Capital Improvement Projects.....	5-32
State and National Passenger Rail Developments .....	5-33
Vision and Planned Improvements .....	5-34
Interregional Rail Coordination.....	5-35
Aviation .....	5-36
Overall Aviation System.....	5-36
Policies .....	5-37
Strategies.....	5-38
Aviation Funding .....	5-39
Key Issues in Aviation.....	5-39
Vision and Planned Improvements .....	5-40



Commodity Movement .....	5-42
Policies .....	5-45
Strategies.....	5-46
Harbors .....	5-47
Policies .....	5-48
Strategies.....	5-49

**Chapter 6: Non-Motorized Transportation**

Non-Motorized Transportation .....	6-2
Key Trends in Non-Motorized Transportation .....	6-3
Policies .....	6-4
Strategies .....	6-5
Financial Implications for Non-Motorized Transportation Projects .....	6-6
Recent Developments in Non-Motorized Transportation Policy .....	6-7
Bikeways Improvements .....	6-8
Recent Bikeway Improvements.....	6-9
Pedestrian Walkways, Streetscapes, and Sidewalks .....	6-11
Other Non-Motorized Facilities .....	6-12
Project Scoping Studies .....	6-14
Completed Projects since 2005 RTP .....	6-15
National, State, and Regional Trail Corridors.....	6-17
Non-Motorized and Livable Community Project Maps .....	6-18
Non-Motorized and Livable Community Project Lists.....	6-22

**Chapter 7: Performance Indicators**

Measuring the Performance of the Plan.....	7-2
Smart Mobility Indicators.....	7-2
SLOCOG Performance Measures .....	7-5
Overall System Performance .....	7-5
Summary of Performance Indicators.....	7-6
Vehicle Miles of Travel.....	7-6
State Highway Traffic and Level-of-Service .....	7-6
State Highway Accident Rates.....	7-9
Traffic on Major Local Roads .....	7-10
Local Street and Road Conditions .....	7-11
Transit Services and Ridership .....	7-12
Park-and-Ride Lot Utilization .....	7-13
Airline Service and Passengers .....	7-13
Passenger Rail Service and Ridership.....	7-14
Bicycle and Pedestrian Facilities and Safety .....	7-15
Means of Travel to Work.....	7-15
Travel Time to Work.....	7-16
Average Vehicle Occupancy .....	7-17
Rideshare Program Activities.....	7-18
Preliminary Sustainable Communities Strategy Measures .....	7-18
Building Permits Issued .....	7-18
Farmland Conversion.....	7-19
Other Sustainable Communities Strategy Measures .....	7-19

**Chapter 8: Financial Strategies**

Issues and challenges facing the region ..... 8-2  
Policies ..... 8-4  
Strategies..... 8-5  
Financial Assumptions ..... 8-6  
Existing and Potential Federal Funding Sources and Programs ..... 8-7  
Existing and Potential State Funding Sources and Programs ..... 8-16  
Existing and Potential Local Funding Sources and Programs..... 8-26  
Supplemental Revenues ..... 8-29  
Summary Tables of all Funding Programs, Expected Revenue Levels and Uses ..... 8-30

**Appendices**

- Appendix A: Environmental Impact Report (EIR) - *SLOCOG 2010 RTP - PSCS*
- Appendix B: *Community 2050* Regional Blueprint
- Appendix C: Annotated Chapter Bibliography
- Appendix D: *SLOCOG 2010 Public Participation Plan*
- Appendix E: List of Acronyms
- Appendix F: Mitigation Banking and Conservation Report
- Appendix G: Consolidated Regional Project List
- Appendix H: *SB 375 Regional Greenhouse Gas Emission Reduction Target-Setting Report for the San Luis Obispo Region*

# **SLOCOG 2010 RTP-PSCS**

## **Executive Summary**



## Executive Summary

The primary purpose of the *2010 Regional Transportation Plan-Preliminary Sustainable Communities Strategy* (2010 RTP-PSCS) is to integrate sustainable communities strategies developed under the Community 2050 regional Blueprint and continue progress in accomplishing the intermodal mix of policies, programs and projects in the adopted RTP, *Vision 2025*, adopted in 2005. These

policies and programs seek to develop a coordinated, integrated, and balanced transportation system that meets the current and long-term transportation needs of all the cities, unincorporated communities, socioeconomic classes, businesses, and industries in the region. The 2010 RTP-PSCS contains a “Preliminary” *Sustainable Communities Strategy* (PSCS) consistent with 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 (AB 32) and the Sustainable Communities and Climate Protection Act (SB 375, 2008).

The *2010 RTP-PSCS* is the result of the continued integration of previous RTP policies and direction as well as the visioning efforts resulting from Community 2050, and is an ongoing, comprehensive, and coordinated regional planning process that involves SLOCOG, various advisory committees, local jurisdictions, transit agencies, the State of California, and the general public; deploying public input strategies defined in the agency’s federally required Public Participation Plan. SLOCOG evaluated the specific transportation improvements on the basis of consistency with the *2010 RTP-PSCS* goals and policies, and accomplishing the objectives of the Plan. The respective capital improvement and financial strategies, modes, and combinations of modes were evaluated as one comprehensive transportation system within each of the sub regions and key transportation corridors of the county.

This overview of the Plan and the transportation system in San Luis Obispo County presents a highlight of the vision, goals, key issues, strategies, action policies, and projects planned in the *2010 RTP-PSCS* and responds to the over arching ***Mission Statement to invest in a transportation system that enhances our quality of life, meets our mobility needs now and in the future, and better connects highways, transit, road, bicycle, and pedestrian networks to our homes, schools, work, shopping and other activities.***

The abundance of automobile traffic is either a major problem in many parts of the country, marked by widespread congestion or, in the case of the San Luis Obispo Region, a growing problem in need of attention, planning and investment. The *2010 RTP-PSCS* is not expected to solve all of the county’s transportation-related problems. Rather, it is expected to highlight the state of the region’s transportation network and address where investment, maintenance and improvements can be made in all modes of transportation in a manner that provides a more sustainable transportation and land use pattern while making the best use of increasingly scarce financial resources.

**The 2010 RTP–PSCS** is our region’s blueprint for a transportation system that enhances our quality of life and meets our mobility needs now and in the future.

### **Transportation Vision and Goals**

*A fully integrated and intermodal transportation system which facilitates the safe movement of people, goods, and information within and through the region.*

Key Goals: Interrelated and equal in importance

- Mobility
- Accessibility
- Safety
- Sustainability
- Equity
- Efficiency
- Livability
- Environmental Protection

The economic recession experienced since 2007 has changed the growth patterns originally projected in the 2005 RTP. During the next 25 years, we are projecting to share our communities with 61,000 new neighbors, as opposed to 85,000 projected in 2005. We will create 35,300 more jobs, down almost 100 percent from 70,000 projected in 2005, and build approximately 26,000 new housing units, down approximately 100 percent from 2005 projections. While it may mean different things to different people, we can all agree that quality of life encompasses safe and livable communities, diverse housing options, competitive job opportunities, a healthy environment, good schools and community facilities, and a transportation system that provides easy access to work, school, and other activities.

### **IMPROVING MOBILITY – A PLAN MERGED WITH A SUSTAINABLE COMMUNITIES STRATEGY**

The foundation of the 2010 RTP-PSCS lies in better connecting our highway, transit, bicycle/pedestrian, and road networks, to our homes, schools, work, shopping, and other activities. In this era of budget and infrastructure deficits, the ultimate success of this Plan will be measured by how well we implement transportation improvements amid balancing growth as our communities are developed and redeveloped over time. To this end the Plan helps strengthen the land use – transportation connection and supports smarter, more sustainable land use. Improving transportation is one component of a much larger vision to sustain and improve our region’s quality of life.

Since the 2005 RTP update public policy discussions have helped shape a new and evolving vision. The Community 2050 Blueprint and the Preliminary Sustainable Communities Strategy have taken a more holistic approach by integrating considerations regarding land use, resources and environmental stewardship. In addition the adoption of SB 375 has created a framework for integrating performance measurement of greenhouse gas generation considerations in the region’s transportation planning framework. The Preliminary Sustainable Communities Strategy is inter-linked with distinct

transportation-planning and investment programs that target maximizing the efficiency of the existing transportation network and develops investment strategies for key capital programs, including: Highway, Streets, and Roads, Non-Motorized Transportation, and Public Transportation Programs. The Plan’s mix of investment strategies and polices maintains the goal of “A fully integrated and intermodal transportation

*system which facilitates the safe movement of people, goods, and information within and through the region while encouraging the development of more sustainable communities.”*

This update continues to implement the programs and projects contained under the *Intermodal Systems Emphasis* mix of projects and policies adopted in the 2005 Regional Transportation Plan. *These policies and programs seek to develop a coordinated, integrated and balanced transportation system that meets the current and long-term transportation needs of all the cities, unincorporated communities, socioeconomic classes, businesses and industries in the region.*

#### **Planning and Investment Programs – An Intermodal Approach**

- Preliminary Sustainable Communities Strategy
- Transportation Demand Management Strategy – Maximizing the efficiency of the existing transportation system
- Highway, Streets and Roads Investment Strategy
- Non Motorized Transportation Investment Strategy
- Public Transportation Investment Strategy
- System Performance Monitoring
- Twenty Year Financial Plan

#### **SLOCOG Public Input Received**

- 8 Technical Advisory Meetings
- 8 Citizen Advisory Meetings
- 8 SLOCOG Board Meetings
- 6 City Council Presentations
- 2 Formal Public Hearings
- 4 Formal Public Workshops
- 4 Web postings, Email
- Televised Presentations
- Newsletter Publications
- Library Availability

## **HOW WAS THE PLAN DEVELOPED?**

The SLOCOG 2010 RTP-PSCS is the product of collaboration between SLOCOG's professional transportation planning staff, the SLOCOG governing board with representatives from all 7 City Councils and the County Board of Supervisors, and other partners including: the San Luis Obispo Regional Transit Authority (RTA), the Air Pollution Control District (APCD), the Local Agency Formation Commission (LAFCO), the California Department of Transportation (Caltrans), and planners, transportation/public works engineers representing each jurisdiction of the county – along with a wide range of interest groups and citizen input.

The 2010 RTP-PSCS also looks beyond the San Luis Obispo region to link transportation and land use planning across our county borders with Santa Barbara, Monterey, and Kern Counties. As more people are choosing to live in northern Santa Barbara County or in the North County or South County areas while keeping their jobs in the central part of the county, infrastructure investments are necessary to address the steady increase in interregional and intraregional commuting. Tourism continues to be a primary industry in the region and it is expected to continue to expand. With miles of beautiful Pacific coastline and beaches, acres of vineyards, a Mediterranean climate and unique shopping opportunities, the region will continue to grow as a destination.

## **Goals and Policies of the Plan**

The Plan's goals and policies provide a regional vision to guide the development of project lists and funding expenditures. The 2010 RTP-PSCS goals, policies and strategies are primarily a refinement of the currently adopted framework established in the 2001 and 2005 RTPs. The 2010 RTP-PSCS continues emphasis on maintaining and enhancing existing infrastructure and community core areas and organizes policies under broad goals as well as grouping them by transportation mode. This system provides a foundation for an integrated set of multimodal goals and policies.

Each of the goals, policies, and strategies provides direction for the projects included in the 2010 RTP-PSCS Investment Program. This update revises and supplements the goals with more directed, measurable, and outcome-oriented policies and action programs to guide transportation policy and investment decisions. The goals for the Plan address mobility, accessibility, safety, sustainability, efficiency, equity, livability, and environmental protection. The following regional goals have been developed to guide the transportation system decision-making process:

- *Mobility*: Provide reliable, integrated, and flexible travel choices within and through the region.
- *Accessibility*: Improve accessibility to goods, services, and jobs.
- *Safety*: Enhance public safety and security in all modes of travel.
- *Sustainability*: Maintain and improve a viable transportation system for current and future users.
- *Efficiency*: Maximize the efficiency of the existing transportation system.
- *Equity*: Avoid a disproportionately adverse impact on low-income, minority, elderly, or disabled populations. Provide equitable levels of funding and transportation services to all areas, communities, and socioeconomic groups.
- *Livability*: Support livable community concepts and efforts. Reflect community values while integrating land use and transportation planning
- *Environmental Protection*: Conserve and protect natural and sensitive resources. Preserve aesthetic resources and promote environmental enhancements with all transportation projects

### **Preliminary Sustainable Communities Strategy (PSCS) – An Expanded Policy Framework**

The policies for the 2010 RTP-PSCS is expanded to address the SLOCOG Board approved Regional Growth Strategy included as part of the *Community 2050* Regional Blueprint and further expanded in the development of a Preliminary Sustainable Communities Strategy (PSCS). These added policies frame the transportation-land use pattern to be implemented by member agencies to further coordinate transportation and land use planning in the region. The PSCS is integrated as a component of the 2010 RTP-PSCS. The PSCS is intended to be further developed in collaboration with local governments and other key stakeholders into a SB 375-compliant Sustainable Communities Strategy (SCS) following development of regional targets by the California Air Resources Board and refinement of the SCS approach in coordination with state and regional agencies. This expanded policy framework intends to:

- Promote the enhancement of regional and community livability, through the integration of land use, mobility, and design strategies.
- Enhance the economic vitality, environmental sustainability, one's sense of community, and accessibility to basic human services within and between communities of the region.
- Facilitate the development and economic viability of communities in ways that reduce trips and travel distances, preserve aesthetic resources, and promote environmental enhancement.
- Provide safe and convenient alternative forms of transportation.
- Maximize the efficiency of the existing transportation system.
- Reduce energy consumption and emissions from transportation sources.
- Protect important farmland, valuable habitats, and natural resources.

### **Investment Strategies**

The Investment Strategies of the Plan identifies projects, programs, and actions necessary to implement the policies identified in the Plan and fill gaps in the regional transportation network, as well as, identify the funds necessary to mitigate the Plan.

The investment strategies of the Plan are defined in three major transportation-planning programs that together address the multimodal needs of the region.

- **Public Transportation Program:** A strategy for accessible public transit services to meet the mobility needs of County residents for access to goods and services. There are 5 subsections under the Public Transportation Program including: Transit, Rail, Aviation, Harbors, and Commodity Movement
- **Highway, Streets, and Roads Program:** A strategy that emphasizes highway as well as major local arterial and collector improvements. The State Highway system is closely tied to major arterial facilities and is examined at the corridor level.
- **Non-Motorized Transportation Program:** A strategy to maintain a safe, efficient and interconnected regional bikeway system and supports a comprehensive pedestrian and bikeway system to promote bike and walking as viable transportation modes.

The major components of these transportation planning programs are derived from the general plan land use, circulation, and recreational elements of SLOCOG's member agencies, Caltrans' Transportation Concept Reports, Improvement Plans for various state highways, SLOCOG Corridor Studies and Plans, Transit Plans, the Coast Rail Improvement Plan, airport and harbor master plans. Many components of the 2010 RTP-PSCS are designed to strengthen existing communities and transportation networks, provide the connection between various transportation systems, and promote viable transportation options for more sustainable communities.

## **MAJOR COMPONENTS OF THE PLAN**

The 2010 RTP-PSCS is developed around the continued implementation of strategies and programs that maximize the efficiency of the transportation system through Transportation Demand Management programs, Transportation Systems Management strategies, and Intelligent Transportation Systems. A focus on system efficiency measures addresses planning strategies that enhance access and mobility to the greatest extent possible using limited resources and existing infrastructure.

### **System Efficiency: Strategies to Increase Access and Mobility**

- **Transportation Demand Management: Taking the Pressure Off the System**

Demand Management focuses on encouraging alternatives to driving alone and minimizing demand on the transportation system during peak periods. The strategies in the Plan to manage demand are not new but they are effective. Regional programs offered include expanding ridesharing, vanpooling, expand the Park and Ride lot program and encourage teleworking and flexible work hours to help manage peak demand.

- **Systems Management: Making Better Use of What We Have**

We need to maximize the return on this significant investment through better management and more efficient operation of the existing networks. A wide range of systems management strategies is included in the Plan such as channelization for more efficient turning movements and the extension of acceleration and decelerations lanes. Systems Management helps get the most efficiency out of our existing system, makes travel services more reliable, convenient, and safe, and reduces traffic delays caused by accidents and incidents.

- **Intelligent Transportation Systems (ITS): Using Technology to Improve Efficiency**

A typical ITS program involves the installation of an array of electronic devices that capture a broad range of data about the character and composition of traffic on State Highways and local roads. The data captured by the ITS is generally transmitted (via cell phone, wi-fi or other means) to a central location where it can be analyzed and decisions (real time or long term) can be made to address any issue that may be identified. The information is classified under several primary headings, including: Traffic Management and Safety, Transit Management, Tourism and Traveler Information, and Emergency Management and Enforcement. Such programs are intended to improve safety, increase efficiency, reduce environmental impacts and enhance the overall performance of the transportation system.



**System Development: A Plan to Invest in Multi-Modal Infrastructure**

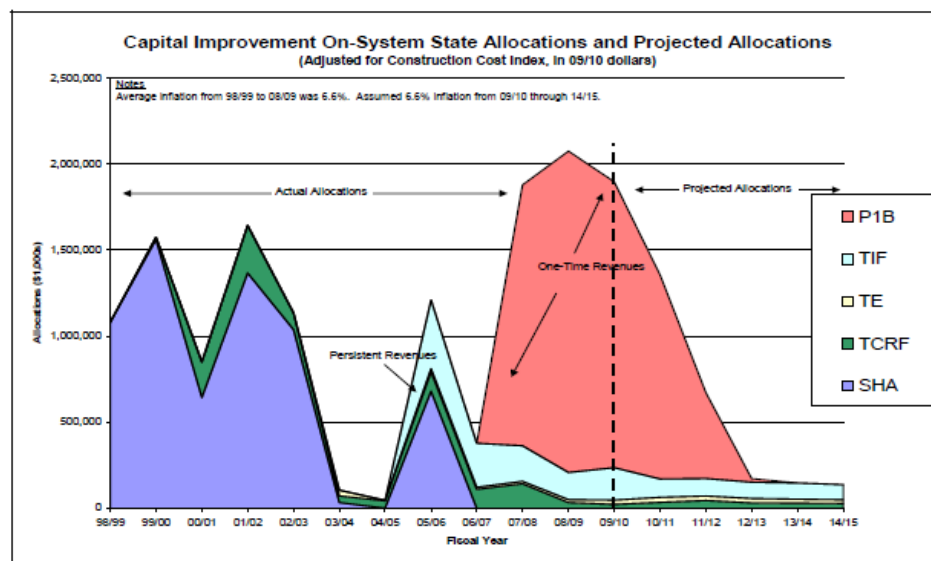
The Plan further builds upon the existing transportation system in place today and the major projects in progress from the 2005 RTP. The Systems Development strategies are broken into three primary modal areas of investment: *Highways, Streets and Roads, Non-Motorized Transportation, and Public Transportation.*

- Highways, Streets, and Roads

The primary goal of the Highways, Streets, and Roads Program is to implement a comprehensive strategy for the maintenance, safety and improvement of San Luis Obispo County’s highways, regional arterials and major collectors. Improvement opportunities will be very limited compared to prior RTPs due to the anticipated highly constrained funding levels.

Key projects identified in the 2010 RTP-PSCS include interchange improvements, operational and safety improvements on major corridors including US 101, and the continued widening of SR 46 East toward Kern County.

However, projected revenue for major interregional projects is \$466 million below estimated funding need. Roadway maintenance conditions are expected to improve slightly over current conditions with identified funding at \$663 million, a noticeable improvement would require an additional \$175 million investment. Reasonably expected funding sources for this program has decreased considerably from 2005, and is now below revenues received in 2001. This dramatic drop in expected revenues for Highway and Regional Route Improvements leads to an inability to financially constrain a number of major local interchange and highway required operational improvement projects.



A larger looming issue is the continuing congestion on US 101. The Plan recognizes the need for capacity improvements in the long term and recommends a number of studies to first define corridor and mulit modal improvement/investment options. Currently, funding for major capacity improvements is non existent and any strategy would be considered outside of the Plan year

- Public Transportation

The 2010 RTP-PSCS discusses three separate public transportation programs: Public Transit (buses); Rail Transportation (trains); and Aviation (planes). This chapter also addresses how goods move through the region (commodities movement), both on the roads, over the rails or through pipelines. This section also addresses the role that ports and harbors play in the region.

The goal of the primary element, Public Transit, of the Public Transportation Program is to ensure that a viable public transportation system grows to meet the region's transit needs in the future. A practical, easy-to-use public transportation system is fundamental in promoting regional mobility and minimizing the traffic congestion and air pollution caused by over reliance on the single occupant vehicle. The RTP update demonstrates a commitment to developing and promoting a wide variety of alternative travel modes, including bus and paratransit service, vanpools, bicycles, and walking to meet not only the needs of the transit dependent individuals but also to encourage use of alternative modes of travel by choice riders. The 2010 RTP-PSCS recommends:

- Increase dedicated funding for transit and consider a dedicated local supplemental funding source to support 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 the growing demand.
- Encourage future transit service expansion consistent with the Sustainable Communities Strategy

- Non-Motorized Transportation

The Non-Motorized Transportation Program works to provide a comprehensive strategy to develop and maintain a safe and efficient regional bicycle and pedestrian system that promotes bicycling and walking as viable transportation choices for users of all ages and abilities. Additionally, the program encourages more livable community enhancements while also providing safe and efficient connections between transportation modes such as park-and-ride lots, transit facilities, and destinations for motor vehicles, as well as providing low emission recreational activities such as hiking and mountain biking.

## **MONITORING OUR PROGRESS: PLAN IMPLEMENTATION**

To implement each goal, the 2010 RTP-PSCS includes a series of policies and strategies, each keyed to one of the basic goals described above. Each of the 2010 RTP-PSCS goals include proposed performance measures to show to what degree, why, and how there has or has not been progress in achieving the goals. The recommended performance measures are unique subsets of the previously adopted objectives and policies. The 2010 RTP-PSCS Performance Monitoring Program provides a technical basis for the analysis of programs and projects for consistency with the 2010 RTP-PSCS, improves the ability of the region to distribute increasingly scarce transportation funds efficiently and effectively, provides feedback to policy-makers, and helps to assure the 2010 RTP-PSCS conforms to state and federal requirements.

## **FINANCIAL STRATEGIES**

The Financial Element is fundamental to the development and implementation of the Plan. The programs and projects identified in each of the Transportation Network Mode and Subregional Area components are carried forward into the Financial Element of the Plan. Reasonably expected revenue of \$1.8 billion has been identified over the next twenty five years and \$2.4 billion in requests have been identified; not including any funding needs to address long term capacity deficiencies along US 101. This Element determines how much money is likely to be available to maintain, operate, and improve the region's transportation system over a 25-year period. As with past RTPs, SLOCOG will develop a financially constrained element of the 2010 RTP-PSCS, but also proposes that this RTP go beyond the financially constrained emphasis to include a larger set of projects and programs that would support an unconstrained project list. The unconstrained project list would assume additional extraordinary funding sources of revenue (i.e., other unanticipated revenue such as federal stimulus funding, special legislation, legislative priority funding, and/or in the event a regional sales tax measure were to be approved and implemented).

Reasonably expected revenue of @ \$1.8 billion has been identified over the next twenty five years and @ \$2.4 billion in requests have been identified.

### **STRATEGIES TO ADDRESS DIMINISHED FUNDING CAPACITIES**

- Maximize opportunities to leverage local transportation tax revenues to attract additional state and federal funds to the region for transportation and related infrastructure improvements
- Provide priority consideration to cost-effective projects that serve regional needs, implement RTP goals, support smart growth principles, and leverage other funding sources (state, federal and local).
- Support changes to streamline project development processes to reduce delays and exposure to construction cost inflation.
- Develop expenditure and financing strategy plans for projects beyond the short term planning horizon.
  - Investigate and pursue opportunities for supplemental funding.

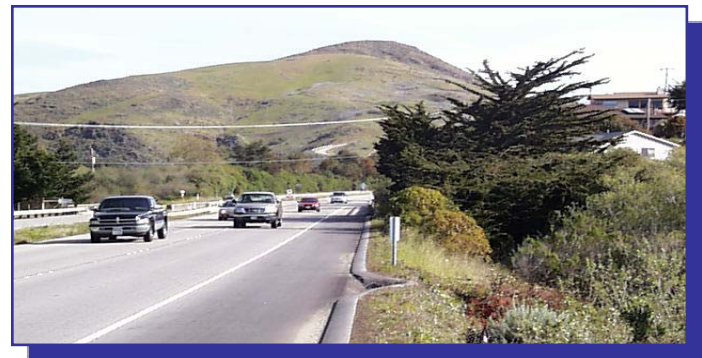
### **KEY FINDING**

The Region can no longer focus significant financial resources on capacity increasing roadway improvements to reduce congestion. Diminished funding capacities remove the ability to "build our way out" of congestion. The Region must refocus its efforts to plan, encourage, accommodate, and achieve a more efficient transportation system, and approve land use changes and projects that do not require costly, capacity-increasing, roadway improvements.

# SLOCOG 2010 RTP-PSCS

## Chapter 1

### *Introduction and Overall Transportation System*



## Introduction and Overall Transportation System Table of Contents

Introduction .....	1-2
Overall Transportation System Values, Goals and Policies.....	1-3
Regional Setting .....	1-6
Regional Economy.....	1-7
Central County .....	1-9
North Coast.....	1-10
North County.....	1-11
South County .....	1-12
Population Growth .....	1-13
Population Characteristics .....	1-15
Transportation System Performance Indicators.....	1-16



## Introduction

This Regional Transportation Plan (RTP) comes along at a time of great change in transportation planning. Federal, state and local agencies are adopting new policy directions, regulations, and practices that now consider transportation, land use, environmental, economic and community health in a more integrated fashion.

These changes are affecting jurisdictions in all levels of government, each with their own social, economic, and political realities. Agencies are currently trying to determine how they should address these emerging issues at a time of major economic uncertainty. This RTP is a continuation and expansion of SLOCOG's focus on the development of a fully intermodal transportation system that enhances the livability of the region.

With the passage of California's *Global Warming Solutions Act of 2006* (AB 32) and the adoption of *Senate Bill 375 (2008)* requiring development of a *Sustainable Communities Strategy* (SCS), this RTP will now address a broader range of issues than ever before. The bill aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for automobiles and light trucks. The SCS becomes a part of the RTP and joins the policy, financial, and programming components of the plan and delineates future land use patterns that result in better integration of land use, transportation and other key issues including: preservation of critical lands, promoting water and resource conservation, clean air, better public health, and providing housing options for all residents.

SLOCOG recognizes that its role as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) involves a dynamic process requiring periodic refinement, monitoring and amendment that takes into account the requirements and policies from both state and federal levels as well as the needs and resources of local and regional agencies where most of the responsibility lies in implementing the plans, programs and projects that implement the SCS.

The integration of the Sustainable Communities Strategy required by SB 375 has expanded the scope and effect of the RTP. SLOCOG has created a *Preliminary Sustainable Communities Strategy* (PSCS) for this RTP cycle and anticipates continued work with member agencies and the state in the refinement of the tools and techniques necessary to create a fully-compliant SCS.

The **SLOCOG 2010 Regional Transportation Plan and Preliminary Sustainable Communities Strategy (RTP-PSCS)** delineates a set of regional transportation goals, policies and actions intended to guide development of the planned multimodal transportation systems in the region and integrate new requirements of state law to address the interrelationship of transportation and land use policies and practices. It is a continuation of the intermodal emphasis established in previous SLOCOG RTPs. The overall Vision, Core Values and Goals remain. However, the introduction of the Sustainable Communities Strategy (SCS) creates a greater emphasis and integration of land use, resources and community health.

The SLOCOG 2010 RTP-PSCS has been developed through a continuing, comprehensive and cooperative planning process that has also entailed establishing a regional 'Blueprint' – *Community 2050* and integrating the principles policies and strategies therein into a 'preliminary' Sustainable Communities Strategy similar to the SCS delineated in SB 375. SLOCOG coordination between local, regional, state and federal agencies is designed to ensure that a balanced transportation system is developed addressing population and traffic growth, land use decisions, performance standards and air quality improvements. An Environmental Impact Report (EIR) has been prepared pursuant to the requirements set forth in the California Environmental Quality Act.

The **SLOCOG 2010 RTP-PSCS** is also intended to be a vehicle for implementation of the state's efforts to realize the goals of AB 32 and make our communities more livable, reduce the strain on natural resources, improve air quality by decreasing greenhouse gases and other pollutants, and promote public health by developing more walkable mixed use communities, and supplying more efficient options for transportation and housing -- all while decreasing infrastructure costs and supporting 21<sup>st</sup> century 'green' industries.

As identified in the 2005 RTP, the region's **Vision** and **Core Values** for transportation is to provide for:

### **Vision**

***A fully integrated and intermodal transportation system which facilitates the safe movement of people, goods, and information within and through the region.***

This vision for transportation supports many of the policies defined in the general plans of SLOCOG's member agencies, promoting more sustainable growth in the region. The policies in this chapter address legislative, planning, financial, and institutional issues and requirements, as well as areas of overall transportation system regional consensus. The policies in each of the plan's elements present guidance to decision-makers regarding the implications, impacts, opportunities, and options that will result from implementation of the RTP. Additionally, the policies are a resource for providing input and promoting consistency of action among state, regional, and local agencies and demonstrate the region's emphasis on a balanced approach to sound community development and transportation planning and programming.

### **Core Values**

The ***Core Values*** that guide this effort support:

#### **Livable Communities**

- Facilitate the development and economic viability of communities in ways that reduce trips and travel distances.
- Facilitate safe and convenient alternative forms of transportation.

#### **Sound Transportation Choices**

- Invest in a balanced, efficient, and effective transportation system.
- Evaluate reasonable transportation improvement strategies before pursuing major roadway expansions.

#### **Fiscal Responsibility**

- Make wise long-term investment choices and promote additional funding through grants, private funding commitments, interagency and public-private partnerships.

#### **Intergovernmental Coordination**

- Facilitate interagency coordination.

#### **Community Outreach & Participation**

- Assure early and continual involvement of all parties affected by major transportation improvement projects and programs.

#### **Environmental Protection**

Minimize adverse impacts to the environment.

The goals are considered interrelated and of equal importance. They demonstrate the need to balance many priorities described by the policy objectives, in the most cost-effective manner. The following list identifies the overall transportation system goals with their respective policy objectives.

## **GOALS**

### **OVERALL TRANSPORTATION SYSTEM**

#### **MOBILITY**

- Provide reliable, integrated, and flexible travel choices within and through the region.

#### **ACCESSIBILITY**

- Improve accessibility to goods, services and jobs.

#### **SAFETY**

- Enhance public safety and security in all modes of travel.

#### **SUSTAINABILITY**

- Maintain and improve a viable transportation system for current and future users.

#### **EFFICIENCY**

- Maximize the efficiency of the existing transportation system.

#### **EQUITY**

- Avoid a disproportionately adverse impact on low-income, minority, elderly or disabled populations.
- Provide equitable levels of funding and transportation services to all areas, users, communities, and socio-economic groups.

#### **LIVABILITY**

- Support livable community concepts and efforts.
- Reflect community values while integrating land use and transportation planning

#### **ENVIRONMENTAL PROTECTION**

- Conserve and protect natural and sensitive resources.
- Preserve aesthetic resources and promote environmental enhancements with all transportation projects



## **Policies**

### **OVERALL SYSTEM / PROGRAM**

1. **INTERMODAL TRANSPORTATION**: Improve accessibility to goods, services and jobs and facilitate safe and convenient transportation for all system users. Plan, develop, and maintain a comprehensive, integrated, intermodal transportation system that allows convenient, flexible and efficient use of all transportation alternatives to substantially reduce the rate of growth in vehicle trips and vehicle miles traveled and increase the use of alternative transportation modes.
2. **PUBLIC SAFETY**: Maintain and improve transportation systems in a manner which emphasizes public safety and security in all modes of transportation.
3. **EFFICIENCY**: Maximize the efficiency of the existing transportation system.
4. **ENERGY CONSERVATION**: Maintain and improve the transportation system in a manner that minimizes energy requirements through the planning, programming, and implementation of services, facilities, and land use configurations which conserve energy.
5. **SUSTAINABILITY**: Maintain and improve a viable transportation system for current and future users.
6. **EQUITY**: Plan, develop, and maintain a transportation system that benefits all members of the community. Avoid a disproportionately adverse impact on low-income, minority, elderly or disabled populations. Provide equitable levels of funding and transportation services to all areas, communities, and socio-economic groups.
7. **FISCAL RESPONSIBILITY**: Make cost-effective transportation investments in a manner that promotes sustainable economic growth and improves the movement of goods, people, information. Make wise long-term investment choices and promote additional funding through grants, private funding commitments, interagency and public-private partnerships. Evaluate reasonable transportation improvement strategies before pursuing major roadway expansions.
8. **ENVIRONMENTAL ENHANCEMENT AND PROTECTION**: Conserve and protect natural and sensitive resources. Establish, maintain, and improve transportation systems in a manner that avoids or minimizes significant negative impacts to the environment. Preserve aesthetic resources and promote environmental enhancements with all transportation projects.
9. **LAND USE AND TRANSPORTATION COORDINATION**: Facilitate the development and economic viability of communities in ways that reduce trips and travel distances. Maintain and improve the regional transportation system in a manner which assists development and implementation of local jurisdictions' general plans that support livable community concepts and efforts.
10. **VISUAL ENHANCEMENT**: Maintain and enhance quality aesthetic experiences along transportation corridors and surrounding landscapes.
11. **PUBLIC PARTICIPATION**: Provide adequate opportunities for full public input in the evaluation and implementation of transportation system improvements. Assure early and continual involvement of all parties affected by major transportation improvement projects and programs.
12. **INTERJURISDICTIONAL AND PUBLIC/PRIVATE PARTNERSHIPS**: Increase opportunities for partnerships between public agencies, local jurisdictions and private enterprise in the development of a comprehensive, integrated intermodal transportation system.
13. **CLIMATE CHANGE**: Develop and implement programs and advocate land uses that will reduce overall vehicle miles traveled to attain state designated greenhouse gas targets for the region.

## Regional Setting

San Luis Obispo County is located on the California Central Coast about halfway between the Los Angeles basin and San Francisco Bay Area. It is one of the original 27 counties that were established in 1850 when California became the 31<sup>st</sup> state. It is the 16<sup>th</sup> largest county in the State with 3,316 square miles of land area; the 23<sup>rd</sup> most populated with about 272,000 residents; and the 34<sup>th</sup> most densely populated with about 78 residents per square mile. The County has about 96 miles of coastal frontage and has a strong rural character mixed with attractive urban areas (including the cities of Atascadero, Arroyo Grande, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo), most of which are located along the U.S. 101 corridor. The region's location - a relatively long distance from the large metropolitan areas of San Francisco and Los Angeles - has helped it to retain its largely rural character.

Each community in the region is unique in terms of its setting, population, economy and environment, providing a wide variety of urban amenities, employment opportunities, natural landscapes, agricultural products, as well as recreational and tourist oriented-activities.

**Map 1-1**  
Vicinity Map



## Regional Economy

The region's economy is largely based on tourism, agriculture, public education, retail trade, healthcare and governmental operations. The public sector dominates all other sectors in terms of jobs because of the large state institutions located in the county, including California Polytechnic State University-San Luis Obispo (Cal Poly), Cuesta College, Atascadero State Hospital, and the California Men's Colony. Other key sectors include medical services, and energy production. Wine grapes are the largest crop in the region, and San Luis Obispo is the third largest wine producing county in California, surpassed only by Napa and Sonoma Counties.

Until the current recession, there was a healthy housing construction sector, but this has been severely constrained due to the significant reduction in home sales in California and the nation. A significant recovery in this sector is not anticipated for some time. Most new projects will likely be relatively small in scale and significant new growth is not anticipated.

The traditionally stable state workforce is anticipated to remain fairly constant with little growth. Tourism and agriculture will grow incrementally and will place increasing demands on housing supplies for the low and very low income households. Providing affordable "*workforce housing*" will be one of the primary regional challenges along with providing adequate water to area communities without overdrafting groundwater basins.

The number of retirees migrating to the region is likely to slow somewhat but demand is anticipated to continue with the coming of retirement age for the 'baby-boom' generation and the relative attractiveness of the area's environment and quality-of-life features. These retirees will be predominantly drawn from the above-moderate income demographic and will help support service sector and medical employment.



Adequate workforce housing will remain a major problem as the limited supply and relatively high cost impacts business ability to retain and attract employees and often causes those who are at the economic margins to commute much longer distances. High housing costs consume a greater share of many employees' wages. Several small manufacturers have relocated to areas with more affordable housing. Limited housing opportunities and high housing costs in the Central County area result in many employees having to "drive-to-qualify" in order to acquire housing within their means.

The desirable coastal areas attract second home buyers thus removing housing stock from the local market and supporting higher prices that many local residents cannot afford. When combined with resource constraints such as limited water availability and limited new job opportunities being created outside of tourist sector, it is evident that the current ranking of the San Luis Obispo-Paso Robles area as the one of the least affordable housing market in the United States will not be alleviated soon.

## County Subregions

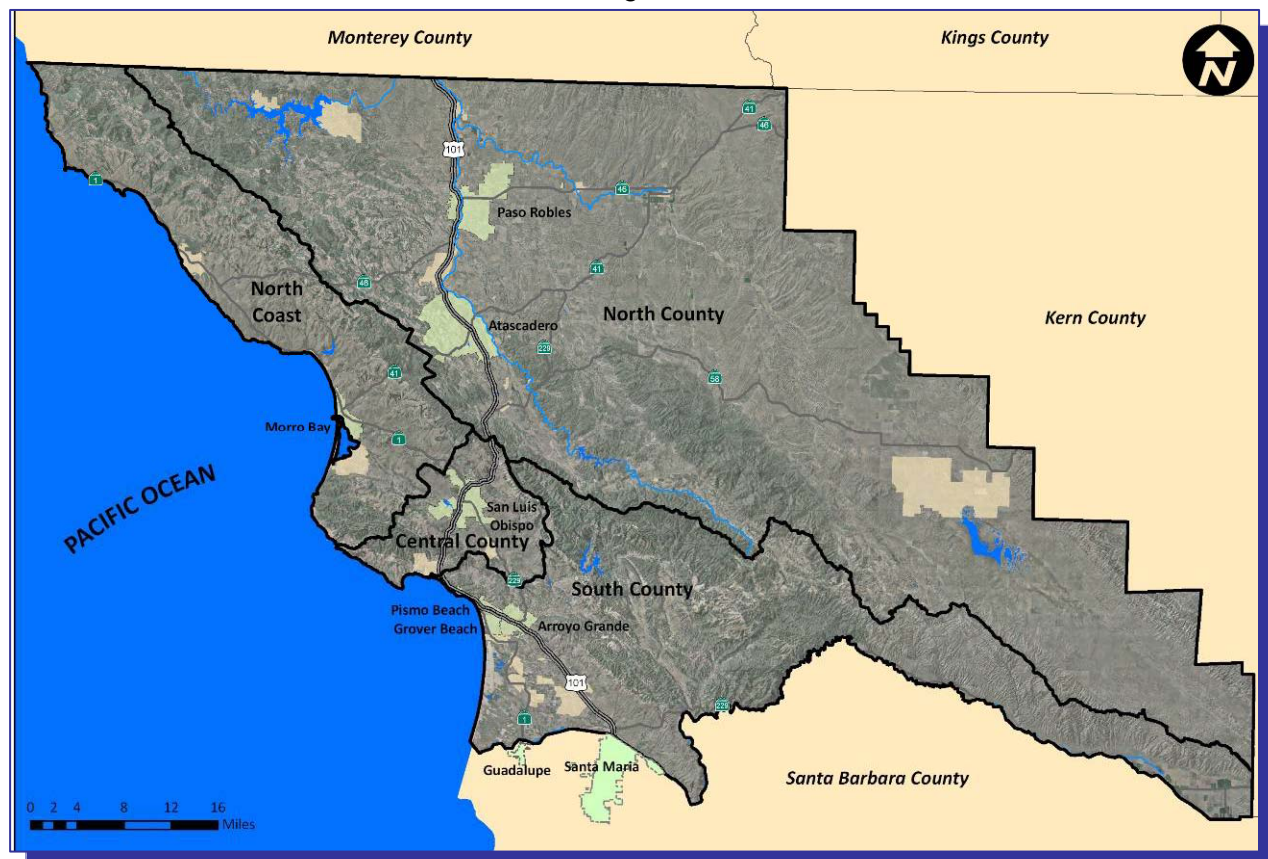
The county is divided into four major subregions due to the unique geographic and natural conditions, climates, housing markets, economies and social structures that define their setting and contribute to their respective characters. What may be needed, work effectively or be appropriate in one area – may not be in another. The subregions are identified as the *Central County*; the *North Coast*; the *North County*; and the *South County* (See Map1-2).

Context sensitive programs and project design are a critical aspect of workable regional strategies. The subregions are delineated along watershed boundaries. The county's subregions have successfully worked together to solve a number of common issues and will need to coordinate and cooperate even more effectively in the future. Consolidation of various services has already occurred and more are anticipated as economic pressures increase the need for greater operational efficiencies.

Regional programs addressing livable community initiatives, transit, transportation demand, and system management are applied within the context of each subregion. Street and road projects are focused on corridors within each subregion.

Portions of three Subregions are also overlaid by the *California Coastal Zone* which has rules, regulations and procedures that carefully address agriculture, resource and development issues in a more restrictive manner than areas outside its boundaries which limits opportunities for intensification of future development.

**Map 1-2**  
Subregions



**The Central County** consists primarily of the City of San Luis Obispo and its environs. The City of San Luis Obispo, established by Spanish missionaries in 1772 with the construction of the Mission San Luis Obispo de Tolosa, is the oldest and most important city in the region. Having benefited from its ideal location, a good supply of water and pleasant year round temperatures, the city grew from a small mission village to become the regional hub of commerce and transportation by rail, road and air.

When the city was officially incorporated, it became the County Seat, and over time the major center of employment and trade for the region. This is an important factor in its affect on the region's transportation system. The city has a population of about 44,200, and the adjacent rural area has a population of about 4,000. Overall, about 18% of the entire population of the region lives in the Central County.

The establishment of the *California Polytechnic State University* (Cal Poly) in 1901 played a very important role in the evolution of the city. The university has grown to provide graduate and undergraduate education for about 20,000 full and part time students annually and has about 3,000 professors, administrators and other support staff serving six distinct colleges with 70 undergraduate programs, 26 graduate programs and 6 teaching credentials/certificate programs. Cal Poly is one of the most significant drivers of the regional economy. It brings an educated, as well as a yearly renewed youthful population which are a source of both labor and consumption.

Due to its strategic location between the three other subregions, most of the transportation systems in the county directly or indirectly intersect in San Luis Obispo. The city is the primary focus of commute patterns during morning and evening peak periods as traffic flows in, out, or through the city.



**The North Coast** generally consists of all of the area west of the Santa Lucia Range and northwest of the City of San Luis Obispo. Most of the population resides within the California Coastal Zone in the City of Morro Bay; the unincorporated communities of Baywood/Los Osos, Cayucos and Cambria and the villages of San Simeon and Harmony. The North Coast's natural beauty makes it one of the primary tourist destinations in the region. Not surprisingly tourism is the primary economic activity in the area. The Route 1 San Luis Obispo North Coast National Scenic Byway connects Big Sur to the region and is visited by people from around the world. A major contributor to the area's tourism draw is the Hearst/San Simeon State Historical Monument, once the home of newspaper publisher William Randolph Hearst, is now one of the most popular locations in the entire State Park system with around 700,000 visitors per year.

Many retirees live within the North Coast and a number of residences are used as vacation homes. As with all sub-regions a relatively large portion of the area population commutes to other parts of the county for employment, particularly in the City of San Luis Obispo. As an example, in 2008 the City of Morro Bay had a labor force of about 5,500 but only had about 3,860 total jobs.

State Route 46 West connects the North Coast to Paso Robles via the scenic Templeton Gap wine region and State Route 41 passes through the Los Padres Forest connecting Morro Bay and Atascadero. Both routes are heavily used by tourist and commuter traffic.

Little new growth is expected in the North Coast. No major transportation projects are anticipated. Most transportation improvement for this region relate to operational or non-motorized infrastructure, demand management efforts, and will look to establish better transit connectivity that will allow residents to reach Paso Robles, Atascadero and San Luis Obispo.



**The North County** consists of the area north and east of the Santa Lucia Range. During the past 30 years this area has been the fastest growing of the four subregions. It includes two of the three largest cities in the region: Atascadero with 26,947 residents and Paso Robles with 29,682. The unincorporated communities of San Miguel, Templeton and Santa Margarita lie within the Salinas River corridor along US 101. Heritage Ranch/Nacimiento area, north-west of Paso Robles, has grown to about 4,100 residents. Shandon, a town of about 1,200 to the east along the SR 46 East corridor is currently being evaluated for expansion to a population of about 8,100 residents. The North County's rural areas have seen many of the existing parcels developed over the past two decades as evidenced by the permit activity shown on Map 1-4 (See pg. 1-14).

The North County is blessed with a very attractive natural environment that is composed of a diverse combination of hills and valleys, forest lands, vineyards and grazing lands. The cities of Atascadero and Paso Robles (El Paso De Robles) each have unique historic characteristics that have made them attractive places to live and work. The growth of the wine industry, with large and small wineries located throughout the area has done much to help make the area a world class tourist destination.

In 2008 the total population of this area was about 91,446 (about 36% of the total county population). Almost 35,000 (about 38% of the North County population) reside in the large rural area surrounding the cities and unincorporated communities. Between 1993 and 2006 the North County saw the greatest increase in housing construction and population growth of all areas in the county, and is projected to grow more than any other part of the county during the next 25 years.

The transportation system's primary emphasis within the North County is along the US 101 corridor and the SR 46 East corridor. Major efforts are underway to improve SR 46 East between Paso Robles and the Wye where traffic splits on SR 41 toward Fresno and SR 46 toward Bakersfield. Construction is underway and other major investments are programmed to expand the route to four lanes between Paso Robles and the Whitley Gardens area with anticipated projects to the Shandon Rest stop.

During commute times there is a major inter-regional flow of traffic on US 101 between Atascadero and Paso Robles, but a much larger flow between all North County communities and the City of San Luis Obispo. Transportation investment in this corridor is focused on operational improvements.



**The South County** is composed of the cities of Arroyo Grande, Grover Beach and Pismo Beach and the unincorporated communities of Oceano and Nipomo and stretches to the east along the SR 166 corridor. The population is primarily concentrated near the coast along US 101. In 2008 the total population of the area was about 77,980, which is about 31% of the total county population.

Due to the area's proximity to some of the most beautiful beaches along the entire coast, the area has a long history of being a summer vacation destinations for residents of the Central Valley. During the past 20 years the permanent population of the area grew significantly, particularly on the Nipomo Mesa where several golf course centered communities have been developed. The commute patterns in this area favor the San Luis Obispo direction; however, a significant amount of traffic moves between Santa Maria and the South County communities – especially Nipomo.

Over the past decade the emphasis in the US 101 corridor has been on operational improvements in the Five Cities area. Five auxiliary lane projects have been constructed between Shell Beach and Arroyo Grande providing improved traffic operations. The construction of the Willow Road Extension and Interchange is anticipated to relieve congestion at the US 101/Tefft St. Interchange and provide for improved circulation on the Nipomo Mesa. Future growth in Arroyo Grande and Nipomo will be limited due to water supply issues. Pismo Beach has been evaluating expansion in the Price Canyon area; however current economic issues have delayed those plans.

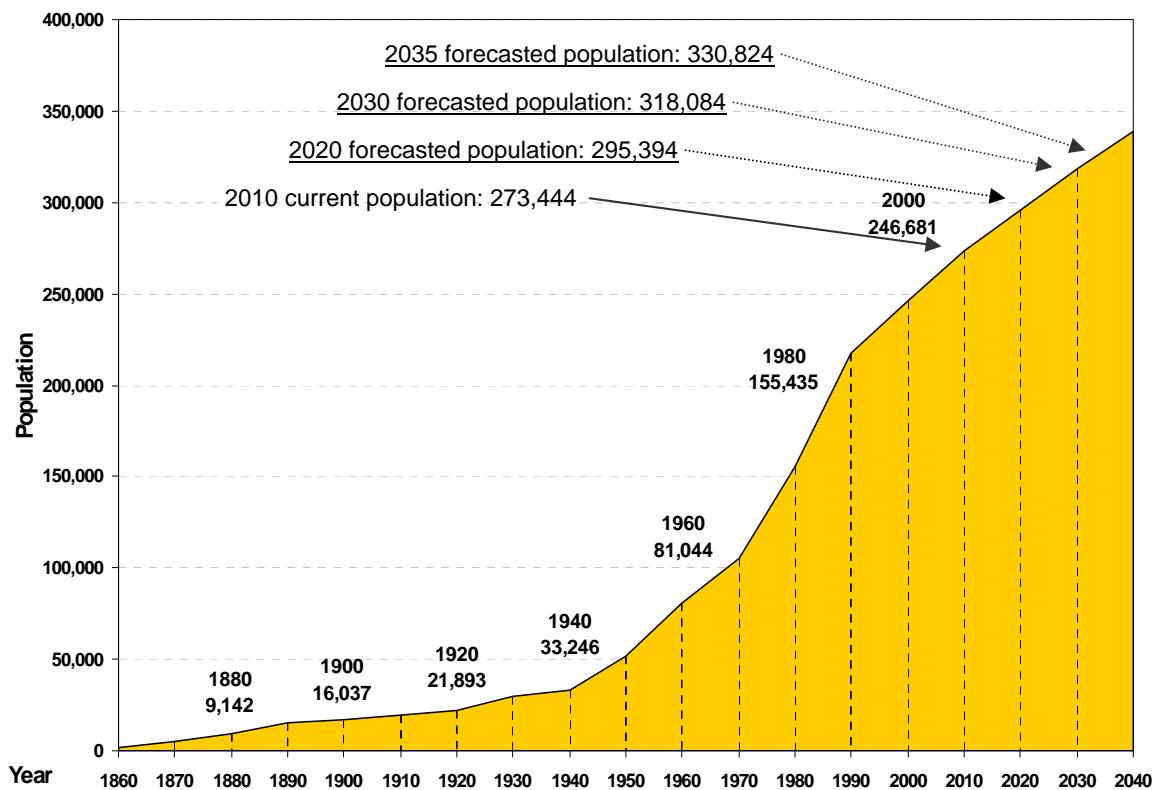




**Population Growth**

As of January 1, 2009 the County had an estimated population of about 272,000 making it the 23<sup>rd</sup> most populated of the 58 counties in the State. The county grew very modestly from its founding in 1860 to World War II. This was largely due to the county being quite far from the major urban areas of the State. The region generally lacked adequate water supply and other resources needed to provide for large increases in employment and population. The greatest amount of growth in the history of the county occurred in the postwar era; in 1940 the population was 33,246 and by 2000, the population bloomed to over 246,000. Since 2000 population growth has slowed somewhat. The most recent population projection indicated that by 2035 the population would increase to over 330,000. If the recession continues it will be necessary to re-evaluate this projection and further reduce growth expectations.

**Figure 1-1  
San Luis Obispo County Historic and Projected Population**

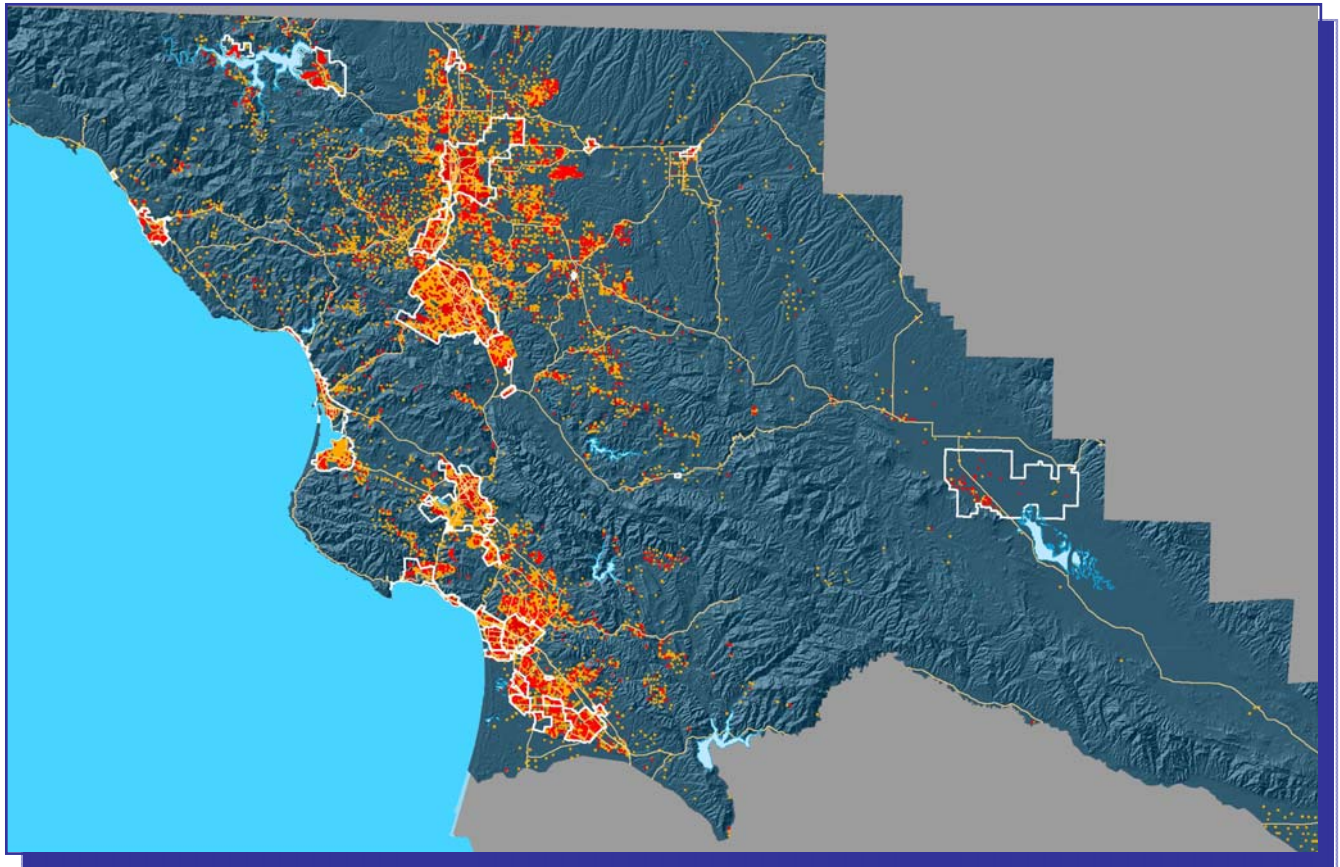


Source: California Department of Finance, Long-Range Socio-Economic Projections for San Luis Obispo region (ERA | AECOM)

**Growth Projections**

Since the year 2000 population growth has increasingly relied on migration. Net migration represents 80 percent of population growth. Recent research from the Department of Finance shows that of those migrating to the County, approximately 30 percent came from foreign immigration and 70 percent have come from domestic migration. In the near-term it is difficult to predict how the recession will affect migration and immigration patterns. Historically, the county has experienced much less volatile population changes than the higher growth areas of the state. While there is still a possibility for a short-term decline in population, the most likely outcome will be slow but positive growth in the near-term, possibly through 2014, and a resumption of a modest but slightly higher growth rate moving forward.

### **Map 1-4** **Location of Residential Units**



**Legend**

- X 2000-2007 Residential Building Permits
- X Land with improvements over \$50k

The orange and red dots combined represent our development footprint as of 2008.  
The red dots represent residential growth that occurred between 2000 and 2007

In the context of long-term planning, it is important to remember that short-term market cycles (e.g. the current recession) have less relevance given a buildout horizon stretching to 2035 and beyond. Prior allocation of growth established during the 2009 forecast reflects normalized economic conditions beginning after 2015. The projections used in the SLOCOG 2010 RTP-PSCS are based on both near-term and long-term data projections and an understanding of market dynamics affecting the region and the State.

- Population growth in San Luis Obispo County, on a percentage basis, has been generally declining and recently has largely been influenced by migration.
- In the 1990s, approximately 75 percent of growth was driven by net migration while the remaining 25 percent of growth was the natural increase in the population (births).
- Since 2000, the County has increasingly relied on migration with net migration representing 80 percent of population growth.
- The forecast predicts that over the next year and half, the economy will continue to decline with recovery occurring after 2012.

Another important issue related to migration is the residential real estate market. 2006 marked the end of the housing bubble in San Luis Obispo County and the beginning of the national mortgage crisis, which was indirectly related to the run-up of housing prices through the late 1990s and early 2000s.

- Between 2000 and 2006, the median price of a home in San Luis Obispo more than doubled, but since the peak in 2006, prices have retreated approximately 25 percent as of 2008.
- Based on data for the period from 1990 to 2009, housing permit activity slowed tremendously in recent years.
- Once the market absorbs the increased inventory due to the economically stressed markets, the supply of homes available for sale will shrink rapidly because there has been limited new development.
- The anticipated stabilization and increase in building permit activity is anticipated to begin in 2012-13.

The California Economic Development Department found that there were over 1,000 jobs lost between 2007 and 2008, eliminating employment increases from 2005 to 2007. As such, the baseline estimate for non-farm employment was revised in the model. Model inputs for long-term future growth are based on assumptions regarding job growth by industry to 2035. This near-term forecast is consistent with other recent studies for the region and State and are based on recent changes in employment based on data from the California Economic Development Department.

A significantly lower amount of employment growth is anticipated between now and 2035 than was previously forecast. In addition to the job losses already experienced in the region over the past year, additional losses are anticipated to slow.

- The turnaround in the economy will be driven by increased confidence from markets, consumers, and financial lenders as well as the effectiveness of the national stimulus package.
- The regional economy is anticipated to continue to stabilize in 2011 and begin a slow growth recovery period around 2012.
- Future employment growth is projected to occur at a lower rate than previously forecasted based on an extended projection horizon to 2035.

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## Population Characteristics

The following data derived from the American Community Survey (ACS) covers the period between 2006 and 2008. The 2010 Census will begin releasing comprehensive data in 2011 on the population of the region.

- **Age and Sex** - Total household population is about 255,000, with an additional 15,500 people living in Group Quarters (primarily at the California Men's Colony and the Atascadero State Hospital). Of the population in households, about 48% are females and 52% males.
- **Households and Families** – There are a total of 103,000 households in the County and the average household size is 2.4 people. Families make up 62% percent of the households while 'non-family' households make up 38%
- **Education** - Of the residents age 25 and older 88% have graduated from high school and 30% have a bachelor's degree or higher. About 76,0 students are enrolled in elementary and high schools, and about 6,200 in Nursery school or kindergarten.00

- **Poverty** – About 14% of county residents are experiencing poverty, 11% of that group are related children under 18, and 7% are people 65 years and over.
- **Employment** - As of July 2009 the County had a labor force of 139,700, of which 126,500 (90.5%) were employed in wage and salary industries and 13,200 (9.5%) were unemployed. This compares with an unadjusted unemployment rate of 12.1% for California and 9.7% for the nation.
- **Employment by Industry** - Of the employed persons age 16 and over, the leading industries in the County were: educational services, health care, social assistance, arts, entertainment, recreation, accommodation, and food services.
- **Employment by Occupation** in the region is generally divided as follows: management, professional, and related occupations (35%); sales and office occupations, (26%); service occupations, (21%); construction, extraction, maintenance and repair occupations, (10%).
- **Income** - The median income of households is about \$53,600 and per capita personal income is about \$38,300. About 80% of households received earnings and 21% received retirement income other than Social Security and the average income from Social Security was \$14,355.
- **Travel to work** - About 73% of workers drive to work alone, 12% carpool, 1% use public transportation, 8% use other means and the remaining 6% work at home. Among those who commuted to work, it took them on average 19.7 minutes to get to work.

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## Transportation System Performance Indicators

The San Luis Obispo Council of Governments (SLOCOG) began more closely measuring system performance with the development of the 1994 Regional Transportation Plan. This plan included a range of performance indicators used to evaluate progress towards accomplishing adopted goals, objectives and policies. Subsequently, these performance indicators were expanded to address Smart Growth and sustainable development. The Performance Monitoring process is continually evolving as new tools and better data become available.

The passage of AB 32 and SB 375, and the initiation of the Blueprint Planning Process are further important milestones in the evolution of the performance measurement process. As a direct outgrowth of these actions, Caltrans' Office of Community Planning began working with the US Environmental Protection Agency (USEPA), the Governor's Office of Planning & Research (OPR), the California Department of Housing & Community Development (HCD) and regional agencies from throughout the State to produce a planning guide that formally integrated smart growth concepts into the transportation planning process.

The result of this work was publication of the *Smart Mobility 2010 Handbook*, which comprehensively addresses how Performance Measures can be applied to various levels of plans, programs, or projects. The report has been described as “a new approach to integration of transportation and land use that addresses long-range challenges and provides short-term pragmatic actions to implement multimodal and sustainable transportation strategies in California.”

The performance indicators included in the Smart Mobility 2010 report are structured around the following set of overall issues and related performance measures:

**Figure 1- 2**  
**Performance Measure Issues**

Issue	Performance Measures
<b>Location Efficiency</b>	Support for Sustainable Growth; Transit Mode share and Accessibility & Connectivity
<b>Reliable Mobility</b>	Multi-modal Travel Mobility, Multi-Modal Reliability and Multi-Modal Service Quality
<b>Health &amp; Safety</b>	Multi-Modal Safety; Design & Speed Suitability and Pedestrian & Bicycle Mode Share
<b>Env. Stewardship</b>	Climate & Energy Conservation and Reduction of Greenhouse Gas Emissions
<b>Social Equity</b>	Equitable Distribution of Impacts and Equitable Distribution of Access and Mobility
<b>Robust Economy</b>	Effect of Congestion on Productivity; Efficient Use of Resources; Optimization of Network Performance

The current performance indicators that have been used to evaluate the effectiveness of the basic transportation planning and programming process are the following:

- Vehicle Miles of Travel (VMT)
- State Highway Traffic and LOS
- State Highway Accident Rates
- Traffic on Major Local Roads
- Local Street and Road Conditions
- Transit Services and Riders
- Park-and-Ride Lot Use and Number
- Airline Service and Passengers
- Passenger Rail Service and Riders
- Bicycle Facilities, Injuries and Fatalities
- Pedestrian Facilities, Injuries and Fatalities
- Means of Travel to Work
- Travel Time to Work
- Average Vehicle Occupancy (AVO)
- Rideshare Program Activities

Additional indicators were developed to address the wider range of considerations associated with Sustainable Community Strategies (pSCS) required by SB 375 (2008). These include land use and development considerations to measure the progress made in the region's preliminary sustainable community strategies. The additional indicators identify the base condition and projected 2020 and 2035 conditions. SLOCOG will annually record and monitor progress towards the 2020 and 2035 targets for these new indicators:

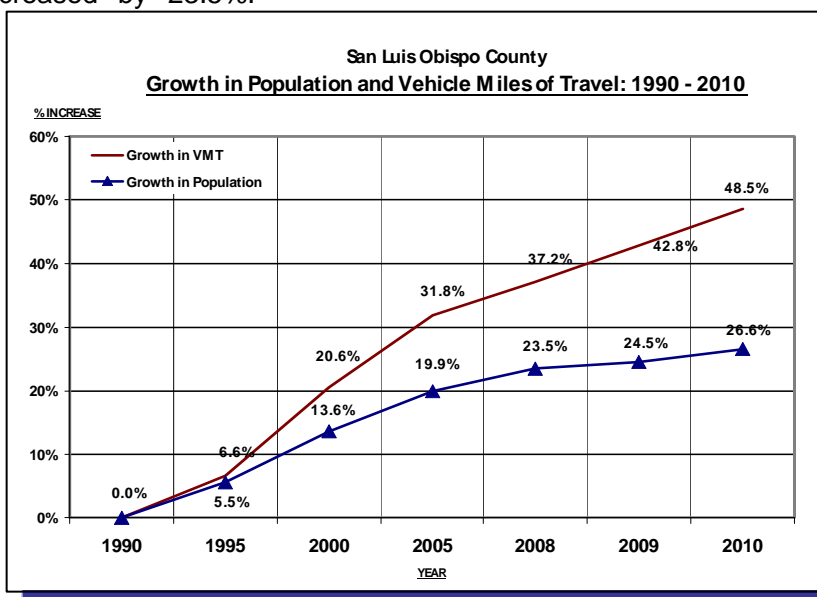
- Building Permits Issued
- Building Type and Density
- Acres of Land Developed
- Acres of Land Preserved
- Jobs, Housing & Population in Urban & Target Development Areas

## State Highways and Local Road Performance

1. **Vehicle Miles of Travel (VMT):** During the past decade Vehicle Miles of Travel (VMT) increased by 37% while the population increased by 23.5%.

Figure 1-3 shows how VMT has increased since 1990 compared to the population increase.

**Figure 1-3**  
**Population and VMT**



2. **State Highway Traffic & Level of Service (LOS):** During the past ten years total traffic on all state highways in the region increased by about 4.3%.
3. **State Highway Accident Rates:** Between 2000 and 2009 the total number of traffic accidents on all State Highways in the region declined overall by 15.5%.
4. **Traffic on Major Local Roads:** Between 2005 and 2008 total AADT on Routes of Regional Significance in eight sub-regions of the county declined by about 12.2%:
5. **Local Street and Road Conditions:** From 2006 to 2008 the condition of all local street and roads around the region declined slightly, causing continued challenges for local agency budgets.

## Public Transit and Alternative Mode Performance

1. **Transit Services and Riders:** From 2000 to 2009 major increases in transit services, frequency & customer amenities resulted in a significant increase in ridership of 37.4%
2. **Park-and-Ride Lot Usage:** Most lots in the Regional Park-and-Ride Lot system are operating at or over their capacity, and as the number of lots and spaces increase, utilization remains over 90% indicating the strong need to further expand the program.
3. **Airline Service & Passengers:** For most of the past 14 years aviation ridership has remained steady, with dramatic growth from 2003 to 2005, then leveling off and then declining precipitously since 2007, showing positive growth steadily since March, 2010.
4. **Passenger Rail Service & Riders:** For most of the past ten years ridership on passenger trains serving the region has increased steadily averaging almost 5% per year, constrained largely by the lack of additional services and frequency.

## Bicycle and Pedestrian Safety

1. **Bicycle and Pedestrian Facilities and Safety:** Over the past two decades facilities for bicyclists and pedestrians have been improved dramatically, resulting in improvements in safety and higher utilization.
2. **Bicycle Safety:** From 2007-2008 the San Luis Obispo region had no bicyclist fatalities. This resulted in the region having the best record of all counties with a population of at least 200,000.

- Pedestrian Safety:** In 2008 a national study found that San Luis Obispo County had the best safety record for pedestrians of all 26 metropolitan areas in California for the period of 2007-08 and the region was given a Pedestrian Danger Index of 15.4 fatalities per 100,000.

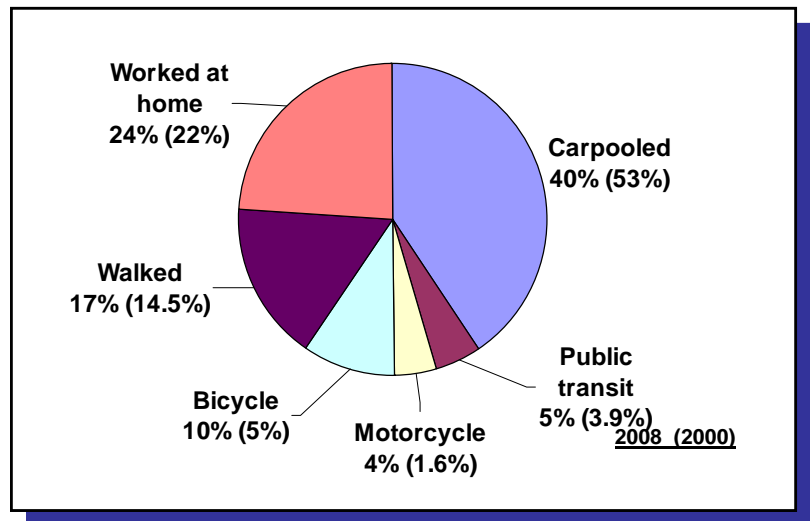
**Transportation Mode Split**

1. **Means of Travel to Work:**

Between 2000 and 2008 the number of employed persons driving alone to work increased by 16.8% from 79,633 (73.9% of employed persons) to 93,020 (73.4%) and the number carpooling dropped by 10% from 14,513 (15.4%) to 13,020 (10.4% of employed persons).

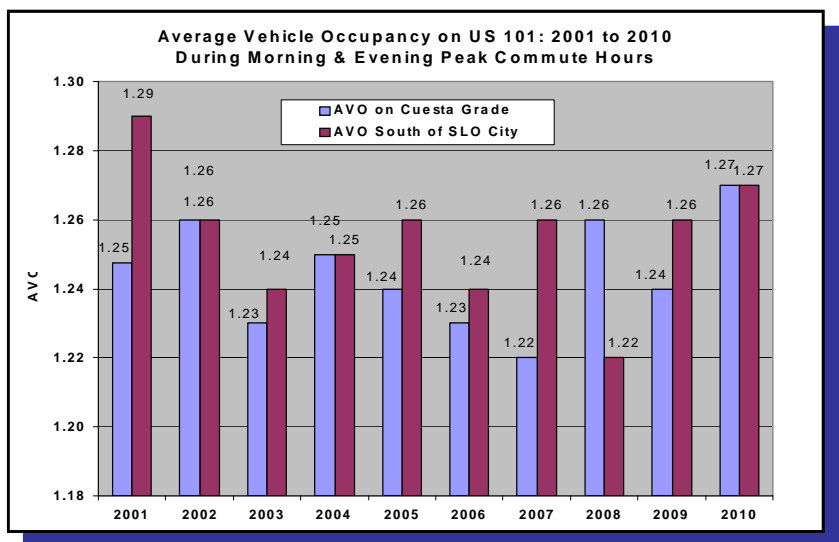
Figure 1-4 shows how the use of alternative travel modes changed from (2000) to 2008

**Figure 1-4**  
**Transportation Mode Split**



- Time of Travel to Work:** During the past ten years commute times lengthened as more employed persons lived further from their place of employment.
- Average Vehicle Occupancy (AVO):** During the past decade Average Occupancy (AVO) for all vehicles on US 101 in the morning and evening peak hour commute period dropped by about 1% from 1.27 to 1.25. (The Statewide AVO was 1.26 when last reported in 2005, when the national AVO was 1.22). **Figure 1-5 shows how vehicle occupancy on US 101 changed from 2001 to now.**

**Figure 1-5**  
**Us 101 Average Vehicle Occupancy**



- Rideshare Program Activities:** During the past few years, public outreach by the Regional Rideshare Program has dramatically expanded and a total of 3,008 individual recorded a reduction of 83,674 one-way trips, saving 1.42 million in Vehicle Miles of Travel and 4,500 pounds of emissions.

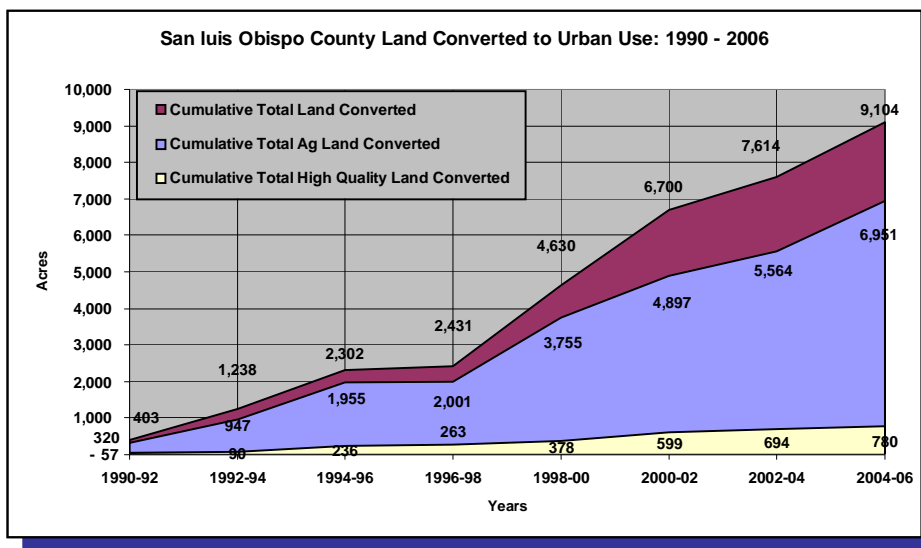
## Growth

1. **Permits:** From 2000 to 2009, 15,500 building permits were issued countywide. 12,891 (83%) were for single family units and 2,611 (17%) for multi family units.
2. **Farmland Conversion:** From 1990 to 2006 the amount of land dedicated to urban use increased by 8,190 acres (23.6%) from 34,661 to 42,851 acres. Of the 9,104 acres of land converted to urban use 76% was previously used for agriculture. (primarily grazing land)

## Future Travel Patterns

The vision for the future of transportation in San Luis Obispo region is shaped by expectations for the region’s growth in population, employment and traffic. Travel behaviors, mode choice, trip frequency and duration are all influenced by numerous factors, including population growth, demographic composition, income level, land use patterns, lifestyles, employment locations, housing affordability and work practices.

**Figure 1- 6**  
**Land Converted to Urban Use**



Like the rest of the country, our region has seen a gradual decline in commuting by carpool, bike, and transit as a proportion of total trips since 1970. The decline in the use of alternative travel modes is primarily attributed to a dramatic increase in two-worker households (which increases the need for car trips) and greater commute times resulting from a lack of well situated affordable housing and residences with larger lot sizes being located further from job centers. In 1990 average commute time was 18.3 minutes; by 2000 it had grown to 21.1 minutes.

The San Luis Obispo region is faring much better than the national average in terms of carpooling (14.3% v. 10.7%) and home-based workers (5.6% v. 2.8%), both of which offer some relief to the transportation network and air quality. Throughout the 1980s, travel (as measured in vehicle miles traveled - VMT) grew about twice as fast as the population statewide, primarily because of growth in two-worker households, longer commute distances, and increases in trip making habits.

During the 1990s, growth in vehicle miles traveled was 50 percent higher than population growth statewide while VMT growth in the SLOCOG region was slightly lower than population changes. Growth in travel consistently has outpaced growth in both population and employment over the past two decades statewide, but the same has not been true in San Luis Obispo.

The statewide trend is projected to continue through 2025. Regionally, the VMT and employment growth are expected to keep pace with a slowing population growth – again, due to natural increase becoming a greater factor than in-migration.

Traffic congestion will generally worsen over time. Population increases, vehicle occupancy and most importantly increases in trips and trip distances will contribute to future congestion. Congestion can be ameliorated if we take actions to directly address travel demand and have options to get people out of their single occupant vehicle.



Despite increases in travel demand, traffic congestion in the San Luis Obispo region is not as severe as other, more populous areas around the state. Some of the region’s highways, arterials, and interchanges are experiencing periods of increased congestion. It is the peaking of travel demand during short morning and evening commute periods that strains the regional transportation system, which has excess capacity during off-peak times.

The average commute time in the region grew by only 2.8 minutes between 1990 and 2000, indicating both that people make personal adjustments to keep commute times reasonable and that congestion is not markedly affecting commute times in the aggregate. The Level of Service (LOS) at specific interchange locations is anticipated to deteriorate more rapidly than within road segments. Conditions on key regional routes such as Los Osos Valley Rd., Price Canyon Rd., South Bay Blvd., Tank Farm Rd., and Grand Ave in Arroyo Grande will experience traffic volume increases that will shift these arterials from a level of service B/C to C/D during peak periods in 2025.

Shoulder widening with bikelanes and channelization improvements are planned over the next twenty years for most of these routes.

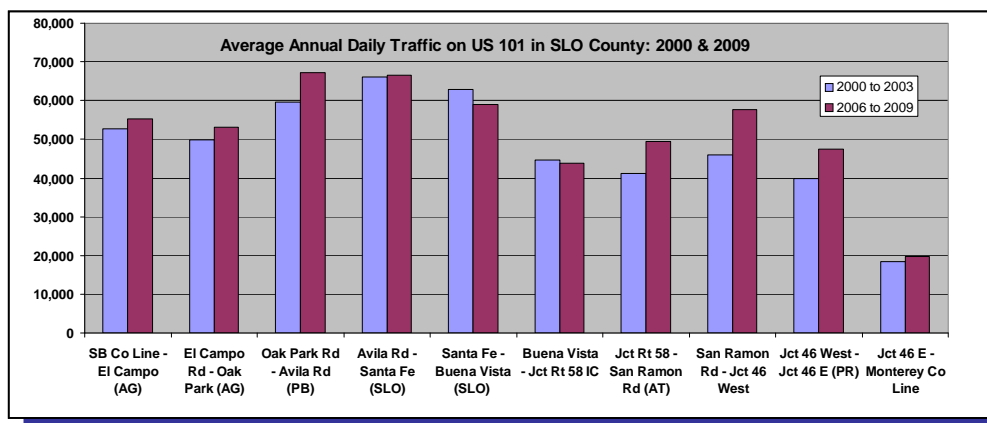
On the US 101 corridor two distinct commute patterns exist and one is emerging. The dominant commute is from the north and south ends of the county into the central region and the City of San Luis Obispo. To a lesser degree, the commute between the south end of the county and Santa Barbara County (City of Santa Maria) determines peak flows. The North County commute pattern between Atascadero and Paso Robles is fueled, in part, by job growth as well as new housing/commercial development in the Atascadero-Templeton-Paso Robles urban area.

In 1990, daily travel demand was 608,000 thousand trips (based on 2.8 trips per capita). In 2010 the region’s population makes an estimated 787,000 daily trips (based on 3.2 trips per capita). Travel demand on all road segments is projected to increase to 1.12 million daily trips by 2025, an increase of 42% over 25 years.

While travel demand will rise region-wide, population growth will be unevenly distributed around the region. This will necessitate focused efforts in areas such as the South County which already experiences some of the highest volumes in the region. Highway 101 Operational Improvement Phases 1, 2 and 3, are examples of recently constructed projects that improve the level-of-service; decrease congestion caused by weaving movements; and invest in our existing infrastructure while delaying more costly capital projects.

While conditions are not as severe as in the South County, areas of the North County will be in need of operational and parallel route investments since 45% of new residents are anticipated to live there. The region’s population will age; with a greater proportion of the population over the age of 60 there will be a need to improve transportation services.

**Figure 1-7**  
**Average Annual Daily Traffic (AADT) on U.S. 101**  
 (2000 to 2003 and 2006 to 2009)



# SLOCOG 2010 RTP-PSCS

## Chapter 2

### *Preliminary Sustainable Communities Strategy*



## Preliminary Sustainable Communities Strategy Table of Contents

Land Use-Transportation Connection .....	2-2
Goals of the <i>Preliminary Sustainable Communities Strategy</i> .....	2-4
Policies of the <i>Preliminary Sustainable Communities Strategy</i> .....	2-7
Preservation of Natural and Sensitive Resources and Important Farmland .....	2-9
Strategies of the <i>Preliminary Sustainable Communities Strategy</i> .....	2-14
Target Development Areas .....	2-17
Development of Regional Land Use Model and Regional Traffic Model .....	2-23
2020 and 2035 Land Use Scenario Development .....	2-26
Regional Traffic Model Development.....	2-29
Regional Traffic Model Results .....	2-30
Emissions Model Results.....	2-31
Land Use Model Results.....	2-32
Modeling Conclusions.....	2-37
California Climate Adaptation Strategy .....	2-38

## Land Use-Transportation Connection

SLOCOG has been engaged with the integration of land use and transportation over a number of years in prior regional transportation plans and the Regional Housing Needs Allocation (RHNA) process. SLOCOG also worked closely with San Luis Obispo County and each of the seven incorporated cities; the San Luis Obispo County Air Pollution Control District (APCD); the San Luis Obispo Local Agency Formation Commission (LAFCO), and various community services districts (CSDs) in developing the *Community 2050* Regional Blueprint.

*Community 2050*, approved by the SLOCOG Board in December 2008, outlines a Regional Growth Strategy that serves as the basis for the development of the *Preliminary Sustainable Communities Strategy* (PSCS) that is integrated in this RTP. The *2010 RTP-PSCS* incorporates concerns regarding the relationship between land use, transportation and related greenhouse gas emissions as a prelude to preparing a fully compliant RTP-SCS in the next few years. Figure 2-1 shows a schematic representation of these relationships.

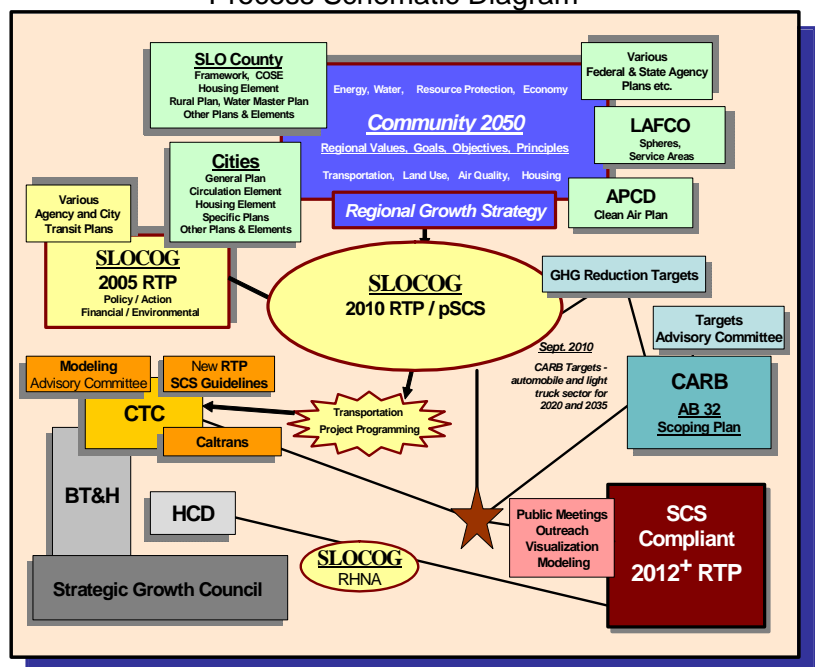
The *2010 RTP-PSCS* was conceived with a focus on developing an efficient and effective transportation system that maximizes choice, reduces traffic congestion and vehicle miles of travel in a policy framework that also strives to address equity and accessibility for all.

The process included outreach to the public; federal, state and member agencies; and communities of interest in a comprehensive planning effort as part of *Community 2050*. The resulting Regional Growth Strategy served as the basis for extensive mapping, development of alternative scenarios, and the modeling of the land use patterns, traffic impacts and estimating the resultant emissions (see Figure 2-2).

As part of defining the *Preliminary Sustainable Communities Strategy* (See Appendix H for a full description of the PSCS development and modeling), SLOCOG worked with: other MPOs: the California Air Resources Board (ARB) and its Regional Targets Advisory Committee: and a local Working Group and Policy Committee comprised of member jurisdictions, APCD, and LAFCO representatives; to outline scenarios, appropriate techniques to measure emissions, and address required elements for the future development of the Sustainable Communities Strategy.

The regional land use model identifies the location of generalized place types (i.e., development types) at the parcel level based upon current general plans and zoning densities. The land use model identified locations in the region sufficient to house anticipated population growth in the region and adequate acreage to accommodate projected commercial and industrial development needs over the course of the 25-year planning period of the RTP.

**Figure 2-1**  
Process Schematic Diagram

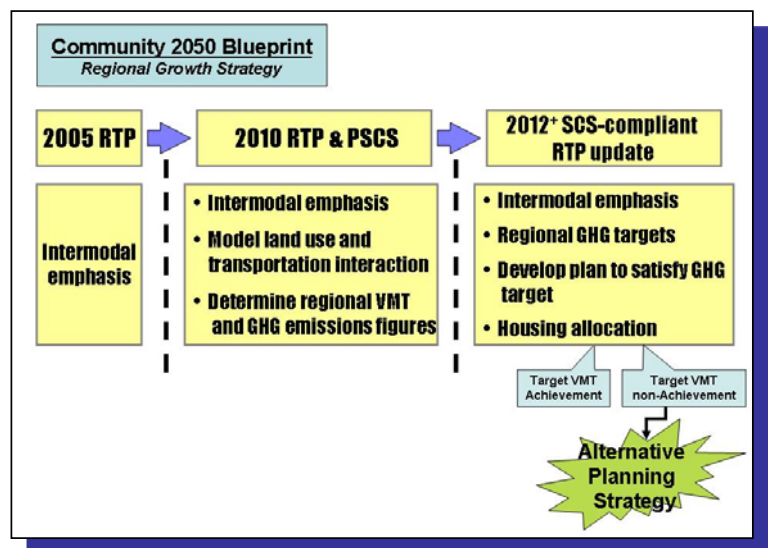


Better integration of land use, transportation and other key issues were considered in shaping the strategy that outlines the core values and objectives of the 2010 RTP-PSCS including: preservation of critical lands, promoting water and resource conservation, clean air, better public health, and providing housing options for all kinds of residents.

The forecasted development pattern was generated using the best practically available technical and scientific information for the region. The scenarios were modeled with land uses consistent with agencies general plans and improvements to the transportation network were based upon anticipated funding levels and timing. Other transportation demand management measures and policies which are not integrated into the basic traffic model were considered in a post processing exercise based upon best modeling practices that adjusted anticipated greenhouse gas emissions.

**Figure 2-2**

The 2010 RTP-PSCS identifies a transportation network to serve the transportation needs of the region and the Financial and Action Elements of the RTP are internally consistent. The Action Element (Highways, Streets and Roads, Public Transportation, Non-Motorized, and Transportation Demand and System Management) each delineate their specific goals, policies, and strategies along with lists of projects and programs and the anticipated periods when they will be funded. The projects in the plan comply with applicable federal Clean Air Act requirements and have been modeled in the PSCS to maintain internal consistency of the RTP.



The “Preferred Growth Scenario” (Scenario 2) that is the basis of the PSCS would decrease the strain on natural resources, reduce the amount of travel and greenhouse gas generation, improve air quality, and promote public health by supplying more efficient options for transportation and housing as well as decreasing infrastructure costs. The 2010 RTP-PSCS strives to make our communities more livable and would improve multimodal mobility through a combination of strategies and investments as described in the action elements.

The 2010 RTP-PSCS recognizes the need to accommodate growth in a manner that provides safe, reliable and economical transportation choices; decrease transportation costs, reduce dependence on oil, improve air quality, reduce greenhouse gas emissions, promote public health and contribute to a stronger economy.

The 2010 RTP-PSCS strategy is consistent with Caltrans’ *Smart Mobility Framework* and structures the region’s performance measurement around the framework’s six key smart mobility principles – *location efficiency, reliable mobility, health and safety, environmental stewardship, social equity, and robust economy*. The 2010 RTP-PSCS includes performance indicators (see Chapter 7) that can be used to evaluate progress toward achieving these principles and will align with efforts to collect consistent data around the state.

## Goals

- Promote the enhancement of regional and community livability, through the integration of land use, mobility and design strategies.
- Enhance the economic vitality, environmental sustainability, one's sense of community, and accessibility to basic human services within and between communities of the region.
- Facilitate the development and economic viability of communities in ways that reduce trips and travel distances, preserves aesthetic resources and promotes environmental enhancement.
- Provide safe and convenient alternative forms of transportation.
- Maximize the efficiency of the existing transportation system.
- Reduce energy consumption and emissions from transportation sources.
- Protect important farmland, valuable habitats, and natural resources.



### **What can SLOCOG do?**

- Prioritize transportation funding to direct development toward existing communities and “Target Development Areas”
- Encourage and promote regional plan consistency and target regional funding for projects consistent with the *Preliminary Sustainable Communities Strategy*
- Allocate “seed” funding to leverage other investment in target development areas
- Restrict funding of improvements inconsistent with adopted goals and policies
- Establish mitigation programs

## **Key Issues of the *Preliminary Sustainable Communities Strategy***

**Local governments are the principal stewards** of land and infrastructure resources through implementation of their land use policies. The effort to address transportation and land use coordination at the regional scale rests in the ability to work cooperatively to achieve mutually beneficial results among all segments of the community. State, local, and regional development responsibilities and impacts are intertwined. The implementation of a Sustainable Communities Strategy will require levels of cooperation and coordination at all levels of government that is unprecedented. Our challenge is to undertake these efforts on a long term basis in a manner that responds to federal and state government policy and requirements in a manner that integrates local concerns, context and capacities.

**Community resistance to change** is common. Higher-density development, infill development, redevelopment, and the adaptive re-use of existing buildings are often controversial and resisted by neighbors and community groups. Educational efforts to demonstrate attractive and compatible examples are needed to show how the resulting more efficient utilization of land resources and more compact urban areas can fit within existing neighborhoods.

**Current market conditions** have significantly delayed proposed/pending projects that were estimated to account for 40% of all new dwelling units. The degree of change in the inventory of residential and commercial properties will not significantly shift over the upcoming decade and changes in the travel patterns based on improved land use will be limited.

**Growth projections** indicate slow growth in the region. The projected 26,000 dwelling units added over 25 years would generate 1% growth per year. Recent adjustments to the projections based on current economic realities show even lower average growth rates during the early years of this planning period. It is assumed for modeling purposes that the later years of the planning period will see elevated levels of development to accommodate the projected totals.

**Funding constraints** have reduced the region's ability to expand transit service to desirable levels and construct and maintain all of the desired improvements on the surface transportation network. Revenues are down and are projected to remain at levels far below what is needed to accommodate desired street and road improvements and expanding transit levels to frequencies that facilitate high levels of service and use. In addition, existing fund types have limited flexibility. Programs to address maintenance, park-and-ride facilities, ridesharing services, as well as pedestrian and bike facilities are limited. Reauthorization of the federal transportation funding program promises to realign these fund categories, provide greater flexibility and place more emphasis on these alternatives. However, that legislation has been delayed and the final form has yet to be determined.

**Modeling capabilities and limitations** are being partially addressed by new funding that will allow SLOCOG to improve its traffic model. The current traffic model is a street and road capacity model focused on average daily traffic and does not address mode choice or pricing and does not have a socio-economic component (age, income). The traffic model is not a weekend model and recreational travel to the area is significant. In addition the land use model is not developed based on economic factors (affordability, land-cost) and the ability to determine results based on mixed use types of land use is unconfirmed - however evidence is emerging that these plan elements are effective. Travel time to work is currently based on Census 2000 information, data that is nine years old. A new detailed survey for better employment data and area per employee will be integrated into the upgraded model.

The 2010 RTP-PSCS identifies commercial and housing target areas for potential “smart growth” development with an emphasis on community centers and along major corridors (see Target Development Areas maps, Figure 2-7 through 2-11).

The 2010 RTP-PSCS proposes achieving a reduced dependency on auto trips by fostering more efficient local and regional land use development that will enable more walking, bicycling and transit use to meet congestion reduction goals – which in turn will support health and obesity prevention objectives. Key elements include:

- a. Expanding transit service, rideshare options, and transportation choices;
- b. Discouraging future rural development projects in agricultural and natural resource lands;
- c. Encouraging development in existing urbanized areas with access to existing businesses and services;
- d. Supporting incentive programs to develop measures that encourage smart growth development projects;
- e. Reporting on transportation performance and new residential and commercial building activity; and,
- f. Supporting potential infill and redevelopment of properties within target development areas.





## **Policies**

### **PRELIMINARY SUSTAINABLE COMMUNITIES STRATEGY**

- PSCS 1. Improve mobility through a combination of strategies and investments to accommodate anticipated growth in transportation demand and reduce current and projected levels of congestion.
- PSCS 2. Facilitate the development and economic viability of communities in ways that reduce trips and travel distances
- PSCS 3. Maintain and improve the regional transportation system in a manner which assists development and implementation of local general plans that support livable community concepts and efforts.
- PSCS 4. Reduce vehicle miles of travel related emissions by encouraging the use of public transit and other alternative forms of transportation by supporting and encouraging the adoption of general plans and zoning that promote more compact communities.
- PSCS 5. Support compact, mixed use and infill development in target development areas and within 1/3 mile of major transit stops and centers; and, encourage incentives such as funding, flexible standards and streamlined permit processing for mixed use and affordable housing.
- PSCS 6. Provide more transportation choices. Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.
- PSCS 7. Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- PSCS 8. Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, tourist destinations, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.
- PSCS 9. Support existing communities. Target funding toward existing communities to improve the efficiency of public works investments and increase community revitalization through such strategies as providing for transit oriented, mixed-use development, land recycling, and safeguarding rural landscapes.
- PSCS 10. Coordinate and leverage policies and investments. Align policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth.
- PSCS 11. Determine the best use of funds by equitably considering cost-effectiveness, economic, environmental, and livability factors.
- PSCS 12. Advocate "context sensitive solutions" in all aspects of project development to ensure community concerns are integrated in project design and construction.
- PSCS 13. Maintain and enhance quality aesthetic experiences along transportation corridors and surrounding landscapes through mitigation planting, urban streetscape improvements, removal of billboards, and other visual enhancements.
- PSCS 14. Protect important farmland, valuable habitats, and natural resources through acquisitions, setbacks, easements and environmental mitigation programs.

The 2010 RTP-PSCS endeavors to maintain and improve the region's transportation infrastructure to serve residents and visitors needs and promote the economic competitiveness and quality of life within the region. The plan supports an increase in transportation choices. It also supports: assisting jurisdictions in developing and adopting plans which increase housing affordability and choice – including providing for a variety of types and densities; focusing on development in urbanized areas along transit corridors and in commercial centers consistent with the Regional Growth Strategy; and striving to assure development includes all modes of transportation.

The 2010 RTP-PSCS anticipates the availability of an adequate supply of land for housing over the next 25 years. The scenarios used in the development of the PSCS assumed the distribution of “shares” of housing units commensurate with the Regional Housing Needs Allocation (RHNA) by income categories consistent with their general plans. Member agencies are currently adopting Housing Elements to address their current housing allocations. The PSCS places a significant emphasis on locating new residential opportunities proximate to transit and other transportation facilities, jobs, health facilities, convenience retail uses, and support services through the reuse, infill and seeking development of more mixed use development. A share of the new growth would go to various greenfield locations either within existing Spheres of Influence or proximate to existing urban areas.

Affordability remains a major concern and adequately addressing the perennial need for work-force housing will be a major challenge. The land use analysis identified and targeted “location-efficient” opportunities for more well-situated housing, more vibrant activity and employment centers, transportation options and alternatives to serve them, and trip reduction strategies and measures that can also effectively reduce demand.

### **Preliminary Land Use, Transportation and Emissions Modeling Results**

- ✓ Land use changes in the 2020 “Preferred Growth Scenario” could result in a 7.9% reduction in per-capita VMT from the 2008 base year (19.1 to 17.6 VMT per capita).
- ✓ Land use changes in the 2035 “Preferred Growth Scenario” could result in a 10.5% reduction in per-capita VMT from the 2008 base year (19.1 to 17.1 VMT per capita).
  - ✦ Slow growth rates and the scale of the SLOCOG region challenges implementation.
  - ✦ No single variable can generate a significant shift in VMT alone.
- ✓ The 2020 “Preferred Growth Scenario” could result in 8.1 to 10.1% reduction in per-capita CO<sub>2</sub> emissions.
- ✓ The 2035 “Preferred Growth Scenario” could result in 10.6 to 13.4% reduction in per-capita CO<sub>2</sub> emissions.
- ✓ Federal corporate average fuel economy (CAFE) standards and low carbon fuel standards are not included in the emissions model.
- ✓ Additional investments in transit and TDM will produce further reduction in VMT per capita.
- ✓ Pricing adjustments have noticeable impacts on VMT; SLOCOG has limited authority to adjust pricing.
- ✓ Affordable “location-efficient” housing will be the greatest challenge.
- ✓ Process requires consistency for inter-regional travel, application of post-processor results, and the metrics used.

## Preservation of Natural and Sensitive Resources, and Important Farmland

The *Community 2050* regional blueprint planning effort involved convening representatives of resource agencies, member jurisdictions and others to map sensitive lands in the region and identify areas with the greatest potential to maintain or restore environmental functions. These maps formed the basis for the analysis of the more sensitive land areas and potential development expansion areas.

The *2010 RTP-PSCS* supports avoidance and minimization of impacts to natural resources, valuable habitats (including wildlife, riparian and wetlands), farmland and water and air quality by proposing to:

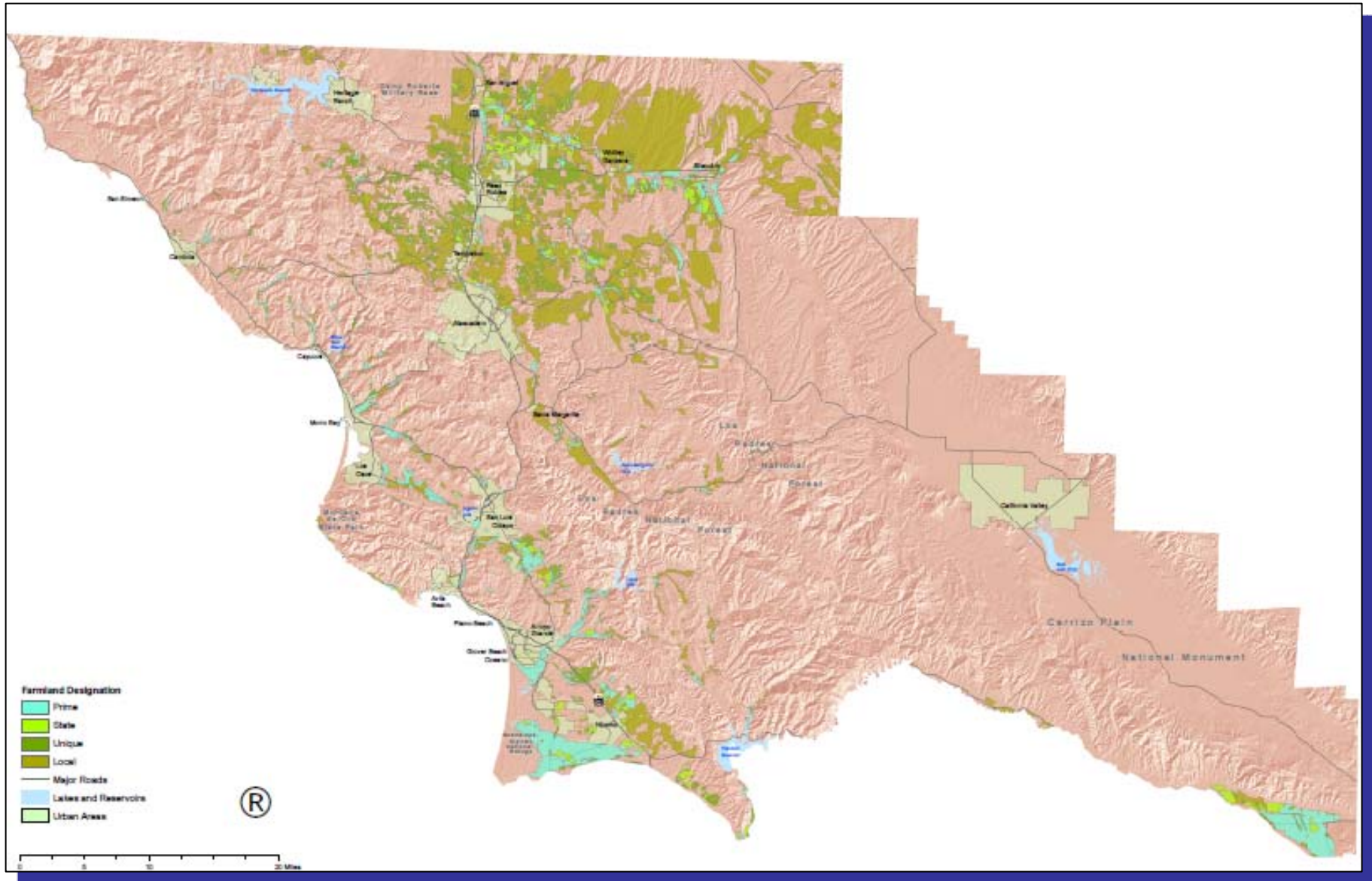
- a. Focus growth in urbanized target development areas and activity centers.
- b. Discourage development in rural and natural areas.
- c. Protect important farmland and natural resources to promote a functional connectivity that allows the seasonal migration and movement of species between areas.
- d. Evaluate projects to avoid creating unnecessary barriers that impede animal movement or interrupt linkages between species and resources.
- e. Continue to allocate funds to help leverage state and federal funding for important habitat, open space and park land acquisitions, and conservation easements.
- f. Coordinate with member agencies, state agencies, community organizations, foundations and trusts to protect and enhance critical lands by working together to provide funding and support for habitat protection efforts, potential establishment of mitigation banks and/or enhancements to existing protected areas.
- g. Use resource data to inform transportation decision-making process.
- h. Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, the most important areas to protect for sensitive species, and areas with a high concentration of resources.
- i. Give conservation plans as much weight as General Plans when planning transportation investments.
- j. Incorporate concepts such as 100 to 200 foot buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.
- k. Use parcel maps to identify larger, undivided parcels for ease of acquisition and preservation, and designate areas as potential future mitigation sites.

The following maps reflect the areas with important farmland in the region (Figure 2-3), areas of sensitive resources in the region (Figure 2-4), areas in the region where rare plants and animals have been inventoried in the California Natural Diversity Database (Figure 2-5), and an identification of important habitat connections and linkages throughout the region as identified in the California Essential Habitat Connectivity Project (Figure 2-6).

The regional spatial data developed in *Community 2050* will be integrated into the next regional transportation plan update to be compliant with SB 375. A series of maps developed as part of the regional blueprint planning process are included at the end of this chapter.

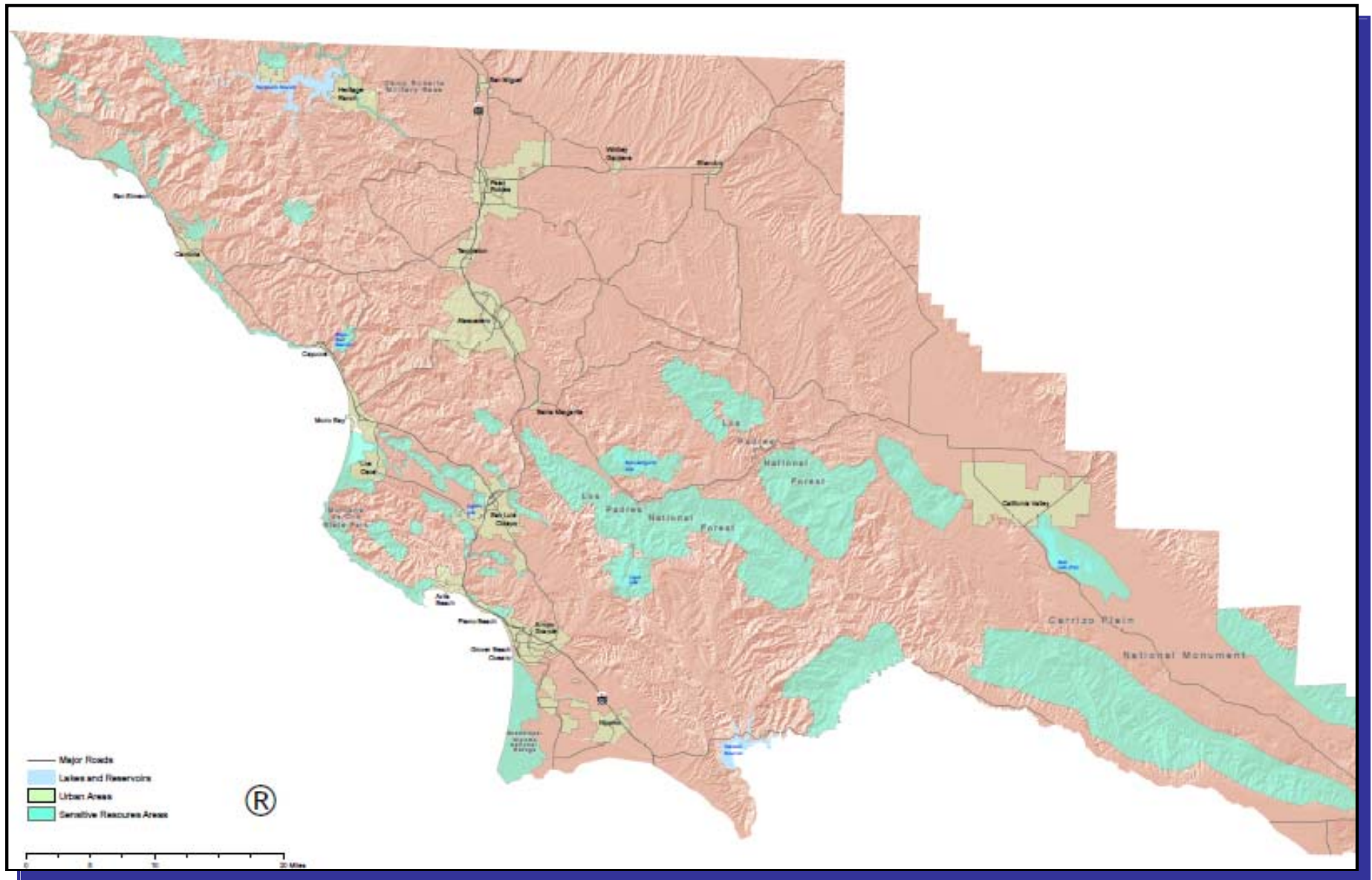
Spatial data identifying important farmlands, sensitive and natural resource areas, and habitat connectivity have been developed by state-level agencies using geographic information systems (GIS). These spatial layers will be considered alongside the general plan and land use information considered in the development of the PSCS in the development of the SCS-compliant RTP.

**Figure 2-3:  
Important Farmland**



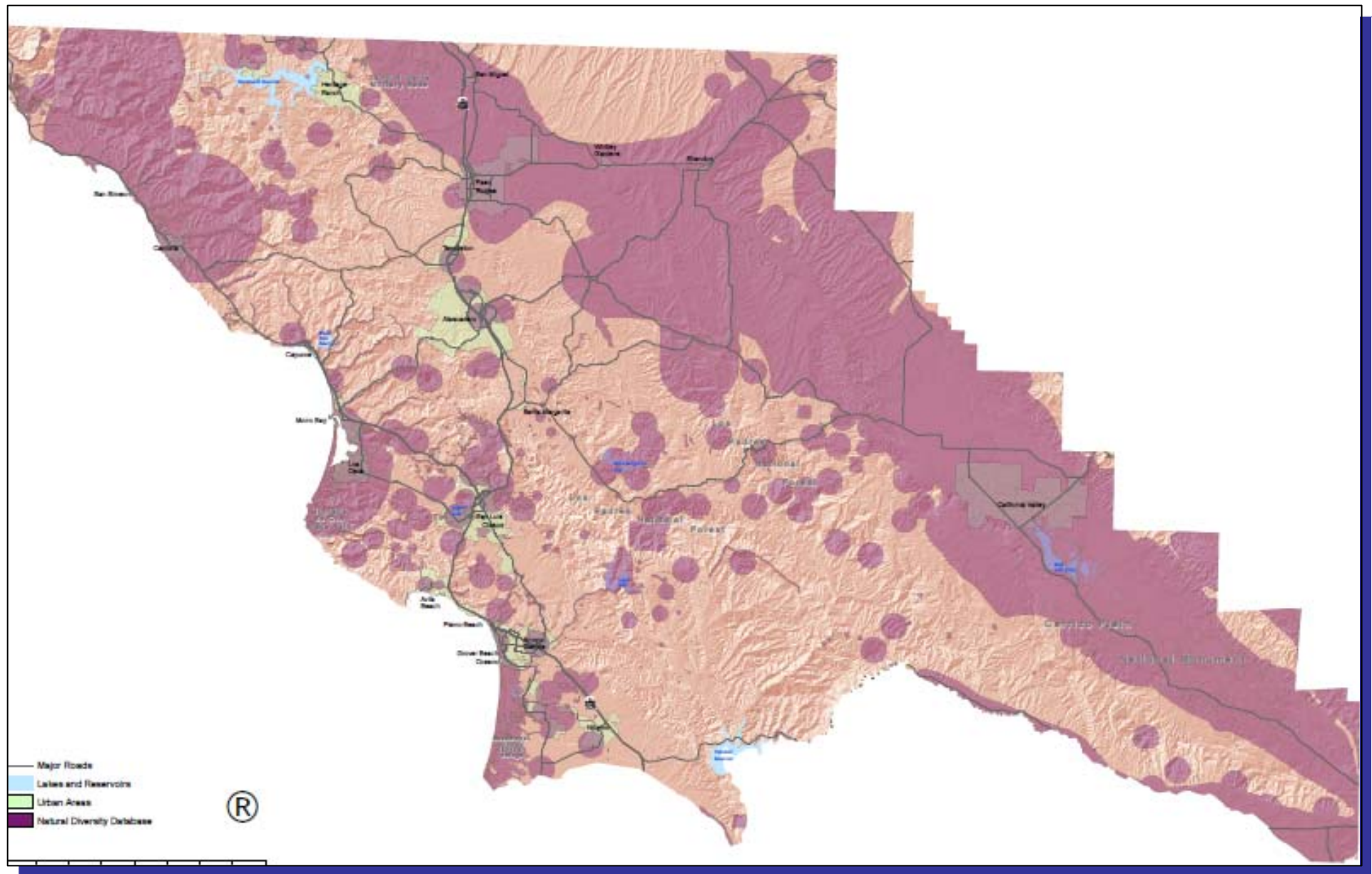
Source: California Department of Conservation, Farmland Mapping and Monitoring Program

**Figure 2-4:**  
**Sensitive Resources**



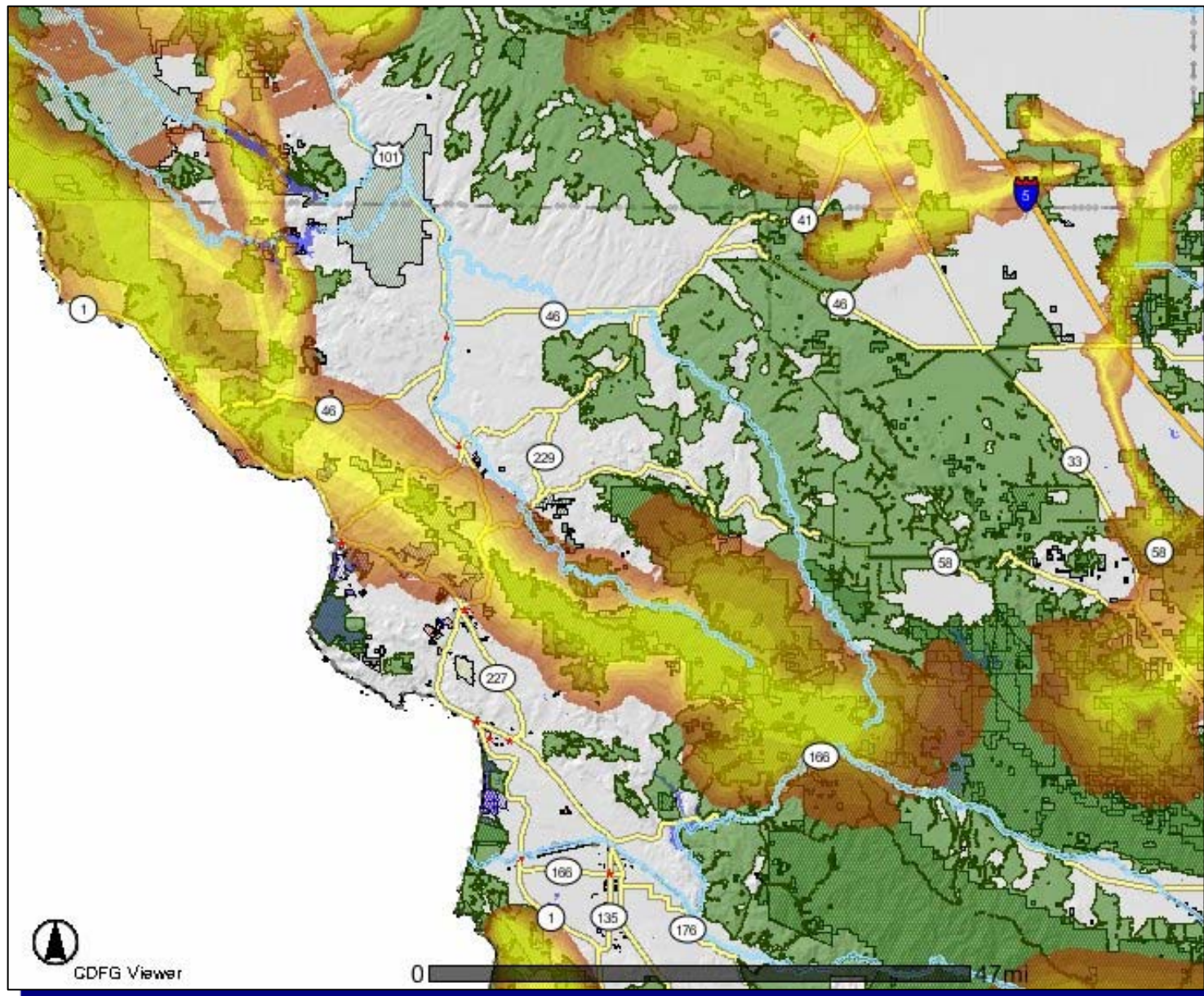
Source: California Department of Conservation, Farmland Mapping and Monitoring Program

**Figure 2-5:**  
**California Natural Diversity Database**



Source: California Department of Fish and Game

**Figure 2-6:**  
**California Essential Habitat Connectivity Project**



California Department of Fish and Game

Implementation of the 2010 RTP-PSCS will result in reduced costs and time needed to deliver transportation and other infrastructure projects through informed early public and resource agency involvement. Improved coordination and collaboration among all local and regional agencies is a SLOCOG priority. The groundwork already conducted regarding coordinated resource and sensitive habitat area mapping and critical issue identification provides the framework for early consultation regarding project development.

## **Strategies**

### **Preliminary Sustainable Communities Strategy**

1. Reduce travel times and trips by encouraging local jurisdictions to provide a wide range of housing types and sizes while providing employment opportunities within each planning subregion.
2. Support the incorporation of design features and infrastructure in new projects that enable access by transit, bicycling, and walking.
3. Support the implementation of programs and projects that enhance multimodal transportation choices, limit automobile oriented development and promote pedestrian scale communities.
4. Advocate establishing concentrated development and minimum densities along transit corridors.
5. Support the establishment of minimum residential densities on appropriate sites in urban areas where resources are available.
6. Seek change in the fiscal relationships and tax distribution mechanisms between the State and local agencies to provide adequate funding that will support good land use and development practices.
7. Give a high priority to funding improvements addressing existing deficiencies to the roadway system in or near target development areas and central business districts.
8. Advocate projects include features that minimize the need for additional vehicle travel.
9. Encourage jurisdictions to provide streamlined installation and permitting procedures for vehicle charging facilities.
10. Continue funding project scoping studies and improvements that benefit the existing transportation system; maintain and encourage a sense of community, and enhance the streetscape.
11. Review and comment on major plans and local land development proposals, encouraging livable community design concepts, and enhanced multi- and intermodal components, including pedestrian, bicycle, and public transit.
12. Advocate local and regional agencies use analytical tools and models to assess and compare standard land use practices with smart growth principles prior to major plan updates.
13. Promote the direction of most new residential development away from rural areas and concentrate it in higher density residential locations near major transportation corridors and transit routes, where resources and services are available.



## **Strategies**

### ***Preliminary Sustainable Communities Strategy***

14. Promote the development of new multi-family projects that include transportation demand management (TDM) strategies, such as reduced parking for affordable, workforce, or senior housing projects, subsidized public transportation passes, car sharing, vanpools, shuttles, or ride-matching programs, based on site.
15. Encourage new development to construct paths that connect land uses and other non-motorized routes, safe road crossings at major intersections and secure, weatherproof bicycle parking and storage facilities, and long-term maintenance of such facilities.
16. Encourage local jurisdictions to establish and maintain a mix of transit, bicycle, and pedestrian access choices.
17. Work with communities and developers to fund additional parking where needed, for example, through in-lieu parking fee programs.
18. Explore decoupling of parking and housing and commercial development in order to allocate the true cost of parking directly to users.
19. Support the location of new mixed use projects, community and neighborhood commercial centers near major activity nodes and transportation corridors. Community commercial centers should provide goods and services that residents have historically had to travel outside of the community to obtain.
20. Encourage new office development and concentrations of residential uses near major transportation facilities and corridors.
21. Support new development in the mixed-use and medium- and high-density land use categories located within ¼-mile of a transit node, existing bus route, or park and ride facility with regularly scheduled, daily service at a minimum density of 20 dwelling units per acre.
22. Work with local jurisdictions and Caltrans to implement a Scenic Byway and Scenic Highway designation for state routes where applicable.
23. Coordinate with Caltrans and local jurisdictions and other entities to encourage the development of measures that provide a "sense of place" along transportation corridors through the use of distinctive signage, landscaping, building form and setbacks, walkways, and an appropriate mixture of land uses.
24. Work with Caltrans, local jurisdictions, and transportation providers to develop transportation facilities and amenities that fit within the unique character of the community, providing landscaped medians and walkways along major multi-lane arterial highways, streets, and roadways.
25. Coordinate with Caltrans and local jurisdictions to implement measures to protect and enhance the distinctiveness of the county's character with appropriate landscape and screening measures along major transportation rights-of-way with native vegetation in rural areas and theme vegetation in urban areas.

The 2010 RTP-PSCS supports the AB 32 goal to reduce the state's greenhouse gas emissions. SLOCOG anticipates working with state agencies and local jurisdictions to develop an integrated multi-modal transportation system that provides multiple alternatives to the single occupant vehicle and reduces the number of total trips and vehicle miles traveled (VMT) thereby reducing greenhouse gas emissions and minimizing congestion. Many of the goals, policies, and strategies of the 2010 RTP-PSCS are consistent with the measures in the San Luis Obispo County Air Pollution Control District's *Clean Air Plan*.

## **Strategies**

### **Preliminary Sustainable Communities Strategy**

26. Promote the rezoning of existing urban areas where resources and services are available to accommodate residential densities at least 15 units per acre or more to provide for low- and very-low income housing.
27. Work with the County, cities and transit providers to identify transit nodes and target development areas for mixed-use development and promote transit oriented development through the following where appropriate:
  - a. Rezoning of commercial properties to multi-family residential and/or mixed-use,
  - b. Flexible zoning and standards for multi-family housing and mixed-use development,
  - c. Flexible minimum parking and building height limitations,
  - d. Density bonus programs,
  - e. Design guidelines for private and public spaces, and
  - f. Incentives for redevelopment of underutilized areas.
28. Support new or expanded commercial, industrial, public, or mixed use projects with 25 employees or more that provide TDM programs such as parking cash-out, subsidized transit passes, ridesharing incentives, vanpools, employee showers, and bicycle parking and storage facilities.
29. Support the reduction of parking requirements in areas such as central business districts where a variety of uses and services are planned in close proximity to each other and to transit.
30. Identify planning and design standards that local agencies can implement to offer flexible travel alternatives within and between the communities in the region.
31. Encourage new construction to provide preferential parking and/or no-cost parking for vanpool, carpool and alternative fuel vehicles.
32. Assess how transportation nodes and corridors may be impacted by climate change; identify areas most vulnerable to these impacts, and develop reasonable and rational risk reduction strategies. Special attention should be paid to the most vulnerable communities impacted by climate change in all studies.
33. Maintain and expand open space acquisition and mitigation program to protect environmentally sensitive areas and enhance community separators.
34. Investigate regional applicability of alternative technologies, such as cool pavement materials, green concrete additives, solar energy in rights-of-way, recycled pavement, pervious pavement, provisions for qualified low-emissions vehicles, and other measures.

### **Target Development Areas**

A key strategy in the PSCS is to focus new growth within existing urbanized areas and to develop investment strategies designed to support new development in target development areas.

The *Community 2050* Regional Growth Strategy identified target development areas (TDAs) delineated along existing commercial corridors and adjacent medium- and high-density residential zones throughout the region. In most cases, existing transit service is aligned along these corridors. A total of fifty Target Development Areas have been identified.

Most of the region's existing employment centers are contained within the TDAs. Additionally, zoning in about two-thirds of the TDAs allow for some mixed-use development. The remaining areas do not currently allow mixed-use development. Existing development on commercially-zoned land (that also allow mixed-use development) within the TDAs can generally be characterized as single-use commercial properties.

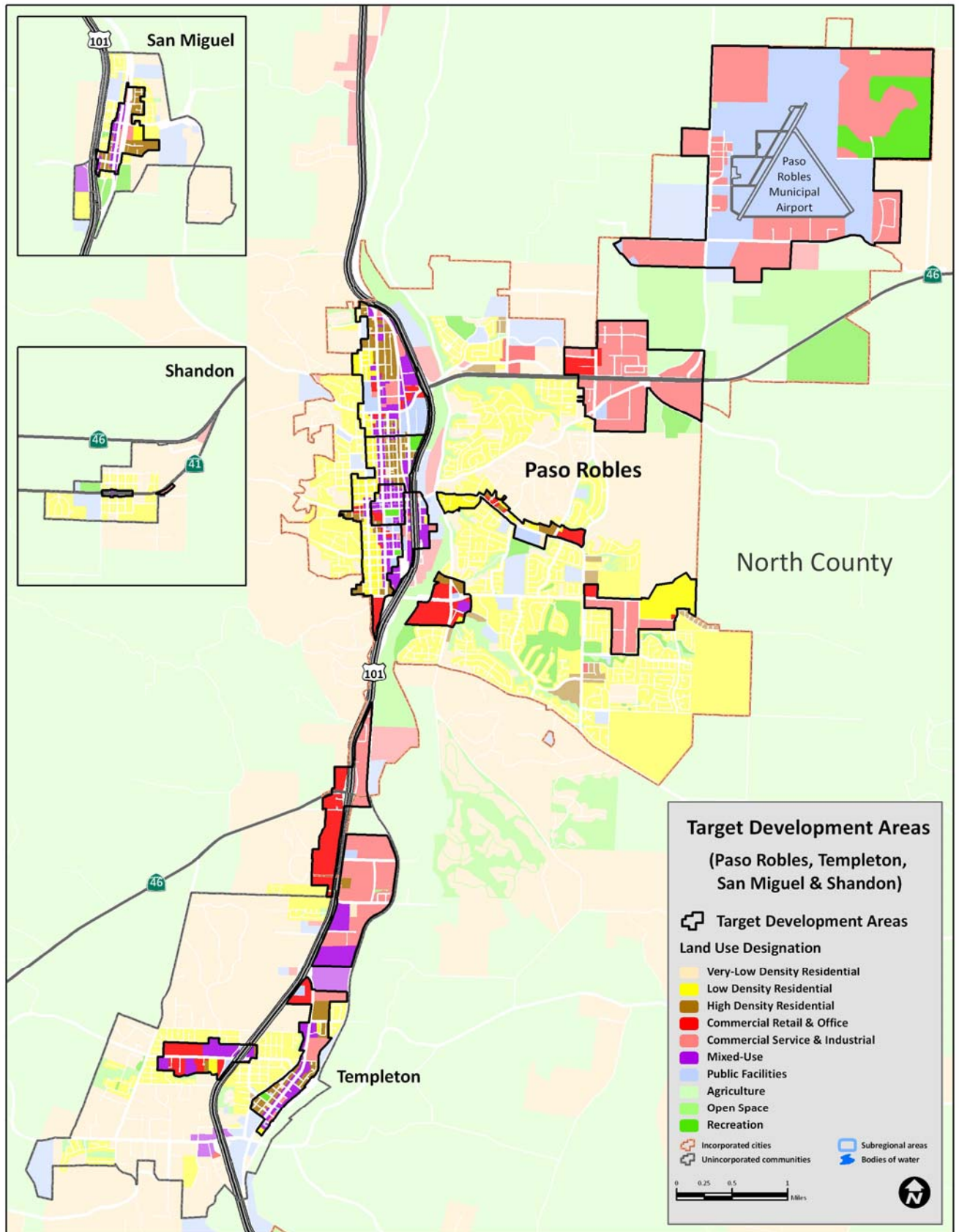
During development of the *Preliminary Sustainable Communities Strategy*, planning staff at local jurisdictions provided feedback on the locations in their respective communities and changes were incorporated into the modeling process. The following describes how other areas were addressed in the land use model.

Focus areas within these corridors would be enhanced and supported by strategies including:

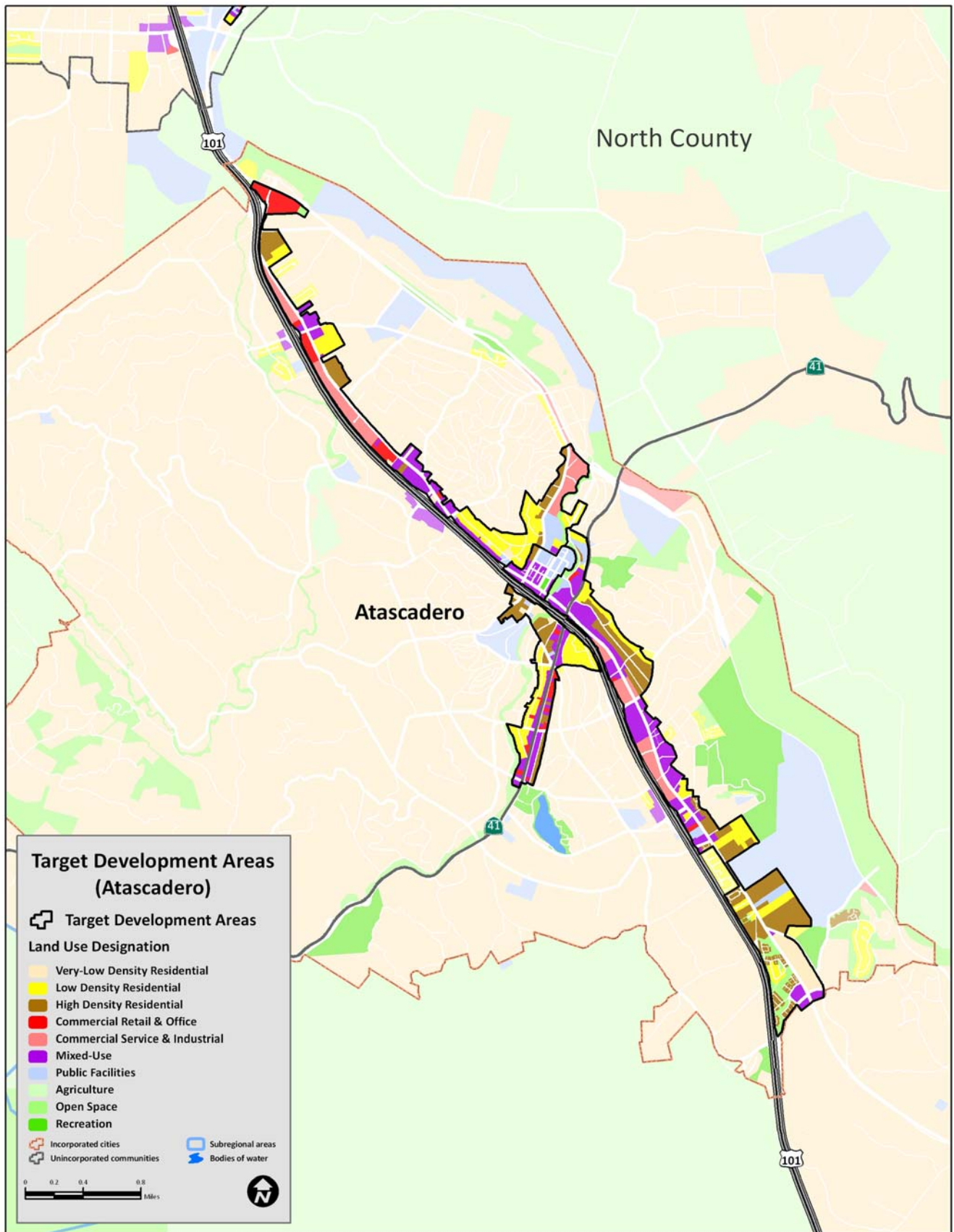
- a. Providing transportation funding for projects that encourage strategic investments and location efficient development within target development areas.
- b. Supporting planning activities for target development areas where investment has the most beneficial impact.
- c. Encouraging compact development in urban areas.
- d. Supporting land use policy changes and revisions to general plans and zoning codes where appropriate.
- e. Identifying and support density that reinforces transit service efficiency and vibrant neighborhoods.
- f. Encouraging energy efficient and green building practices.
- g. Discouraging growth in rural areas.
- h. Conducting periodic implementation assessments.
- i. Further assessing residential/commercial density along existing and planned transit corridors and identify opportunities for more intensive activity centers that support community needs.
- j. Expanding transit services and transportation system improvements.
- k. Developing and improving models, visual simulations, and other meeting participation techniques to foster understanding and participation.

The following series of maps show the target development areas that were developed based upon each community's general plan and used as the basis for land use modeling in the PSCS.

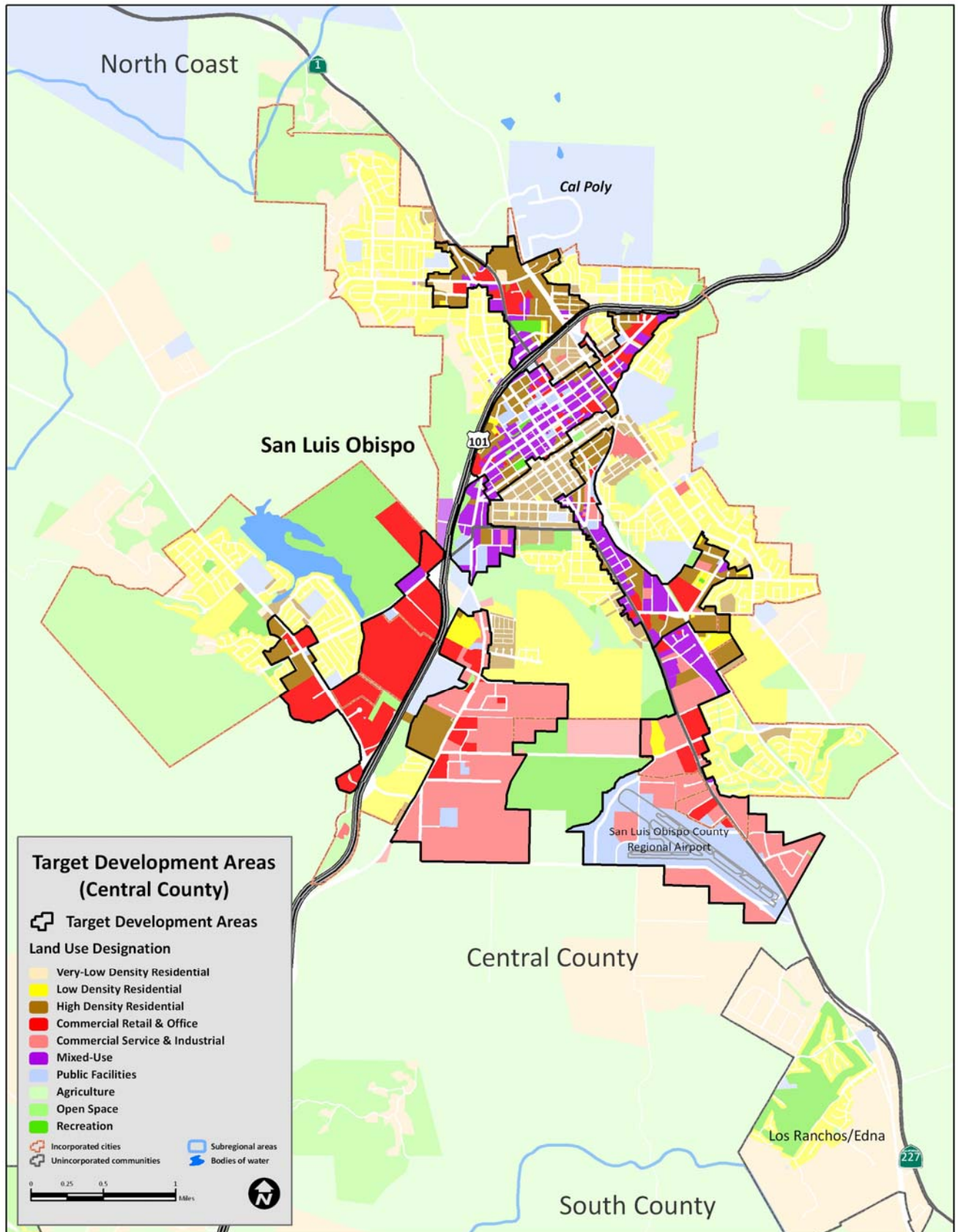
**Figure 2-7**  
**Target Development Areas: Paso Robles, Templeton, San Miguel and Shandon**



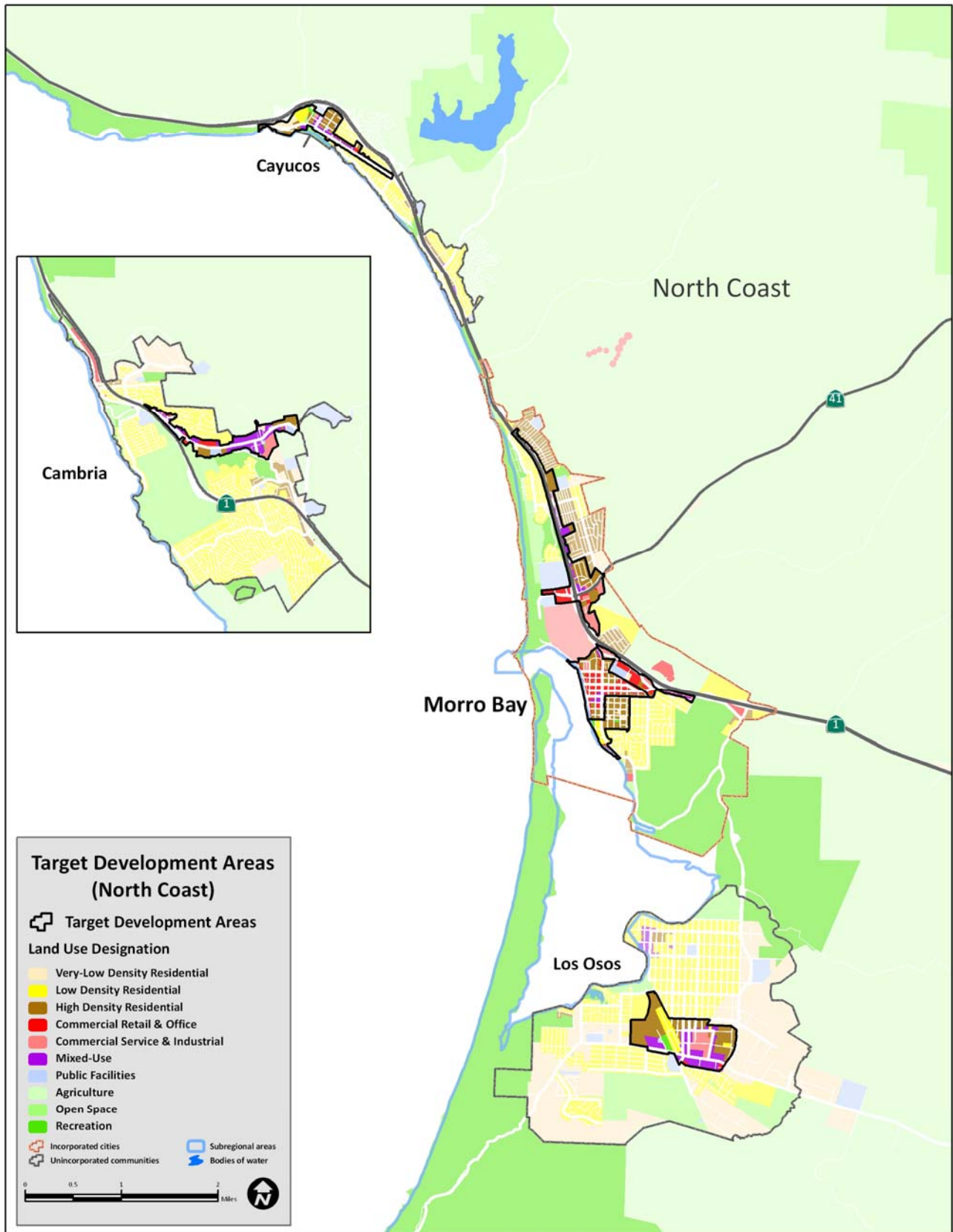
**Figure 2-8**  
**Target Development Areas: Atascadero**



**Figure 2-9**  
**Target Development Areas: San Luis Obispo**

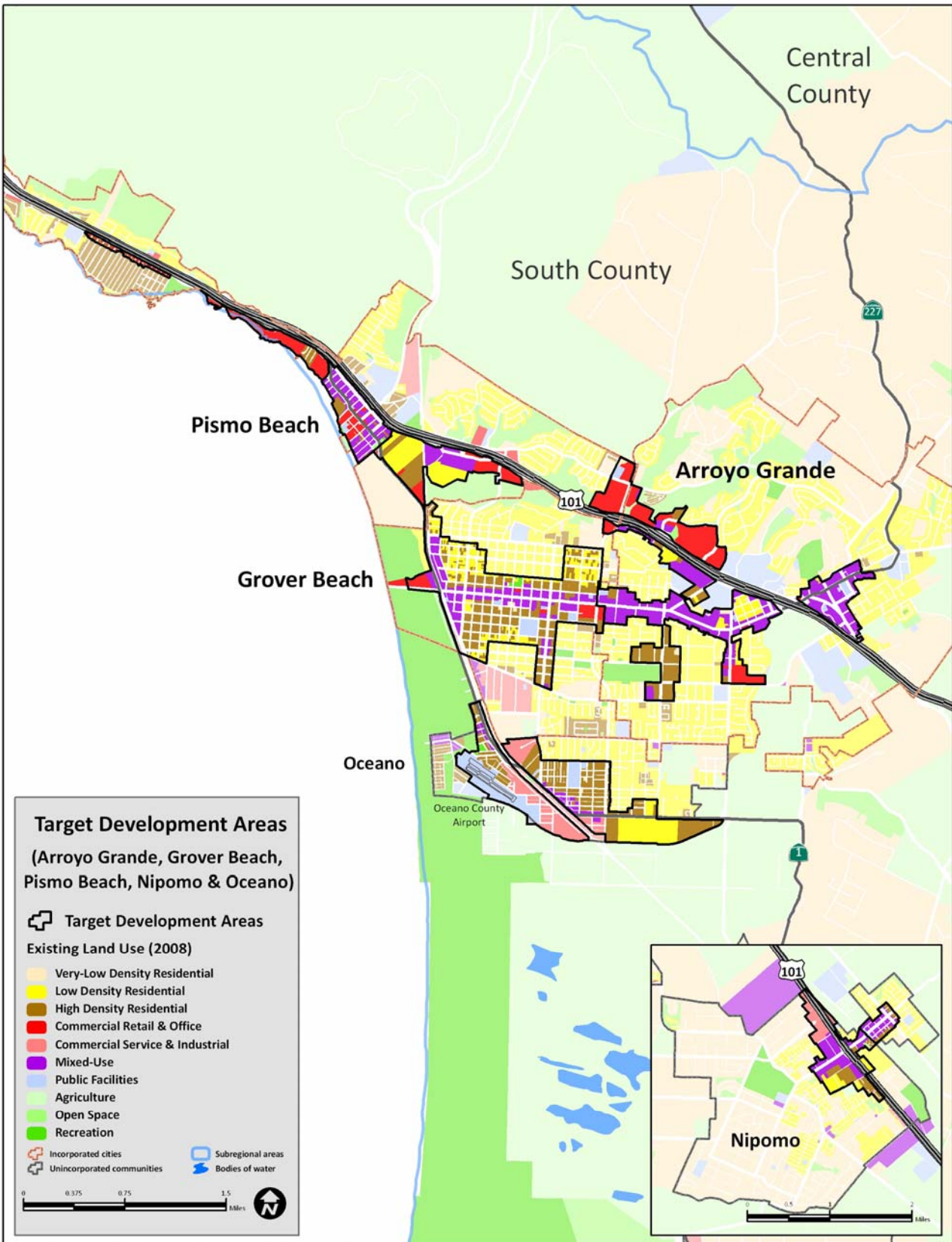


**Figure 2-10**  
**Target Development Areas: Morro Bay, Los Osos, Cayucos, and Cambria**



**Figure 2-11**

**Target Development Areas: Arroyo Grande, Grover Beach, Pismo Beach, Oceano and Nipomo**





### **Development of Regional Land Use Model and Regional Traffic Model**

In December 2008, the SLOCOG Board provided direction regarding the implementation of the Community 2050 regional blueprint planning document. The Board instructed that the 2010 RTP update:

- Integrate *Community 2050* into the 2010 RTP and the Sustainable Communities Strategy.
- Refine the targeted development areas, commercial corridors and downtown and village centers.
- Work with jurisdictions and LAFCO to refine urban expansion areas and areas not to grow.
- Refine policies and identify incentives and/or programs to implement these efforts.

SB 375 explicitly assigns responsibilities to SLOCOG to implement the bill's provisions for our region. The bill mandates the development of the SCS using an integrated regional land use and transportation planning approach to reduce greenhouse gas emissions from passenger vehicles and light trucks, and coordinate the regional housing needs allocation process with the regional transportation planning process.

### **Modeling Tools**

Three modeling tools were used to compare regional land use alternatives:

- I-PLACE<sup>3</sup>S: - A regional land use model
- TransCAD: - A regional traffic model
- EMFAC 2007: - A regional air quality model

#### Regional Land Use Model

The I-PLACE<sup>3</sup>S land use model that allows the operator to allocate future anticipated growth at the parcel level and produces a set of land use performance measures such as dwelling units per acre and total developed acres for each land use scenario created. The output file from I-PLACE<sup>3</sup>S for each regional land use scenario is inputted into and tested with the Regional Traffic Model.

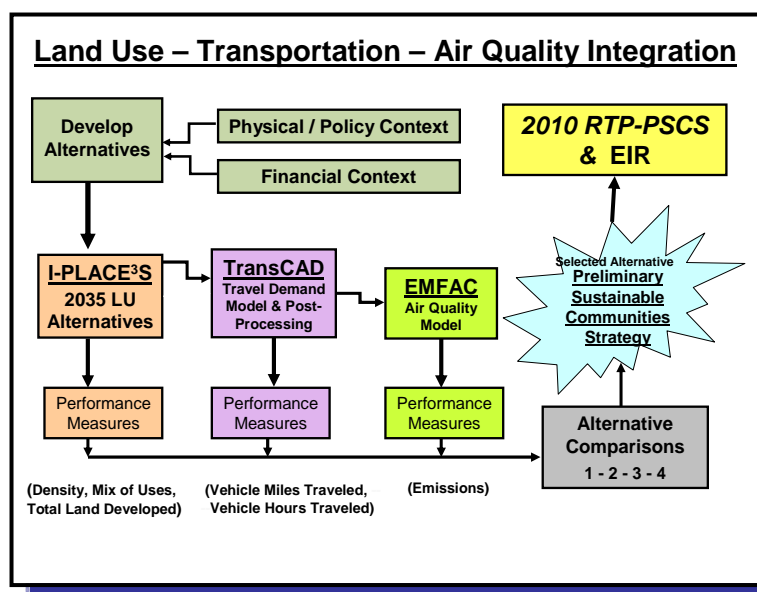
#### Regional Traffic Model

TransCAD is a regional traffic model that uses land use alternatives as an input and, using the road network, estimates transportation performance measures such as vehicle miles of travel, vehicle speeds, congestion, and delay through trip assignments to meet the demands of those land uses. The output file from TransCAD for each land use scenario is inputted into and tested with the Regional Air Quality Model.

#### Regional Air Quality Model

EMFAC 2007 is a regional air quality model that produces performance measures for greenhouse gas emissions and criteria air pollutants for all vehicle types based on vehicle miles traveled, vehicle type, fuel type and vehicle speed. The primary output from EMFAC2007 is metric tons of carbon dioxide emissions.

**Figure 2-12**



### **Proposed Land Use Projects**

There are over 25 proposed land use projects of varying size and character throughout the region that were included in the development of land use scenarios for 2020 and 2035. The projects can be characterized as (a) predominantly residential with a limited commercial component, (b) predominantly residential with a traditional neighborhood design that allows for commercial or mixed-use development near residential uses; (c) commercial-only developments, or (d) infill or redevelopment projects developed in existing commercial corridors, downtowns or villages. In total, approximately 13,000 housing units could be built in these proposed land use projects, accounting for half of the projected housing need from 2008 to 2035.

### **Vacant Land in Cities and County Communities**

Vacant properties exist throughout all of the cities and county communities in the region. Some of these are vacant lots that are part of an unfinished neighborhood that already have streets, sidewalks and other infrastructure already in place. Some of these properties are larger vacant parcels that are adjacent to existing development that are zoned for either residential or commercial development.

### **Rural Unincorporated Areas**

These areas include properties zoned for Rural Residential (which generally allow for the development of 1 dwelling unit for 5-, 10-, or 20-acre minimum parcel size), properties zoned for agriculture (which require 20-acre to 320-acre minimum parcel size), and properties within antiquated subdivisions (where each parcel could potentially allow the development of 1 dwelling unit).

### **Medium- and High-Density Residentially-Zoned Land with Additional Capacity**

These areas include properties zoned for medium- or high- density residential development that are not built to the allowable capacity under the general plan.



Population and Employment Projections

The regional land use model is developed in a manner that is consistent with the *Long-Range Socio-Economic Projections* report developed for the San Luis Obispo region to project countywide population and employment growth through 2035 (2009 update, Economics Research Associates/AECOM). In June 2009, the SLOCOG Board adopted revised 2035 population and employment projections for San Luis Obispo region that are used as the basis for the modeling effort. The SLOCOG Board supported the “Medium Scenario” for population and employment projections. Table 2-1 summarizes the adopted “Medium Scenario” projection.

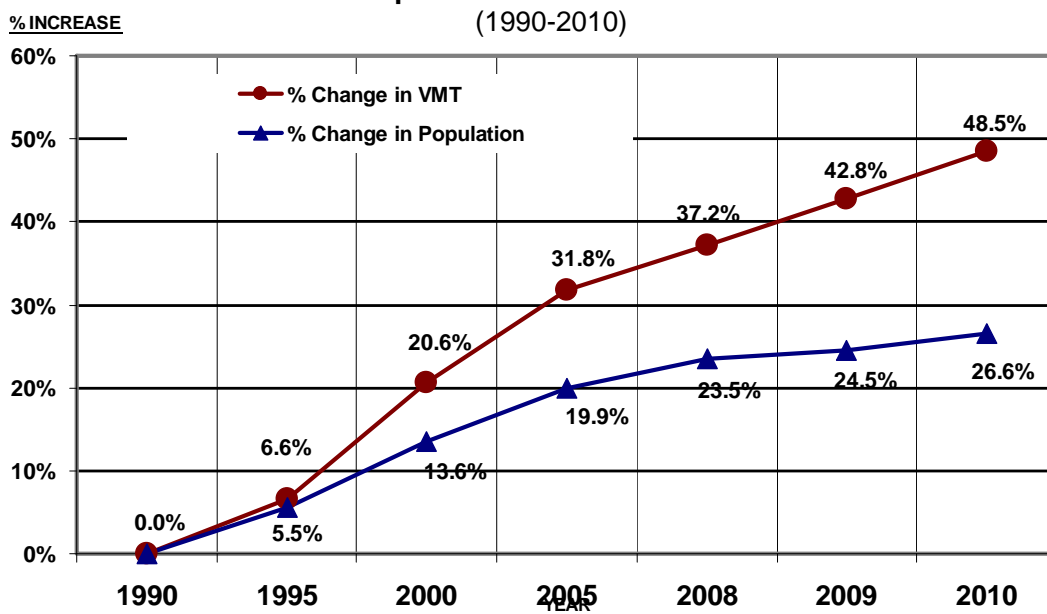
**Table 2-1**  
**Population and Employment Growth Estimates (“Medium Scenario”)**

Year	Population	Employment
2008	269,300	103,000
2010	273,500	100,600
2015	284,900	106,100
2020	295,400	113,400
2025	305,500	121,100
2030	318,100	129,100
2035	330,800	138,100
Compound Annual Growth Rate	0.76%	1.09%
Numeric Growth	61,500	35,100
Annual Average Growth	2,300	1,300

Source: ERA | AECOM (May 2009)

Vehicle miles of travel (VMT) have grown faster than overall population over the past two decades as shown in Figure 2-9.

**Figure 2-13**  
**Growth in Population and Vehicle Miles of Travel**  
(1990-2010)



## 2020 and 2035 Land Use Scenario Development

To provide estimates of future traffic and emissions and compare outcomes of each set of policies and improvements different scenarios are created. The inputs are analyzed by the various models which generate projected results by scenario for comparison. SLOCOG evaluated four scenarios for year 2035 as part of the planning process of the *Preliminary Sustainable Communities Strategy*.

Scenario 1, the “*Business-As-Usual Scenario*”, represents the outcome if no action is taken to change current trends in land use development patterns and regional transportation policy. Scenario 2, the “*Preferred Growth Scenario*”, represents the goals and policies outlined in the *Community 2050 Regional Growth Strategy*. New growth is encouraged to be located in existing urbanized areas and discouraged in rural areas.

Scenarios 3 and 4 were considered as part of the analysis but were not included in the RTP. They were not found to be “*reasonably anticipated*” scenarios due to the high degree of concentrated development that would exceed local practices and resource capacities. In addition the restricted degree of rural development that accompanied these scenarios was also unrealistic as thousands of vacant parcels already exist and are entitled to allow an application for a building permit.

Scenario Descriptions: This section briefly describes the 2035 and 2020 land use scenarios that were analyzed over the past year as part of the Preliminary Sustainable Communities Strategy. Interim-year analysis for 2020 was not developed for Scenarios 3 and 4.

### **“Business-As-Usual Scenario” Assumptions**

Assumptions used for the “*Business-As-Usual Scenario*” (Scenario 1) include the following:

- Half of the projected housing need is allocated to proposed land use projects, many of which are adjacent to the seven incorporated cities
- About twenty percent of the projected housing need is allocated to the rural unincorporated areas of the County, including to antiquated subdivisions
- The remaining thirty percent of the projected housing need is allocated to vacant residential land and vacant developable lots in the seven cities and county communities
- Most of the new employment growth will be allocated to vacant land designated as Commercial Retail, Commercial Service, Office or Industrial.
- Limited growth (both residential and employment) will be achieved through re-investment in existing commercial corridors.

### **“Business-As-Usual Scenario” (Scenario 1)**

#### **2020 Scenario 1 (“Business-As-Usual Scenario”)**

This scenario is meant to reflect the interim year of 2020 for 2035 Scenario 1. The 2020 “Business-As-Usual Scenario” assumes the same basis as listed below for the 2035 Scenario and has recently been adjusted downward with the delay of anticipated projects to reflect the slower pace expected due to the current financial situation.

#### **2035 Scenario 1 (“Business-As-Usual Scenario”)**

The 2035 “Business-As-Usual Scenario” assumes a future development pattern that follows development trends of the past, - low density development pattern throughout the region. Generally, new development occurs in an outward growth pattern, with limited reinvestment in existing commercial corridors. This scenario also assumes development in the rural unincorporated area continues at its current ratio relative to development in urbanized areas.

### **“Preferred Growth Scenario” Assumptions**

Assumptions used for the “Preferred Growth Scenario” (Scenario 2) include the following:

- The “Preferred Growth Scenario” assumes a future development pattern that accommodates many of the proposed land use projects as they are currently proposed, but reduces the number of units in some of the projects based on:
  - a. The type of project (greenfield or infill/redevelopment); and,
  - b. The project’s status as it relates to the land use planning frameworks (i.e., relation to general plan, cities’ spheres of influence, county urban and village reserve areas).

### **“Preferred Growth Scenario” (Scenario 2)**

#### **2020 Scenario 2** (*“Preferred Growth Scenario”*)

This scenario is meant to reflect the interim year of 2020 for 2035 Scenario 2. The 2020 Scenario 2 assumes intensification as described below for 2035. The models were calibrated to account for delayed implementation of many of the larger projects until after 2020.

#### **2035 Scenario 2** (*“Preferred Growth Scenario”*)

The 2035 *Preferred Growth Scenario* assumes intensification in the Target Development Areas, which follow the existing commercial and multi-family corridors throughout the SLOCOG region. Twenty percent (20%) of new residential units are accommodated in mixed-use development along these commercial corridors. The scenario also assumes some reduction in the scale of proposed land use projects that are outside county communities and city spheres of influence. This scenario assumes development continues to occur in the rural unincorporated area to a lesser degree than in Scenario 1.

### ***Analyzed and Rejected Scenarios (Scenarios 3 and 4)***

#### **2035 Scenario 3** (*more aggressive than 2035 Scenario 2*)

The 2035 Scenario 3 assumed greater intensification in the Target Development Areas with twenty-five percent (25%) of new residential units in mixed-use development along commercial corridors and assumed further reduction in the scale of proposed land use projects in the unincorporated areas outside county communities and spheres of influence. This scenario also assumed limited development occurs in the rural unincorporated area. A scenario for 2020 was not developed for 2035 Scenario 3 as it was deemed not to represent a reasonably anticipated future

#### **2035 Scenario 4** (*more aggressive than 2035 Scenarios 2 and 3*)

The 2035 Scenario 4 assumed greater intensification than Scenario 3. Thirty-three percent (33%) of new residential units in mixed-use and no growth would be allocated to land use projects outside county communities and spheres of influence. No new development would occur on land zoned for agriculture in the rural unincorporated area. This scenario also assumed greater intensification occurred in medium and high- density residential areas. An interim year scenario for 2020 was not developed for Scenario 4.

Table 2-3 provides a summary of how the 2020 and 2035 land use scenarios were developed and how they differ in the way future residential and non-residential development was allocated throughout the region.

**Table 2-3**  
**2020 and 2035 Scenario Descriptions Matrix**

Planning Theme	2008 Existing Conditions	Scenario 1 "Business-As-Usual Scenario"	Scenario 2 "Preferred Growth Scenario"
	Reflects existing conditions in 2008.	Future development same as recent past (fairly low density). Outward growth pattern, limited reinvestment in existing commercial corridors	Some intensification through reinvestment in existing commercial corridors. Some new development follows historical development pattern.
<b>Land use modeling component</b> Characterization of each component of land use modeling process for each scenario			
<b>Proposed land use projects</b>	A number of land use projects are proposed throughout the county.	All projects assumed to be built as proposed.	Reduction in scale of projects for those outside of cities' spheres of influence (SOI) and outside county communities.
<b>Target development areas</b>	Very limited residential development exists in commercial corridors where zoning allows for mixed-use development.	Limited residential growth in target development areas; assumes some intensification as a result of specific plans for infill.	About 20% of projected residential units.
<b>Vacant residential and commercial land in cities and county communities</b>	Vacant land and vacant developable lots exist throughout county.	Developed to capacity of general plan. Commercial development assigned to vacant non-residential land.	Developed to capacity of general plan. Commercial development assigned to vacant non-residential land.
<b>Rural unincorporated land</b>	Extensive rural residential growth in unincorporated area.	Continued growth on land zoned for agriculture. Land zoned for rural residential assumed to build out.	Limited residential growth on land zoned for agriculture. Land zoned for rural residential assumed for build out.
<b>Medium- and high-density residential with additional capacity under general plan.</b>	Additional capacity exists in land zoned for medium- and high-density residential throughout the county.	No intensification.	Limited intensification of medium- and high-density residential with additional capacity under the existing general plan.



## Regional Traffic Model Development

The SLOCOG Regional Traffic Model is based on a master network of roadways as well as demographic data as generated from the I-PLACE<sup>3</sup>S land use model. The master roadway network contains data on existing facility features for existing roadways, including sidewalks. For scenario testing, both 2020 and 2035 scenarios assumed the following capacity or connection improvements identified (no guarantees of funding is made for projects).

### *Sidewalk Improvements*

Within the target development areas (TDAs) of the 2008 model network, 71 miles of streets were classified as having 'partial sidewalks' (meaning the presence of a sidewalk on one side of the street), 90 miles of streets were classified with 'full sidewalks' (180 linear miles), and 28 miles of streets were not reviewed.

- 2035 Scenario 1 and 2020 Scenario 2 add nearly 60 miles of new sidewalks by improving any street within a TDA with 'no sidewalks' in 2008 to a 'partial sidewalk'.
- 2035 Scenario 2 adds over 120 linear miles (over 2008) of sidewalk by improving any street, within all TDAs, with 'no sidewalks' in 2008 to a 'partial sidewalk' AND any street within a TDA with 'partial sidewalk' in 2008 to a 'full sidewalk'.

### Integration of 4-D Variables

Prior to running the traffic model or even converting the I-PLACE<sup>3</sup>S export, the following 'D' variable inputs were generated. "D" variables are generated and use by the model as inputs that provide adjustments based on established factors to the model's results. The TAZs in the Regional Traffic Model that have higher 'D' variables will adjust VMT for street and roads located in those TAZs generating results that account for the presence of "D" factors.

- Design:** The 2035 street network (with RTP capacity-increasing improvements), node network, and Traffic Analysis Zone (TAZ) structure are processed to generate such information as route directness, length of streets and sidewalks, intersection densities, TAZ size, and a pedestrian design score.
- Density:** The model calculates employees per acre and dwelling units per acre based on each land use scenario.
- Diversity:** The model calculates employment per population based on each land use scenario.
- Destinations:** The distribution of trips to and from home, work, school or other.



## Regional Traffic Model Results

All land use scenarios, including 2008 Existing Conditions, were processed similarly through conversion tools to create the traffic model inputs and calculate 4D adjustments. The 2008 base year was calibrated to existing counts, no 4-D adjustment is used, and future scenario adjustments are compared with the 2008 base year. The Regional Traffic Model does not inherently address mode choice, but relies upon a post-processor to quantify results from increased transit, bike, and ridesharing improvements. The 2008, 2020, and 2035 scenarios were run in the traffic model and similarly adjusted for transit and TDM measures using the VMT Quick Response Tool. The following results were based on a methodology identified by the California Air Resources Board's Regional Targets Advisory Committee and detailed coordination and discussions with ARB and SLOAPCD staff. At this time the preferred method of VMT calculation eliminated the VMT of trips that originated and terminated outside the region. The VMT of trips that either ended or started in the SLOCOG region (but had one end outside) was halved.

### 2020 Scenario 1 and 2020 Scenario 2

In 2020 Scenario 1, daily VMT increases by 0.7% over the 2008 base year. Since the region's population increases by 6.9% by 2020, VMT per capita decreases by 6.4% (from 19.1 to 17.9 VMT per capita) when compared to the 2008 base year, when accounting for the potential reduction in daily VMT realized from transit and TDM improvements through the *VMT Quick Response Tool*. By contrast, daily VMT per capita may decrease by up to 7.9% (from 19.1 to 17.6 VMT per capita) in 2020 Scenario 2 when compared to the 2008 base year.

### 2035 Scenario 1 and 2035 Scenario 2

In 2035 Scenario 1, daily VMT increases by 15.9% over the 2008 base year. Since the region's population increases by 22.8% by 2035, VMT per capita decreases by 8.1% (from 19.1 to 17.1 VMT per capita) when compared to the 2008 base year, when accounting for the potential reduction in daily VMT realized from transit and TDM improvements through the *VMT Quick Response Tool*. By contrast, daily VMT per capita may decrease by up to 10.5% (from 19.1 to 17.1 VMT per capita) in 2035 Scenario 2 when compared to the 2008 base year.



For additional analysis of land use and travel model results, please see the *Preliminary Sustainable Communities Strategy: Land Use and Traffic Model Report* (Appendix H).



## Emissions Model Results

This section provides summary results of the emissions modeling, comparing the 2008 Existing Conditions (base year) to the “*Business-As-Usual Scenario*” and the “*Preferred Growth Scenario*” (for both 2020 and 2035). Emissions modeling and summary results were prepared by staff at the San Luis Obispo County Air Pollution Control District (APCD). Traffic model results for each scenario were used as inputs into EMFAC2007, the emissions modeling software. SB 375 exclusively targets greenhouse gas (GHG) reductions from automobiles and light trucks (the first 4 of 13 vehicle classes in the EMFAC model). It should be noted that not including the other vehicle classes underestimates the total GHG emissions from vehicles in SLO County by about 17%. Results are summarized below as daily VMT per capita and daily CO<sub>2</sub> emissions per capita. Full results include total daily VMT and total daily CO<sub>2</sub> emissions.

### Comparison of 2020 Scenarios to 2008 Base Year

Table 2-4 provides a comparison of VMT per capita and greenhouse gas emissions per capita for 2020 Scenario 1 and 2020 Scenario 2 as compared to 2008 base year.

**Table 2-4**  
**Comparison of VMT and GHG figures for 2008 Base Year and 2020 Scenarios.**

<b>Key Metrics (2008 base year vs. 2020)<sup>2,3,4</sup></b>	<b>2008 Base Year</b>	<b>2020 Scenario 1 "Business-As-Usual Scenario"</b>	<b>2020 Scenario 2 "Preferred Growth Scenario"</b>	<b>%change (2008 BY vs 2020 S1)</b>	<b>%change (2008 BY vs 2020 S2)</b>
Population	269,300	288,000	288,000	6.9%	6.9%
Daily VMT <sup>5,6</sup>	5,140,635	5,144,435	5,062,732	0.1%	-1.5%
Daily VMT per capita	<b>19.1</b>	<b>17.9</b>	<b>17.6</b>	<b>-6.4%</b>	<b>-7.9%</b>
<b>Daily CO<sub>2</sub> emissions per capita (lbs)</b>	<b>16.5</b>	<b>15.2</b>	<b>14.8</b>	<b>-8.1%</b>	<b>-10.1%</b>

Note 1: San Luis Obispo County APCD staff prepared this table for baseline and SLOCOG identified future land use development scenarios.

Note 2: These results account for land use changes, 4-D improvements, transit improvements and TDM improvements.

Note 3: The Pavley II and Low Carbon Fuel Standard adjustments are not applied in this planning scenario process.

Note 4: SLOCOG TransCAD regional traffic model was used to provide vehicle miles of travel (VMT) and vehicular speed information (speed bins) inputs for the EMFAC2007 vehicular emissions model. The TransCAD model is a single mode vehicular model that accounts for VMT impacts of actual and proposed land use development. 4-D refers to design, density, diversity and destination; i.e., compact urban design in the allocation of new development.

Note 5: SLOCOG TransCAD regional traffic model, a single-mode model, provides VMT values that include 100% of the VMT from trips starting and ending in San Luis Obispo County (“internal-internal” trips), 50% of the VMT from trips that start in San Luis Obispo County and end in another (“internal-external” trips), 50% of the VMT from trips that start in another county and end in San Luis Obispo County (“external-internal” trips), 0% of the VMT of trips that pass through the county but start and end in other counties. The VMT not accounted for in the EMFAC emissions simulations is roughly 26 percent of total VMT in the county.

Note 6: SB 375 addresses greenhouse gas emissions from passenger vehicles and light-duty trucks (the first 4 of the 13 vehicle classes in the EMFAC model). It should be noted that not including the other vehicle classes underestimates the total greenhouse gas emissions from vehicles in San Luis Obispo County by about 17 percent (based on the 2008 Existing Conditions EMFAC simulation).

Daily CO<sub>2</sub> emissions per capita are reduced by 8.1 percent (16.5 to 15.2 lbs. of CO<sub>2</sub> per capita) in 2020 Scenario 1 compared to the 2008 base year, and by 10.1 percent (16.5 to 14.8 lbs. of CO<sub>2</sub> per capita) in 2020 Scenario 2 when compared to the 2008 base year.

### Comparison of 2035 Scenarios to 2008 Base Year

Table 2-5 provides a comparison of VMT per capita and greenhouse gas emissions per capita for 2035 Scenario 1 and 2035 Scenario 2 as compared to 2008 Base Year.

**Table 2-5**  
**Comparison of VMT and GHG figures for 2008 Base Year and 2035 Scenarios.**

Key Metrics (2008 base year vs. 2035) <sup>1,2,3,4</sup>	2008 Base Year	2035 Scenario 1 "Business-As-Usual Scenario"	2035 Scenario 2 "Preferred Growth Scenario"	% change (2008 BY vs. 2035 S1)	% change (2008 BY vs. 2035 S2)
Population	269,300	330,800	330,800	22.8%	22.8%
Daily VMT <sup>5,6</sup>	5,140,635	5,803,759	5,649,854	12.9%	9.9%
Daily VMT per capita	<b>19.1</b>	<b>17.5</b>	<b>17.1</b>	<b>-8.1%</b>	<b>-10.5%</b>
Daily CO <sub>2</sub> emissions per capita (lbs)	<b>16.5</b>	<b>14.8</b>	<b>14.3</b>	<b>-10.6%</b>	<b>-13.4%</b>

Note 1: San Luis Obispo County APCD staff prepared this table for baseline and SLOCOG identified future land use development scenarios.

Note 2: These results account for land use changes, 4-D improvements, transit improvements and TDM improvements.

Note 3: The Pavley II and Low Carbon Fuel Standard adjustments are not applied in this planning scenario process.

Note 4: SLOCOG TransCAD regional traffic model was used to provide vehicle miles of travel (VMT) and vehicular speed information (speed bins) inputs for the EMFAC2007 vehicular emissions model. The TransCAD model is a single mode vehicular model that accounts for VMT impacts of actual and proposed land use development. 4-D refers to design, density, diversity and destination; i.e., compact urban design in the allocation of new development.

Note 5: SLOCOG TransCAD regional traffic model, a single-mode model, provides VMT values that include 100% of the VMT from trips starting and ending in San Luis Obispo County ("internal-internal" trips), 50% of the VMT from trips that start in San Luis Obispo County and end in another ("internal-external" trips), 50% of the VMT from trips that start in another county and end in San Luis Obispo County ("external-internal" trips), 0% of the VMT of trips that pass through the county but start and end in other counties. The VMT not accounted for in the EMFAC emissions simulations is roughly 26 percent of total VMT in the county.

Note 6: SB 375 addresses greenhouse gas emissions from passenger vehicles and light-duty trucks (the first 4 of the 13 vehicle classes in the EMFAC model). It should be noted that not including the other vehicle classes underestimates the total greenhouse gas emissions from vehicles in San Luis Obispo County by about 17 percent (based on the 2008 Existing Conditions EMFAC simulation).

Daily CO<sub>2</sub> emissions per capita are reduced by 10.6 percent (16.5 to 14.8 lbs. of CO<sub>2</sub> per capita) in 2020 Scenario 1 compared to the 2008 Base Year, and by 13.4 percent (16.5 to 14.3 lbs. of CO<sub>2</sub> per capita) in 2020 Scenario 2 when compared to the 2008 Base Year.

## Land Use Model Results

This section describes model results from the *2008 Existing Conditions*, *2020 Scenario 1* and *2020 Scenario 2*, and *2035 Scenario 1* and *2035 Scenario 2*. Housing units on agriculture-zoned properties of more than 20 acres are not included in residential density calculations. This was done to more accurately reflect the residential density in more developed areas of the county. Additionally, only non-farm employment figures are considered in employment figures. This was done to more accurately reflect the current and future "footprint" of employment centers in existing urbanized areas.

Table 2-6 provide a comparison of the 2008 existing conditions, the two 2020 scenarios, and the two 2035 land use scenarios based on key performance measures, including *total dwelling units*, *total employees*, *acres with dwelling units*, *acres with employment*, *total developed acres*, *dwelling units per acre*, *non-farm employees per acre*, and *non-farm employment per dwelling unit*.

**Table 2-6**  
**Regional Land Use Performance Measures**

Scenario	2008 Existing Conditions	2020 Scenario 1 "Business-As-Usual"	2020 Scenario 2 "Preferred Growth Scenario"	2035 Scenario 1 "Business-As-Usual"	2035 Scenario 2 "Preferred Growth Scenario"
Total residents <sup>(a)</sup>	258,213	278,135	278,157	320,121	320,267
Total dwelling units <sup>(b)</sup>	106,605	114,871	114,997	130,139	131,917
Total employees (non-farm)	101,543	110,876	110,872	141,769	141,625
Acres with dwelling units <sup>(b)</sup>	43,433	46,737	45,813	56,389	49,961
percent change from 2008 EC		7.6%	5.5%	29.8%	15.0%
percent change from 2020 BAU		--	-2.0%	--	--
percent change from 2035 BAU		--	--	--	-11.4%
Acres with employees (non-farm)	11,370	11,884	11,817	13,046	13,038
percent change from 2008 EC		4.5%	3.9%	14.7%	14.7%
percent change from 2020 BAU		--	-0.6%	--	--
percent change from 2035 BAU		--	--	--	-0.1%
Total developed acres (non-farm)	54,803	58,621	57,630	69,435	62,999
percent change from 2008 EC		7.0%	5.2%	26.7%	15.0%
percent change from 2020 BAU		--	-1.7%	--	--
percent change from 2035 BAU		--	--	--	-9.3%
Dwelling units per acre <sup>(b)</sup>	2.45	2.46	2.51	2.31	2.64
percent change from 2008 EC		0.1%	2.3%	-6.0%	7.6%
percent change from 2020 BAU		--	2.1%	--	--
percent change from 2035 BAU		--	--	--	14.4%
Employees per acre (non-farm)	8.93	9.33	9.38	10.87	10.86
percent change from 2008 EC		4.5%	5.1%	21.7%	21.6%
percent change from 2020 BAU		--	0.6%	--	--
percent change from 2035 BAU		--	--	--	0.0%
Non-farm employment per d.u.	0.95	0.97	0.96	1.09	1.07

## Notes:

(a) Total residents does not account for the estimated group quarters population of 16,064.

(b) Place Types "Agriculture - Residential", "Agriculture" and "Grazing and Ranch Lands" not included in this calculation.

Number of New Housing Units by Type

Table 2-7 provides a comparison of housing types for *new* housing units for the 2020 and 2035 scenarios as compared to the 2008 Existing Conditions.

**Table 2-7**  
**Number of New Housing Units by Type**

Scenario	2008 Existing Conditions	2020 Scenario 1 "Business-As-Usual"	2020 Scenario 2 "Preferred Growth Scenario"	2035 Scenario 1 "Business-As-Usual"	2035 Scenario 2 "Preferred Growth Scenario"
Housing Type	Existing Dwelling Units	New Dwelling Units			
Rural Residential	10,958	11,830	11,429	16,248	12,922
Single Family, Large-Lot	21,431	23,023	22,882	30,872	28,023
Single Family, Medium-Lot	28,281	30,359	30,209	32,249	33,036
Single Family, Small-Lot	13,142	13,731	13,684	13,891	14,350
Attached Single Family	8,616	10,291	10,229	11,285	12,321
Apartment / Rental Housing	20,035	20,910	20,724	22,241	22,684
Mobile Home Park	7,325	7,325	7,325	7,295	7,325
Mixed-Use	175	1,087	2,031	2,218	6,533
Total	109,963	118,556	118,513	136,299	137,194

Number of Employees by Sector

Table 2-8 is a comparison table of employees by general employment types for the 2008 Existing Conditions and 2035 "Business-As-Usual" scenarios. The differences between the land use scenarios is dependent upon what employment land use types (i.e., place types such as commercial, light industrial or office) that were allocated to land zoned for non-residential development in each scenario.

**Table 2-8**  
**Number of Employees by Sector**

Scenario	2008 Existing Conditions	2020 Scenario 1 "Business-As-Usual"	2020 Scenario 2 "Preferred Growth Scenario"	2035 Scenario 1 "Business-As-Usual"	2035 Scenario 2 "Preferred Growth Scenario"
Employment Sector	Number of Employees				
Retail	38,569	42,864	42,820	56,132	52,996
Office	31,032	34,438	34,825	47,663	49,148
Industrial	9,289	10,508	10,128	14,560	16,044
Public	21,121	21,524	21,558	21,918	21,939
Other	2,888	2,888	2,885	2,838	2,841
Total	102,899	112,222	112,216	143,111	142,968

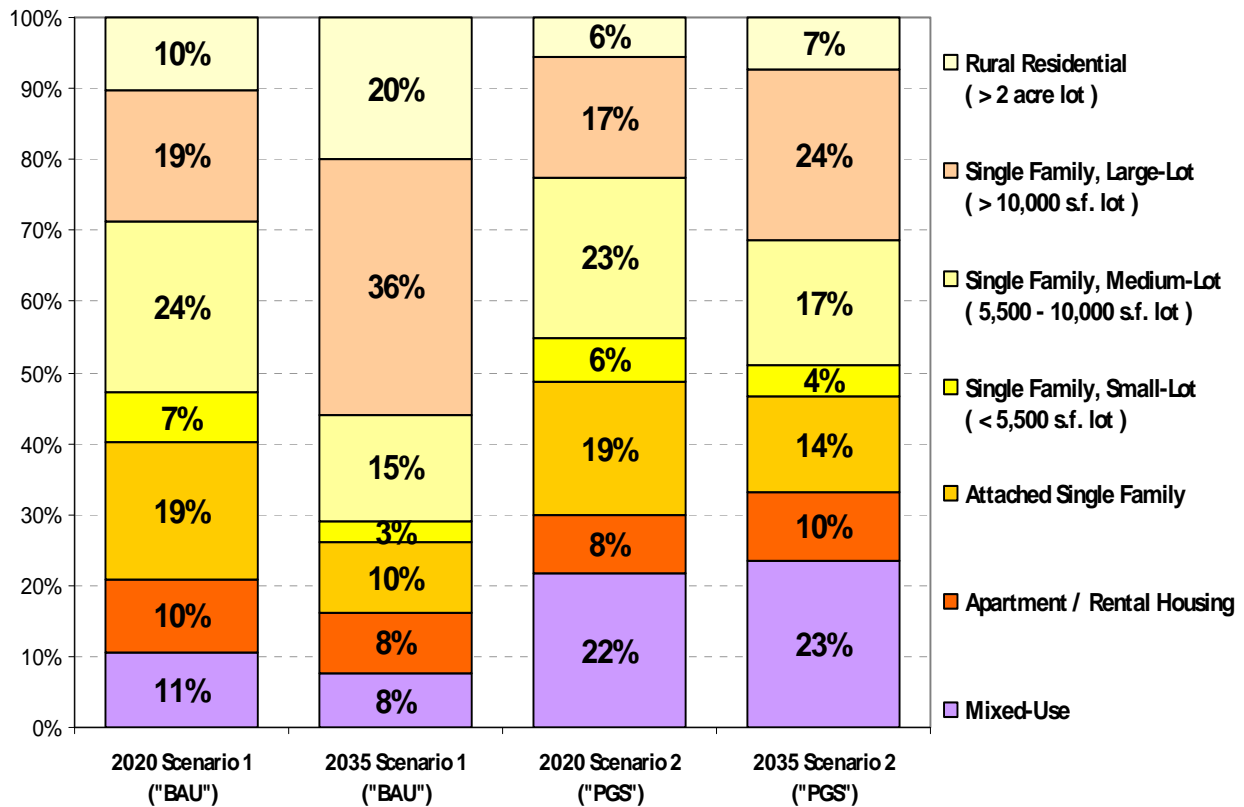
Housing Mix of New Housing Units

Figure 2-9 shows the housing type distribution of the 2020 “Business-As-Usual Scenario” compared to the 2020 “Preferred Growth Scenario” and the 2035 “Business-As-Usual Scenario” compared to the 2035 “Preferred Growth Scenario”. This set of bar charts only shows new housing units allocated in the land use modeling process in the two different time periods: 2008 to 2020 (left side) and 2008 to 2035 (right side).

The first and second bar charts demonstrate that more new growth in Scenario 1 is allocated as Large-Lot Single Family homes (19% and 36% in 2020 and 2035, respectively) or Rural Residential (10% and 20% in 2020 and 2035, respectively). By contrast, the third and fourth bar charts demonstrate that more new growth in Scenario 2 is allocated as mixed-use development (22% and 23% in 2020 and 2035, respectively).

**Figure 2-14**

**Housing Mix of New Housing Units**  
(Comparison of 2020 and 2035 scenarios)



Note: This set of stacked bar charts represents the difference in allocation of housing units by type. The projected housing need between 2008 and 2020 is estimated to be 8,500 dwelling units; the projected housing need between 2008 and 2035 is estimated to be 26,000 dwelling units.

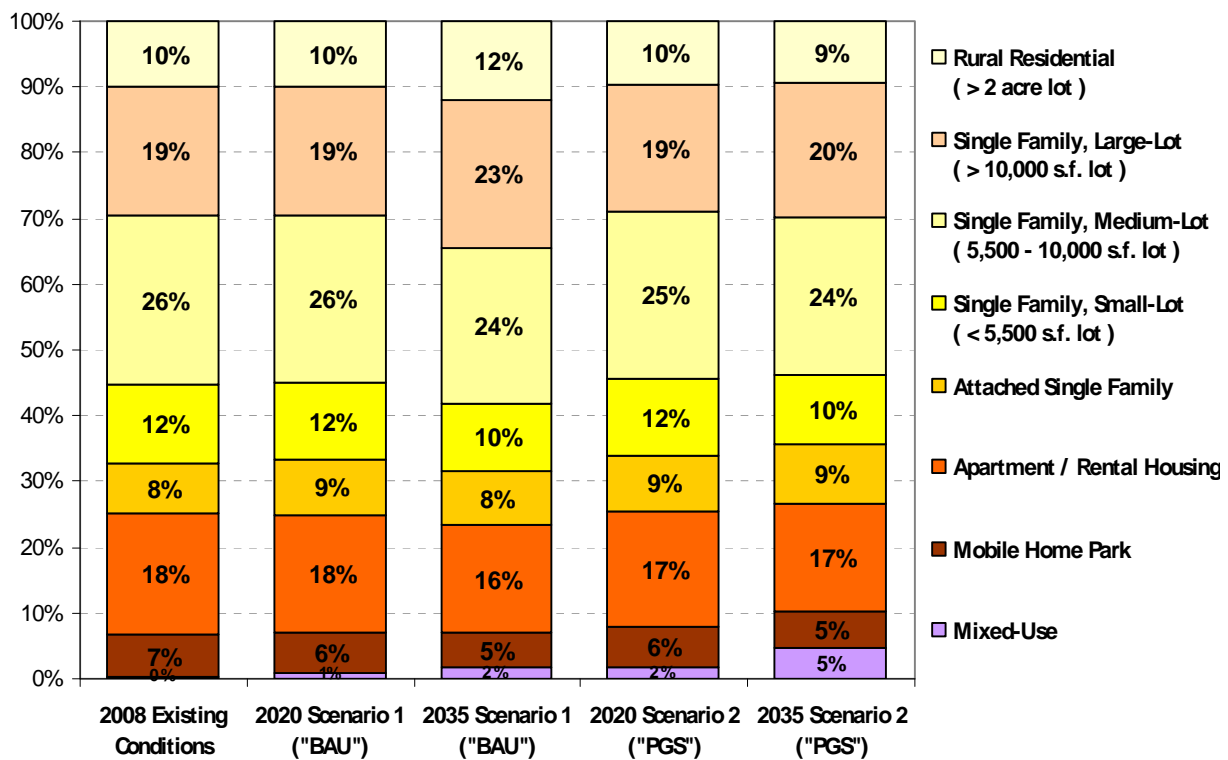
Total Housing Type Distribution

Figure 2-10 shows the housing type distribution of the total housing stock of the 2020 scenarios and the 2035 scenarios as compared to the housing type distribution of the total housing stock of the 2008 Existing Conditions scenario. Very little change in the total housing stock results from the allocation of new units from 2008 to 2020, as evidenced by the limited change in percentages of the seven different housing types in the second and third stacked bars when compared to the first stacked bar. Some change in the total housing stock occurs in the longer time horizon of 2008 to 2035. Rural Residential becomes a slightly larger percentage of the housing stock in 2035 Scenario 1, at 12 percent of the total housing stock compared to 10 percent of the total housing stock in 2008 or in the two 2020 scenarios. The respective shares of the total housing stock that are Medium-Lot Single Family, Small-Lot Single Family, Attached Single Family, or Apartment/Rental Housing are all reduced in 2035 Scenario 1 when compared to the housing stock of 2008 or the two 2020 scenarios. The share of the overall housing stock that is Rural Residential is reduced from 10 to 9 percent in 2035 Scenario 2 when compared to 2008 or the two 2020 scenarios.

**Figure 2-15**

**Total Housing Type Distribution**

(Comparison of 2008 Existing Conditions with 2020 and 2035 Scenarios)



For additional analysis of land use and travel model results, please see the *Preliminary Sustainable Communities Strategy: Land Use and Traffic Model Report* (Appendix H).

## Modeling Conclusions

The land use and travel model results demonstrate that the implementation of the “Preferred Growth Scenario” (Scenario 2) can result in a reduction in per-capita vehicle miles of travel (VMT) and per-capita greenhouse gas emissions for year 2020 and year 2035. Implementation of the 2020 “Preferred Growth Scenario” could result in up to a 7.9 percent reduction in daily VMT per capita when compared to the 2008 base year and up to a 10.1 percent reduction in daily CO<sub>2</sub> per capita when compared to the 2008 base year.

Implementation of the 2020 “Preferred Growth Scenario” could result in a 1.5 percent reduction in absolute vehicle miles of travel when compared to the 2008 base year. Implementation of the 2035 “Preferred Growth Scenario” could result in up to a 10.5 percent reduction in daily VMT per capita when compared to the 2008 base year and up to a 13.4 percent reduction in daily CO<sub>2</sub> per capita when compared to the 2008 base year. However, the 2035 “Preferred Growth Scenario” would result in a 9.9 percent increase in absolute vehicle miles of travel when compared to the 2008 base year.

The “Preferred Growth Scenario” is consistent with policy PSCS 4 (“Reduce vehicle miles of travel related emissions”), as it will result in a per-capita reduction in daily VMT and daily CO<sub>2</sub> in 2020 and 2035 when compared to the 2008 base year. The 2010 RTP-PSCS would result in a 13 percent per capita reduction in greenhouse gas emissions in 2035 even though the population is expected to increase by 23 percent.

New growth identified in the implementation of the “Preferred Growth Scenario” is more compact than the existing housing stock. The housing distribution of the existing housing stock includes only nominal housing units in mixed-use developments, while 23 percent of new housing units in the “Preferred Growth Scenario” are in mixed-use development. As noted in Figure 2-9 above, 51 percent of new growth identified in 2035 “Preferred Growth Scenario” is either “Mixed-Use”, “Apartment/Rental Housing”, “Attached Single Family” (Condominiums), or “Single Family, Small-Lot” (under 5,500 square feet or greater than 8 units per acre). By contrast, only 29 percent of new growth identified in 2035 “Business-As-Usual Scenario” is one of the above housing types.

Although no data is available to support the following claim at this time, these above housing types would generally be considered to be less expensive due to lot size or tenure of the housing type (i.e., these four housing types are more likely to be rental housing). Additionally, these four housing types consume much less land than “Rural Residential” (2-acre lots or larger), “Single Family, Large-Lot” (2-acre lots to 4 units per acre), or “Single Family, Medium-Lot” (4 to 8 units per acre).

The implementation of the 2035 “Preferred Growth Scenario” would consume less than half as many acres (18,486 acres of newly developed land) as the 2035 “Business-As-Usual Scenario” (40,319 acres of newly developed land). In this way, the “Preferred Growth Scenario” is consistent with policy PSCS 14 (“Preserve important farmland, valuable habitats, and natural resources”).

Although nearly a quarter of new growth (23 percent) in the 2035 “Preferred Growth Scenario” would be housing units in mixed-use developments (see Figure 2-9), the share of the total housing stock that is “mixed-use” would increase from under 1 percent in the 2008 base year to 5 percent in 2035. In the 2020 “Preferred Growth Scenario”, the share of the total housing stock that is “mixed-use” would only increase to 2 percent. This underscores the reality that overall changes in the housing market take a long time to produce significant results in a slow-growth region such as San Luis Obispo County.

## California Climate Adaptation Strategy

As identified in the *2009 California Climate Adaptation Strategy* ([www.climatechange.ca.gov](http://www.climatechange.ca.gov)), the basic purpose and overarching goal is to begin a statewide, ongoing, and committed process of adapting to a changing climate in the context of other changes in the environment, the economy, and society. AB 32 and SB 375 are key pieces of the framework that connect these state initiatives to the transportation planning process. Issues identified in the *Community 2050* Regional Blueprint and the *2010 RTP-PSCS* regarding better integrating transportation and reducing emissions are the primary focus of SLOCOG's effort to begin addressing climate adaptation strategies.

Generally, research indicates that California should expect overall hotter and drier conditions with a continued reduction in winter snow (with concurrent increases in winter rains), as well as increased average temperatures, and accelerating sea-level rise. In addition to changes in average temperatures, sea level, and precipitation patterns, the intensity of extreme weather events is also changing.

The *2009 California Climate Adaptation Strategy* notes that addressing adaptation in policy and practice is a new concept in state and local government policy. The issue generally refers to efforts that respond to the *impacts* of climate change – adjustments in natural or human systems to actual or expected climate changes to minimize harm or take advantage of beneficial opportunities. The RTP and the PSCS strive to reduce impacts associated with travel and realign land use policy to support more efficient connectivity and minimize climate impacts especially from transportation sources.

The *California Climate Adaptation Strategy* recommends taking the following seven steps and the development of a fully compliant SCS will require greater attention to these concerns:

- + Analyze risks;
- + Identify strategies that help reduce vulnerabilities and build climate resilience;
- + Explore cross-cutting supportive strategies;
- + Prioritize strategies;
- + Specify future direction;
- + Recommend immediate and near-term priorities for implementing strategies;
- + Inform and engage the public about risks and strategies.

In coordination with the Governor's Climate Action Team the Climate Adaptation Advisory Panel (CAAP) is scheduled to complete a report by December 2010. Key preliminary recommendations include:

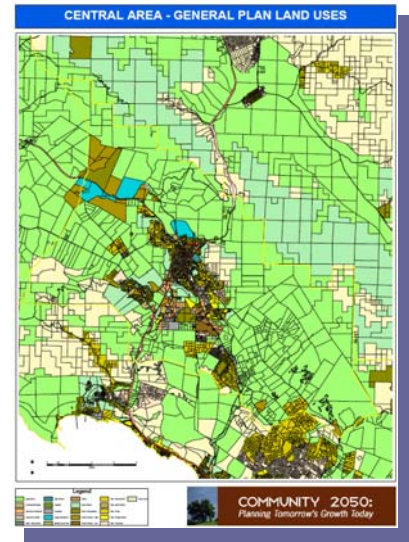
1. California must change its water management and uses and implement strategies to achieve a statewide 20 percent reduction in per capita water use by 2020, expand surface and groundwater storage, implement efforts to fix water supply, quality, and ecosystem conditions, support agricultural water use efficiency, improve state-wide water quality, and improve Delta ecosystem conditions and stabilize water supplies.
2. Agencies should consider project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding, wildfire and erosion due to climate change; and, minimize the adverse effects of sea level rise and storm activities by carefully considering new development within vulnerable areas. Agencies should generally not plan, develop, or build any new significant structure in a place where that structure will require significant protection during the expected life of the structure.



3. All state agencies responsible for the management and regulation of public health, infrastructure or habitat subject to significant climate change should prepare agency-specific adaptation plans, guidance, or criteria.
4. To the extent required by CEQA all significant state projects, including infrastructure projects, must consider the potential impacts of locating such projects in areas susceptible to hazards resulting from climate change.
5. The California Emergency Management Agency (Cal EMA) will collaborate with others to assess California's vulnerability to climate change, identify impacts to state assets, and promote climate adaptation/mitigation awareness. The transportation sector will specifically assess how transportation nodes are vulnerable and the type of information that will be necessary to assist response to district emergencies. Special attention will be paid to the most vulnerable communities impacted by climate change in all studies.
6. The state should identify key California land and aquatic habitats that could change significantly during this century due to climate change and the state should develop a plan for expanding existing protected areas or altering land and water management practices to minimize adverse effects from climate change induced phenomena.
7. The California Department of Public Health will develop guidance by September 2010 for use by local health departments and other agencies to assess mitigation and adaptation strategies and assist communities in building resilience to increased spread of disease and temperature increases, which include impacts on vulnerable populations and communities and assessment of cumulative health impacts. This includes assessments of land use, housing and transportation proposals that could impact health, greenhouse gas emissions, and community resilience for climate change, such as what is addressed in SB 375 regarding sustainable communities.
8. The most effective adaptation strategies relate to short and long-term decisions. Most of these decisions are the responsibility of local community planning entities. As a result, communities with General Plans and Local Coastal Plans should begin, when possible, to amend their plans to assess climate change impacts, identify areas most vulnerable to these impacts, and develop reasonable and rational risk reduction strategies using the CAS as guidance. Every effort will be made to provide tools, such as interactive climate impact maps, to assist in these efforts.
9. State fire fighting agencies should begin immediately to include climate change impact information into fire program planning to inform future planning efforts. Enhanced wildfire risk from climate change will likely increase public health and safety risks, property damage, fire suppression and emergency response costs to government, watershed and water quality impacts, and vegetation conversions and habitat fragmentation.
10. State agencies should meet projected population growth and increased energy demand with greater energy conservation and an increased use of renewable energy. Renewable energy supplies should be enhanced'
11. Existing and planned climate change research can and should be used for state planning and public outreach purposes; new climate change impact research should be broadened and funded. Every effort will be made to increase funding for climate change research, focusing on three areas: linkages with federal funding resources, developing Energy Commission-led vulnerability studies, and synthesizing the latest climate information into useable information for local needs through the CalAdapt tool.

This series of maps was developed as part of SLOCOG’s *Community 2050* Regional Blueprint. Similar maps were created for each of the other subregions to assist in evaluating background conditions for existing and future development and clearly communicating with stakeholders and the public regarding sensitive areas. SLOCOG coordinated with federal state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation in compiling the latest available data for this effort.

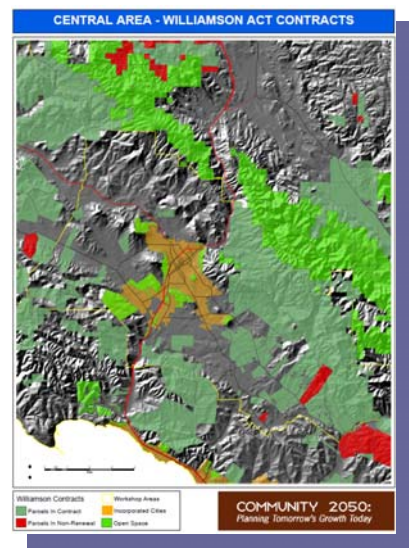
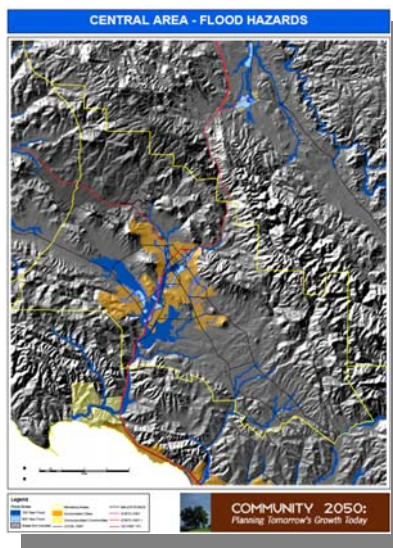
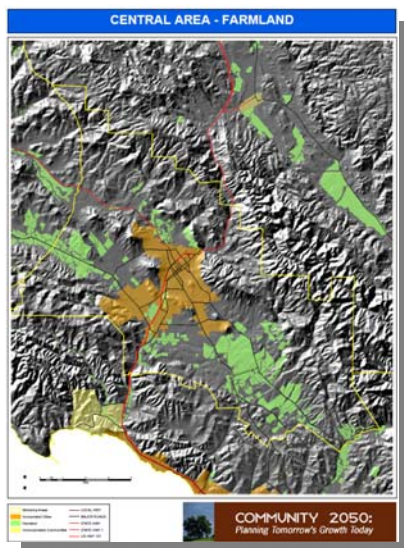
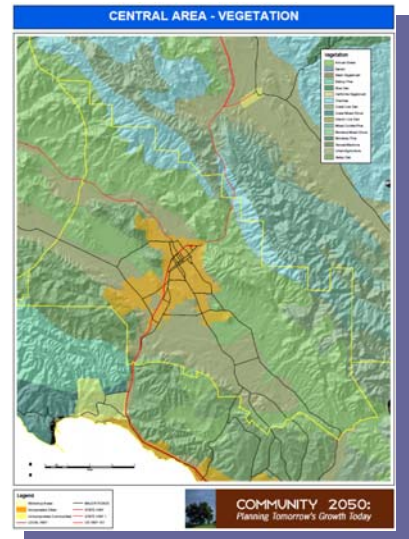
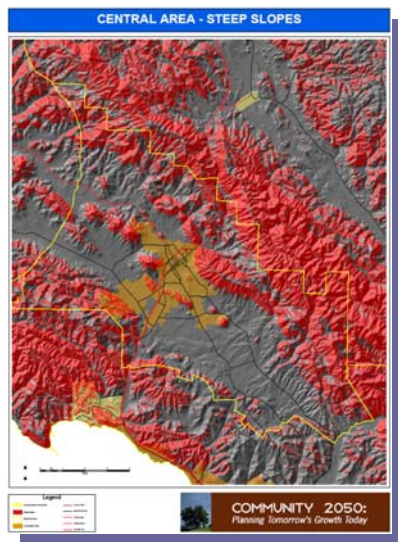
These maps can be viewed at a larger scale on the SLOCOG website [www.slocog.org](http://www.slocog.org)



**Figure 2-16**

**Land Use, Resources and Hazards Maps**

[ To view larger scale maps visit the SLOCOG 2010 RTP-PSCS website ]



# SLOCOG 2010 RTP-PSCS

## Chapter 3

### *Transportation Demand Management Transportation System Management*



## Transportation Demand Management / Transportation System Management

### Table of Contents

TDM - Transportation Demand Management .....	3-2
TDM/TSM Policies .....	3-4
Strategies .....	3-5
TSM - Transportation System Management .....	3-9
Strategies .....	3-10
Park-and-Ride Lot System .....	3-18
Intelligent Transportation Systems - ITS .....	3-24



Rideshare Month '09 San Luis Obispo County [www.rideshare.org](http://www.rideshare.org)



## **Transportation Demand and System Management (TDM / TSM)**

The success of the 2010 RTP-PSCS relies to a large degree on the effectiveness of a set of mutually supporting measures that are collectively known as the Transportation Demand Management (TDM) and Transportation System Management (TSM) Program. The implementation of TDM and TSM measures is typically considered the first priority in a strategy designed to comprehensively address existing and projected traffic congestion. While TDM measures are designed to modify driver behavior so that vehicle trips are reduced or eliminated, TSM measures are designed to improve the efficiency of the transportation system so that greater volumes of traffic can be accommodated without significant reduction of the level-of-service.

### **Transportation Demand Management**

The main idea behind Transportation Demand Management (TDM) is that it is possible to modify the trip making behavior of the general public to the degree that unnecessary trips by automobile are eliminated and the amount of overall driving is reduced as much as possible without creating unforeseen hardships. Successful implementation of a TDM program can reduce existing and projected traffic congestion enough that the need to carry out sometimes very costly improvements, modifications or capacity expansions be delayed or even eliminated.

The 2010 RTP-PSCS includes a number of recommendations for the use of various TDM measures. These measures are an essential part of the overall approach of the RTP and the PSCS, which is to support the economic vitality of the region while also meeting various goals related to the reduction of greenhouse gas production. This approach is also intended to support maximizing individual mobility, improving the accessibility of important destinations, and increasing the efficiency of the transportation system. Ultimately, the success of this approach relies on increasing the use of alternative modes of travel, which requires the provision of adequate financial support for the expansion of the alternative travel modes, and promotion of TDM measures. This approach also includes providing more and better opportunities for the use of intercity rail and aviation services.

### **Transportation System Management**

Transportation System Management (TSM) measures include making adjustments to various physical characteristics of the transportation system and its operations, widening curb radius, intersection channelization, modification of interchange on/off-ramps, designation of one-way streets, provision of bus turnouts, improved directional signage, high occupancy vehicle lanes, and others. Our existing transportation system represents a major investment of capital and labor resources over many decades. Additional investments are necessary to meet future transportation needs while placing top priority on making the best use of the facilities already in place.

### **Goal**

**The goal of the TDM / TSM program is to effectively and economically achieve improved mobility and provide greater accessibility and system efficiency through the increasing usage, financial support, and promotion of various TDM and TSM strategies.**

SLOCOG endeavors to maximize the efficiency of the existing transportation system through the implementation of Demand Management, System Management, and the Intelligent Transportation Systems that support these efforts. These three programs increase the efficiency of the existing transportation network

Lower-cost investments in existing transportation facilities, which can be implemented in the near-term, will help reduce the need for higher cost, major capital investments in the future. An increased focus on transportation system management measures will increase the efficiency of the overall transportation system and help create convenient alternatives.

Furthermore, through an ongoing monitoring program the region will be able to better assess existing conditions, the effectiveness of improvements, and make the necessary adjustments to ensure that the region's investment decisions are germane and consistent with regional policies.

### **Key Issues addressed in implementing TDM and TSM strategies**

**People want transportation choices:** From alternative road routes, to public transit, to carpools and park and ride lots, consumers want options. The shift in priorities from roadway expansion to system integration places greater demands on efficiency programs and services that allow for improved intermodal connectivity and information services. This will require more financial resources than past practices to meet the anticipated needs of our communities.

**New information services are growing:** From the humble beginnings of carpool matching by hand, the Ridesharing program, using the growth in information services, is able to facilitate dynamic ridematching services. The growth in the information technology business sector has helped many "reduce the need to drive".

**More centralized growth will provide opportunities to allow efficient connectivity:** The projected trend is for the 'Target Development Areas' in communities to absorb an increasing share of the future population growth and for the densest areas to become focal points in the region.

**Everyone is unique:** The program focuses resources on the TDM approaches that will maximize benefits. Individualized trip planning and social marketing will be a key factor in changing modal behavior and making efficient use of resources.

**Balancing types of services will be difficult:** Focusing resources on TDM and TSM strategies will maximize benefits as they are the most cost effective way to reduce vehicle miles of travel (VMT) and provide the biggest return on investment.

**Higher growth in demand is anticipated:** Many residents need basic information to support, encourage and be provided safe alternatives to driving. As population grows, there will be an increased demand on the overall transportation system. The challenge is to meet this demand through a variety of services and programs.

## **Policies**

### **TRANSPORTATION DEMAND/SYSTEM MANAGEMENT**

#### **TDM & TSM**

- TDM / TSM 1.* Support actions to reduce single occupant vehicle trips, promote alternative travel modes, and increase the use of information technology to reduce the need to travel.
- TDM / TSM 2.* Improve the interconnectedness between all transportation modes to maximize the efficiency of the existing system and delay the need for capacity expansions.
- TDM / TSM 3.* Assist local jurisdictions in developing communities in ways that reduce the demand on the roadway system by coordinating residential, commercial and industrial development in ways that reduces the need to drive
- TDM / TSM 4.* Continue to provide financial support to TDM programs supporting transit, rail, bike and pedestrian systems and facilities to encourage use of all modes of transportation.
- TDM / TSM 5.* Support the implementation of California Air Resources Board and San Luis Obispo County APCD programs that reduce motor vehicle use and enhance air quality.
- TDM / TSM 6.* Encourage modal shifts by expanding alternative transportation options and opportunities, including but not limited to improvements for intercity rail, public transit, bicycling, park-and-ride lots, carpool, vanpool, and land use modifications.
- TDM / TSM 7.* Support a coordinated marketing and education program to improve public awareness of alternative transportation modes, including but not limited to ridesharing (carpool, vanpool), public transit, bicycling, Park & Ride lots, and intercity rail.
- TDM / TSM 8.* Provide financial support for TSM projects that improve the efficiency of the existing network, promote alternative transportation modes.
- TDM / TSM 9.* Place a high priority on operational improvements that maximize efficiency of the system including: intersection channelization and signalization, roundabouts, one way streets, ramp metering, passing lanes, paved shoulders, bikeways, bike lanes, and sidewalks.

## **Strategies**

### **TRANSPORTATION DEMAND MANAGEMENT - TDM**

1. Support the Regional Rideshare Program and partner agencies as the primary means of implementing Transportation Demand Management strategies; and:
  - a. Work with Caltrans and local jurisdictions to expand, improve, and maintain park-and-ride lots and encourage public transit providers to serve major lots with fixed route service.
  - b. Encourage major employers and managers of other appropriate activity centers to provide facilities to facilitate alternative modes of transportation for commuting, such as carpool and vanpool parking, secure bicycle parking, showers and lockers, bus turnouts, benches, and shelters.
  - c. Coordinate efforts with local jurisdictions to establish education and assistance programs that promote public and private sector employers modifying their hours of operation and/or allowing flexible work hours, telecommuting, telecenters, compressed work weeks and other schedule modifications to reduce both peak hour congestion and reduce the number of commute trips.
  - d. Support a coordinated marketing and education program to improve public awareness of alternative transportation modes, including but not limited to carpool, vanpool, public transit, bicycling, Park and Ride lots, and intercity rail.
  - e. Support and encourage the development and operation of Transportation Management Associations (TMAs) and related organizations to facilitate increased mobility and improved access without encouraging single occupant vehicle use.
  - f. Support local jurisdictions in the establishment of parking proximity, availability and pricing strategies which reward people for carpooling and discourage single occupant vehicle use.
  - g. Encourage Cal Poly, Cuesta College, area high schools and major employers to provide incentives and increased opportunities for alternative transportation modes including preferential parking for carpoolers, carpool permits, free or subsidized transit passes, and safe, secure bicycle parking facilities; and investigate other parking management
  - h. Reduce peak-hour traffic by working with major employers to allow flex hours, telecommuting and assessing a shift in work hours and hours of operation off of peak traffic hours by negotiation, incentives, and direct funding where appropriate.
  - i. Support and encourage outreach to major hotels and tourist attractions to enable public transportation, education, and marketing through schedule display and marketing.
  - j. Support programs encouraging "car free" visits to SLO County and car-sharing programs to reduce the need to own a vehicle.



## Strategies

### TRANSPORTATION DEMAND MANAGEMENT - TDM

2. Continue to coordinate with the Air Pollution Control District (APCD) to ensure consistency between the RTP and the Clean Air Plan (CAP); including expeditious implementation of measures included in the Clean Air Plan and integration of rail access as a TCM in the next CAP update.
3. Maintain a database including available and applicable data on the origin and destination of users of the transportation system in order to develop and implement the most appropriate system and demand management programs.
4. Establish and annually monitor performance objectives to evaluate the effectiveness of TDM/TSM/ITS efforts.
5. Support the development and implementation of market-based transportation control measures, where appropriate,
6. Provide recommendations when reviewing local plans and projects to: encourage improved connectivity within and between communities to reduce traffic congestion by reducing the need to drive; provide support facilities that encourage alternative transportation including: transit stop improvements; designated ridesharing and park and ride facilities, bike racks, and shared parking with adjacent uses.



### Typical techniques in a TDM program include:

- **Carpooling** – This technique has proven to be one of the most cost effective and efficient ways of reducing traffic congestion. Typically, more than 70% of all employed persons drive to work alone in what is known as the single occupant vehicle. When two or more persons commute to work in a shared vehicle they are not only helping to reduce traffic congestion, they are also reducing their individual travel costs by 50%.
- **Vanpooling** – This technique is similar to carpooling and ridesharing, except for the use of a leased van that can accommodate up to 16 individuals. Typically, vans are leased from a specialized vanpool organization. In some cases a portion of the cost per rider can be reimbursed through a Federal tax rebate program.
- **Public Transit** – This method of reducing traffic congestion is typically the central element of any TDM program. While not as flexible as carpooling or vanpooling in addressing individual needs and desires, well designed and funded public transit services can be a very effective and efficient means of providing intercommunity, interregional transportation.
- **Parking Shuttles** – This technique is most often implemented in major urban areas or recreational areas where there is a large demand for parking but a limited number of facilities or structures in close proximity to primary destinations. The success of this technique relies on carefully designed schedules and routes with frequent service.
- **Telecommuting** – These techniques primarily involve working from home or a satellite office with a computer and Internet connection and are increasingly being implemented by a variety of public and private employers.
- **Alternative Work Hours** -- Work hours established by employers and class times scheduled by educational facilities dictate the time periods in which many employees and students travel. These schedules influence the volume of travel during the peak traffic periods. The implementation of alternative working hours, such as staggered work hours, compressed workweek, and flex time, would spread the arrival-departure times and thus reduce peak period travel demand. Commonly used at employment centers, flexible hours can also be applied to other major destinations, including colleges and schools, to reduce travel in the peak hour.



**TDM measures are designed to modify individual travel behavior through incentive programs. Such programs usually focus on motivational methods (financial, convenience, regulatory) to increase the use of ridesharing, public transit, bicycling, walking and other alternatives to the single occupant vehicle. Implementation can be through improvements in public transit and rideshare matching services and other supporting strategies.**

- **Complementary Support Measures by Employers** -- Supporting programs by employers can increase the effectiveness of other TDM programs through marketing, providing site amenities (bike facilities, showers, EV charging facilities), and other supporting services.
- **Economic Incentives** -- The objective of this strategy is to provide direct economic incentives for travelers to shift from single-occupant vehicles. These economic incentives include transit fare subsidies, rideshare subsidies, travel allowances, direct incentives, and use of company fleet vehicles
- **Parking Supply and Pricing Management** --The objective of this strategy is to increase the cost, modify the allowable time to park or reduce the supply and demand of parking, which translates to a direct reduction in the number of vehicles on the roads. Research suggests that the supply and price of parking may be the most potent demand management strategy. Higher parking prices or time restrictions force some single-occupant vehicle users to consider commute alternatives such as transit or ridesharing to split the cost of parking or take advantage of reduced prices for carpools.
- **Tolls and Congestion Pricing** --This strategy highlights the direct cost of automobile use. Since drivers are often unaware of the true costs associated with driving (road maintenance, insurance, capital investments, fuel subsidies), direct pricing of automobile use can be an effective tool in reducing the amount of vehicle miles traveled (VMT). The effect of direct pricing for automobile use also serves to suppress the latent demand for automobile use. Congestion pricing, where road users are charged differential rates varying by time of day and location depending on the level of congestion, is the most direct congestion pricing approach and promises the greatest potential for reducing VMT. Special federal legislation would be required to convert highways in the County to toll facilities and is not anticipated.



## **Transportation System Management (TSM)**

Typical measures include: synchronization of traffic signals; intersection channelization; designation of one-way streets; transit system enhancements; improved parking management; expanded bikeway systems; and, development of Park and Ride lots. Implementation is by local and regional transportation providers (local/regional government, transit districts, Caltrans, etc.).

SLOCOG's RTPs have supported TSM as a fundamental approach to achieve a sustainable transportation system within the region for many years. Improved mobility, accessibility, and efficiency can be expected through the increasing implementation, financial support, and promotion of various TSM strategies. SLOCOG's 2010 RTP-PSCS supports actions to implement engineering improvements and investments in alternative transportation as well as the expansion of transit services, bike/pedestrian facilities, and functional improvements.

### **Typical TSM measures:**

- **Intersection Signal Synchronization** – The implementation of this measure is a primary means of increasing road capacity and maintaining the level of service by smoothing traffic flow through multiple signalized intersections.
- **Intersection and on/off-ramp lane channelization and ramp metering** – The use of this technique improves the efficiency of roads and highways by providing additional lanes to accommodate turning movements thereby reducing accidents and improving flow.
- **Transit Enhancements** – This measure involves improvements to transit stops to make transit use a more attractive, desirable and easier to use form of transportation; and, providing expanded express bus service coordinated with increased Park & Ride lot development.
- **Park-and-Ride Lots** – Improvement and expansion of Park-and-Ride lots has proven to be a cost effective way of increasing carpooling, vanpooling and transit ridership in the San Luis Obispo region and elsewhere in the world. (See Map Figure 3-1 on page 3-23 for location of existing Park & Ride lots and identification of deficiencies).
- **One-Way Streets** – The implementation of this technique is a cost effective way of increasing the capacity of local streets and roads by eliminating conflicting vehicular moves. This technique is largely applicable to grid streets.
- **Parking Management** – The use of this technique is increasingly being implemented in urban centers where limited options exist to expand parking facilities by providing an easy to use option for the use of remote parking.
- **Bikeway Expansion** – SLOCOG has supported the improvement and expansion of the bikeway network for many years. Small improvements can make a big difference in making travel easier, more convenient, comfortable and safer for both cyclists and motorists. In addition, healthier communities result from increased activity levels that come from providing useful improvements that encourage growth in ridership and an effective alternative to driving.



## **Strategies**

### **TRANSPORTATION SYSTEM MANAGEMENT - TSM**

1. Raise the efficiency and safety of Highways, Streets and Roads, Non-Motorized Transportation and Public Transportation by implementing: intersection channelization; roundabouts, traffic standards, one-way streets, complete streets, and widened shoulders.
2. Provide funding to address system-wide transit and non-motorized needs, focusing on underdeveloped bike, and pedestrian networks.
3. Encourage local jurisdictions to install efficient street lights, traffic signals, including the conversion to LED and synchronization of traffic signals where feasible, with consideration of public transit and emergency vehicle priority; as well as bicycle, pedestrian and transit access.
4. Provide operational improvements on US Highway 101 and major local streets that promote carpool, vanpool and public transit during peak commute periods.
5. Encourage local jurisdictions and Caltrans, where sufficient off-street parking exists, to reduce or limit on-street parking and provide channelization, bike lanes, street trees and planted medians on major urban arterials and collectors to slow traffic, improve aesthetics and enhance place-making, where appropriate and consistent with route concepts.
6. Expand the capacity of existing park-and-ride lots or provide new lots where daily usage of existing sites is at 75 percent of capacity, and provide appropriate improvements, including:
  - a. Encourage public transit providers to serve major park-and-ride lots with fixed route service, including freeway bus access facilities, and new construction and lease arrangements to assure a lot in each community exceeding 2,500 in population.
  - b. Provide amenities to maximize security and general utility, including: handicap accessible facilities, lighting, landscaping, signage, bike lockers, bus shelters, telephones, electric vehicle charging facilities and other appropriate amenities as identified in SLOCOG's adopted *Inventory and Analysis of Park & Ride Lots*.
  - c. Support and advocate the implementation of capital amenities to improve public mass transportation connection to park-and-ride lots, including but not limited to transit pull-outs, bus benches and shelters, bicycle racks and lockers, actuated signals, and development of multimodal centers, intercity rail and air travel facilities.
7. Encourage and support the development of full service multimodal transportation centers in each of the planning areas of the county complete with visitor travel services and lodging where appropriate.

## **Strategies**

### **TRANSPORTATION SYSTEM MANAGEMENT - TSM**

8. Encourage jurisdictions to implement projects that improve direct pedestrian/bicycle access to goods and services while reducing the need to drive, such as providing bridges over creeks and railroads, and entrances through walls or other barriers that separate neighborhoods from commercial centers.
9. Give a high priority to projects that enhance integration of all modes (bicycles, pedestrian, transit, auto, rail, and air transportation) to maximize interregional and intermodal transfer options between local, regional and interregional trips.
10. Encourage the compilation of all available transit services into a user-friendly "SLO County Transit Black Book" with web access in order to make riders and potential riders aware of services available.
11. Initiate Freeway Service Patrols, when warranted during periods of high congestion.



**San Miguel Park & Ride  
Constructed 2010**

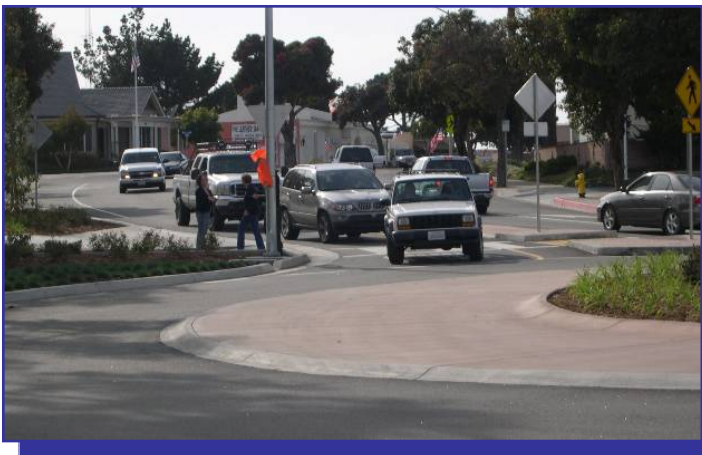
- **Pedestrian Facilities** – Improved pedestrian facilities makes walking easier, more convenient and safer. Many health, environmental, and economic benefits result from improved walkability in our communities. SLOCOG funding and the 'Safe Routes to Schools' program have been actively used to improve sidewalks, footpaths, boardwalks or other pedestrian right-of-way concerns related to traffic calming. Improved pedestrian facilities also provide for other benefits including: safer traffic and road conditions, more connected land uses, as well as better accessibility for elderly and the handicapped.
- **Ramp Metering** – The installation of signal lights at on-ramp entrances regulates the amount of traffic entering the freeway. By feeding traffic into the freeway mainstream traffic at dispersed regular intervals, the entering vehicles are easily absorbed thus minimizing conflicts and disruption of flow to mainstream traffic. However, local streets may be impacted by traffic queuing for the metered on ramps.
- **High Occupancy Vehicle (HOV) Lanes** -- Although HOV lanes are not expected within the time frame of the SLOCOG 2010 RTP-PSCS, the objective of this strategy is to enhance the level-of-service (LOS) for a designated lane and thus provide an incentive for single-occupant vehicles to shift to high-occupant vehicles. The incentive would come in the form of travel time savings and predictability of travel time; however, the facilities must be in place for HOV use such as an HOV lane or a queue pass-by lane on ramps. HOV lanes work best when there is sufficient traffic congestion to cause significant traffic delays that provide incentives to create carpools.
- **Freeway Service Patrols** – While not warranted at this time, future levels of congestion and traffic incidents may necessitate faster response to restore traffic capacity safely and quickly. This is achieved by first addressing the state of the existing program and the operational constraints it faces. A service patrol program first needs a well-defined scope of operations, proper funding, a dedicated operation, well-trained staff, minimum response times, the necessary equipment to manage each incident, established MOUs, and both the trust and support of the community and partner agencies— before it can look ahead to becoming an FSP.



**Roundabouts** – Roundabouts are fast becoming the preferred alternative to stop/signal-controlled intersections for planners and engineers throughout the United States. They also have proven extremely effective in improving operations at interchanges at far less costs than interchange reconstruction. Modern roundabouts can also greatly enhance public safety and significantly reduce driver delay. Well designed modern roundabouts slow traffic, allow safe access for bicycles and pedestrians and have far fewer accidents than signalized intersections. SLOCOG has promoted roundabouts as the evidence is strong that safety and operations improve once they are implemented

Modern roundabouts eliminate high speed collisions (such as head-on and broadside) and require traffic to slow down on approach.

Modern roundabouts can be single lane, multi-lane or as many as four lanes of circular roadway. They are generally 70 to 200 feet in diameter, taking up about the same amount of space as a 4-way, signalized intersection





The following strategies assume the most aggressive approach to vehicle miles traveled and emissions reduction.

### Travel Mode Specific Strategies:

#### • Walking

- **Creating Walkable Communities:** Increase infrastructure of sidewalks, cross walks and walk signals linking residential areas with key areas of commerce and educational institutions. Priority infrastructure will be placed on primary schools as a function of the Safe Routes to School Program.

#### • Bicycling

- **Implement Bike Sharing** fleets in key areas of commerce throughout the county. The fleets would be managed and maintained by private consultants and will provide commuting solutions to employees and visitors. Users would be able to access the TDM Matching Software to indicate the availability of bikes at each station.
- **TDM Matching Software - Online Bike Route Mapping:** Implement a region wide online bike route mapping software. The software would allow bicycle commuters to view and map quality routes based upon Class I-III bicycle paths, provide an estimated trip time and possible safety concerns.
- **Provide Shower Facilities:** Create a network of recreation centers, employer offices and athletic facilities where bicycle commuters can shower before going to their worksite. These shower facilities would be located throughout the county and near major areas of commerce. Bicycle commuters who wish to use the program would pay a monthly/yearly fee allowing them to use any shower facility participating in the program. Revenues from the program would be provided to the participating shower facilities.



#### • Carpooling

- **Dynamic Carpooling:**
  - **TDM Matching Software:** Offer real-time web-based dynamic carpooling for hand held/mobile and desktop users. The software would allow users to quickly view real time information on all carpool options available on their indicated route, make a selection and pay/collect fees. Establish incentives for drivers to pick-up passengers allowing payments calculated on a certain amount per passenger and/or per mile rate in addition to the rider contribution.
  - **Infrastructure:** Use survey collection and focus groups to determine the placement of dynamic carpool loading zones. Such zones would consist of marked curbs or designated lanes where commuters can pick up possible carpool partners traveling the same route. Users of the dynamic carpooling system would create their own informal system for money collection, drop off areas and passenger/driver selection.



- **Static Carpooling:** Establish static carpool matching services through the TDM Matching Software. The software would allow users to find all available sustainable transportation options within their planned route and sort by associated costs, length of trip and user rating. In addition, the software would track user travel data and manage incentives.

- **Vanpooling**

- **Static & Dynamic:** Continue to encourage the use and expansion of vanpools for large employer offices and commercial areas. Establish more progressive vanpools that would have GPS tracking with real-time passenger capacity information available for users of the TDM Matching Software. If a van is not running at full capacity, it would appear “open” and available for users traveling the same route. Money collection and pick-up/drop-off information would be electronically handled by the software.



- **Subsidies:** Establish a subsidies program for newly formed vans. Newly formed vans would be offered funding for partial operational costs the first year and progressively less until it runs at full cost after five years.

- **Public Transit**

- **Bike Buses:** Investigate the concept of Bike Buses to run the major corridors with minimum stops. A Bike Bus would primarily serve bike/bus users, as the interior of the bus will have the same number of bike parking spaces and passenger seats. A Bike Bus will have minimal stops that primarily serve key areas of commerce, as users can travel long distances faster on their bikes than if they were walking. The priority of such a service is speed, traveling bicycle friendly corridors and convenience. Funding for bike buses should not come at the expense of funding for regular service. Bike buses should be considered if and when funding for operating service existing and expanded service is secure.
- **TDM Matching Software:** An online bus trip planner for the region will be available for users through the TDM Matching Software. The software will provide route matching, cost comparison, travel time estimates and downloadable/printable schedules. Users will be able to pinpoint the location of any bus in the county, predict their arrival time and view the passenger capacity.

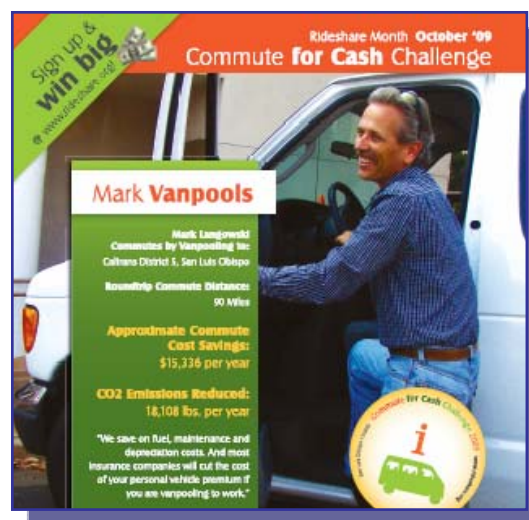
- **Telework**

- **Telework Consultant:** Provide staffing to institute a program providing telework and flexible work schedule information for employers throughout the county.
- **Satellite Telework Offices:** Assess the concept and cost to establish satellite telework offices equipped with web conference capability, high-speed internet, conference rooms, work stations and land-line telephones distributed about the county. Such satellite offices would be fee based, paid for by employers, and minimize commute distances by offering work stations closer to employee's homes that can be monitored by management.



### Service Specific Strategies:

- **Park-and-Ride Lots:**
  - **Lot Expansion:** Strategic Park & Ride Lots will be expanded into multi-modal centers with more robust commuting options such as transit, carpool, flexible vanpools and bike sharing.
  - **Lot Messaging:** Upon entering Park & Ride Lots, there will be a changeable message sign that indicates when the next bus arrives and how many spaces are available. Users will be able to go online and check the capacity of each lot and the arrival of the next bus, carpool, vanpool or the amount of bikes available in the Bike Sharing fleet.
- **511 System:** Commuters will be able to call 511 and get information on real-time bus arrivals and departures, the availability of bikes in each Bike Sharing fleet and whether they have a carpool or vanpool match. 511 will also provide real-time traffic information, fog and weather conditions and upcoming events that could cause traffic delays.
- **TDM Program Website:** The TDM website will be the landing site for all programs and services provided by the TDM Program, including the TDM Matching Software. Real-time mapping software will also provide traffic flow information throughout the county.
- **TDM Matching Software:** The software will provide static and dynamic matching and route planning for transit, carpool, vanpool and bicycle commuting. Users will be able to manage incentives, services and pay/receive commuter fees.
- **Emergency Ride Home Program** is intended to provide subsidized rides to commuters who meet the criteria for an Emergency Ride Home. Users will have the option of taxi, rental car, transit, rail, bike sharing or shuttle service.
- **Commuter Centers:** Commuter Centers will be available in each region of the county. Each center will provide customers with information on sustainable commuting options and allow commuters to purchase passes for transit, carpool, vanpool and bike sharing.
- **Public-Private Partnerships.** Create public-private partnerships to fund vehicle trip reduction incentive programs. Provide public match funding to employers and owners of business or residential property to implement incentive programs such as parking cash-out, funds for transit, vanpool or other transportation benefits and promising new strategies.
- **Education and Promotion.** Support the region's vehicle trip reduction programs through education, promotion and marketing.
  - Significantly increase the use of information and entertainment media to inform the general public about vehicle trip reduction concepts and to promote vehicle trip reduction options and programs.
  - Develop consumer-friendly information and materials regarding transportation efficiencies and opportunities and the impacts of individual travel choices.



**Program Specific Strategies:**

- **Transportation Choices Program:** The current program is specifically designed for employees and employers. The program offers information on commuter tax benefits, subsidies, incentives, general commuter choices and provide services such as networking, bike sharing, Emergency Ride Home, Trip Reduction Plans and Employee Commute Surveys.
  - **TDM Program Implementation and Employee Subsidy:** Request cities and the County require large scale projects (as a mitigation measure) have employers join the Trip Reduction Plan and offer employee commute subsidies.
  - **Employer Commuter Pass Program:** Provide an opportunity for employers to have the ability to purchase Commuter Passes which have an identified value that can be used for transit, carpool, vanpool or bike sharing.

- **Safe Routes to Schools**

- **Program Requirement:** The Safe Routes to School program and funding will be available for all public K-12 schools in the county.
- **Staff Requirements:** Assigned staff will responsible for administering the program funds, coordinating each schools program and developing school-level champions.



- **Mobility Management:** The Mobility Management Program will advocate for and provide travel information to those that are under represented or have limited mobility.

- **Senior Program:** Provide a robust Senior Transportation Program to be offered that works with each Senior Center to implement trainer and trainee programs; whereby seniors are trained to assist their peers in taking transit.



- **Incentive Programs:** Campaigns will be conducted to encourage and introduce new users to TDM programs and services. In addition to the campaigns, incentives will be provided to those who use the TDM Matching Software and the Commuter Centers.



## **Park-and-Ride System**

**Overview.** Park-and-Ride lots are “change of mode facilities” where individuals meet and then group-travel to their destinations via vanpool, carpool or transit. These facilities can be vacant lots where commuters pre-determine to meet, or large inter-modal transportation facilities that link individuals to many other modes of transportation, including bus and rail. Park-and-Ride lots are designed to reduce congestion and air pollution by tapping growing suburban commuter markets. Perhaps the greatest contributor to carpooling, vanpooling, and transit riding, is the rapidly rising cost of fuel and automobile ownership. Lot counts consistently show increased usage rates throughout the county when fuel prices increase.

**Main Objective.** From a public policy standpoint, the main objective of P&R lots is to reduce single occupant vehicles (SOV) by creating a place for commuters to meet in a safe, convenient and accessible location. From the user’s standpoint, opportunities to share the fuel costs or burden of driving, along with cost savings and reduced travel times, provide incentives to use P&R lots. The best locations for new P&R lots are adjacent to heavily traveled corridors connecting residential areas



with employment centers. Highway projects that include new or reconstructed interchanges provide an excellent opportunity to incorporate new P&R and Express Bus Stop facilities. It is during the early planning stage that support for these facilities should be initiated. Lots that provide multiple functions are noted to be of greater benefit. P&R lots are typically used between the hours of 7 a.m. and 6 p.m. during weekdays. It is advantageous to utilize existing facilities that attract users outside typical commute hours instead of constructing an entirely new facility.

**Development.** The California Department of Transportation (Caltrans) has designed and operated a statewide system of P&R lots since 1970. In 1984, Caltrans had developed twelve P&R facilities in District 5 (San Benito, Monterey, Santa Cruz, San Luis Obispo, and Santa Barbara Counties), and by 1991, six lots were located within the San Luis Obispo region. Working together, SLOCOG and Caltrans completed several documents, identified potential new sites within the region, and provided the public with a better understanding of the facilities that are available. This led to the development and expansion of the original six lots in San Luis Obispo County in 1991 to twenty lots in 2002. This number has since been reduced to 17 lots. SLOCOG continues to fund the expansion of existing lots and new P&R lot construction throughout the region when funding becomes available and is actively pursuing cooperative P&R lot agreements with private property owners.

**Benefits.** Park and Ride Lots represent a cost-effective method of reducing traffic congestion by providing a primary staging area for ridesharing activities. They help to reduce noise levels and air pollution emissions by decreasing the number of cars traveling on the roads.

**Challenges.** The rising cost of land and the limited number of vacant parcels (especially near primary travel corridors) is an obstacle to securing available land for park-and-ride purposes. Due to limited funding availability and volatile funding sources, future park-and-ride lot development may rely more upon lease arrangements with churches, commercial centers and conditions of approval or through other fee programs.



**Funding.** The implementation of a P&R program comes from multiple agencies and funding sources. A good P&R system can be developed through low-cost means such as congestion mitigation and Conditions of Approval; inclusion in redevelopment and interchange projects; or through land purchase and construction. Regional State Highway Account (RSHA) funding has been the primary source for securing privately owned lots for cooperative lease agreements and for making minor improvements to, or expansion of, existing lots. State Transportation Improvement Program (STIP) funding is suited more towards larger transportation projects with P&R lots included as one component of the larger project. The Proposition 1B program is an eligible source of funding for P&R facilities that include a public transit component. A stable funding source for future improvements and continued maintenance will need to be identified in order to maintain and enhance existing and future P&R lots.

**Implementation.** Two different strategies to the implementation of a regional P&R lot system include Centralization and Decentralization. The San Luis Obispo region has selected the concept of decentralization providing multiple small-scale P&R lots to maximize commuter choices. The size of P&R lots vary dependent upon the design volume, the available land area, and the size and number of other available public parking lots in the area. We expect this trend to continue with some larger P&R lots associated with Transit Centers.

**Park and Ride Lot Program Assumptions & Trends.** In general it is expected that costs for acquisition, leasing, maintenance, improvement of new lots will continue to increase:

- Gas prices and countywide roadway congestion will continue to increase
- Park & Ride usage will continue to rise and exceed the formally designated spaces available
- Conditional use lots and congestion mitigation will increase as a result of large-scale development
- Caltrans will continue to maintain and provide insurance for State-owned lots
- Maintenance of conditional use lots are the responsibility of the developer and/or owner
- SLOCOG will provide liability insurance and maintain those P&R lots under their control
- Facilities should accommodate multiple transportation modes (i.e. multimodal), including pedestrian, bicycles, car/vanpoolers, and public transit
- Cooperative lease agreements are 5 years in length and include maintenance costs (i.e. reseal/repave, re-striping, trash collection, liability insurance).

**Functional Classifications.** There are no set standards for Park-and-Ride lot designs or locations. The following are descriptions of common Park-and-Ride lot types:

- *Informal lots* are those areas where people park their vehicles on dirt, commercial lots, or streets near highway access points
- *Publicly owned lots* are those lots owned by State or local governments and/or public agencies.
- *Kiss-and-Ride lots* are designated areas within existing lots served by rail and transit service throughout the day that exist for people to pick up and drop off their spouses or carpooling riders to catch other means of transportation to their final destination.
- *Fringe lot* facilities are located at the fringes of downtown areas and are serviced by transit, ridesharing, or shuttles. Single occupant vehicles (SOV) use these sites to avoid high parking costs and traveling into the central business district (CBD), thus reducing congestion levels on the streets and in impacted parking lots at commercial centers, college campuses, and airports.
- *Contract lots* are one of the more innovative ways to create an efficient and economical park-and-ride lot. Instead of purchasing land for the sole purpose of constructing a park-and-ride lot, the administering jurisdiction enters into an agreement with the owner of an existing lot to use a designated area for park-and-ride users.
- *Lease lots* refer to the cooperative contract between a landowner(s) and a public agency. Due to the dynamics of land ownership, usually a cooperative lease agreement is required to be filed in order to establish the conditions to which the owner agrees to how his/her land will be used for P&R lot activities.
- *Conditions of Approval* may be used for future lots on a permanent basis. During the permitting process for a new development, such as a shopping center or a church, the permitting jurisdiction (city, county or APCD) may include a set number of P&R lot spaces as part of the Conditional Use Permit.

**Functional Characteristics.** The most important characteristic for a successful park-and-ride lot is *location*. Successful park-and-ride lots are located in a highly accessible area in close proximity to local transit stops and highway interchanges. Access convenience is defined as the ease with which users can access the lot. This is usually achieved by placing the lot adjacent to a major route, highway, or interchange.

Lots should also be located so that they are convenient for access by transit vehicles and for the safe and efficient movement of people without impacting local streets. It is also important to provide a sense of security to the park-and-ride lot users, as they are less willing to use locations that lack safety qualities.

In identifying the location of a new park and ride lot, the design and the inclusion of amenities to provide for multiple transportation modes should be kept in mind. At a minimum, park-and-ride facilities should include the following amenities:

- Freeway or Arterial Access
- High Visibility
- ADA Parking Accommodations
- Adequate Lighting
- Signage
- Telephone
- Bike Lockers
- Public Transit Stop
- Bench and/or Shelter
- Boundary Identification
- Good Pavement Conditions
- Striping and Wheel Stops
- Trash/Recycling Receptacles
- Landscaping and trees

**Existing Facilities.** There are currently seventeen (17) park-and-ride lots located in San Luis Obispo County with a total of 508 spaces (with 21 pending). One lot is scheduled for expansion (see below). The breakdown per sub-region is as follows:

- Ten (10) lots in the North County with 339 spaces
- Two (2) lots on the North Coast with 27 spaces
- One (1) lot in the Central Area with 27 spaces (Avila Beach) (There are no lots in the City of San Luis Obispo)
- Four (4) lots in the South County with 115 spaces (Halcyon expansion pending (21 spaces))

**Future Facilities.** At a minimum each jurisdiction should have one park-and-ride lot or more depending on level of commuter use. This number should increase where commuter use is higher and/or park-and-ride lot capacity issues exist. Due to current and future needs projected over the next 25 years, the following P&R lots are proposed for new construction and/or expansion and cooperative lease arrangements bringing the total number of park-and-ride facilities to 35 countywide:

- 0-5 years: 4 lease lots (North County (3), North Coast (1)), 1 expansion (North County), and 1 new construction (South County))
- 5-10 years: renew 4 lease lots (see above), 1 expansion (North County), and 9 new lots to be constructed (Central Area (2), South County (2), North Coast (3), North County (2))
- 10-15 years: renew 4 lease lots (see above), and 1 new construction (South County)
- 15-20 years: renew 4 lease lots (see above)
- 20-25 years: renew 4 lease lots (see above), and 1 new construction (North Coast)
- 26+ years (unconstrained): 4 new construction (Central Area (1), South County (1), North County (2))



**Planning Considerations.** The focus for future park-and-ride lots should stress a multimodal approach by accommodating public transit where appropriate and should incorporate Express Bus Stops. These involve a specially developed stop wherein transit vehicles are not required to deviate from the intended route to pick up passengers. Especially beneficial when developed with a new or reconstructed interchange, this service tends to be faster in continuing along the intended route.

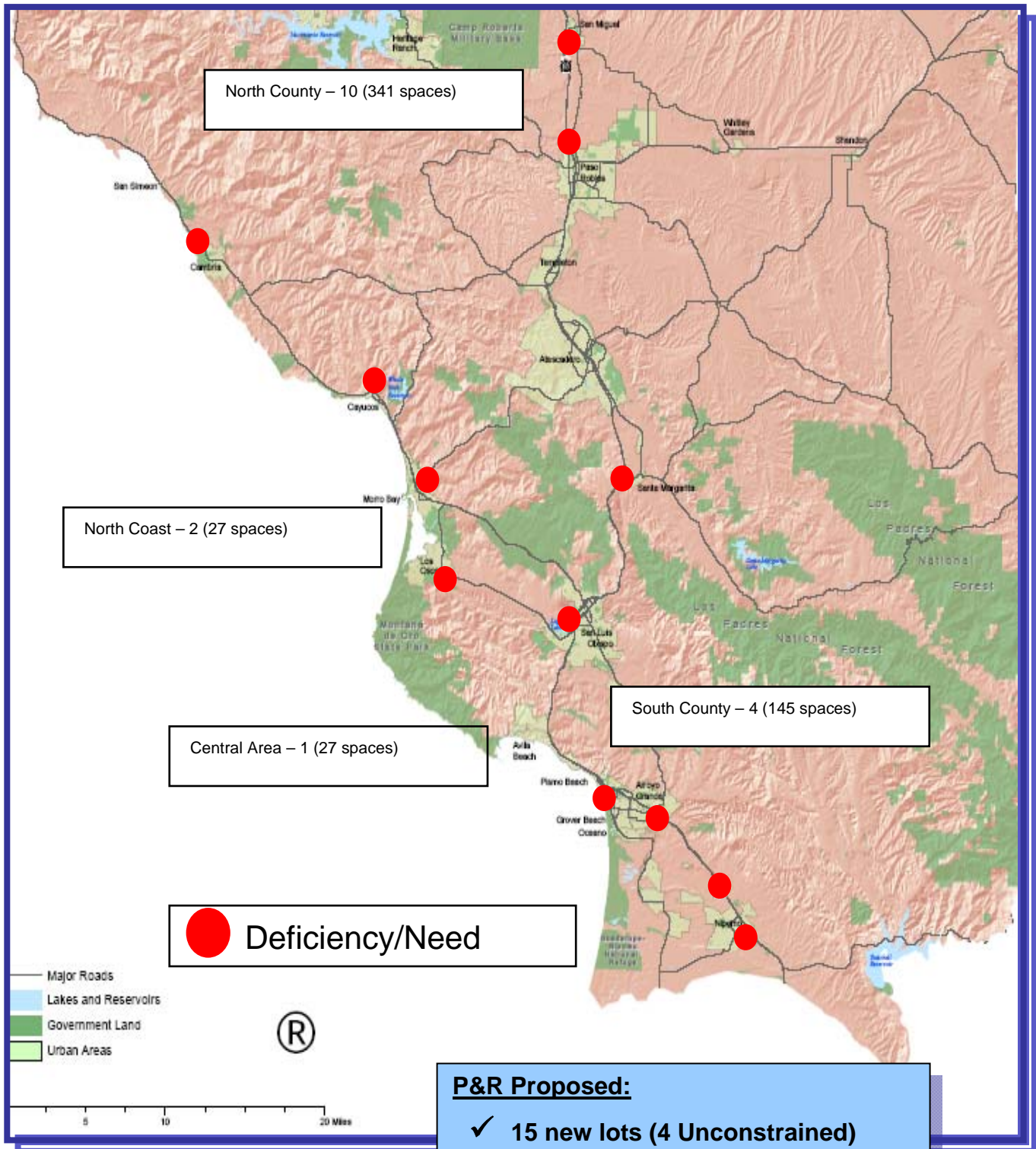
A final critical element is demand. Prior to acquisition and construction of a new park-and-ride lot, it should be confirmed that there is suitable demand for the lot. In areas where appropriate, Contract Lot usage may serve as an indicator. Additional indications may come from existing lots where overflow is regularly observed, or through the emergence of informal lots. Future transportation projects and large-scale commercial developments may provide new opportunities to incorporate park-and-ride lots through mitigation measures and conditions of approval. Due to the rising cost of land and limited availability of parcels, publicly owned lands should also be encouraged for park-and-ride lot development.



### Recommendations

1. Increase use of leases as means of expanding number of park-and-ride lots.
2. Investigate developing a new program to lease on a per space basis from businesses and churches a specified number of parking spaces to be used for park-and-ride purposes.
3. Provide funding to overlay and repave lots as an incentive to create park-and-ride lots.
4. Program funding in each major funding cycle to purchase property, design and develop for park-and-ride lots.
5. Request cities and county secure additional park-and-ride lots under their Project Development Review Process, as conditions of approval for shopping centers, churches, and other appropriate land uses.
6. Implement Freeway Express Bus and Rapid Bus Stop Design Improvements adjacent to park-and-ride lots.
7. Investigate developing an Adopt-a-Park-and-Ride Lot Program for ongoing maintenance.
8. Continue to work closely with Caltrans and local municipalities to expand and maintain the current park-and-ride system.

**Figure 3-1**  
**Park and Ride Lots (Existing Facilities and Deficiencies)**



## Intelligent Transportation Systems (ITS)

Another important element of a modern regional transportation system is the collection of new advanced technologies that are increasingly being implemented around the world under the broad concept known as Intelligent Transportation Systems. A typical ITS program involves the installation of an array of electronic devices that capture a broad range of data about the character and composition of traffic on State Highways and local roads. The data captured by the ITS is generally transmitted (via cell phone, wi-fi or other means) to a central location where it can be analyzed and decisions (real time or long term) can be made to address any issue that may identified. The information is classified under several primary headings, including: Traffic Management and Safety, Transit Management, Tourism and Traveler Information, and Emergency Management and Enforcement. Such a program is intended to improve safety, increase efficiency, reduce environmental impacts and enhance the overall performance of the transportation system.

Intelligent Transportation Systems (ITS) involve the use of advanced computer, electronic, and communication devices to improve operations, efficiency, and safety of our existing transportation system.

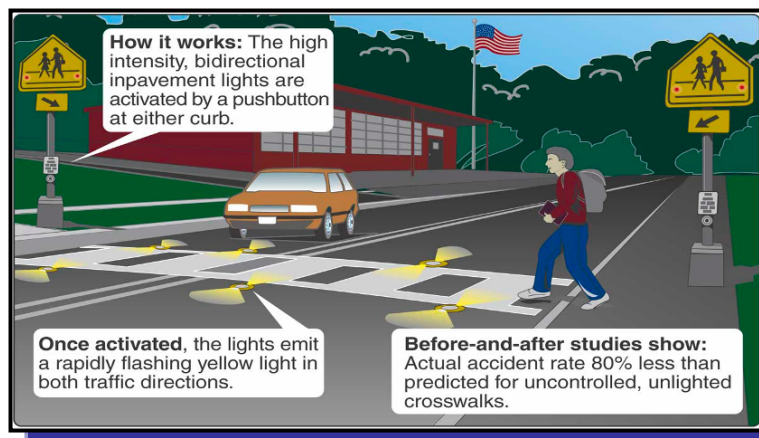
With transportation funding limitations and ever-increasing travel demands, ITS **capabilities** can improve our existing transportation system through:

- ✓ Further enhancing roadway and motorist safety
- ✓ Providing real-time information to travelers
- ✓ Increasing transit system efficiency

Some expected **benefits** from ITS include: Travel time savings, accident rate reduction, improved transit customer services, and increased efficiencies.

SLOCOG has adopted an ITS Strategy that is based on the Central Coast ITS Strategic Deployment Plan of 2000, consistent with the development of the Regional ITS architecture. This plan was developed cooperatively by a team composed of the RTPAs and MPOs located along of the Central Coast, Caltrans District 5, the California Highway Patrol, the Federal Transit Agency, and the Federal Highway Administration. In FY 2007/08 the Central Coast ITS Implementation Plan was completed. The plan identifies the future needs of the Central Coast's transportation system users and local agencies, and they provide recommendations of appropriate technologies to meet those needs through better management and integration of the transportation system.

Without a designated funding source, implementation of ITS has been minimal. Low-cost safety improvements such as: advanced crosswalks, radar speed signs, and signal synchronization have been installed in multiple jurisdictions through the use of local and regional funding. Emergency response improvements have been made in several jurisdictions through the implementation of signal override systems and on major highway corridors with the callbox network. Changeable Message Signs have been installed on US 101, and Routes 1, 166, and 46. A 511 (National Traveler Information) system is in development. A significant investment in roadway detection is needed to improve this 511 component. Caltrans District 5 operates a Traffic Management Center for the Central Coast.



### Advanced Crosswalks

In 2003, only two existed in the region. Today, 15 advanced crosswalks exist and at least 8 more are forthcoming.

### Advanced Warning Signs

Radar Speed Signs provide instant alerts to drivers that they are driving too fast. In 2003, this device was found only on Cuesta Grade. Today, 29 radar speed signs can be found within our region. Advanced Warning (curve or crossing) signs and Advanced Stop Signs have emerged in a few jurisdictions in the past 4 years.



### Information Dissemination

While expensive, Changeable Message Signs (CMS) can provide highway drivers with critical information. Caltrans has installed five CMSs in the region and one more is expected. In preparation for expected delays resulting from the Price Canyon Road improvement project, the County (partnering with SLOCOG) will be installing two CMSs in 2011. The *511 Traveler Information System*, developed by SLOCOG and Rideshare, will provide information on: Road Conditions, Public Transportation, Ridesharing, and Roadside Assistance.



### Detection Systems

Currently, Caltrans has started installing vehicle detection systems on the Route 101 corridor. In the past, these systems were based on in-pavement loop detectors – Caltrans has 17 loop stations within the region. Currently, Caltrans has eleven Closed-Circuit Television (CCTV) cameras with 30 more forthcoming. CCTV feeds can be seen at <http://video.dot.ca.gov/>. The newest technology emerging is Microwave Vehicle Detection Systems (MVDS). These devices can provide real-time detection of number and size of vehicles as well as their speed. These Detection Devices are useful to identify incidents, problem areas, and developing planning data. Within the region, no agency is using any such device to track or fine motorists.

Advanced technologies can be used to better manage our transportation systems performance and to improve mobility, safety, and efficiency on, highways, regional routes, and transit systems. Additionally, detection and information collection systems can be directly used to monitor performance of various systems, and, when coupled with information dissemination systems, can provide useful or critical information to the traveling public. Current and future ITS implementation strategies include using SAFE funds to install ITS components on highways. The following list identifies several ITS devices for each primary heading.



**Traffic Management and Safety devices include:**

- Closed Circuit Television are used to monitor road conditions
- Advanced Crosswalks increase awareness of potential pedestrian conflicts
- Synchronization of signals on regional corridors
- Highway Advisory Radio can provide motorists with traffic information via radio
- Changeable Message Signs can provided motorists with traffic/weather information
- Detection Devices are used to monitor road conditions and capture/store planning data
- Smart Call boxes have traffic and environmental detection capabilities

**Transit Management devices include:**

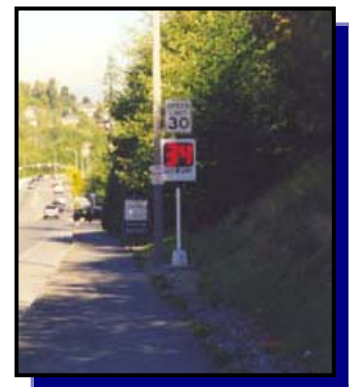
- Electronic Fare Collection collects fares through electronic transit pass readers
- Real-time transit route and schedule information (provides users access to dynamic transit information)
- Signal Priority gives traffic signal priority to the transit vehicle
- Video Surveillance provides monitoring for the security of transit passengers
- Automated Passenger Counting counts passengers using automated devices

**Tourism and Traveler Information dissemination devices include:**

- Internet-based system (Interactive)
- Kiosk-based system (Interactive)
- Telephone-based system (Interactive)
- Radio and Pager systems (Broadcast)

**Emergency Management and Enforcement devices include**

- Signal Preemption gives traffic signal priority to emergency vehicles
- Neighborhood speed monitoring tracks speed issues at a local level
- Emergency Vehicle Tracking and Guidance supports dynamic routing



**Figure 3-2**  
**Existing ITS Elements in the San Luis Obispo Region**

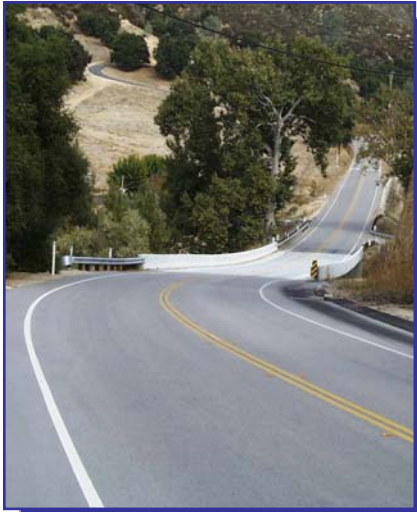
ITS Improvement Category Improvement Function Basic Components	Arroyo Grande	Atascadero	Grover Beach	Morro Bay	Paso Robles	Pismo Beach	San Luis Obispo	SLO County	SLOCOG	Caltrans / (AMTRAK)	SLO-Transit	RTA	SCAT	North Co. Shuttle	PRCATs
<b>Transit Improvements</b>															
<u>Improved safety &amp; security of riders</u>															
Automatic Vehicle Locators											■	⊠	⊠	○	
Driver Safety Buttons (police call)											■	○	○		
Video Surveillance											■	○	○		○
<u>Increased attractiveness for new users</u>															
Kiosk Information Stands											○	○	○	○	
Real-Time Websites											■	○	○		
Automated Passenger Counting												○	○		
Smart/Swipe Cards											■	⊠	⊠	■	■
Next Bus (real-time) Signs											■	○	○	○	
Signal Priority Systems for Transit											○				
Automatic Amtrak Ticketing										■					
<b>Roadway Improvements</b>															
<u>Safety</u>															
Advanced Crosswalks for peds	■	■	□		⊠	■	■								
Adv rail crossings for autos/trains															
Radar Speed signs		■	■			■	■	■		■					
LED- Warning Signs		■						■		■					
<u>Efficiency</u>															
Signal Synchronization	■	■	■		■		■	■		■					
Parking Facility Management					□		■								
Transportation Mgmt Center							■			■					
Ramp Meters															
<u>Emergency Services</u>															
Callbox										■					
Freeway Service Patrols															
Emerg. Veh. Signal Preemption	■	■	■	■	■	■	■	■							
Red Light Enforcement															
<u>Traveler Information</u>															
511 - Traffic Information									□						
Websites											■				
Changeable Message Signs								□		■					
Highway Advisable Radio															
<u>Data collection to improve programming of projects</u>															
Detection (loops, MVDS)	■						■			⊠					
Closed-Circuit TV cameras		■								⊠					
Smart Callboxes															

- Component Installed
- Component Funded
- ⊠ Expansion expected
- Planned or considering

# SLOCOG 2010RTP-PSCS

## Chapter 4

### *Highways, Streets and Roads*



## Highways, Streets and Roads

### Table of Contents

Highways, Streets and Roads .....	4-2
Policies .....	4-4
Strategies.....	4-5
Funding Context .....	4-7
North-South Corridors.....	4-9
US 101 .....	4-9
State Route 1 .....	4-23
State Route 227 .....	4-29
East-West Corridors.....	4-33
State Route 46 .....	4-33
State Route 41 .....	4-39
State Route 58 .....	4-41
State Route 166 .....	4-42
Summary of Capital Needs: State Highways .....	4-44
Routes of Regional Significance: Improvements .....	4-45
Summary of Capital Needs: Major Arterials .....	4-47
Preservation of the System.....	4-48
Projects Completed from the 2005 RTP .....	4-57
Project Listings	
Completed Projects.....	4-57
Highway Priority Projects .....	4-58
Highway Improvements .....	4-59
Routes of Regional Significance .....	4-62
Funded – Not Yet Complete .....	4-66



## **HIGHWAYS, STREETS AND ROADS**

The following proposed policy and programming emphasis reinforce and strengthen SLOCOG's adopted intermodal strategy which calls for maximizing utilization of our existing transportation system in a manner that accommodates the needs of all users, while reducing overall vehicular travel:

- A. Expanding Transportation Demand Management (TDM) and reducing demand by maximizing mobility choices by expanding ridesharing, improving public transit, and by providing more and better bike and pedestrian facilities.
- B. Improving Transportation System Management (TSM) by implementing Intelligent Transportation System (ITS), expanding use of traffic signal synchronization; more use of channelization and by replacing standard multi-way stop intersections with roundabouts.
- C. Maximizing efficient utilization of the highway system and improving overall traffic flow and operations by eliminating bottlenecks, extending and modifying on/off-ramps to improve safe movement of slow moving trucks and other vehicles, constructing auxiliary lanes and by metering traffic flows to reduce peak hour congestion.
- D. Improving utilization of the local street and road system by constructing and/or completing parallel and alternative routes, implementing Complete Streets projects to provide full modal utility and carrying our other projects to improve street operations and functionality.

### **Goal**

**Implement a comprehensive strategy for the maintenance and improvement of State Highways, Routes of Regional Significance, and major local streets and roads; reduce peak hour traffic and provide for safe, efficient, convenient and reliable movement of people and commodities.**

**Maintain a balanced transportation system improvement strategy, emphasizing system efficiency, intermodal connectivity, and increased alternative transportation modes and traffic reduction strategies to reduce vehicular travel, and greenhouse gas emissions.**

## Key Issues in Highways, Streets and Roads

1. **California and the San Luis Obispo region are entering an era of resource limits and financial constraints**, with changing societal goals and socioeconomic conditions requiring more efficient use of the existing transportation system.
2. **The State is requiring regions to reduce Vehicle Miles of Travel, and transportation-related greenhouse gas emissions**, maximize efficient use of the existing system and implement "Complete Streets" improvements to accommodate all users.
3. A Major Investment Study to assess capacity improvement strategies is proposed as **traffic congestion is continuing to increase** but at a slower rate than in the past and **the overall surface transportation system is aging and gradually reaching its capacity**.
4. **The surface transportation system requires increased financial resources to maintain, improve, and expand** to accommodate anticipated regional and inter-regional growth.
5. **The population of the region is expected to continue to grow at a more moderate rate** than experienced in the past.
6. **The cost to expand and rebuild the transportation system has increased significantly** during the past ten years while funding resources declined: a typical auxiliary lane costs \$10 million; expansion of an interchange costs \$30 to \$60 million.
7. **Dedicated State funding for highway capacity improvements of about \$6 million per year is inadequate to meet demand** necessitating a major shift in focus from widenings and road extensions to the system and operational improvements that maximize the utility of the entire transportation network.
8. **The region has few options to address the serious lack of funding** and there is little political will to address the funding shortfall at the local level.
9. **The region's dispersed land use pattern, and large share of population living outside urban areas is a challenge to the effectiveness of alternative modes of travel and serves**

### Intermodal Opportunities

- Provide Express bus stops
- Increase park and ride lot facilities
- Increase frequency of transit services
- Maintain an effective vanpool network
- Encourage implementation of "Complete Streets" integrating pedestrian, bicycle and transit facilities
- Create an effective pedestrian and bicycle network

## **Policies**

### **HIGHWAYS, STREETS AND ROADS**

- HSR 1.* Facilitate land use and transportation projects that support sustainable communities and intermodal transportation improvements
- HSR 2.* Identify, establish and maintain programs and projects that improve the region's highway, street and roadway system.
- HSR 3.* Place higher emphasis on assessing and programming funding for improvements that maximize overall system connectivity and efficiency.
- HSR 4.* Give a high priority to fund improvements to streets, roads and State Highway facilities to reduce or mitigate areas of recurring accidents and congestion.
- HSR 5.* Continue coordination with local jurisdictions in general land use and circulation planning, traffic assessment, impact mitigation and specific project development.
- HSR 6.* Work with member agencies to review and update circulation elements and local street road design standards to address "Complete Street" requirements to create streets intended to serve all users - pedestrians, bicyclists, transit riders, and drivers - taking into account the needs of people with disabilities, older people, and children.
- HSR 7.* Coordinate with Caltrans and local jurisdictions to include intermodal strategies with improvements to State Highways and regionally significant routes including bike lanes, pedestrian access, public transit, shuttle stops, and Park-and-Ride lots.
- HSR 8.* Protect and enhance sensitive resources and mitigate adverse impacts to the environment associated with providing street, road, and highway improvements.
- HSR 9.* Coordinate with federal and state regulatory agencies to address environmental impacts that can't be mitigated onsite by developing a program of potential offsite mitigation sites.
- HSR 10.* Work with local jurisdictions to develop a well connected street and road system, with parallel and/or alternative routes adjacent to major highways.
- HSR 11.* Work with Caltrans and other transportation partners to develop corridor management concepts that integrate context sensitive solutions that reflect community values in the planning and construction of projects.
- HSR 12.* Work with Caltrans and local jurisdictions to increase the efficiency of the existing transportation system through: improved performance monitoring; operational improvements; promoting and supporting increased vehicle occupancy; commuter alternatives; using technology to improve operations; and, use of flexible hours to spread peak hour use.
- HSR 13.* Support Low Impact Development (LID) / Green Street concepts to reduce, capture and treat stormwater runoff before it can reach sewer system, including narrower streets, , infiltration of stormwater and other storm-water management practices where appropriate.
- HSR 14.* Reconstruct interchanges as operations and/or safety warrants. All interchange improvement projects shall be built so as not to preclude the use of the median for future capacity improvements. A cost-benefit assessment should be undertaken to consider short-term operational improvements that would use the median versus the anticipated use of the median for a long-term capacity improvement.

## **Strategies**

### **HIGHWAYS, STREETS AND ROADS**

1. Coordinate with Caltrans, local jurisdictions and other partners to review and modify development standards to implement Complete Streets Policy requirements, and Low-Impact Street Design.
  - a. Integrate “complete street” strategies where feasible to address the needs of all system users in the improvements to State Highways and local streets and roads including pedestrians, bicyclists, transit users, and drivers.
  - b. Investigate and facilitate Low-Impact Development Concepts in street, road, highway, and parking lot design including: storm water infiltration; roadside swales designed to filter pollutants, consider where feasible low impact development concepts such as pervious pavements, reduced street widths, and landscaping appropriate to the climate and sub-region.
  - c. Assist local jurisdictions by providing comment letters on project reports for major development proposals, land use and circulation plans, and traffic studies concerning SB 375 and AB 32 implementation as presented in the Preliminary Sustainable Communities Strategy and *Community 2050*.
  - d. Assist jurisdictions in grant applications for green street projects where feasible such as: storm-water curb extensions, permeable paving, vegetated swales, and storm-water planters.
  - e. Encourage “green parking” concept where feasible in Park-and-Ride lot development to include, pervious paving, street trees, planters, etc.
  - f. Encourage all jurisdictions to develop Bicycle Master Plans
2. Improve the Regional Traffic Model to better identify projected capacity deficiencies for State Highways, Routes of Regional Significance, and principal arterials.
  - a. Calculate levels-of-service based on the methods contained in the Highway Capacity Manual (HCM) and Highway Design Manual (HDM) as applicable; and consider emerging performance measures that focus on alternative modes.
  - b. Identify projected capacity deficiencies for State Highways, Routes of Regional Significance, and principal arterials based on the best data available evaluating the economic and demographic characteristics of the region, and providing an estimate of anticipated traffic increases.
3. Assure that Project Initiation Documents are prepared and prioritized for all state or locally funded transportation improvement projects to identify project purpose, limits, alternatives, scope, costs, delivery schedules, funding arrangements, and intermodal opportunities.
4. Review improvement projects for consistency with applicable city, county, regional and state plans,
5. Continue coordination with local jurisdictions in general land use and circulation planning, traffic assessment, impact mitigation and specific project development review.
6. Implement Transportation System (TSM) and Demand Management (TDM) Strategies as identified in the chapter, Maximizing System Efficiency.

## **Strategies**

### **HIGHWAYS, STREETS AND ROADS**

7. Work with Caltrans and local jurisdictions to include socially and environmentally sensitive design, routing, and maximum feasible mitigation of impacts in all roadway construction considering the following highway route concept improvements:
  - a. U.S. 101: full freeway standards between the Santa Barbara County line and Paso Robles with four lanes, except for the Cuesta Grade which shall remain as an expressway.
  - b. State Route 46 East between U.S. 101 and the east junction of state routes 41 and 46: four-lane expressway standards in segments, as necessary to meet capacity needs and as funding becomes available.
  - c. State Route 1 between Cayucos and the Monterey County line: operational improvements with intersection channelization and traffic turnouts.
  - d. State Route 41 West between Morro Bay and Atascadero: operational Improvements including turnouts, passing lanes and channelization at major local road intersections.
  - e. State Route 166 east of U.S. 101: operational improvements including passing lanes, intersection channelization, realignment of horizontal and vertical curves, and shoulder widening as described in the 166 Safety Corridor Plan.
  - f. State Route 227 south of the City of San Luis Obispo improvements: including widening to four lanes between Tank Farm Road and Los Ranchos Road; and operational improvements including shoulder-widening and channelization, south to Arroyo Grande.
  - g. All other state routes in the region should be improved with necessary operational and/or other minor capacity enhancements, as warranted, based on findings contained in SLOCOG/Caltrans operational studies.
8. Work with Caltrans to develop a three-year Project Initiation Document (PID) list.
9. Work with federal, state, local agencies and other stakeholders to delineate priority areas for protection; enhancement of sensitive resources; and/or, provide mitigation banking opportunities for mitigating adverse impacts to the environment associated with transportation improvements.
10. Encourage flexibility in design of Highways, Streets, and Roads projects so that LID can be included with the project.
11. Undertake the following studies and modeling tool improvements to identify near and long-term improvements on US 101:
  - a. Short-term: Conduct a Transportation Systems and Demand Management Analysis of the corridor to identify and prioritize investments including, but not limited to transportation demand management, auxiliary lanes, parallel route development, transit investments, ramp meters, and other multi-modal Improvements.
  - b. Refine, update, and further develop modeling tools for the assessment of land use and transportation investment scenarios to identify environmentally sound, efficient and cost effective transportation alternatives .
  - c. Mid-term: Conduct a Major Investment Study to identify and assess a full range of long-term capacity improving multi-modal options on the Corridor.

## **Funding Context**

### **HIGHWAYS, STREETS AND ROADS**

The focus of the **SLOCOG 2010 RTP-PSCS** is on transportation projects and programs that further enhance implementation of the integrated multi-modal system focus, the *Regional Growth Strategy* that is the basis of the *PSCS*. Projects and programs would be funded through existing and uncommitted revenues projected to be available over the 25-year horizon of the 2010 RTP-PSCS.

Improvement opportunities will be very limited compared to prior RTPs due to the anticipated highly constrained funding levels. Projected revenue for major interregional projects is \$466 million below estimated funding need. Roadway maintenance conditions are expected to improve slightly over current conditions with identified funding at \$663 million, a noticeable improvement would require an additional \$175 million investment.

Assumptions for each fund source are based on allowable uses and past-performance. Very few fund sources are both a guaranteed – formula-driven – and flexible source of funding. Such funds may be shifted among several categories of improvement type.

The recent economic downturn has resulted in a 36 percent reduction of 20-year revenues in local Transportation Development Act (TDA) assumed in the Reasonably Expected funding scenario) compared with the previous RTP projections. This amount is largely offset by the increase of Gas Tax subventions and Proposition 42 assumed in the **SLOCOG 2010 RTP-PSCS** “Reasonably Expected” funding scenario. Dedicated highway funding has diminished to such an extent that further widening of State Route 46 East (east of Paso Robles) to four lanes will be dependant on extraordinary funding beyond regular state (RTIP) formula funding.. Other highway improvements will be limited to those that are regionally significant, cost-effective, and operational in nature.

Local agency (city/county) funds were assumed to decrease from that projected in the 2005 RTP by \$70 million (a 26 percent decrease). This assumption is based on the significant decrease (a 78 percent decrease) in new residential units (2009 estimated compared with 2001-2007 average) which affects collected development impact fees. The assumption also assumes an ongoing contribution (\$2.5 million per year escalating at 1.5 percent) for transportation purposes from the General Fund (from sources such as local option sales tax).

Planned projects identified in the constrained lists have been selected based on need, project readiness, regional importance, cost effectiveness, and equity. Ultimately criteria developed for specific programming activities will determine which project advances first.

## Funding Context

Continued

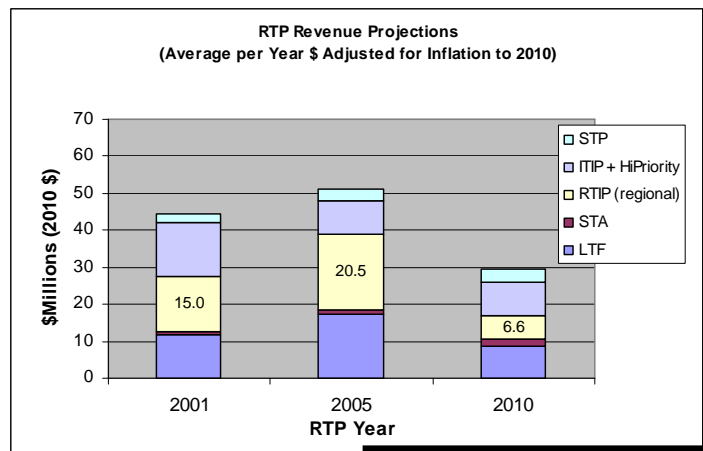
### Summary of Financial Implications for Highways, Streets and Roads

Although volume projections have declined (comparison of 2005 RTP and present projections) for the South County, SLOCOG’s Regional Traffic Model projects that 2035 mainline traffic volumes will steadily increase to the point that operations (level-of-service) will begin breaking down during peak hours on some segments necessitating a more thorough assessment of capacity options. The 2010 RTP-PSCS calls for a Major Investment Study to assess the deficiencies and long-term multi-modal options.

The State Transportation Improvement Program (STIP) Revenues grew to exceed \$16M/year between 1998 and 2002. The two prior RTPs projected continued growth of this revenue stream which previously received funds from State and Federal fuel taxes as well as from Proposition 42 (sales tax on fuel). Recently, a redirection (to higher priorities) of all of the State and Federal fuel taxes has occurred, effectively cutting the revenue stream by 2/3rds. With only \$166M available of STIP for regional programming on Major Highway (\$83M) and Regional Route (\$83M) improvements, a single high-cost highway project (Interchange or Aux lane) could expend 25%, or more, of SLOCOG’s total STIP.

Furthermore, both Highway and Regional Route improvements are heavily reliant on funding from local transportation funding sources, including, but not limited to: General Funds, local sales tax, and developer fees.

**Key Issue:** Dramatic drop in expected revenues for Highway and Regional Route Improvements leads to inability to financially constrain a long list of projects.

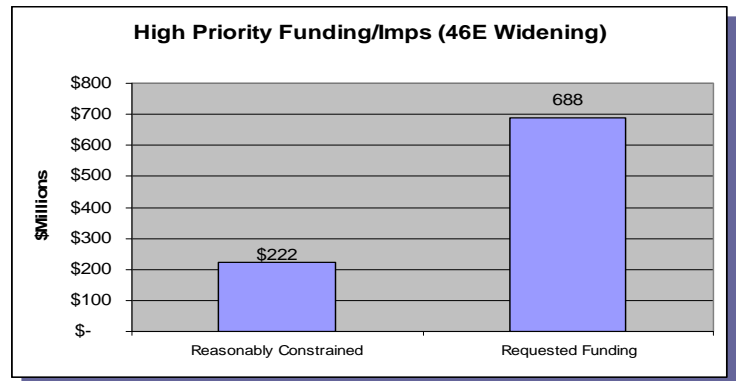


### Summary of financial implications for high-priority projects

Current revenue projections coupled with rocketing increases above initial cost estimates inhibit any ability for SLOCOG to commit its constrained funding for future SR 46 East widening improvements. Completion of future SR 46 East widening projects will require significant funding from Caltrans funding source (ITIP) and from federal transportation reauthorization earmarks. Projections for these two sources are not expected to fully fund all projects necessary to widen the corridor to the Kern County line.

**Project requests exceed revenues by over \$1 billion**

**Expected revenues are far below estimates to widen SR 46E to Kern County**



**Key Issue:** Additional SR 46 East widening requires high-priority funding from Caltrans funding source (ITIP) as well as from federal transportation reauthorization earmarks.

## **North-South Corridors**

This section addresses corridor segments for U.S. 101, State Route 1, and State Route 227. New traffic volume (AADT) and level of service (LOS) data is provided for each highway segment, including:

- 2008 Average Annual Daily Traffic (AADT); and
- 2035 Average Annual Daily Traffic (AADT) estimated by the Regional Traffic Model (RTM) and the Level of Service (LOS) with and without RTP actions

### **U.S. 101**

In San Luis Obispo County the most important part of the regional highway system is U.S. 101. It accommodates interregional, regional and urban traffic. The entire route is included in the National Highway System (NHS). It is an Extra Legal Load Network Corridor and a National Security Route. Caltrans' Interregional Transportation Plan (ITP) classifies U.S. 101 as a "High Emphasis" and "Focus Route." U.S. 101 is also identified as a Strategic Highway Network (STRAHNET) Route by the Department of Defense. For Goods Movement it is classified as part of the National Truck Network for its Surface Transportation Assistance Act (STAA) designation. U.S. 101 is a four-lane facility throughout the county, with the exception of the six-lane segment over the Cuesta Grade. Trip purposes along this corridor include personal mobility relating to business and government activities, recreation, tourism, and journey-to-work. The U.S. 101 corridor accommodates goods movement related to commerce and manufacturing, and trucks moving freight, unprocessed agricultural products, hazardous materials, and livestock. It is also a corridor of interregional significance as the primary north-south coastal route between Los Angeles and San Francisco. The major concern for the future of U.S. 101 is the projected decrease in peak hour LOS coupled with capacity limitations.

There are four primary areas of concern along the U.S. 101 corridor, including:

- Deteriorating levels of service due to increased regional and interregional traffic volumes.
- Deteriorating levels of service of interchanges affecting local and mainline efficiency and safety.
- Insufficient width and height of bridge decks and under crossings.
- Safety and operational concerns regarding at-grade intersections.

#### **Efficiency Measures**

- Focusing increased emphasis on Operational Improvements such as auxiliary lanes and extended ramps.
- Modifying or reconstructing interchanges to improve operations, increase capacity and not preclude future use of median for improved operations.
- Improving the frontage and parallel road system, with emphasis on intercommunity connections.
- Improving the regional park-n-ride lot system and enhance transit express access.
- Implementing recommendations of Central Coast Intelligent Transportation System (ITS) Plan, such as changeable message signs and a ramp meter system.
- Improving and promoting Transportation Demand Management and Transportation System Management programs.

The discussion of the conditions, planned improvements, and long term vision for the U.S. 101 corridor is presented in three geographic areas; the **South County**, the **Central County**, and the **North County**.



## Widening of U.S. 101 to Six Lanes: Strategy Update

### Improving Long-Term Capacity on the US. Highway 101 Corridor.

Given the current levels of highway service, population and growth projections, and constrained funding resources, the SLOCOG 2010 RTP-PSCS identifies the need for a Major Investment Study to be developed in the mid term planning horizon of the Plan (2020-2035) to more adequately define the deficiencies along the main line, assess capacity improving options, and develop priorities for where capacity increasing improvements should occur.

The 2010 RTP-PSCS does continue the system development strategy from the previous three RTPs that devotes reasonably expected revenues toward operational improvements, parallel route development, transit investments and multimodal improvements as recommended in 1997 Major Investment Study conducted in the South County and the recently updated U.S. 101 North County Operational Study.

The 2010 RTP-PSCS continues the policy to assume improvements within the corridor **do not preclude** future capacity increasing improvements such as high occupancy vehicle lanes, bus rapid transit or other applications as determined through additional analysis and a Major Investment Study of the US 101 corridor.

The table below outlines mainline traffic volumes for 2008 based on Caltrans 2008 traffic count data. The system conditions analysis (Level of Service) integrates the adopted growth projection data and future year projections for 2035 (using SLOCOG's Regional Traffic Model). The U.S. 101 segment table below captures recommended improvements that can be achieved within the Plan's time line.

**Table 4-1  
Summary Table of U.S. 101 System Conditions**

Hwy	Seg. #	Highway and Description Seg. Description	Lanes F(wy) E(xp'y) A(rt'l)	2008 AADT #	2008 AADT LOS	2008 Peak Hour LOS	Est'd 2035 AADT w/lmps	Proj'd 2025 AADT from 2005RTP	LOS With RTP Acts	RTP Actions
<b>NORTH - SOUTH CORRIDORS</b>										
US 101	1	SB Co Line - El Campo (AG)	4F	57,000	C	C	71,000	87,000	D	SM Bridge Widening***, Willow Rd IC*, S. Co. 101 Imps
	2	El Campo Rd - Oak Park (AG)	4F	51,667	B	C	63,000	77,000	C	Brisco IC + NB aux lanes+ frontage rd imp.
	3	Oak Park Rd - Avila Rd (PB)	4F	65,600	D	E	74,000	93,000	E	
US 101	4	Avila Beach Rd to S. Higuera	4F	69,500	D	E	74,000	104,000	E	
	5	S. Higuera - Buena Vista Rd (SLO)	4F	57,857	C	E	87,000	91,000	F	Prado NB Aux lane
	6	Buena Vista Rd - Jct Rt 58 IC	4/6E	40,000	D	D	62,000	70,000	F	
US 101	7	Jct Rt 58 IC - San Ramon Rd (AT)	4F	49,643	B	C	75,000	66,000	E	Ramp ext.s; Del Rio IC imp; Rosario-Traffic IC imp
	8	San Ramon Rd to Jct Rt 46 West	4F	58,800	C	D	79,000	72,000	E	Accel/Decel ramp ext.s; NB Aux+bike-ped imp
	9	Jct RT 46 West - Jct 46 East (PR)	4F	47,625	A	D	77,000	61,000	E	Accel/Decel ramp extensions
	10	Jct Rt 46 East - Monterey Co Line	4E	19,400	A	A	29,000	26,000	E	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)

LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.

All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.

2008 AADT# is Caltrans Counts, 2008

\*Projects are funded, but not yet complete.

Although volume projections have declined (comparison of 2005 RTP and present projections) for the South County, SLOCOG’s Regional Traffic Model projects that 2035 mainline traffic volumes will steadily increase to the point that operations (level-of-service) will begin breaking down during peak hours on some segments necessitating a more thorough assessment of capacity options. The 2010 RTP-PSCS calls for a Major Investment Study to assess the deficiencies and long-term multi-modal options.

**Figure 4-1.**  
**2035 Highway Segment LOS with Recommended Improvements**

A study to assess system management strategies to maximize the efficiency of the transportation system network is recommended in the short term period of the Plan. These strategies are further discussed in the TSM/TDM element of the document. Greater monitoring of traffic conditions both off peak and at peak hour will assist in prioritizing system efficiency improvements. Operational improvements enhance the capacity of the existing system and improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance accessibility and safety.



## U.S. 101: South County

### Background Conditions

This segment of U.S. 101 extends 21.5 miles from the Santa Barbara County line to the Avila Beach Road Interchange. It traverses the Santa Maria River Bridge, and passes through the communities of Nipomo, Arroyo Grande, and Pismo Beach. U.S. 101 is a four-lane facility throughout this segment. The highway is classified as a freeway (grade separated access only) through Nipomo, where it becomes an expressway (with limited at-grade access) for a three-mile stretch between Los Berros Road Interchange and the southern Arroyo Grande city limits. It then resumes freeway status through Arroyo Grande and Pismo Beach into the Central County area.

This segment carries heavy commuter traffic as well as interregional and local traffic. The route also provides connections to the major recreational travel destinations along the beach communities, giving rise to seasonal variations in traffic and heavy Friday and weekend recreational traffic. Travel in this area is characterized by high peak hour volume as shown in the table below.

To a large degree weekday peak periods are attributed to bi-directional commuting by residents of the South County area who work either in the City of San Luis Obispo or northern Santa Barbara County. A system of frontage roads in this region is nearly complete with a road on one or, in some locations, both sides of the route with only a few missing connections. The four communities along this segment of U.S. 101 are served by eight full interchanges, eleven partial interchanges, and three at-grade crossings. Additionally, several parallel roads function as alternate routes.

**Table 4-2**  
**U.S. 101 System Conditions: South County**

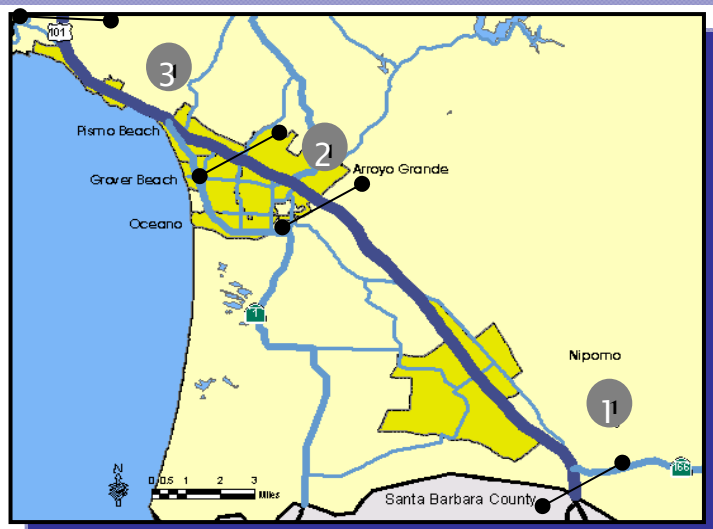
South County US 101										
Hwy	Highway and Description	Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions	
Seg. #	Seg. Description	F(wy) E(xp'y) A(r'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts		
<b>NORTH - SOUTH CORRIDORS</b>										
US 101	1	SB Co Line - El Campo (AG)	4F	57,000	C	C	71,000	87,000	D	SM Bridge Widening***, Willow Rd IC*, S. Co. 101 Imps
	2	El Campo Rd - Oak Park (AG)	4F	51,667	B	C	63,000	77,000	C	Brisco IC + NB aux lanes+ frontage rd imp.
	3	Oak Park Rd - Avila Rd (PB)	4F	65,600	D	E	74,000	93,000	E	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.  
\*\* High Priority Funds required

### Emerging Issues

**Segment 1: Santa Maria River Bridge to the southern Arroyo Grande city limits.**

Segment 1 is predominantly classified as a freeway with a three-mile portion of expressway. It lies within the unincorporated county area, which includes the community of Nipomo. In 2008, Average Annual Daily Traffic (AADT) in this segment ranged from 57,000 to 65,000. The estimated 2035 AADT is 70,837 (LOS D). In 2002, the highest ramp volumes were at the Tefft Street Interchange.



At that time the total volume of all ramps was nearly 24,000 vehicles. As of 2008, the Tefft Street interchange still has the highest ramp volumes of the segment with a total of 22,600 ADT. The major concern for the future of U.S. 101 is the decreasing LOS coupled with capacity limitations of the route.

Currently, this location is subject of a South County Corridor Study that will address conditions and future operational improvements between State Route 135 in Santa Barbara County and Los Berros Road south of Arroyo Grande. The study will address future improvements on the corridor including an assessment for the need of an interchange between State Route 166 and Tefft Street Interchange.

Santa Maria River Bridge: An improvement project has been programmed to widen the bridge to six-lane, full standard facility, with a separate multi-use path. Currently barriers exist for pedestrians and cyclists crossing the county line on the Santa Maria River Bridge. Construction of this widening project should commence during the short term (0-5 years) of the RTP. This project will be funded in part with Corridor Mobility Improvement Act (CMIA funds), due to this funding source; the project will also be subject to a Corridor System Management Plan, which will be conducted in conjunction with the South County Corridor Study.

New Southern interchange: the South County Corridor Study will review the local circulation of the Nipomo area to determine the need for location of, and impacts of an overcrossing or interchange between State Route 166 and Tefft Street in the southern part of Nipomo.

Tefft Street interchange: the South County Corridor Study will also address the conditions where high traffic volumes converge in a short distance between a frontage road and interchange ramps and determine if improvements at this location will alleviate conditions further south on the corridor.

Willow Road interchange: an interchange is scheduled to break ground in the short term (0-5 years) along with an extension of Willow road from it's terminus west of U.S. 101 to Thompson Road, the parallel route east of U.S. 101. This interchange will improve condition and alleviate some traffic at the Tefft Street interchange.

Willow Road to Traffic Way: A three-mile expressway portion exists between Los Berros Road and Traffic Way where Caltrans is evaluating left and right turn channelization and access consolidation. While the main line flows at a LOS "C", the current estimated LOS for the El Campo Road at-grade crossing is "F". In addition, safety issues at the five at grade crossings have prompted Caltrans to receive funding to address closing the left turn crossings in the expressway. In the short term (0-5 years) Caltrans will install safety warning signs on the corridor, close two crossings, and monitor the impacts. The final phase, if warranted, will be to close all at-grade crossings and install a median barrier.

**Segment 2: Arroyo Grande Creek bridge to the Oak Park Boulevard interchange.**

This segment is entirely within Arroyo Grande. In 2003, AADT ranged from 48,000 at the southern city limits to 53,000 at Brisco Road, with 61,000 at the northern city limits. The 2008 Caltrans AADT count for this segment is 51,667 (LOS B). The traffic model predicted 2035 AADT is 63,355 (LOS C). In 2002, the highest ramp volumes were at Grand Avenue, at which time each onramp averaged 6,000 vehicles per day while each offramp averaged only 3,200 vehicles. In 2008 the ramps of the Grand Avenue interchange still have the highest volumes of the segment, with 5,700 at the NB onramp and 3,700 at the southbound on-ramp.

Safety issues, in the form of short on- and off-ramp merge distances, exist at several locations such as between the southbound Grand Avenue on-ramp and the Fair Oaks Avenue off-ramp. In addition,

efficiency issues such as those at the Halcyon/Brisco Road Interchange, where high volumes of traffic converge within a short distance between a frontage road and interchange ramps, are occurring within this segment. The lack of a west side frontage road connecting East Grand Avenue to Fair Oaks Avenue also limits options of mobility and cause a further impact to the route.

Brisco Road interchange: An improvement project is being studied to address capacity concerns at the Brisco and Grand Avenue interchanges. The City and Caltrans are working toward an agreed-upon solution that may include closing and/or moving some on- and off-ramps in the vicinity of Brisco and Halcyon Road. The project proceeding through the environmental review phase, with a project design anticipated by 2012 and construction funding tentatively identified in the long term (15-20 years) period of this 25-year plan.

Halcyon Road to Grand Avenue auxiliary lane (southbound): This project, an additional lane connecting the Halcyon Rd. onramp and the Grand Ave off-ramp, was identified in the 1997 Major Investment Study (MIS), is under construction and is nearly complete.

Oak Park Boulevard to Halcyon Avenue climbing lane (southbound): This project was identified in the 1997 Major Investment Study and environmental review and project selection is near complete. Due to high project cost estimates and minimal regional and inter-regional funding, this improvement is unconstrained in this RTP. However, the utility of this improvement will be reassessed against performance criteria prior to the next RTP update.

**Segment 3: Oak Park Boulevard interchange to the Avila Beach Road interchange.**

This segment is entirely within the City of Pismo Beach. In 2003, AADT at Oak Park Boulevard was 61,000, rising to a South County high of 69,000 at the Pismo Creek/Union Pacific Railroad overcrossing, and lowering back to 60,000 at Avila Beach Road before beginning to rise again. The Caltrans 2008 AADT counts for this segment is 65,600 (LOS D) and the 2035 AADT projected to top 74,000 (LOS E).

In 2003 the highest daily ramp volumes in Pismo Beach were located south of the Pismo Creek/Union Pacific Railroad over-crossing at El Camino Real (southbound off-ramp: 7,000), Fourth Street (northbound on-ramp: 6,900), and Five Cities Drive (southbound off-ramp: 6,900). In 2003 the northbound Price Street off-ramp experienced 6,900 vehicles. By far the most notable ramp volume in the area is the southbound Price Street on-ramp at 10,000 vehicles. Only three other ramps in the County were noted with higher volumes (the Spring Street northbound off-ramp and southbound on-ramp in Paso Robles: 11,200 and 10,500 respectively, and the U.S. 101/State Route 46 East southbound on-ramp – 10,100 vehicles). Updated ramp volumes were not available for the ramps in this segment. Missing frontage road segments limit options of mobility and cause a further impact to the route. This segment experiences a number of operational issues associated with short on- and offramp merge distances.

Oak Park Boulevard to Fourth Street auxiliary lane (northbound): This project, identified in the 1997 MIS, was recently completed adding capacity to this segment of the highway.

Bello Street to Mattie Road auxiliary lane (northbound): This project, identified in the 1997 MIS, is also near completion and should be operational within the 2010 calendar year.

Avila Beach Drive to Spyglass Drive climbing lane: The Avila Beach Drive to Spyglass Drive southbound climbing lane was completed in 2009 and has improved congestion issues in the area.

Avila Beach Drive off-ramp reconfiguration: Completed during 2008-09 this project improved circulation for northbound vehicles exiting the mainline at Avila Beach Drive.

“Bottlenecks” on the mainline (such as in the northbound direction access from 4<sup>th</sup> Street to Price Canyon Road and in the southbound directions in the vicinity of Price Canyon Road and Pismo Creek) will likely need to be addressed in a future study. Both locations have been recommended for improvements in prior RTP updates, but have not yet come to fruition. Additionally, any future land use developments in Price Canyon will likely impact these locations.

### **Vision and Planned Improvements (Segments 1, 2, and 3)**

The Santa Maria River Bridge expansion is a funded project with Caltrans, SBCAG, and SLOCOG that improves safety, mobility, and accessibility with the addition of lanes, standardized shoulders, and pedestrian/bicycle connectivity. This project will improve access for all users. The South County Corridor Study will direct the development of additional improvements in the corridor between the Santa Barbara County line and the Los Berros Road / Thompson Road Interchange north of Nipomo.

The **SLOCOG 2010 RTP** recognizes the safety concerns that warrant converting the three-mile segment (Los Berros Road / Thompson Road Interchange to Traffic Way) that exists at the northern end of Segment 1 from ‘expressway’ to ‘freeway’ standards. This improvement will need to be negotiated and agreed-upon by Caltrans, SLOCOG, San Luis Obispo County, the City of Arroyo Grande, and adjacent property owners. The RTP also recommends the need to complete the frontage road network and to construct acceleration/deceleration and channelization lane improvements when warranted, to reduce impacts on the highway and increase options for users. All segments of U.S. 101 will benefit from efforts to maximize efficiency such as employing intermodal opportunities (transit enhancements, carpools, park-and-ride lots) and the implementation of ITS technologies.

Additional improvements that SLOCOG has identified for the corridor to mitigate emerging concerns include:

- Operational improvements such as auxiliary lanes and ramp metering systems.
- Reconstruction of interchanges as operations and/or safety warrants. All interchange improvement projects shall not preclude the use of the median for future operations; however attention will be paid to the cost of improvements versus the anticipated need to a future six-lane facility.
- Improving the regional frontage road system, with emphasis on inter-community connections.
- Improving the regional park-and-ride lot system and enhance transit express access.
- Implement recommendations of Central Coast ITS Plan when warranted. Improve and promote Transportation Demand Management Measures
- Continue to monitor the corridor with advance technologies and use collected data to inform future projects

The aforementioned recommendations are consistent with the Caltrans’ *Route 101 Concept Report*, revised in 2001 and SLOCOG’s *1997 Route 101 Major Investment Study*.

In an effort to determine very specifically the deficiencies in this area, SLOCOG will further work with Caltrans District 5 to evaluate the effectiveness of planned improvements and prioritize planned projects through a strategic improvement planning process. Previous efforts to address the ‘bottlenecks’ on the mainline at the northbound access from 4<sup>th</sup> Street in Pismo Beach to Price Canyon Road; and southbound operations in the vicinity of Price Canyon Road and Pismo Creek were ultimately unsuccessful and this area will require attention in the future.

## U.S. 101: Central County

### Background Conditions

This segment of U.S. 101 extends fifteen miles from the Avila Beach Road interchange through the City of San Luis Obispo, over the Cuesta Grade and ends at the State Route 58 interchange near the community of Santa Margarita. The highway carries through-truck traffic, commuters from each end of the county to San Luis Obispo, and an increasing proportion of local trips. Travel on the Central County portion of US 101 is characterized by high peak hour volumes as shown in table below. Weekday peak period travel can be attributed to bi-directional commuting by residents of the South County and North County areas who work in or near San Luis Obispo or attend college at Cal Poly or Cuesta College.

The Central County segment of the route experiences some of the highest volumes in the region. The highway is classified as a freeway from Avila Beach Road through the north end of San Luis Obispo, where it becomes an expressway for a six-mile stretch to a point beyond the crest of the Cuesta Grade near Tassajara Creek Road, it then continues as a freeway from SR 58 into the North County area.

Few parallel routes and frontage roads exist along the west side of U.S. 101 through the City of San Luis Obispo. Interchange/over-crossing concerns include Los Osos Valley Road, Prado Road, and Santa Rosa-Hwy 1. The State Route 1 interchange is a series of non-standard hook ramps with short weaving lanes and experiences peak hour and seasonal congestion. The Los Osos Valley Road Interchange also experiences congestion during the peak periods. Funding has been secured to pay for widening the bridge and reconstructing the interchange, with completion expected in the short term.

**Table 4-3**  
**U.S. 101 System Conditions: Central County**

Central County US 101										
Hwy	Highway and Description		Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions
	Seg. #	Seg. Description	F(wy) E(xp'y) A(rt'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts	
<b>NORTH - SOUTH CORRIDORS</b>										
US 101	4	Avila Beach Rd to S. Higuera	4F	69,500	D	E	74,000	104,000	E	
	5	S. Higuera - Buena Vista Rd (SLO)	4F	57,857	C	E	87,000	91,000	F	Prado NB Aux lane
	6	Buena Vista Rd - Jct Rt 58 IC	4/6E	40,000	D	D	62,000	70,000	F	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

North of San Luis Obispo, the Cuesta Grade Widening Project has enhanced safety along the corridor, No frontage road or parallel route exists between San Luis Obispo and Santa Margarita. The only alternate route is via State Route 41 out of Atascadero, down to Morro Bay, and through State Route 1 into San Luis Obispo.

### Emerging Issues

**Segment 4: Avila Beach Drive to South Higuera Street interchange.**

This segment is within the unincorporated county area. AADT has increased from 58,000 in 1998 to 60,100 in



2004, an increase of 3.6 percent. The 2008 average AADT for this segment is estimated to be 69,500 (LOS D) and the 2035 projected AADT is 74,082 (LOS E). From Avila Beach Drive to the City of San Luis Obispo, the Highway is the most heavily traveled connection between the central and south portions of the county. Over the next 20 years, projected growth and land use intensification in the South County will continue to generate increased traffic and degrade LOS at the existing facilities. Increasing levels of commute traffic affect the peak periods. Continued development of auxiliary lanes, improvement to alternative routes, and the implementation of closed circuit television monitoring is proposed to be used in this segment to enhance LOS. An operational improvement has been completed in this segment to address non-standard features and safety issues at the Avila Beach northbound off-ramp; as noted above.

**Segment 5:** *South Higuera Street interchange to Monterey Street interchange in San Luis Obispo.*

This segment is entirely within the City limits and includes a series of older, non-standard hook ramp interchanges with short weaving distances and limited acceleration and decelerations distances. AADT has increased from 56,000 in 1998 to 59,500 in 2004, an increase of 6.3 percent. The 2008 AADT for this segment is 57,857 and the projected 2035 AADT is 87,000 (LOS F). With higher volumes, the potential for greater conflicts exists as local travel bound for large trip generators such as the Cal Poly, the County Government Center, downtown and shopping opportunities at the Madonna and Los Osos Valley Road areas are increasingly made on U.S. 101.

Los Osos Valley Road: The interchange at Los Osos Valley Road will widen the southbound off-ramp, raise the intersection at the southbound ramps to improve stopping sight distance, widen the overcrossing to 4 lanes, and improve bike and pedestrian facilities on the overcrossing. Construction for this project is funded in the short term (less than 5 years).

Prado Road interchange/over-crossing: A new interchange at Prado Road has been proposed for construction in conjunction with the expansion of commercial development along Madonna Rd. It is anticipated that this new facility will relieve congestion at the Madonna and Los Osos Valley Road interchanges and route traffic to and from the Airport Area via the Prado Road extension. Currently, it is largely seen as a developer-driven project and is not constrained in the RTP.

Auxiliary lanes: have been proposed both north and southbound between Marsh and Broad Street. These improvements are not shown in this RTP update and will be evaluated with respect to the performance benefits as part of a cooperative planning effort with Caltrans.

Mid-Higuera Street: Considered an alternate route to US 101, the previous RTP recommended widening to four lanes between Madonna Road and Marsh Street. The project is no longer listed in the constrained part of the RTP update; the city is making improvements to the intersections and signals in the short term (0-5 years) as an interim improvement.

U.S.101/SR 1 interchange this location continues to be a significant area of congestion. The City is leading a study to identify congestion and improvement alternatives at the location. The SR 1 Major Investment Study, completed summer 2010, recommends a project initiation document for the interchange. A potentially significant issue at the location is the standards for clearance over the mainline. Any improvements at this location would warrant rebuilding the overcrossing to meet standard height. The close proximity of ramps and the interrelationship of the ramp network and city circulation issues pose a challenging and unique situation.



**Vision and Planned Improvements (Segments 4 and 5)**

US 101 is currently a freeway through segments 4 and 5, and no change is recommended to this designation. Improvements identified for these segments of the corridor to mitigate emerging issues include:

- Operational Improvements' (such as auxiliary lanes, and ramp extension improvements);
- Surface street enhancements, signal synchronization and channelization;
- Reconstruction of the Los Osos Valley Road interchange;
- Improvement of the regional park-n-ride lot system, including provisions to enhance transit express bus access;
- Implementation of the recommendations of Central Coast ITS Plan when warranted; and,
- Continue to monitor the corridor with advance technologies and use collected data regarding system performance to inform funding decisions on future projects

**Segment 6. Monterey Street exit to the State Route 58 interchange.**

This segment is entirely in the unincorporated area. The Cuesta Grade, a 4-mile segment of the route, has been widened to six-lanes providing greatly enhanced LOS, additional lanes to serve slow moving trucks, consistent standard shoulders, wider travel lanes, as well as safer bike access. AADT has increased from 41,000 in 1998 to 44,000 in 2004. The 2008 AADT for this segment is 40,000 (LOS D) and the projected 2035 AADT is 62,000 (LOS F).

The speed limit for vehicles is 65 mph with southbound trucks limited to 35 mph. Travel between the northern parts of the county and Central County is now faster, and easier. Safety remains a concern to the extent that speeding is commonplace on the grade, especially downhill. The California Highway Patrol has increased enforcement in an attempt to cut down on speeding and accidents. With increasing traffic, there is growing concern with left-turn access from driveways and several rural roads. The most significant is Tassajara Canyon Road which accesses U.S. 101 north of Cuesta Grade and south of State Route 58.

**Vision and Planned Improvements (Segment 6)**

Segment 6 is an expressway and **no** changes are anticipated to this designation at this time. Providing a parallel route or frontage roads and grade separation would be extremely costly, environmentally challenging and many of the low-volume at-grade crossings between the north end of the City of San Luis Obispo and Route 58 do not warrant such an investment. Improvements that SLOCOG has planned for the segment to mitigate the identified emerging issues include:

- Construction and extension of turn channelization when warranted.
- Extension of Tassajara Rd. to the SR 58 Interchange as adjacent property develops (unconstrained improvement).
- Construction of median barrier preventing left turns.
- Investigation of a multi-use bike-path from the crest of the grade to Highway 58.

## U.S. 101: North County

### Background Conditions

This segment of US 101 extends approximately 31.5 miles between State Route 58 and the Monterey County Line. It traverses the communities of Atascadero, Templeton, Paso Robles, and San Miguel. US 101 is a freeway from the SR 58 interchange through the communities of Atascadero, Templeton, and Paso Robles, after which it is classified as a four-lane expressway for five miles before resuming as a freeway to the county line.

This segment carries commuter traffic, significant interregional and local traffic, and provides connections to major recreational travel destinations on the coast via State Routes 41 and 46. The section is heavily influenced by Friday and Sunday interregional recreational travel. Travel in this area experiences Annual Average Daily Traffic volumes as shown below. Weekday peak periods are attributed to bi-directional commuting by residents of the North County area who work in the San Luis Obispo Area to the south and, to a lesser extent, Paso Robles in the north. The dominant traffic flow is southbound in the morning and northbound in the evening with a 58% directional split.

**Table 4-4  
U.S. 101 System Conditions: North County**

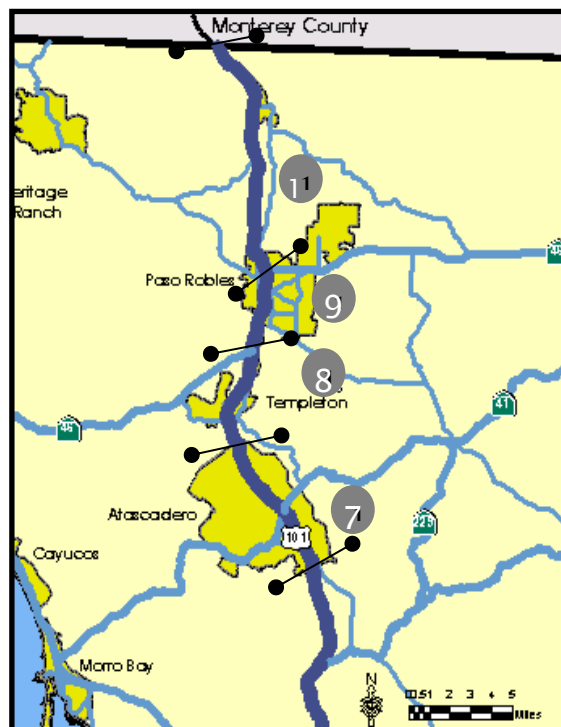
North County US 101										
Hwy	Highway and Description	Lanes F(wy)	2008 AADT #	2008 AADT LOS	2008 Peak Hour LOS	Est'd 2035 AADT w/Imps	Proj'd 2025 AADT from 2005RTP	LOS With RTP Acts	RTP Actions	
Seg. #	Seg. Description	E(xp'y) A(r'l)								
<b>NORTH - SOUTH CORRIDORS</b>										
US 101	7	Jct Rt 58 IC - San Ramon Rd (AT)	4F	49,643	B	C	75,000	66,000	E	Ramp ext.s; Del Rio IC imp; Rosario-Traffic IC imp
	8	San Ramon Rd to Jct Rt 46 West	4F	58,800	C	D	79,000	72,000	E	Accel/Decel ramp ext.s; NB Aux+bike-ped imps
	9	Jct RT 46 West - Jct 46 East (PR)	4F	47,625	A	D	77,000	61,000	E	Accel/Decel ramp extensions
	10	Jct Rt 46 East - Monterey Co Line	4E	19,400	A	A	29,000	26,000	E	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

This section has been a topic of study for a number of years. In 2009 the *U.S. 101 North County Corridor Study* was completed to assess the 25 year operational needs for U.S. 101 and adjacent regionally significant routes between the Cuesta Grade overhead and the northern San Luis Obispo County line.

The study identifies potential operational Improvements, and management strategies which address anticipated operational deficiencies over the long-range (to 2035 and beyond), mid-range (to 2025) and short-range (to 2015) time frames.

The overall recommended corridor improvement strategy is to: Implement a combination of Transportation System Management (TSM) strategies, Transportation Demand Management (TDM) measures and operational improvements to maintain an acceptable level of service (LOS D or better) and maximize the effectiveness of available funds.



The study concludes with a number of general recommendations relating to Operational Improvements, TSM and TDM improvement strategies as they relate to parallel route, interchange, and mainline Route 101 operational improvements.

The overall improvement strategy for the corridor is to implement a combination of these transportation management systems to maintain an acceptable Level of Service (LOS D or better) and maximize the effectiveness of available funds. Some key recommendations are:

- Parallel route/frontage development and local circulation improvements
- Continuing development of Transportation Demand Management (TDM) systems
- Continuing development of Transportation System Management (TSM) systems
- Route 101 Transportation Systems Management and Operations Study/Assessment
- Phased improvements to interchange and local road connections with SR 101 to accommodate regional and local growth
- Construct roadway improvements which will maintain the highest operational efficiency of the mainline without major freeway widening
- Preserving the right-of-way and constructing Interchange (I/C) improvements that will accommodate the ultimate development of a six lane facility

### **Emerging Issues**

#### **Segment 7: U.S. 101/SR 58 interchange to San Ramon Road.**

This segment traverses the rural area south of Atascadero through the north city limits. The 2008 AADT for this segment was approximately 50,000 (LOS B) and the 2035 projected AADT is around 75,000 (LOS E). The primary issues along this segment are related to interchanges and access on and off the mainline.

Reconstruction and expansion of the US 101/SR 41 interchange is currently underway, with completion expected in the fall of 2010. Due to funding constraints, potential improvements will focus on ramp extensions, intersections, and local streets and will include improvements such as stop signs, signalization, channelization, roundabouts, and structure widening for additional lanes.

#### **Segment 8: San Ramon Road to the U.S. 101/SR 46 West interchange.**

This segment is predominantly within Templeton (see North County US 101 Table (pg 4-19) for AADT and LOS info.). Traffic counts indicate that highway volumes through Segment 8 have seen very significant increases over the past few years. Average ADT has increased from 54,000 in 2004 to about 59,000 in 2008 with an LOS C, and the 2035 projected AADT is roughly 79,000 at an LOS E.

This increase is primarily due to Paso Robles' emergence as the primary North County job center and its successful downtown, the intensified commercial development near the US101/SR46W interchange, and continued residential development in Paso Robles and west Templeton.

Connectivity between Templeton and Paso Robles off of US 101 is limited to the Main St. connection to Ramada Drive on the east side and Theater Drive on the west side of 101, with no frontage or direct parallel roadway connections on the west side south of Main Street. There are no off highway connections between the community of Templeton and the City of Atascadero.

A number of interchanges in the segment are tight diamond configurations that will need to be modified if operations are to be maintained at an acceptable LOS. Many of the ramps at these interchanges also have sight distance problems that need to be addressed.

**Segment 9:** *State Route 46 West to State Route 46 East.*

This segment is entirely within Paso Robles (see Table 4-3 for AADT and LOS information). The City is planning to grow to approximately 42,000 people by 2035, which will impact US 101 and its interchanges. The City has become the primary job center of the North County with an expanding industrial and commercial base. This fact, coupled with the continued development of large regional shopping centers, will increasingly draw residents of other North County communities to Paso Robles via US 101. The 2008 average ADT for this segment is estimated to be 48,000 (LOS A) and the 2035 projected AADT is 77,000 (LOS E).

Local road connections between the City and other communities are very limited, with Vine Street to the north and Theater Drive and Ramada Drive to the south of SR 46 West as the only alternatives to US 101. Improvements to the frontage road system, including the recent reconstruction and widening of South Vine Street from the South Spring Street/1st Street intersection to the 101/46 West Interchange, provide opportunities for "Complete Streets" improvements. The project provided two 12 foot lanes and 4 foot shoulders which serve as Class II bike lanes.

Improvements have been programmed for the two junctions of State Route 46 with US 101 to accommodate current and future traffic. The SR 46W/US 101 interchange is a tight diamond interchange with closely spaced frontage roads and very limited storage for vehicles passing underneath the structure negatively affecting operations. The area around the interchange has seen significant expansion of commercial development that has increased traffic and foreclosed many options for improvements.

The frontage roads along the west side will be moved further west away from the interchange. The southern leg of the intersection, Theater Dr., will be relocated in 2011. The 46E/US101 interchange has capacity problems, primarily with SR46 westbound to US101 southbound movement of vehicles through the interchange. Both interchanges are currently experiencing deteriorating LOS during peak periods.

**Segment 10**, from the 46E/US101 Interchange to the Monterey County Line, traverses rural areas and the unincorporated community of San Miguel. There are few projected issues identified for Segment 10 over the timeframe of **SLOCOG 2010 RTP**. The community of San Miguel is planned to grow from a 2004 population of 1,500 to a projected population of 2500 in 2025. It is also anticipated that heavy truck traffic will continue to increase around the at-grade intersection at Wellsona Road. This growth, coupled with an increase in interregional through trips will impact operations, but only to an acceptable LOS C during peak hours. The 2008 average AADT for this segment is estimated to be 19,400 (LOS A) and the 2035 projected AADT is 29,000 (LOS A).

**Vision and Planned Improvements (Segments 7,8,9, and 10)**

U.S. 101 is currently designated a freeway, through segments 7, 8, and 9. Neither the SLOCOG RTP nor Caltrans' Transportation Concept Report proposed to change this designation. SLOCOG has identified a number of improvements for the corridor to mitigate the above stated emerging issues including:

- Improvement of the Route 46 E/US 101 interchange, including provision of two southbound left turn lanes on Route 46 East, a southbound auxiliary lane on US 101 and modified on/off-ramps with US 101 at 17<sup>th</sup> Street (the project is funded and will go to construction in 2011)
- Phased implementation of improvements at 46W/101, including relocation of frontage roads to improve intersection capacity and replacing the standard intersections with roundabouts. The first phase includes the realignment of the South/west-side frontage road has been funded.
- Operational Improvements such as auxiliary lanes, extension and modification of on/off-ramps and ramp metering.
- Improvement of the regional frontage road and parallel road system, with emphasis on intercommunity connections.
- Improvements of the regional park-n-ride lot system, including provision of enhanced access for transit express bus service.
- Implementation of improvements included in the Central Coast ITS Plan when warranted.
- Expanded implementation of Transportation Demand Management Measures, including improved promotion.

Segment 10 is classified as an expressway from the Paso Robles city limits to beyond Wellsona Rd and as a freeway from San Marcos Rd to the County Line. Converting segments to full freeway standards as operations and safety warrant is SLOCOG's recommended vision. Improvements that SLOCOG has planned for the segment to mitigate the above stated issues include:

- Construct and/or extend acceleration/deceleration lanes when warranted
- Construct and/or extend intersection turn channelization when warranted
- Improvements to the at-grade-crossing at US 101 and Wellsona Road, including improvements to bring various segments of the highway to full freeway standards (Unconstrained)
- Convert designation to freeway (unconstrained)
- Extend Spring Street north of the City of Paso Robles to link with the existing frontage road on the east side of US 101.

Specific short, mid, and long term planned improvements are identified on pages 55-57 and HSR Central County Map 4-2

# State Route 1

State Route 1 serves primarily local traffic for much of its length in the South County. Beginning at the Santa Barbara County line, the route travels northerly through agricultural fields and urban areas including Oceano, Grover Beach, and Pismo Beach. State Route 1 is coterminous with US 101 from its junction in Pismo Beach to San Luis Obispo City at Santa Rosa St. where US 101 continues over the Cuesta Grade to the Salinas Valley and Highway 1 turns northward along the coast.

From the San Luis Obispo city limits State Route 1 is designated as the SLO North Coast Scenic Byway and received “All American Road” status in August of 2003. The highway supports seasonal tourist traffic to destinations such as Hearst Castle, the Pacific Ocean, and Big Sur. In different locations, the route is designated as a freeway, and as a conventional highway and is on the Interregional Road System (IRS). It is not on the National Highway System nor is it designated as: Extra Legal Load Network Corridor, an oversized truck route, or a Focus Route. It serves as the Pacific Coast Bike Route in San Luis Obispo County, and is adjacent to the area designated for the California Coastal Trail, which will ultimately be developed between the ocean and the Highway through the entire county.

## State Route 1: South County

### Background Conditions

**Table 4-5**  
**State Route 1 System Conditions: South County**

South County SR 1										
Hwy	Highway and Description		Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions
	Seg. #	Seg. Description	F(wy) E(xp'y) A(r'l)	2008 AADT #	2008 AADT LOS	Peak Hour LOS	AADT w/Imps	AADT from 2005RTP	RTP Acts	
<b>NORTH - SOUTH CORRIDORS</b>										
SR 1	1	SB Co Line - Halcyon Rd (AG)	2A	6,400	A	B	14,000	10,000	F	N. Halcyon / Rt1 IS imp.; shoulder imp.
	2	Halcyon Rd - S Jct US 101 (PB)	2A	10,900	C	C	9,000	16,000	B	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

In this segment, State Route 1 is a two-lane arterial extending nearly 17 miles from the Santa Barbara County line to its junction with U.S. 101 in Pismo Beach. It traverses agricultural fields and rural areas through the Nipomo Mesa and Halcyon, bisects the unincorporated community of Oceano, then connects Grover Beach and the Pismo State Beach, and enters downtown Pismo Beach where it junctions with U.S. 101. This segment of State Route 1 serves as a parallel or alternate route to U.S. 101, as well as serving the rural communities west of U.S. 101.



### **Emerging Issues**

#### **Segment 1: Santa Barbara County line to Oceano.**

This segment of State Route 1 runs from the Santa Barbara County line to Oceano and passes through agricultural fields, alongside scattered home sites, and past a variety of existing and planned urban developments, including several golf courses, the Tosco Oil Company facility, and the Guadalupe Oil field. Non-standard horizontal and vertical curves exist in some areas and continue to be a concern. This route serves Nipomo and the Nipomo Mesa, one of the fastest growing areas in the county. Large, urban-style developments have been developing along the corridor.

In 2003 the AADT was 5,000 at the county line, increasing slightly to 5,900 vehicles at the Tosco Oil Plant, and then decreasing to 5,200 vehicles near Valley Road before spiking up to 9,200 vehicles at the northern Halcyon Road intersection. The 2008 AADT for this segment is now estimated to be 6,400 (LOS A) and the projected 2035 AADT is 14,247 (LOS F).

Halcyon Road (south) first intersects State Route 1 several miles north of the Tosco Oil plant and again nearly two miles north of its southern intersection. Between these stop sign controlled intersections, Halcyon Road serves not only as a parallel route, but it is the preferred route for most drivers. Halcyon Road is shorter (1.1 vs. 1.9 miles on State Route 1), and provides a more direct route to the Five Cities and US 101. However, this County road is not without its own issues: A 16% grade climbs the Mesa heading south, and the northern junction exists as two 3-legged intersections with the Arroyo Grande Creek bridge separating the two Halcyon Road legs by 350'. The County has assessed improvement options at this location and is including an Off Set Signalized Intersections with an additional bridge on AG Creek north of the existing SR 1 Bridge, as well as consideration of a roundabout to improve circulation in this location.

#### **Segment 2: Oceano to the south junction with U.S. 101.**

This segment provides access to the commercial districts of Oceano, Grover Beach, and Pismo Beach. It provides access to the Grover Beach Amtrak Station, Pismo State Beach and Golf Course, Oceano Dunes State Vehicular Recreation Area, Oceano Airport, Monarch Butterfly Preserve, Pismo State Park and Campground, and several mobile home parks before its junction with US 101. AADT in 2003 was 11,500 vehicles at Grand Avenue in Grover Beach, and nearly 14,000 vehicles at the junction with US 101. The 2008 AADT for this segment is estimated to be 10,900 (LOS C) and the projected 2035 AADT is 9,348 (LOS B).

Pedestrian safety is a concern given the limited safe crossing opportunities of this route especially in the areas of Oceano, Grover Beach (north of Grand Avenue), and southern Pismo Beach (at the Monarch Butterfly Preserve). The route additionally impacts Oceano as it diagonally crosses the grid system of local streets; resulting in oblique, non-standard intersections. In addition, drainage issues at Hwy 1 in Oceano have caused flooding at the intersection of Front Street and Highway one. Improvements in this area include drainage and non-motorized enhancements.

### **Vision and Planned Improvements**

The operation of Route 1 could benefit from efforts to maximize its efficiency, including intersection channelization and shoulder widening south of Willow road and improvement of horizontal and vertical curves along Halcyon Road where it serves as a parallel route. Major improvements are no longer being considered due largely to cost.

## State Route 1: Central County

### Background Conditions

In the Central County, within the San Luis Obispo City Limits, the route serves as a 4-lane city commercial arterial street with medians or a center turn lane, non-standard lane widths and shoulders, and is experiencing increasing volumes. The US 101/ Hwy 1 interchange has operational deficiencies and issues regarding this State-to-State Route facility need to be addressed in both the near and long term periods.

**Table 4-6**  
**State Route 1 System Conditions: Central County**

Central County SR 1										
Hwy	Highway and Description	Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions	
		F(wy) E(xp'y) A(r'l)	2008 AADT #	2008 AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	LOS With RTP Acts		
Seg. #	Seg. Description									
<b>NORTH - SOUTH CORRIDORS</b>										
SR 1	3	Jct US Rt 101 (SLO) - Highland Dr	4A	29,800	F	F	42,000	37,000	F	Ext turn pockets at 101; Foothill intersection imp.

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

### Segment 3: U.S. 101 to northern San Luis Obispo city limits.

The major traffic concerns for the future of State Route 1 are the capacity limitations of the route in the urban section of San Luis Obispo and its substandard series of connections with US 101. AADT increased from 33,000 in 1998 to 34,000 in 2004. The 2008 AADT for this segment is estimated to be 29,800 (LOS F) and the projected 2035 AADT is 41,544 (LOS F). The interchange connection is also discussed in the US 101 section of this Plan. The Central County segment experiences the highest volumes along the route. Cal Poly, Cuesta College, the California Men’s Colony prison, and numerous residential and commercial generators contribute to increasing congestion along the route. Travel in this area is characterized by high peak hour volumes. A study of this corridor is underway in coordination with the City of San Luis Obispo and Caltrans which will identify options for improving circulation along the route between US 101 and Stenner Creek Road beyond the city limits. The *SR 1 Major Investment and Corridor Study* was completed in 2010 and identifies two locations of LOS E and F in future years. These locations are:

U.S. 101/SR 1 Interchange: Improvements at this location could include widening the overcrossing to accommodate an additional northbound lane to alleviate queuing on Walnut Street, which during peak hour may back up onto US 101. Other conceptual improvements include a new interchange that would close existing northbound on/off ramps at Osos Street and Toro Street and southbound on- and off-ramps at Montalban, Lemon, and Olive streets. This project would require additional study and a Project Study Report (PSR).prior to being recommended for funding.

Hwy 1/Foothill Boulevard Intersection: Improvements may include widening of Hwy 1 at the approaches and retreat from Foothill Boulevard, a 2- or 3-lane roundabout, or grade separated interchange. The City will seek funding in the short term (less than 5 years) to prepare a Project Study Report. This intersection is projected to reach LOS E by 2014.



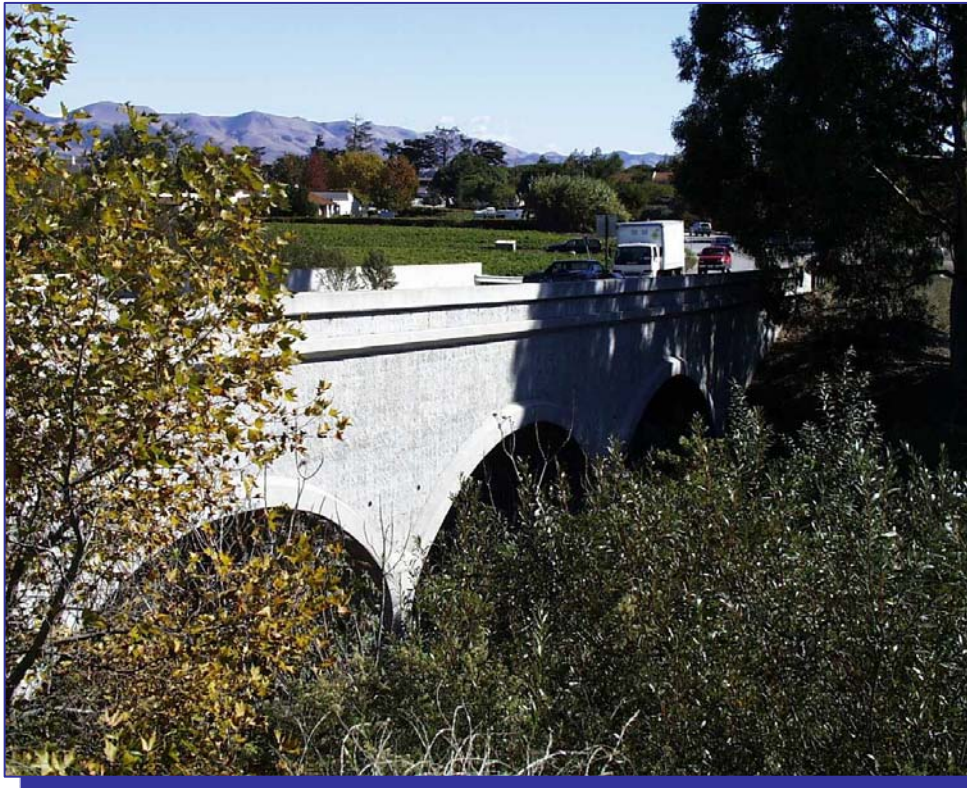
### **Emerging Issues**

Traffic projections anticipate increasing congestion in this segment. In spite of low growth in the north coast, locations on the corridor that are approaching an unacceptable LOS will fail in the near term due to the age of the facility. LOS will worsen on streets that intersect with the corridor. Capacity increasing improvements such as widening the length of the corridor or building a bypass route are not longer considered options on the corridor, as they do not improve operations sufficiently to warrant the high cost. Improvements such as increased transit headways and connected bicycle alternative routes may improve the safety of the corridor.

### **Vision and Planned Improvements**

- SR 1/US 101 interchange PSR to determine widening or new interchange option;
- Improved Transit service/frequency (esp. to Cal Poly and Cuesta College);
- Complete the Railroad Safety Trail from central San Luis Obispo to Cal Poly, connect this facility to Cuesta College and assess opportunities for a Class I trail along Stenner Creek to Cal Poly; and,
- Improvement of the Hwy 1/Foothill Boulevard Intersection.

Specific short, mid, and long term improvements are identified on pages 55-57 and HSR Central County Map



## State Route 1: San Luis Obispo North Coast Scenic Byway

### Background Conditions

State Route 1, between the city limits of San Luis Obispo and the northern County line, is one of the most beautiful routes in the nation. The highway runs through the Chorro Valley to the City of Morro Bay, then travels between the Pacific Ocean and coastal range, into the Cambria Monterey Pine Forest, the coastal terraces of the Hearst Ranch, and finally traverses the sheer cliffs entering the Big Sur coast and Monterey County. The journey allows travelers an experience of California’s coastline in a nearly pristine state. The highway received recognition as one of the nation’s premiere roadways in 2003 when it was designated as an “All-American Road” by the Federal Highway Administration’s National Scenic Byway’s Program. The designation (received by only 27 roads), is the highest scenic highway designation in the country.

The San Luis Obispo North Coast Scenic Byway designation extends approximately 58 miles between Highland Drive in the City of San Luis Obispo and the Monterey County line. It is a four-lane facility to a point just north of Cayucos where it becomes a conventional two-lane rural highway. The route serves both regional and interregional traffic. Much of this is tourist in nature, although commute traffic is prevalent between San Luis Obispo and Morro Bay.

State Route 1 is the primary north/south arterial through the North Coast. The highway is specifically restricted to be maintained as a two-lane highway north of Cayucos by the California Coastal Act (a limited distance passing lanes and channelization are allowable). There are five grade-separated interchanges along the freeway segments of the corridor, three in Morro Bay and two in Cayucos.

**Table 4-7**  
**State Route 1 System Conditions: North Coast**

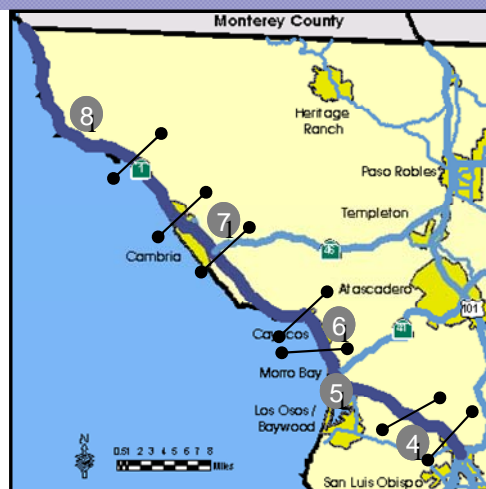
North Coast SR 1										
Hwy	Highway and Description		Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions
	Seg. #	Seg. Description	F(wy) E(xp'y) A(rt'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts	
<b>NORTH - SOUTH CORRIDORS</b>										
SR 1	4	Highland Dr - Cuesta College	4E	21,100	B	E	28,000	28,000	D	
	5	Cuesta College - Yerba Buena (MB)	4E	23,100	C	E	28,000	21,000	D	
	6	Yerba Buena - C Street (Cay)	4E	13,300	A	B	15,000	11,000	A	
	7	C Street - Jct Rt 46 W (Cam)	2A	6,700	A	B	12,000	9,000	D	
	8	Jct Rt 46W - Monterey Co Line	2A	5,300	A	A	4,000	5,000	A	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

### Emerging Issues

Traffic volumes in the corridor between San Luis Obispo and Morro Bay are projected to increase very modestly as development is expected to be minimal on the North Coast. Resource constraints and significant purchases of land and development rights will legally preserve the rural character of the area, thereby reducing previously anticipated traffic growth.

There is an issue of concern regarding the portion of the highway north of Piedras Blancas that involves protecting the road along the coastal terraces from erosion due to ocean tidal action and severe weather.



Other issues will center on implementing the Corridor Enhancement Plan which identified a number of enhancements such as improving non-motorized transportation access, improving vehicle pull-outs, provision of interpretive sites, land acquisition, improving fencing, removing billboards, and improving community gateways and other scenic or operational improvements.

In 2008, traffic on State Route 1 between San Luis Obispo and Morro Bay ranged from 21,000 AADT (LOS B) from Highland Drive to Cuesta College and 23,100 AADT (LOS C) from Cuesta College to Yerba Buena. The projections for 2035 on Hwy 1 between San Luis Obispo and Morro Bay are estimated at 28,000 AADT (LOS D) from Highland Drive to Cuesta College and 28,000 AADT (LOS D) from Cuesta College to Yerba Buena.

### **Vision and Planned Improvements**

**Segments 4**, from Highland Drive to Cuesta College the average ADT in 2008 was roughly 21,000 (LOS B/C) and is expected to exceed 28,000 (LOS D) in 2035. Planned improvements though this segment includes pursuing a Class I bike facility, beginning at the Cal Poly Campus, and other various beautification and non-motorized transportation improvements.

**Segment 5**, from Cuesta College to Yerba Buena Street in Morro Bay the average ADT in 2008 was roughly 23,000 (LOS C) and is expected to reach 28,000 (LOS D) in 2035. Planned improvements in this segment would be limited to enhancements such as billboard removal, Class I bike facilities, undergrounding of utilities, improvements at the Hwy1/SR41 interchange and various beautification and non-motorized transportation improvements.

**Segment 6**, from Yerba Buena Street to C Street in Cayucos the AADT in 2008 was just over 13,000 (LOS A) and is expected to exceed 15,000 in 2035 (LOS A). A Class I multiuse pathway is planned to be construction in this segment connecting the communities of Morro Bay and Cayucos as well as safe crossing improvements and other various beautification and non-motorized transportation improvements are expected in this segment.

**Segment 7**, from C Street to the 46West just south of Cambria reached an AADT in 2008 at nearly 7,000 (LOS A) and is expected to increase to just over 12,000 AADT in 2035 garnering a LOS D. Planned improvement in this segment include interpretive and gateway signage as well as various other beautification and non-motorized transportation improvements.

**Segment 8**, from San Simeon to the northern County line is proposed to be realigned in response to the continued erosion of the coastline, which is a continuing threat to the highway's operations, is planned for portions of the highway north of San Simeon between the Piedras Blancas Lighthouse and Arroyo de La Cruz (approximately 5 3.2 miles).

Planned improvements in these Segments include:

- Improvements at the Hwy1/SR41 interchange.
- Improvement of vehicle pull-outs and interpretive sites north of Cayucos
- Provision of various beautification and non-motorized transportation improvements.
- Realignment of sections between the Piedras Blancas Lighthouse and Arroyo de La Cruz.
- Extension of the multi-use pathway within and north of Morro Bay as part of the California Coastal Trail.

Specific short, mid, and long term planned improvements are identified on pages 57- 67 and the HSR North Coast Map

## State Route 227

State Route 227 is a fourteen-mile long, two- to four-lane, conventional highway. Beginning at the US101/Grand Avenue interchange in Arroyo Grande, it travels through “The Village” of Arroyo Grande, runs north through the coastal hills into the Edna Valley and feeds into Broad Street and the City of San Luis Obispo. It continues west on South Street to Madonna Road and terminates at the Madonna Road/US101 Interchange.

**Table 4-8  
State Route 227 System Conditions**

State Routes 227										
Hwy	Highway and Description	Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions	
Seq. #	Seq. Description	F(wy) E(xp'y) A(rt'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts		
<b>NORTH - SOUTH CORRIDORS</b>										
SR 227	1	S Jct US Rt 101 - Lopez Dr (AG)	3A	15,000	F	F	19,000	24,000	F	
	2	Lopez Dr - Printz Road (AG)	2A	4,700	A	A	4,000	14,000	A	Shoulders/Bike lanes
	3	Printz Road - Price Cyn Road	2A	3,100	A	C	9,000	4,000	B	
	4	Price Cyn - Los Ranchos Rd	2A	12,000	D	E	18,000	15,000	F	
	5	Los Ranchos - Tank Farm Rd	2/3/4A	16,400	A	D	22,000	18,000	C	
	6	Tank Farm - N Jct US Rt 101	4A	26,500	E	F	43,000	39,000	F	Medians; Alt. Rte Improvements (Prado, Buckley)

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

State Route 227 serves local and commute traffic between San Luis Obispo and the Five Cities area. Price Canyon Road, Corbett Canyon Road, Buckley Road, Orcutt Road, and Tank Farm Road all contribute traffic to this route.

The route also connects local and tourist traffic destined for the Lopez Lake recreation area and the Edna Valley. Between the Arroyo Grande City limits and Price Canyon Road, the route extends through mountainous terrain, has 10-foot lanes with minimal shoulders to the Cold Canyon Landfill. North of the landfill, shoulders widen to 2-4 feet for the duration. At the northern end near San Luis Obispo, the route has 12-foot lanes and adequate shoulders. Route 227 is not an Extra Legal Load Corridor or Surface Transportation Assistance Act (STAA) Route, nor is it part of the Interregional Road System (IRRS) or the National Highway System (NHS). Segments of the route are eligible for a Scenic Highway Designation.



### Background Conditions

The first mile travels on East Branch Street through a historic area of Arroyo Grande known as “The Village.” The Village is a commercial area and major generator of local traffic. This segment also serves as the major access for recreational traffic to Lopez Lake and experiences a significant number of trucks carrying field crops from agricultural operations east of The Village. This section is a 2-lane roadway expanding to 4-lanes at the Route 101 interchange, and has a turn-lane through The Village. North of the City of Arroyo Grande the route is very narrow and has 10’ lanes with little or no shoulders. Two connector routes, Price Canyon Road and Oak Park Road/Noyes Road, offer direct access to State Route 227 from US 101 and the Cities of Pismo Beach and Grover Beach, respectively.

Between Arroyo Grande and San Luis Obispo, State Route 227 is mostly a rural, two-lane facility serving as both a regional connector and an alternate route to US 101. As the route approaches the south end of the city of San Luis Obispo it becomes Broad St. where volumes rise significantly as the land uses change. No longer only a rural connector, the route serves interregional travelers accessing the county airport and a variety of travelers destined for work sites or commercial, industrial and retail activity at the south end of the city. Further north, land-uses become even more varied as the route is lined with both commercial centers and residential neighborhoods.

### Emerging Issues

Caltrans has identified State Routes 227 as a local commuter route - versus interregional, and supports relinquishment of State Route 227 with no realignment option. The County has not requested to relinquish the portion of State Route 227 within its limits. The segment within Arroyo Grande was relinquished to the City in 2010.

**Segment 1** is where the greatest conflicts arise as high traffic volumes must pass through the confined, commercial area of The Village. The 2008 AADT for the segment is 15,000 (LOS F) and the 2035 projected AADT is 19,313 (LOS F). The City has developed and constructed a streetscape to address the transportation issues it experiences: high speeds, insufficient pedestrian crossings, lighting, and parking.

East Branch in Arroyo Grande: This segment was relinquished by Caltrans to the City of Arroyo Grande in 2008, the city has installed traffic calming devices and pedestrian enhancement within the village including bulb outs, landscaping, and lighted crosswalks.

**Segment 2** - Huasna Road to the Arroyo Grande city limits - has recently been repaved and, aside from rising volumes due to increased residential development east of the City, is functioning well. The 2008 AADT for the segment is 4,700 (LOS A) and the projected 2035 AADT is 4,000 (LOS A).

This segment was relinquished to the City of Arroyo Grande in 2008.

**Segment 3** - Arroyo Grande city limits to Price Canyon Road - functions at LOS A. Environmental constraints would likely preclude any significant widening or realignment of this section. In 2003, traffic counts (AADT) in these segments were found to be highest at both ends: 16,400 vehicles in The Village and 11,600 vehicles just north of Price Canyon Road. A 60:40 split is observed at Price Canyon Road. The majority of State Route 227's southbound traffic (60%) turns off at Price Canyon Rd. Only 40% of the vehicles immediately north of the Price Canyon Road intersection continue on the route south of the intersection. The lowest traffic counts were found just north of the Arroyo Grande city limits – 2,500 vehicles. The 2008 AADT for the segment is 3,100 (LOS A) and the projected 2035 AADT is 8,754 (LOS B).

The LOS reported assumes ideal conditions. In this segment, horizontal and vertical curvatures, narrow shoulder, and intersecting roads and driveways result in a degradation of LOS below that of ideal conditions. The Caltrans Transportation Concept Report identified non-standard geometrics and recommends shoulder or bike lane improvements (SHOPP candidate).

**Segment 4**, Price Canyon Road to Los Ranchos Road is a 2-lane facility with adequate shoulders and channelization serving both local and regional traffic. Traffic volumes are increasing in this segment as more travelers chose this route for ingress and egress to the Airport Area as the intensification of land uses

at the south end of San Luis Obispo continues. This segment was part of a study to widen SR 227 to 4 lanes; however, this segment is proposed to remain as two lanes during the time frame of the **SLOCOG 2010 RTP-PSCS**. The 2008 average AADT for the segment is 12,000 (LOS D) and the projected 2035 AADT is 17,916 (LOS F).

**Segment 5:** Between Los Ranchos and Tank Farm Road. North of Aero Drive at the airport the route has been widened to four lanes and wider bike lanes have been striped. Additionally, a signal at the intersection of SR 227 and Aero Drive has been constructed. is included within a recently completed Project Study Report to address insufficient capacity, turning conflicts, transit, bike and pedestrian deficiencies. Along with operational improvements such as turn lanes, signals and widening, access into and out of the County Airport is being addressed. **SLOCOG 2010 RTP-PSCS** recommends this segment be widened to four lanes and that median treatments and bus stops be included. The 2008 AADT for the segment is 16,400 (LOS A) and the projected 2035 AADT is 21,702 (LOS C).

**Segment 6,** from Tank Farm Road to South Higuera Street, this segment is entirely within the City of San Luis Obispo and has a complex set of emerging issues that revolve around vehicle speeds and congestion, pedestrian/bike safety, neighborhood and business access, and transit. Recently the City has begun the process of relinquishing the route from the intersection at Tank Farm Road north to the Higuera Street intersection. This should be completed in the near term (0-5 years) and the City has recommended a number of improvements consistent with the emerging Broad Street Corridor Plan on the route. Since the last RTP update, the segment of SR 227 that is South Street, has been narrowed from 4 lanes to 2 lanes, with a center landscaped median and left turn pockets. The extension of Prado Rd to intersect with South Broad St. will provide an opportunity to realign the route to more directly connect with US 101. The 2008 AADT for the segment is 26,500 and the projected 2035 AADT is 43,404 (LOS F).



**Major Arterial - Price Canyon Road.**

**Improvements are planned to bring this critical route to full standard conditions including widening the shoulders and bridge structures to accommodate bike lanes.**

### **Vision and Planned Improvements**

Numerous factors will contribute to decreasing mobility and efficiency and increasing safety concerns, including: increasing traffic, continuing land use intensification, and poor pedestrian crossings. Additionally, context sensitive solutions should be pursued to integrate community values, aesthetic treatments, and safety without significantly reducing mobility in each community.

The LOS has deteriorated in the urban sections of the Route within the San Luis Obispo area. The Project Study Report – Project Development Support (PSR-PDS) document lays the groundwork for widening the corridor between Tank Farm Road and Price Canyon. This project is proposed for phasing in at least two segments. The first phase, between Tank Farm and Los Ranchos Road, is a mid-term goal - the second phase between Los Ranchos and Price Canyon Roads would be a long-term project. The *SLOCOG 2010 RTP-PSCS* promotes further study of this corridor and emphasizes this project as one of the top priorities for regionally significant routes and community connectivity. Route 227's function is important due to the access it provides to the regional airport, a growing commercial/residential area at the south end of San Luis Obispo and as an alternative route to U.S. 101. Proposed efforts include:

- Reduce traffic and pedestrian/bicycle conflicts.
- Bike lane and shoulder improvements along the route
- Widen the first phase - between Tank Farm and Los Ranchos Roads.
- Support streetscape improvements in the Arroyo Grande Village and So. San Luis Obispo City area.
- Support the realignment of the route to more directly connect with US 101 when Prado Road extends to connect with South Broad St.

Specific short, mid, and long term planned improvements are identified on pages 57-67 and the HSR Central County Map



**South Street, San Luis Obispo (State Route 227)**  
Recent streetscape and road diet from four lanes to two lanes includes bike lanes, median, and left turn pockets.

## East-West Corridors

This section includes highway corridor segments for: State Route 46, State Route 41, State Route 58, and State Route 166.

### State Route 46

State Route 46, the major east-west corridor in San Luis Obispo County, connects the Central Valley to the Central Coast. The highway traffic is largely interregional, serving a substantial amount of recreational, tourist, and truck traffic to and from the Central Valley. From the coast, the highway is a two-lane principal arterial to its southern junction with US 101 in southern Paso Robles. From its northern junction with US 101 in Paso Robles to the Kern County line, the highway is included in the National Highway System (NHS) and is an Extra Legal Load Corridor, a National Security Route, and the busiest east/west crossing between the Central Valley and the Coast from the Pacheco Pass to the Grapevine.

Trip purposes along this corridor are largely interregional, with strong local influences within the City of Paso Robles. Large numbers of travelers use the route traveling between the Central Valley and Central Coast. Commercial and goods movement is a very significant component of the traffic volume on the highway between the Eastern County Line and the US 101.

There are three primary issues of concern along the SR 46 corridor that **SLOCOG 2010 RTP** addresses, including:

- Improving the highway to 4-lane Expressway standards from Airport Road to the Shandon Rest Stop
- Improving the two interchanges with US 101 to ensure acceptable operations.
- Improving the highway within the urbanized area of Paso Robles to ensure acceptable operations.

A discussion of the conditions, planned improvements, and long term vision for the SR 46 corridor is presented in three geographic areas; State Route 46 West, State Route 46 Urban, and State Route 46 Rural.



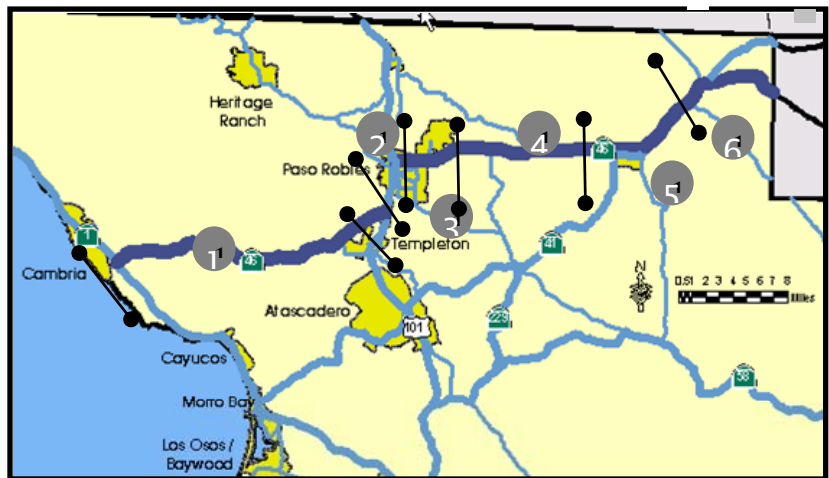


## State Route 46: West (North Coast and North County)

### Background Conditions

This section of State Route 46 is a two-lane expressway and conventional highway extending almost 22 miles between its junction with Route 1 and its southern junction with US 101 in southern Paso Robles. Over the past ten years traffic volumes have risen from 5,500 to nearly 15,000. By 2035, average daily traffic (AADT) is forecasted to rise to around 24,000. The route carries 3% truck traffic, far below the 21% trucks using the SR 46 East corridor.

The corridor has a booming wine industry with over 16 wineries and tasting rooms. The area is increasingly drawing wine enthusiasts to the area from the Bay Area, the Southland, and the Central Valley for a relaxing getaway of wine, a scenic rural setting and lightly traveled roads. Many visitors are also coming to visit the scenic North Coast of San Luis Obispo County. State Route 46 West is the most direct route to the North Coast for travelers from the Central Valley and origins north. With the exception of State Route 1 on the North Coast, State Route 46 West is arguably the most scenic route in the county. It passes through rural areas of vineyards, oak woodlands and presents magnificent vistas of the North Coast and the Pacific Ocean west of the ridge. SLOCOG plans to begin the process for State Scenic Highway designation in the near future. This effort will require the full support of the County of San Luis Obispo and the City Paso Robles.



### Emerging Issues

**Segment 1** - originates at the junction with SR 1, approximately 4 miles south of Cambria. From SR 1, the segment climbs into the Santa Lucia mountain range, passing productive agricultural fields and grazing lands. From the crest of the mountains, the route winds down toward the Salinas River Valley and the south end of the City of Paso Robles. Extensive vineyards and several wineries are located along the eastern portion of Segment 1. Scattered residential and agricultural uses are predominating in this segment. As SR 46 approaches its junction with US 101, a major shopping and hotel complex is located at the end of the segment, adjacent to the southwest quadrant of the SR 46-West/101 interchange.

**Table 4-9**  
**State Route 46 West System Conditions: North Coast**

West State Route 46										
Hwy	Highway and Description		Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions
	Seg. #	Seg. Description	F(wy) E(xp'y) A(rt'l)	2008 AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	LOS With RTP Acts	
<b>EAST - WEST CORRIDORS</b>										
SR 46	1	Rt 1 - Rt 101 (PR) (w/o 101)	2A	15,000	F	F	20,000	13,000	F	Frontage road realignment imp.s

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

The primary issue of this segment is the interchange with US 101. Without improvements, the interchange is forecast to operate at LOS F in 2028. The average AADT for this segment in 2008 was 4,600 (LOS A). Adjacent to the US 101 Interchange, the average AADT spikes to nearly 15,000 (LOS F) in 2008 and the projected 2035 AADT is nearly 20,000 (LOS F). The interchange has very limited distances between the ramps and the frontage roads (less than 10 meters). This lack of storage affects the operations and capacity of the interchange, which during peak periods is causing queues that exceed the storage on the southbound ramps; creating operational and safety problems on the US 101 mainline. A PSR completed in 2005 identifies phased improvements to allow the interchange to operate at an acceptable level of service in 2028. Funding for the first phase of this project was secured under the American Reinvestment and Recovery Act (ARRA) 2008.

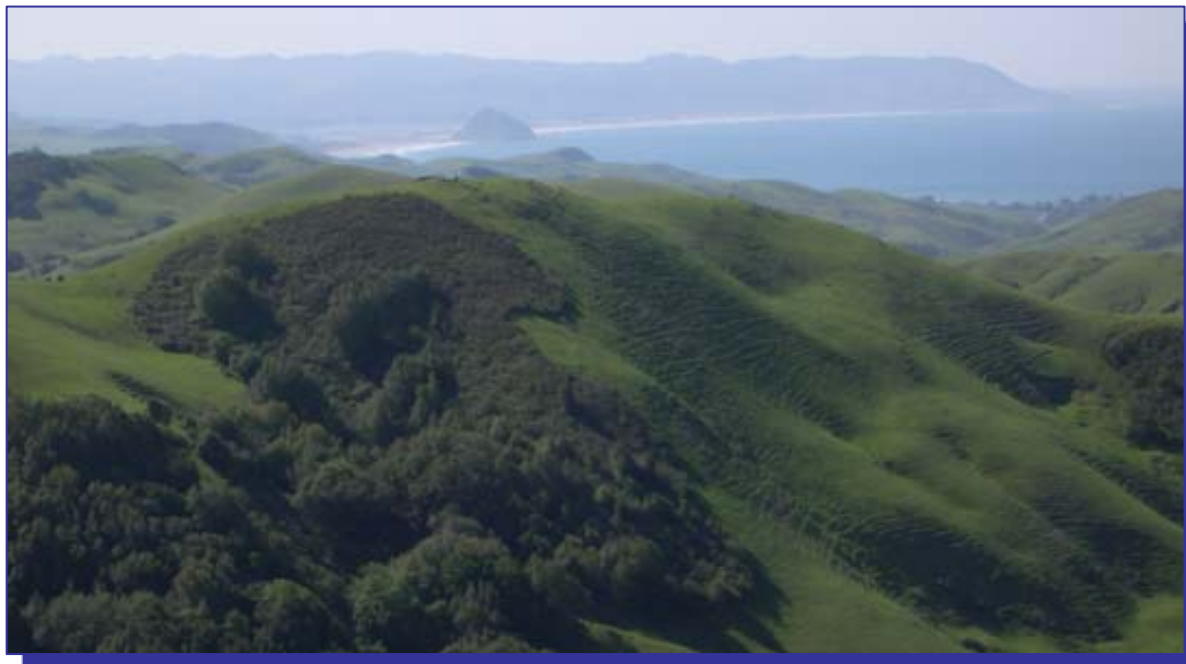
Improvements to the corridor other than those being considered for the interchange will be minor. Maintenance will be the primary ongoing focus. However, as traffic volumes increase conflicts are anticipated between mainline traffic and ingress/egress movements from public streets, wineries, and private driveways.

### **Vision and Planned Improvements**

This segment of the highway will continue to be classified and maintained as a two-lane highway in the future. The emphasis of improvements will primarily be focused on minimizing conflicts at driveways, intersections and maintenance of the roadway. Planned improvements include:

- Left and right turn channelization
- Acceleration and deceleration lanes
- Consolidation of driveway access
- SR46W/US 101 Interchange improvements

Specific short, mid, and long term planned improvements are identified on pages 57- 67 and the HSR North County Map



**Scenic vistas from State Route 46 West.**

**Operational and channelization improvements are identified along this route to help improve safety on a corridor with a strong visitor-serving emphasis.**

## State Route 46 East: Urban Corridor

### Background Conditions

**Segment 2**, the East Urban Corridor section between US 101 and Jardine Road, is approximately 5 miles in length, and is predominantly within the city limits of Paso Robles. It is currently a four-lane expressway facility from US 101 to Airport Road where it narrows to a two-lane conventional highway and expressway from US 101 to Jardine Road.

**Table 4-10  
State Route 46 East System Conditions: North County Urban**

East State Route 46- Urban										
Hwy	Highway and Description		Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions
	Seg. #	Seg. Description	F(wy) E(xp'y) A(rt'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts	
<b>EAST - WEST CORRIDORS</b>										
SR 46	2	N Jct Rt 101 - Airport Rd (PR)	4E	25,300	C	C	41,000	38,000	F	Union Rd Intersection imp

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.  
\*\* High Priority Funds required

Increasing mainline capacity along SR 46E cannot take place until such time that capacity and operational improvements are made to the US 101 mainline. Considering that a six-lane facility is not viable, operational improvements are a preferred strategy at the existing intersections and along the corridor. Funding has been secured and construction underway to extend the four-lane configuration standard to Whitley Gardens.

Signalized intersections in the corridor include the northbound and southbound ramps of the US101/SR46 Interchange, Buena Vista Drive, and Golden Hill Road. At-grade signalized intersections are failing, and an effort to improve the local road network within the corridor is identified in the recent update of the City of Paso Robles' Circulation Element.

The 2008 average AADT for this segment is 25,000 (LOS C) and the projected 2035 AADT is nearly 41,000 (LOS F). Historically the corridor has generally operated at LOS C during the weekday peak periods, but during the weekend summer peak periods the SR46E/US101 interchange has increasingly operated at LOS F.

### Emerging Issues

**Segment 2** - This section of State Route 46 has been a topic of study for a number of years. In 2009 the 46East Comprehensive Corridor Study (Caltrans) was completed to investigate potential configurations and alignments for the highway. Traffic modeling was conducted under a number of different land use and peak-period scenarios. To adequately identify the current and projected deficiencies within the corridor, prioritizing locations for investment, and develop a range of solutions, a number of performance measures were identified including collision rates, delay, and life-cycle costs. A range of solutions of solutions have been identified complimenting the study goals for this segment of the corridor include increasing safety and efficiency, fostering connectivity in all direction, separating local, regional and interregional traffic, promoting multi-modal movement, and ensuring goods movement.

Potential improvements include driveway consolidations, widening, frontage and parallel local roads, acceleration/deceleration lanes, increased turn channelization and vehicle storage, followed by travel

demand management strategies, incrementally constructing grade-separated interchanges at critical intersections, implementation of advanced technologies, and local road extensions and connections.

Construction is expected in 2011 for the improvement of the connection to southbound US 101 with a double left turn lane. Circulation improvements at Union Rd have been identified by the CCS as a high priority improvement. Proposed improvements at this location will follow the Caltrans' Project Development Process and incorporate a detailed study of traffic operations and geometric configurations to confirm design options and mobility needs.

Local demand within the corridor can be alleviated by developing and enhancing existing transportation demand management strategies and programs to encourage a mode shift. A right of way preservation plan is encouraged and can provide a nexus between land use and transportation planning in the corridor and ultimately reducing the capital expense for property acquisitions to construct needed facilities.

**Vision and Planned Improvements**

A freeway agreement, established in 1966 by Caltrans and the County of San Luis Obispo, identified the corridor's ultimate configuration as a freeway with costs to be borne by the State. However, improving the corridor to freeway standards will be cost prohibitive over the timeframe of SLOCOG 2010 RTP-PSCS. A more realistic view is that the corridor remains classified as a four-lane Expressway. Planned improvements to the corridor are consistent with the State Route 46E Comprehensive Corridor Study and include:

- Improvement of the 46E/US 101 interchange
- Construction of local frontage and alternative roads to the highway
- Enhanced TDM strategies and programs to alleviate some local demand on the corridor
- Expand transit services to education, business, and shopping destinations
- Improvements at the Highway 46/Union Road at-grade intersection
- Acceleration and deceleration lanes
- Left- and right-turn channelization and access consolidation

Specific short, mid, and long term planned improvements are identified on pages 57- 67 and the HSR North County Map

**State Route 46 East: Rural Corridor**

**Background Conditions**

Although Highway 46 East is mostly expressway, this section of is a two-lane conventional highway extending 28 miles between Jardine Road in Paso Robles and the Kern County line. It is the most important east/west route in the region. Traffic is primarily interregional, serving a substantial number of recreational visitors and a high level of goods movement to and from the Central Valley. Truck traffic on this route is the highest, in percentage terms, of all routes in the region at 21 percent of all vehicles.

**Table 4-11**  
**State Route 46 East System Conditions: North County Rural**

East State Route 46- Rural										
Seg. #	Highway and Description Seg. Description	Lanes	2008	2008	2008	Est'd 2035	Proj'd 2025	LOS With	RTP Actions	
		F(wy) E(xp'y) A(rt'l)	2008 AADT #	2008 AADT LOS	Peak Hour LOS	AADT w/lmp	AADT from 2005RTP	LOS RTP Acts		
SR 46	3	Airport Rd - Whitley Gardens	2A-E	17,400	F	F	24,000	25,000	C	4-lane widening**
	4	Whitley Gardens - E Jct Rt 41	2A-E	14,100	F	F	20,000	23,000	B	4-lane widening**
	5	E Jct Rt 41 - Kern Co Line	2A	11,300	C	C	9,000	19,000	F	Climbing lane**

Data developed using the 2008 Regional Traffic Model No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.  
\*\* High Priority Funds required

### **Emerging Issues**

**Segments 3-5** of the highway are expected to experience steady growth in traffic volumes (2.5%/yr.) as the Central Valley continues to see population growth and as communities like Shandon and other county lands experience increasing growth pressures. The 2008 average AADT for these segments range from 11,000 to 18,000 (LOS C-F) and the projected 2035 AADT is expected to range from 9,000 to 24,000 (LOS B-F). The highway has had safety measures such as rumble strips, median barriers and enhanced law enforcement put in place to improve safety.

With the completion of planned improvements, the highway is projected to operate at LOS B/C in 2035 (where widening projects are completed). The highway will be a much more appealing east-west corridor than it is today and is expected to draw additional travelers to the highway. This will affect other key facilities in the region including US 101 and the corridor segment of SR 46 through the City of Paso Robles where traffic control signals are in place.

### **Vision and Planned Improvements**

The vision for Segments 3, 4 and 5 is to complete the improvement from a two-lane conventional highway to four-lane expressway standards. Improvements should be constructed to “separated expressway” standards unless financial or environmental constraints compel a narrower cross-section. Planned improvements to the corridor include:

- Prepare project design and complete necessary right of way acquisition for widening the highway to separated four-lane expressway standards from the Shandon Rest Stop to the San Luis Obispo-Kern County line.
- Caltrans and the Kern Council of Governments are planning the improvement of the highway to a four-lane expressway between the San Luis Obispo-Kern County line and Interstate 5.
- Construction of a climbing lane on the Antelope Grade.
- Subsequent phases of widening east to the county line, including a new interchange at the SR41/SR46 east interchange to occur as funding becomes available through High Priority state and federal funding



**State Route 46 East improvements range from widening to four lanes and the construction of passing lanes and remain an emphasis area when seeking “High Priority” funding.**

## State Route 41

### Background Conditions

State Route 41 originates at State Route 1 in Morro Bay and ultimately ends at the entry to Yosemite National Park. Through San Luis Obispo County as a focus route, it extends northeast over the Santa Lucia Range, through Atascadero, and then crosses the rolling hills of northeast San Luis Obispo County to the Kern County line. In addition to being a principal and minor arterial, the route is also designated as a major collector in some areas. State Route 41 is a two-lane conventional highway throughout the region, where it is contiguous with SR 46 for 6.5 miles at the northeast end of the county. The route, while carrying lower volumes than SR 46 up to the Shandon junction, is an important east-west connector providing both coastal access and serving as a gateway to the Central Valley. The portion of Highway 41 from the Wye to the Kern County line is designated as part of the National Highway System and is also designated as a Terminal Access (STAA) and CA Legal Advisory Route for Trucks.

**Table 4-12  
State Route 41 System Conditions**

State Route 41										
Hwy	Highway and Description	Lanes	2008	2008	2008	Est'd 2035	Proj'd 2035	LOS With	RTP Actions	
Seg. #	Seg. Description	F(wy) E(xp'y) A(r'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts		
<b>EAST - WEST CORRIDORS</b>										
SR-41	1	W Jct Rt 1 (MB) - San Gabriel (AT)	2A	9,100	B	C	13,000	16,000	E	Rt 1/41 Roundabout
	2	San Gabriel - Jct US 101 (AT)	2/4A	15,600	F	F	18,000	26,000	F	
	3	Jct US 101 - Templeton Rd (AT)	2/4A	7,700	A	A	9,000	n/a	A	
	4	Templeton Rd - W Jct Rt 46	2A	1,700	A	A	2,000	n/a	A	
	5	E Jct Rt 41/46. - Kern Co line	2A	7,000	A	A	8,000	3,000	A	Passing lane**

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.  
\*\* High Priority Funds required

The section between Morro Bay and Atascadero is known as 41 West. It serves commute traffic between the two cities, provides access to US 101 for coastal residents, local and urban traffic in Atascadero and recreational traffic bound for coastal destinations. The recreational traffic includes regional traffic originating from within San Luis Obispo County as well as interregional traffic, much of which originates in the Central Valley. East of the City of Atascadero, the highway is lightly traveled to the junction with SR 46 near the town of Shandon. Beyond Shandon the majority of trips using State Route 41 are interregional in nature, as SR 41 is the main connector for traffic traveling northeast toward Interstate 5 and southwest toward SR 46. This portion that is coterminous with SR 46 carries a Focus Route designation and IRRS status. In different locations, this conventional highway is a principal and minor arterial. It is on the Interregional Road System (IRS) but is not designated as part of the National Highway Extra Legal Load Corridor, an oversized truck route, nor a Focus Route. The median width varies from 0' to 14', and shoulder widths vary from 2' to 8' depending on the segment.

### Emerging Issues

**Segment 1** extends from State Route 1 in Morro Bay to San Gabriel Road in Atascadero. Projected growth and land use intensification in west Atascadero coupled with increasing interregional trips will continue to generate traffic and impact the LOS on the facility. The Caltrans Transportation Concept Report identifies operational improvements needed to address shoulder widths and channelization through this segment. The 2008 estimated AADT for the segment is 9,100 (LOS B) and the projected 2035 AADT is nearly

13,000 (LOS E). The primary transportation issue in Segment 1 is associated with time spent following slow moving recreational vehicles or trucks along the narrow roadway. Few opportunities to pass recreational and truck traffic exist through this mountainous pass.

**Segment 2** extends from San Gabriel Road to US 101, covers the heaviest traveled portion of the SR 41. The City of Atascadero is planning improvements such as widening, shoulders, and sidewalks to address deficiencies in this segment and the intensification of land uses between US 101 and San Gabriel road to the west. With the reconstruction of US101/Hwy41 Interchange, SR 41 is now a multi-lane facility under US101 with channelization. The 2008 estimated AADT for the segment is 16,000 (LOS F) and the projected 2035 AADT is 18,000 (LOS F). The city will be addressing turning movement conflicts, bike and pedestrian issues and congestion problems by implementing widening, shoulder improvements, and channelization.

**Segment 3** extends from US 101 to Templeton Road. West of the interchange at US 101 most of the urban route is 2-lanes with a center turn lane. East of El Camino Real the route is a two-lane facility. The city will be addressing turning movement conflicts, bike and pedestrian issues and congestion problems by implementing widening, shoulder improvements, and channelization. The 2008 estimated AADT for the segment is 7,700 (LOS A) and the projected 2035 AADT is 9,000 (LOS A).

**Segment 4** extends from Templeton Road to its junction with SR 46. East of the City of Atascadero, the highway is narrow, winding, and lightly traveled to the junction with SR 46 near the town of Shandon. The 2008 estimated AADT for the segment is 1,700 (LOS A) and the projected 2035 AADT is 2,000 (LOS A). Issues in this segment involve delays related to time-spent-following and few opportunities to pass recreational and truck traffic.

**Segment 5** extends from the SR 41/46 east interchange to the Kern County Line. Traffic is almost entirely interregional as the route provides a primary connection between Interstate 5, the Central Valley and the Central Coast. It is entirely within rural lands and passes through the Temblor Range. The highway traverses narrow, steep slopes in this area that cause problems with heavy trucks and recreational vehicles. The 2008 estimated AADT for the segment is 7,000 (LOS A) and the projected 2035 AADT is 8,000 (LOS A).

### **Vision and Planned Improvements**

The **SLOCOG 2010 RTP** continues to recommend passing lane turnouts and channelization/shoulder widening along Segment 1 to allow for safer operations and alleviate time spent following slower vehicles. Within the Atascadero Urban area, the issues revolve around access on and off the Hwy, as well as connectivity with US 101 interchange.

Commercial areas on the west side of Atascadero are experiencing traffic, bicyclist and pedestrian conflicts. Traffic and bicyclists conflicts are being analyzed. Plans for addressing these concerns are coming forward at both the local and regional level. The city utilizes developer contributions for improvements such as widening, shoulders, and sidewalks to address deficiencies in this segment.

Specific short, mid, and long term planned improvements are identified on pages 57-67 and the HSR North County Map

## State Route 58

### Background Conditions

SR 58, a two lane facility, originates at US 101 and extends east through Santa Margarita and the rolling hills of eastern San Luis Obispo County. The route crosses the Kern County line and continues to Bakersfield. SR 58 is an undivided two-lane highway within San Luis Obispo County. It carries mainly local traffic between Route 101 and the town of Santa Margarita and carries light recreational and local residential and agricultural traffic out through the California Valley and Carrizo Plains to the Kern County line and Central Valley. This route is designated as a Federal Aid Primary route for its entire length, and it is not a Extra Legal Load Corridor.

**Table 4-13**  
**State Route 58 System Conditions**

State Route 58										
Hwy	Highway and Description	Lanes	2008	2008	2008	Est'd 2035	Pro'd 2025	LOS With	RTP Actions	
	Seg. #	Seg. Description	F(wy) E(xp'y) A(rt'l)	AADT #	AADT LOS	Peak Hour LOS	AADT w/lmps	AADT from 2005RTP	RTP Acts	
<b>EAST - WEST CORRIDORS</b>										
SR 58	1	Jct US Rt 101 - Estrada Ave (SM)	2A	7,300	A	B	7,000	11,000	A	
	2	Estrada Ave - Kern Co Line	2A	700	A	A	2,000	4,000	A	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

While an important east-west connector, State Route 58 is a minor route. Route 58 is one of the four east-west connecting routes from the San Joaquin Valley to the coast (Routes 41, 46, and 166 are the others). In San Luis Obispo County, the route serves interregional traffic from the north junction of Route 101 to the junction of Route 5 in Kern County. Approximately 76% of all vehicles are autos, 7% are Medium Trucks, and 17% are Heavy Duty Trucks.



### Emerging Issues

**Segment 1**, SR 58 serves as the main street for the community of Santa Margarita. The community, through the County Planning Department, has developed a streetscape plan to address the transportation issues it experiences: high speeds, insufficient pedestrian sidewalks and crossing, insufficient bike facilities, lighted parking, and gateway marking. The estimated 2008 AADT for the segment is 7,000 (LOS A) with minimal change to 2035. The County, SLOCOG, and Caltrans have been working together to incrementally fund improvements consistent with the community design plan.

**Segment 2** is a rural road and carried low levels of traffic. Some interregional traffic utilizes the route and some traffic serves relatively low intensity agricultural activities. Much of the traffic is for access to remote residences along the route. No major emerging issues exist at this time as volumes are well below capacity. However, improved shoulder widths and left turn channelization are envisioned at various



locations on this route in the long term to address safety concerns. The 2008 AADT for the segment is 700 (LOS A) and the projected 2035 AADT is 2,000 (LOS A).

**Vision and Planned Improvements**

The **SLOCOG 2010 RTP-SCS** recognizes the need for shoulder widening at certain locations as a long-term planned improvement for the rural portion of the corridor. Within the community of Santa Margarita, the issues are much more complex, involving community interests, context sensitive solutions, speeding traffic, pedestrian/bicycle conflicts with motorists and the fact that a State Highway is serving as a main street for a small community. Planned improvements within the community of Santa Margarita include:

- Provide safer pedestrian crossings, beautification, gateways, sidewalks, bike lanes, landscaping, and median treatments.

Specific planned improvements are identified beginning on page 4-53

**State Route 166**

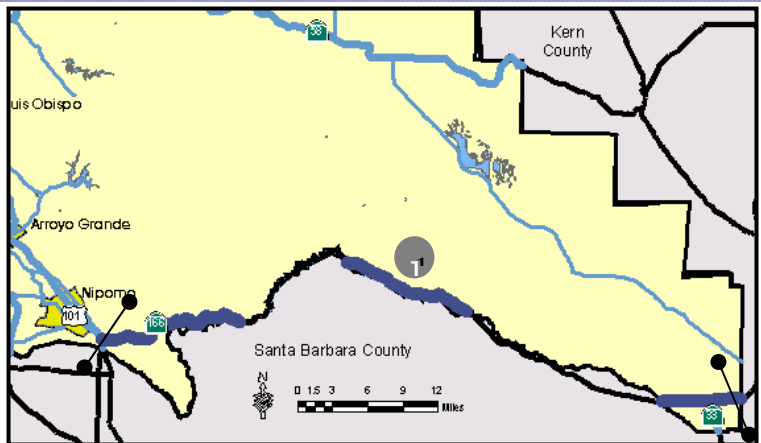
Route 166 (east of US 101) is a Class 2 truck facility that serves as a primary access point to the National Highway Network. Additionally, it is one of the major routes in San Luis Obispo County for the easterly transport of hazardous materials and wastes, and it is certified for the transport of rocket propellants and radioactive materials. The route is not part of the National Highway System (NHS) as identified in the federal Transportation Efficiency Act for the 21st Century (TEA-21). While a considerable portion of the traffic volume State Route 166 handles is interregional traffic, it is not on the Interregional Road System (IRRS), nor is it designated as a Focus Route in the Caltrans Interregional Transportation Strategic Plan (ITSP). The route is neither a designated route on the National Truck Network (NTN) under the Federal Surface Transportation Assistance Act (STAA) however, it is designated as an Extra Legal Load Corridor.

**Table 4-14  
State Route 166 System Conditions**

State Route 166									
Hwy	Highway and Description	Lanes F(wy) E(xp'y) A(rt'l)	2008 AADT #	2008 AADT LOS	2008 Peak Hour LOS	Est'd 2035 AADT w/lmps	Proj'd 2025 AADT from 2005RTP	LOS With RTP Acts	RTP Actions
Seg. #	Seg. Description								
<b>EAST - WEST CORRIDORS</b>									
SR 166	1 Hwy 101 Jct to Kern Co. Line	2A	2,800	A	A	5,000	3,000	A	

Data developed using the 2008 Regional Traffic Model. No Post-processor results included (transit, Van and Car pool, etc.)  
LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
2008 AADT# is Caltrans Counts, 2008  
\*Projects are funded, but not yet complete.

In 1998, a series of traffic collisions on State Route 166 between State Route 1 (in Santa Barbara County) and the Kern County line prompted the formation of the State Route 166 Safety Corridor Task Force; this task force still meets periodically. The route is eligible for designation in the Scenic Highway System (SHS) under the State Scenic Highway Program.



**Background Conditions**

Route 166 is an east-west highway that extends 70 miles from US 101 to the Central Valley. The route weaves together 38 miles of roadway in Santa Barbara County and 32 miles within San Luis Obispo County. In San Luis Obispo County, State Route 166 begins at US 101 - .8 miles north of the Santa Barbara County line. It alternates between being an undivided two-lane highway and an undivided two-lane expressway. The route travels east of US 101 66 miles through flat, rolling, and mountainous terrain to the junction of Route 33 and then through Kern County.

Route 166 is lightly traveled between US 101 and State Route 33 in the southeast corner of San Luis Obispo County. The route serves interregional traffic from its junction with US 101 to the junction of Interstate 5 in Kern County. Given the low traffic volumes, no frontage roads exist nor are needed. Parallel routes for travelers from the Central Valley to the Central Coast include: State Routes 41, 46, and 58.

Improvements between the 2005 and 2010 RTP updates have included the following:

- Curve realignment near New Cuyama Valley - East Ed Creek to West Morales Canyon
- Construct passing lane, left turn lanes and T-intersection at Route 33
- Improve horizontal alignment from 1.1 miles east of Cuyama River Bridge to 3.8 miles west of Carrizo Canyon Bridge.

**Emerging Issues**

The State Route 166 Safety Task Force identified passing lanes and channelization as necessary roadway improvements that may reduce driver frustration and impatience. Additional safety concerns focus on intersection needs. While State Route 166 is not yet among the routes listed in the Interregional Transportation Strategic Plan, the route has become increasingly important in goods movement. This is evidenced by this segment's high percentage of truck traffic (16%) in connecting the Santa Maria Valley and Central Coast to the Central Valley communities.

**Vision and Planned Improvements**

SLOCOG has operational improvements in the unconstrained list of the Regional Transportation Plan consistent with the Caltrans 2001 Route 166 Concept Report. Upcoming projects that are scheduled include soft barrier projects (centerline and edge line rumble strips) between mileposts 25.1 and 32 (scheduled to be completed in late 2010) and between mileposts 42.5 and 48.9 (scheduled for completion in 2011).

## Summary of Capital Needs: State Highways

The chart depicts the percentage of capital funding needs by planning area. The capital funding needs for the widening of Highway 46 east skews the north county percentage significantly. A number of local interchanges planned in the long term make up a considerable portion of the unconstrained capital funding needs. A project listing for each of these categories can be found in Table 5-18

This table summarizes total capital needs to address the planned projects identified in the highway corridor discussion above.

**Table 4-15.**

### Summary of Capital Needs for State Highway Improvements

Sub-Region	Short Range	Mid Range	Long Range	Total Short, Mid & Long Range (Constrained)	%	Total Additional Unconstrained Needs
<b>South County</b>	2,500,000	28,210,000	None	<b>30,710,000</b>	25.5%	87,090,000
<b>Central County</b>	2,080,000	8,990,000	9,300,000	<b>20,370,000</b>	16.9%	109,510,000
<b>North County</b>	4,750,000	630,000	59,570,000	<b>64,950,000</b>	53.9%	358,740,000
<b>North Coast</b>	None	3,800,000	None	<b>3,800,000</b>	3.2%	None
<b>Regionwide</b>	750,000	None	None	<b>750,000</b>	0.6%	None
<b>Grand Total</b>	<b>10,080,000</b>	<b>41,630,000</b>	<b>68,870,000</b>	<b>120,580,000</b>		<b>555,340,000</b>

Note: Capital funding needs are non-escalated cost estimates. Constrained funding needs fall within reasonable twenty-year funding projections as further defined in Chapter 6, Financial Strategies, page 6-3. Unconstrained funding needs fall outside the twenty-year funding projections.

## Routes of Regional Significance: Improvements

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Efficiency Act for the 21<sup>st</sup> Century (1998) (TEA21) have allowed SLOCOG to allocate a greater share of federal funding available to the region for projects on local *Routes of Regional Significance*. State legislation, SB45 (1997), has also made it possible for such routes to be eligible for the programming of Regional Transportation Improvement Program (RTIP) funds. SLOCOG has funded a number of major projects on these routes. The following criteria was adopted by the SLOCOG Board in establishing the list of Routes of Regional Significance and support the goals and core values of **SLOCOG 2010 RTP-PSCS** (adopted routes are identified and discussed in each of the major highway corridor sections above and other applicable sub-sections of this chapter).

- Primary route(s) that provides a direct connection between two or more communities/cities (with a population of at least 2,500).
- Primary route(s) that provides a direct connection to regional facilities (i.e. hospital, airports, prisons, ports, educational institutions, state parks, national monuments, etc.) and is on the Federal Aid System.
- Primary alternate routes (frontage or parallel) to a restricted access expressway or freeway where regional multimodal access and options are enhanced.
- Primary routes that provides access to the commercial center of a community.
- Primary routes in rural areas that provide a balanced and coordinated transportation system by connecting rural population centers, state highways and regional facilities.

The following performance criteria are used to assist in the ranking process when evaluating requests for Regional Transportation Improvement Program (RTIP) funding and Regional State Highway Account (RSHA) funding for projects on these routes.

- Congestion relief / Level of service
- Traffic volumes
- Functional classification
- Population of areas directly served
- Local funding contribution / Available funding
- Roadway Condition Contribution to multimodal system connectivity
- Directness of connection (between communities, regional facilities, and state routes)
- Economic benefits
- Consistency with RTP, local plans, and other relevant documents
- Environmental impacts.
- Regional equity

Specific short, mid, and long term planned improvements are identified on pages 58-61 and HSR Central County Maps

Improvement types that achieve goals of mobility, efficiency, safety, accessibility, and livability are listed in the table below.

**Table 4-16**  
**Improvement Types**

<b>Signal Improvements</b> – Mobility can be improved with the timing of signals. Installation of signals – where warranted – can improve safety. Vehicle detection and emergency vehicle preemption can improve efficiency and safety.	<b>Mobility Efficiency Safety</b>
<b>Channelization</b> – Traffic flow can be improved with the additional lanes (or channels) for turning movements.	<b>Safety Mobility</b>
<b>Capacity Increasing</b> – Additional lanes on high flow routes can increase traffic throughput.	<b>Mobility</b>
<b>New Road or Extension</b> – Mobility is improved as new, major connections are constructed to expand the existing regional roads network.	<b>Mobility</b>
<b>Circulation Improvements</b> – Improvements such as intersection channelization or provision of roundabouts and one-way streets can move more vehicles than their typical counterparts.	<b>Efficiency</b>
<b>Shoulder Improvements</b> - allow for an increased margin of error, hazard avoidance, emergency parking, and travel ways for cyclists.	<b>Safety</b>
<b>Interchange</b> – New or improved interchanges can provide increased system capacity and better connectivity between the local road system and the highway network.	<b>Mobility</b>
<b>Bike Lanes</b> will improve accessibility and safety for cyclists.	<b>Safety Accessibility</b>
<b>Pedestrian Improvements</b> – Crosswalks, sidewalks and bulb outs improve pedestrian connectivity and enhance safety.	<b>Safety Accessibility</b>
<b>Landscaped Medians</b> separate directions of travel, provides safe pedestrian havens, and adds aesthetic appeal.	<b>Safety Livability</b>

## Summary of Capital Needs: Major Arterials

The table below summarizes the total capital needs to address the planned projects identified in the major arterial discussion above.

**Table 4-17**

**Summary of Capital Needs for Regional Route Improvements**

Sub-Region	Short Range	Mid Range	Long Range	Total Short, Mid & Long-Range (Constrained)	%	Total Additional Unconstrained Needs
<b>South County</b>	860,000	19,870,000	7,370,000	<b>28,100,000</b>	17.2%	39,900,000
<b>Central County</b>	1,200,000	12,940,000	54,360,000	<b>68,500,000</b>	41.9%	118,070,000
<b>North County</b>	None	10,230,000	50,860,000	<b>61,090,000</b>	37.4%	275,620,000
<b>North Coast</b>	None	None	5,790,000	<b>5,790,000</b>	3.5%	32,310,000
<b>Grand Total</b>	<b>2,060,000</b>	<b>43,040,000</b>	<b>118,380,000</b>	<b>163,480,000</b>		<b>465,900,000</b>

Note: Capital funding needs are non-escalated cost estimates. Constrained funding needs fall within reasonable twenty-year funding projections as further defined in Chapter 8, Financial Strategies. Unconstrained funding needs fall outside the twenty-year funding projections. Specific capital projects that maximize the efficiency of the transportation system can be found in Chapter 3, Transportation Demand and System Management, Intelligent Transportation System.

Due to projected funding shortfalls, a number of policy issues pertaining to RTIP funding should be clarified. It anticipated that RTIP funding will be used for projects supporting the 2010 RTP goals of mobility and accessibility for projects that address on State Highways and Routes of Regional Significance. To support the intermodal emphasis of the SLOCOG 2010 RTP-PSCS, RTIP funded projects on State Highways and Routes of Regional Significance will be conditioned to include betterments for bike, pedestrian, transit, channelization or other operational concerns as appropriate. Projects supporting primarily maintenance and rehabilitation will not be funded with RTIP funds as a result of State priorities. The next section - Maintenance of the Surface Transportation Infrastructure - addresses the need to extend the life of State Highways and the local road network.

## Preservation of the Transportation System

Preservation of the existing transportation system infrastructure in a manner that extends the useful life to the maximum extent possible is a vital objective of modern transportation planning and has been a stated goal in each update of SLOCOG's RTPs for many years. The accomplishment of this objective on state highways is the responsibility of Caltrans. Cities and counties are responsible for the local street and road system.

Caltrans carries out its responsibilities through the *State Highway Operations and Protection Program* (SHOPP), Cities and counties carry out their responsibilities with the use of a variety of State and local funding sources, including: Federal Surface Transportation Program (STP) funding which is allocated to the States and converted into State Highway Account (SHA funding and local funding sources like the Highway Users Tax Account (HUTA).

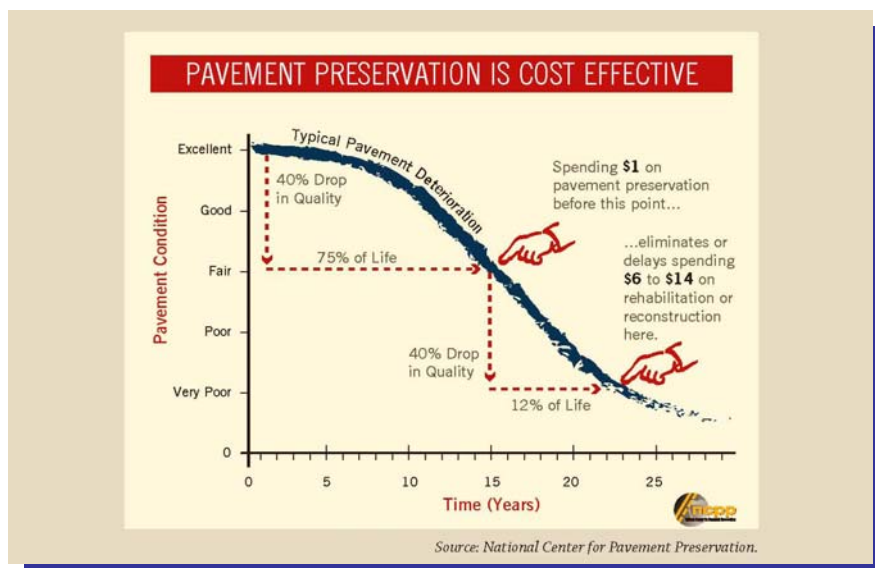
Historically, SLOCOG has provided some funding for maintenance of the local road system (primarily Local Roads and Routes of Regional Significance) but local governments have generally been responsible for nearly all maintenance and rehabilitation. During the past ten years SLOCOG and its member agencies have been faced with the increasingly difficult task of addressing a continued and long term shortfall in funding for the maintenance, operational, and safety improvements necessary to preserve the investments already made in the transportation infrastructure.

### Value of Pavement Management

One of the most important investments made by local governments and the State is the street, road and highway system. In recognition of this fact, for many years the cities in the San Luis Obispo region and the County have maintained formal Pavement Management Systems (PMS) to document road conditions and forecast needed improvements. These systems, which are typically specialized computer programs, are used to manage pavement conditions so the system does not deteriorate below acceptable standards.

Most Public Works Departments use a standard methodology for determining the condition of pavement based on the Pavement Condition Index or PCI, which is a scale of 0-100 that rates the condition of pavement. A value of less than 10 being failed pavement and 100 being perfect pavement. The following chart illustrates how important timely and effective pavement management is to keeping costs from rapidly climbing as pavement deteriorates. Proper management techniques can maintain pavement conditions and prevent deterioration to a point that requires very costly rehabilitation or reconstruction.

The total estimated cost (current dollars) for all road maintenance, rehabilitation or reconstruction needed to maintain or achieve the average Pavement Condition Index (PCI) standard that the County and each of the seven cities has adopted is about \$308.6 million. The following is a more detailed description of how the roadway network is preserved.



## State Highway Operations and Protection Program (SHOPP)

This State program provides a method of addressing long and short term system operations and protection by allocating funding among all of Caltrans Districts for highway projects that preserve, protect and improve the safe operation of the State Highway system. Every Ten years Caltrans prepares a long term estimates of its system maintenance and rehabilitation needs and every two years each Caltrans District is responsible developing a needs statement covering a four year SHOPP period. While each of Caltrans 12 Districts is given a target amount for project funding, projects are approved for inclusion in the plan on a statewide competitive basis among the districts. Safety improvements have the highest priority, followed by pavement & facility rehabilitation, and operational projects. Caltrans, working with transportation stakeholders, has proposed to implement a corridor management concept that makes more efficient use of resources and reduces inconvenience to the motoring public caused by multiple, uncoordinated projects along a single corridor.

The 2010 State Highway Operation and Protection Program (SHOPP) was prepared in accordance with Government Code Section 14526.5, Streets and Highways Code Section 164.6 and the strategies outlined in the California Department of Transportation's (Department) Policy for Management of the SHOPP. The 2010 SHOPP is a four-year program of projects for Fiscal Years (FYs) 2010/11 through 2013/14, that have the purpose of collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system.

The 2010 State Transportation Improvement Program Fund Estimate (Fund Estimate) approved October 2009 by the California Transportation Commission (Commission) provides total programming capacity of \$6.75 billion for Capital Outlay and Capital Outlay Support for the 2010 SHOPP four-year period. This is a net reduction in funding as compared to the 2008 SHOPP. The decline of available funding for the SHOPP together with the following items continues to strain the ability to meet rehabilitation and preservation needs on the state highway:

- The continuing increase in vehicle travel and goods movement contribute to an increasing rate of pavement and bridge deterioration, new traffic collision concentration locations, and increasing hours of traffic congestion.
- The continued under-funding of preservation and rehabilitation delays needed projects and ultimately increases the cost when projects are undertaken.
- The increasing cost of meeting legal, statutory and regulatory mandates.

The 2010 SHOPP includes unallocated projects from the 2008 SHOPP and new projects that have approved Project Initiation Documents identifying the project's scope, estimated cost and delivery schedule. The Department's selection of projects for inclusion in the SHOPP is based on statewide needs rather than on geographical distribution. Funding for SHOPP projects is not subject to the north/south split or county share requirements of Sections 188 and 188.8 of the Streets and Highways Code.

### SHOPP program elements are as follows:

- Roadside Rehabilitation: - landscape irrigation and restoration, planting rehabilitation, landscape irrigation and safety, beautification and modernization, and rehabilitation/construction of roadside rest areas.



- Operational Improvements: - horizontal and vertical curve realignments, shoulder widening, and construction of truck climbing or passing lanes.
- Safety Projects: - installation of median barriers, upgrading of Metal Beam Guard Rails, and some curve realignments.
- Protective Betterments: - embankment repairs, construction of tieback walls, slip out repairs, and roadway realignments.
- Bridge Replacements: - bridge replacements, and upgrading of bridge rail upgrades.
- Pavement Rehabilitation: - pavement capping, overlaying and full rehabilitation.

**The major projects in the 2010 SHOPP** for San Luis Obispo County includes the following:

- \$71.5 million to realign Highway 1 near San Simeon from Point Piedras Blancas to Arroyo De La Cruz Bridge
- \$8.2 million to construct a median barrier on US 101 near Paso Robles from South Paso Robles to the junction of 101 and 46.

### **Caltrans Minor Projects**

A Minor Project is any project with a cost of less than \$1 million. The Minor Projects Program is divided into the Minor A and Minor B Program, each of which differ in the processes they follow for design, advertising and cost. However, both provide vital work for the safety of our highways and freeways. The Minor A Program involves projects costing from \$250,000 to \$1 million. The Minor B Program had a statewide allocation of \$110 million for the Fiscal Year 2009/2010.

### **Maintenance of Local Streets and Roads**

During the decade prior to 1998, concern had grown throughout the State of California and the nation over the continuing deterioration of our transportation infrastructure. In general, this deterioration has occurred as funding for maintenance and rehabilitation declined due to other priorities, and a federal and state unwillingness to increase fuel taxes equal with the need. A significant statewide backlog of needed rehabilitation work, estimated at billions of dollars, had developed. In 2009 SLOCOG staff completed the latest of four reviews of the status of local road maintenance. There are currently a total of about 1,710 miles of paved, community maintained local streets and roads in the San Luis Obispo region: 1,080 miles are the responsibility of the County and 630 the responsibility of the cities.

### **Previous Funding Provided**

During the past few years local agencies have provided varying amounts of funding for their pavement management programs. In order to supplement available funding for pavement maintenance, five cities (Arroyo Grande, Grover Beach, Morro Bay and San Luis Obispo) successfully placed ½ cent general sales tax measures on the ballot in 2006 and 2008. The City of Pismo Beach followed in 2008 when a ½ cent measure was placed on the ballot. In the past year local agencies expended a total of about \$14.1 million for pavement maintenance, rehabilitation and reconstruction.

## Annual Funding Needed

Local agencies have estimated that about \$13.2 million per year is needed to maintain local roads in their current condition, \$22 million per year is needed to incrementally improve the road system and about \$30 million per year is needed to complete all needed work based on a 10-year program.

The following table shows the distribution of road miles among all jurisdictions in the region and the estimated conditions in 2009.

**Table 4-18**  
**2009 Countywide Pavement Conditions Report**

<b>SAN LUIS OBISPO COUNCIL OF GOVERNMENTS</b>										
<b>Countywide Pavement Maintenance &amp; Rehabilitation Needs Report</b>										
<b>2009 Conditions</b>										
<b>JURISDICTION</b>	<b>Centerline Miles (3)</b>		<b>ESTIMATED ROAD CONDITION (1)</b>							
			<b>Centerline Miles by Category (2)</b>							
			<b>Bad (4)</b>		<b>Poor (5)</b>		<b>Fair (6)</b>		<b>Good/Exc (7)</b>	
	<b>No.</b>	<b>% All</b>	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>
<b>Arroyo Grande</b>	60	4%	2	3%	7	12%	7	12%	43	71%
<b>Atascadero</b>	144	8%	45	31%	37	26%	31	22%	31	22%
<b>Grover Beach</b>	50	3%	5	10%	26	52%	4	8%	15	30%
<b>Morro Bay (9)</b>	53	3%	1	2%	7	12%	17	33%	28	52%
<b>Paso Robles</b>	151	9%	13	8%	22	15%	30	20%	87	58%
<b>Pismo Beach (8)</b>	46	3%	1	2%	4	9%	14	30%	27	59%
<b>SLO City</b>	124	7%	3	2%	9	7%	21	17%	91	73%
<b>Total Cities</b>	627	37%	69	66%	112	39%	124	35%	322	34%
<b>Unincorporated</b>	1,080	63%	36	3%	174	16%	226	21%	638	59%
<b>GRAND TOTAL</b>	<b>1,707</b>	<b>100%</b>	<b>105</b>	<b>6%</b>	<b>286</b>	<b>17%</b>	<b>350</b>	<b>21%</b>	<b>960</b>	<b>56%</b>
<b>Average % Road Condition for Cities:</b>				<b>8%</b>	<b>19%</b>	<b>20%</b>			<b>52%</b>	

## Planned Funding

Local agencies plan to expend a total of about \$16.6 million in FY 2009/10 on pavement maintenance, rehabilitation and reconstruction.

## Major Factors

The condition of local roads in the various jurisdictions throughout San Luis Obispo County vary widely from very good to very bad or even failed. This variation is due to a number of circumstances, including substandard original construction methods or materials to inadequate or poor application of maintenance techniques. As such, some jurisdictions, most notably Grover Beach and Atascadero are faced with the need to reconstruct a large part of their road systems. The County faces a similar but much more complicated set of circumstances with the need to maintain and improve over 1,000 miles of roads. Each jurisdiction is attempting to address its set of circumstances as effectively as possible given the limited funding which is currently inadequate to address all maintenance, rehabilitation and reconstruction needs.

**Table 4-19**  
**2009 Countywide Pavement Maintenance and Rehabilitation Needs Report**

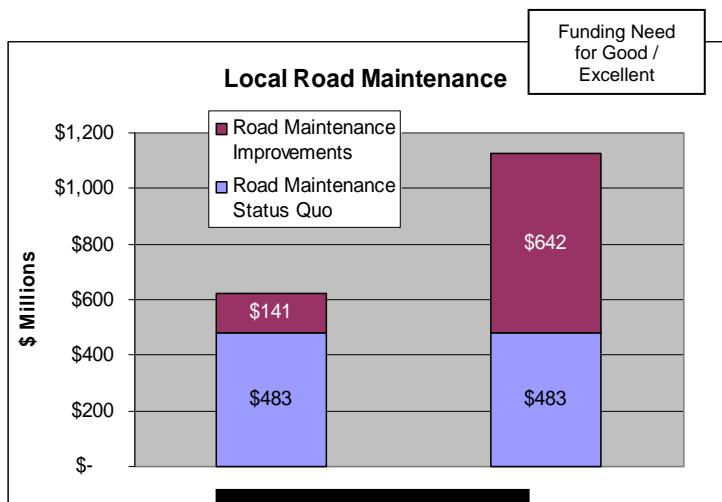
2009 Countywide Pavement Maintenance & Rehabilitation Needs Report					
Jurisdiction	\$\$/Year to Maintain PCI	\$\$/Year maintain and slightly Improve PCI	total \$\$/yr to improve PCI Good/Best	Total \$\$ to Improve PCI to Good/Best	Annual Funding Provided
Arroyo Grande	250,000	400,000	600,000	15,000,000	1,200,000
Atascadero	1,000,000	2,200,000	1,760,000	44,000,000	2,000,000
Grover Beach	1,200,000	2,200,000	1,600,000	40,000,000	800,000
Morro Bay	500,000	1,100,000	432,000	10,800,000	500,000
Paso Robles	1,500,000	3,500,000	1,720,000	43,000,000	2,000,000
Pismo Beach	550,000	650,000	240,000	6,000,000	500,000
SLO City	1,500,000	3,000,000	1,600,000	40,000,000	2,500,000
<b>Total Cities</b>	<b>6,500,000</b>	<b>13,050,000</b>	<b>7,952,000</b>	<b>198,800,000</b>	<b>9,500,000</b>
Unincorporated	6,750,000	9,000,000	12,312,000	307,800,000	6,300,000
<b>GRAND TOTAL</b>	<b>13,250,000</b>	<b>22,050,000</b>	<b>28,216,000</b>	<b>506,600,000</b>	<b>15,800,000</b>

**Summary of Financial implications for Local Road Maintenance**

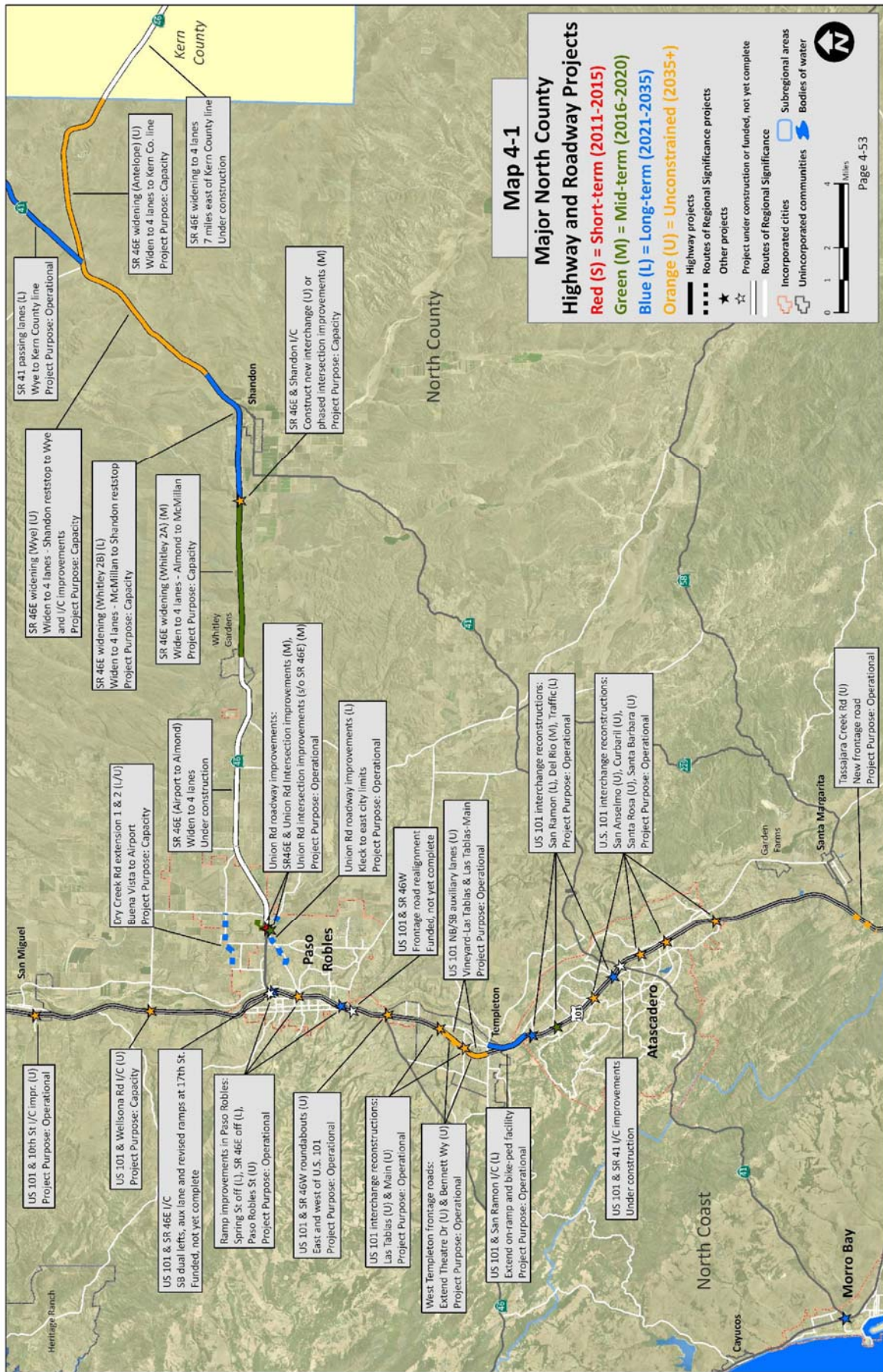
**Key Issue: Projected Revenues may keep local streets and roads pavement conditions at current levels and minimally improve conditions, but revenues are far short of noticeably improving pavement conditions**

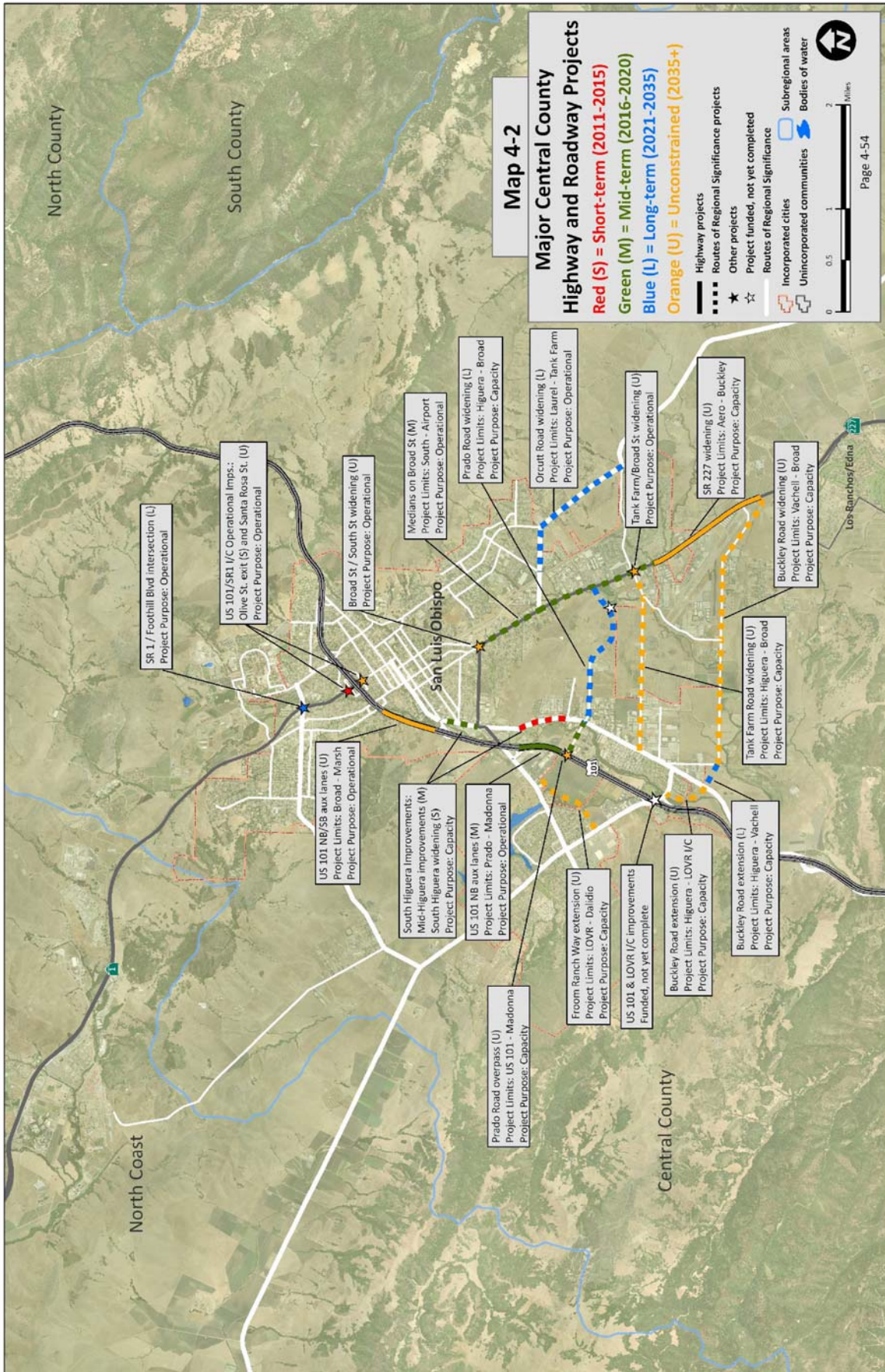
Revenue and Expenditure projections (\$624M) for local roadway maintenance have nearly doubled those of the 2005 RTP (\$322M). This increase is largely due to increased local revenues (General Funds, local sales tax, and revenues from Proposition 42-Local Allocations) used for maintenance purposes. Regionwide, \$483M is necessary to keep pace (status quo) with the current level of pavement conditions.

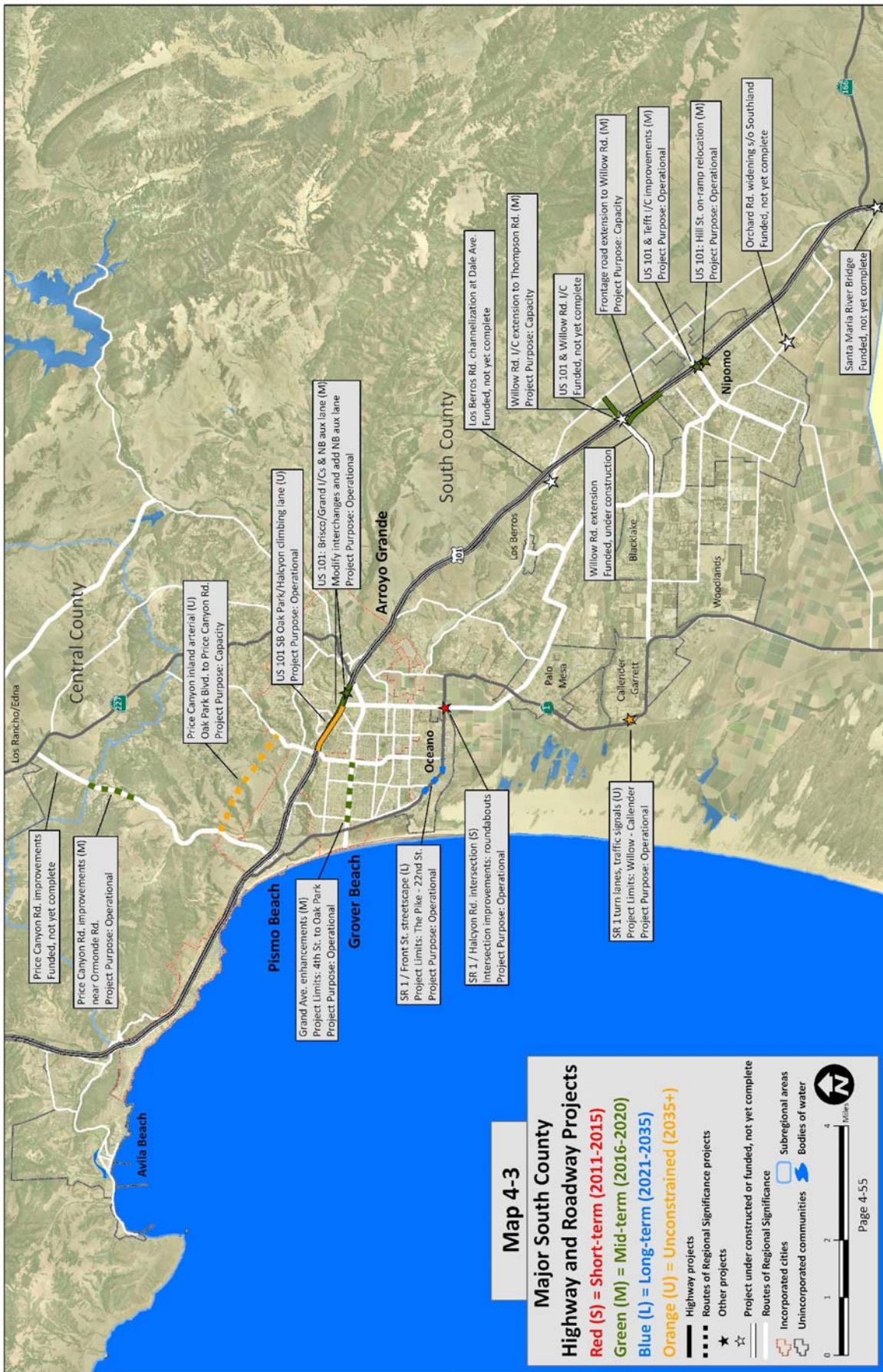
A minimal improvement to local road maintenance can be expected with the additional (above status quo needs) \$140M available, however, it is far from the \$642M (in addition to \$483) needed to improve and maintain local streets and roads in a "good/excellent" condition. Lastly, Local Transportation Funds, currently used for maintenance by some jurisdictions, may continue shift to provide more funding for Public Transit, thereby redirecting expected expenditures for maintenance purposes.

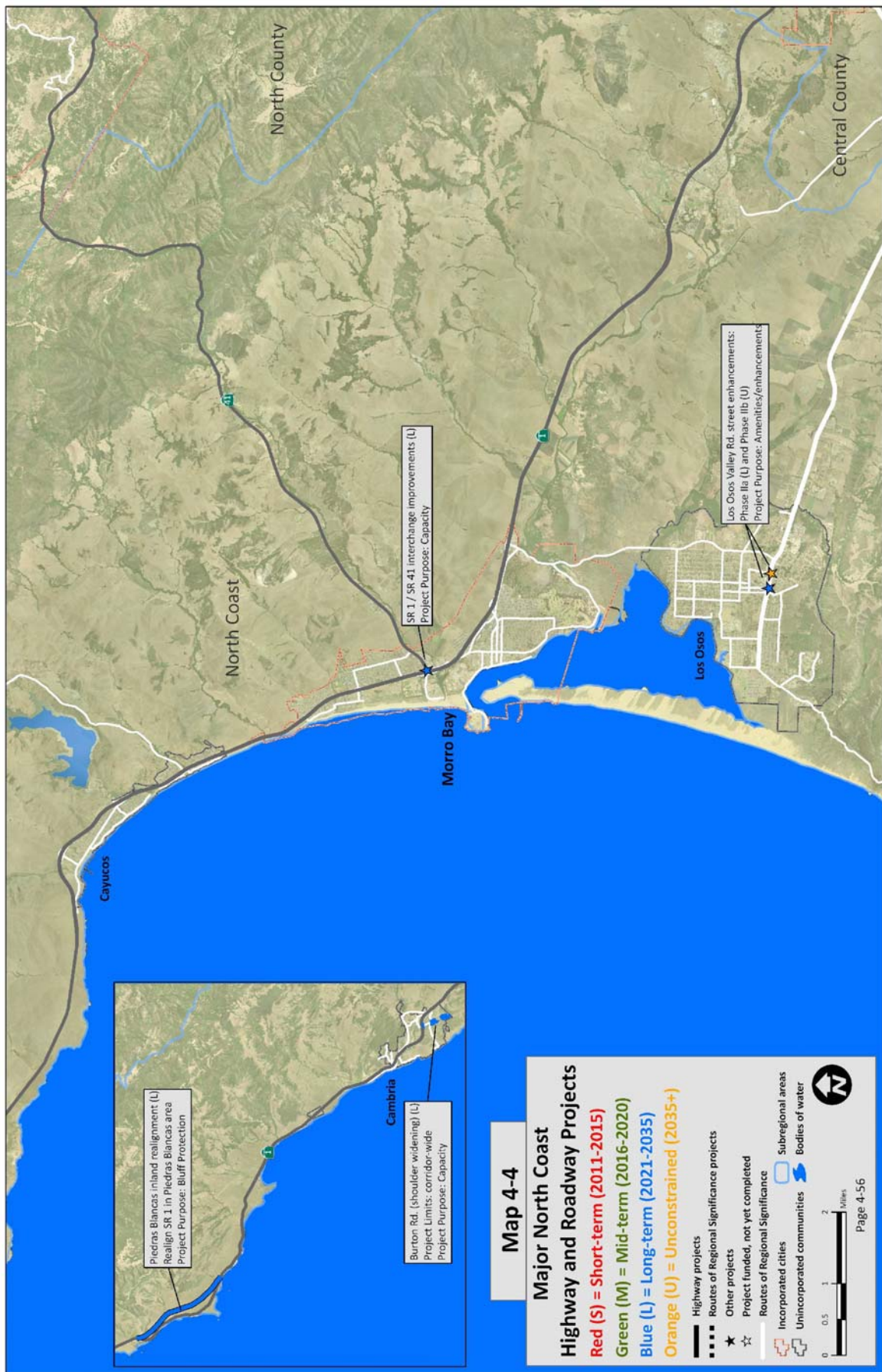


**Minimal improvement expected**









**Table 4-20**  
**Completed Projects from the 2005 RTP**

Prior RTP ID Number	Sponsor	Title	Description
SLO1845-01	Caltrans	Rte 101 Operatonal Improvements Ph IA	In South Counrty, short term improvements in 2 locations
SLO1909-01	Caltrans	Rte 101 Operational Improvements Ph IB	In South County, short term improvements in 3 remaining locations
SLO0322-01	Caltrans	Rte 166 Operational Improvements Phase I	In rural - South County, implement various safety and operational improvements
SLO1914-01	Grover Beach	Meadow Creek Bridge Replacement	In Grover Beach, replace the bridge on Grand Avenue over Meadow Creek
SLO1802-01	Pismo Beach	North 4th Street Improvement	In Pismo Beach, improve East and West shoulders with sidewalks and bike lanes
SLO1810-01	SLO County - P.W.	Los Berros Road Rehab Phase 2	In rural - South County construct channelization on Los Berros between Stanton & Pomeroy
SLO0823-01	SLO County - P.W.	Halcyon Rd Shoulders/Bike Lanes	In Oceano, construct (2) 6' shoulders/bike lanes on Halcyon from A.G. to Rte 1
SLO0386-01	Grover Beach	Widen South 4th Street	In Grover Beach, widen 4th St south of Grand Ave to 4-lanes w/bike lanes
SLO0340-01	SLOCOG	Hwy 1 Improvement Study -- SLO City	In San Luis Obispo, evaluate improving operations and/or widening Santa Rosa
SLO0406-01	San Luis Obispo	Calle Joaquin Realignments	In San Luis Obispo, modify approach to Los Osos Valley Road (LOVR)
SLO1668-01	San Luis Obispo	Orcutt Road At Grade Xing and Widening	In San Luis Obispo, realign intersection; imp. RR Xing; install sidewalks/bide lanes
SLO1889-01	SLO County - P.W.	Tank Farm Road Safety Op. Improvement	In San Luis Obispo, just west of Broad, intersection with Santa Fe, culvert, shoulder
SLO0763-01	San Luis Obispo	Santa Barbara Street Widening Phase 1	In San Luis Obispo, acquire ROW, construct center turn lane w/bike lanes)
SLO0476-01	Atascadero	Rte 41/101 IC Reconstruction	In Atascadero, reconstruct Route 41/101 Interchange
SLO0475-01	Caltrans	Rte 41 West Pullouts, Los Altos	In Atascadero, construct NB and SB pullouts near Los Altos Rd
SLO0897-01	Atascadero	Lewis Ave. Extension and Bridge	In Atascadero, construct bridge over Atascadero Creek, extending Lewis Ave
SLO0389-01	Paso Robles	13th Street Bridge Widening	In Paso Robles, siden 13th Street Bridge
SLO0379-01	SLO County - P.W.	Traffic Signal -- Rte 1/Cambria Drive	In Cambria, install traffic signal on SR 1
SLO0415-01	SLO County - P.W.	Op & Safety Improvements at Harmony Grade	In rural-North Coast, construct passing lanes and turn channelization as warranted
SLO0369-01	Morro Bay	Quintana Rd & Morro Bay Blvd Roundabout	In Morro Bay, Rte 1/Morro Bay Blvd IC reconfiguration
SLO0368-01	Morro Bay	Relocate Embarcadero Street	In Morro Bay, new street alignment & parking; ped/bicycle path on old section
SLO0614-01	Atascadero	ECR Traffic Signalization Project	In Atascadero, design & install modems, software, conduit, observation facility
SLO0613-01	Atascadero	Traffic Signal Preemption Project	In Atascadero, design & install controllers to existing traffic signal equipment
SLO1804-01	Pismo Beach	LED Signals Pismo Beach	In Pismo Beach, convert traffic lights and ped panels to LED elements (8 locations)
	Atascadero		In Atascadero, advance crosswalks -- El Camino Real
	San Luis Obispo		In San Luis Obispo, advance crosswalks -- Marsh Street
	Pismo Beach		In Pismo Beach, advance crosswalks -- Price Street
SLO0751-01	San Luis Obispo	Fare Revenue Security System	In San Luis Obispo, install automatic accounting and cash handling system



**Table 4-21**  
**High-Priority Projects**  
 (Short, Mid, Long, and Unconstrained)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
NTH-HPRI-001	Caltrans	Rural	Route 46 Corridor Improvements (Whitley 2A)	Convert 2-lane highway to 4-lane expressway (33073_)	From Almond to McMillan	Mid	Capacity Increasing	\$ 51,180,000
NTH-HPRI-002	Caltrans	Rural	Route 46 Corridor Improvements (Whitley 2B)	Convert 2-lane highway to 4-lane expressway (33073_)	From McMillan to Roadside Reststop	Long	Capacity Increasing	\$ 124,500,000
NTH-HPRI-005	SLOCOG	Rural	Route 46 Antelope Grade Climbing Lane	Extend eastbound truck climbing lane (45370_)	Between e/o Wye and Kern Co. Line	Long	Capacity Increasing	\$ 12,320,000
NTH-HPRI-006	TBD	Rural	Route 41 East Passing Lanes	Construct Passing Lanes (P21012)	Between n/o Wye and Kern Co. Line	Long	Capacity Increasing	\$ 32,760,000
<b>Constrained</b>								<b>\$ 220,760,000</b>
NTH-HPRI-003	Caltrans	Rural	Route 46 Corridor Improvements (Wye)	Convert 2 Lane Hwy To 4 Lane Expressway Sr46 Corridor and Interchange Improvements(33080_)	At 41/46 Wye (from west of Wye, interchange, to east of Wye)	Unconstrained	Capacity Increasing	\$ 250,160,000
NTH-HPRI-004	Caltrans	Rural	Route 46 Corridor Improvements (Antelope)	Convert 2-lane Highway to 4-Lane Expressway (0C650_)	From Wye to Kern Co. Line	Unconstrained	Capacity Increasing	\$ 113,220,000
NTH-HPRI-007	Paso Robles	Paso Robles	46E/Union Road	Construct Improvements	At 46E and Union Road	Unconstrained	Operational Improvements	\$ 43,130,000
NTH-HPRI-008	SLO County Public Works	Shandon	Shandon Interchange	Construct new Interchange	In Shandon on Route 46E at or near McMillan	Unconstrained	Capacity Increasing	\$ 60,380,000
Unconstrained								\$ 466,890,000
Total								\$ 687,650,000

**Table 4-22**  
**Highway Improvements**  
(Short, Mid, and Long Term)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-HWYS-001	San Luis Obispo City	San Luis Obispo	Route 1 improvement (HWY 1/Olive Road NB Widening)	Widen Rte 1 n/o bridge to create separate right turn lane and bicycle slot in NB direction	On the Southeast side of HWY 1 south of Olive Street	Short	Operational Improvements	\$ 460,000
CEN-HWYS-002	San Luis Obispo City	San Luis Obispo	Route 1 improvement ph1 (Olive St/Rte 1)	Extend SB right turn pocket	At HWY 1-Santa Rosa/Olive Right Turn Lane Ext.	Short	Operational Improvements	\$ 1,620,000
NTH-HWYS-002	Paso Robles	Paso Robles	46E/Union Road intersection operational improvements	Install Interim Improvements	At Route 46E and Union Rd	Short	Operational Improvements	\$ 1,500,000
NTH-HWYS-003	SLOCOG	U.S. 101 Corridor	Route 101 Traffic Management System Study	Consider Corridor-wide TMS, ramp meter, and frontage road gap closures.	On Route 101 Corridor and adjacent facilities from South County to Paso Robles	Short	Study	\$ 750,000
<b>Subtotal Short Term:</b>								<b>\$ 4,330,000</b>
CEN-HWYS-003	San Luis Obispo City/ SLOCOG	San Luis Obispo	Route 101 Prado NB Aux Lane (0G780_)	Construct Northbound Auxiliary Lane	From Prado Rd to Madonna Road	Mid	Operational Improvements	\$ 2,660,000
NTH-HWYS-001	Atascadero	Atascadero	Route 101/Del Rio Rd IC Mods	Construct Interchange Imps	At northbound and southbound on-ramps	Mid	Capacity Incr.	\$ 4,120,000
NTH-HWYS-004	Atascadero	Atascadero	Route 41 West Corridor Study	Determine ultimate improvementst ("road diet")	Between 101 and Portola	Mid	Capacity Incr.	\$ 250,000
NTH-HWYS-005	SLOCOG	Atascadero	Route 101: Close Rosario n/b on-ramp	Close on-ramp	At Route 101 and NB Rosario onramp	Mid	Operational Improvements	\$ 380,000
STH-HWYS-002	Arroyo Grande	Arroyo Grande	Route 101 – Brisco/Grand Interchange improvements and Route 101 Brisco Aux Lane (NB)	Replace ramps at Brisco w/ ramps at Old Ranch; modify nb on at Grand into 2-way frontage rd (0A370) and Construct Auxiliary Lanes (48563_)	On W. Branch, 101, and on Brisco between East Grand Ave. to Camino Mercado. NB Aux lanes: Grand Ave to Camino Mercado	Mid	Operational Improvements	\$ 17,730,000
STH-HWYS-001	SLO County Public Works	Rural	Halcyon/Route 1 Intersection Improvements	Construct improvements	At (north) intersctions	Mid	Operational Improvements	\$ 3,170,000
STH-HWYS-004	SLO County Public Works	Nipomo	South County Route 101 Corridor Study Improvements Phase 1	Construct improvements (tbd)	Between Los Berros and Rte 166	Mid	Operational Improvements	\$ 7,600,000
<b>Subtotal Mid Term:</b>								<b>\$ 35,910,000</b>
CST-HWYS-001	Morro Bay	Morro Bay	Route 1/41 Morro Bay Interchange improvements	Construct improvement (P21018)	At Route 1 / Route 41	Long	Capacity Increasing	\$ 5,260,000
STH-HWYS-005	SLO County Public Works	Rural	Route 1 Widening/Shoulders	Widen Route 1 to 8' shoulders	At locations yet to be determined	Long		\$ 3,990,000
CEN-HWYS-004	SLOCOG	San Luis Obispo	Route 1 / Foothill Intersection improvements	Add capacity and/or operational improvements	At intersection of Rte 1 and Foothill	Long	Operational Improvements	\$ 12,270,000
NTH-HWYS-006	SLOCOG	Atascadero	Route 101: San Anselmo s/b on-ramp	Lengthen acceleration lane or aux lane to Traffic	On Route 101 between Traffic and San Anselmo	Long	Operational Improvements	\$ 1,750,000
NTH-HWYS-007	SLOCOG	Atascadero	Route 101: San Ramon s/b on-ramp	Lengthen acceleration lane	On Route 101 between Del Rio and San Ramon	Long	Operational Improvements	\$ 4,380,000
NTH-HWYS-008	SLOCOG	Atascadero	Route 101 nb on-ramp extension and ped/bike connection	Construct new connection (or aux lane) with bike/ped facilities (0N600)	On Route 101 between San Ramon and Vineyard	Long	Operational Improvements	\$ 26,300,000
NTH-HWYS-009	SLOCOG	Paso Robles	Route 101: Paso Robles accel/decel lanes	Lengthen 3 accel/decel lanes	At: Spring (n/b off), 101/46E (n/b off), Pine (s/b on)	Long	Operational Improvements	\$ 5,260,000
NTH-HWYS-010	SLOCOG	Templeton	Route 101: Templeton decel lanes	Lengthen 4 off-ramp (decel lanes)	At 101: San Ramon, Main	Long	Operational Improvements	\$ 7,010,000
NTH-HWYS-011	SLOCOG	Templeton	Route 101: Templeton accel lanes	Lengthen 3 on-ramps (accel lanes)	At 101: Las Tablas (n/b and s/b), Vineyard (n/b)	Long	Operational Improvements	\$ 10,520,000
NTH-HWYS-012	Atascadero	Atascadero	Traffic Way / SB 101 ramps improvement	Construct Interchange Imps	At Route 101 and Traffic IC	Long	Capacity Incr.	\$ 4,350,000
REG-HWYS-012	SLOCOG	Regionwide	Rte 101 Major Investment Study	Study to determine capacity increasing projects	For the Rte 101 Corridor	Long	Study	\$ 1,050,000
STH-HWYS-006	SLO County Public Works	Rural	Route 101 / Los Berros IC	Minor adjustments to intersections/signals to improve operations.	At 101: Los Berros I/C	Long	Operational Improvements	\$ 3,160,000
<b>Subtotal Long Term:</b>								<b>\$ 85,300,000</b>
<b>Total</b>								<b>\$ 125,540,000</b>

**Table 4-23**  
**Highway Improvements**  
 (Unconstrained – beyond 2035)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-HWYS-008	San Luis Obispo City	San Luis Obispo	Route 101/Prado Road Overcrossing	Construct Prado Road connection, improve ramps.	At US 101/Prado Road junction	Unconstrained	Capacity Increasing	\$ 48,480,000
CEN-HWYS-007	SLO County Public Works	Avila Beach	San Luis Bay Dr. Interchange Operational Improvements	Prepare operations study and implement intersection operational Improvements	At 101: San Luis Bay Dr. IC	Unconstrained	Operational Improvements	\$ 6,470,000
CEN-HWYS-009	SLOCOG	San Luis Obispo	Route 227 Widening	Widen to 4 lanes	From Aero to Buckley	Unconstrained	Capacity Incr.	\$ 8,630,000
CEN-HWYS-010	SLOCOG	San Luis Obispo	Route 1 / 101 improvements	Add capacity and operational improvements / bridge retrofit -widening	On Route 1 at (over) Route 101	Unconstrained	Capacity Increasing	\$ 53,910,000
CEN-HWYS-011	SLOCOG	San Luis Obispo	Route 101: Aux lanes	Construct Aux lanes NB and SB (with bike/ped connection)	Between Broad and Marsh	Unconstrained	Operational Improvements	\$ 17,250,000
CEN-HWYS-012	SLOCOG	San Luis Obispo	Route 101: Close NB Broad St. Ramps	close on and off ramp	At Route 101 at NB Broad St Ramp	Unconstrained	Operational Improvements	\$ 650,000
NTH-HWYS-013	Atascadero	Atascadero	Route 101/Santa Barbara IC Improvement	Reconstruct interchange s/b ramps	At Route 101 and Santa Barbara IC	Unconstrained	Capacity Incr.	\$ 3,140,000
NTH-HWYS-014	Atascadero	Atascadero	San Anselmo / 101 Interchange Improvements	Construct Improvement for ramps	At Route 101 and San Anselmo IC	Unconstrained	Capacity Incr.	\$ 5,740,000
NTH-HWYS-015	Atascadero	Atascadero	Santa Rosa Road / 101 Interchange Improvement	Construct Improvements to n/b and s/b ramps	At Route 101 and Santa Rosa IC	Unconstrained	Capacity Incr.	\$ 6,960,000
NTH-HWYS-016	Atascadero	Atascadero	Route 101/Curbaril Interchange Imp.	Improve operations at Interchange	At Route 101 and Curbaril IC	Unconstrained	Capacity Incr.	\$ 10,780,000
NTH-HWYS-027	County	Templeton	Route 101 Las Tablas I/C	Revise Interchange (0G510_)	At 101: Las Tablas	Unconstrained	Operational Improvements	\$ 23,720,000
NTH-HWYS-017	Paso Robles	Paso Robles	Paso Robles Street Ramp Improvement	Construct Ramp Improvements at northbound 101	Route 101 at Paso Robles St	Unconstrained	Operational Improvements	\$ 6,470,000
NTH-HWYS-018	Paso Robles	Paso Robles	East Roundabout @ 46W/101 and West Roundabout @ 46W/101	Construct 2 Roundabouts	At Route 46W at 101	Unconstrained	Operational Improvements	\$ 118,610,000
NTH-HWYS-021	SLO County Public Works	Rural	U.S. 101 & Wellsona Rd I/C	Construct new Interchange	At Route 101 and Wellsona Rd	Unconstrained	Capacity Increasing	\$ 32,350,000
NTH-HWYS-024	SLO County Public Works	Templeton	Main Street Interchange Improvements	Reconstruct Interchange	At 101: Main St	Unconstrained	Operational Improvements	\$ 25,880,000
NTH-HWYS-020	SLOCOG	Rural	Route 101: At-grade Intersections (accel/decel lanes)	Install, lengthen accel and decel lanes	From n/o Paso Robles to County line	Unconstrained	Operational Improvements	\$ 8,630,000

**Table 4-24**  
**Highway Improvements**  
(Unconstrained Continued – beyond 2035)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
NTH-HWYS-022	SLOCOG	San Miguel	Route 101: At-grade Intersections	Construct interchange, and modify at-grade intersections, extend frontage roads	From n/o Paso Robles to County line	Unconstrained	Operational Improvements	\$ 53,910,000
NTH-HWYS-023	SLOCOG	San Miguel	Route 101: 10th St Interchange	Relocate s/b on-ramp to 10th St and realign frontage road	In San Miguel at 101 and 10th St.	Unconstrained	Operational Improvements	\$ 4,310,000
NTH-HWYS-025	SLOCOG	Templeton	Route 101 Templeton Aux Lane Vineyard to Las Tablas	Construct auxiliary lane (P21016)	On nb101: Vineyard to Las Tablas	Unconstrained	Operational Improvements	\$ 8,630,000
NTH-HWYS-026	SLOCOG	Templeton	Route 101 Templeton Aux Lane Las Tablas to Main	Construct auxiliary lane (P21017)	On nb101: Las Tablas to Main	Unconstrained	Operational Improvements	\$ 8,630,000
NTH-HWYS-029	SLOCOG	Templeton	Route 101 Templeton Aux Lane Las Tablas to Vineyard	Construct auxiliary lane	On sb101: Las Tablas to Vineyard	Unconstrained	Operational Improvements	\$ 8,630,000
NTH-HWYS-030	SLOCOG	Templeton	Route 101 Templeton Aux Lane Main to Las Tablas	Construct auxiliary lane	On sb101: Main to Las Tablas	Unconstrained	Operational Improvements	\$ 8,630,000
REG-HWYS-001	Caltrans		Rte 101 TMS (south)	Construct TMS- Vehicle detection stations (0H530_)	On 101, south of Cuesta Grade to countyline	Unconstrained	Operational Improvements	\$ 19,660,000
REG-HWYS-002	Caltrans		Rte 101 TMS (north)	Construct TMS- Vehicle detection stations (0N220)	On 101, north of Cuesta Grade to countyline	Unconstrained	Operational Improvements	\$ 14,120,000
REG-HWYS-003	Caltrans		20 Higuera TE Restoration (TE)	Seismic Retrofit, Historic Restoration (0N620)	Caltrans District Offices	Unconstrained	Enhancement	\$ 15,740,000
REG-HWYS-004	Caltrans		Rte 46 Mobility	Install solar powered vehicle detectors, CCTV, and CMSs (P21002)	Rte 101 to County line	Unconstrained	Operational Improvements	\$ 5,610,000
REG-HWYS-005	Caltrans		Rte 101 Mobility (Nipomo)	Install solar powered vehicle detectors, CCTV, and CMSs (P21002)	In Nipomo	Unconstrained	Operational Improvements	\$ 8,410,000
REG-HWYS-006	Caltrans		Rte 101 Mobility (Rural S. Co)	Install solar powered vehicle detectors, CCTV, and CMSs (P21003)	Between SM Bridge and El Campo	Unconstrained	Operational Improvements	\$ 2,800,000
REG-HWYS-007	Caltrans		Rte 101 Mobility (AG-SLO)	Install solar powered vehicle detectors, CCTV, and CMSs (P21004)	Between Arroyo Grande and San Luis Obispo	Unconstrained	Operational Improvements	\$ 36,450,000
REG-HWYS-008	Caltrans		Rte 101 Mobility (Atas-Paso)	Install solar powered vehicle detectors, CCTV, and CMSs (P21005)	Between Atascadero and Paso Robles	Unconstrained	Operational Improvements	\$ 28,040,000
REG-HWYS-009	Caltrans		Caltrans Transportation Management Center	Upgrade Caltrans' TMC (P21008)	At District office	Unconstrained	Operational Improvements	\$ 28,040,000
REG-HWYS-010	Caltrans		Rte 101 Arroyo Grande Freeway Conversion	Convert Expressway to Freeway (No R/W; No Frontage Rd.)	Between Los Berros and Fair Oaks	Unconstrained	Operational Improvements	\$ 107,830,000
REG-HWYS-011	Caltrans		Rte 101 San Miguel Freeway Conversion	Convert Expressway to Freeway (No R/W; No Frontage Rd.)	on corridor north of Paso Robles	Unconstrained	Operational Improvements	\$ 107,830,000
STH-HWYS-010	Caltrans	Rural	166 Passing Improvements	Operational Improvements (0E920_)	On 166 15-25 miles east of 101	Unconstrained	Operational Improvements	\$ 36,660,000
STH-HWYS-008	SLO County Public Works	Nipomo	Route 1 turn lanes	Construct turn lanes and traffic signals	From Willow Road to Callender	Unconstrained	Operational Improvements	\$ 3,880,000
STH-HWYS-009	SLO County Public Works	Nipomo	South County Route 101 Corridor Study Improvements Phase 2	Construct improvements (tbd)	Between Los Berros and Rte 166	Unconstrained	Operational Improvements	\$ 6,580,000
STH-HWYS-007	SLOCOG	Arroyo Grande	Route 101 Oak Park/Halcyon sb Climbing Lane	Construct auxiliary lane or climbing lane (0H371_)	On sb101: Oak Park to Halcyon	Unconstrained	Operational Improvements	\$ 33,500,000
<b>\$ 925,560,000</b>								

**Table 4-25**  
**Routes of Regional Significance Improvements**  
 (Short and Mid Term)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-RORS-001	San Luis Obispo City	San Luis Obispo	Higuera Street Widening	Add second NB through lane at pinch point	From Elks Lane south to Margarita Avenue	Short	Capacity Incr.	\$ 390,000
STH-RORS-011	Arroyo Grande	Arroyo Grande	Fair Oaks center lane and bike lanes	Install two way right turn lane in front of the high school; installation of a bus turnout in front of the high school. Restripe Fair Oaks to narrow traffic lanes and include bike lanes for remaining segments.	On Fair Oaks Blvd between Valley Road and the eastern most driveway of the AG High School parking lot.	Short	Operational Improvements	\$ 150,000
STH-RORS-012	Arroyo Grande	Arroyo Grande	S Halcyon Rd center lane, bike lanes, storm drain, and Green Streets	Bike Lanes, two way left turn lane and Road Diet - S Halcyon Rd. Install storm drainage on west side of Halcyon	From the City Limits (approximately The Pike) to East Grand Avenue	Short	Operational Improvements	\$ 100,000
STH-RORS-013	Arroyo Grande	Arroyo Grande	E Grand Ave bike lanes	Restripe East Grand Avenue to include bike lanes where missing	Between Elm Street and Halcyon Road	Short	Operational Improvements	\$ 100,000
STH-RORS-014	Grover Beach	Grover Beach	Oak Park bike lanes	Restripe to provide bike lanes	From Arroyo Grande to Oceano	Short	Operational Improvements	\$ 10,000
STH-RORS-015	SLO County Public Works	Oceano	Oceano Street Drainage Improvements	Correct existing drainage deficiency	At Route 1 and 13th St	Short	Operational Improvements	\$ 500,000
<b>Subtotal Short Term:</b>								<b>\$ 1,250,000</b>
CEN-RORS-002	San Luis Obispo City	San Luis Obispo	Prado Rd Bridge Widen	Widen bridge to four travel lanes (and bike lanes), mitigate creek impacts	At San Luis Creek	Mid	Capacity Incr.	\$ 7,090,000
CEN-RORS-003	San Luis Obispo City	San Luis Obispo	Medians on Broad Street - Phase 1	Install landscaped medians	From South Street to Orcutt Road	Mid	Operational Improvements	\$ 1,770,000
CEN-RORS-004	San Luis Obispo City	San Luis Obispo	Medians on Broad Street - Phase 2	Install landscaped medians	From Orcutt Road to SLO County Airport	Mid	Operational Improvements	\$ 1,900,000
CEN-RORS-005	San Luis Obispo City	San Luis Obispo	Mid-Higuera Improvements	Improve operations. Through minor adjustments to signals and intersections	Between Marsh Street and South Street	Mid	Capacity Incr.	\$ 950,000
NTH-RORS-001	Atascadero	Atascadero	ECR Traffic Signalization Project	Design & install modems, software, conduit, observation facility	Between Santa Barbara Rd and Del Rio	Mid	Operational Improvements	\$ 100,000
NTH-RORS-002	Paso Robles	Paso Robles	Union Rd/Golden Hill Rd	Construct Roundabout	At Union Rd at Golden Hill Rd	Mid	Operational Improvements	\$ 3,800,000
NTH-RORS-003	Paso Robles	Paso Robles	Union Road Improvements	Develop Intersection Improvements. Connect (north) to Wisteria Ln and extend (Wisteria) east to Airport Road.	From Wisteria to Union Road	Mid	Operational Improvements	\$ 6,330,000
STH-RORS-016	Arroyo Grande	Arroyo Grande	East Branch retaining wall expansion	Repair and expand existing retaining wall to keep back encroachment of lane shoulder by soil and weeds	Between Corbett Canyon and Garden Street	Mid	Operational Improvements	\$ 70,000
STH-RORS-017	Arroyo Grande	Arroyo Grande	E. Grand and E. Branch Bike improvements	Install bike lanes, sharrows and bike related signage on streets connecting residential uses to commercial areas, parks, public facilities and schools.	From Oak Park Road to Corbett Canyon	Mid	Operational Improvements	\$ 320,000
STH-RORS-018	Grover Beach	Grover Beach	Grand Avenue Enhancements	Add median, bulbouts, bike lanes, ADA, and pedestrian crossings	Between 4th St. and Oak Park Blvd	Mid	Operational Improvements	\$ 10,130,000
STH-RORS-019	SLO County Public Works	Rural	Price Canyon Road Shoulders phase 2	Widen and construct Bike Lanes	From city limits to Corral de Piedra	Mid		\$ 9,350,000
<b>Subtotal Mid Term:</b>								<b>\$ 41,810,000</b>

**Table 4-26**  
**Routes of Regional Significance Improvements**  
 (Long Term)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-RORS-008	San Luis Obispo City	San Luis Obispo	Prado Road Extension	Construct extension (and bike lanes) of Prado Road	From S. Higuera to Broad St.	Long	Capacity Incr.	\$ 33,320,000
CEN-RORS-009	San Luis Obispo City	San Luis Obispo	Orcutt Road Widening	Widen road to three lanes with Class II bikeways and sidewalks	From Johnson to Tank Farm Road	Long	Capacity Incr.	\$ 3,860,000
CEN-RORS-010	San Luis Obispo City	San Luis Obispo	Buckley Road Extension	Extend Buckley	From Higuera to Vachell Lane	Long	Capacity Incr.	\$ 9,290,000
CEN-RORS-006	SLO County Public Works	Rural	Orcutt Road Class II Bike Lanes	Upgrade Orcutt Road to arterial standards w/bike lanes	From San Luis Obispo city limits to Biddle Ranch Rd.	Long	Operational Improvements	\$ 5,260,000
CEN-RORS-007	SLO County Public Works	Rural	Class II Bikeways - Corbett Canyon Rd.	Provide Class II bike lanes	On the Corbett Canyon Rd. Corridor	Long	Operational Improvements	\$ 3,510,000
CST-RORS-002	SLO County Public Works	Los Osos	Los Osos Valley Road Enhancements Ph II a	Construct landscaped center median, sidewalks, street lights, landscaping, street trees, furniture and signage (where not already installed) consistent with the Draft LOVR Corridor Study.	Between west of 9th St. east to Fairchild	Long	Enhancement	\$ 3,510,000
NTH-RORS-004	Atascadero	Atascadero	Atascadero I/C Intersection Signals	Install signals at 101 ramp/local st. intersections	At 101 ramps with: Del Rio Rd, Curbaril Rd	Long	Operational Improvements	\$ 2,630,000
NTH-RORS-005	Paso Robles	Paso Robles	Airport Road	Connect to Union 46E I/C Bridge over Huer Huero	From Airport over Huer Huero to Wisteria/Union (n/o 46E)	Long	Operational Improvements	\$ 17,540,000
NTH-RORS-006	SLO County Public Works	Templeton	Ramada Dr. Widening	Widen for center turn lane and bike lanes	From Main St to Paso Robles City Limit	Long	Operational Improvements	\$ 3,250,000
STH-RORS-021	SLO County Public Works	Oceano	Highway 1 - Front Street Sidewalks, Traffic Calming and Streetscape	Construct sidewalks and streetscape	Between The Pike and 22nd Street	Long	Enhancement	\$ 3,860,000
CEN-RORS-011	San Luis Obispo City	San Luis Obispo	Orcutt Road Widening -	Widen road to three lanes with Class II bikeways and sidewalks	From Laurel Lane to Johnson	Long	Capacity Incr.	\$ 2,630,000
CST-RORS-001	SLO County Public Works	Cambria	Burton Drive (Shoulder Widening)	Widen Burton Dr.	In Cambria corridorwide	Long	Operational Improvements	\$ 2,280,000
NTH-RORS-007	Atascadero	Atascadero	Traffic Signal Preemption Project	Design & install controllers to existing traffic signal equipment	El Camino Real and Morro Road Corridors	Long	Operational Improvements	\$ 260,000
NTH-RORS-008	Paso Robles	Paso Robles	Dry Creek Road Extension 1	Construct Extension	Between Airport Road to Buena Vista	Long	Operational Improvements	\$ 13,150,000
NTH-RORS-009	Paso Robles	Paso Robles	Union Road improvements	Improve vertical sight dist., turn pockets, bike lanes, and ped paths	From Kleck to east City limits	Long	Operational Improvements	\$ 14,030,000

**Subtotal Long Term: \$ 118,380,000**

**Total: \$ 161,440,000**

**Table 4-27**  
**Routes of Regional Significance Improvements**  
 (Unconstrained– beyond 2035)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-RORS-012	San Luis Obispo City	San Luis Obispo	Mid-Higuera Widening	Add 2 travel lanes, bikelanes, center turn lane, landsc. medians	From Marsh Street to South Street	Unconstrained	Capacity Incr.	\$ 17,250,000
CEN-RORS-013	San Luis Obispo City	San Luis Obispo	Santa Barbara Street Widening Phase 2	Acquire ROW, widen intersection at High Street	From High Street to Broad Street	Unconstrained	Operational Imp.	\$ 1,780,000
CEN-RORS-014	San Luis Obispo City	San Luis Obispo	Santa Fe Road Extension	Extend Santa Fe north to create t-intersections, signalize	From existing Santa Fe to Tank Farm	Unconstrained	Safety Impr.	\$ 5,390,000
CEN-RORS-015	San Luis Obispo City	San Luis Obispo	Orcutt Road/Tank Farm Road Intersection Widening	Realign intersection	At the intersection of Orcutt Road/Tank Farm Road	Unconstrained	Operational Imp.	\$ 810,000
CEN-RORS-016	San Luis Obispo City	San Luis Obispo	Tank Farm Road Widening	Widen to five lanes with Class II Bikelanes	From Higuera to Broad	Unconstrained	Capacity Incr.	\$ 33,640,000
CEN-RORS-017	San Luis Obispo City	San Luis Obispo	Buckley Road Widening	Widen to three lanes	From Vachell Road to Broad Street	Unconstrained	Capacity Incr.	\$ 17,470,000
CEN-RORS-018	San Luis Obispo City	San Luis Obispo	Froom Ranch Way Extension	Extend Collector Street parallel to US 101	Along Froom Ranch Way from LOVR to Daidio Drive	Unconstrained	Capacity Incr.	\$ 10,960,000
CEN-RORS-019	San Luis Obispo City	San Luis Obispo	Tank Farm Road/Broad Street Widening (Phase II)	Add dual left turn lanes in NB approach and add second WB Lane	At intersection of Broad/Tank Farm Road	Unconstrained	Capacity Incr.	\$ 4,310,000
CEN-RORS-020	San Luis Obispo City	San Luis Obispo	Broad Street/South Street Widening	Add dual NB turn lanes	At intersection of Broad/South/Santa Barbara Streets	Unconstrained	Operational Improvements	\$ 3,230,000
CEN-RORS-021	San Luis Obispo City	San Luis Obispo	Los Osos Valley Road Medians - Phase II	Install landscaped medians	From Prefumo Canyon to Madonna Road	Unconstrained	Operational Improvements	\$ 4,310,000
CEN-RORS-022	San Luis Obispo City	San Luis Obispo	Smart Traffic Signals	Signal Upgrade	For Various Traffic Signals Citywide	Unconstrained	Operational Imp.	\$ 320,000
CEN-RORS-023	San Luis Obispo City	San Luis Obispo	ITS signal improvments	Install Video Detection, coordination and communications	At intersections of Broad/Pismo and Broad/Buchon	Unconstrained	Operational Improvements	\$ 270,000
CEN-RORS-024	San Luis Obispo City	San Luis Obispo	Buckley Road Extension to frontage	Extend Buckley west to new frontage rd east of 101 and up to LOVR IC	On S. Higuera to 101 to LOVR IC	Unconstrained	Capacity Increasing	\$ 16,820,000
CST-RORS-003	SLO County Public Works	Los Osos	Los Osos Valley Road Enhancements Ph II b	Construct landscaped center median, sidewalks, street lights, landscaping, street trees, furniture and signage (where not already installed) consistent with the Draft LOVR Corridor Study.	Between west of 9th St. east to Fairchild	Unconstrained	Enhancement	\$ 4,310,000
NTH-RORS-099	Paso Robles	Paso Robles	24th St. Bridge Ped Improvements	Improve Ped Access	At the 24th Street Bridge	Unconstrained	Operational Improvements	\$ 5,390,000

Subtotal: \$ 126,260,000

**Table 4-28**  
**Routes of Regional Significance Improvements**  
 (Unconstrained– beyond 2035)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
NTH-RORS-010	Paso Robles	Paso Robles	Creston Road Phase 3	Install Traffic Calming and Roundabouts	From Niblick to Meadowlark	Unconstrained	Capacity Increasing	\$ 21,570,000
NTH-RORS-011	Paso Robles	Paso Robles	Dry Creek Road Extension 2	Construct Extension	Between Airport Road to Buena Vista	Unconstrained	Operational Improvements	\$ 16,170,000
NTH-RORS-012	Paso Robles	Paso Robles	Creston Road Phase 2	Install Traffic Calming and Roundabouts	From Rolling Hills to Niblick	Unconstrained	Operational Improvements	\$ 43,130,000
NTH-RORS-013	Paso Robles	Paso Robles	Charolais Road Extension	Construct west of So. River Road	From South River to west terminus	Unconstrained	Capacity Increasing	\$ 1,080,000
NTH-RORS-014	Paso Robles	Paso Robles	South River/Charolais Roundabout	Construct Roundabout	At South River and Charolais intersection	Unconstrained	Operational Improvements	\$ 6,470,000
NTH-RORS-015	Paso Robles	Paso Robles	Airport/Dry Creek Road Roundabout	Construct Roundabout	At Airport and Dry Creek Rds intersection	Unconstrained	Operational Improvements	\$ 7,550,000
NTH-RORS-016	Paso Robles	Paso Robles	Creston Road Phase 1	Install Traffic Calming and Roundabouts	From South River to Rolling Hills	Unconstrained	Capacity Increasing	\$ 21,570,000
NTH-RORS-017	Paso Robles	Paso Robles	Vine Street Re-alignment	Realign road	On vine st. n/o Route 46 West	Unconstrained	Operational Improvements	\$ 64,700,000
NTH-RORS-018	SLO County Public Works	Rural	Nacimiento Lake Drive Climbing Lane	Construct climbing lane	At Godfrey Grade	Unconstrained	Operational Improvements	\$ 12,940,000
NTH-RORS-019	SLO County Public Works	Rural	La Panza Road Widening	Add shoulders	From Ryan Road to Hord Valley Road	Unconstrained	Operational Improvements	\$ 4,310,000
NTH-RORS-020	SLO County Public Works	Rural	Geneseo Road (Low Water Crossing)	Replace low water crossing over Huer Huero Creek	At Huer Huero Creek	Unconstrained	Maintenance	\$ 4,530,000
NTH-RORS-021	SLO County Public Works	Rural	Tassajara Ck Rd - Route 58 Connector	Near Santa Margarita, construct Frontage Road alignment to close at-grade intersection	From Route 58 to Tassajara Creek Road (west of 101)	Unconstrained	Operational Improvements	\$ 13,370,000
NTH-RORS-023	SLO County Public Works	Templeton	West Templeton Frontage Road	Extend Bennett Way & Theater Dr. to Petersen Ranch Rd.	From Petersen Ranch Road to Main Street	Unconstrained	Operational Improvements	\$ 19,410,000
NTH-RORS-024	SLO County Public Works	Templeton	Rossi Road Realignment	Realign intersection with Bennett to improve operations on sb ramps and reduce conflicting movements	From Rossi Road to Bennett Way	Unconstrained	Operational Improvements	\$ 4,310,000
NTH-RORS-025	SLO County Public Works	Templeton	Bennett Way connection, (Frontage Rd)	Connect Bennett Way between Templeton Hills Road and Vineyard Drive	From Templeton Hills Road to Vineyard Drive	Unconstrained	Operational Improvements	\$ 21,570,000
NTH-RORS-022	SLOCOG	Rural	Spring-Monterey Frontage Rd connection	Extend Frontage Road n/o Paso Robles	From N. Spring to Monterey Rd	Unconstrained	Capacity Increasing	\$ 12,940,000
STH-RORS-022	Grover Beach	Grover Beach	Grand Ave Traffic Signals	Update controllers/LED	Between 4th St. and Oak Park Blvd	Unconstrained	Operational Improvements	\$ 2,160,000
STH-RORS-023	Pismo Beach	Pismo Beach	Oak Park-Price Canyon Rd. Arterial and UPRR bridge.	Construct new north-south inland arterial w/bike lanes north of 101	From Oak Park Blvd to Price Canyon Road	Unconstrained	Capacity Increasing	\$ 33,000,000
STH-RORS-024	Pismo Beach	Pismo Beach	Price St. Ext. with Hinds Overcrossing	Extend Price Street (frontage road to Hwy 101 and reconstruct Hinds Ave overcrossing	In Pismo Beach at/near the existing Hinds Avenue Overcrossing	Unconstrained	Capacity Increasing	\$ 45,290,000
STH-RORS-025	Pismo Beach	Pismo Beach	Price St. Bluff Stabilization	Construct long-term stabilization features on hillside below Price Street to prevent erosion	In Pismo Beach, on Price Street in the Shell Beach area	Unconstrained	Capacity Increasing	\$ 5,820,000

Subtotal: \$ 361,890,000

**Total \$ 488,150,000**



**Table 4-29**  
**Funded – Not Yet Complete**

Project Type	Location of project	Sponsor	Project Title	Short Description	Project Limits	Primary Purpose	Current Year Cost
High Priority	Rural N. County	Caltrans	Rte 46 Corridor Improvements (Whitley 1)	Convert To 4-Lane Expressway (33072_)	From Airport to Almond	Operational Improvements	\$90,400,000
High Priority	Rural S. County	Caltrans	Rte 101 Santa Maria River Bridges	Widen & Replace Bridges, Construct Aux Lanes & Bicycle Path (44590_)	At the Santa Barbara / San Luis Obispo County line	Capacity Increasing	\$37,980,000
NM	Arroyo Grande	Arroyo Grande	E. Branch/Short St. Centennial Plaza	Redesign of a 100 foot segment of Short Street to create a pedestrian plaza	At Short Street between East Branch Street and Olohan Alley	Operational Improvements	\$ 250,000
NM	Avila Beach	SLO County General Services	Bikeway to First St.	(In Avila Beach, Bikeway extension San Miguel St. to First St)	From San Miguel St. to First St	Access Imp.	\$ 600,000
NM	Grover Beach	Grover Beach	Grand Avenue Enhancements	Add median, bulbouts, bike lanes, and pedestrian crossings	Along Grand Avenue from 2nd St. to 4th St.	Operational Improvements	\$ 1,114,000
NM	Nipomo	SLO County Public Works	Orchard/Joshua/Hutton Bike lanes (So. Of Nancy Ave.)	Construct 2 4' shoulders (Class II Bike lanes)	On S. Orchard, Joshua	Access Imp.	\$ 1,058,000
NM	Pismo Beach	Pismo Beach	Pismo pedestrian Promenade Phase IV	Construct 15' wide wooden boardwalk along seawall Pier to Main	From Pier to main street	Capacity Increasing	\$ 1,660,000
NM	Rural N. Coast	Caltrans	Rte 1 Estero Bluffs Pullouts (TE)	Transportation Enhancement Coastal Access And Protection (0N400_)	On Route 1	Enhancement	\$ 1,455,000
NM	Rural N. County	Caltrans	Rte 101 North Cuesta Grade Wildlife Fencing Project (TE)	Transportation Enhancement Construct Fencing, (0S640_)	From Cuesta Grade OH to Santa Barbara Road	Enhancement	\$ 400,000
NM	Rural S. County	SLO County Public Works	Price Canyon Road Shoulders + Bike lanes Phase I	Widen and construct Bike Lanes	From SR 227 to 0.5 Miles South	Access Imp.	\$ 6,500,000
NM	Rural S. County	SLO County General Services	Cave Landing Trail	Construct a trail to connect Cave Landing Parking Lot to the Bluffs Subdivision	Near Avila Beach	Access Imp.	\$ 2,000,000
NM	Rural S. County	Caltrans	Rte 101 SB/SLO planting (TE)	Install New Native Drought Tolerant Trees, Shrubs And Mulching, Jct (0T070_)	From Rte 1/101 Sep to Rte 101/166	Enhancement	\$ 1,250,000
NM	San Luis Obispo City	San Luis Obispo City	RRST Bike Path Phase III	Extend bikepath	Along UPRR from Amtrak Station to Marsh Street	Facilities	\$ 25,000
NM	San Luis Obispo City	San Luis Obispo City	Madonna Class I Bikeway - Marsh to Madonna Road	Construct Class I Bikeway	Adjacent to US 101 from Marsh St on Madonna Inn easements	Capacity Increasing	\$ 750,000
NM	San Miguel	SLO County Public Works	Sixteenth St. RR Crossing, San Miguel	Construct a new pedestrian railroad	On 16th St. from Mission St to N St.	Access Imp.	\$ 800,000
NM	San Miguel	SLO County Public Works	San Miguel P & R Lot-Phase 1 of upgraded lots with Phase 2 multi-use facilities with this entry to show total.	Construct new P & R Lot, add 24 spaces to existing P & R Lot	In San Miguell	Operational Improvements	\$ 30,000

**Table 4-30**  
**Funded – Not Yet Complete**

Project Type	Location of project	Sponsor	Project Title	Short Description	Project Limits	Primary Purpose	Current Year Cost
NM	Templeton	SLO County Public Works	Las Tablas P & R Lot-Phase 1 of upgraded lots with Phase 2 multi-use facilities, or include more facilities with this entry to show total. JL	Add 24 spaces to existing P & R Lot	In Templeton	Operational Improvements	\$ 180,000
Hwy / Fwy	Avila Beach	SLO County Public Works	Avila Beach Dr. Interchange Operational Improvement	Prepare operations study and implement intersection operational Improvements	At 101/Avila Beach Dr.	Operational Improvements	\$ 2,000,000
Hwy / Fwy	Nipomo	County	Rte 101 Willow Road I/C	Construct New Interchange at Willow Rd (47450_)	Between Los Berros and Tefft St Interchanges	Capacity Increasing	\$ 37,200,000
Hwy / Fwy	Paso Robles	Paso Robles	Rte 101/46 Operational Improvements from 101/46 East to 101/Spring Street	Construct New On-ramp, Widen and Modify Ramps, Striping Paso Robles On-ramps (36150_)	From s/o 46E/101 to Spring St.	Operational Improvements	\$ 9,667,000
Hwy / Fwy	Paso Robles	SLOCOG	101/46 EAST	Reconstr/relocate intersections and roadway improvements	At interchange	Operational Improvements	\$ 10,500,000
Hwy / Fwy	San Luis Obispo City	San Luis Obispo City/ SLOCOG	Rte 101 LOVR I/C	Reconstruct Interchange at Los Osos Valley Road (0H730_)	At interchange	Operational Improvements	\$ 22,000,000
Hwy / Fwy	Paso Robles	Caltrans	Rte 46 Union Landscape Mitigation	Landscape Mitigation (33074_)	on Route 46	Landscape	\$ 668,000
Hwy / Fwy	Atascadero	Caltrans	Rte 101/41 interchange landscaping	Landscape Mitigation (40282_)	At interchange	Landscape	\$ 1,208,000
Hwy / Fwy	North Coast	Caltrans	District 5 Vista Point Interpretive Display (TE)	Vista Point Interpretive Displays (0T500_)	in 22 outdoor interpretive displays at various District 5 locations	Enhancement	\$ 893,000
Hwy / Fwy		Caltrans	District 5 Corridor Master Plan (TE)	Plan to ensure that scenic resources and community values are identified early in the planning process as well as address common transportation features and visual issues such as structures, pollution controls, signage and landscaping to provide a unified treatment to unique route corridors (0T510_)	for multiple counties and watersheds	Enhancement	\$ 820,000
RORS	Nipomo	SLO County Public Works	Willow Rd. Extension	Extend Willow to Rt. 101 & SB Frontage Rd.	From Pomeroy to US 101	Operational Improvements	\$ 14,000,000
RORS	Nipomo	SLO County Public Works	Rte 101 / Willow Rd. IC	Contract IC at Extension of Willow Rd. @ Rte 101		Operational Improvements	\$ 17,457,000
RORS	Paso Robles	Paso Robles	Theater Drive Re-alignment (Phase 1B)	Realign Frontage Road	at Hwy 46 West	Operational Improvements	\$ 5,000,000
							\$ 267,865,000

# SLOCOG 2010 RTP-PSCS

## Chapter 5

### *Public Transportation*



## Public Transportation

### Table of Contents

Public Transit .....	5-2
Policies .....	5-4
Strategies.....	5-5
Existing Transit Service .....	5-10
Regional Transit Service.....	5-12
Local Transit Service .....	5-15
Other Specialized Services.....	5-18
Other General Transportation Services .....	5-18
Future Transit Service Levels .....	5-19
Passenger Rail Transportation .....	5-27
Policies .....	5-28
Strategies.....	5-29
Intercity Rail Overview .....	5-30
Rail Capital Improvement Projects.....	5-32
State and National Passenger Rail Developments .....	5-33
Vision and Planned Improvements .....	5-34
Interregional Rail Coordination .....	5-35
Aviation .....	5-36
Overall Aviation System.....	5-36
Policies .....	5-37
Strategies.....	5-38
Aviation Funding .....	5-39
Key Issues in Aviation.....	5-39
Vision and Planned Improvements .....	5-40
Commodity Movement .....	5-42
Policies .....	5-45
Strategies.....	5-46
Harbors .....	5-47
Policies .....	5-48
Strategies.....	5-49

## **PUBLIC TRANSIT**

### **The Vision for Public Transit**

The primary goal of the 2010 RTP Public Transit element is to ensure that a viable public transportation system grows to meet the region's transit needs in the future. A practical, easy-to-use public transportation system is fundamental in promoting regional mobility and minimizing the traffic congestion and air pollution caused by over reliance on the single occupant vehicle. The RTP update demonstrates a commitment to developing and promoting a wide variety of alternative travel modes, including bus and paratransit service, vanpools, bicycles, and walking to meet not only the needs of the transit dependent individuals but also to encourage use of alternative modes of travel by choice riders.

#### **The RTP recommends:**

- Enhance public transit services, thereby increasing customer satisfaction and system efficiency and support gradual system consolidation
- Continue to expand the scope of the Regional Rideshare function to allow "one-stop" information for all mobility options (all forms of ridesharing, public transit human services transportation, and specialized transportation services (i.e. Ride-On Transportation)).
- Increase dedicated funding for transit and consider a dedicated local supplemental funding source to support 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.
- Encourage future transit service expansion consistent with the Sustainable Communities Strategy.

### **Goal**

**“Provide reasonable and accessible region-wide public transit services to allow all persons in the County access to essential services, to improve air quality and overall mobility. Essential services include educational, recreational, health care and employment opportunities”.**

## What are the Key Issues in Public Transit?

**Demand for services will continue to grow:** The priority emphasis to expand alternative modes of transportation, reduce vehicle emissions and overall vehicle miles traveled (VMT) will increase the demand for public transit services. Forecasted population increases, especially in the Highway 101 corridor and near employment and activity centers, will generate more demand for fixed-route transit services, especially long-distance, express and commute services. The continued shift in population to areas that have been less populated in the past, will also place greater demands on peak and non-peak intercommunity transit service and require more resources to meet the local needs of these emerging communities.

**Continuation of the decentralized growth pattern in the region challenges productivity levels:** The recommended growth strategy in the PSCS attempts to shift the direction of previous growth patterns to more concentrated development in urban areas allowing more cost effective transit services. The prior pattern tended to spread transit resources thinly and reduced productivity. More paratransit or flexibly routed options become the most effective service models for less dense areas. Start up of such local services or expansion of paratransit services will be constrained by the farebox recovery ratios set by state law.

**Balancing the types of services currently operating will be increasingly difficult:** As in the past, the people with the highest transit needs are expected to continue to reside in the region's larger communities. Focusing resources in these communities will maximize transit benefits by targeting the supply of service where demand is expected to be greatest. This strategy will need to be balanced with meeting the special needs of target population groups with few alternatives to transit; addressing the needs of the less densely populated areas for access to essential services; and, the intercity regional needs linking communities.

**Increased demand for services by population groups that are the most expensive to serve is anticipated:** Many seniors are moving into the region and choosing to live in relatively low-density areas. This influx of retirees could increase demand for curb-to-curb services in the future, further increasing the need for the less productive regional and local dial-a-ride services. Similarly projected growth in the number of low-income persons, residing in the outlying areas with lower housing costs, might increase demand for off peak and evening services with higher levels of fare subsidies.

**The region should combine transit resources to control costs and improve efficiency.** The overall number of active vehicles (local and regional combined), when compared to other peer agencies covering service areas with similar socio-economic profiles, is disproportionately small compared to the existing large number of transit and paratransit systems serving the region. Since 2004, the County-funded transit and paratransit program serving rural and unincorporated areas has been gradually integrated into the Regional Transit Authority. A similar trend toward the gradual integration of the smaller systems into the RTA is needed to control costs and increase overall service.

**Overall demand for increased and more effective public transit expected:** Over the next twenty years there will be an increased focus on express systems, more comprehensive coverage that more readily meets the needs and desires of users and addresses the regional objective to reduce overall vehicle miles of travel.

**Broadening transit options with a larger mix of services requires either more funding or a change in the current funding formulas:** Projected state and federal transit funding levels will not meet future transit needs. Per the financial analysis to the year 2035, supplemental funding will be needed to support transit service by the 2015-20 time period, if services are to keep pace with the projected population growth. Supplemental funding needs are subject to the chosen, future transit and paratransit scenario. If setting aside a higher share of Local Transportation Funds (LTF) monies toward transit is the chosen approach to increasing revenues, it will require a change in the current Joint Power Authority (JPA) funding formula for regional transit. If a new funding source is sought, such as a local option sales tax measure with a share set aside for transit, a new funding mechanism will be needed to allocate the supplemental funds among different services.

## **Policies**

### **PUBLIC TRANSPORTATION**

- PT 1. **Service Level:** Provide regional fixed-route transit services connecting major and minor population centers; maintain appropriate local community transit services; and provide paratransit service as necessary – all coordinated to meet the identified transit needs of each city and major area. The appropriate levels of service shall be determined by the Short-Range Transit Plan (SRTP) updates (in agreement with sub area transit plans) and consistent with the RTP regional policies.
- PT 2. **Convenience and Amenities:** Improve convenience and amenities for public transit service, where feasible and cost-effective, to make transit attractive to both transportation-disadvantaged and choice riders, with a goal to increase ridership at least 4 percent each year (all services combined).
- PT 3. **Sustainable Communities Strategy:** Emphasize public transit role in the coordinated effort to reduce overall vehicle miles traveled and improve air quality in tandem with ridesharing incentives programs, proposed regulatory changes and potential technological applications (alternative fuels, automated passenger information, automated vehicle location etc..)
- PT 4. **Vanpool Programs** Encourage growth in commuter vanpool programs through user-side incentives, outreach, education and promotion. Continue to support the agricultural workers' vanpool program via targeted bi-lingual outreach and subsidies.
- PT.5 **Efficiency and Effectiveness:** Ensure the provision of reliable public transit services to meet mobility needs at the lowest reasonable cost and encourage better coordination and consolidation among different transit and paratransit systems for more efficient service delivery.
- PT.6 **Public Participation:** Maximize regional input from the general public, jurisdictions, and groups on all aspects of public transit.
- PT 7 **Corridor Planning:** Focus on sub-regional corridor and system planning in geographically similar areas to reduce planning costs and enhance coordination and system integration.
- PT 8 **Specialized Transit Services:** Develop and provide specialized services and systems to meet the needs of transportation disadvantaged individuals, including those with disabilities or mobility impairments, seniors and persons with low income.
- PT 9 **Express Bus Corridors:** Support the regional deployment of a Bus Rapid Transit network along main commute corridors enabling the delivery of more competitive travel times and more attractive bus transit services.

## **Strategies**

### **PUBLIC TRANSPORTATION**

#### **1. Service Levels**

- a. Periodically adjust transit service parameters with the objective that such changes will maximize transit system efficiency, effectiveness and economic feasibility:
  - Review need to add trips or tandems when the peak load factor consistently exceeds 90 percent.
  - Review need to reduce vehicle size, or modify routes and/or schedules if the average peak load factor consistently falls below 25 percent.
  - Review need to reduce vehicle size and/or number of trips or to modify routes and/or schedules, if a route daily average load factor consistently falls below 20 percent.
  - Review, modify or add routes or increase headways or modify coverage to fill existing gaps in transit service to major attractors of transit riders such as universities, colleges, schools, commercial areas, high density residential areas, medical facilities etc.
  - Consider retention or expansion of “span of service” as a high priority when making service adjustments.
- b. Shorten regional service headways to 30 minutes or shorter at commute peaks subject to passenger load demand.
- c. Require each transit system to update their Short Range Transit Plan or sub area transit plan every five years with service goals and objectives, performance standards, riders’ surveys, needs evaluation, capital improvement program and financial projections.
- d. Encourage communities with general public Dial-a-Ride systems to evaluate the potential for introducing fixed-route deviation service on local corridors during peak commute periods.
- e. Promote streamlined transit services and infrastructure projects that create a Bus Rapid Transit (BRT) network on main commute corridors. Incorporate freeway express bus stops, adjacent park-and-ride lots and pedestrian pathways into the early stage of interchange design.



## **Strategies**

### **PUBLIC TRANSPORTATION**

#### **2. Convenience and Amenities -**

- a. Establish or maintain fare subsidy programs with local university, colleges, vocational programs/schools, employers and public or private entities In coordination with transit agencies and Regional Rideshare.
- b. Encourage the through-routing of buses to minimize the need for riders to transfer.
- c. Work with local jurisdictions and the Regional Transit Authority to assure a timely convenient, safe, easily understood and efficient multi-modal interface between regional transit and local community systems, including the Regional Transit Transfer Center in San Luis Obispo, and community transfer centers in Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Pismo Beach, Nipomo, Paso Robles and Templeton.
- d. Implement a comprehensive Bus Stop Improvement Program, providing amenities at transit stops such as shelters, benches, bicycle racks, appropriate access for the disabled, and comprehensive signage among the various providers.
- e. Support the continued use of a unified transit pass accepted by all fixed-route transit providers and the use of other coordinated fare media.

#### **3. Air Quality Improvement.**

- a. Support increased transportation demand management (TDM) and transportation system management (TSM) strategies and enhanced public transit services and public transit, pedestrian and bicycle facilities and amenities within target development areas and within a half-mile of major transit stops.
- b. Include measures that reduce greenhouse gas emissions in transit programming criteria.
- c. Work closely with the Air Pollution Control District (APCD) and local agencies to implement transit and ridesharing-related components of the Clean Air Plan.
- d. Encourage private and public transportation providers to conduct experimental alternative fuel conversion programs where cost-effective by making research findings available and publicly commending efforts to use cleaner fuels, and by assisting providers with information on eligible funding sources.
- e. Support potential technological applications such as the use of automated passenger information, automated vehicle location systems and real time information displays and other emerging technologies consistent with the region's ITS deployment objectives.

#### **4. Vanpool Programs –**

- a. Support growth in vanpool programs
- b. Encourage the formation and retention of commuter vanpools with ridesharing incentives (ridesharing rewards, guaranteed ride home options and new rider's discounts) and via promotion and outreach at employers' sites.
- c. Support the diversification of the commuter vanpool programs to increase options and offer competitive pricing to existing and new participants.
- d. Encourage the formation and continuation of agricultural workers' vanpools with operating and capital subsidies and sustain targeted bi-lingual outreach.

## **Strategies**

### **PUBLIC TRANSPORTATION**

#### **5. Efficiency and Effectiveness**

- a. Continue to develop and distribute up to date and comprehensive transit guide with "rider-friendly" schedules and countywide system maps
- b. Facilitate cooperative agreements among transit providers for "seamless" transit services, sharing of spare vehicles or support facilities and joint fleet procurements among multiple providers
- c. Encourage reasonable transit fares throughout the region within available funding.
- d. Continue to annually review efforts made by operators to implement improvements recommended by triennial performance audits, annual fiscal audits, and the Social Services Transportation Advisory Council's to improve transit performance and productivity. Require written responses to audit recommendations, and monitor progress in implementing Short Range Transit Plans.
- e. Provide technical assistance (resource information, grants assistance, coordination and support) to public and private sector organizations operating general public or specialized transportation services.
- f. Pursue either consolidation of systems or re-assignment of individual routes to other systems for overall efficiency and rider's convenience, where both individual and collective system efficiencies plus lower operating and administrative costs can be attained.
- g. Facilitate applications for discretionary and formula public transportation grants: to develop and/or update transit plans; to provide new buses and support equipment and to upgrade existing or add new transit facilities.
- h. Encourage links between transit buses, intercity passenger trains, Greyhound and dedicated Amtrak buses; promote the location of government agencies and childcare facilities near multi-modal centers.
- i. Provide technical assistance to welfare-to-work projects, public schools, colleges and other institutions that seek to increase public transit usage.
- j. Develop bus and bicycle linkages, including provision of bike racks on each regional and local bus and the installation of bike lockers at high volume bus stops, and PnR lots.
- k. Seek cost-effective mechanisms to eliminate transportation barriers for low income job seekers, particularly those transitioning from public assistance.

#### **6. Public Participation**

- a. Maximize regional input from the general public, jurisdictions, and groups on all aspects of public transit.
- b. Continue to support activities and increase opportunities for community input on public transit issues and notify the public of upcoming venues consistent with the adopted Public Participation Plan.
- c. Maintain the existing advisory committees to advise SLOCOG on upcoming issues (Citizens' Transportation Advisory Committee, Technical Transportation Advisory Committee and Social Services Transportation Advisory Council).

#### **7. Corridor Planning**

- a. Focus on sub-regional planning in geographically similar areas
- b. Seek planning funds for sub regional corridor plans integrating multiple jurisdictions for the more efficient use of resources
- c. Support cooperative planning activities supported by sub regional plans and leading to the development of joint projects.

## **Strategies**

### **PUBLIC TRANSPORTATION**

#### **8. Specialized Transit Services**

- a. Provide complementary paratransit service in compliance with the Americans with Disabilities Act (ADA)
  - Require ADA paratransit provider to certify that both "next day" Dial-A-Ride services and trips scheduled up to 14 days in advance, will be provided for all ADA eligible riders, within ADA transit corridors during the hours corresponding to fixed-route services.
  - Encourage regional ADA paratransit provider to increase the number of passengers per trip through resource sharing with the CTSA and trip batching.
  - Support the use of subsidized taxis or specialized shuttles where cost-effective in jurisdictions not served by local public Dial-a-Ride or Senior Vans.
- b. Ensure that all transit services fully comply with the ADA
  - Require all new transit equipment purchased for fixed-route systems and demand-response systems to be accessible; assure 100% of all fixed-route transit vehicles in operation have operating lifts 100% of the time, and a minimum of 2 wheelchair tie-down spaces.
  - Ensure that bus stop amenities and improvements on regional and local transit routes satisfy the Americans with Disabilities Act (ADA) requirements and Short Range Transit Plan specifications.
  - Encourage member agencies to remove physical barriers and provide appropriate approaches to/from bus transit stops in full compliance with the ADA design standards.
  - Require transit operators to display accessibility logos on buses and schedules
- c. Continue senior van volunteer driver program in transit-deficient areas, providing a group rate insurance program and local operating cost subsidies.
- d. Encourage coordination between social service transportation and other paratransit services
  - Maintain a formal mechanism for social service agency input into the transit planning process (via the Social Services Transportation Advisory Council (SSTAC)) to assure that public transit development encompasses social service transportation needs.
  - Maintain an inventory of social service transportation providers and encourage information sharing between agencies through meetings, newsletter articles, and planning studies that improve coordination efforts.
  - Implement recommendations in the adopted Coordinated Human Services Public Transportation Plan, including regional mobility management with support for coordination legislation, and technical assistance to providers seeking to coordinate.
- e. Support the on-going operation of the Transportation Management Association (TMA) in the entire region.
- f. Encourage private sector organizations, both profit and non-profit, to coordinate convenient and reasonably priced alternative transportation options with existing service providers.
- g. Develop a mechanism of transit planning integration with public school districts to coordinate student and public transit needs, particularly in isolated, rural areas

## Strategies

### PUBLIC TRANSPORTATION

#### 9. Express Bus Corridors

- a. Seek capital grant funding for express bus stops at high passenger volume locations, including provisions for safe and convenient pedestrian linkages.
- b. Require all short range transit plans or sub regional plans address express Bus Rapid Transit (BRT) concepts, including candidate locations for capital enhancements, signal priority & preemption and freeway express access points.
- c. Explore regulatory changes for operational improvements to give express buses priority over general traffic on the mainline freeway or along major arterials and through traffic signals.
- d. Support the planning and development of park-and-ride lots strategically located along bus transit corridors and designed to accommodate BRT operational and physical characteristics.
- e. Undertake study(-ies) to develop BRT concepts to integrate with Community 2050 land use elements in the identification of regional BRT corridors and location of BRT stops.

### Summary of Financial Implications for Transit

**Key Issue:**

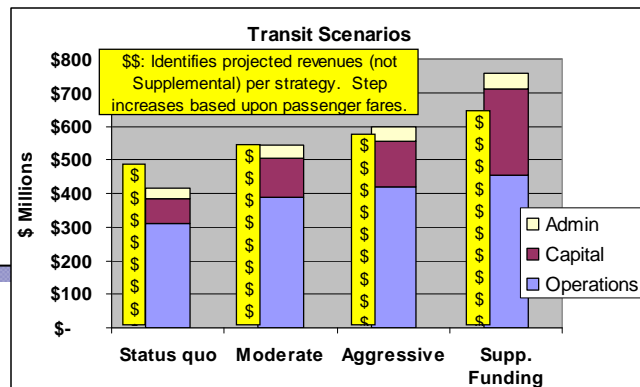
**Revenue sources for Transit are generally increasing and allocated to the region through formula distributions.**

**Moderate Expansion Expected**

**An expansion of services is anticipated.**

Funding distributed through formula is considered more stable than funding distributed through competitive grants and sources. Transit funding is largely allocated to the region through formula distributions and the majority of revenue streams are projected to increase.

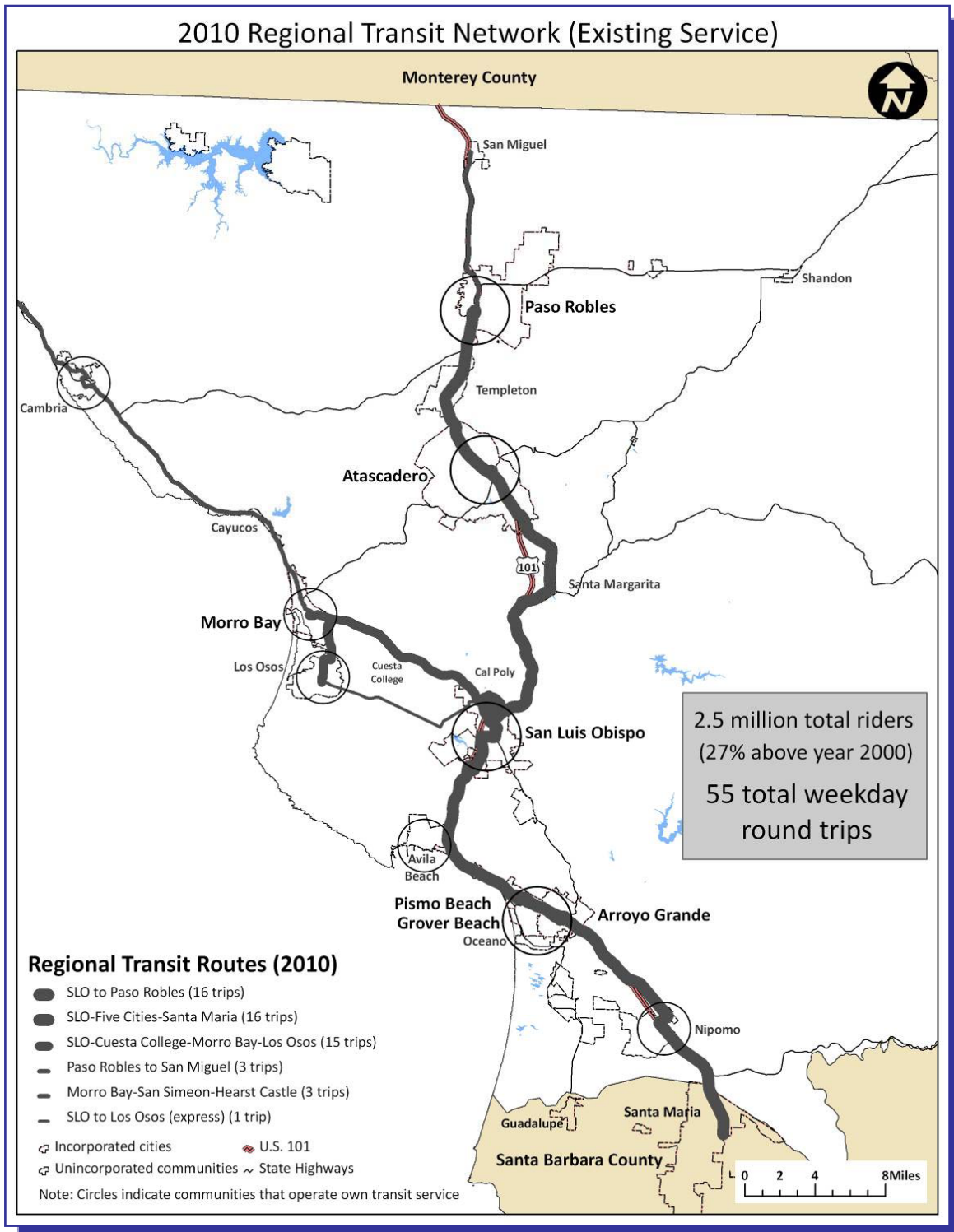
Over the past 20 years, services doubled in the region. While in the coming 25 years the regional system is projected to expand by 45%, a doubling of service is not possible without additional funds.



### Existing Transit Service

Over a dozen public transit services operate in San Luis Obispo County as shown in Table 5-1. Most of these services can be categorized as fixed-route bus systems, general public paratransit systems, or specialized services. These services can be organized by their primary purpose – to connect communities through regional service or serve destinations within a community with local service. Figure 5-1 illustrates the 2010 regional transit service coverage and which communities offer local transit services.

**Figure 5-1**  
**Existing Transit Services**



**Table 5-1  
Current Transit Services by Areas (June 2010)**

	Long Distance Inter-City <small>Note 1</small>	Local Fixed Route <small>Note 2</small>	Local DAR <small>Note 3</small>	Regional Fixed Route (RTA)	ADA <small>Note 4</small>	Senior Services <small>Note 9</small>	Local Vintage Trolleys
Arroyo Grande		X		X	X	X <small>note 6</small>	
Atascadero		X <small>Note 5</small>	X	X	X		
Avila Beach					X	X <small>note 6</small>	X
Cambria				X	X	X <small>note 7</small>	X
Cayucos				X	X		
Grover Beach	X	X		X	X	X <small>note 6</small>	
Los Osos/Baywood Park		X	X	X	X		
Morro Bay			X	X	X		X
Nipomo			X	X	X		
Oceano		X			X	X <small>note 6</small>	
Paso Robles	X	X	X	X	X		
Pismo Beach		X		X	X	X <small>note 6</small>	
San Luis Obispo	X	X		X	X		X
Santa Margarita				X	X		
San Miguel				X	X		
Shandon						X <small>note 8</small>	
Templeton		X		X <small>Note 11</small>	X	X <small>note 10</small>	
Cal Poly Main Campus	X	X		X	X		
Cuesta College Main Campus				X	X		
Cuesta College North Campus		X			X		

1-Long distance inter city motor coaches

2-Fixed route services excluding local vintage trolley circulators

3-Dial-A-Ride for the general public; most often used by seniors, youth and children

4-Runabout serves the region with focus along the fixed route bus & trolley corridors (3/4

5-Atascadero and Paso Robles routes were merged into the North County Shuttle

6-Five Cities and South County senior shuttles combined run 3 days/week

7-Cambria has a senior van for local trips & limited rides to SLO and Paso Robles

8-Shandon has an on call (24 hr reservation) 3 days/week shuttle to Paso Robles

9-Ride-On Transportation under contract with RTA provides a regional Senior Shuttle service funded by SLOCOG with sub-regional coverage by day of the week

10-The Templeton Dial a Ride, which came from an unmet needs finding in FY 06/07, is operated by the RTA and available 3 days a week with 24 hour reservation.

11-The Templeton area is served by the RTA at the Las Tablas Park and Ride lot where hourly transfers can be made to the North County Shuttle, serving the Main Street area 5 days a week and limited connections on Saturdays.

## Regional Transit Service

The following summaries give a brief description of the regional transit services in San Luis Obispo County.

### Regional Transit Authority (RTA)

RTA provides regional fixed-route services within San Luis Obispo County. RTA's four routes are described below currently providing a total of 54 trips per day.

**Route 9** operates on the Highway 101 corridor between San Miguel, Paso Robles, Templeton, Atascadero, Santa Margarita, and San Luis Obispo.

**Route 10** operates along the Highway 101 corridor between San Luis Obispo, Shell Beach, Pismo Beach, Grover Beach, Arroyo Grande, Nipomo, and Santa Maria.

**Route 12-A** operates between San Luis Obispo, Cuesta College, Morro Bay, Baywood Park, and Los Osos. There is also one express trip (in each direction) between Los Osos, Cal Poly and San Luis Obispo on weekdays.

**Route 12-B** operates between Morro Bay, Cayucos, Cambria, and San Simeon. and feeds Route 12-A in Morro Bay on weekdays.



San Luis Obispo County Government Center RTA Regional Transfer Site

### **Ride-On Transportation**

Ride-On is a non-profit organization that provides social services clients' transportation and transportation alternatives to members of the general public to increase mobility while reducing congestion, air pollution, and parking demand. The agency fills two roles: a Consolidated Transportation Services Agency (CTSA) and a Transportation Management Association (TMA).

Regional services for specialized users (curb-to-curb CTSA services) include at least:

- Community Interaction Program (CIP) rides for residents with developmental disabilities, including daytime errands and recreational activities in the evenings and on weekends.
- Contract transportation to non-profit social services agencies for group or individual rides by daytime clients for access to their programs (school, work, training) (example: NCI Affiliates).
- Contract service for the Department of Health Services to transport eligible Medi-Cal recipients to and from medical appointments; Medi-Cal eligibility differs from the Runabout ADA certification.
- Support services for smaller social services and community based groups with community-based programs such as driver training, dispatch, vehicle maintenance or fleet sharing. and
- Seniors' Shuttle offers rides with advanced reservations to seniors (age 65 and over) by geographical sector; the shuttle operates between 9 am and 4 pm with coverage as follows: North coast on Mondays and Wednesdays, South County on Tuesdays and Thursdays, North County on Mondays and Wednesdays and San Luis Obispo on Tuesdays, Wednesdays and Fridays. Trips can be local within sub regions or regional for access to San Luis Obispo at a flat fee of \$3.00 each way.
- Veteran's Express provides rides to the Veterans Administration clinics in San Luis Obispo and Santa Maria for \$3.00 each way.





The regional services for the general public under the TMA include:

- Airport/Train Shuttle provides connections to regional transportation – such as airports, greyhound terminals, and railroad stations.
- Special Event Shuttles provide group transportation for a variety of events upon request (including weekend, evening and holidays).
- Vanpools offer a cost-effective way to transport commuters. Individuals may join an existing vanpool or start their own (as employer-based drivers). Monthly fees cover the cost of the van, fuel, insurance, and regular maintenance.
- Agricultural Workers' Vanpools are subsidized by a state grant that covers the difference between the passenger fares and the total cost of the operation as well as the capital costs for the agricultural vans.
- Guaranteed/Emergency Ride Home provides a trip home to anyone who traveled to work using any mode other than driving alone. and
- Private Shuttle provides individual rides upon advance reservation anywhere in the County and for trips bound to Santa Maria.



**Agricultural Workers' Vanpool**

### **Runabout**

Runabout is the regional paratransit system operated by the RTA that provides the Americans with Disabilities (ADA) service that complements all fixed- routes in the County. Service is available to seniors and persons with disabilities for intercity and local trips, with priority given to ADA-certified individuals within a ¼ mile corridor of the fixed route network (regional and local, including trolleys). The service days and hours for Runabout are consistent with those of the local and regional fixed-route buses and trolley circulators.



**Runabout fleet at the RTA Maintenance Yard  
San Luis Obispo**

**San Luis Obispo Regional Rideshare.**

In addition to being a one-stop-shop for information on transportation alternatives within the region, SLO Rideshare maintains the online rideshare matching system for carpool, vanpool and bike buddy. SLO Rideshare, a division of SLOCOG, provides a variety of information and services to meet the following goals:

- Reduce the number of single-occupant vehicles;
- Provide alternatives to driving alone in San Luis Obispo County, including carpools, vanpools, transit, and bicycles;
- Provide individualized trip planning assistance over the phone
- Provide supportive marketing services for local and regional transit providers;
- Implement special projects such as Safe Routes to School, Bike Month, Rideshare Month, the Summer Break Pass and Senior Transportation Options.
- Administer the Employer-based Transportation Choices Program, which includes employer outreach, employee commute surveys, customized trip reduction plans, telework information, guaranteed ride home and offers incentives for the use of alternative transportation such as Lucky Bucks and Commuter Challenge.
- Maintain a Google Transit trip planner for several local and regional fixed-route lines with routing, scheduling and fare information on the Rideshare Web site.
- Manage consolidated transportation information phone and web-based 511 services coordinated with the 211 Hotline.

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**Local Transit Service**

The following summaries briefly describe the local, general public transit services within the County. They include:

- Atascadero Transit (fixed-route and paratransit);
- Avila Beach Trolley (fixed-route trolley);
- Cambria Village Transit (fixed-route);
- Morro Bay (trolley and flex fixed route);
- Nipomo (paratransit);
- Paso Express (fixed-route and paratransit);
- Ride-On (various services within the City of San Luis Obispo);
- San Luis Obispo Transit (fixed-route bus and trolley);
- South Bay (paratransit); and
- South County Area Transit (fixed-route).

### Atascadero Transit

Atascadero Transit jointly operates the North County Shuttle with the City of Paso Robles, from 7:00 am to 7:00 pm Monday thru Friday and from 10:30 am to 3:30 pm on Saturday. The route connects North Cuesta College campus with the Paso Robles Transportation Center, the Las Tablas park-and-ride lot, downtown Templeton, downtown Atascadero via the El Camino Real corridor going as far south as Paloma Park. Atascadero also provides a Dial-a-Ride that serves residents within the city limits with door-to-door service between 7:30 am and 4:30 pm, Monday through Friday.



**Atascadero Dial-A-Ride Van**

### Avila Beach Trolley

Avila Beach operates a free trolley on Saturdays and Sundays from 9:00 am to 6:00 pm. The route operated by the South County Area Transit (SCAT) connects Avila Beach and Shell Beach.

### Cambria Village Transit

Cambria Village operates a trolley from 9:30 am to 7:30 pm seven days a week during the tourist season; in the off season, some limited service is provided on special weekend holidays or events. The trolley route connects Cambria Village with Moonstone Beach Drive locations and San Simeon Pines Resort along Highway 1 with a four times a day extension to the Hearst Castle Visitor's Center.

### Morro Bay

The City of Morro Bay operates three seasonal trolley routes seven days a week with extended evening hours on Fridays through Mondays with a \$1.00 cash fare. Morro Bay also operates a year-around general public paratransit service from 6:45 am to 6 pm on weekdays within the city limits. As of July 1, 2010, the paratransit service will be replaced by a weekday flex fixed route service from 6:40 am to 5:30 pm with a \$1.25 base fare for fixed route and \$2.50 base fare for the deviated service.

### Nipomo

Nipomo Transit provides general public paratransit service within its core area, Monday through Friday from 6:30 am to 6:30 pm. Transfers to RTA Route 10 may be made in Old Town Nipomo for access to Santa Maria, the Five Cities, and San Luis Obispo.

### Paso Express

The City of Paso Robles operates two local fixed-route bus lines, Monday through Saturday, from 7:00 am to 7:00 pm. Each route runs on hourly headways. Route A and Route B follow the same alignment but in opposite directions. A third route, the Midday Shuttle runs from 10:00 am to 3:00 pm and caters to seniors and persons of low income. In addition the City operates the North County Shuttle jointly with the City of Atascadero. The Shuttle connects the North Cuesta College campus, the Twin Cities Community Hospital in Templeton



**Paso Express  
North County Multi-Modal Transportation Center**

with downtown Templeton and downtown Atascadero and Paloma Park. Paso Express also provides general public paratransit service within Paso Robles. Service runs from 6:00 am to 8:00 pm Monday through Friday and from 8:00 am to 3:30 pm on Sundays (via advance reservation).

### Ride-On Transportation

Ride-On as the Transportation Management Association (TMA) also provides a few local services *within the city of San Luis Obispo*:

- **Lunch shuttle** offers group free rides to downtown employees to reach participating restaurants within the City and at midday hours upon advance reservations.

### San Luis Obispo Transit (SLO Transit)

San Luis Obispo Transit operates seven routes within the City of San Luis Obispo (among which five routes serve California Polytechnic State University, San Luis Obispo Cal Poly campus); they are described below.

**Route 1** operates on a circular route originating from the Downtown Transit Hub with stops downtown, at the French and Sierra Vista Hospitals, and Cal Poly.

**Route 2** operates on a figure-eight loop servicing major destinations downtown and along Higuera, including the Prado Day Center, the Department of Social Services and the Department of Motor Vehicles.

**Route 3** operates a circular loop with stops downtown, at the Crossroads Center, and at County Health Services.

**Routes 4 & 5** run in opposite directions on a circular route with stops downtown, at the Amtrak train station, Laguna Village, Madonna Plaza, and Cal Poly.

**Routes 6a & 6b** Route 6a serves downtown, Cal Poly, and Highland. Route 6b serves downtown and Cal Poly. From June 15<sup>th</sup> through Labor Day Routes 6a & b run every hour between 8:30 am and 6 pm, Monday through Saturday.

**The downtown trolley** connects the North Monterey motel district with the core part of downtown Thursday to Sunday with extended evening hours on Thursdays (Farmers' Market).



**Downtown San Luis Obispo Transit Center**

### South Bay Dial-A-Ride

South Bay Dial-a-Ride provides local, general public door-to-door service in the Los Osos-Baywood Park area on weekdays from 8:00 am to 5:00 pm.

### South County Area Transit (SCAT)

SCAT (administered and managed by the RTA) operates three fixed-route bus lines seven days a week; the buses operate between 6 am and 8:00 pm on weekdays, between 7 am and 8 pm on Saturdays and 7am to 5 pm on Sundays. The routes are described below.

**Route 21** operates between Grover Beach, Pismo Beach, Shell Beach, and Arroyo Grande.

**Route 23** runs between Grover Beach, Oceano, and Arroyo Grande.

**Route 24** operates along Grand Avenue, Dolliver Street, and East Branch Street and services Arroyo Grande, Grover Beach, and Pismo Beach.



Ramona Gardens Transportation Center

### Other Specialized Services

In addition to the local and regional services described above, a variety of other transportation services are available. They include additional services operated by Ride-On Transportation, other public services offered to specific segments of the population and privately provided transportation services.

**Ride-On Transportation** - As described previously, Ride-On is a non-profit organization that provides a variety of transportation services. One of the specialized services Ride-On offers for specific subpopulations is described below:

- **Kids' shuttle** operates 24 hours a day and 7 days a week to provide group transportation for children (5+ year-old) in San Luis Obispo County and to Santa Maria. The service is primarily used in the summer months when school is out.

**Cambria Senior Van** - Cambria Community Bus offers free paratransit service to seniors and persons with disabilities within Cambria, Monday through Friday from 8:00 am to 5:00 pm (with rides to Morro Bay and San Luis Obispo on Tuesdays and monthly trips to Paso Robles).

**Five Cities' Senior Shuttle** - Five Cities offer a subsidized seniors shuttle service within and between Arroyo Grande, Grover Beach, Pismo Beach, Oceano, and Shell Beach for seniors and persons with disabilities. The service is available 3 days a week (Tuesday, Wednesday and Thursday) between 9:00 am to 5:00 pm at \$3.00 each way.

**Templeton Dial-A-Ride** - Templeton local Dial-a-Ride (managed by the RTA for the County) runs 3 days a week (Tuesday, Thursday and Saturday) from 8:00 am to 5:00 pm. Connection to fixed-route transit services take place at the Las Tablas park-and-ride lot. The one way fare is \$2.00

### Other General Transportation Services

The following describes those transportation services that do not fall within the scope of the regional public transit network – with a focus on privately operated transportation.

- **Taxis** – A-1 Crown Taxi, Beach Cities Cab, Five Cities Taxi, Morro Bay Co, Nipomo Taxi, San Luis Obispo Cab Co, 234 Taxi, Santa Maria Valley Taxi, and Yellow Cab
- **Bus Lines/Charters** – American Star Tours, At Your Service, Breakaway Tours, Greyhound, Quest Charters & Tours, Silver Bay Tours and Silverado Stages.
- **Limousine Services** – Adventure Limousine, Allure Limousine, At Your Service, Bay Limousine Service, Beach Front Limo, Classic Limo, Cloud Nine, Duke Limousine, Elegant Image Limousine Service, Gold Coast Limo, Prestige Limousine Services, Quest Limousines, Serenity Limousine & Sedan, SLO Discount Limousine, Sultan's Limousine Service, 1 White Rose Limo, and 5 Cities Limo.
- **Amtrak Thruway Service** - Motor coaches are used in the thruway service to reach many cities where Amtrak trains do not stop. The buses provide coordinated service with trains at most Amtrak stations they serve.
- **Special Event Shuttles** – Various private companies provide group transportation at market prices, for venues such as wine country tours and wedding parties.

The services offered by private buses and charters play an important role in interregional travel while taxis and limousines offer important local connections

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### Future Transit Service Levels

This Plan tested different transit service levels over the 25 year planning period (2010--2035). Four conceptual long-range scenarios were developed and compared based on projected service hours, capital and operating costs and revenues.

The four transit service scenarios are as follows:

- a) Status Quo** –no change from to day (2010 levels)
- b) Future Scenario 1-Achievable-Moderate** – a 45% increase in regional transit services to the year 2035 (equivalent to 1.5% a year) accompanied by 8% increase in local fixed route (equivalent to 0.3% a year) and 1% for paratransit (equivalent to 0.05% a year)
- c) Future Scenario 2-Achievable-Aggressive** - an 110% increase over status quo in regional transit services (equivalent to 3.0% a year) accompanied by a 28% increase in local fixed route services (equivalent to 1.0% a year) and 6% in paratransit (equivalent to 0.25% a year)
- d) Future Scenario 3-Supplemental Funding** - a 140% increase over status quo in regional transit services (equivalent to 3.6% a year) accompanied by a 35% increase in local fixed route (equivalent to 1.2% a year) and an 8% increase in paratransit (equivalent to 0.3% a year)

Table 5-2 compares the assumptions made to develop the four long range transit scenarios.

**Table 5-2**  
**Comparison of Year 2035 Transit Scenarios**

Year 2035 Transit Scenario	Share of LTF to Transit	# of Regional Transit Roundtrips (weekday)	25 year % increase in Service		
			Regional Fixed Rte	Local Fixed Rte	Paratransit
<b>Status Quo</b>	79%	55	0%	0%	0%
<b>Achievable-Moderate <sup>1</sup></b>	<b>85%</b>	<b>83</b>	<b>45%</b>	<b>8%</b>	<b>1%</b>
<b>Achievable-Aggressive <sup>2</sup></b>	96%	151	110%	28%	6%
<b>Supplemental Funding</b>	100% (plus \$60 Million supplemental)	215	140%	35%	8%

1-The higher share of LTF to balance the projected budget would start in the year 2025

2-The higher share of LTF to balance the projected budget would start in the year 2020

The main service features of each transit scenario include:

- a) Status Quo Scenario: no new services and no expansion of current service levels on local or regional buses as well as paratransit.
- b) Achievable Moderate Scenario: near term growth in local and regional services in the South County area associated with the new urbanized area (2012 projection) and gradual regional expansion in the other corridors. There would be a life line regional coverage along Highway 41 (Morro Bay-Atascadero). The objective is to gradually increase peak period frequencies along current regional transit corridors. Local services would have higher frequencies on selected local routes and at peak periods.
- c) Achievable Aggressive Scenario: there would be new lifeline coverage along several new transit corridors (Morro Bay-Atascadero; Paso Robles-Cambria; Paso Robles-Shandon and San Luis Obispo-Pismo Beach via SR 227-Price Canyon Road). This scenario calls for further expansion of the peak period frequency along already existing corridors (US 101 north and south of SLO; SR 1 to Morro Bay). Local services have anticipated growth nearly triple the Achievable-Moderate Scenario.
- d) Supplemental Funding Scenario: this scenario would have both increased frequencies along the new east-west corridors and higher midday frequencies along existing corridors as well as further expansion of the peak period frequencies along current transit corridors. Local transit services would have higher frequencies on all routes, both off peak and peak runs (approximately quadruple the Achievable Moderate Scenario).

Costs of Anticipated Growth and Revenue Sources

The Achievable Moderate Scenario has a 25 year budget of \$545 Million (inflated dollars). Growing transit expenses warrant an increased share of Local transit Funds (LTF) funds (state) to support the proposed service levels by the year 2025; the current share of LTF dedicated to transit is estimated at 79% and the increased share after the first 15 years of the plan horizon would be up to 85%. The projected funding plan relies heavily on state sources with LTF and State Transit Assistance (STA) combined covering 43% of total revenues; the various Federal sources combined account for 33%, while passenger fares (assumed to grow by 4% a year with the projected service

expansion) represent 24%. Table 5-3 gives projected funding and cost levels for the Achievable Moderate Scenario. Figure 5-2 shows the weekday intensity of regional transit services under the Achievable Moderate Scenario by corridor; it does not depict changes in local transit frequencies.

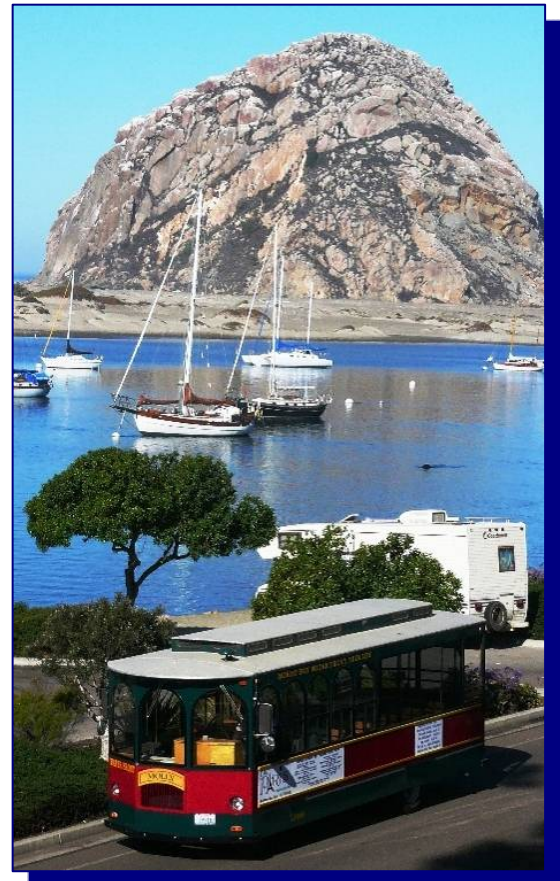
**Table 5-3**  
**Financial Summary of Transit to 2035 (Transit Focus)**

**ACHIEVABLE MODERATE SCENARIO**

(in 1,000 dollars)

REVENUES	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	TOTAL
Passenger Fares <sup>1</sup>	\$16,810	\$20,450	\$24,880	\$30,270	\$36,830	\$129,240
State-LTF <sup>3</sup> , Proposition 1-B, STA	\$42,810	\$42,830	\$41,830	\$51,140	\$53,750	\$232,360
Federal-5307, 5310, 5311, 5305, 5316, 5317	\$24,140	\$29,170	\$34,840	\$42,200	\$50,220	\$180,570
Supplemental Funding <sup>2</sup>				\$7,013	\$15,580	\$3,102
<b>TOTAL REVENUES w/out supplemental funding</b>	<b>\$83,760</b>	<b>\$92,450</b>	<b>\$101,550</b>	<b>\$123,610</b>	<b>\$140,800</b>	<b>\$542,170</b>
<b>TOTAL REVENUES w/ supplemental funding</b>				<b>\$130,623</b>	<b>\$156,380</b>	<b>\$545,272</b>
COSTS						
Regional Fixed Route	\$17,308	\$21,098	\$25,719	\$31,351	\$38,217	\$133,693
Local Fixed Route	\$21,663	\$24,521	\$27,758	\$31,421	\$35,566	\$140,929
Paratransit and Other	\$18,197	\$20,211	\$22,449	\$24,935	\$27,696	\$113,488
<b>Operating subtotal <sup>4</sup></b>	<b>\$57,168</b>	<b>\$65,830</b>	<b>\$75,926</b>	<b>\$87,707</b>	<b>\$101,479</b>	<b>\$388,110</b>
Capital <sup>5</sup>	\$9,613	\$12,410	\$17,430	\$34,145	\$44,753	\$118,351
Administration <sup>6</sup>	\$5,717	\$6,583	\$7,593	\$8,771	\$10,148	\$38,811
<b>TOTAL EXPENSES</b>	<b>\$72,498</b>	<b>\$84,823</b>	<b>\$100,949</b>	<b>\$130,623</b>	<b>\$156,380</b>	<b>\$545,272</b>
<b>Surplus- (Deficit)</b>	<b>11,262</b>	<b>7,627</b>	<b>601</b>	<b>(\$7,013)</b>	<b>(\$15,580)</b>	<b>(\$3,102)</b>
<b>Carry Over Available</b>		11,262	18,889	19,491	12,478	

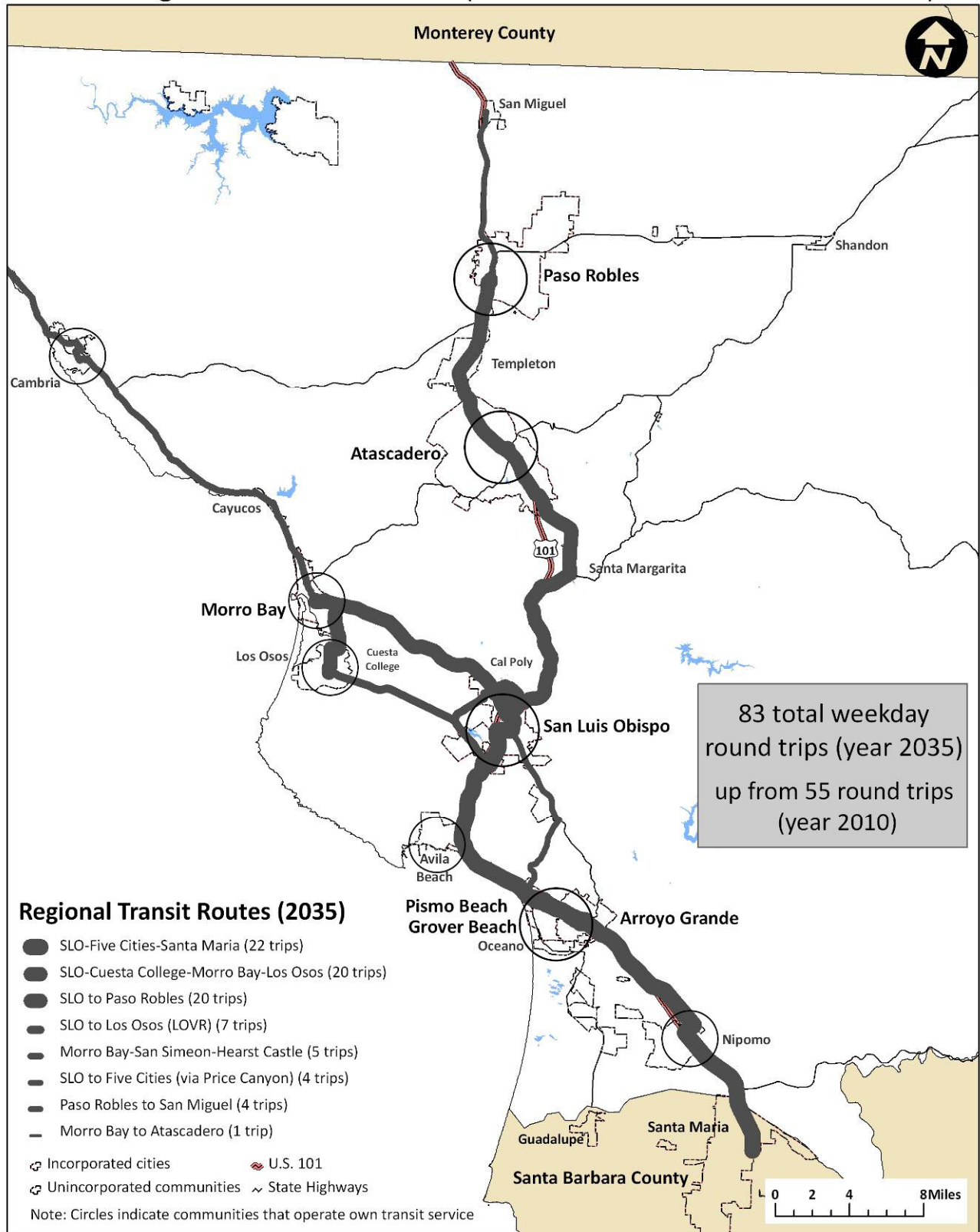
- 1-Passenger fares are assumed to grow by 4 percent a year
- 2-No supplemental funding is needed until the year 2025 (surplus from 2010-2025 reduces deficit after 2025)
- 3-In the first 15 years, the share of LTF dedicated to transit is the same as to day (79 percent). Starting in 2025, an estimated 85 percent of the total LTF monies would go toward transit (adding \$12 Million over the Status Quo)
- 4-Assumes a 2 percent inflation rate for Operating costs
- 5-Assumes a 2.5 percent inflation rate for Capital costs
- 6-An allowance of 10 percent of the Operating budget is made toward Administration





**Figure 5-2**

**2035 Regional Transit Network (Scenario 1: Achievable - Moderate)**



The Achievable-Aggressive Scenario has a 25 year budget of \$600 Million (inflated dollars). Growing transit expenses warrant an increased share of LTF (state) funds to support the proposed service levels by the year 2020. The increased share (after the first 10 years of the plan) would be 96% compared to 79% to day Table 4B-4 gives projected funding revenues and expenses for the Achievable-Aggressive Scenario. The projected funding relies heavily on state sources with LTF and STA combined covering 44% of total revenues; the various Federal grant sources combined account for 30%, while passenger fares (assumed to grow by 5% a year based on projected service expansion) represent 25%. Figure 5-3 shows the weekday intensity of regional transit services under the Achievable-Aggressive Scenario by corridor; it does not depict changes in local transit frequencies.

**Table 5-4**  
**Financial Summary of Transit to 2035 (Achievable-Aggressive Transit Scenario)**

**ACHIEVABLE AGGRESSIVE SCENARIO**

(in 1,000 dollars)

REVENUES	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	TOTAL
Passenger Fares <sup>1</sup>	\$17,310	\$22,100	\$28,200	\$35,990	\$45,940	\$149,540
State-LTF, Proposition 1-B, STA	\$42,810	\$42,830	\$56,000	\$58,860	\$61,860	\$262,360
Federal-5303, 5304, 5307, 5310, 5311, 5305, 5316, 5317	\$24,140	\$29,170	\$34,840	\$42,200	\$50,220	\$180,570
Supplemental Funding <sup>2</sup>				\$7,984	\$17,649	\$6,526
<b>TOTAL REVENUES w/ out supplemental funding</b>	<b>\$84,260</b>	<b>\$94,100</b>	<b>\$119,040</b>	<b>\$137,050</b>	<b>\$158,020</b>	<b>\$592,470</b>
<b>TOTAL REVENUES w/ supplemental funding</b>	<b>\$84,260</b>	<b>\$94,100</b>	<b>\$119,040</b>	<b>\$145,034</b>	<b>\$175,669</b>	<b>\$598,996</b>

COSTS	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	TOTAL
Regional Fixed Route	\$17,665	\$22,610	\$28,938	\$37,039	\$47,408	\$153,660
Local Fixed Route	\$21,885	\$25,396	\$29,469	\$34,196	\$39,681	\$150,627
Paratransit and Other	\$18,244	\$20,396	\$22,803	\$25,492	\$28,499	\$115,434
<b>Operating subtotal <sup>3</sup></b>	<b>\$57,794</b>	<b>\$68,402</b>	<b>\$81,210</b>	<b>\$96,727</b>	<b>\$115,588</b>	<b>\$419,721</b>
Capital <sup>4</sup>	\$13,679	\$14,472	\$21,996	\$38,634	\$48,522	\$137,303
Administration <sup>5</sup>	\$5,779	\$6,840	\$8,121	\$9,673	\$11,559	\$41,972
<b>TOTAL EXPENSES</b>	<b>\$77,252</b>	<b>\$89,714</b>	<b>\$111,327</b>	<b>\$145,034</b>	<b>\$175,669</b>	<b>\$598,996</b>
Surplus-(Deficit)	\$7,008	\$4,386	\$7,713	(\$7,984)	(\$17,649)	(\$6,526)
Carry Over Available		\$7,008	\$11,393	\$19,106	\$11,123	

1-Passenger fares are assumed to grow by 5 percent a year with service expansion

2-In the first 10 years, the share of LTF dedicated to transit would be the same as to day (79 percent).

Starting in 2020, an estimated 96 percent of the LTF (or a new revenue source) would go toward transit (adding \$42 Million to the Status Quo).

This scenario funding plan would warrant an extra \$7 Million in new revenues

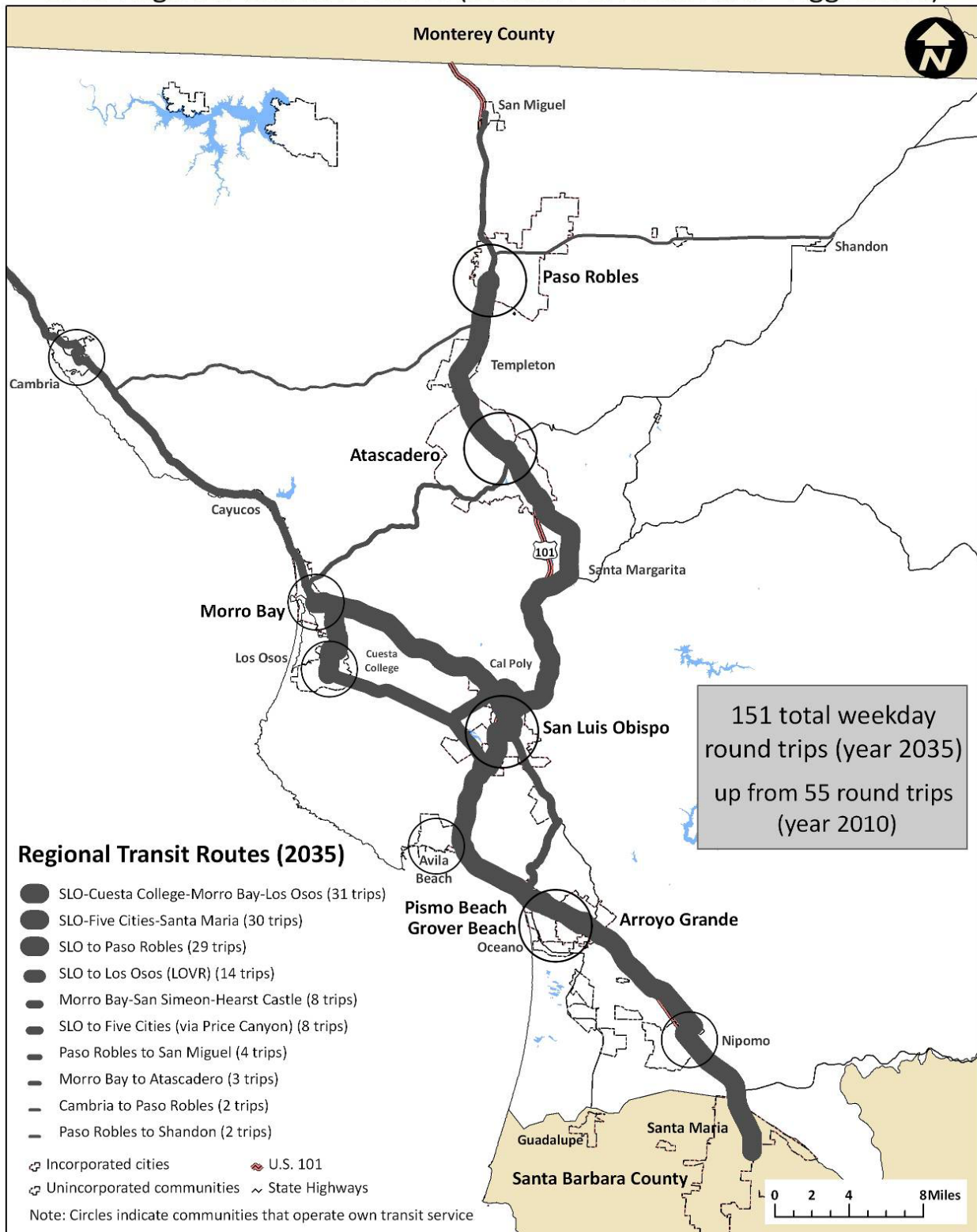
3-Assumes a 2 percent inflation rate for Operating costs

4-Assumes a 2.5 percent inflation rate for Capital costs

5-An allowance of 10 percent of the Operating budget is made toward Administration

**Figure 5-3**

**2035 Regional Transit Network (Scenario 2: Achievable - Aggressive)**



The Supplemental Funding Scenario has a 25 year budget of \$757 Million (inflated dollars). Fast growing transit expenses will warrant an even larger share of LTF (100%) to support the projected service levels by the year 2015. Table 5-5 gives the projected funding revenues and expenses by 5 year increments for the Supplemental Funding Scenario. Based on those projections, LTF and STA combined represent 46% of total revenues, while Federal transit sources amount to 28% and fares account for 26% of the total revenues. A total of \$100 Million (i.e. more than 10% of the total projected budget) would be needed in new revenues to sustain this higher level of service over the next 25 years.

**Table 5-5  
Financial Summary of Transit to 2035 (Supplemental Funding Transit Scenario)**

**SUPPLEMENTAL FUNDING TRANSIT SCENARIO**

(in 1,000 dollars)

REVENUES	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	TOTAL
Passenger Fares <sup>1</sup>	\$17,830	\$23,860	\$31,930	\$42,730	\$57,180	\$173,530
State-LTF, Proposition 1-B, STA	\$58,800	\$58,980	\$58,050	\$61,010	\$64,120	\$300,960
Federal-5307, 5310, 5311, 5305, 5316, 5317	\$24,140	\$29,170	\$34,840	\$42,200	\$50,220	\$180,570
Supplemental Funding		\$22,276	\$19,573	\$29,768	\$29,444	\$101,599
<b>TOTAL REVENUES w/out supplemental funding</b>	\$100,770	\$112,010	\$124,820	\$145,940	\$171,520	<b>\$655,060</b>
<b>TOTAL REVENUES w/ supplemental funding</b>	\$100,770	\$134,286	\$144,393	\$175,708	\$200,964	<b>\$756,659</b>
<b>COSTS</b>						
Regional Fixed Route	\$18,227	\$23,754	\$30,403	\$38,913	\$49,807	<b>\$161,104</b>
Local Fixed Route	\$22,413	\$26,583	\$31,154	\$36,510	\$42,787	<b>\$159,447</b>
Paratransit and Other	\$18,063	\$20,941	\$25,169	\$31,615	\$39,710	<b>\$135,498</b>
<b>Operating subtotal <sup>2</sup></b>	<b>\$58,703</b>	<b>\$71,278</b>	<b>\$86,726</b>	<b>\$107,038</b>	<b>\$132,304</b>	<b>\$456,049</b>
Capital <sup>3</sup>	\$36,735	\$55,880	\$48,994	\$57,966	\$55,430	<b>\$255,005</b>
Administration <sup>4</sup>	\$5,870	\$7,128	\$8,673	\$10,704	\$13,230	<b>\$45,605</b>
<b>TOTAL EXPENSES</b>	<b>\$101,308</b>	<b>\$134,286</b>	<b>\$144,393</b>	<b>\$175,708</b>	<b>\$200,964</b>	<b>\$756,659</b>
<b>Surplus-(Deficit) <sup>5</sup></b>	<b>(\$538)</b>	<b>(\$22,276)</b>	<b>(\$19,573)</b>	<b>(\$29,768)</b>	<b>(\$29,444)</b>	<b>(\$101,599)</b>
<b>Carry Over Available</b>		<b>(\$538)</b>	<b>(\$22,814)</b>	<b>(\$42,387)</b>	<b>(\$72,155)</b>	

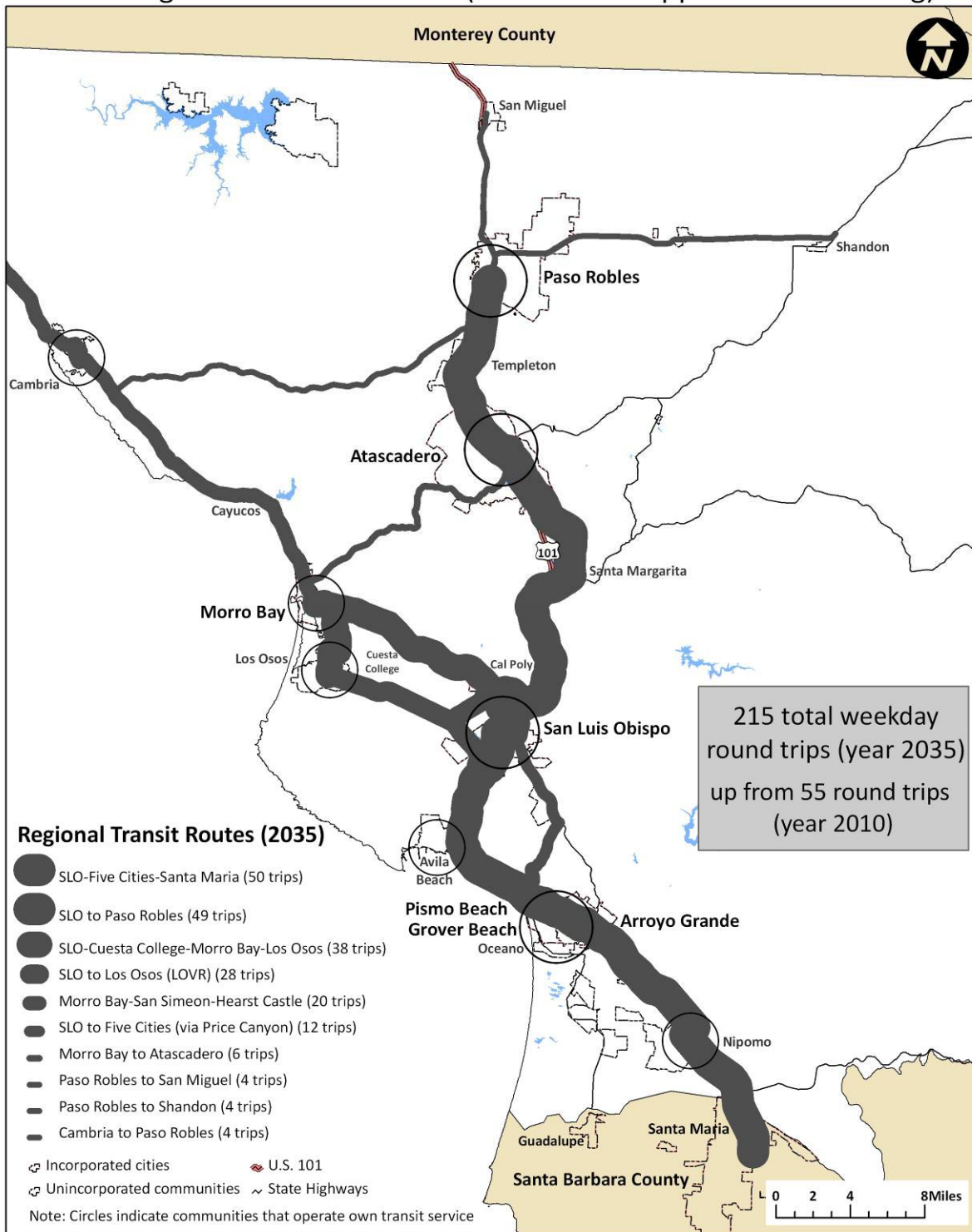
- 1- Passenger fares are assumed to grow by 6 percent a year with service expansion leading to more demand
- 2- Assumes a 2 percent inflation rate for Operating costs
- 3- Assumes a 2.5 percent inflation rate for Capital costs
- 4- An allowance of 10 percent of the Operating budget is made toward Administration
- 5- A 100 percent share of the total LTF would go toward transit (adding an estimated \$60 Million in LTF over Transit Focus), and the funding plan would warrant an extra \$100 Million in new revenues



Figure 5-4 shows the weekday intensity of regional transit services under the Supplemental Funding Scenario by corridor; as shown those levels are much higher than for the Achievable-Aggressive Scenario.

**Figure 5-4**

**2035 Regional Transit Network (Scenario 3: Supplemental Funding)**



## **Passenger Rail Transportation**

The primary goal of the *Rail Transportation* program is to provide a comprehensive strategy to increase passenger train reliability, travel speed and frequencies. The program supports safe, commercially feasible, economically viable, and efficient movement of passengers and goods throughout the region, with minimal adverse impact on the population, the infrastructure or the environment.

### **Background**

Railway transportation, for the purposes of the RTP, can be divided into passenger rail services and rail commodity movement. One rail corridor through the region serves both uses. The Coast Corridor is privately owned by the Union Pacific Railroad Company and enters the county near State Route 1 north of Guadalupe. The railroad parallels State Route 1 north to U.S. 101 at Price Canyon Road. The route parallels Price Canyon Road to State Route 227 and then through San Luis Obispo and over the Cuesta Grade where the tracks parallel the Salinas River and U.S. 101 to the Monterey County line and beyond.

It is a single track railroad with limited sidings and antiquated signaling and switching. It is a low priority for significant capital upgrades since it has only limited freight traffic, but remains an important connector, “reliever” for peak north-south freight traffic. Passenger rail services include Amtrak’s “Coast Starlight” everyday to Seattle and Los Angeles, and State-supported “Pacific Surfliner” trains south of San Luis Obispo.

### **Key Issues:**

The primary goal of SLOCOG’s rail efforts is to expand passenger rail services. The most notable of these expansions is the return of the “*Coast Daylight*” service to provide downtown San Francisco to downtown Los Angeles service. The current California State Passenger Rail Plan calls for this service to begin in 2011, although it is likely to be delayed until 2012 or later.

The other key issue is commuter rail: Will SLO County have commuter rail anytime soon? Probably not. Commuter rail is not anticipated until 2030 or beyond. The capital costs to start a commuter rail system and the required operational support costs are well beyond local resources. San Luis Obispo County simply does not have the population density to support commuter rail development at this time. The costs of commuter rail systems are borne locally – not funded by the State or Federal government.

### **Goal**

Facilitate and support safe, commercially feasible, economically viable, and efficient movement of passengers and goods throughout the region, with minimal adverse impacts.

## **Policies**

### **PASSENGER RAIL**

- Rail 1. Increase the frequency, reliability, and convenience of intercity passenger rail services and the amenities needed for comfortable and convenient travel.
- Rail 2. Support efforts to maintain or expand the level of railroad passenger service, the acquisition of rolling stock and the rehabilitation/upgrade of railways along the Coast Route between Los Angeles and San Jose.
- Rail 3. Construct rail transportation facilities to accommodate projected growth, including: additional rail layover facilities; industrial spurs where appropriate; and station improvements where needed.
- Rail 4. Continue to facilitate rail improvements with other transportation agencies in the Coast Rail Coordinating Council along the Coast Route Rail Line to ensure the continuation and improvement of passenger rail services.
- Rail 5. Identify, prioritize, and program major improvements as identified in the California's Passenger Rail System.
- Rail 6. Continue to support acquisition of sufficient equipment and construction of necessary improvements to offer services between San Francisco and Los Angeles along and through the coast route.
- Rail 7. Identify commuter rail services options including Paso Robles – SLO - Grover Beach – Santa Barbara County services.
- Rail 8. Minimize street, road and highway conflicts with railroad facilities by encouraging grade separated crossings, safety gates, and closing at-grade facilities where possible and discouraging intensification of vehicles at existing at-grade facilities
- Rail 9. Discourage the establishment of any additional at-grade rail crossings.
- Rail 10. Support capital improvement projects that improve safety for pedestrians and bicyclists at uncontrolled crossing points along the rail line including the construction of pedestrian and bicycle bridges in high conflict areas.
- Rail 11. Support additional federal and state funding for intercity rail and capital operating costs, including trackage, other signal improvements and grade crossing improvements.
- Rail 12. Encourage no idling zones for locomotives near residential neighborhoods and facilitate a reduction of rail transportation conflicts with other land uses.

## **Strategies**

### **PASSENGER RAIL**

1. Support dedicated bus service using the Amtrak "Feeder-bus" system, connecting the City of San Luis Obispo with the San Joaquin Amtrak train at Hanford, the Pacific Surfliner service at Santa Barbara, and Capital Route Amtrak trains at San Jose; integrate such service whenever possible with regional public transit services and promotion.
2. Increase intercity passenger train service to San Luis Obispo with additional Pacific Surfliner service from San Diego to San Luis Obispo and support extension of rail service from the north through extension of the Capitol corridor service.
3. Support the continued improvement of Amtrak rail passenger service to the region.
4. Support the addition of passenger rail cars to the existing Coast Starlight train to accommodate local demand.
5. Support the addition of the Coast Daylight, a Los Angeles to San Francisco train, including a direct link to cities along the San Francisco peninsula, with stops at Grover Beach, San Luis Obispo, and Paso Robles.
6. Support capital improvements that facilitate "higher", (i.e. 79-125 MPH) speed rail service to the region, including; installation of centralized and improved traffic signal control, curve realignments, double tracking, extension of existing and new passing sidings, grade improvements, positive train control and new train technologies.
7. Monitor the possibilities for innovative use of existing rail infrastructure for passenger or commodity transport, and investigate the potential "higher speed" options as a long-range objective.
8. Coordinate with Caltrans and all counties served by the "Coast Route Rail Line" to assure that the needs of current and potential users of Amtrak services and Union Pacific freight services are being adequately represented.
9. Encourage and support local jurisdictions in applying for funding sources (federal, state and regional) to construct grade separated crossings for both and install pedestrian and auto safety gates and other safety improvements deemed appropriate.
10. Encourage local jurisdictions to evaluate in circulation elements the closure of railroad crossings where there is little traffic and alternate crossings nearby.



## **Intercity Rail Overview**

Today there are two types of passenger train services available in San Luis Obispo County, and a third service, the “Coast Daylight” anticipated in the next few years:

1. “Pacific Surfliners” - Operates from San Diego & Los Angeles to San Luis Obispo (and Grover Beach) four times per day
2. “Coast Starlight” - Operates from Los Angeles to Seattle with stops in Paso Robles and San Luis Obispo two times per day,
3. “Coast Daylight” - *Proposed* to operate from Los Angeles to downtown San Francisco two times/day

Details regarding each of these services are provided below. Overall, SLOCOG’s efforts have been to retain existing services, improve traveler experience(s), and expand when feasible and practicable.

**“Pacific Surfliner”** - The “Surfliner” provides two frequencies to/from San Luis Obispo (and Grover Beach) and Southern California. The service was implemented on October 28, 1995 and has proven to be successful and popular. The service provides a convenient morning departure from San Luis Obispo and Grover Beach to Santa Barbara, Los Angeles and San Diego, with an evening return. On November 17, 2004, a new Los Angeles-San Luis Obispo roundtrip was added. This train provides a mid-day arrival and mid-day departure southbound.

The service also includes a total of 8 bus connections to meet trains that begin (or end) in other cities; 4 to the Pacific Surfliners, 2 to Capitol Corridor trains, and 2 to San Joaquin trains. Unstaffed intercity rail platforms and stations were constructed in Grover Beach and Paso Robles in 1996.

**“Coast Starlight”** – Amtrak’s’ Coast Starlight train serves the corridor from Los Angeles through the San Luis Obispo region, to Seattle, Washington. It is one of the busiest long distance trains in the nation, with one passenger train northbound and one southbound each day. The Coast Starlight provides a total of four stops per day within the county, two in the City of San Luis Obispo, and two in the City of Paso Robles, each in the mid-afternoon. Despite this relatively limited rail service, the Coast Starlight attracts heavy use from county residents; an average of 130 passengers board or depart on the Coast Starlight each day. Certain ticketing policies that provide a higher preference to long-distance travelers (in order to maximize seat revenue) make boarding the train difficult during the summer months from San Luis Obispo. The on-time performance of the Coast Starlight has vastly improved over the last year. It is within ½ hour of its scheduled arrival time about 80% of the time

**Proposed “Coast Daylight”** – This train would serve the corridor from Los Angeles through the San Luis Obispo region, to downtown San Francisco. The existing mid-train train leaving Los Angeles at 7:30 am and arriving in San Luis Obispo at 12:45pm would be extended to downtown San Francisco, arriving at about 7:00pm. There are 3 key project development issues:

1. Operating Funds – The adopted CA State Rail Plan FY 07/08 identifies \$5 million/per year is needed to connect Los Angeles and San Francisco on the Coast Route by extending an existing train from San Luis Obispo.



The recent “gas tax swap” bill provides sufficient funding beginning in FY 12/13 for this service.

2. Capital Funds - Over \$40 million is already programmed through Proposition 1B bonds and the State Transportation Improvement Program (STIP) to negotiate a “train slot” with Union Pacific Railroad Company. Caltrans must negotiate a final number from Union Pacific how much it will cost for one train slot from SLO to San Jose. (Caltrain controls San Jose-SF)

3. Equipment – There is a nationwide shortage of rail equipment, but Amtrak has agreed to provide one set of new rail equipment for the service.

### **Commuter rail not likely in San Luis Obispo County**

*What is the likelihood of commuter rail in SLO County?* It is not likely within the 25 years of the RTP due to the high start-up costs, the required annual subsidy, and the relatively small impact on freeway levels-of-service. Commuter rail development usually becomes more viable when roadway capacity is extremely constrained, and population densities are higher than SLO County. “Commuter rail” is defined slightly differently than “intercity rail”. Commuter rail is typified by relatively short-distance travel, operated in metropolitan areas and suburban areas usually characterized by reduced fare, multiple ride and peak period operations. Local agencies pay for commuter rail systems and intercity rail is funded by the State.

In order to begin new local “commuter” rail services, at least three key issues must be resolved;

- 1) Acquisition of rolling stock and construction station improvements,
- 2) Agreement from the railroad owners, and
- 3) Sufficient and stable capital and operating funding.

Studies on the feasibility of commuter rail in SLO County call for over \$80 million in capital costs (i.e. escalated at 3% from 1992), with at least \$600,000 - \$800,000 needed per year to subsidize the operation of the service, subject to the frequency of service.

**Light Rail** – Due to low population densities and relatively high construction costs (i.e. \$15 million/mile to \$100 million/mile), the development of a light rail system in San Luis Obispo County is unlikely in the newest 25 years. Even the most regularly traveled corridors in the County, such as Foothill Boulevard to Cal Poly State University or the SLO Airport to downtown to Cal Poly, do not meet travel demand standards for light rail. It is difficult to invest current financial resources into a light rail system at this time since it would strain the limited resources already dedicated to public transit.

**Rolling stock and Station Improvements** – Diesel Mobile Units (DMUs) appear to make the most sense for the corridor, assuming their possible incompatibility with “heavy rail” locomotives can be addressed. Several new station stops would have to be developed, at a minimum in Templeton, Atascadero, Cal Poly.

**Railroad Owner Agreement** – The Union Pacific Railroad Company must approve any new operation along the existing corridor. Union Pacific has a long history of protecting its capacity on the railroad for freight traffic and requesting large amounts of funding for permission to use the tracks.

**Capital and Operating funding** – A commuter rail system cannot be funded with the existing sources of revenue. A new source of local revenue must be developed since state or federal support is extremely unlikely. In 1992 it was estimated that \$50 million in start-up funding would be needed, with at least \$1 million per year in operations and maintenance cost. In today’s dollars, it would probably cost twice these amounts. The only conceivable manner to secure funding of this magnitude would be a ¼ or ½ cent sales tax increase, which would bring in \$10-20 million per year.

### **Rail Capital Improvement Projects in San Luis Obispo County**

**Station projects**, - The San Luis Obispo region supports 3 functioning passenger rail stations:

**Grover Beach** – This station is served by four (4) Pacific Surfliner trains per day and fourteen (14) buses. The City of Grover Beach owns the station, and has plans to expand the station southward. SLOCOG has reserved \$300,000 in Proposition 1B funds to support the expansion, which would consolidate motor coach access and provide amenities for coastal visitors. The project is supported by the County of San Luis Obispo and consistent with future plans to expand campground facilities and the entrance/exit from State Highway 1.

**San Luis Obispo** – This station is served by four (4) Pacific Surfliner trains per day, and two (2) Coast Starlight trains, and sixteen (16) buses. In 2010 SLOCOG funded \$120,000 toward the replacement of the platform lighting. Within the next 5-10 years, the motorcoach boarding/deboarding area will require some expansion and improvement. The City of San Luis Obispo has permitted a private intercity city carrier (Greyhound Bus Lines) to use the transit stop. With the anticipated expansion of Amtrak motorcoach services, the existing facility is insufficient.

**Paso Robles** – This station is served by two (2) Coast Starlight trains per day and eleven buses. SLOCOG, Amtrak, and the City of Paso Robles have funded a \$120,000 platform repair project and a total of \$223,765 toward the construction of a new public restroom at the North County Center.

**Railroad Infrastructure** - The best resource for a detailed listing of capital improvements on the Coast Route was completed in 2001. At that time Amtrak and Caltrans prepared a Twenty-Year Improvement Plan for all of California. The plan identified \$528 million in capital improvement projects for San Luis Obispo County. In general, the projects include Track and Signal Upgrades North and South of San Luis Obispo, a major curve realignment near Calendar on the Nipomo Mesa, and several projects in North County. Since that time Union Pacific has spent millions of dollars on replacing railroad ties and resurfacing the rails – but very little has been done to expand the capacity of the system.

In 2008 the California Transportation Commission agreed to budget \$25 million for capital projects along the Pacific Coast Route. The specific projects will be selected after a rail capacity analysis is completed to identify the key bottlenecks. Funding to engineer and design these projects was provided by SLOCOG through the State Transportation Improvement Program (STIP) with \$500,000. Another \$18 million is currently programmed in the STIP for siding improvements in northern Santa Barbara County.

## **State and National Passenger Rail Developments**

### **California's High Speed Rail Project**

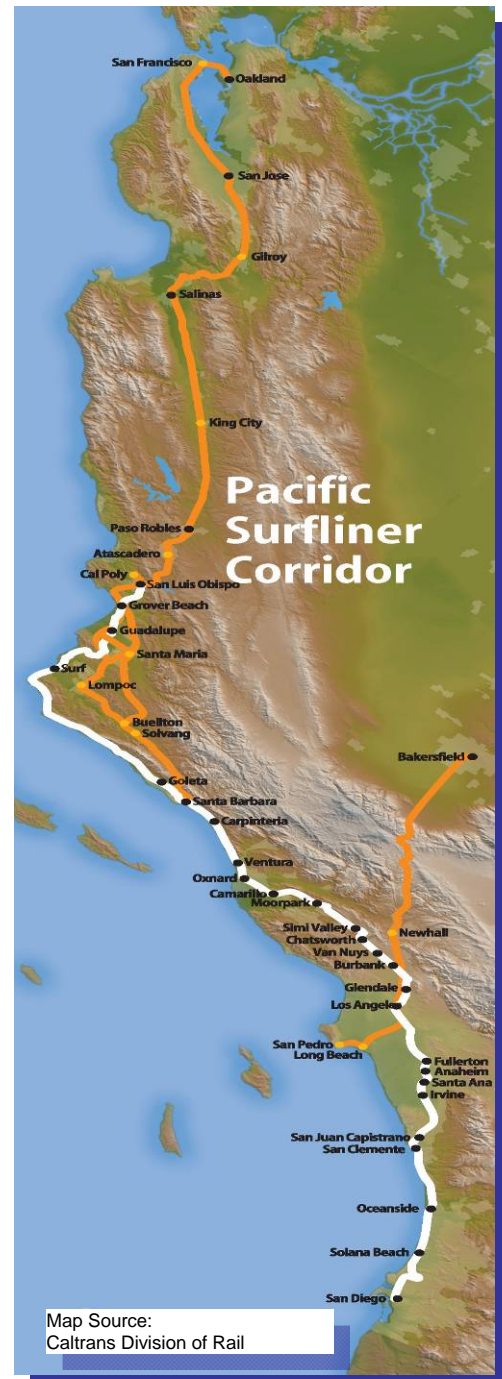
California's High Speed Rail Authority has eliminated the Central Coast's rail alignment from further consideration for High Speed Rail upgrades. The coastal rail alignment is considered too sparsely populated, too environmentally sensitive, and too curvy for 125+ mph trains. California voters approved a \$10 Billion bond measure to begin the construction of a Los Angeles – San Francisco high speed rail line through the San Joaquin Valley in November 2006. The entire project is estimated to cost over \$40 Billion. California also received 2.2 billion from the Federal Government towards this new services. The Central Coast region is not expected to benefit from these investments, but the rail corridor north and south of the SLO region could receive some limited investment as “feeder services”.

### **Passenger Rail Investment and Improvement Act of 2008 (PRIIA)**

In 2008 Congress took a major step towards improving rail lines across the country by enacting PRIIA, which established a new national intercity passenger rail policy based on an 80-20 federal-state capital grant match program for intercity rail. This has been called the most sweeping Congressional action on intercity passenger rail since the creation of Amtrak and the Northeast Corridor Improvement Project during the 1970s. After over 60 years of federal capital investment in the interstate highway system, the federal government will now participate in rail capital projects as well.

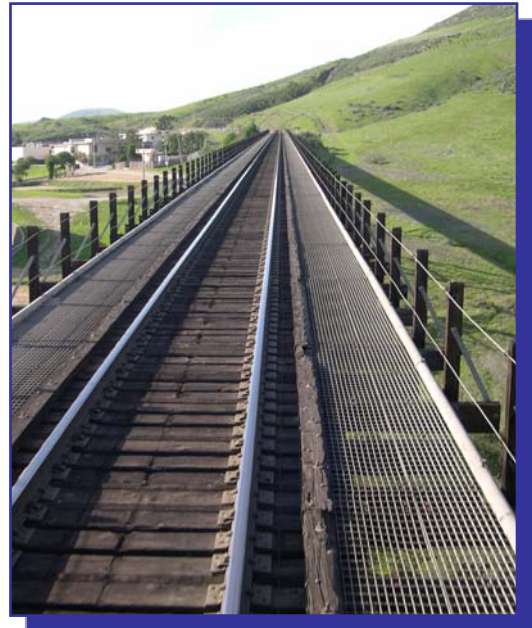
### **High Speed and Intercity Rail Program of 2009 (HSIRP)**

In 2009 the Secretary of Transportation announced a new vision for developing high-speed passenger rail in America. They called or a collaborative effort among the Federal Government, States, railroads, and other key stakeholders to help transform America's transportation system through the creation of a national network of high-speed rail corridors. To achieve this vision, the Federal Railroad Administration (FRA) launched the High-Speed Intercity Passenger Rail (HSIPR) Program in June 2009. In the long-term, the HSIPR Program aims to build an efficient, high-speed passenger rail network connecting major population centers 100 to 600 miles apart. In the near-term, the program will aid in economic recovery efforts and lay the foundation for this high-speed passenger rail network through targeted investments in existing intercity passenger rail infrastructure, equipment and intermodal connections. SLOCOG is seeking \$300,000 in planning funds through this program.



**Positive Train Control (PTC)**

Positive Train Control (PTC) refers to technology that is capable of preventing train-to-train collisions, overspeed derailments, and casualties or injuries to roadway workers (e.g., maintenance-of-way workers, bridge workers, signal maintainers) operating within their limits of authority as a result of unauthorized incursion by a train. After the tragic Metrolink/Union Pacific train collision in Los Angeles with 25 fatalities and 102 injuries in 2008, Congress passed the Rail Safety Improvement Act of 2008 that requires all mixed use railroad lines to install better signal systems by 2015 to eliminate collisions. Positive Train Control systems are very expensive. The State of California, Amtrak, and the private railroads are at the early planning stages of determining how to pay for and install PTC.



**Vision and Planned Improvements**

Increased intercity travel opportunities, and reduced point to point travel time will be pursued through incremental improvements of the existing rail line. The key service expansion is the new state-supported Los Angeles to San Francisco services (“Coast Daylight”), and secondarily new San Diego to San Luis Obispo (“Pacific Surfliner”) will be pursued.

SLOCOG’s adopted position is to continue working with Amtrak, Caltrans, and coastal transportation planning agencies to fund and incrementally improve rail service to and through the region. SLOCOG has endorsed the State’s 20-year plan for intercity rail upgrades, which include train travel time reductions and increases in train frequency as follows:

**Table 5-6  
Travel Time & Frequency Goal**

Corridor Segment	2010 - 2015		2015 - 2025		2035	
	One -way travel time	# Roundtrips	One -way travel time	# Roundtrips	One -way travel time	# Roundtrips
San Diego - SLO	9 hrs	1	6.5 hrs	2	6.25 hrs	3
Los Angeles - SLO	6 hrs	2	4.5 hrs	1	4.25 hrs	3
Los Angeles - San Francisco	12 hrs	3	8.75 hrs	2	8 hrs	2

**Thruway Motorcoaches** – Caltrans pays for a “bus-to-rail system” that connects additional population centers either not located along the rail corridor, or to provide additional frequencies of service. San Luis Obispo County includes “Amtrak motorcoaches” for Surfliner, Capitol Corridor, and San Joaquin trains.

### **Interregional Rail Coordination**

Intercity rail development is planned on two overlapping corridors in coordination with Amtrak, Caltrans, and regional transportation planning agencies on the following two corridors; A) the LOSSAN Corridor (San Diego-Los Angeles-San Luis Obispo) and B) the Coast Corridor (Los Angeles-San Luis Obispo-San Jose-San Francisco).

#### **A. The Los Angeles to San Diego to San Luis Obispo (LOSSAN) Rail Corridor Agency - SLOCOG**

participates in the Los Angeles to San Diego to San Luis Obispo Rail Corridor Agency (LOSSAN). The group provides a forum for local agencies to meet with Caltrans, Amtrak, freight and commuter railroad operators and other interested parties to discuss existing services, proposed service modifications, and capital improvements. The “*Pacific Surfliner*” corridor trains operate over these tracks, primarily funded by the State of California, and operated by Amtrak.



**B. The Coast Corridor** - The Coast Rail Coordinating Council (CRCC) is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services. The primary focus of the CRCC is to improve the frequency and speed of passenger trains on the coast route between San Francisco and Los Angeles. The CRCC acts as an interregional forum to discuss all intercity rail issues of mutual concern, including, but not limited to; the High Speed Rail Authority’s plans, local and state rail plans, freight railroad issues, and capital improvement projects.

In 1992, through the passage of Assembly Resolution 39, State legislators requested that coastal transportation planning agencies prepare an upgrade study for the Pacific Coast Railroad Route between downtown Los Angeles and downtown San Francisco. In June 2000, six CRCC agencies working with Caltrans and Amtrak completed the *Coast Daylight Implementation Plan* (Wilbur Smith & Associates) which provided an operating plan for new train services on the Coast Route.

The CRCC includes a Technical Committee, which is made up of staff members from the various agencies, and a Policy Committee, which is made up of, elected officials from each of the agencies. The Technical Committee typically meets three or four times per year, and the Policy Committee meets two or three times per year. SLOCOG, since it is located in the middle of the corridor, usually hosts the meetings. Since 1992, SLOCOG has taken on the responsibility for staffing the CRCC, including the preparation and distribution of the agendas.

Primarily, the CRCC is working with the Caltrans Rail Program and Amtrak West to initiate a new train from downtown San Francisco to downtown Los Angeles. The new service is planned in the State’s *Passenger Rail Program Report* to begin in 2011. The new service requires approval by the Union Pacific Railroad Company. A capacity analysis of the corridor is now underway to gain Union Pacific’s authorization to start the service.

## **Aviation**

SLOCOG's goal is to maintain and enhance the regional aviation system serving all the people of the region and integrate the system with all other modes of transportation. Well-planned and operated airports are models for multi-modal transportation facilities. They provide an easy transition from one mode of transportation to another, an interface of mass transit, trains, planes and vehicles.

For several years SLOCOG has worked in partnership with County airport management to attract new air service providers, and to plan appropriate infrastructure improvements. In 2003 SLOCOG conducted an analysis of the impact of Regional Jets on the air service market and implications to the San Luis Obispo region. The study identified key industry trends and resulted in the extension of runway 11-29 in the SLO Airport Master Plan Update. The airport, with SLOCOG support, subsequently submitted and secured a Federal Aviation Administration grant to extend the runway. In 2007, the San Luis Obispo County Regional Airport runway extension was completed to accommodate regional jets and to increase load capacity on warmer days for other carriers.

This element was developed through discussions with airport managers, reviews of the California Aviation System Plan (CASP), monitoring airport master plan development, and in developing the region's Capital Improvement Program (CIP). The CASP is the vehicle by which the California Department of Transportation conducts continuous aviation system planning. SLOCOG's primary role in the CASP process is working with the three airports on the biennial capital improvement program, which requires regional approval before the projects can be considered for state funding. SLOCOG also provides a regional forum to assist airports with retaining/expanding passenger services, and attracting federal grants.

### **Overall Aviation System**

The San Luis Obispo region has three publicly owned and operated airports: the San Luis Obispo County Regional Airport, a (CS) Commercial Service facility operated by the County; Paso Robles Municipal Airport, a (GA) General Aviation facility operated by the City of Paso Robles; and Oceano Airport, a (BU) Basic Utility, general aviation facility owned by the County and operated by a concessionaire.

There are two military airports, Camp Roberts and Camp San Luis Obispo, and several private airports that are either closed to the public or have restricted use. There is only one permitted Medical Heliport in the county, which is located at Twin Cities Community Hospital in Templeton. Other hospitals may have heliport facilities, but do not maintain a permit to regularly provide emergency services (i.e. French Hospital in San Luis Obispo). Sierra Vista Regional Medical Center in San Luis Obispo has plans to install an approved Heli-stop once funding becomes available and the hospital receives a trauma designation certification.



## **Policies**

### **AVIATION**

- Aviation 1. Initiate new passenger service destinations/markets (i.e. Denver, Salt Lake City, Seattle, Sacramento).
- Aviation 2. Maintain and expand efficient and easily accessible air transportation service complementing economic development within the County of San Luis Obispo.
- Aviation 3. Support airport development which is compatible with nearby communities and surrounding land uses, considering the safety of residents and minimizing impacts to the environment.
- Aviation 4. Improve multimodal ground access to all airports in the County where appropriate.
- Aviation 5. Assist the County in maintaining SLO County Regional Airport as the primary airport for the county, while recognizing the potential of the Paso Robles Municipal Airport as an alternative regional airport for the North County.
- Aviation 6. Provide adequate facilities to serve existing and projected needs for general aviation air passenger service, airfreight, and emergency service aircraft (including helicopters).
- Aviation 7. Provide the highest funding priority to projects that mitigate existing safety deficiencies, provide for other safety upgrades, and maintain aviation facilities as needed.





## **Strategies**

### **AVIATION**

1. Provide airport facility improvements to meet current needs, safety concerns and forecasted growth within a balanced regional approach based on population distribution and within resource limits.
2. Ensure that existing and projected airport needs, both local and regional, are considered in the California Aviation System Plan (CASP), Airport Master Plans and Airport Land Use Compatibility Plans.
3. Mitigate existing and potential future noise and other environmental impacts associated with airport use and facilities.
4. Provide for regional coordination between local jurisdictions in the development of airport facilities.
5. Review Airport Master Plans to assure future airport operations will not be incompatible with adjacent land uses; and review Airport Land Use Commission plans and action to assure adjacent planned land uses are not incompatible with existing and projected airport operations.
6. Ensure appropriate, safe, intermodal surface access on highways, streets and roads to county airports.
7. Encourage affected jurisdictions, airport operators, and air carriers to provide alternatives for increased airport accessibility including: public transportation, bikeways, private sector vanpools (i.e. hotel shuttles), car sharing services, and general public airport shuttles.
8. Encourage airport ground access improvement projects including: improved access to San Luis Obispo Airport from Route 101; improved access to Paso Robles Airport on Airport Road including paved shoulders.
9. Support scheduled and/or demand responsive shuttle services at San Luis Obispo airport; coordinated with and not competing against local fixed route transit services, to provide connections to and from the local and regional transit system, railroad station, and other locations.
10. Encourage comprehensive ground transportation integration with current scheduled airline service and easy access for seamless intermodal connections at SLO County Regional Airport.
11. Provide matching regional funds to help leverage Federal Aviation Grants for new passenger air services.

## Aviation Funding

State funding for airports comes in 3 forms: annual grants (\$10,000), acquisition/development grants (\$10,000 - \$500,000), and airport loans. Funding is extremely limited and focuses primarily on safety related projects on the runway. The Caltrans Aeronautics Program updates the Capital Improvement Program (CIP) for California airports every two years. The CIP consists of aviation projects developed by the individual airports (Oceano, San Luis Obispo, Paso Robles) and mirror the airport's request for Federal Aviation Administration (FAA) through the Airport Capital Improvement Program (ACIP). The CIP lists candidate projects for the acquisition/development grants that cannot be used for operations or maintenance. Furthermore, it does not guarantee funding, and it is not fiscally constrained. The updated CIP is used as the basis for the development of the aeronautics portion of the Proposed State Transportation Improvement Program (PSTIP) and, ultimately, the Aeronautics Capital Program which is adopted by the California Transportation Commission. In addition, a 10% local match is required on approved projects. It is also important to enter projects to update *Airport Land Use Compatibility Plans* (ALUCP) in the CIP. Many *Compatibility Plans* are out of date, and in order to be eligible for future State funds they must be listed in the CIP.

The majority of projects at airports with air carrier services (SLO) are funded through a different process involving the Federal Aviation Administration (FAA). State funding is often used to meet the required 5% match on larger FAA grants. Projects funded are usually limited to safety improvements.

## Key Issues

### Retaining Passenger Airline Services

SLOCOG continues to support increased air travel as a convenient and efficient mode choice and is committed to maintaining a healthy level of air passenger services for the region. SLOCOG has strongly supported airport growth through planning studies on the impact of regional jets in the market place, and by offering matching funds to start-up new services to destinations like Seattle and Sacramento. Soaring fuel costs have been noted as part of the reason for industry wide service cut backs. Several major events have occurred for the San Luis Obispo County Regional Airport since the last RTP update in 2005:

- The region lost about 37% of its departing airline seats when American Airlines and Delta Airlines eliminated service in San Luis Obispo and U.S. Airways cut all flights to its hub in Las Vegas.
- About 80 local jobs were lost as a result of the departure of American Airlines and the elimination of its maintenance facility.
- A local group of businesses formed to attract and retain air-service carriers (see below)
- The County was recently awarded a grant under the Small Community Air Service Development program to provide funding to attract new passenger service carriers.

As a result of the reduced air passenger services at the San Luis Obispo County Regional Airport, the Economic Vitality Corporation (EVC) along with the newly formed San Luis Obispo County Air Transportation Alliance (SLOCATA) sought out professional consulting services for assistance to help guide airport growth and retain economic viability. The consultant's primary focus was to address the following three areas:

- Prepare a regional market analysis (origin/destination, leakage, fares etc.)
- Identity industry trends and impacts on regional air service
- Recommend actions to retain and/or grow service

**Public Transit Service to San Luis Obispo County Regional Airport** - The City Of San Luis Obispo's 2009 Short Range Transit Plan (SRTP) for SLO Transit recommends the following service to the SLO County Regional Airport in future years subject to funding:

- Extend the Route 3 to the airport terminal from Marigold Center
- Change Route 3 to be bi-directional via Johnson/Augusta/Laurel Lane/Orcutt/Tank Farm Road
- Increase frequencies to 30 minutes (from 1 hour in the initial years)

The Regional Transit Authority (RTA) 2010 SRTP recommends several runs along Broad/ 227 and Price Canyon Road with a new Route 10 stop at the airport terminal. Their proposal would have 5 North bound runs (2 morning, 2 afternoon and 1 evening) and 3 Southbound runs (early morning, mid-morning, and late afternoon).

### **Recent Development in Aircraft**

**Regional Jets** - Regional jet (RJ) aircraft are one of the few positive growth areas in the airline industry currently. US air carriers have been aggressively incorporating RJ aircraft into their fleets since the mid-1990's. The popularity of the RJ has been fueled in part by the favorable operating economics of this aircraft and the high level of customer acceptance. RJ aircraft can comfortably fly a longer range (1000 to 2000 statute miles) than turboprop aircraft (250 to 600 statute miles) and still operate efficiently with a smaller seat capacity. In addition, the operating costs of the aircraft are extremely competitive.

Regional Jets fly at the speed and altitude of a large jet (35,000 feet) in addition to offering a comfortable jet cabin feel. The altitude level allows for a smoother flight and along with the cabin comfort has increased its popularity among the traveling public. From an economic perspective airlines can realize a profit more readily flying longer-haul, "thinner" routes, (markets with less passenger demand) without the costs of filling a large number of seats. In addition, the longer range capability has opened up market opportunities to hub carrier airports that could not be reached using turboprop aircraft because of operating limitations or passenger comfort considerations. Clearly RJ growth is on the rise and will directly shape the future of the airline industry.

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## **Vision and Planned Improvements**

### **San Luis Obispo County Regional Airport**

Airport Improvements - The San Luis Obispo County Regional Airport presently plans construction of many enhancements to aviation facilities over the next 15 years as identified in the 2005 Master Plan. Included in the plans are a new passenger terminal building, upgrades to aircraft surfaces and improvements to vehicle parking. A number of airport activities and accomplishments have occurred since the last RTP update in 2005:

- SLO County adopted a revised Master Plan and EIR including runway extension in 2006.
- SLO County secured two Federal Aviation Administration grants; one for realignment of Santa Fe Road and one for runway extension in 2006.
- SLOCOG approved \$25K local match with RSHA funds to leverage \$250K in federal funds to begin service to Sacramento and other destinations in 2007.
- The SLO Airport runway extension was completed in 2007.
- American Airlines announced the elimination of 4 flights per day and the maintenance facility eliminating about 80 jobs. Delta Airlines eliminates two daily flights. U.S. Airways drops all flights to Las Vegas during 2008.

- Signalization was completed at State Route 227 and Aero Drive improving ground access and channelization in 2009.
- \$5.5 million grant award for New Aircraft Parking Apron in 2009 with estimated completion in July 2010.
- In 2010 a \$500K grant was awarded to the County under the Small Community Air Service Development program. Funding will provide an airline revenue guarantee component to the Airport's recruitment efforts.
- A \$2.2M grant was awarded to the San Luis Obispo County Regional Airport to design Phase 1 of a new airport terminal in 2010.

#### Planned Improvements

- Expanded gravel parking lot (short-term)
- Construct new terminal building (mid-term)
- Construction of parking structure (long-term)

Surface Transportation Improvements - No surface transportation improvements are planned.

#### **Paso Robles Municipal Airport**

Airport Improvements - Aviation activity in Paso Robles has remained stable. The current economy has contributed to a slight decrease in general aviation traffic, but there remains a notable level of corporate jet activity in the area. A reduction of approximately 10-15% in based aircraft has been experienced over the past year. This is comparable to trends being experienced elsewhere in the industry. Current capital projects include the construction of an extension to the taxiway parallel to the main runway, and 2 major building projects in the industrial park. A surface rehabilitation project of the main runway is anticipated in the next year, with additional capital projects to extend an access road and a central taxiway being anticipated for subsequent years.

#### Surface Transportation Improvements

- Airport Road/S.R. 46 - The primary access improvements needed for the Paso Robles airport concerns the Airport Road intersection with S.R. 46. Interim improvements such as an acceleration lane on S.R 46 westbound and a right turn lane on Airport Road for westbound traffic on S.R. 46 are needed and funded. Discussions are underway between Caltrans and the City of Paso Robles to fund a Project Study Report (PSR) for an interim traffic signal and future interchange supporting growth east of Paso Robles.
- Dry Creek Road - The intersection on Airport Road and Dry Creek is a noted deficiency in the 2002 Caltrans Division of Aeronautics Ground Access improvement list. This intersection should be widened and the sight-distance improved. No funds have been identified for this project.

#### **Oceano County Airport**

Airport Improvements – The Oceano County Airport Master Plan was completed in 2008 and has many improvements projected for the next 15 years. Environmental consideration for the Master Plan is scheduled to begin in 2010.

Surface Transportation Improvements - No significant surface access modifications are anticipated.

## Commodity Movement

The San Luis Obispo region is served by an interconnected and highly interdependent transportation system composed of state highways, local streets and roads, rail lines, airports and harbors. Most parts of the system have effectively served as the means of moving people and goods within and to and from the region unchanged from when they were originally constructed.

Perhaps the most significant component of this system is U.S. 101, which is the backbone of the transportation system for the region. The highway was designed in the 1940s and 1950s and mostly constructed in the late 1950s and early 1960s, and except for a few notable improvements (most notable is the expansion of the Cuesta Grade to six lanes) U.S. 101 remains in its original form as a four lane conventional freeway/highway. As with the highway itself, most of the interchanges with major local roads were built during the same period and, as such, were constructed to a lower standard (turning movements, etc) than is the current practice. As a result, the marginal utility of US 101 to serve the modern truck based freight business is limited until a range of improvements can be made.

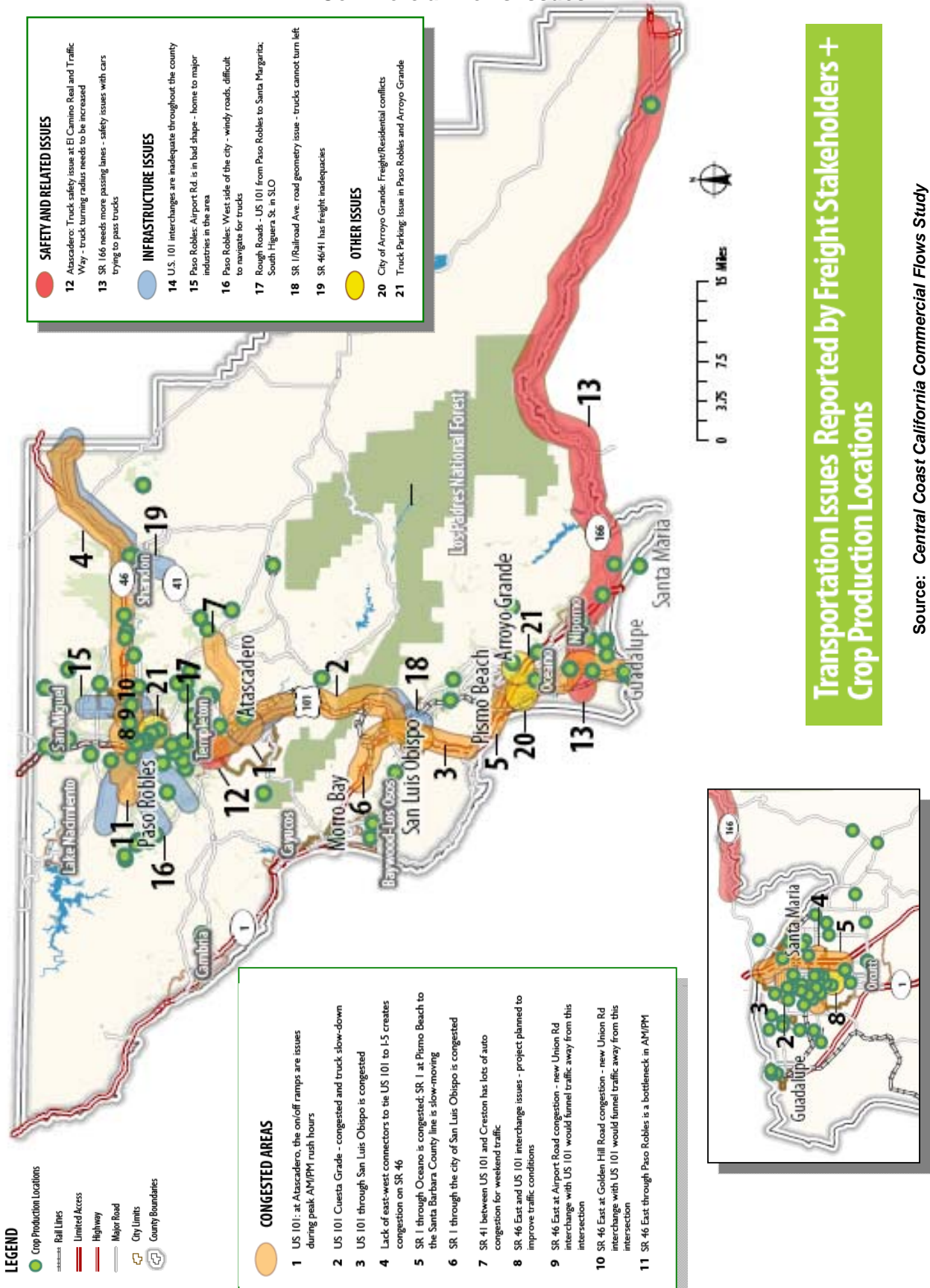
A similar convergence of circumstances is being faced by the rail system that served the region. As with the highway system, the railroad system exists largely as it was originally constructed. Further, the capacity of the network, with a single track and limited sidings, is a major hindrance to efficient integration of freight and passenger rail services.

To address these considerations, it is the goal of SLOCOG to facilitate and support an overall system improvement strategy that will provide for the safe, commercially feasible, economically viable, and efficient movement of passengers and goods throughout the region with minimal adverse impact on the population, the infrastructure, or the environment.

In order to assure that this goal is realized as effectively as possible, SLOCOG is currently working cooperatively with a multi-county team including the Santa Barbara County Association of Governments (SBCAG), the Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Transportation Agency and the San Benito Area Council of Governments to prepare a comprehensive study of commodity movement in the five county region (See Figure 5.6). This study is scheduled to be completed in summer 2011. As such, the findings and conclusions included in this update should be considered preliminary and subject to possible modification once the formal study has been completed.



**Figure 5-6**  
**Commercial Flows Issues**



## Freight Rail

Freight rail traffic through the region is expected to increase on pace with the overall state/national economy. Over the next 10 years, statewide freight rail volumes are projected to increase 20% over current levels. The specific implications for the Coast Route are unknown and subject to conditions in the preferred San Joaquin Valley route - as well as other market influences. Rail's market share of carrying about 15% of goods is expected to remain fairly constant (Trucks carry 55%, which will slightly increase). Freight industry observers do not anticipate the need for an intermodal (container receiving/shipping) facility. Grade separation projects should be constructed where appropriate, unsafe crossings should be closed, and increased freight movements should be better coordinated with passenger train movements to reduce conflicts. SLOCOG encourages freight rail movement efforts to efficiently utilize the system's resources and reduce highway congestion, enhance economic development and improve public safety.



## Trucking

The transport of goods by truck is an important but little understood element of the overall transportation system serving the region. In San Luis Obispo County, the volume of trucks on State highways constitutes about 8% of the total vehicle traffic. Because the San Luis Obispo region does not produce all the goods and services necessary to sustain the resident population, there is a recognizable flow of these necessities into the area from external areas; it is estimated that this trip type accounts for about 20 percent of the total truck movements in the north-south corridor with the majority of these coming from the Los Angeles and San Francisco areas. Local trips account for about 50% of the truck movements in the principal corridors, and much more than that in the total truck movements throughout the entire region.



Commodities carried by trucks cover a wide range of goods, with construction materials accounting for 36%, and food and farm products accounting for 32% of the total. Studies have indicated that over 70% of truck travel is between 6 a.m. and 6 p.m. Redistribution of truck traffic during the entire 24-hour day may be advantageous as traffic congestion increases. An origin destination study on Highway 46/41 near Cholame showed the most west-bound traffic was headed for San Luis Obispo (50%), 32% headed north to Monterey and beyond, and 18% had southern destinations (Santa Barbara or further). For east-bound truck traffic, 7% were headed north of Fresno, 56% were headed towards Fresno, 20% were headed towards Bakersfield, 7% were headed south of Bakersfield.



## **Airfreight**

There is relatively little airfreight activity in San Luis Obispo County. Two all-cargo airlines currently operate at the San Luis Obispo County Airport: West Air (Fed-Ex) and Ameriflight (UPS). The Paso Robles Municipal Airport had some limited air freight activity in 2003 with Fed-Ex, but there are no regular airfreight services operating there at this time. Since 1997, enplaned air cargo at the San Luis Obispo County Airport has grown at an average annual rate of 2.4 percent. Current volume is approximately 1.3 annual million pounds of domestic, international revenue freight/express and airmail. The level of growth in air cargo volume(s) will be closely tied to local economic trends over the next twenty years. The respective Master Plans of both San Luis Obispo and Paso Robles airports anticipate annual growth rates of about 2.5%. Nationwide, the value and the tonnage of freight shipments by air is expected to triple over the next twenty years.

### **Policies**

#### **COMMODITY MOVEMENT**

- Commodity 1. Enhance the economic vitality of the San Luis Obispo region by improving multimodal access and mobility for goods.
- Commodity 2. Improve the efficiency of the transportation system and minimize the adverse impact of commodity movement throughout the region.
- Commodity 3. Reduce and eliminate substandard, undesirable or unnecessary restrictions to safe, efficient and commercially viable commodity movement.
- Commodity 4. Establish appropriate modern electronic and other controls and procedures to assure the safe transportation of hazardous materials by all transportation modes.
- Commodity 5. Promote the integration of bikeways and other non-motorized modes of transportation within existing, replacement, newly proposed pipeline and utility corridor easements, where feasible.



## **Strategies**

### **COMMODITY MOVEMENT**

1. Work with local jurisdictions and Caltrans to improve truck routes and facilities to maximize their safe use by the largest trucks now in operation, and give a high priority to implementing the following primary improvements:
  - Construction of an uphill EB passing lane on Route 46 East on the Polonio Pass and an uphill passing lane on Route 41 East on the Cottonwood Pass.
  - Replacement of the Santa Maria River Bridge on US 101 with a six-lane structure.
  - Construction of auxiliary lanes on US 101 between Paso Robles and San Luis Obispo.
  - Construction of passing lanes and intersection channelization on Route 166.
  - Improvement of the Route 46 East/US 101 Interchange in Paso Robles.
  - Improvement of the Route 46 West/US 101 Interchange in Paso Robles.
  - Construction of an interchange at the intersection of Willow Road and US 101 in Nipomo.
  - Improvement of the interchange and the intersection of Los Osos Valley Road and US 101 in the City of San Luis Obispo.
  - Completion of the widening of Route 46 East to four lanes from Airport Road to Whitley Gardens.
  - Installation of electronic message signs on US 101, Route 46 East and other State Highways as appropriate to provide critical information on traffic conditions through the region.
2. Ensure the replacement of existing interchange bridge structures along US 1010 where needed - to meet 16'-6" vertical clearance, and provide sufficient bridge length allowing ultimate construction of 6 lanes on Route 101 (long range policy).
3. Review with applicable agencies any proposals to truck heavy cargos on non-designated truck routes, considering adverse impacts on streets and road maintenance and rehabilitation.
4. Work with local and regional jurisdictions to protect and provide adequate onshore and offshore harbor improvements and access to recreational and coastal dependent commercial activities.
5. Encourage applicable jurisdictions to protect and provide additional support facilities for the commercial fishing industry at Morro Bay and Port San Luis.
6. Request consideration of onshore oil pipelines as an alternative to truck transport systems.
7. Review all routes proposed by state and federal agencies for hazardous/explosive/nuclear materials transport in and through the region.
8. Coordinate with County and City Emergency Services and other appropriate regulatory and enforcement agencies to ensure an effective emergency response network. Review and comment on all major proposals to ship hazardous materials by rail, ship or truck through the region.
9. Request Caltrans and the CHP to hold public hearings in San Luis Obispo to consider any route designation request should Pacific Gas and Electric desire to ship high-level radioactive material to any newly established federal storage site.
10. Support the de-certification of Routes 1, 41, and 46 as designated explosive shipment routes.
11. Continue to monitor the separation of hazardous materials by classification and routing and shipping restrictions by class, and discourage the shipment of hazardous materials during peak hours.

## **Harbors**

There are three harbors in San Luis Obispo County: Port San Luis, Morro Bay and San Simeon. They are primarily used to support a small amount of commercial fishing and primarily serve recreational boating. Harbor plans have been adopted for Port San Luis, Morro Bay and San Simeon. While each of the three harbors affords various levels of support for the commercial fishing industry; Port San Luis and Morro Bay harbors provide docking, mooring, and processing facilities, while the San Simeon harbor functions as a marginal shelter during adverse weather conditions. There are no general cargo or passenger ship terminals in the region. Commercial fishing activity is centered at Morro Bay and Port San Luis (Avila Beach); however, this activity has been severely constrained in recent years due primarily to limitations brought about by the general decline in the fisheries along the west coast.

**Morro Bay Harbor** is a natural bay in which an artificial harbor was built by the US Army Corps of Engineers during World War II. Morro Bay Harbor is the only all-weather harbor for small commercial and recreational boats between Monterey and Santa Barbara. Morro Bay Harbor's major landmark, Morro Rock, was surrounded by water before the Corps of Engineers built a breakwater and road across the harbor. Morro Bay Harbor was home to an abalone fishing industry that peaked in 1957 before over-fishing began to decrease the catch. Morro Bay Harbor was a relatively busy fishing port where both commercial and sport fishers brought in sole, halibut, rockfish, and albacore; however, recent restrictions on fishing along the coast have all but eliminated commercial operations. Sport fishing is now an important part of the local economy. There are also oyster farms in the shallow areas of the back-bay. Some portions of Morro Bay are a national and state bird sanctuary, an estuary, and a state wildlife refuge. Morro Bay is declared as a California Marine Reserve by the State.

**The Port San Luis Harbor** District was formed in 1954 to improve, develop, operate and maintain the harbor located in San Luis Obispo Bay. The District Boundaries were established at the time of formation, and incorporate the two southerly supervisorial districts. The Harbor Area, including the Point San Luis Lighthouse, is about 70 acres of land with 600 acres of submerged land.

The California Coastal Act declared that the Ports of the State of California constitute one of the State's primary economic and coastal resources and are an essential element of the national maritime (including recreational ) industries. As a result, the District has been required to provide non-enterprise coastal-dependent visitor-serving and recreation uses. Although Port San Luis once performed pure harbor enterprise functions, it now has expanded to provide many public serving (non-enterprise) activities including: public fishing, public beaches, camping and recreation, two public/commercial piers, boat launching facilities & boat moorings, land storage of boats and gear, charter boat service, boat yard repair facilities, services and facilities in support of the commercial fishing industry (fuel, ice, storage, etc), harbor patrol and lifeguards.

In 1975, the District purchased the 26 acres known now as Harbor Terrace. This site is the location of a planned visitor serving development that will provide camping for users of and visitors to the planned 'bay to bay' state park that will connect Morro Bay with San Luis Obispo Bay. As the popularity of Avila Beach increases, the ability of the public to enjoy the facilities and the coast is impacted by a shortage of parking. This will be alleviated by the inclusion, in the Harbor Terrace development, of 48,000 square feet of general public parking.

In 1984, the State and County gave the Avila State Beach and Pier properties to the Harbor District. Avila Beach, the most popular beach in San Luis Obispo County contains many amenities and services that the Harbor District provides to the public. These amenities or services include: public rest rooms, maintenance of beach/buildings, maintenance of the 1,630-foot Avila Pier, utility costs, lifeguard and security services

and general public parking. Parking in Avila Beach is at a premium especially during the summer months. This can be alleviated by enhanced public transit, coordination of parking management efforts between the Harbor District and the county, and paid street parking.

The Harford Pier, which is a commercial and public access pier, has been designated a national historic structure by the California State Historic Preservation Office and the Harbor District is working to preserve and restore the pier. The pier is the terminus of Avila Beach Drive and the (planned) multi-use bike and pedestrian path between the community of Avila Beach and the Port San Luis.



## **Policies**

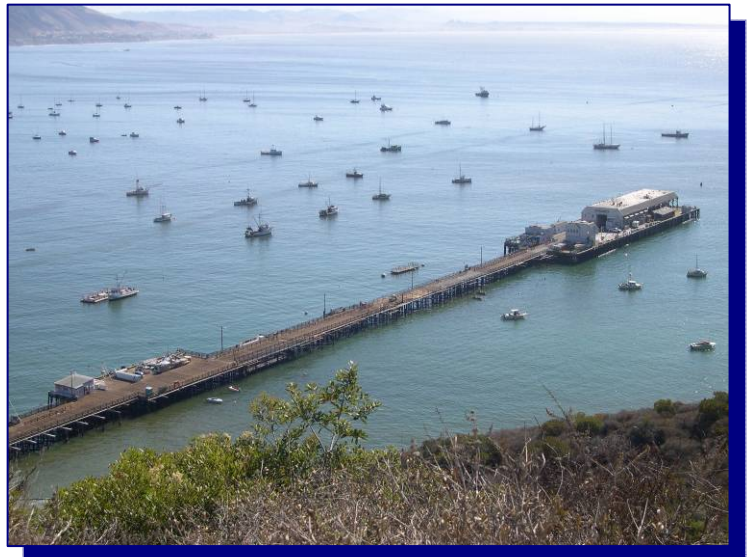
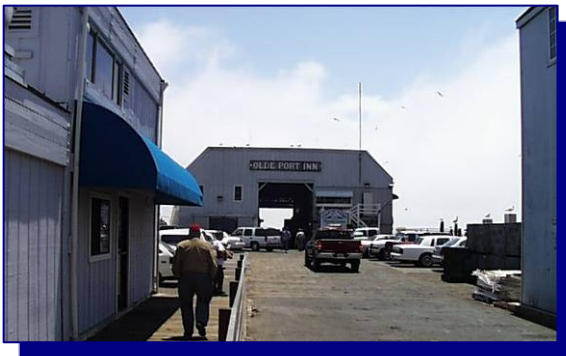
### **HARBORS**

- Harbors 1. Protect, maintain and improve safe multimodal access to Morro Bay and Port San Luis Harbors.
- Harbors 2. Support efforts to secure funding for breakwater and pier rehabilitation and maintenance and other access improvements in both Morro Bay and Port San Luis.
- Harbors 3. Support efforts of the City of Morro Bay, the County of San Luis Obispo, the U.S. Army Corps of Engineers, and all affected agencies to ensure that the channel between the Midway Marina and the main channel of Morro Bay remains open, and is maintained in a condition allowing free passage of commercial and recreational boats.
- Harbors 4. Support efforts of Port San Luis Harbor District, the U.S. Army Corps of Engineers and all affected agencies to ensure that a federal navigation channel is authorized and maintained in a condition allowing full use of the harbor's support facilities by safety, security, commercial and recreational vessels.

The Port San Luis Harbor District faces a number of challenges in order to fully participate in its role as a part of California's system of interconnected ports and harbors that make up the 'maritime highway':

1. The federal breakwater that protects the harbor is in need of repair; preliminary estimates suggest this may cost upward of \$12 million.
2. The ability of security and public safety vessels (Harbor Patrol and US Coast Guard), commercial fishing boats and transiting and resident recreational vessels to haul out or launch is severely impacted by the accumulation of sand in the harbor in quantities beyond the limited capability of the District to dredge effectively.

As Avila's popularity increases, demands on the Harbor Patrol as a supplemental resource to the County Sheriff Department, the California Department of Fish and Game and U.S. Coast Guard Morro Bay increases. In addition to its regular duties, Harbor Patrol assists the United States Coast Guard in off shore search and rescue and enforcement of the one mile marine exclusion zone around Diablo Canyon Nuclear Power Plant, the SLO County Sheriff's Department and California Highway Patrol in law enforcement, and the California Department of Fish and Game in enforcement of fishing regulations, and Cal Fire in fire protection and shore based search and rescue.



## **Strategies**

### **HARBORS**

1. Monitor the need for major harbor facilities in the region.
2. Support legislation and local efforts to eliminate restrictions on cruise ship travel by foreign flag vessels between American ports.

# SLOCOG 2010 RTP-PSCS

## Chapter 6

### *Non-Motorized Transportation*



## Non-Motorized Transportation

### Table of Contents

Non-Motorized Transportation ..... 6-2

Key Trends in Non-Motorized Transportation ..... 6-3

    Policies..... 6-4

    Strategies..... 6-5

Financial Implications for Non-Motorized Projects..... 6-6

Recent Developments in Federal and State Policy..... 6-7

Bikeways..... 6-8

    Recent Bikeway Improvements ..... 6-9

Pedestrian Walkways, Streetscapes, and Sidewalks ..... 6-11

Other Non-Motorized Facilities..... 6-12

Project Scoping Studies..... 6-14

Completed Projects since 2005 RTP ..... 6-15

National, State, and Regional Trail Corridors ..... 6-17

Non-Motorized and Livable Community Projects Maps ..... 6-18

Non-Motorized and Livable Community Project Lists ..... 6-22



## **NON-MOTORIZED TRANSPORTATION**

Non-motorized transportation includes facilities that make it easier to travel by walking and bicycling, these include bikeways (Class I, II, and III), sidewalks, boardwalks, multiuse paths. It also includes traffic control devices that make it easier for bicyclists and pedestrians to interface with vehicles (pedestrian activated crosswalks, bulb outs, and improved signage). It also includes streetscape improvements such as street trees, trash cans, benches and other street furniture. It also includes land acquisitions that secure resources for future non-motorized amenities.

SLOCOG has consistently taken a multimodal approach to transportation throughout the region. A new State law and a national movement for “complete streets” concepts validate this multimodal approach. Providing facilities for all users (bicyclists, pedestrians, transit users, of all ages and abilities) provides many benefits the region: safety, health, reduction in congestion and vehicle generated emissions, and a vital active community core.

The non motorized chapter focuses on goals, policies and projects that:

1. Complete regional bikeway connections for capable riders and novice riders or recreationalists
2. Improve safety around schools for bicycling and walking students
3. Enhance walkable community cores with streetscape improvements
4. Provide recreational opportunities for walking, bicycling, and horseback riding through open space preservation and recreation trail support

Non-motorized projects are listed starting on page 6-22 of this chapter.

### **Goals**

Develop and maintain a safe and efficient regional bicycle and pedestrian network that promotes bicycling and walking as viable transportation choices for users of all ages and abilities. Encourage safe and efficient connections between transportation modes such as park and ride lots, transit facilities and destinations for motor vehicles; as well as providing low emission recreational activities such as hiking and mountain biking. This is achieved through the following objectives:

- Closing gaps in existing bikeways and pedestrian facilities
- Creating walkable community cores
- Connecting all communities in the County with bicycle facilities
- Identifying and breaking down barriers to bicycling and walking
- Preserving recreational facilities for bicycle and pedestrian access
- Prioritizing and supporting projects that meet the goal of the program

## What are the Key Trends in Non Motorized Transportation

### **New State laws place an increased focus on developing more Livable Communities and Complete Streets:**

Three new State Legislative actions address non-motorized transportation they are the following: AB 1358 The Complete Streets Act of 2008, AB 32 Global Warming Solutions Act of 2006, and SB 375 (2008) Sustainable Communities Strategy.

### **Bicyclist and pedestrian system demand will grow in both urban and rural areas:**

Forecasted population increases near employment and activity centers, will generate more opportunity for short bicycle/pedestrian trips in target areas. However, demand for bicycle and pedestrian facilities will continue to grow in all areas of the region and additional resources will be needed to meet the both local needs and connections between communities.

### **More centralized growth will provide opportunities to allow efficient bike and pedestrian usage:**

The projected trend is for 'Target Development Areas' to absorb an increasing share of the future population growth and for the densest areas to become focal points in the region, thus enabling more commute trips that can be made by bicycling and walking. A stronger focus on pedestrian facilities will be needed in downtown cores and high activity areas. Additional safe bicycle and pedestrian options will be needed in areas around schools and senior centers.

### **Meeting the needs of all users will require more types of facilities:**

A variety of facility types will be needed to meet the demands of all users. Examples include more Class I facilities for youth and the elderly, better way-finding, shorter crossing distances (refuge medians, bulb outs), or longer pedestrian signal timing. Improvements in Class II and III connector routes from less densely populated areas into the target development areas will be necessary, as will closure of existing gaps in connectivity of all facility types.

Assembly Bill 1358, the Complete Streets Act of 2008 requires all jurisdictions to address the needs of all users in their Circulation Element update. "All users" include: bicyclists, pedestrians, youth, the elderly, ADA compliance, and transit. This new provision doesn't mean that pedestrian and bike facilities have to be built on all roads, but it does represent a shift in mind-set about who roads are for.

### **Funding continues to be insufficient and competitive for this type of use:**

Projected state and/or federal funding levels will not meet future needs for surface transportation, including funding for transportation enhancements and non-motorized transportation. Competitive grant funds such as the Bicycle Transportation Account, Safe Routes to School, Environmental Enhancement and Mitigation Program, Recreational Trails Program and Transportation Enhancement (TE) Program grant sources will continue to provide funding on a competitive basis, however these grants are highly competitive and will not meet the needs for all enhancement s and non-motorized projects in the region. Changes in federal funding programs are anticipated to provide greater flexibility to use Transit and Surface Transportation grant programs to address bicycle and pedestrian needs for a more "livable community". Supplemental funding will be needed to support facilities at current levels of maintenance and efficiency.

### **Overcoming Barriers:**

An emerging focus of this plan is to seek ways to overcome barriers, and to provide safer and increased pedestrian and bikeway usage. These include physical barriers such as gaps in infrastructure, psychological barriers such as fear and safety concerns, and other barriers such as lack of awareness about options, lack of shower/changing facilities, insufficient bicycle parking, etc.



## **Policies**

### **NON-MOTORIZED TRANSPORTATION**

- NM 1.* Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.
- NM 2.* Promote livable community cores and a well connected bike and pedestrian system that promote walking and bicycling.
- NM 3.* Ensure compliance with AB 1358, the Complete Streets Act of 2008, which requires that all jurisdictions address "Complete Streets" in their circulation element updates.
- NM 4.* Promote the integration of bicycle and pedestrian facilities with other modes of transportation to assure that safe interconnected bike and pedestrian options connect to other transportation modes, include bike lockers and/or racks as a standard improvement at all Park and Ride lots and multimodal transportation centers.
- NM 5.* Pursue plans to develop multi-use trails, Class I and II bikeways, and boardwalks connecting commuter, major destinations, and recreational areas using utility, rail (abandoned and active), and roadway rights-of-way throughout the region.
- NM 6.* Encourage the development of boardwalks, Class I and II bikeways, and recreational trails that travel through and connect to scenic areas or other recreation destinations in both the Coastal Trail and Anza Trail Corridors; encourage joint projects with Santa Barbara and Monterey counties and state parks to provide bikeways linking the two areas
- NM 7.* Work with agencies to assure proposed bikeways comply, to the maximum extent possible, with the appropriate safety design criteria and uniform specifications as defined in Caltrans' Highway Design Manual as well as criteria and specification in the California Manual of Uniform Traffic Control Devices (MUTCD)
- NM 8.* Conduct an annual "Unmet Bicycle Needs" public hearing to receive testimony on unmet bicycle needs for consideration in regional and local plans
- NM 9.* Encourage local jurisdictions to use maximum flexibility in applying standards for vehicle lane widths and medians to implement cost effective bike lanes and multiuse paths.
- NM 10.* Encourage local jurisdictions and employers in providing bicycle parking/storage facilities or 'bike-valet' at destination points such as shopping centers, public facilities, transportation hubs, and Park-and-Ride lots and special events.
- NM 11.* Assure that efforts are made to reduce barriers to cycling and walking.

## **Strategies**

### **NON-MOTORIZED TRANSPORTATION**

1. Encourage local agencies to include bicycle and pedestrian facilities in circulation elements and design requirements of all new development proposals, including bike paths and bike lanes, pedestrian plazas/courtyards. Review plans for consistency with policy.
2. Encourage new development proposals to include bike racks, lockers, showers, Bike and Ride stops and safe interconnected pedestrian and bike paths.
3. Request that local jurisdictions modify parking codes to include one bicycle rack parking space per every ten vehicle parking spaces.
4. Encourage elimination of hazards and obstructions, such as parallel bar drainage grates, light posts, mailboxes, or signage.
5. Encourage maintenance of all signs, symbols, and lane stripes and surface conditions of bikeways and trails and assure pavement overlay projects do not degrade bike lane conditions by creating uneven surface transitions.
6. Encourage Caltrans, the cities, and the county to program funds to improve identified pedestrian bicycle/vehicle conflict problem areas, such as implementation of bicycle signal-actuating mechanisms at major signalized intersections, and where there is a demonstrated need.
7. Encourage all jurisdictions to develop and adopt a local Bikeway Plan which meets the needs for Bicycle Transportation Account (BTA) funding, and recommends a system of local bikeways with connections to the intercommunity system. Review bikeway plans for consistency with RTP; rank project funding request higher for projects that are identified in a jurisdiction's bicycle plan.
8. Require Class II bike lanes on all major arterials and collectors that use regional funding; and widened shoulders on rural routes frequented by commuter and recreational cyclists
9. Support adherence to Highway Design Manual criteria for bikeway design and require as a condition for regional funding.
10. Support and fund planning, environmental, design and construction of bicycle and pedestrian facilities in all parts of the region.
11. In existing built-up areas consider design options to accommodate bikelanes in a cost effective manner including:
  - a) Narrowing driving lane widths and medians to accommodate bikelanes;
  - b) Remove on-street parking on both sides or on one side with a realigned center line.
12. Encourage implementation of workplace bicycle pools and gear check-out for daily short-range work or personal type trips.
13. Investigate use of rail, utility, water, or oil pipeline easements for use as multi-use trails.
14. Identify and support land acquisitions to provide through access for bicycle, pedestrian, and equestrian recreationalists and commuters.

## Strategies

### NON-MOTORIZED TRANSPORTATION

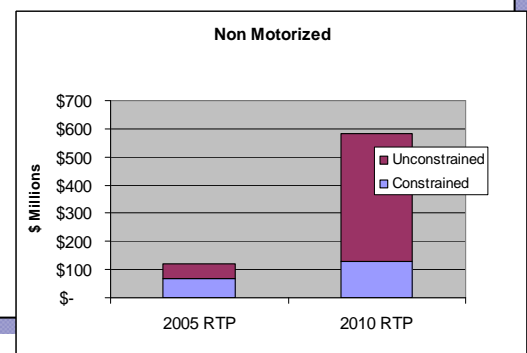
15. Continue to support outreach and promotion of non-motorized transportation for all ages through the Rideshare program at SLOCOG. Promotion of non-motorized transportation includes the following strategies:
  - a. Coordinate and assist in the publication of updated bikeways maps designating bike routes, paths, and lanes for commuter and recreational riders, make available on Rideshare website.
  - b. Work with member agencies; Caltrans; bicycle organizations; School Districts, Cal Poly and Cuesta College; Chambers of Commerce and bicycle shops, to educate the public regarding issues such as health, safety, facility locations, and other useful references to encourage and facilitate bicycle use.
  - c. Support the annual Bike to Work/School Day, and increase awareness of that day with sponsored bicycle oriented activities, such as rallies, exhibits, and organized rides.
  - d. Coordinate annually with community groups, health agencies, police and school districts to implement bicycle safety programs in all primary and secondary schools.
  - e. Encourage ongoing Safe Routes to School and other programs be conducted for grades K-8 by the police department, health agencies, bicycle coordinators, and/or local bicycle clubs.
  - f. Encourage all students attending orientation activities at Cal Poly University and Cuesta College to attend a Bicycle Information Meeting where rules are discussed, brochures disseminated, and bicycles are registered.
  - g. Implement and market Bike and Ride services on fixed regional and local transit routes with the installation of bicycle facilities (lockers and schedules at bus stops, and racks on buses for at least four bikes) and signs signifying Bike and Ride stops.
  - h. Work with the San Luis Obispo County Bicycle Coalition to develop and perform a Bicycle Barriers survey to determine how best to encourage bicycle ridership.

### Financial Implications for Non-Motorized Transportation Projects

**Key Issue: Projected Revenues are heavily reliant upon state and federal competitive grant funding. Additionally, less than one-quarter of total funding requests are within financial constraints.**

The 2010 RTP projects direct nearly twice as many dollars to the Non-Motorized category than in 2005. However, while \$53M in Non-Motorized projects were left unconstrained in the 2005 RTP, over \$450M in Non-Motorized projects are left unconstrained in the 2010 RTP. Furthermore, nearly 60% of projected funds are through less than reliable statewide competitive grant programs.

**Project requests exceed revenues by over \$450M**



## Recent Developments in Non-Motorized Transportation Policy

The California Complete Streets Act of 2008 will require that complete streets policies be included in Caltrans studies and the circulation element of city and county general plans when they are updated. Complete streets are defined as highways and city streets that provide routine accommodation to all users of the transportation system, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation. Since passage of the bill, Caltrans issued Deputy Directive 64-R1 Complete Streets Implementation Action Plan, which identifies a process by which the state (Caltrans) will plan, operate, and maintain facilities for bicyclists, pedestrians, and transit users in association with the state owned and operated transportation system.

The California Environmental Quality Act (CEQA) Guidelines were updated in 2010 and the language in the CEQA checklist was changed from a strictly Level of Service (LOS) based analysis to one that addresses:

*“...existing policies of the circulation system taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the Circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit”.*



The American Association of Retired Persons (AARP) endorsed the Complete Streets planning concept and issued a document, “Planning Complete Streets for an Aging America” which advocates for the safety and availability of older adults’ travel options. Additionally, the Federal Highway Administration (FHWA) is updating its Highway Design Handbook for Older Drivers and Pedestrians.

The Federal Transit Authority (FTA) Department of Transportation policy to establish a catchment area around public transit improvements wherein bicycle and pedestrian facilities will be considered to have a functional relationship to public transportation. The proposed catchment area is ½ mile for pedestrians and 3 miles for bicyclists.

SLOCOG encourages jurisdictions to develop and follow complete streets policies. SLOCOG does not, in 2010, have an official complete street policy, but has and will continue to require non-motorized and transportation enhancements as conditions for regional funding.

## Bikeways

A bikeway is a road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. The American Association of State Highway and Transportation Officials' (AASHTO) publication, *Guide for the Development of Bicycle Facilities*, provides guidelines for bikeway designs that are sensitive to the needs of bicyclists and other roadway users.

Consistent standards increase safety and regional connectivity; however nothing precludes a jurisdiction from having more stringent and bicycle friendly standards than the AASHTO or Caltrans Highway Design manual standards.

Bikeway facilities are defined as follows:

**Class I - Bike Path** provides a completely separated facility designated for the exclusive use of bicycles and pedestrians with motorist cross-flows minimized. Two-way paths have paved width standards of 8-10 feet, and 5 feet for a one-way path. Paths include a 2 foot wide graded area adjacent to either edge of the paved path.

**Class II - Bike Lane** provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with travel by motor vehicles or pedestrians prohibited. Cross-flows by pedestrians and motorists are permitted within the lane. Class II bikeways are delineated by signs, 6 inch edge strips, and pavement stencils. Lanes are recommended to have a minimum width of 4 feet when located along roads prohibiting parking, and 5 feet wide when adjacent to parallel parking.

**Class III - Bike Route** provides a right-of-way designated by bike route signs and is shared with motorists. These routes provide direct routes for commuting and/or a continuous link between Class I and II bikeways. Class III bikeways may or may not provide striped shoulders or a wide curb lane.

**Sharrows** A Class III design which is gaining interest in a number of communities, and which has been adopted by the California Traffic Control Device Committee (CTCDC), is the signed/shared bikeway, commonly referred to as "sharrows". The design aims to improve cyclists' and motorists' understanding of the rights of bicycles in Class III bikeways and to clearly identify the safest place in a Class III bike route to ride. Signed/shared bikeways are primarily being considered on roads with relatively high volumes of bicyclists and parallel parking.

**Bicycle Boulevard** A bicycle boulevard is an existing road/street that is prioritized for bicyclists by limiting vehicular travel. Limiting vehicular travel is done by closing through streets with chicanes, landscaping, or other type of barrier. A bicycle boulevard uses an existing facility to improve bicycle connectivity.

Sharrows: Class III routes that have parallel parking can create motorist misunderstanding of a cyclists' legal right to share the roadway. This design attempts to remedy this situation by placement of markings on the roadway that are designed to indicate a preferred line for cyclists to ride that is clear of the door swing zone, and is also intended to make motorists aware that bicycles are permitted to position themselves in the vehicle lane (per California Vehicle Code 21202). A study that San Francisco conducted on the idea suggests that the preferred design is a "bike + chevron" marking placed 11' from the gutter line. California MUTCD requires minimum standards for sharrow use and placement.

## Recent Bikeway Improvements

The local and regional non-motorized system has seen very significant improvements over the past 15 years with vastly more Class II bikelanes and improved shoulders on throughout the region.

- Class II bike lanes have increased from virtually none in the late 1980's to approximately 93 road miles in 2005 to 160 road miles in 2010 (and another 280 miles represented in General Plan documents).
- There has also been continued growth in the number of Class I multi-use paths; in 2005 there were 6.5 miles of Class I facilities in the region. In 2010, there are 18 miles of Class I bike or paved multiuse facilities, with another 78 miles represented in General Plan documents.
- These improvements are having a measurable outcome as the percentage of cyclists bicycling to work has almost doubled from 1.3% (2000) to 2.4% in 2009

## Bicycle Planning at the Jurisdictions

Each of the local jurisdictions in the region has included a Bikeways Chapter in the Circulation Elements of their adopted General Plans. San Luis Obispo County, the City of San Luis Obispo, and the City of Paso Robles have council adopted and BTA fund eligible Bicycle Plans. Pismo Beach has a council approved (and SLOCOG reviewed) Bicycle and Pedestrian Master Plan, which is in the process of being certified by headquarters. Grover Beach, Morro Bay, Atascadero, and Arroyo Grande are all updating bike plans and should have council approved and BTA eligible plans in the short term (0-5 years).

State law requires local Bikeway Plans to be submitted to SLOCOG for a consistency review with the Regional Transportation Plan, vehicle code, and BTA eligibility requirements.

**Table 6-1**  
**Bikeway Plans**

<b>Bikeway Plans in the SLOCOG Region</b>			
<b>Bicycle Plan Development</b>			
<b>Jurisdiction</b>	<b>Council Adoption</b>	<b>BTA Approved</b>	<b>2010 status</b>
SLO County	2005	Yes	Current, updating new plan for 2010
SLO City	2007	Yes	Current
Arroyo Grande		No	Not BTA eligible, City Council approved plan, update in progress
Paso Robles	2009	Yes	Current
Grover Beach	2011	In progress	Adoption - January 2011
Morro Bay	None	In progress	Bike plan development underway
Pismo Beach	2010	In progress	Bicycle and Pedestrian plan adopted by Council in June 2010
Atascadero	None	In progress	Bike plan development underway

**Completed Bicycle Improvements**

Class II Bikelanes continue to be extended throughout the region. Improvements completed between 2005 and 2010 have included several segments of path in the City of Pismo Beach as part of the bluff top trail and construction of the Pismo Creek Trail near the Price House; additional segments of the Railroad Safety Trail in the City of San Luis Obispo adjacent to Cal Poly; a segment of the Bob Jones Bicycle Path in the City of San Luis Obispo; and completion of the San Gabriel Elementary School bike path from SR 41 to the school. In addition to projects on Grand Ave. in Grover Beach and Arroyo Grande, El Camino Real in Atascadero and along 4<sup>th</sup> St. in Grover Beach, Vine St. in Paso Robles.

**Morro Bay Harborwalk**



**Cambria: Hwy 1 / Main St.**



**San Luis Obispo: Railroad Safety Trail**



**Proposed Bikeway Improvements**

SLOCOG's Non-Motorized Transportation program is designed to support and build upon the planning efforts of local jurisdictions. Earlier RTPs focused on construction of Class II Bikelanes along routes of regional significance within local communities of the county. Many of these bikelanes have been completed over the past decade. The emerging emphasis is on filling critical gaps connecting communities and separated Class I facilities.

SLOCOG will continue to focus on regional segments of the California Coastal Trail and the Juan Bautista de Anza trail corridors. Projects in these corridors include the San Luis Obispo Northern Coastal Trail Plan, which will commence in the short term (0-5 years), the Avila Bob Jones Trail Segment of the California Coastal Trail in Avila, to be constructed in the mid term (5-10 years) and segments of the Anza Trail through the center of the County, and SLO City's Railroad Bike path.

In addition to the regional bikeway focus, SLOCOG will also continue to support, fund, and promote bicycle and multiuse pathways within jurisdictions both for recreational and commuting purposes. Projects included in this RTP for bikeway improvements include rural Class II bikeways in north and south county areas, gap closures throughout the region, Class I facilities along the Coastal and Anza trail corridors, as well as segments of Class I leading to the regional trail corridors. Non-motorized projects list starts on page 17 of this chapter.

**Cambria – Moonstone Beach Trail**



## Pedestrian Walkways, Sidewalks, Streetscapes

Sidewalks and pedestrian walkways are a critical component of the intermodal transportation system. All trips begin and end in pedestrian trips. A lack of facilities results in safety and access problems between travel modes. Walking is also a viable transportation mode for primary trips of a mile or less for most people. A more complete system of pedestrian facilities can foster increased walking and reduced vehicle trips, streetscapes also enhance the downtown cores and increase safety pedestrians and bicyclists.



**Improvements in school zones:** Over the 8 year State Safe Routes to School (SR2S) grant life, the region has received \$1.7 M in funding for 6 projects totaling \$2 M in construction costs. Over the 2 year Federal Safe Routes to School (SRTS) grant life, the region has received \$1.6 M in funding for 3 projects and SLOCOG received \$134,730 for non-infrastructure improvements (outreach and promotion) to be implemented through the Rideshare program of SLOCOG. Most of the funded Safe Routes to School projects are in the design phase and are scheduled for construction in the short term (0-5 years). Sidewalks and pedestrian walkways in and around school zones increase the sense of safety for parents and students and increase the likelihood of students using these facilities.

**Downtown Streetscapes:** Several downtown streetscape enhancements are in design and/or have been constructed since the last RTP update. These streetscape enhancements include bulb-outs, refuge and planted medians, bike lanes, street lighting, benches, trash cans, and improved bus stop amenities. Projects include Arroyo Grande, Pismo Beach, Nipomo, San Luis Obispo, Atascadero, Cambria and San Miguel.



- Grover Beach: Grand avenue streetscape between 8<sup>th</sup> and 9<sup>th</sup> avenues, construction underway on Grand between 2<sup>nd</sup> and 4<sup>th</sup>, PAED underway for all segments between 4<sup>th</sup> and Oak Park Boulevard.
- Pismo Beach: Shell Beach Road Streetscape has recently completed design phase, construction for a portion of the improvements is programmed in the short term (0-5 years).
- San Luis Obispo: Broad Street Corridor plan, relinquishment of state highway 227 is underway, a specific plan is being drafted.
- Atascadero: El Camino Real Streetscape, some segments constructed and additional construction anticipated for additional segments in the short term (0-5 years).
- Paso Robles: the Uptown/Town Center Specific Plan is currently under review in the City of Paso Robles.

**Boardwalks and Promenades:** Boardwalks improve the recreational pedestrian experience and encourage a vibrant coastal experience whether it is within a city (such as the Pismo Beach Promenade or the Morro Bay Harborwalk) or along an undeveloped coastline (such as the Grover Beach State Park trail and the Moonstone Beach boardwalk).



## Other Non-Motorized Projects

### Regional Trails

There are several significant regional trail corridors in San Luis Obispo County. They include one national trail (Juan Bautista de Anza), one state trail (California Coastal Trail), and two regionally recognized trails: the Bob Jones City to Sea Bike Path and the Chorro Valley Trail. Once built, these regional bicycle and pedestrian corridors will provide recreational benefits for residents and visitors as well as providing bicycle commute options. The following section briefly describes each of the trail corridors, their status to date, and future projects along the corridors.

#### Juan Bautista de Anza Trail Corridor

The 1200 mile Juan Bautista de Anza trail, which is part of the National Parks System, begins in Nogales, Arizona and terminates in San Francisco, California. This national trail enters the county just north of Guadalupe, California and follows Highway 1 to near Pismo Beach, where it heads north/inland close to Price Canyon Road and SR 227, the corridor travels north through San Luis Obispo, along Highway 101 up to Santa Margarita, then follows the Salinas River to Paso Robles, where it turns west and travels north through Camp Roberts, just east of Nacimiento Lake Drive. While there are no specific funding sources available for Anza Trail projects, the national parks service does certify segments of trail that meet the Anza Trail requirements and has a cost sharing program that will provide a 50% match up to \$30,000 per project. Certified Anza Trail segments are able to use the Anza trail emblem and may have interpretive signs about the trail. The Mission Plaza in San Luis Obispo is an example of a local segment of the Anza Trail Corridor.

Projects on the corridor:

- Two construction projects on the Anza Trail corridor are in the long term project list for Pismo Beach. The segments, also referred to as the Pismo Creek Trail, will connect the Price Canyon Area (and future County trails) to the California Coastal Trail, and will eventually continue along the trail corridor.
- Segments of the Railroad Safety Trail in San Luis Obispo are also part of the Anza Trail Corridor. The Railroad Safety Trail is constructed from the Train Station south to Orcutt Road. A segment south of the Orcutt Road terminus is shown in the unconstrained project list. The Railroad Safety Trail also continues northeast of where it diverges from the Anza trail and will eventually connect to the Coastal Trail, by way of the future Chorro Valley Trail
- A study of the Anza Trail in the north county (referred to as the Salinas River Trail) is also shown in the project list, to be started in the short to mid term. This study will address existing and future trail easements and constraints along the Anza Trail Corridor from Santa Margarita north to Paso Robles. The Salinas River segment of the Anza Trail Corridor will continue north (deviating from the Anza Trail corridor) and continue into San Miguel, connecting the northernmost community in the region.

#### California Coastal Trail

The 1200 mile California Coastal Trail extends the length of California (passing through 15 counties in the state). In San Luis Obispo County, the trail extends north through the Guadalupe-Nipomo dunes, the Oceano Dunes, Grover Beach, Pismo Beach, Avila Beach, Montana de Oro State Park, the community of Los Osos, Morro Bay, Cayucos, Cambria, San Simeon and north into Monterey County. The California Coastal Trail has the support of Coastwalk, an organization that promotes the Coastal Trail, provides tours, and recruits volunteers to assist with trail maintenance. In addition the California Coastal Trail is eligible to receive funding from the California Coastal Conservancy for planning and/or construction projects along

the corridor. Additionally, north of San Luis Obispo, Highway One is a National Scenic Byway and is eligible for Federal Byway grants as well.

Projects on the corridor:

- Examples of the Coastal Trail in San Luis Obispo region include the Harborwalk in Morro Bay, the Pismo Beach Promenade in Pismo Beach, and the Pismo to Grover beach boardwalk. Other segments in design or ready for construction include segments between Port San Luis Harbor and Avila Beach and a segment connecting Avila Beach to Pismo Beach.
- The Morro-Bay to Cayucos Connector has completed Environmental review and could be ready for funding in the short to mid term. The project is currently identified on the project list in the mid term.
- In 2010, SLOCOG is funding and managing a Coastal Trail Plan for the corridor from the Estero Bluffs north of Cayucos to the County line, in collaboration with the California Coastal Conservancy and California Department of Parks and Recreation. This, like all activities related to the Coastal Trail in San Luis Obispo County, will include the involvement of the California Coastal Commission and Caltrans, as well, and meets the requirements Section 65080.1 of the Government Code. This trail plan will identify completed segments, trailheads, and existing amenities, as well as providing feasibility study of future segments.

#### The Bob Jones City-to-Sea Bike Path

This regional multi-use path will connect the City of San Luis Obispo to the Community of Avila Beach and Port San Luis. At present a 2.25 mile segment of the corridor has been constructed from the trailhead at Ontario Road to the Avila village. Another segment of the trail from the Ontario Road terminus to the Octagon Barn, just south of the San Luis Obispo City Limits, is undergoing Environmental review, which is slated to be completed in 2011. Segments of the project in the City have been constructed from Prado Road south near the Los Osos Valley Road interchange. When the new interchange is complete the segment will extend to the interchange, the City continues to work toward acquiring right of way to construct the segment that will connect it to the Octagon Barn. This project has received Annual Appropriations and Federal Demonstration funds for construction in the City and the County. It continues to be a high priority to the City, the County, and the San Luis Obispo County Bicycle Coalition.

Projects on the corridor:

- Construction funds for 2 segments of the Bob Jones trail (in the City and County) are shown in the Mid term.
- A Segment from current terminus at Avila Beach drive northwest to the beach is out to bid

#### The Chorro Valley Trail

This project is still in the very early stages of conceptual development. To date no funds have been directed toward planning or constraints studies, however the Cal Poly Sustainable Mobility class has spent two quarters developing preliminary concepts to connect the Cal Poly campus to both Cuesta College and Morro Bay. The trail, once it is developed would begin at the Cal Poly campus at the terminus of the Railroad Safety Trail (which also runs along the Anza Trail Corridor) and continue northwest to Cuesta College and further to Morro Bay.

Projects on the corridor:

- A Chorro Valley Trail (San Luis Obispo to Morro Bay) Study is identified in the mid term project list.



### **Open Space Protection and Land Acquisitions**

Land acquisitions such as the Hearst Ranch acquisition, East/West Ranch in Cambria and Estero Bluffs in Cayucos, Elfin Forest in Los Osos are important components of building a future trail network for the coastal trail. The Wild Cherry Canyon acquisition is currently underway and should be finalized in the short term (0-5 years). This will provide a significant link between Montana de Oro in Los Osos and Avila Beach. SLOCOG has identified \$11.4 M for open space acquisition in the long term.

### **Access to Transit and Park and Ride lots**

Park-and-Ride lots are an effective measure to reduce single occupancy vehicle trips. Users can bicycle to a lot, leave their bike, and continue on a carpool or bus to their destination. SLOCOG's promotes and provides resources as available to place Bike lockers at Park and Ride lots throughout the region. The Rideshare Program has a bike locker rental program that enables commuters to check out, for long term rental, a safe and secure place to store their bicycles during the day. A Bike-and-Ride system incorporating bike racks on buses has been successful in this county. The RTA buses carry up to 6 bicycles on regional routes and SLO City buses carry 2 bikes. This allows people to ride their bike to regional fixed bus stops, place the bike on the bus bike rack, and ride the bus the remainder of the trip. This service is beneficial in areas where distance, hills, and wind are a major deterrent for some potential bicycle commuters. Additionally, improvements at transit centers, such as the South County Transit Center, include bicycle storage, sidewalks, crosswalks, and park and ride spaces as a condition of regional funds. Park and Ride lots projects, though discussed in the Transportation Demand Management Chapter, are listed in the Non-Motorized Projects list at the end of this chapter.

**Supporting Facilities** - Other facilities that aid commuter riders include secure bicycle racks, showers, and equipment lockers or equipment check out facilities at the work site. Alternate commute options for those who have ridden, such as the Guaranteed Ride Home program, may also encourage cycling by providing travel options when there changes in the weather or personal emergencies.

### **Project Scoping Studies**

Prior to committing project development or construction funding to some of the larger bicycle and pedestrian projects in the county, SLOCOG has funded scoping studies to assist in developing accurate construction cost estimates by early identification of environmental constraints and preferred alignments. Constructed and phase projects such as the Bob Jones Multi-Use Trail, Pismo Beach Promenade, Morro Bay Waterfront Boardwalk were scoped using SLOCOG "seed" grants. A number of other projects, including the Morro Bay to Cayucos Connector (Multi-Use Trail), Atascadero to Templeton Connector (Multi Use Trail) have been scoped using SLOCOG seed funding and are in the project development phases. Recent completed scoping projects include the Longbranch Demonstration project and the Beach Cities Multipurpose Trail Study in Grover Beach. Additionally SLOCOG has and will continue to work with Cal Poly to initiate projects

## **Completed Projects since 2005 RTP**

### Completed Bikeway Projects

- Halcyon Road Class II in Arroyo Grande
- 4<sup>th</sup> Street Class II bike lanes in Grover Beach
- Five Cities Drive Class II bike lanes in Pismo Beach
- Broad Street bike lanes in San Luis Obispo
- Bob Jones City to Sea Ped/Bike Trail in San Luis Obispo, portion south of Prado Road completed
- Bikeway to Front Street Park in Avila Beach
- Railroad Safety Trail in San Luis Obispo City, south of Cal Poly and on Cal Poly Campus
- Pismo Creek Trail in Pismo Beach
- San Gabriel Elementary School bike path from SR 41 to the school
- Class II bike lanes in Pismo Beach
- Bicycle Boulevard in San Luis Obispo
- Morro Bay Waterfront Harborwalk and Circulation (Class I)
- El Morro Ave. Bike and Pedestrian Path in Los Osos
- Quintana Road Class II Bikelanes in Morro Bay.
- Cambria Cross Town Trail (Class I) and Enhancements
- Traffic Way Bike Lanes Phase II in Atascadero
- South Vine St. Bike Lanes in Paso Robles

### Streetscapes and Bikeways, Completed and Underway

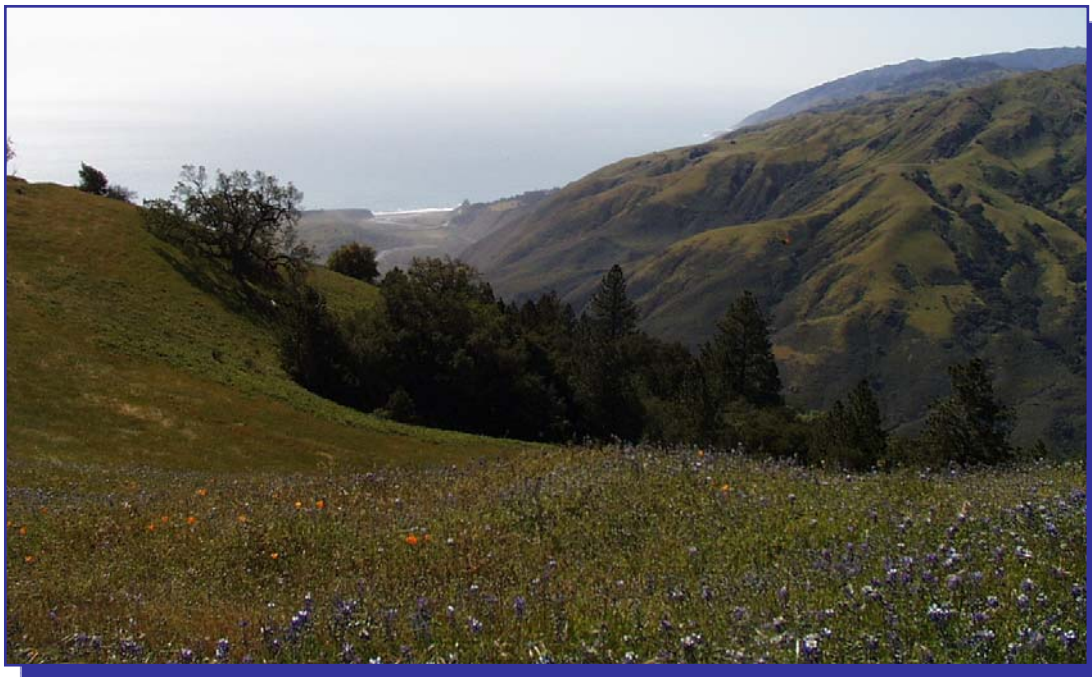
- Arroyo Grande: East Branch Street
- South Street Road diet in San Luis Obispo
- San Miguel Mission Street Enhancements Phases 1 and 2
- Nipomo Olde Town downtown improvements
- Los Osos streetscape improvements on Los Osos Valley Road
- Grover Beach West Grand Ave Improvements Phases I & II
- Santa Ysabel Traffic Calming
- Morro Bay Community Gateway Improvements

### Completed Boardwalks

- Grover Beach Boardwalk
- Pismo Beach Promenades
- Scenic Creekside Walkway in Arroyo Grande
- Dinosaur Caves Sidewalk in Pismo Beach
- Hartford Pier pedestrian path reconstruction
- Morro Bay Harborwalk
- Cambria Cross Town Trail (Class I) and Enhancements

Land Acquisitions

- Big Sur Ranch
- Hearst Ranch
- CT Ranch
- East/West Ranch (Cambria)
- Sea West Ranch
- Estero Bluffs (Cayucos)
- San Geronimo Open Space Corridor Easement, (North west of Cayucos)
- Elfin Forrest, (Los Osos)
- Stadium Park, (Atascadero)
- Pismo Lakes Overlook, (Pismo Beach)
- Wild Cherry Canyon (Underway)

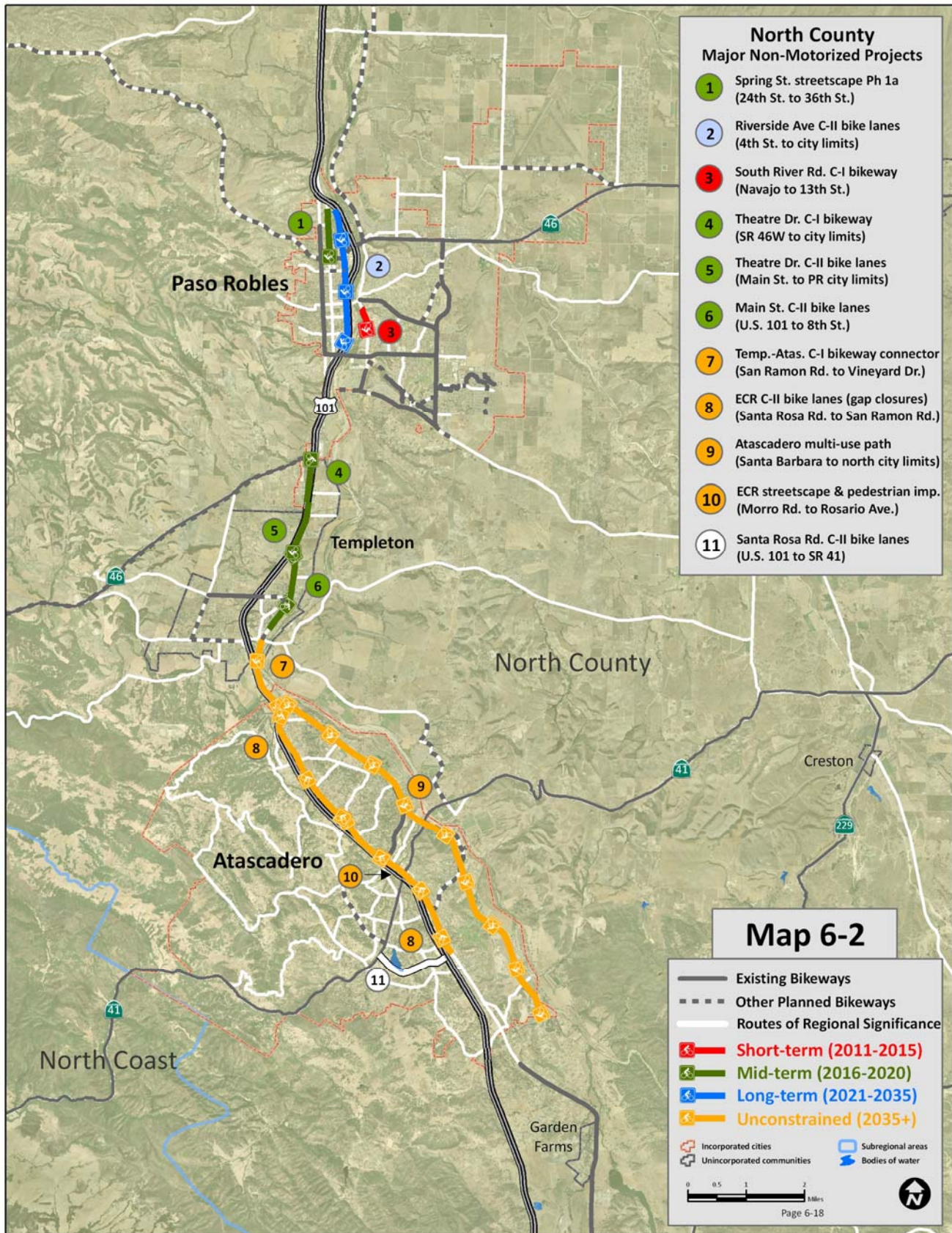


### Map 6-1. National, State, and Regional Trail Corridors

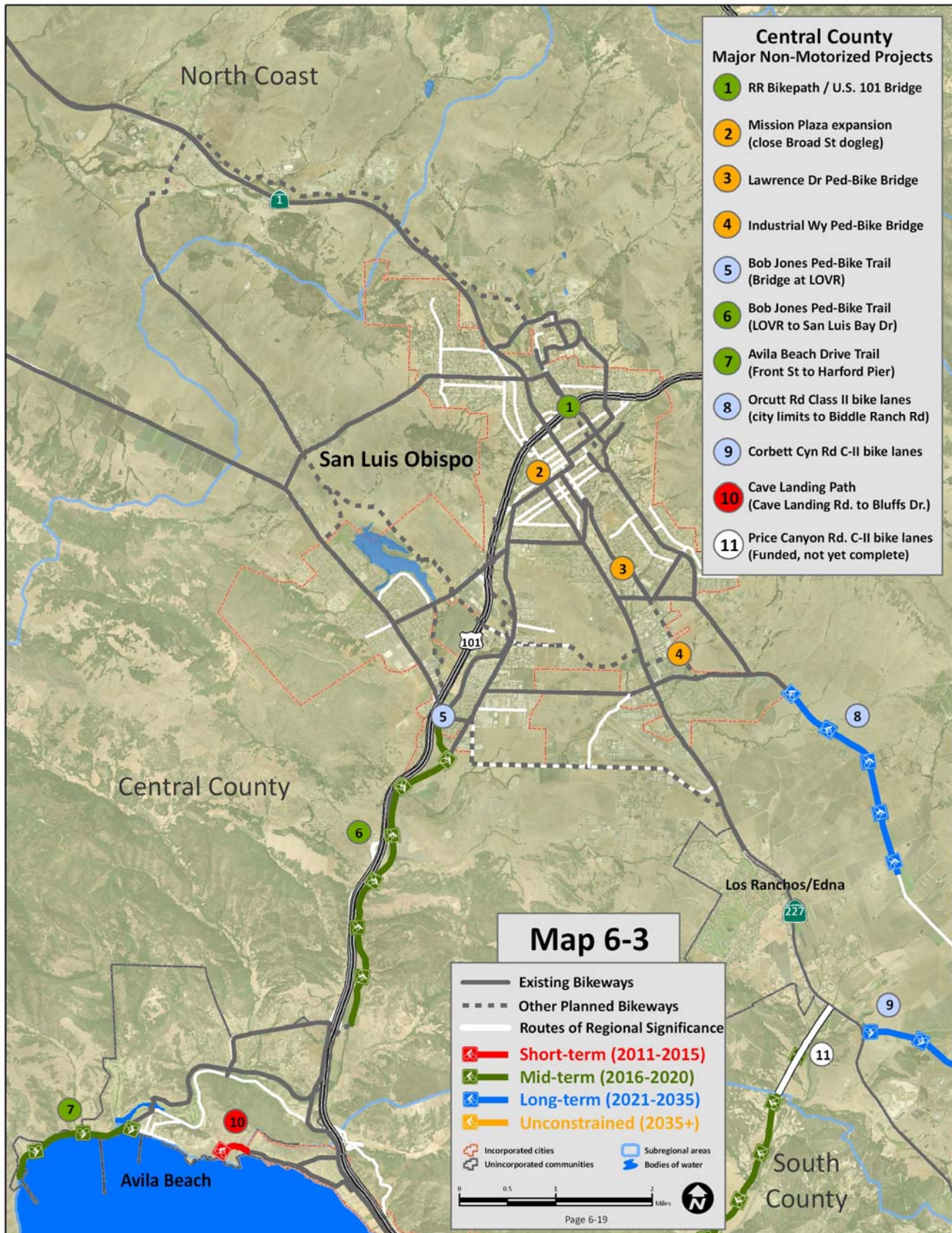
#### Regional Trail Corridors



### Map 6-2. North County Non-Motorized Projects

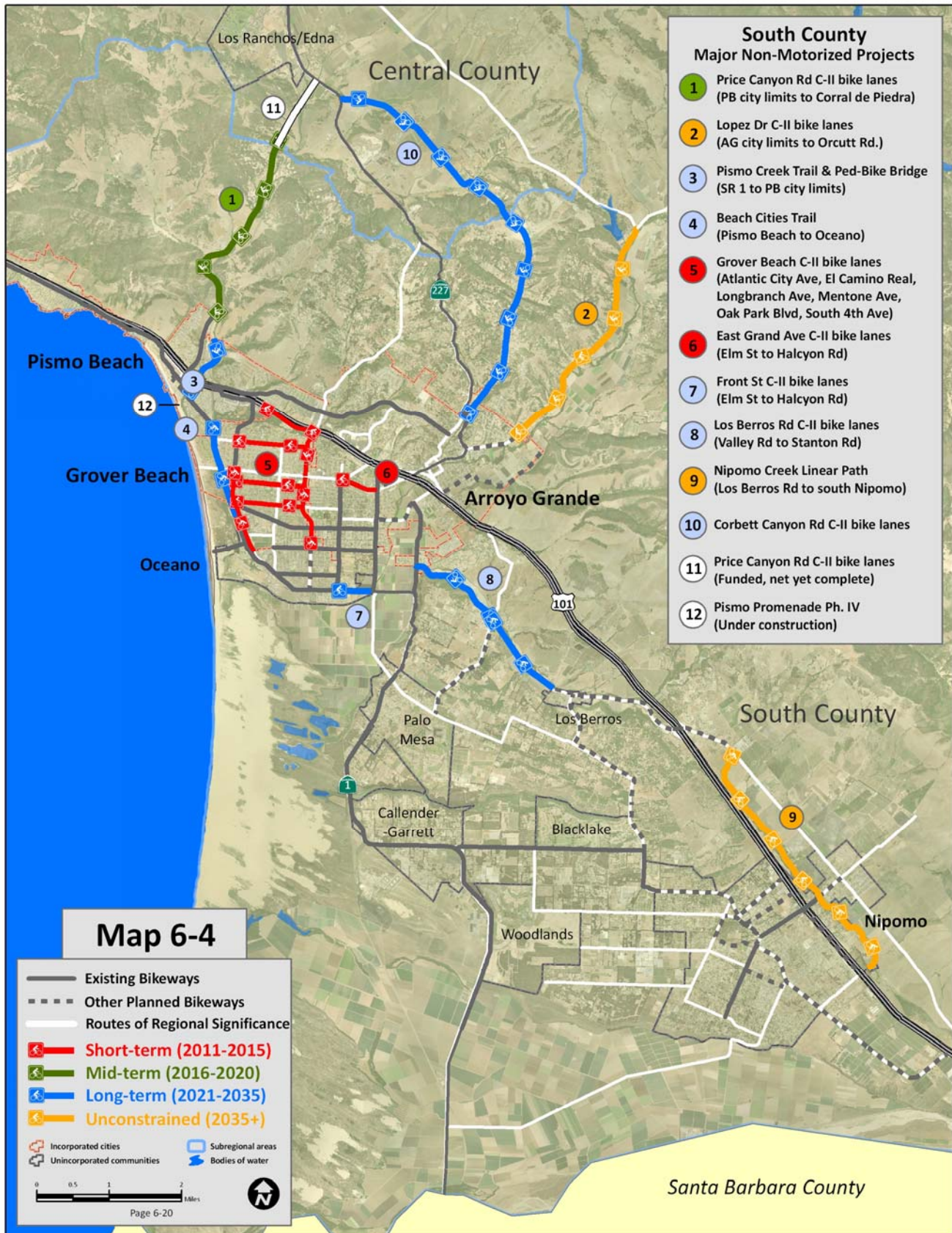


Map 6-3. Central County Non-Motorized Projects

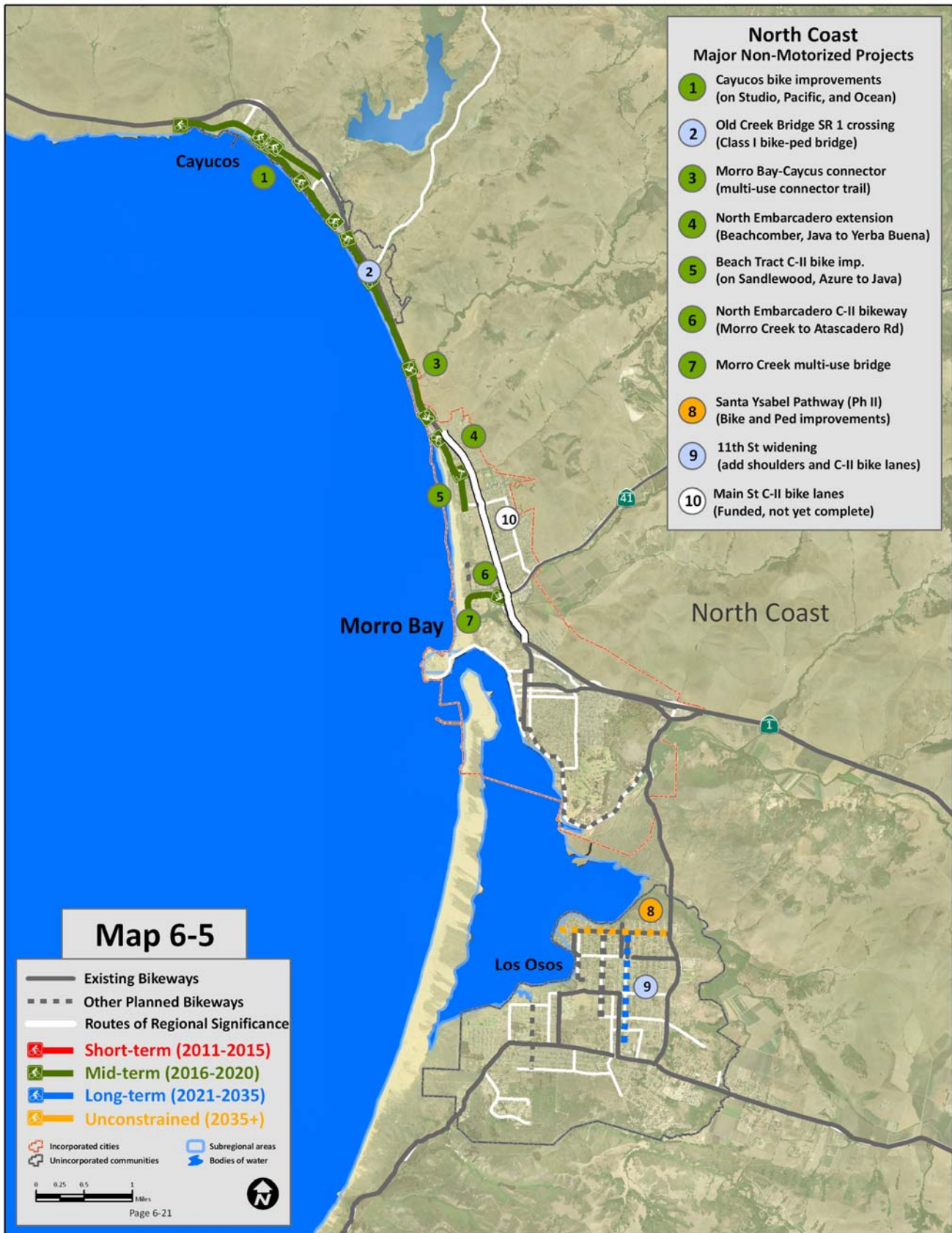




### Map 6-4. South County Non-Motorized Projects



Map 6-5. North Coast Non-Motorized Projects



**Table 6-1**  
**Non-Motorized and Livable Community Improvements**  
 (SHORT, MID, AND LONG TERM PROJECTS)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
NTH-NMOT-001	Atascadero	Atascadero	Atascadero Creek Walkway	Construct creek walkway	From Lewis Avenue to El Camino Real	Short	Access Impr.	\$ 230,000
NTH-NMOT-002	Paso Robles	Paso Robles	South River Road	Construct Class I bikelanes	From Navajo to 13th Street	Short	Operational Improvements	\$ 1,500,000
NTH-NMOT-003	SLOCOG	Santa Margarita	San Miguel P & R lot expansion, Phase 2	Expand lot at existing location.	At San Miguel PnR	Short	Operational Improvements	\$ 40,000
REG-NMOT-001	SLOCOG	Regionwide	Safe Routes to School Program	Competitive state/fed grant program to improve access to schools	In various locations throughout the Region	Short	Operational Improvements	\$ 1,500,000
REG-NMOT-002	SLOCOG	Regionwide	P&R lot lease costs	Funding for lease agreements on privately owned P&R lots	In various locations throughout the Region	Short	Operational Improvements	\$ 160,000
REG-NMOT-003	SLOCOG	Regionwide	P&R lot maintenance costs	Funding for maintenance for P&R lots	In various locations throughout the Region	Short	Operational Improvements	\$ 200,000
REG-NMOT-017	SLOCOG	Regionwide	Alignment Study: Anza Trail (Salinas River)	Develop Alignment Study for trail segment	between Santa Margarita and San Miguel	Short	Study	\$ 80,000
STH-NMOT-001	Grover Beach	Grover Beach	Atlantic City Avenue Bike Lanes	Restripe to provide bike lanes	From 4th St. to Oak Park Blvd	Short	Operational Improvements	\$ 10,000
STH-NMOT-002	Grover Beach	Grover Beach	Longbranch Ave Bike Lanes	Restripe to provide bike lanes	From 4th St. to Oak Park Blvd	Short	Operational Improvements	\$ 10,000
STH-NMOT-003	Grover Beach	Grover Beach	Mentone Ave Bike Lanes	Restripe to provide bike lanes	From 4th St. to Oak Park Blvd	Short	Operational Improvements	\$ 10,000
STH-NMOT-004	Grover Beach	Grover Beach	El Camino Real Class II Bike Lanes	Construct Pedestrian/bike trail	From Pismo Beach to Arroyo Grande	Short	Operational Improvements	\$ 10,000
STH-NMOT-005	Grover Beach	Grover Beach	South 4th street Bike Lanes	Restripe to provide bike lanes	From W. Grand Ave. to Southerly City Limit	Short	Operational Improvements	\$ 10,000
STH-NMOT-006	SLO County Public Works	Nipomo	Willow Road P & R Lot-Phase 1	Construct P & R Lot at Willow Interchange	At 101: SW of Willow I/C	Short	Operational Improvements	\$ 500,000

**Subtotal Short Term: \$ 4,260,000**

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-NMOT-005	San Luis Obispo City	San Luis Obispo	RR Bikepath Sinsheimer feeder route	Construct Class 1 bikepath	From UPRR to Sinsheimer School along City property (to Southwood Drive)	Mid	Safety Impr.	\$ 250,000
CEN-NMOT-006	San Luis Obispo City	San Luis Obispo	Bob Jones Ped.-Bike Trail	Construct Class 1 bikepath	From LOVR to Octagon Barn	Mid	Facilities	\$ 2,090,000
CEN-NMOT-007	San Luis Obispo City	San Luis Obispo	RR Bikepath / US 101 Bridge	Construct bicycle-ped. bridge	At junction of US 101 and UPRR (Phillips)	Mid	Facilities	\$ 1,140,000
CEN-NMOT-008	San Luis Obispo City	San Luis Obispo	Calle Joaquin Park-n-Ride Lot	Construct Public/Private PNR lot	Adjacent to US 101 approximately 500' from LOVR on Calle Joaquin south	Mid	Capacity Increasing	\$ 1,010,000
CEN-NMOT-001	SLO County General Services	Avila Beach	Avila Beach Drive Trail ph 1	Construct Trail	Between Front St. and Port San Luis Hartford Pier	Mid	Operational Improvements	\$ 1,270,000
CEN-NMOT-002	SLO County General Services	Avila Beach	Avila Beach Drive Trail ph 2	Construct Trail	On/adjacent to Avila Beach Drive between Front St. and Port San Luis Harford Pier	Mid	Operational Improvements	\$ 2,530,000
CEN-NMOT-003	SLO County General Services	Rural	Bob Jones Ped.-Bike Trail	Construction of Class 1 bikeway SLO	In Rural - San Luis Obispo, Octagon Barn to S.L Bay Dr and Ontario Road	Mid	Operational Improvements	\$ 4,430,000
CEN-NMOT-004	SLOCOG	Rural	Octagon Barn P & R and shared use lot	Construct new shared-use lot	At Bob Jones trail / Octagon Barn staging area	Mid	Operational Improvements	\$ 950,000
CST-NMOT-005	Morro Bay	Morro Bay	Beach Tract Bicycle Improvements	Install bicycle facilities with trail head facilities at Azure	On Sandlewood Ave between Azure and Java	Mid	Operational Improvements	\$ 140,000
CST-NMOT-006	Morro Bay	Morro Bay	North Embarcadero Class II Bikeway	Atascadero Rd. to North Embarcadero, Class II bikeway	North side of Morro Creek to Atascadero Road Class II	Mid	Operational Improvements	\$ 340,000
CST-NMOT-007	Morro Bay	Morro Bay	Morro Creek Multi-Use Path (Bridge)	Construct Class I facility over Morro Creek	From Embarcadero Rd over Morro Creek 440 ft	Mid	Operational Improvements	\$ 820,000
CST-NMOT-008	Morro Bay	Morro Bay	Morro Strand Multi-Use Path 2	Construct rec. path/trail	From west of High School from Embarcadero Road to Cloisters Bike Path	Mid	Operational Improvements	\$ 1,030,000
CST-NMOT-009	Morro Bay	Morro Bay	North Embarcadero Extension/Cayucos Connector	Construct Bicycle & ped. Imps. to promote intercommunity connectivity	On Beachcomber between Java and Yerba Buena	Mid	Operational Improvements	\$ 730,000

**Table 6-1 (continued)**  
**Non-Motorized and Livable Community Improvements**  
 (SHORT, MID, AND LONG TERM PROJECTS)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CST-NMOT-010	Morro Bay	Morro Bay	Morro Bay Harborwalk Improvements	Connect two segments of California Coastal Trail	From Beach Street to Morro Rock	Mid	Operational Improvements	\$ 190,000
CST-NMOT-012	SLO County General Services	Rural	MB-Cayucos Multi-Use Connector	Construct Class 1 bike path	From N. Morro Bay to S. Cayucos near Route 1	Mid	Operational Improvements	\$ 2,320,000
CST-NMOT-001	SLO County Public Works	Cambria	Cambria Park and Ride Lots	Construct Park and Ride lots	At locations yet to be determined	Mid	Operational Improvements	\$ 630,000
CST-NMOT-002	SLO County Public Works	Cayucos	Cayucos P & R Lot - Phase 1 of upgraded lots with Phase 2 multi-use facilities	Construct new Park and Ride lot	In Cayucos, location tbd	Mid	Operational Improvements	\$ 380,000
CST-NMOT-003	SLO County Public Works	Cayucos	Cayucos Bike improvements	construct Class II bike facilities and/or bike blvd improvements	On Studio, Pacific, and Ocean	Mid	Operational Improvements	\$ 190,000
CST-NMOT-004	SLO County Public Works	Los Osos	Los Osos P & R Lot - Phase 1 of upgraded lots with Phase 2 multi-use facilities	Construct or contract Park and Ride lot	In Los Osos, tbd	Mid	Operational Improvements	\$ 380,000
CST-NMOT-011	SLO County Public Works	Rural	San Simeon Access and Circulation Improvement Study	Study to improve bike/ped connectivity across Route 1	Various	Mid	Operational Improvements	\$ 30,000
NTH-NMOT-004	Atascadero	Atascadero	Traffic Way Bike Lanes - Phase II	Construct Class II bikelanes	From Potrero Rd to Santa Cruz Rd to ECR	Mid	Operational Improvements	\$ 490,000
NTH-NMOT-005	Atascadero	Atascadero	El Camino Real Bike Lanes, Ph. III (gap closures)	Widen shoulders to construct Class II bikeways	From Santa Rosa Rd to San Anselmo Rd	Mid	Operational Improvements	\$ 100,000
NTH-NMOT-006	Atascadero	Atascadero	North ECR Class II Bikelanes (gap closures)	Construct class II bike facilities along El Camino Real	From San Anselmo to San Ramon	Mid	Access Impr.	\$ 290,000
NTH-NMOT-007	Atascadero	Atascadero	ECR Beautification & Ped. Imps	Install bulb-outs, landscaped medians & crosswalk enhancements	Between Morro Road and Rosario Ave	Mid	Operational Improvements	\$ 3,800,000
NTH-NMOT-008	Paso Robles	Paso Robles	Spring Street Phase 1a	Construct 6 blocks of Improvements per Town Center Plan	Between 24th and 36th	Mid	Operational Improvements	\$ 3,170,000
NTH-NMOT-009	Paso Robles	Paso Robles	Bike lane connections: Barney Schwartz Park, Ravine Water Park, Huer Huero Creek	Construct bike lanes and pedestrian crossings	From Union to Airport	Mid	Operational Improvements	\$ 1,270,000
NTH-NMOT-010	Paso Robles	Paso Robles	Theatre Drive Improvements	Construct Class 1 bikelanes	From Route 46w to south city limits	Mid	Operational Improvements	\$ 320,000
NTH-NMOT-014	SLO County Public Works	San Miguel	San Miguel Mission St. Improvements Phase III	Construct Downtown enhancements on one block face	Between 11th and 12th Sts.	Mid	Enhancement	\$ 480,000
NTH-NMOT-016	SLO County Public Works	Shandon	San Juan Creek Pedestrian Bridge	Provide pedestrian access across San Juan Creek	In Shandon at San Juan Creek	Mid	Operational Improvements	\$ 1,270,000
NTH-NMOT-017	SLO County Public Works	Templeton	Vineyard Drive Bike Lanes	Construct bike lanes	From Bethel Road to Bennett Way	Mid	Operational Improvements	\$ 820,000
NTH-NMOT-018	SLO County Public Works	Templeton	Main Street Bikeways	Construct Class II bikeways	From US 101 to 8th St	Mid	Operational Improvements	\$ 240,000
NTH-NMOT-019	SLO County Public Works	Templeton	Theatre Drive Bikeway	Construct Class II bikeways	From Main St to Paso Robles City Limit	Mid	Operational Improvements	\$ 170,000
NTH-NMOT-011	SLOCOG	Paso Robles	Pine/4th Park and Ride Lot	Construct or contract Park and Ride lot	In the vicinity of Pine and 4th St.	Mid	Operational Improvements	\$ 380,000
NTH-NMOT-012	SLOCOG	Rural	Route 41 Zoo/Park P&R lot	Construct new shared-use lot	At Atascadero Zoo/Park	Mid	Operational Improvements	\$ 250,000
NTH-NMOT-013	SLOCOG	Rural	Route 101 Cuesta Grade NB Bike Access Study	Study to provide northbound access for bicycles at the summit of Cuesta Grade (P21013)	On Cuesta Grade	Mid	Operational Improvements	\$ 130,000
NTH-NMOT-015	SLOCOG	Santa Margarita	Route 58 Park-and-Ride / Expansion and redesign	Restripe and expand to improve lot.	At existing PNR location	Mid	Operational Improvements	\$ 60,000
REG-NMOT-004	SLOCOG	Regionwide	Safe Routes to School Program	Competitive state/fed grant program to improve access to schools	In various locations throughout the Region	Mid	Operational Improvements	\$ 1,900,000
REG-NMOT-005	SLOCOG	Regionwide	P&R lot lease costs	Funding for lease agreements on privately owned P&R lots	In various locations throughout the Region	Mid	Operational Improvements	\$ 200,000
REG-NMOT-006	SLOCOG	Regionwide	P&R lot maintenance costs	Funding for maintenance for P&R lots	In various locations throughout the Region	Mid	Operational Improvements	\$ 350,000

**Table 6-1 (continued)**  
**Non-Motorized and Livable Community Improvements**  
 (SHORT, MID, AND LONG TERM PROJECTS)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
REG-NMOT-007	SLOCOG	Regionwide	Scenic Byway: Route 1 Billboards (TE)	Transportation enhancement remove billboards (0N420_)	In various Locations along Route 1 corridor	Mid	Enhancement	\$ 2,530,000
REG-NMOT-015	SLOCOG	Regionwide	Alignment Study: Chorro Valley Trail	Develop Alignment Study for trail segment	between Cal Poly and Quintana Blvd (Morro Bay)	Mid	Study	\$ 40,000
STH-NMOT-007	Arroyo Grande	Arroyo Grande	Elm Street Improvements Phase 1	Restripe for Road Diet improvements	From Ash to E Grand Ave	Mid	Operational Improvements	\$ 60,000
STH-NMOT-008	Arroyo Grande	Arroyo Grande	Elm Street Improvements Phase 2	Restripe for Road Diet improvements	From Farroll to City limits	Mid	Operational Improvements	\$ 100,000
STH-NMOT-009	Arroyo Grande	Arroyo Grande	West Branch Street Sidewalks	Construct Sidewalk infill	From Vernon Street to Rodeo Drive	Mid	Operational Improvements	\$ 1,430,000
STH-NMOT-010	Arroyo Grande	Arroyo Grande	Meadow Creek Path	Construct connecting trail	Near James Way through to Oak Park to connect with Grover regional trail network	Mid	Operational Improvements	\$ 110,000
STH-NMOT-011	Arroyo Grande	Arroyo Grande	Scenic Creekside Walkway Phase IV	Extend existing creekside trail to Kiwanis Park	From Phase I to Kiwanis Park	Mid	Operational Improvements	\$ 570,000
STH-NMOT-013	Pismo Beach	Pismo Beach	Bello Street Historic Bridge	Replace Ped/Bike Pismo Creek Path	At Bello Street and Pismo Creek	Mid	Maintenance	\$ 630,000
STH-NMOT-014	Pismo Beach	Pismo Beach	Shell Beach Road Corridor Improvement	Construct streetscape improvements in the CBD of Shell Beach	Between Terrace and Cliff	Mid	Operational Improvements	\$ 1,190,000
STH-NMOT-015	Pismo Beach	Pismo Beach	Pismo Beach Park & Ride (Price Cyn)	In Pismo Beach, Construct park-and-ride in Price Cyn area (mitigation)	At PG&E/Diablo yard	Mid	Operational Improvements	\$ 320,000
STH-NMOT-012	SLOCOG	Nipomo	Los Berros P & R lot	Construct new lot and express bus stop	At 101: NW of Los Berros I/C	Mid	Operational Improvements	\$ 630,000

**Subtotal Mid Term: \$ 44,150,000**

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-NMOT-010	San Luis Obispo City	San Luis Obispo	Bob Jones Ped.-Bike Trail - Bridge Connections	Construct bike bridge and connection	From existing terminous (Water treatment facility) to LOVR	Long	Facilities	\$ 880,000
CEN-NMOT-009	SLO County General Services	Rural	Bob Jones Ped.-Bike Trail Phase 2	Construction of Class 1 bikeway	In Rural - San Luis Obispo, Octagon Barn to San Luis Bay Dr.	Long	Operational Improvements	\$ 6,140,000
CST-NMOT-016	Morro Bay	Morro Bay	Lateral Access Improvements	Increase ped. access along the bayfront visitor serving area	At Misc. locations along Embarcadero Road between Marina and Beach St.	Long	Operational Improvements	\$ 140,000
CST-NMOT-017	Morro Bay	Morro Bay	Main Street/Morro Bay Blvd. Enhancements	Streetscape and amenities	At various Downtown Morro Bay locations	Long	Operational Improvements	\$ 3,070,000
CST-NMOT-018	Morro Bay	Morro Bay	Main Street/Morro Bay Blvd. Enhancements Phase II	Streetscape and amenities	At various Downtown Morro Bay locations	Long	Operational Improvements	\$ 3,070,000
CST-NMOT-014	SLO County General Services	Cayucos	Cayucos Old Creek Bridge Highway 1 Crossing	Construct Class 1 bike/ped bridge crossing	Over Old Creek or under Highway 1	Long	Operational Improvements	\$ 2,100,000
CST-NMOT-013	SLO County Public Works	Cayucos	Cayucos Downtown Community Enhancements	ped/bike/parking and streetscape improvements	In various locations in Cayucos	Long	Enhancement	\$ 1,750,000
CST-NMOT-015	SLO County Public Works	Los Osos	11th St. Widening	Add shoulders and bike lanes, with parking	In Los Osos, corridorwide	Long	Operational Improvements	\$ 880,000
CST-NMOT-019	SLO County Public Works	Rural	San Simeon Circulation Enhancements	Improve ped/traffic access joining E & W San Simeon	Various	Long	Operational Improvements	\$ 2,150,000
NTH-NMOT-020	Paso Robles	Paso Robles	Spring Street Phase 1b	Construct 6 blocks of Improvements per Town Center Plan	Between 24th and 36th	Long	Enhancement	\$ 4,380,000
NTH-NMOT-021	Paso Robles	Paso Robles	Riverside Avenue Class II Bike lanes	Construct Class II bikelanes	From 4th to City limits	Long	Operational Improvements	\$ 2,100,000
NTH-NMOT-023	SLO County General Services	Rural	Anza Trail Segment - Santa Margarita	Construct multi-purpose Anza trail segment	From Garden Farms to Santa Margarita	Long	Operational Improvements	\$ 310,000
NTH-NMOT-024	SLO County Public Works	San Miguel	San Miguel - Mission St. Streetside Improvements - Phase IV - west side	Install curb, gutter, sidewalks, street trees, signs and lights south of downtown	From 8th St to 11th St	Long	Operational Improvements	\$ 740,000
REG-NMOT-008	SLOCOG	Regionwide	Open Space Acquisitions	Consistent with 2050 policies	In various locations throughout the Region	Long	Enhancement	\$ 11,400,000

**Table 6-1 (continued)**  
**Non-Motorized and Livable Community Improvements**  
 (SHORT, MID, AND LONG TERM PROJECTS)

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
REG-NMOT-009	SLOCOG	Regionwide	Regional ITS improvements for Peds	Pedestrian safety devices (i.e. advanced x-walks)	In various locations throughout the Region	Long	Operational Improvements	\$ 880,000
STH-NMOT-016	Arroyo Grande	Arroyo Grande	Corbett Canyon/Huasna/227 bike lanes	Install bike lanes	From Printz to Huasna	Long	Operational Improvements	\$ 460,000
STH-NMOT-017	Arroyo Grande	Arroyo Grande	Corbett Canyon Rd Class II bike lanes	Install bike lanes	From Huasna Rd. to City Limits	Long	Operational Improvements	\$ 1,750,000
STH-NMOT-018	Grover Beach	Grover Beach	Beach Cities Trail	Construct Pedestrian/bike trail	Along westerly city limit from Pismo Beach to Oceano	Long	Operational Improvements	\$ 1,230,000
STH-NMOT-023	Pismo Beach	Pismo Beach	Pismo Creek Trail / De Anza Trail	Construct Class I bicycle facilities along Pismo Creek	From Route 1 to eastern city limits	Long	Capacity Increasing	\$ 4,560,000
STH-NMOT-024	Pismo Beach	Pismo Beach	Route 101 Bike/Pedestrian underpass Pismo Creek, De Anza Trail Segment	Construct ADA accessible pedestrian and bicycle crossing at US 101	At US 101 and pismo creek	Long	Operational Improvements	\$ 3,510,000
STH-NMOT-019	SLO County Public Works	Nipomo	W. Tefft Street Improvements	Install medians and access improvements	W. Tefft Corridor, various locations	Long	Operational Improvements	\$ 2,630,000
STH-NMOT-020	SLO County Public Works	Nipomo	Hill Street Widening	Widen and improve with sidewalk/streetscape	From Mary to S. Frontage	Long	Operational Improvements	\$ 590,000
STH-NMOT-021	SLO County Public Works	Nipomo	Nipomo Gateway Installations	Design and install gateway signs and landscaping	At edges of West Tefft Corridor and the Olde Towne	Long	Operational Improvements	\$ 50,000
STH-NMOT-022	SLO County Public Works	Nipomo	Mary Avenue Streetscape Enhancements	Construct enhancements	Mary Ave corridor near Tefft	Long	Operational Improvements	\$ 1,120,000
STH-NMOT-026	SLO County Public Works	Rural	Los Berros Road Widening/Bike lanes, Phase II	Construct 1-6' shoulders on Los Berros	From Valley to El Campo	Long	Operational Improvements	\$ 1,180,000
STH-NMOT-025	SLOCOG	Pismo Beach	Pismo Beach Park & Ride	Construct Park-and-Ride lot north of Dolliver	At location yet to be determined	Long	Operational Improvements	\$ 530,000
CST-NMOT-020	SLO County	Rural	Highway 1 - Scenic Highway Enhancements	Install underground utilities, plant trees and other vegetation, screening unsightly features	In various locations of Estero and North Coast planning areas	Long	Enhancement	\$ 2,630,000
NTH-NMOT-025	SLO County Public Works	Templeton	Las Tablas Bike Lanes and Extension	Construct Class II bike lanes	From US 101 to Old County Road	Long	Operational Improvements	\$ 1,750,000
REG-NMOT-010	SLOCOG	Regionwide	Region-wide Safe Routes to School Program	Competitive state/fed grant program to improve access to schools	In various locations throughout the Region	Long	Operational Improvements	\$ 7,890,000
REG-NMOT-011	SLOCOG	Regionwide	Region-wide P&R lot lease costs	Funding for lease agreements on privately owned P&R lots	In various locations throughout the Region	Long	Operational Improvements	\$ 840,000
REG-NMOT-012	SLOCOG	Regionwide	Region-wide P&R lot maintenance costs	Funding for maintenance for P&R lots	In various locations throughout the Region	Long	Operational Improvements	\$ 3,440,000
STH-NMOT-027	SLO County Public Works	Rural	Los Berros Road Widening/Bike lanes, Phase I	(In Rural - South County, widen Los Berros Rd. with 1-12' travel lanes & 2-6' bike lanes)	From Stanton to El Campo	Long	Operational Improvements	\$ 2,190,000
CST-NMOT-023	Morro Bay	Morro Bay	Downtown Class II Bikeway Imp.	Construct 7070 ft. of Class II improvements in downtown MB	At various Downtown Morro Bay locations	Long	Operational Improvements	\$ 180,000
CST-NMOT-021	SLO County General Services	Cambria	Vista Overlook/Staging and parking area	Construct a scenic overlook and staging area	In Cambria at East-West Ranch	Long	Enhancement	\$ 1,050,000
CST-NMOT-022	SLOCOG	Morro Bay	State Park Rd Bike Improvements	Provide bike improvements	On State Park Road corridor	Long	Operational Improvements	\$ 880,000
NTH-NMOT-026	SLO County Public Works	Shandon	Shandon Downtown Enhancements	Construct Streetscape and amenities	In various downtown locations	Long	Enhancement	\$ 880,000
STH-NMOT-028	SLO County Public Works	Oceano	Front Street Class II Bike lanes	Construct Class II bike lanes to fill gaps	From Elm to Halcyon	Long	Operational Improvements	\$ 440,000

**Subtotal Long Term: \$ 79,770,000**

**Total \$ 128,180,000**

**Table 6-2**  
**Non-Motorized and Livable Community Improvement**  
**(UNCONSTRAINED)**

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CEN-NMOT-013	San Luis Obispo City	San Luis Obispo	Bike and Ped Improvements	Various bicycle and pedestrian improvements	In Varous locations Citywide	Unconstrained	Access Impr.	\$ 520,000
CEN-NMOT-014	San Luis Obispo City	San Luis Obispo	Downtown Access Improvements	Enhance bicycle access to the commercial core	In various SLO downtown entry points	Unconstrained	Access Impr.	\$ 160,000
CEN-NMOT-015	San Luis Obispo City	San Luis Obispo	Laguna Lake Bikepath	Construct Class 1 bikepath connection	Parallel to LOVR connecting Park to O'Connor Way	Unconstrained	Access Impr.	\$ 4,420,000
CEN-NMOT-016	San Luis Obispo City	San Luis Obispo	RRST Bikepath Phase IV	Construct bikepath from Marsh Street to Foothill	Along UPRR from Marsh Street to Foothill Road	Unconstrained	Facilities	\$ 10,780,000
CEN-NMOT-017	San Luis Obispo City	San Luis Obispo	RRST Bikepath Phase VI	Construct bicycle-ped. bridge over RR at Penny Lane	At junction of Penny Lane and UPRR	Unconstrained	Facilities	\$ 1,620,000
CEN-NMOT-018	San Luis Obispo City	San Luis Obispo	RRST Bikepath Phase VII	Construct Class 1 bikepath	Along and adjacent to UPRR from Ironbark to Tank Farm Road	Unconstrained	Facilities	\$ 3,230,000
CEN-NMOT-019	San Luis Obispo City	San Luis Obispo	Bob Jones Ped.-Bike Trail - Ph II	Construct Class 1 bike path	Along and adjacent to San Luis Creek from Madonna to Prado Road	Unconstrained	Facilities	\$ 3,670,000
CEN-NMOT-020	San Luis Obispo City	San Luis Obispo	Prefumo Creek Bikepath connector	Construct bikepath	Along and adjacent to Prefumo Creek from Madonna to Calle Joaquin	Unconstrained	Facilities	\$ 1,620,000
CEN-NMOT-021	San Luis Obispo City	San Luis Obispo	Lawrence Drive Ped.-Bike Bridge	Construct bike bridge and connection	Across UPRR from Lawrence to City Railroad Trail	Unconstrained	Access Impr.	\$ 5,390,000
CEN-NMOT-022	San Luis Obispo City	San Luis Obispo	RR Bike Bridge Crossing (Industrial)	Construct Bicycle Bridge across UPRR tracks	On Industrial Way East of Sacramento to Orcutt	Unconstrained	Capacity Increasing	\$ 3,230,000
CEN-NMOT-023	San Luis Obispo City	San Luis Obispo	US 101 Class 1 Bikeway	Construct Class I bikepath	Adjacent to US 101 on west side of freeway Marsh to Madonna	Unconstrained	Capacity Increasing	\$ 7,330,000
CEN-NMOT-024	San Luis Obispo City	San Luis Obispo	Mission Plaza Expansion	Closure of Broad Street Dogleg	Between Monterey and Palm Street	Unconstrained	Amenities	\$ 920,000
CEN-NMOT-025	San Luis Obispo City	San Luis Obispo	Garden Street Enhancement	Modify parking, expand sidewalks, add bulb-outs and landscaping	Between Marsh and Higuera	Unconstrained	Amenities	\$ 650,000
CEN-NMOT-012	SLO County General Services	Rural	Bob Jones Ped.-Bike Trail	Construct Class 1 bikeway	In Rural - San Luis Obispo, San Luis Bay Dr to Avila Beach Rd/Ontario	Unconstrained	Operational Improvements	\$ 10,780,000
CEN-NMOT-011	SLO County Public Works	Rural	Route. 227 Shoulders bike lanes	Construct Class II bike lanes	From San Luis Obispo city limits to Price Cyn Rd	Unconstrained	Operational Improvements	\$ 21,570,000
CEN-NMOT-015	SLOCOG	San Luis Obispo	Prado Road Park and Ride	Install parking lot for car/vanpool commuters	In San Luis Obispo at/near the future Prado Road/Hwy 101 Improvements	Unconstrained	Operational Improvements	\$ 650,000
CST-NMOT-028	Morro Bay	Morro Bay	South St. Class I Bikepath	Construct Class I bikeway along South St	Between Morro Avenue to Embarcadero Road	Unconstrained	Operational Improvements	\$ 80,000
CST-NMOT-025	SLO County General Services	Cayucos	Hardie Community Park Trail	Acquire an easement and develop a pedestrian/bicycle trail linking Hardie Park with the beach.	In Cayucos, from Hardie Park to the Beach	Unconstrained	Operational Improvements	\$ -
CST-NMOT-029	SLO County General Services	Rural	Route 1 Roadside Rec. Facilities	Construct staging facilities for roadside rec. opportunities	In various locations of North Coast planning area	Unconstrained	Operational Improvements	\$ 700,000
CST-NMOT-024	SLO County Public Works	Los Osos	Doris Ave. Roadway Construction	Widen shoulder, construct and sign Class II bicycle facility	In Los Osos, along corridor	Unconstrained	Operational Improvements	\$ 380,000

**Table 6-2 (continued)**  
**Non-Motorized and Livable Community Improvement**  
**(UNCONSTRAINED)**

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
CST-NMOT-026	SLO County Public Works	Los Osos	7th St. Widening	Add shoulders and bike lanes, with parking	In Los Osos, corridorwide	Unconstrained	Operational Improvements	\$ 650,000
CST-NMOT-027	SLO County Public Works	Los Osos	Santa Ysabel Pathway Phase II	Ped and bicycle improvements, travel lane treatments at intersections	In Los Osos, corridorwide	Unconstrained	Operational Improvements	\$ 1,290,000
CST-NMOT-030	SLOCOG	Rural	Route 1 Toro Creek Bridge Widening	Widen or Replace Toro Creek Bridge to accommodate bicycles (P21007)	At Route 1 over Toro Creek	Unconstrained	Operational Improvements	\$ 4,740,000
NTH-NMOT-027	Atascadero	Atascadero	Lake Park Zoo Frontage Trail (along Route 41)	Construct ped./bike trail and sound wall at zoo frontage	Between memorial park and Lago Ave	Unconstrained	Maintenance	\$ 3,230,000
NTH-NMOT-028	Atascadero	Atascadero	Downtown Streetscape Improvements Ph 4	Construct bulb-outs, bike lanes and ped crossings, decorative lighting, sidewalks and parking.	In downtown on Entrada Ave, Palma Ave, West Mall and East Mall	Unconstrained	Operational Improvements	\$ 6,470,000
NTH-NMOT-029	Atascadero	Atascadero	Portola Ave. Class III	Widen shoulders and sign 1 mi. class III bicycle facility	From Morro Road to Santa Lucia Ave	Unconstrained	Operational Improvements	\$ 750,000
NTH-NMOT-030	Atascadero	Atascadero	Atascadero Railroad Multi Use Path	Construct Multi-Use path/trail connecting to Temp connector	Adjacent to RR from Santa Barbara Rd to north City boundary	Unconstrained	Access Impr.	\$ 4,850,000
NTH-NMOT-031	Paso Robles	Paso Robles	Spring Street Phase 2	Construct Improvements per Town Center Plan	1st to 24th	Unconstrained	Operational Improvements	\$ 17,250,000
NTH-NMOT-032	Paso Robles	Paso Robles	Dry Creek Bike Lanes and Traffic Calming	Construct improvements	Between Airport Road to Jardine	Unconstrained	Operational Improvements	\$ 21,570,000
NTH-NMOT-033	Paso Robles	Paso Robles	Creekside Bikepath 1	Construct Class I path	Nicklaus to Old South River Road	Unconstrained	Operational Improvements	\$ 750,000
NTH-NMOT-034	Paso Robles	Paso Robles	Creekside Bikepath 2	Construct Class I path	Snead to Old South River Road	Unconstrained	Operational Improvements	\$ 1,080,000
NTH-NMOT-035	Paso Robles	Paso Robles	Airport Road Bike Lanes	Construct Class II bike paths	Linne to Meadowlark	Unconstrained	Operational Improvements	\$ 110,000
NTH-NMOT-036	Paso Robles	Paso Robles	Route 46 East Undercrossing	Construct bike lanes and pedestrian crossings	Between Cuesta College and CRASP	Unconstrained	Operational Improvements	\$ 3,230,000
NTH-NMOT-037	Paso Robles	Paso Robles	Buena Vista bikelanes and pedestrian crossings	Construct improvements	connecting north & south Highway 46 East	Unconstrained	Operational Improvements	\$ 12,940,000
NTH-NMOT-038	Paso Robles	Paso Robles	South River Bikepath	Construct Class II bikepath	From Serenade to Creston	Unconstrained	Operational Improvements	\$ 220,000
NTH-NMOT-039	Paso Robles	Paso Robles	Charolais Bikepath	Construct Class I path	Between South River and Riverbank	Unconstrained	Operational Improvements	\$ 1,080,000
NTH-NMOT-040	Paso Robles	Paso Robles	21st Street Improvements	Improve per 'complete street' concept	From Spring to Riverside	Unconstrained	Maintenance	\$ 6,470,000
NTH-NMOT-053	Paso Robles	Paso Robles	24th St. Bridge Ped Improvements	Improve Ped access	At the 24th St. Bridge	Unconstrained	Operational Improvements	\$ 5,390,000
NTH-NMOT-022	SLO County General Services	Rural	Templeton-Atascadero Bikeway Connector	Construct Class 1 Path	Between San Ramon and Vineyard	Unconstrained	Operational Improvements	\$ 6,470,000
NTH-NMOT-041	SLO County Public Works	Rural	Route. 58 Class II Bike lanes	Construct Class II bicycle facilities	From El Camino Real to Pozo Rd	Unconstrained	Operational Improvements	\$ 1,620,000
NTH-NMOT-042	SLO County Public Works	Rural	Cuesta Grade/Route 58 Bikeway - Ph II	Construct an off-highway bikeway connector (Multi-Use Facility)	Between 101 and RR from Route 58 to Cuesta Grade	Unconstrained	Operational Improvements	\$ 2,590,000
NTH-NMOT-043	SLO County Public Works	Rural	Nacimiento Lake Dr.- Bike Lane Ph. I	Construct bike lanes	From Paso Robles city limits to San Marcos Rd	Unconstrained	Operational Improvements	\$ 2,160,000



**Table 6-2 (continued)**  
**Non-Motorized and Livable Community Improvement**  
**(UNCONSTRAINED)**

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
NTH-NMOT-044	SLO County Public Works	Rural	Nacimiento Lake Dr. Bike Lane Ph. II	Construct bike lanes	From San Marco Rd to Chimney Rock	Unconstrained	Operational Improvements	\$ 2,160,000
NTH-NMOT-046	SLO County Public Works	San Miguel	San Miguel - 10th St. Improvements	Install curb, gutter, sidewalks, street trees and lights	Between US 101 and Mission St	Unconstrained	Operational Improvements	\$ 1,100,000
NTH-NMOT-047	SLO County Public Works	Santa Margarita	Santa Margarita -Highway 58 - El Camino Real streetscape Imps. Ph 1	Construct landscaped center median, curb, gutter, pavement treatments, and	On El Camino Real in Santa Margarita Downtown area	Unconstrained	Operational Improvements	\$ 22,820,000
NTH-NMOT-048	SLO County Public Works	Santa Margarita	Santa Margarita -Highway 58 - El Camino Real streetscape Imps. Ph 2	Construct landscaped center median, curb, gutter, pavement treatments, and ped. Imps.	On El Camino Real in Santa Margarita Downtown area	Unconstrained	Operational Improvements	\$ 5,340,000
NTH-NMOT-050	SLO County Public Works	Rural	Templeton Road Widening	Add bike lanes/shoulder in rural area.	From South El Pomar to SR 41	Unconstrained	Operational Improvements	\$ 4,100,000
NTH-NMOT-051	SLO County Public Works	Templeton	Bethel Road Bike Lanes	Widen Shoulders and add Class II bike lanes	From Vineyard Drive to Las Tablas	Unconstrained	Operational Improvements	\$ 970,000
NTH-NMOT-052	SLO County Public Works	Templeton	Templeton North Main Street Improvements	Construct center median, detached sidewalks, street trees and lights, landscaping.	Between US 101 and 1st St	Unconstrained	Operational Improvements	\$ 20,830,000
NTH-NMOT-045	SLOCOG	Rural	Route 101 Cuesta Grade NB Bike Access	Construct northbound access for bicycles (P21013)	At the summit of Cuesta Grade	Unconstrained	Operational Improvements	\$ 6,470,000
NTH-NMOT-049	SLOCOG	Santa Margarita	101/58 Park and Ride expansion	Construct new PnR and provide Express Bus Stop	At n/o 58, near existing PnR	Unconstrained	Operational Improvements	\$ 6,470,000
NTH-NMOT-054	SLOCOG	Rural	Shandon Park and Ride	Install parking lot for car/vanpool commuters	In the Community of Shandon in Northern San Luis Obispo County	Unconstrained	Operational Improvements	\$ 650,000
REG-NMOT-013	SLOCOG	Regionwide	Regional ITS improvements	Motorist aid information systems improvements, new installations, and expansions. (511, Radar Speed signs, data collection, signal control)	In Various locations for various technologies	Unconstrained	Operational Improvements	\$ 1,080,000
REG-NMOT-014	SLOCOG	Regionwide	Chorro Valley Trail	Construct 11 mile Bike/T rail segment parallel to Route 1	between Cal Poly and Quintana Blvd (Morro Bay)	Unconstrained	Enhancement	\$ 23,720,000
REG-NMOT-016	SLOCOG	Regionwide	Anza Trail (Salinas River)	Construct 25 mile Bike/T rail segment parallel to Salinas River	between Santa Margarita and San Miguel	Unconstrained	Enhancement	\$ 53,910,000
STH-NMOT-029	Arroyo Grande	Arroyo Grande	Alpine Street bike lanes	Construct Class II bike lanes	Between Fair Oaks Ave. and El Camino Real	Unconstrained	Operational Improvements	\$ 110,000
STH-NMOT-030	Arroyo Grande	Arroyo Grande	Regional Center W Branch to Rodeo Drive Creekwalk	Extend trail	From existing trail terminus to West Branch Street	Unconstrained	Operational Improvements	\$ 110,000
STH-NMOT-031	Arroyo Grande	Arroyo Grande	Scenic Creekside Walkway Phase V	Extend trail and provide ped crossing under 101	From Bridge / Olohan Alley along northern edge of Arroyo Grande Creek to cross beneath US 101 at East Grand Ave.	Unconstrained	Operational Improvements	\$ 1,080,000
STH-NMOT-033	Grover Beach	Grover Beach	S. 13th Street Sidewalk Improvements	Construct Bulbouts/sidewalk/ADA Improvements	From Manhattan Ave. to the Pike	Unconstrained	Operational Improvements	\$ 2,330,000
STH-NMOT-045	Pismo Beach	Pismo Beach	Pismo Beach Promenade - North	Extend Beach Promenade North	From Main Street to Harlow	Unconstrained	Operational Improvements	\$ 21,570,000
STH-NMOT-048	Pismo Beach	Pismo Beach	Pismo Bike/Ped Plan Projects	Construct Various Class I, II, III bikeway improvements and regional pedestrian improvements	various locations in PismoBeach	Unconstrained	Enhancement	\$ 39,230,000

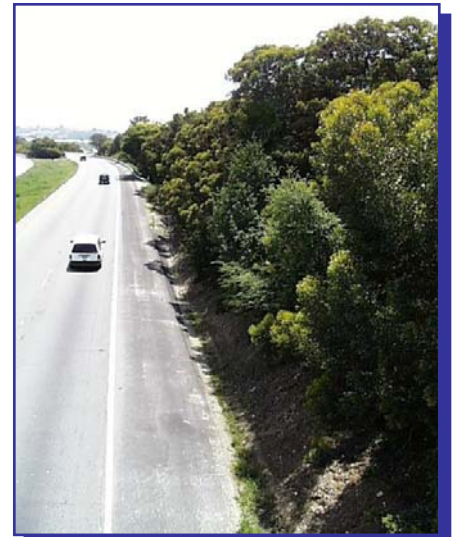
**Table 6-2 (continued)**  
**Non-Motorized and Livable Community Improvement**  
**(UNCONSTRAINED)**

2010 MPO ID	Sponsor	Location of project	Project Title	Short Description	Project Limits	2010 Timeframe S/M/L	Primary Purpose	Escalated \$ to constr. yr
STH-NMOT-042	SLO County General Services	Nipomo	Nipomo Creek Linear Path Formerly Pacific Coast RR Bike/Ped Path	Construct 12' wide Class I bike/ped path	Along Nipomo Creek (Coast RR row); e/o 101 Los Berros to S. Nipomo	Unconstrained	Operational Improvements	\$ 8,200,000
STH-NMOT-044	SLO County General Services	Oceano	Oceano Beach Trail	Construct a pedestrian/bicycle trail	From Front and Beach Streets to Arroyo Grande Creek (Dike) Trail	Unconstrained	Operational Improvements	\$ -
STH-NMOT-032	SLO County Public Works	Rural	Lopez Drive Bike Lanes	Construct Class II bike lanes	From Arroyo Grande City Limit to Orcutt Rd	Unconstrained	Operational Improvements	\$ 8,630,000
STH-NMOT-034	SLO County Public Works	Nipomo	Pomeroy Rd. Widening & bike lanes	Widen to 2-12' travel lanes, 12' ctr lanes & 2-6' bike lanes	Pomeroy Rd corridor	Unconstrained	Operational Improvements	\$ 690,000
STH-NMOT-035	SLO County Public Works	Nipomo	So. Frontage Rd. Widening & bike lanes	Widen S. Frontage to 2-12' travel lanes, 12' ctr & 2-6' bike lanes	S. Frontage Rd corridor	Unconstrained	Operational Improvements	\$ 240,000
STH-NMOT-036	SLO County Public Works	Nipomo	Thompson Road Streetscape Improvements	Construct enhancements	From Price Street north to High School	Unconstrained	Operational Improvements	\$ 6,040,000
STH-NMOT-037	SLO County Public Works	Nipomo	W. Tefft Street Streetscape	Install sidewalks, streetlights and street trees	From existing sidewalk west to Gardenia Way	Unconstrained	Operational Improvements	\$ 5,340,000
STH-NMOT-038	SLO County Public Works	Nipomo	Orchard Ave. Widening and bike lanes	Widen Orchard to 2-12' travel lanes, 12' ctr lane & 2-6' bike lanes	From south of Southland to terminous	Unconstrained	Operational Improvements	\$ 2,370,000
STH-NMOT-039	SLO County Public Works	Nipomo	Hazel Lane bike lane	Construct bike lanes to school and park	On Hazel Lane	Unconstrained	Operational Improvements	\$ 110,000
STH-NMOT-040	SLO County Public Works	Nipomo	Juniper St. bike lanes	Widen Juniper St. to provide 2-12' travel lanes & 2-4' bike lanes)	On Juniper St.	Unconstrained	Operational Improvements	\$ 280,000
STH-NMOT-041	SLO County Public Works	Nipomo	Nipomo Reg. Park Bike/Ped Path	Construct 12' wide Class I Bike/Ped path	Around Nipomo Park	Unconstrained	Operational Improvements	\$ 2,160,000
STH-NMOT-043	SLO County Public Works	Oceano	17th and 19th Streets Ped improvements	Construct sidewalks and streetlights	On 17th and 19th Streets from Wilmar Ave. to Front and Cienaga Street, and on connecting streets	Unconstrained	Operational Improvements	\$ 5,090,000
STH-NMOT-046	SLO County Public Works	Rural	El Campo Road Bike lanes	Widen El Campo Rd. for 1-6' shoulders/bike lanes	From Los Berros to S. Halcyon	Unconstrained	Operational Improvements	\$ 2,370,000
STH-NMOT-047	SLO County Public Works	Rural	South County Class I & II Bike lanes	Construct Class I & II Bike lanes in So. Co.	At locations yet to be determined	Unconstrained	Operational Improvements	\$ 14,020,000
STH-NMOT-049	SLOCOG	Rural	Route 166 I/C Park and Ride	Install parking lot for car/vanpool commuters	in South San Luis Obispo County at the SR 166/Hwy 101 Interchange	Unconstrained	Operational Improvements	\$ 650,000
STH-NMOT-050	SLOCOG	Pismo Beach	Cave Landing Road Class I Path	Construct 1 mile segment of Class I or Multiuse trail	from Shell Beach Road to Cave Landing	Unconstrained	Operational Improvements	\$ 2,160,000
<b>Total</b>								<b>\$ 455,010,000</b>

# SLOCOG 2010 RTP-PSCS

## Chapter 7

### *Performance Indicators*



## **Performance Indicators**

### **Table of Contents**

Measuring the Performance of the Plan .....	7-2
Smart Mobility Indicators.....	7-3
Updated SLOCOG Performance Measures.....	7-5
Overall System Performance.....	7-5
Summary of Performance Indicators .....	7-6

## Measuring the Performance of the Plan

Following the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), a major shift in the transportation planning process took place. This shift led SLOCOG to the adoption of wide ranging objectives and policies to create a seamless and integrated multimodal transportation system that comprehensively addressed all travel modes. An important result of this landmark legislation was an increased emphasis on the use of performance indicators to improve the planning and programming process.

SLOCOG began reporting the performance of the transportation system in a significant way with the development of the *1994 Regional Transportation Plan*. This plan included a range of performance indicators used to evaluate progress towards accomplishing adopted goals, objectives and policies. Subsequently, these performance indicators were expanded to address smart growth and sustainable development. The performance monitoring process is continually evolving and maturing as new tools and better data become available.

### Smart Mobility Indicators

The passage of AB 32 and SB 375, and the initiation of the Regional Blueprint Planning Program are further important milestones in the evolution of performance measuring process. In 2009, as a direct response to these actions, Caltrans' Office of Community Planning began working with the U.S. Environmental Protection Agency (USEPA), the Governor's Office of Planning and Research (OPR), the California Department of Housing and Community Development (HCD) and regional agencies from throughout the state to produce a planning guide that formally integrated smart growth concepts into the transportation planning process.

This work resulted in the publication of the *Smart Mobility 2010: A Call to Action for the New Decade (Smart Mobility 2010)*, which comprehensively addresses how performance measures can be applied to various levels of plans, programs, or projects. The report has been described as "a new approach to integration of transportation and land use that addresses long-range challenges and provides short-term pragmatic actions to implement multimodal and sustainable transportation strategies in California."

The performance indicators included in the *Smart Mobility 2010* report are structured around the following set of overall issues and related performance measures:

**Table 7-1**  
**Smart Mobility Issues**

Issue	Performance Measures
<b>Location Efficiency</b>	Support for Sustainable Growth; Transit Mode share and Accessibility & Connectivity
<b>Reliable Mobility</b>	Multi-modal Travel Mobility, Multi-Modal Reliability and Multi-Modal Service Quality
<b>Health &amp; Safety</b>	Multi-Modal Safety; Design & Speed Suitability and Pedestrian & Bicycle Mode Share
<b>Env. Stewardship</b>	Climate & Energy Conservation and Reduction of Greenhouse Gas Emissions
<b>Social Equity</b>	Equitable Distribution of Impacts and Equitable Distribution of Access and Mobility
<b>Robust Economy</b>	Effect of Congestion on Productivity; Efficient Use of Resources; Optimization of Network Performance

The following tables address the core issues, performance measures, and statewide indicators that were developed by the team that developed the *Smart Mobility 2010*. These tables include existing indicators used to evaluate the performance of the RTP and proposed indicators that will help address a number of issues defined in *2010 Smart Mobility*. They also identify tools and data that are needed to better address the issues and performance measures.

**Table 7-2  
Smart Mobility Issues Matrix (Part 1 of 2)**

<b>2010 SLOCOG RTP-PSCS: Integration of Smart Mobility Performance Indicators</b>				
<b>Issue</b>	<b>Performance Measure</b>	<b>Statewide Indicators</b>	<b>Existing &amp; Proposed Indicators</b>	<b>Existing &amp; Proposed Tools &amp; Data</b>
<b>Location Efficiency</b>	<b>Support for Sustainable Growth</b>	Consistency with objectives of Sustainable Communities Strategy; Comparison of alternatives; Reductions in VMT through compact land use and demand management; Acres of land developed by type; Building permits issued by area	<u>Acres of land developed, acres of farm land converted to urban uses, Single &amp; multi-family building permits issued for development in urban and rural areas, over time and extent of development in targeted growth areas</u>	<i>Statewide or enhanced regional travel model, state and regional household travel surveys and land use inventories, land use conversion reports prepared by Ca. Department of Conservation and building permit data.</i>
	<b>Multi-Modal Shares and Performance</b>	Number & percent of trips within a corridor or by route by bus, rail or other high-occupancy-vehicle; or number and percent of trips made by bicycle or walking	<u>Number and percent of all trips on Public Transit and other high occupancy vehicle, by bicycle or walking</u>	<u>Census American Community Survey (ACS) data; Transit ridership data; activity-based traffic model; statewide or regional household travels and transit on-board surveys</u>
	<b>Accessibility and Connectivity</b>	Number & percent of population, households or employed persons living within a 30 minute transit ride or 20 minute auto ride to major employment center, or the number and percentage of children within walking distance of schools.	<u>Vehicle miles of travel &amp; VMT per capita; Location, number &amp; usage of park and Ride Lots; Miles and Location of Bike lanes; Percent of total population or households within 1/4 &amp; 1/2 mile of transit routes and stops; percent of school children living within 1/4 &amp; 1/2 mile of schools; transit riders per capita, and percentage of new development in urban areas</u>	<i>Final 2010 Census Data, American Community Survey (ACS) Data as compiled in Census Transportation Planning Package (CTPP) and SLOCOG model data on population and households and regional household travel and on-board surveys</i>
<b>Reliable Mobility</b>	<b>Multi-modal Travel Mobility &amp; Performance</b>	Travel times and costs by mode between origins and destinations for a corridor, transit route or the entire region; cost of transit service.	<u>Census ACS travel times by mode, Change in Average Daily Traffic On US 101; cost of travel by bus and auto</u>	<i>Real-time traffic detection system providing speed data, tracking of transit routes and schedules &amp; regional household travel and on-board surveys.</i>
	<b>Multi-modal Travel Reliability</b>	Variability of travel times between origins and destinations by mode, for corridors or throughout region.	<u>Census ACS Travel Times for employed persons by mode; and travel times by bus and auto and the cost of each mode between origins and destinations</u>	<i>Real-time traffic detection system providing speed data, tracking of transit routes and schedules; and regional household travel and on-board surveys.</i>
	<b>Multi-modal Service Quality</b>	Mode-specific Level-of-Service measures of pedestrian and bicycle facilities and comfort, transit availability, on-time performance and reliability, and availability and on-time performance of airlines and passenger rail services.	<u>(Total Travel Time), Travel time delay, duration of congestion, freeway volume and density, average speed, queuing, transit vehicle delay, transit passenger delay; Percent of urban streets with sidewalks and bike lanes; availability, usage and on-time performance of public transit services, commercial airline service and passenger rail service; Miles and location of bike lanes &amp; Pedestrian Boardwalks.</u>	<i>Traffic detection and analysis system providing facility geometric and signal timing, trip counts, speed and delay counts by mode; regional household travel survey and on-board surveys; and on-time performance data provided by local and regional transit providers, airlines and Amtrak</i>
<b>Health &amp; Safety</b>	<b>Multi-modal Safety</b>	Vehicle collision rate and severity by travel mode and facility, compared to statewide averages for each user group and facility type.	<u>Total Fatalities &amp; Injuries per year, fatalities &amp; injuries per Vehicle Mile of Travel (VMT); Pedestrian &amp; Bicycle safety Indexes; and number of accidents by transit service</u>	<u>Ca. Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) and National Transit Database Safety databases; and local transit data base</u>
	<b>Design and/or Speed Suitability</b>	Conformance with design elements and traffic speed related to mix of transportation modes, adjoining land uses and area character.	<u>Conformance with Caltrans Complete Streets Guidelines, ITE Best Practice: and Designing Walkable Urban Thoroughfares: Miles and location of bike lanes &amp; Pedestrian Boardwalks</u>	<i>New standards and practices addressing design speed by facility and place type.</i>
	<b>Pedestrian &amp; Bicycle Mode Share</b>	Number and Percent of trips made by a worker walking or by bicycle within a corridor or throughout the region.	<u>Increase in miles and location of bike lanes &amp; pedestrian boardwalks</u>	<i>Statewide/regional household travel surveys; pedestrian and bicycle count programs; Census ACS data on Pedestrian and bicycle mode shares; local inventories</i>

**Table 7-2 (continued)**  
**Smart Mobility Issues Matrix (Part 2 of 2)**

2010 SLOCOG RTP-PSCS: Integration of Smart Mobility Performance Indicators				
Issue	Performance Measure	Statewide Indicators	Existing or Proposed Indicator	Existing & Proposed Tools & Data
Environmental Stewardship	Climate & Energy Conservation	Number and percentage change in Vehicle Miles of Travel (VMT) per capita; and total or percent reduction of VMT and by capita	<u>Number and percent change in Vehicle Miles of Travel (VMT) &amp; VMT per capita; Average Vehicle Occupancy (AVO) of vehicles traveling through the region;</u>	<u>Enhanced regional model addressing land use and demand management, and Caltrans annual California Motor Vehicle Stock Travel, and Fuel Forecast (MVSTAFF) report; and AVO surveys</u>
	Emissions Reduction	Reduction of Vehicle Miles of Travel (VMT) and reduction of growth in Greenhouse Gases (GHGs) total and as percentage of target; and change in Average Vehicle Occupancy (AVO)	<u>Reduction of VMT and increases of AVO resulting from use of alternative travel modes (bike, pedestrian, transit, walking, working at home); increasing Average Vehicle Occupancy</u>	<u>Enhanced regional travel Model and calculation of VMT by time of day/facility, traffic/speed profile</u>
Social Equity	Equitable Distribution of Impacts	Impact of investments on low-income, minority, disabled, youth and elderly	<u>Impacts of facility construction, service change, land use changes, displacement by income, race and age; and equitable investments in transportation facilities and services, including routes, frequency</u>	<u>Inventories of households, businesses, schools, senior centers, and medical facilities; Funding allocated for Park and Ride Lots, bikelanes, pedestrian facilities and transit service</u>
	Equitable Distribution of Access and Mobility	Travel times and costs by income group and minority group for work/school and other trips; equitable access to public transit, aviation and rail services	<u>Travel mode accessibility, including public transit; time and cost of transportation access; location and provision of sidewalks, number and location of Park and Ride Lots; miles and location of Bike Lanes; Location and schedule of Passenger Rail and Airline Service</u>	<u>Enhanced regional traffic model addressing housing/employment, housing/commercial; and inventories and travel surveys.</u>
Robust Economy	Effect of Congestion on Productivity	(Total travel time) and Time lost to traffic congestion by economically productive trips, and sustaining mobility	<u>(Total Travel Time), Traffic Delay, Vehicle Miles of Travel and VMT per Capita, vehicle hours of travel, Time of Travel to Work, person hours of delay (PHD), Average Vehicle Occupancy; and user cost per mile.</u>	<u>Enhanced regional traffic model addressing freight &amp; other commercial modes; and Caltrans annual California Motor Vehicle Stock Travel, and Fuel Forecast (MVSTAFF) report</u>
	Efficient Use of System Resources	Additional VMT due to economic productivity, and sustaining mobility compared with system expansion cost and impact. Availability of Park and Ride Lots and Bike Lanes)	<u>Travel generation and VMT by "productive" activities and household "sustaining" and "induced" travel; Transit riders per hour and per capita; Span of Transit Service: Number and Location of Park and Ride Lots; Miles and location of Bike Lanes; Location and schedule of Passenger Rail Service; Condition of Local Streets and Roads</u>	<u>Regional traffic model addressing markets, activity based passenger travel and ability to estimate induced travel.</u>
	Network Performance Optimization	Vehicle Hours of Delay (VHD) per capita, per lane mile, private vehicle mile, and transit revenue mile and availability of Park and Ride Lots and Bike Lanes	<u>Persons served by mode, vehicle flow rate, volume/capacity, % of demand served, speed as percent of target; Transit riders per hour and per capita; Number, Location and useage of Park and Ride Lots; Miles and location of Bike Lanes; Time of Travel to Work; Vehicle Miles of Travel and VMT per capita</u>	<u>Real-time traffic detection, travel time and capacity analysis; and Caltrans annual California Motor Vehicle Stock Travel, and Fuel Forecast (MVSTAFF) report</u>
	Return on Investment	Person miles, revenue per lane mile, transit revenue per mile and dollar invested; Comparison of alternatives based on benefits per dollar invested relative to system user benefits.	<u>Benefit/cost analysis by person miles, revenue per lane mile, travel cost per household, life cycle capital and operating cost; Transit Service (fixed and Dial-a-Ride) cost per hour and per capita; Improvement of Local Streets and Roads</u>	<u>Enhanced regional traffic forecasting model addressing market transactions/activity based passenger travel and induced travel.</u>

## SLOCOG Performance Measures

Integration of the above noted Smart Mobility Performance Indicators required reconsideration of how the previously developed performance measures could be applied to address these concepts. Current indicators that have been used to evaluate the effectiveness of the basic transportation planning and programming process are the following

- Vehicle Miles of Travel (VMT)
- State Highway Traffic and LOS
- State Highway Accident Rates
- Traffic on Major Local Roads
- Local Street and Road Conditions
- Transit Services and Riders
- Park-and-Ride Lot Use and Number
- Airline Service and Passengers
- Passenger Rail Service and Riders
- Bicycle Facilities, Injuries and Fatalities
- Pedestrian Facilities, Injuries and Fatalities
- Means of Travel to Work
- Travel Time to Work
- Average Vehicle Occupancy (AVO)
- Rideshare Program Activities

Additional measures have been developed to address a wider range of considerations that will need to be included in the Sustainable Community Strategies required by SB 375. These include land use and development considerations to measure the progress made in the region's *PSCS* outlined in Chapter 2. The *PSCS* defines 2008 as the base year and considers several future land use and transportation scenarios. The recommended measures identify the existing conditions and allow for the development of the 2020 and 2035 land use scenarios. SLOCOG will annually record and monitor progress towards the 2020 and 2035 preferred growth scenarios through on-going collection of data on the following indicators:

- Building Permits Issued
- Building Type and Density
- Jobs, Housing and Population in Urban and Target Development Area
- Acres of Land Developed
- Acres of Land Preserved

These indicators do not provide a perfect perspective on the relative success of adopted plans, programs or projects as many different factors can affect expected outcomes positively or negatively, however they provide a reasonably accurate view of how well our planning process is working, subject to continual review, adjustment and refinement.

## Overall System Performance

Over the years, the region's transportation system has operated very efficiently and effectively given its unique socio-economic, demographic and geographic characteristics. Over the past twenty years the surface transportation system has been minimally expanded while low-density land development patterns, population, growth and changing socio-demographic conditions has resulted in increasing traffic levels and congestion. For most of the past 20 years, vehicle miles of travel (VMT) in the region have increased at a faster rate than the region's population. At the same time, as a result of many years of effort to expand the availability, efficiency and practicality of public transit services, there has been a significant increase in transit ridership. Additionally, as a result of expanded public outreach about the value of alternative modes of travel, and an expansion in alternative transportation improvements, the number of people bicycling and walking to work has almost doubled over prior years.



## Summary of Performance Indicators

### Vehicle Miles of Travel (VMT)

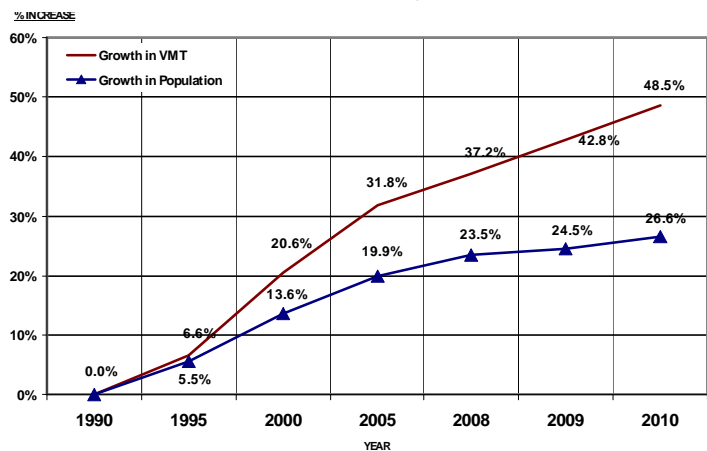
Vehicle miles of travel (VMT) addresses a number of Smart Mobility principles, including: **Location Efficiency, Health and Safety, Environmental Stewardship,** and **Robust Economy.** VMT can be used to measure a variety of related indicators, including: *Accessibility and Connectivity, Multi-Modal Safety, Climate and Energy Conservation, Emissions Reduction, and Effect of Congestion on Productivity, Efficient Use of System Resources, Network Performance Optimization and Return on Investment.*

**Between 1990 and 2008 Vehicle Miles of Travel (VMT) increased faster than the population.**

- From 1990 to 2008 vehicle miles of travel on state highways and local roads in San Luis Obispo County increased by 810 million, from 2.18 to 2.99 billion per year; a 37 percent increase.
- Of the 2.99 billion miles of travel in the region in 2008, over 2 billion (67 percent) was on state highways and 991 million (33 percent) on local roads.
- Between 1990 and 2008 the region’s population increased by 23.5 percent.

**Figure 7-1**

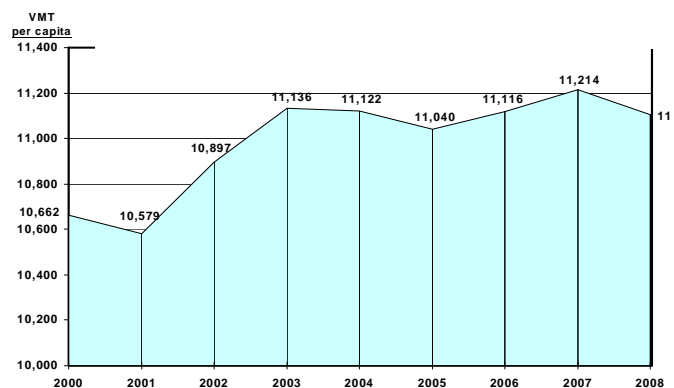
**Growth in Population and VMT  
San Luis Obispo County (1990 to 2010)**



- From 1990 to 2008 the region’s vehicle miles of travel increased 50 percent faster than the region’s population.
- The 2.99 billion VMT per year estimate for 2008 is the equivalent of 8.2 million daily VMT or the equivalent of 31.5 daily VMT per capita.

**Figure 7-2**

**VMT per capita  
San Luis Obispo County (2000 to 2008)**



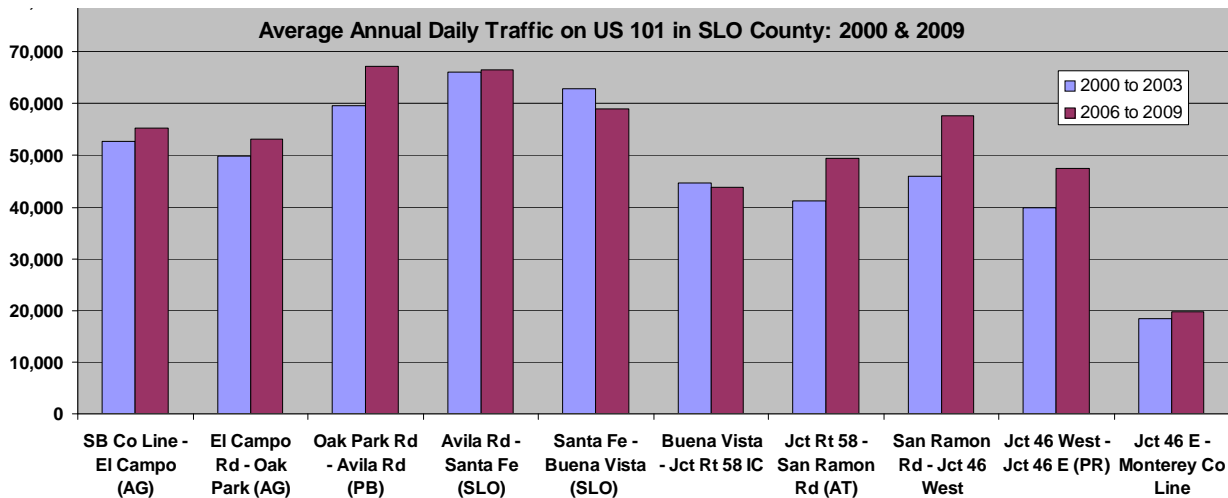
### State Highway Traffic and Level of Service (LOS)

Level of Service (LOS) addresses a number of Smart Mobility principles, including: **Reliable Mobility, Environmental Stewardship, Health and Safety,** and **Robust Economy,** and can be used to measure a variety of related indicators, including: *Multi-Modal Travel Mobility, Multi-Modal Travel Reliability, Multi-Modal Service Quality, Multi-Modal Safety, Design and Speed Suitability, Climate and Energy Conservation, Emissions Reduction, and Network Performance Optimization.*

**Change in traffic on state highways: Between 2000 to 2009 total traffic on all state highways in the San Luis Obispo region increased by about 4.3 percent. Other major findings regarding the changes in traffic on state highways include:**

- Traffic on U.S. 101 increased 8 percent overall; over 25 percent in North County between San Ramon Road and SR 46 West, approaching the traffic levels in South County that existed in 2000.
- The segments of U.S. 101 in the South County have historically had the highest traffic, with 65,600 AADT in the Oak Park Road-Avila Beach Road segment and 69,500 AADT in the Avila Road-South Higuera Street segment.
- While total traffic is generally lower in the segments north of the Cuesta Grade, traffic has increased the most in these segments in recent years (as can be seen in the following graph).
- In 2009 the Level of Service (LOS) for U.S. 101 ranged from an "A" north of Paso Robles to the Monterey County line to "E" through San Luis Obispo (from South Higuera Street to Monterey Street).

**Figure 7-3**  
**Average Annual Daily Traffic (AADT) on U.S. 101**  
 (2000 to '03 and 2006 to '09)



- Traffic on SR 1 decreased by less than 1 percent overall, but decreased 10.5 percent between Moonstone Beach and the Monterey County line, and increased by 23.5 percent between Cuesta College and Morro Bay. In 2009 the LOS for most of SR 1 was "A" except for the LOS "E" condition in the segment from U.S. 101 to Highland Drive in San Luis Obispo, near Cal Poly.
- Traffic on SR 41 decreased by less than 1 percent overall, but decreased by 19 percent between Templeton Road and the west junction with SR 46 East (near Shandon). For 2009 the LOS for SR 41 was "A" except for the LOS "C" condition in the segment from Portola Road to U.S. 101 in Atascadero.
- Traffic on SR 46 East increased by 15.2 percent overall and increased by nearly 13 percent between U.S. 101 and Airport Road and by nearly 23 percent from the east junction with SR 41 (the "Wye") to the Kern County line.
- Of all the state highways in the region, traffic has increased the most (and is expected to continue to increase the most) in the segments of U.S. 101 from SR 58 to SR 46 East.
- Of all the state highways in the region, traffic declined the most (by 19 percent) on SR 41 between Templeton Road and Shandon.

The following table depicts the current and projected traffic and Levels-of-Service (LOS) for all of the state highways in the San Luis Obispo region, compared with the volumes and LOS that were previously projected in the 2005 RTP.

**Table 7-3  
Levels-of-Service (LOS)**

Hwy	Highway and Description	Lanes F(wy) E(xp'y) A(r'l)	2008 AADT #	2008 AADT LOS	2008 Peak Hour LOS	Est'd 2035 AADT w/lmps	Proj'd 2025 AADT from 2005RTP	LOS With RTP Acts	RTP Actions	
Seg. #	Seg. Description									
<b>NORTH - SOUTH CORRIDORS</b>										
US 101	1	SB Co Line - El Campo (AG)	4F	57,000	C	C	71,000	87,000	D	SM Bridge Widening*-**, Willow Rd IC*, S. Co. 101 Imps
	2	El Campo Rd - Oak Park (AG)	4F	51,667	B	C	63,000	77,000	C	Brisco IC + NB aux lanes+ frontage rd imp.
	3	Oak Park Rd - Avila Rd (PB)	4F	65,600	D	E	74,000	93,000	E	
US 101	4	Avila Beach Rd to S. Higuera	4F	69,500	D	E	74,000	104,000	E	
	5	S. Higuera - Buena Vista Rd (SLO)	4F	57,857	C	E	87,000	91,000	F	Prado NB Aux lane
	6	Buena Vista Rd - Jct Rt 58 IC	4/6E	40,000	D	D	62,000	70,000	F	
US 101	7	Jct Rt 58 IC - San Ramon Rd (AT)	4F	49,643	B	C	75,000	66,000	E	Ramp ext.s; Del Rio IC imp; Rosario-Traffic IC imp
	8	San Ramon Rd to Jct Rt 46 West	4F	58,800	C	D	79,000	72,000	E	Accel/Decel ramp ext.s; NB Aux+bike-ped imp
	9	Jct RT 46 West - Jct 46 East (PR)	4F	47,625	A	D	77,000	61,000	E	Accel/Decel ramp extensions
	10	Jct Rt 46 East - Monterey Co Line	4E	19,400	A	A	29,000	26,000	E	
SR 227	1	S Jct US Rt 101 - Lopez Dr (AG)	3A	15,000	F	F	19,000	24,000	F	
	2	Lopez Dr - Printz Road (AG)	2A	4,700	A	A	4,000	14,000	A	Shoulders/Bike lanes
	3	Printz Road - Price Cyn Road	2A	3,100	A	C	9,000	4,000	B	
	4	Price Cyn - Los Ranchos Rd	2A	12,000	D	E	18,000	15,000	F	
	5	Los Ranchos - Tank Farm Rd	2/3/4A	16,400	A	D	22,000	18,000	C	
	6	Tank Farm - N Jct US Rt 101	4A	26,500	E	F	43,000	39,000	F	Medians; Alt. Rte Improvements (Prado, Buckley)
SR 1	1	SB Co Line - Halcyon Rd (AG)	2A	6,400	A	B	14,000	10,000	F	N. Halcyon / Rt1 IS imp.; shoulder imp.
	2	Halcyon Rd - S Jct US 101 (PB)	2A	10,900	C	C	9,000	16,000	B	
SR 1	3	Jct US Rt 101 (SLO) - Highland Dr	4A	29,800	F	F	42,000	37,000	F	Ext turn pockets at 101; Foothill intersection imp.
SR 1	4	Highland Dr - Cuesta College	4E	21,100	B	E	28,000	28,000	D	
	5	Cuesta College - Yerba Buena (MB)	4E	23,100	C	E	28,000	21,000	D	
	6	Yerba Buena - C Street (Cay)	4E	13,300	A	B	15,000	11,000	A	
	7	C Street - Jct Rt 46 W (Cam)	2A	6,700	A	B	12,000	9,000	D	
	8	Jct Rt 46W - Monterey Co Line	2A	5,300	A	A	4,000	5,000	A	
<b>EAST - WEST CORRIDORS</b>										
SR 46	1	Rt 1 - Rt 101 (PR) (w/o 101)	2A	15,000	F	F	20,000	13,000	F	Frontage road realignment imp.s
SR 46	2	N Jct Rt 101 - Airport Rd (PR)	4E	25,300	C	C	41,000	38,000	F	Union Rd Intersection imp
SR 46	3	Airport Rd - Whitley Gardens	2A-E	17,400	F	F	24,000	25,000	C	4-lane widening**
	4	Whitley Gardens - E Jct Rt 41	2A-E	14,100	F	F	20,000	23,000	B	4-lane widening**
	5	E Jct Rt 41 - Kern Co Line	2A	11,300	C	C	9,000	19,000	F	Climbing lane**
SR 41	1	W Jct Rt 1 (MB) - San Gabriel (AT)	2A	9,100	B	C	13,000	16,000	E	Rt 1/41 Roundabout
	2	San Gabriel - Jct US 101 (AT)	2/4A	15,600	F	F	18,000	26,000	F	
	3	Jct US 101 - Templeton Rd (AT)	2/4A	7,700	A	A	9,000	n/a	A	
	4	Templeton Rd - W Jct Rt 46	2A	1,700	A	A	2,000	n/a	A	
	5	E Jct Rt 41/46. - Kern Co line	2A	7,000	A	A	8,000	3,000	A	Passing lane**
SR 58	1	Jct US Rt 101 - Estrada Ave (SM)	2A	7,300	A	B	7,000	11,000	A	
	2	Estrada Ave - Kern Co Line	2A	700	A	A	2,000	4,000	A	
SR 166	1	Hwy 101 Jct to Kern Co. Line	2A	2,800	A	A	5,000	3,000	A	
<b>Other Primary Arterials</b>										
RORS		Los Osos Valley Rd. W/O Foothill Blvd.	2A	22,189	F	F	22,000	17,000	F	
		Price Canyon Rd. US 101 to Route 227	2A	8,980	A	C	9,000	12,000	B	Shoulders/Bike lanes
		South Bay Blvd. LOVR to Re 1	2A	9,409	B	C	10,000	18,000	C	
		Tank Farm Rd. S Higuera St. to Broad St.	2/4A	24,251	F	F	20,000	24,000	F	Alternate Route Improvements (Prado, Buckley)
		Grand Ave. (east of Courtland Dr.)	4A	16,538	A	C	17,000	17,000	B	Bike lane gap closures

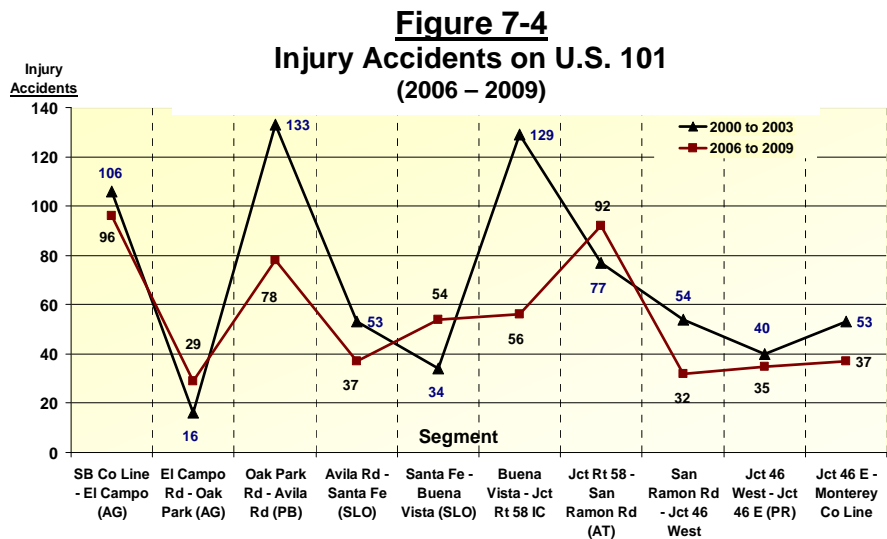
Data developed using the 2008 Regional Traffic Model No Post-processor results included (transit, Van and Car pool, etc.)  
 LOSs depicted on the above table were developed by Omni-Means, based on methodologies included in the Highway Capacity Manual, Fourth Edition, Transportation Research Board, 2000.  
 All volume thresholds are approximate and assume ideal roadway characteristics. Actual LOS may vary depending on curvature, grades, spacing, etc.  
 2008 AADT# is Caltrans Counts, 2008  
 \*Projects are funded, but not yet complete.  
 \*\* High Priority Funds required  
 \*Proj'd 2025 AADT\* projected increased volumes using straightline projections; no traffic modeling was used.

**State Highway Accident Rates**

This measure addresses a number of Smart Mobility principles directly and indirectly, but primarily: **Health and Safety**, and can be used to measure a variety of related indicators, including: *Multi-Modal Safety*, and *Design and Speed Suitability*.

**Between 2000 and 2009 the total number of traffic accidents on all state highways in the region declined overall.**

- From 2000 to 2009 total accidents of all types (fatal, injury and property damage only) on state highways declined significantly from 4,580 to 3,869, a reduction of 15.5 percent.
- In 2009 the County ranked 27<sup>th</sup> of the 58 counties in the state with 26 collisions involving fatalities, and 40<sup>th</sup> with 342 total collisions.
- From 2000 to 2009, the total number of accidents on SR 1 declined by 22 percent overall, with the largest drop (57.8 percent) in the U.S. 101-Highland Drive segment in San Luis Obispo.
- From 2000 to 2009 total accidents on SR 41 declined by 33.3 percent overall, with the largest drop (68.1 percent) in the U.S. 101-Templeton Road segment, but with an increase (33.8 percent) in the segment from Templeton Road and the west junction with SR 46 East.



- From 2000 to 2009 total accidents on SR 46 East increased by 14.2 percent overall, with the most significant increase of 35.3 percent in the segment from Whitley Gardens to the east junction with SR 41.
- From 2000 to 2009 total accidents on U.S. 101 declined by 10.7 percent overall, with the most significant drop of 52.2 percent in the Monterey Street-SR 58 segment (over the Cuesta Grade) which may be attributable to the expansion from four to six lanes which significantly reduced truck-related collisions.



**Traffic on Major Local Roads**

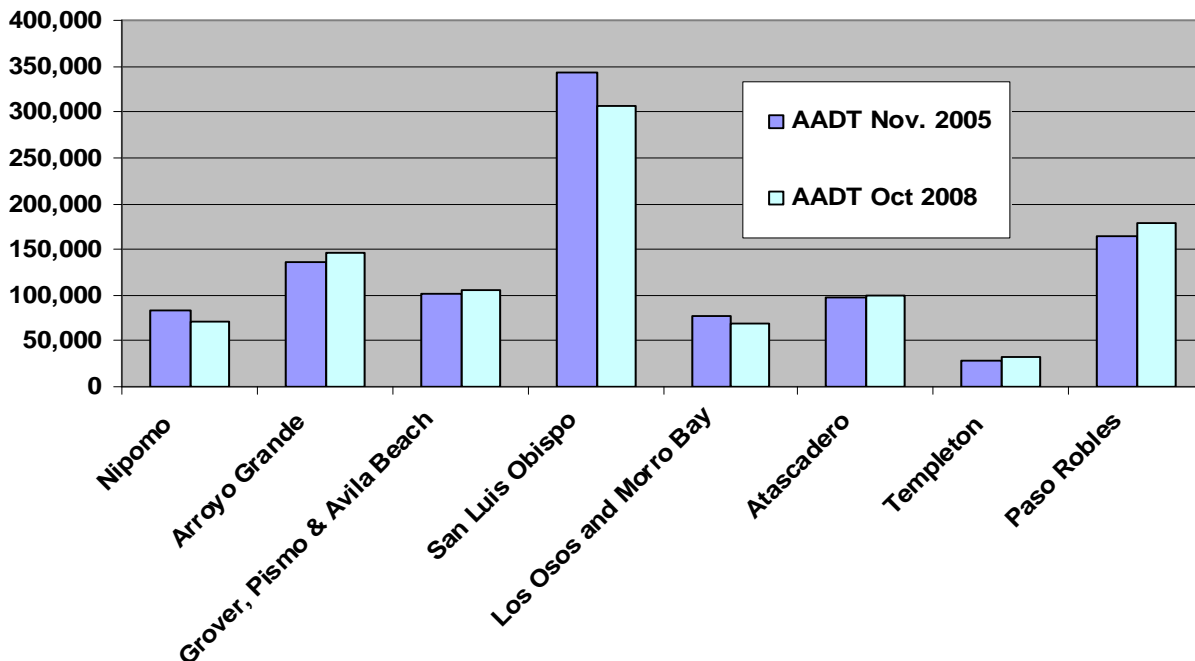
This measure addresses a number of Smart Mobility principles, including: **Reliable Mobility**, **Environmental Stewardship**, **Health and Safety**, and **Robust Economy**, and can be used to measure a variety of related indicators, including: *Multi-Modal Travel Mobility*, *Multi-Modal Travel Reliability*, *Multi-Modal Service Quality*, *Multi-Modal Safety*, *Design and Speed Suitability*, *Climate and Energy Conservation*, *Emissions Reduction*, and *Network Performance Optimization*.

During the years 2005 to 2008 the total average annual daily traffic (AADT) on local streets and roads defined as Routes of Regional Significance has varied throughout the region. The total AADT in three areas declined by an overall average of about 11.4 percent and increased in five areas by about 7.8 percent as listed below.

- Nipomo Mesa traffic declined by 13.7 percent
- San Luis Obispo traffic declined by 10.5 percent
- Los Osos and Morro Bay traffic declined by 10.1 percent
- Arroyo Grande traffic increased by 7.5 percent
- Grover Beach, Pismo Beach and Avila Beach traffic increased by 3.2 percent
- Atascadero traffic increased by 2.3 percent
- Templeton traffic increased by 16.9 percent
- Paso Robles traffic increased by 9.1 percent

The following graph shows the change from 2005 to 2008 in daily traffic in these eight locations of the region with total volumes for each location and the relative share of traffic for each.

**Figure 7-5**  
**Average Annual Daily Traffic (AADT) on Routes of Regional Significance**

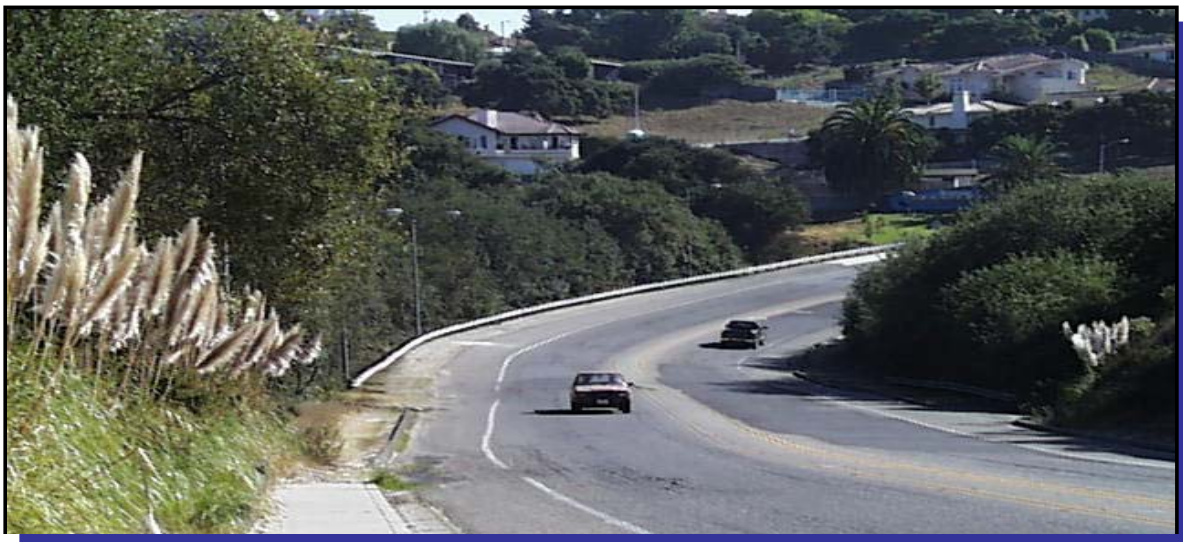


### **Local Street and Road Conditions**

This measure addresses a number of Smart Mobility principles directly and indirectly, including: **Location Efficiency**, **Reliable Mobility** and **Robust Economy**, and can be used to measure a variety of related indicators, including: *Accessibility and Connectivity*, *Multi-Modal Service Quality*, *Efficient Use of System Resources*, *Network Performance Optimization* and *Return on Investment*.

**From 2006 to 2008 the condition of all local street and roads around the region continued to deteriorate, causing continued challenges for local agency budgets.**

- From 2006 to 2008 the condition of local roads declined slightly:
  - Total miles rated “bad” increased by 9 miles (8.6 percent) from 105 to 114 miles.
  - Total miles rated “poor” increased by 108 miles (70 percent) from 155 to 263 miles.
  - Total miles rated “fair” declined by 43 miles (9 percent) from 479 to 436 miles.
  - Total miles rated “good or best” declined by 105 miles (10.5 percent) from 1,000 to 895 miles.
- The cost of all road maintenance, rehabilitation or reconstruction needed to bring the average Pavement Condition Index (PCI) roads in the unincorporated area and in the seven cities up to the locally adopted standard during the next 10 years is about \$293 million.
- From 2006 to 2008 the overall cost of all maintenance, rehabilitation and reconstruction increased by about \$84 million from \$209 million, which may be attributable to the exponential increase in costs due to long term deferral of needed maintenance.



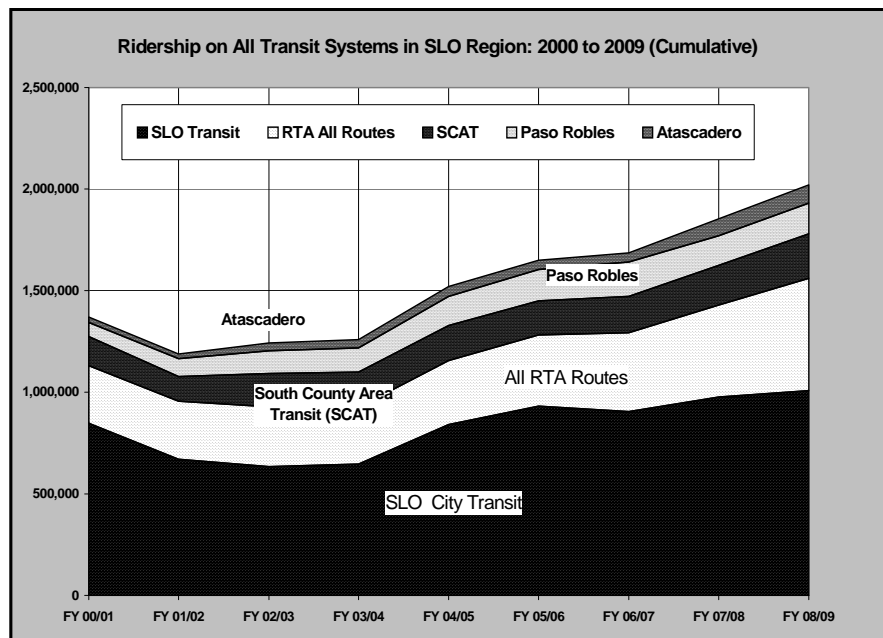
**Transit Services and Ridership**

This measure addresses a number of Smart Mobility principles, including: **Location Efficiency**, **Environmental Stewardship**, **Social Equity**, and **Robust Economy**, and can be used to measure a variety of related indicators, including *Transit Mode Share*, *Multi-Modal Travel Reliability*, *Climate and Energy Conservation*, *Emissions Reduction*, *Equitable Distribution of Access and Mobility*, *Efficient Use of System Resources*, *Network Performance Optimization* and *Return on Investment*.

**Between 2000 and 2009 there was a significant increase in ridership which is attributed to a combination of factors, including major increases in transit services, frequency & customer amenities and increased gas prices.**

- (+) Total ridership on all fixed route and DAR systems increased by 37.4 percent (669,436) from 1.79 million to 2.46 million riders. (a record level)
- (+) Total ridership per capita on all system increased by 15.5 percent from 7.2 to 9.1 riders per capita.
- (+) Daily round trips provided by the Regional Transit Authority increased by 260 percent (37 trips) from 14 per day to 51 trips per day (about half of the total increase in trips is from the addition of 13 daily trips between San Luis Obispo, the Five Cities area and Santa Maria).

**Figure 7-6  
Ridership on Transit Systems (Cumulative Totals)  
(2000 to 2009)**



- (+) Ridership on SLO Transit increased by 160,043 riders (19 percent) from 847,671 to slightly more than 1.01 million.
- (+) Total vehicle revenue hours of service (VRHS) for all systems increased by 79,549 hours (71 percent) from 112,328 to 191,877 hours.
- (+) VRHS per capita increased from 0.45 to 0.71 VRHS per capita (a 57 percent increase).
- (+) The span of service provided by the regional transit system increased from 12 hours per day on weekdays, generally between 6:30 a.m. and 6:30 p.m. to 16 hours per day.
- (+) The number of commuter vanpools in the region dramatically increased to 47 with four additional vans for the agricultural worker program.

### Park-and-Ride Lot Utilization

This measure addresses a number of Smart Mobility principles, including: **Environmental Stewardship**, **Social Equity** and **Robust Economy**, and can be used to measure a variety of related indicators, including *Climate and Energy Conservation*, *Emissions Reduction*, *Equitable Distribution of Access and Mobility*, *Efficient Use of System Resources* and *Network Performance Optimization*.

**Most of the park-and-ride lots in the region are operating at or above their capacity, reinforcing the need to provide more capacity.**

- (+) In April 2010 the average utilization rate for all 17 lots in the region was 97.8 percent and between July 2008 and April 2010, the total utilization of all lots ranged from 90 to 109 percent. Several lots have consistently had the largest utilization rates, including the following lots:
  - Halcyon Road (Arroyo Grande)
  - Las Tablas Road (Templeton)
  - Wal-Mart Center (Paso Robles)
  - Curbaril Avenue (Atascadero)
- (+) From 1991 to 2010 the regional system of park-and-ride lots was significantly expanded with a 183 percent increase in lots (from 6 to 17 lots) and a 300 percent increase in spaces from 127 to 508 total spaces. In 1991 there were a total of 6 park-and-ride lots with 127 spaces; by 2005 the region system included 16 lots with a total of 444 spaces. Today, the regional system boasts 17 park-and-ride lots with 508 spaces.

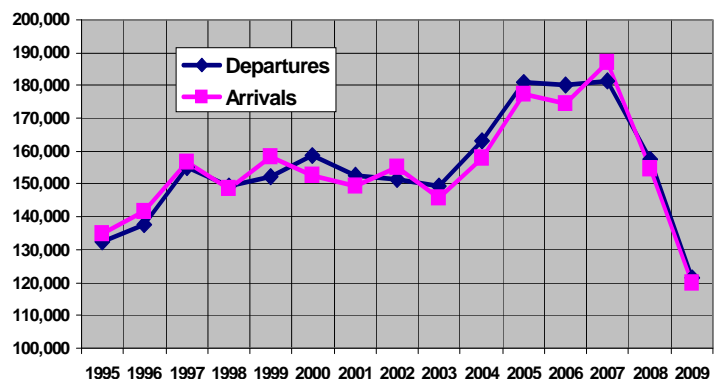
### Airline Service and Passengers

This measure addresses several Smart Mobility principles.

**For most of the past 14 years aviation ridership has remained steady. Ridership increased dramatically in 2003 to 2005, leveled off, and then declined precipitously since 2007. Ridership has shown positive growth steadily since March 2010.**

- From 1995 to 2007 the number of passenger increased significantly from about 260,000 to over 368,000 (a 38 percent increase).
- At its peak in 2007, there were a total of 368,423 departures and arrivals at the San Luis Obispo County Regional Airport. Ridership declined precipitously from 2007 to 2009, when there was a total of 241,061 arrivals and departures (a 34.5 percent decline). Since March 2010 there has been a significant increase in arrivals and departures with monthly totals that have been 25 to 41 percent above the low of 16,370 monthly passengers (February) to 23,137 monthly passengers (June).
- In 2009 the airport was served by two airlines (United Express and US Airways). Two other airlines (American and Delta) had provided commercial air service for the region until 2008.
- Currently the airport has daily service to three cities with: eight arrivals from and seven departures to Los Angeles; six arrivals from and eight departures to San Francisco; and three arrivals from and three departures to Phoenix.
- In June 2010 US Airways announced that it would add a flight to Phoenix on Sunday mornings in July and August.

**Figure 7-7**  
**Airline Passenger Loadings**  
**San Luis Obispo County Regional Airport**  
**(1995 to 2009)**





**Passenger Rail Service and Ridership**

This measure addresses several Smart Mobility principles, including: **Location Efficiency, Reliable Mobility, Environmental Stewardship, Social Equity, and Robust Economy** and can be used to measure the following indicators: *Accessibility and Connectivity, Multi-Modal Service Quality, Climate and Energy Conservation, Equitable Distribution of Access and Mobility, and Efficient Use of System Resources.*

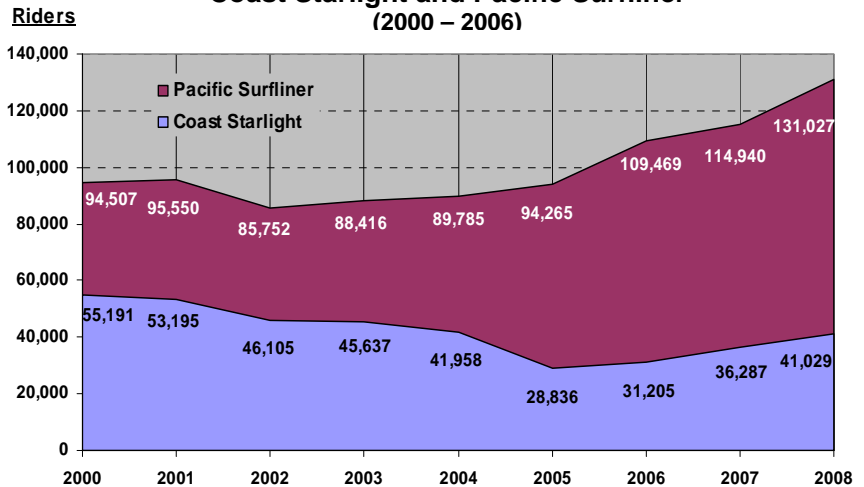
**Ridership on passenger trains serving the San Luis Obispo region has increased steadily – averaging almost 5 percent per year – over the past decade.**

- From 2000 to 2008 total ridership on the two trains serving the region (the Coast Starlight and Pacific Surfliner) steadily increased from 94,507 to 131,026 (a 38 percent increase)

- From 2000 to 2008 ridership on the Coast Starlight, which is the long-distance train providing service to Northern California, Oregon and Washington, fell 14,162 from 55,191 to 41,029 (a 25.6 percent decline).

- From 2000 to 2008 ridership on the Pacific Surfliner which provides service to Southern California and San Diego, increased from 94,507 to 131,027 ( a 38.6 percent increase).

**Figure 7-8**  
**San Luis Obispo County Passenger Rail Ridership**  
**Coast Starlight and Pacific Surfliner**  
**(2000 – 2006)**



**Bicycle and Pedestrian Facilities and Safety**

This measure addresses a number of Smart Mobility principles, including: **Location Efficiency, Reliable Mobility, Health and Safety, Environmental Stewardship,** and **Robust Economy** and can be used to measure a variety of related indicators including *Accessibility and Connectivity, Multi-Modal Service Quality, Multi-Modal Safety, Design and Speed Suitability, Pedestrian and Bicycle Mode Share, Efficient Use of System Resources* and *Network Performance Optimization*.

**Bicycle and pedestrian facilities have improved dramatically regionwide over the last two decades, resulting in improvements in safety and higher utilization.**

- (+) From 2000 to 2008 U.S. Census data shows that the number of employed persons biking to work in the region has grown from 1,376 to 3,130, a 127 percent increase.
- (+) Since 1992 a network of bicycle and pedestrian facilities was further developed, including:
  - 18 miles of Class I multi-use or bike paths, with the addition of 11.5 miles (a 177 percent increase) over the 6.5 miles that existed in 2006. There are 78 miles of planned bikeways.
  - 160 miles of Class II bike lanes, a 10-mile increase from the 150 miles that existed in 2006. There are 280 miles of planned bike lanes in the region.
  - 46 miles of Class III bike lanes with 8-foot shoulders have been constructed on SR 1 north of San Luis Obispo.
  - Boardwalks and urban trails were constructed in each of the seven cities and in two unincorporated communities.

**Bicycle Safety**

- (+) From 2007-2008 the San Luis Obispo region had no bicyclist fatalities. This resulted in the region having the best record of all counties in California with a population of at least 200,000.
  - In 2008, there were, however, a total 115 injury collisions involving bicyclists, which resulted in the region being ranked 22 out of 58 counties for this safety category.

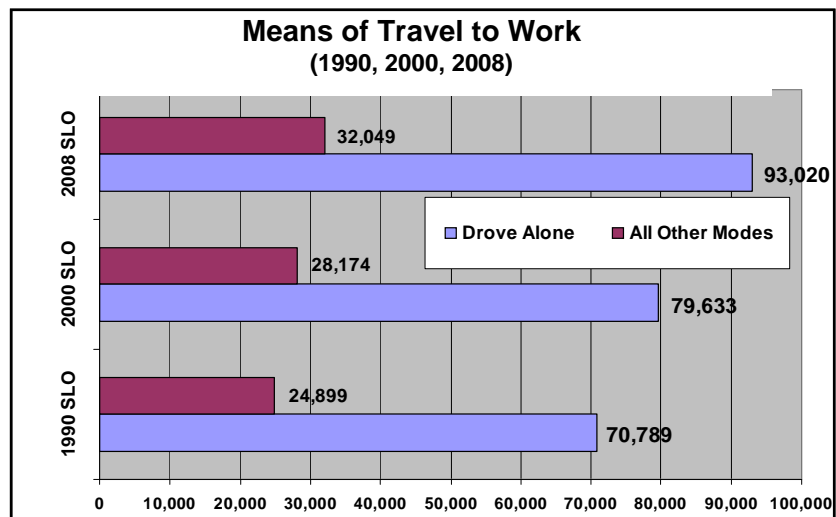
**Pedestrian Safety**

- (+) In 2008 a national study found that San Luis Obispo County had the best safety record for pedestrians of all 26 metropolitan areas in California for the period of 2007-08 and the region was given a Pedestrian Danger Index of 15.4 fatalities per 100,000.

**Means of Travel to Work**

The data for this measure comes from the US Census American Community Survey (ACS) which replaced data which had come from the decennial census long form until 2000. This measure addresses the Smart Mobility issues of Location Efficiency, Reliable Mobility, Health & Safety and Environmental Stewardship and can be used to measure a variety of related indicators.

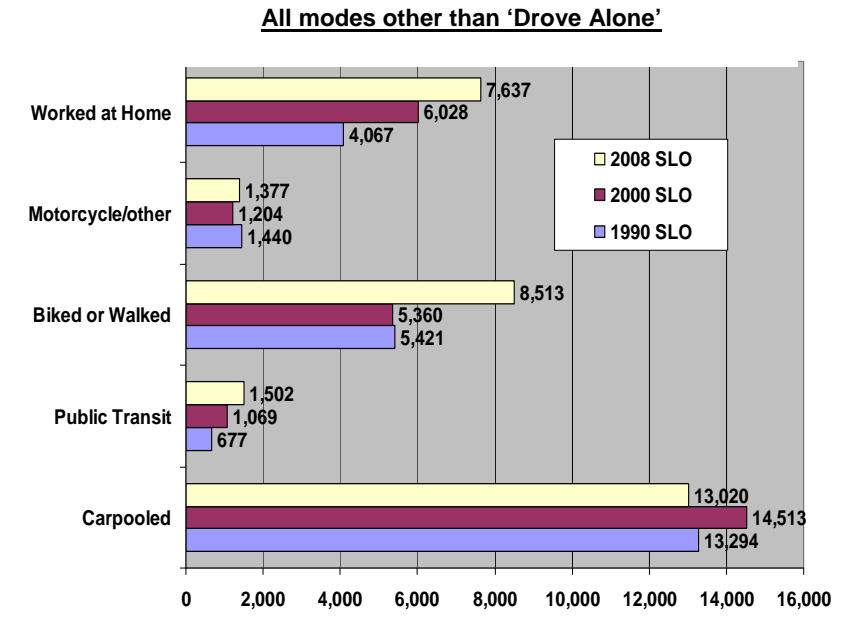
**Figure 7- 9**



**Between 2000 and 2008 the number of employed persons that used alternative modes of travel to their work place generally increased.** (The (+) sign equals a positive outcome; the (-) sign a negative outcome).

- (-) From 2000 to 2008 the number of persons driving to work alone increased by 13,387 (16.8%) from 79,633 (73.9% of employed persons) to 93,020 (73.4%).
- (-) From 2000 to 2008 the number of persons carpooling to work dropped by 1,493 (10%) from 14,513 (15.4%) to 13,020 (10.4% of employed persons).
- (+) From 2000 to 2008 the number of persons working from home increased by 1,609 (27%) from 6,028 (5.6%) to 7,637 (6.1% of employed persons).

**Figure 7- 10**  
**Means of Travel to Work**  
(1990, 2000, 2008)

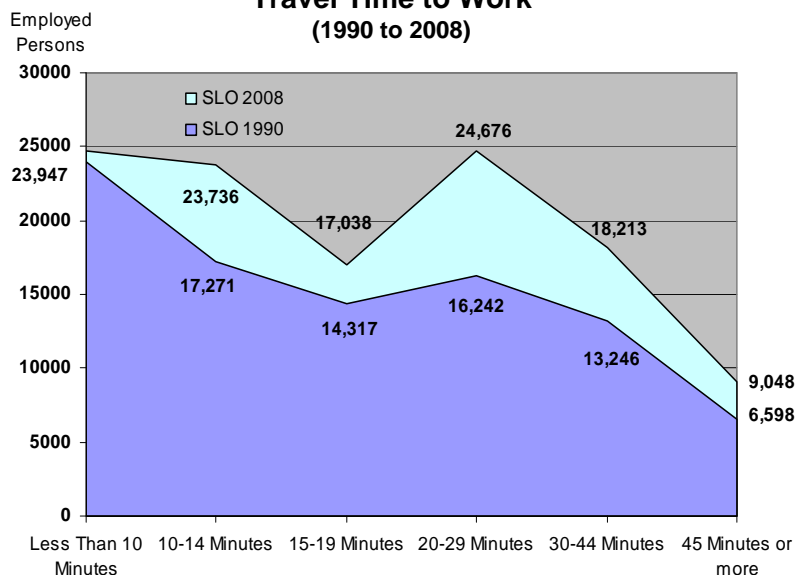


- (+) From 2000 to 2008 the number of persons bicycling to work increased by 1,754 (127%) from about 1,376 (1.3%) to 3,130 (2.5% of employed persons).
- (+) From 2000 to 2008 the number of persons walking to work increased by about 1,400 (35%) from 3,984 (3.7%) to 5,383 (4.3% of employed persons).

**Travel Time to Work**

The data for this measure also comes from the U.S. Census American Community Survey (ACS) which replaced data which had come from the decennial census long form until 2000. It addresses a number of Smart Mobility principles, including: **Location Efficiency, Reliable Mobility** and **Robust Economy**, and can be used to measure a several related indicators, including *Climate and Energy Conservation, Emissions Reduction, Equitable Distribution of Access and Mobility, Efficient Use of System Resources* and *Network Performance Optimization*.

**Figure 7-11**  
**Travel Time to Work**  
(1990 to 2008)



Between 1990 and 2008 commute times increased as more employed persons lived further from their place of employment.

- (-) in 2009 35 percent of employed residents spent 15 minutes or less traveling to work (down from 45.1 percent in 1990 and down from 42.8 percent in 2000).
- (-) In 2009 35.6 percent of employed residents spent 15 to 29 minutes traveling to work (up from 33.3 percent in 1990 and up from 34 percent in 2000).
- (-) in 2009 22.1 percent of employed residents spent more than 30 minutes traveling to work (up from 21.7 percent in 1990 and up from 23.2 percent in 2000).

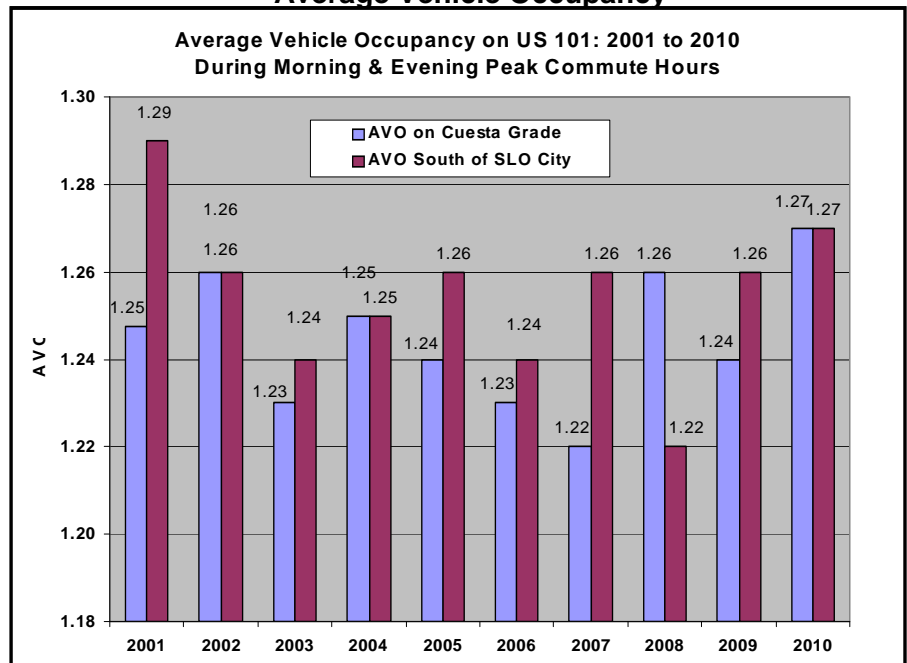
**Average Vehicle Occupancy (AVO)**

This measure addresses a number of Smart Mobility issues directly and indirectly, including: Location Efficiency, Health and Safety, Environ. Stewardship, and Robust Economy and can be used to measure a variety of related indicators, including: Accessibility & Connectivity, multi-modal safety, Climate & Energy Conservation, Emissions Reduction, Effect of Congestion on Productivity, Efficient Use of System Resources, Network Performance Optimization and Return on Investment.

**During the past decade Average Occupancy (AVO) of vehicles on US 101 during commute periods dropped slightly, showing need for more effort to increase carpooling and use of alternative modes.**

- From 2001 to 2009 the total overall AVO for all vehicles on US 101 in the morning and evening peak commute period increased by 1% to 1.27. (The Statewide AVO was 1.26 when last reported in 2005, when the national AVO was 1.22)
- Between 2001 and 2009 (last full year of counts) the AVO for vehicles on US 101 north of the City of San Luis Obispo (Cuesta Grade) increased slightly from 1.26 to 1.27.
- Between 2001 and 2009 (last full year of counts) the AVO for vehicle on US 101 South of the City of San Luis Obispo decreased slightly from 1.29 to 1.27.

**Figure 7- 12  
Average Vehicle Occupancy**



**Rideshare Program Activities**

This measure addresses a number of Smart Mobility principles directly and indirectly, including: **Location Efficiency, Reliable Mobility, Environmental Stewardship, and Robust Economy** and can be used to measure several related indicators, including *Climate and Energy Conservation, Emissions Reduction, Equitable Distribution of Access and Mobility, Efficient Use of System Resources and Network Performance Optimization.*

**Public outreach by the Regional Rideshare Program has dramatically expanded.**

- (+) During the past few years the Regional Rideshare Program has made progress in promoting carpooling, public transit and bicycling.
  - 7,067 calls were made to the 541-Cars and 511 numbers.
  - Regional Rideshare staff made contacts with 5,784 individuals to promote or provide information on outreach and educational events.
  - A total of 3,008 users of the Rideshare system recorded a reduction of 83,674 one-way trips, saving 1.42 million in VMT and 4,500 pounds of emissions.

**Preliminary Sustainable Communities Strategy Measures**

The following performance measures will track various land use data against SCS scenario targets for 2020 and 2035. Data will be collected, monitored, projected and compared against the adopted scenario.

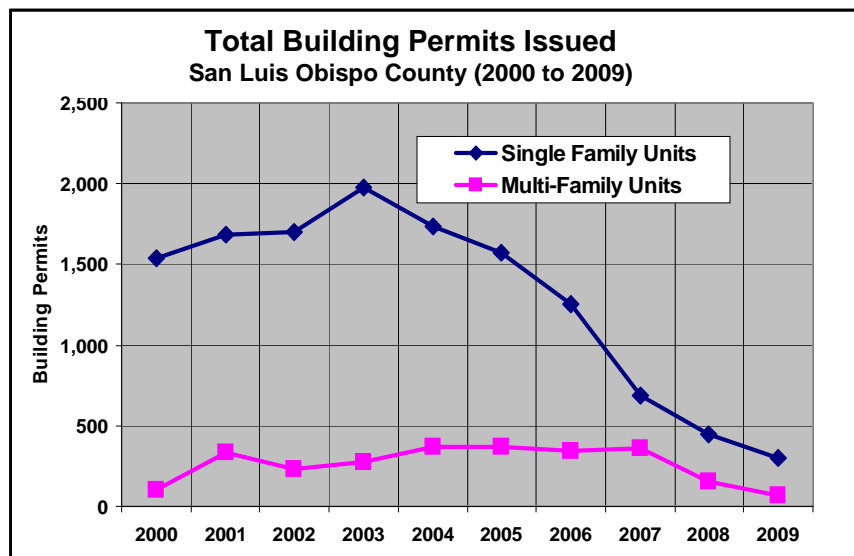
**Building Permits Issued**

This measure addresses a number of Smart Mobility principles, including: **Location Efficiency, Environmental Stewardship, Social Equity, and Robust Economy** and can be used to measure several related indicators including: *Support for Sustainable Growth, Accessibility and Connectivity, Climate and Energy Conservation, Emissions Reduction, Equitable Distribution of Impacts, Access and Mobility, Efficient Use of System Resources and Network Performance Optimization.*

**Between 2000 and 2009 15,500 building permits were issued countywide of which 12,891 (83 percent) were single-family and 2,611 (17 percent) multi-family units.**

- Of the total single family permits, 6,639 (52 percent) were issued by the County for construction in unincorporated areas.
- Of the total multi-family permits, 36 percent were issued by the County for construction in unincorporated areas.

**Table 7-13**



- The City of San Luis Obispo issued the largest number of permits for multi-family units, which accounted for 23 percent of multi-family permits issued in the region.
- The City of Paso Robles issued the second largest number of permits for single-family units at 2,493, which accounted for 19 percent of single-family permits issued in the region.

**In the year 2000, 40 percent of all housing units in the region were in unincorporated areas, of which 93 percent were single family and 7 percent multi-family. By 2009, 41 percent of all housing units were in the unincorporated area, while the split remained unchanged.**

- From 2000 to 2009, San Luis Obispo boasts the largest share of multi-family housing units as a share of the city’s total housing stock – 39 percent of the city’s housing stock are multi-family units. This ratio is largely attributed to the large number of multi-family units serving college students).
- Between 2000 and 2009 the City of Paso Robles saw the largest increase (33%) in total units built with a 44% increase in single family units.

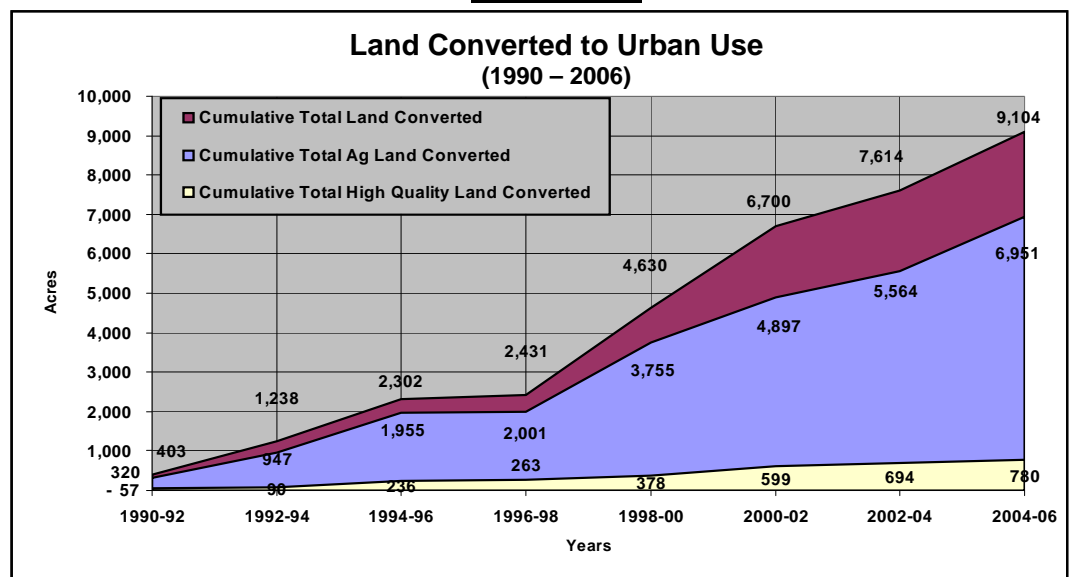
**Farmland Conversion**

This measure addresses a number of Smart Mobility issues, including: **Location Efficiency, Environmental Stewardship, Social Equity, and Robust Economy** and can be used to measure several related indicators, including: *Support for Sustainable Growth, Accessibility and Connectivity, Climate and Energy Conservation, Emissions Reduction, and Equitable Distribution of Impacts.*

**Between 1990 and 2006 the amount of land dedicated to urban use increased by 8,190 acres (a 23.6 percent increase) from 34,661 to 42,851 acres.**

**Figure 7-14**

- Of the 9,104 acres of land converted to urban use between 1990 and 2006, 6,951 acres (76 percent) was previously used for agriculture, of which 780 acres (8 percent) was “High Quality” or “Prime Farm land”.



**Other Sustainable Communities Strategy Measures.**

- Type and location of development:
  - Employment: Number of jobs, employment acreage, urban and rural commercial development
  - Housing: Type, size, and location.
  - Percent and amount of development: Urban versus rural, and target development areas
    - Mixed-use development: Acreage and type.
  - Number of acres conserved through acquisitions, conservation or agricultural easements, or Williamson Act Contracts.

# SLOCOG 2010 RTP-PSCS

## Chapter 8

### *Financial Strategies*



**Financial Strategies**

**Table of Contents**

Issues and Challenges facing the region..... 8-2

    Policies ..... 8-4

    Strategies..... 8-5

    Financial Assumptions..... 8-6

Existing and Potential Federal Funding Sources and Programs ..... 8-7

Existing and Potential State Funding Sources and Programs ..... 8-16

Existing and Potential Local Funding Sources and Programs..... 8-26

Supplemental Revenues ..... 8-29

Summary Tables of all Funding Programs, Expected Revenue Levels and Uses ..... 8-30



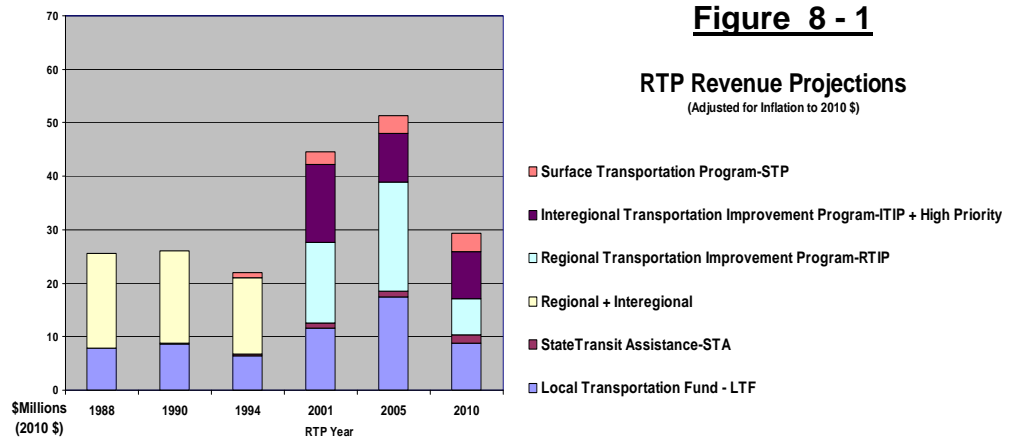
## FINANCIAL Strategy Issues and Challenges

The Financial Element is fundamental to the development and implementation of this fiscally-constrained **SLOCOG 2010 RTP-PSCS**. This chapter identifies the current and anticipated revenue sources (how much money is available to address critical transportation needs) and financing techniques available to fund expenses of the region for planned transportation investments, ongoing operations, and maintenance. This element addresses the federal, state, regional, and local revenues expected by the region over the next 25 years with currently available revenue sources. SLOCOG has identified several “action” items that will be needed to address projected funding shortfalls and support the regional transportation vision, goals, and policies.

The Region can no longer focus significant financial resources on capacity increasing roadway improvements to reduce congestion. Diminished funding capacities remove the ability to “build out” of congestion. The Region must refocus its efforts to plan, encourage, accommodate, and achieve a more efficient transportation system, and approve land use changes and projects that require no, or few costly, capacity-increasing, roadway improvements. Given our level of funding, our RTP endeavors to maximize efficiencies of our existing system through low cost projects such as operational improvements, TDM/TSM measures, and other mobility alternatives. Additionally, in joining the momentum of AB 32 (2006) and SB 375 (2008), accessibility is becoming a crucial goal. Land use developments that allow residents to live, work, shop and play in well-designed communities produce a level of accessibility that do not necessitate significant roadway improvements.

### Current and Past RTP Revenue Projection Comparisons

Projected revenues have fallen short of our expectations of five years ago. In 2010 many revenues are projected to stabilize or decrease. Other than Federal transit grants, only local funding - derived from Proposition 42 for local streets and roads maintenance - is expected to see any



**Figure 8 - 1**

**RTP Revenue Projections**  
(Adjusted for Inflation to 2010 \$)

noticeable increase. Our horizon is filled with beneficial and needed projects, unfortunately with existing fund sources, the decisions of which projects to fund or not become increasingly difficult. In order to fully meet the challenges ahead, the San Luis Obispo region must identify and secure new revenue.

Figure 8-1 displays shifts of key fund sources (annualized and adjusted for inflation) as they were projected over the life of each RTP cycle. The LTF projections rode the economic boom of the early 2000s, and it was effectively reset back two decades with the recent recession. Prior to SB 45 in 1998, a single source was identified for regional and interregional improvement projects; post SB 45, the STIP (RTIP and ITIP) emerged. While the contraction of LTF is directly related to the economy, the contraction of RTIP and ITIP is more directly related to the redirection of revenues to other priorities. LTF will increase as the economy improves, but the RTIP and ITIP will not. In 2005, the RTIP was projected to provide over \$18M/yr on average. Now, the RTIP is projected to provide a mere \$6.5M/yr on average. Comparatively, the ITIP and High Priority funds (both competitive and not a guaranteed funding source) are projected to provide \$8.8M/yr on average out of the \$29M/yr total.

## What are the Key Issues in the Region's Financial Strategies?

The region's population and employment growth is much slower compared with that of many regions within the State. The San Luis Obispo Region finds itself caught in a significant squeeze between anticipated revenues and projected project and program needs. Over the past few years there have been significant increases in project and program costs as well as a reduction in expected revenues. The diminished ability to meet the needs of our region is a direct result from the reduction of purchasing power through outside forces (first three issues, below) while at the same time needs continue to mount.

**Inflation:** During the last two decades, fuel tax revenues (the primary source of transportation funding) have not kept pace with either inflation or need.<sup>1</sup> The federal 18.4 cents per gallon (24.4 cents per gallon for diesel) and state 18.0 cents per gallon are not indexed to inflation and neither has been increased since 1993. The per gallon tax does not increase with the cost of gasoline as a percentage would.

**Costs:** As overseas and local markets continued to place high demands for construction materials (including concrete and steel) the trend for material costs continued to escalate significantly between 2005 and 2008, until a dip was observed in some resources in late 2008. Additionally, project delays – due largely to unstable State and Federal funding sources - have occurred leading to annual (if not monthly) cost increases for existing programmed projects.

**Declining Base:** An increase in the fuel economy of vehicles and an increase in alternative fuel vehicles will diminish the base of transportation funding from fuel tax revenues.<sup>1</sup> In the past, more miles traveled led to more fuel consumption which increased the amount collected in fuel taxes. However, electric, hybrid, and higher mileage vehicles significantly increase the distance traveled without increasing their contribution to the fuel tax. Due to changes in the economy and fuel efficiency of newer vehicles, funding for roads and bridges from the gas tax has generated less than 70% of the levels projected in 1990. This is despite the addition of more cars, and the growing trend for motorists to drive more miles per year. Additionally, at times when fuel prices rise significantly, people either choose other modes or fewer trips, once again reducing the consumption of fuel and the amount of revenues collected.

**Needs:** The state and region continue to grow in population and in jobs. Commute times continue to increase as people move to housing located further from central business districts. Demand for transit, bike, and pedestrian facilities is on the rise. Any single issue, alone, impacts the ability to meet the needs our region, but as occurred in recent years, when all four occur simultaneously, purchasing power diminishes significantly.

Senate Bill 45 (Kopp, 1997) and Proposition 42 (2002) lay out the program structure and distribution formula for state revenues. The essential elements of these laws are assumed to continue over the course of this plan. The Federal Transportation Reauthorization Acts (every five to seven years) along with SB 45 and Proposition 42 once provided funding capacity for capital projects, ongoing operations, and street and road maintenance needs. The basis of funding has remained unchanged for over a decade while at the same time costs continued to escalate (although recent bids show reduced construction costs). In 2002, Proposition 42 provided renewed funding capacity for transportation through a sales tax on fuel. However, once functioning as an equal partner with the Federal and State fuel taxes, it now exists as the sole source of funding for the State Transportation Improvement Program (STIP).

Future federal and state transportation revenues are expected to focus on goods movement and maintenance of the existing system. The existing system, the emphasis at the Federal level is on: Design-build, Public-Private Partnerships, toll roads, and congestion pricing. The applicability of these to the San Luis Obispo region is minimal at best. Although very unlikely, the State Route 46 East widening and rail track and signal improvements may be the only potential recipients of this focus.

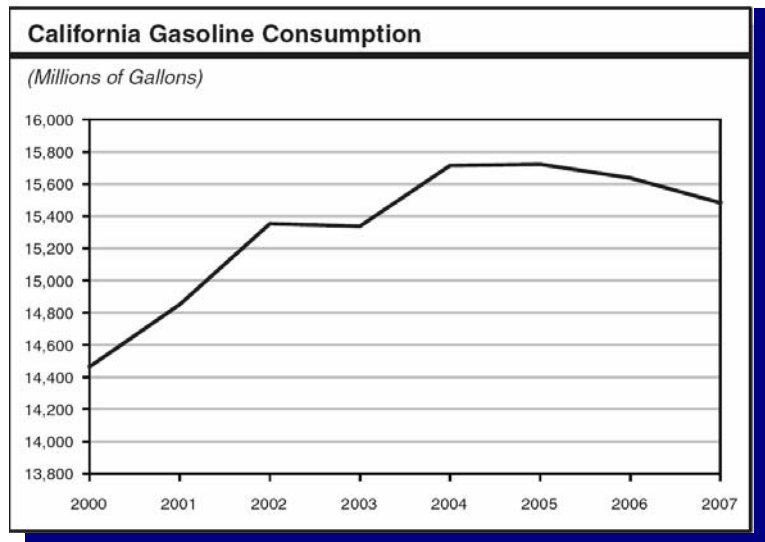
<sup>1</sup> State Funding for Transportation, Legislative Analyst's Office, October 31, 2008.

<sup>2</sup> State Funding for Transportation, Legislative Analyst's Office, October 31, 2008.

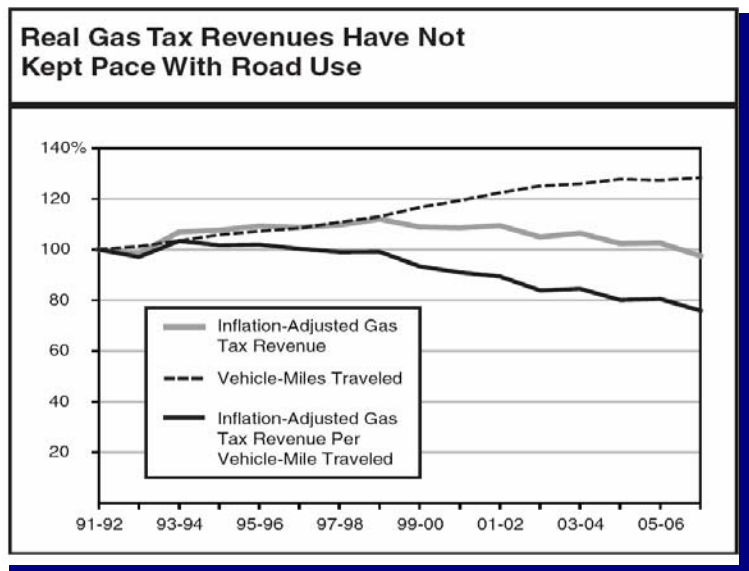
## **Financial Policies**

- FS 1. Maximize opportunities to leverage local transportation tax revenues to attract additional state and federal funds to the region for transportation and related infrastructure improvements
- FS 2. Provide priority consideration to cost-effective projects that serve regional needs, implement RTP goals, support smart growth principles, and leverage other funding sources (state, fed, and local).
- FS 3. Support changes to streamline project development processes to reduce delays and exposure to construction cost inflation.
- FS 4. Develop expenditure and financing strategy plans for projects beyond the short term planning horizon.
- FS 5. Investigate and pursue opportunities for supplemental funding.
- FS 6. Seek to increase and maximize State and Federal revenues for transportation purposes for the region.

**Figure 8-2**



**Figure 8-3**



Both federal regulations and state statutes require that the Regional Transportation Plan be financially constrained. This means that the plan is based on a realistic projection of revenue. There is more or less certainty of available funding depending on the source. This is because the sources of funding in some cases are dependent on relatively short cycles of funding determined by the U.S. Congress and in other cases by State statute assuring limited stability over a longer term.

## **Strategies**

1. Continue to pursue annual appropriation funding and High Priority funding from the Federal Transportation Reauthorization Acts (5-7 years).
2. Support state transportation legislation that provides for the following principles:
  - a. Increase State highway revenues as needed to maintain, rehabilitate and operate the existing State highway system, to match all available federal highway funds, and to fully fund all new construction and right-of-way projects identified in the current State and Regional Transportation Improvement Programs (TIPs); including Bond Measures, indexing/increasing the State fuel tax and authorizing user fees.
  - b. Protect the present formula "County Share" funding provisions and/or any other revenue distribution formula does not penalize counties;
  - c. Maintain the region's share of State Transit Assistance funds and support efforts to increase other transit revenues to support transit operating and capital improvements.
  - d. Support modification of the threshold for local option sales tax from 67% to a 55% voter approval level.
  - e. Encourage State to reinstate the Vehicle License Fee to its historic 2%.
3. Support federal transportation legislation that provides for the following principles.
  - a. Increase Federal Funding: increase the federal gas tax rate; eliminate or reduce transfers that shift transportation revenues to other purposes.
  - b. Increase the guaranteed return of federal highway revenues to California;
  - c. Consolidate most federal highway categorical programs to provide greater flexibility and local discretion in highway fund usage;
  - d. Authorize a minimum five-year highway and transit program to provide needed program stability and continuity of federal transportation policy; and
  - e. Provide for the continuation and expansion of the level of transit operating and capital support and providing greater flexibility in the use of such funds.
4. Modify regional-local split of Surface Transportation Program funds resulting from future Transportation Reauthorizations to further support regionally significant projects.

**Financial Assumptions:**

As outlined in the FHWA/FTA Final Rule on statewide and metropolitan transportation planning and programming (published February 14, 2007), cost and revenue estimates for this 2010 RTP use an inflation rate(s) to reflect “year of expenditure dollars.” Past trends suggest that it may not be reasonable to use the same inflation rates for forecasting costs and revenues. Future project costs generally will be tied to construction cost indices, while revenue forecasts track more closely with past trends in tax receipts and cost of living indices

**Revenues:**

The following sections (federal, state and local revenues) provide detailed evaluations of each revenue stream and their projected increase and corresponding inflationary rates. In some instances, the initial annual amount was decreased to provide an adjustment reflective recent economic events and conditions.

**Expenditures:**

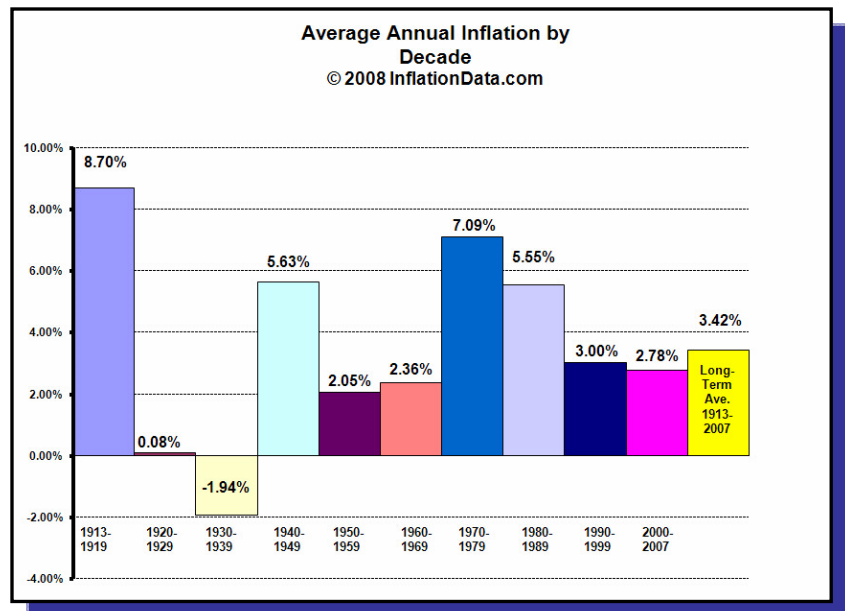
In preparing the 2010 RTP, SLOCOG asked each member and partner agency to submit detailed capital costs – in current year dollars – for every project (highway, regional route, non-motorized, transit) proposed for the region. Developing and applying cost inflation rates are not an “exact science.” For transportation projects, the past decade produced both periods of sharp increases for capital costs and decreases for capital costs. Over the past 20 years (March 1990 to March 2010), an average annual inflation rate of 3.5 percent was observed. Over the past ten years, an average annual inflation rate of 2.7% was observed.

For Capital projects, an inflation rate of three percent per year was used to escalate 2010 cost estimates to the period of construction for mid, long, and unconstrained timeframes. The most recent construction bids have been lower than expected. Given this unusual circumstance, projects constrained in the short-term were not subjected to inflationary factors. All mid-term and long-term projects were subjected to a 27 and 75 percent increase, respectively, over current year estimates. All unconstrained project costs were more than doubled (a 116 percent increase) to represent an annual 3 percent increase for 26 years.

Inflationary assumptions for expenditures for transit operations, maintenance, replacements, and expansion are difficult to predict because they depend on a variety of factors, such as future revenue-miles of service, labor contracts, and the age of rolling stock. An average annual inflationary increase of 3 percent was also used.

Single-use fund sources -not within the control of the SLOCOG Board, such as the SHOPP for highway maintenance, are assumed to seamlessly match with their respective expenditure programs as developed by the responsible agency.

**Figure 8-4**



## Existing and Potential Federal Funding Sources and Programs

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that long-range transportation plans be financially constrained. Successor federal legislation, the Transportation Efficiency Act for the 21st Century (TEA 21), passed in 1998, and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) passed in August 2005, reaffirmed this federal planning mandate. SAFETEA-LU was extended 18 months beyond its original termination in Fall 2009.

Currently, the federal transportation funding system is financed through the fuel tax (18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel). This tax is not indexed to inflation and was last increased in 1993. Presently, more transportation funds are being used than are collected. A nominal gas tax increase may make up for some inflationary losses, but will not appreciably expand the fund. Discussions are ongoing to address these inflationary losses, such as mileage-based fees, but a resolution has not been reached.

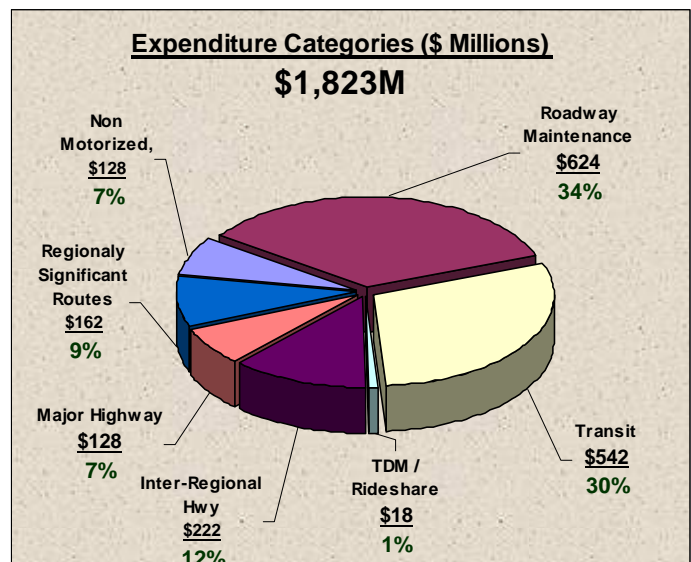
In addition, due to lower-than-projected tax revenues, the federal highway trust fund, which funds federal transportation programs, ran out of funds in 2008. Congress subsequently provided \$8 billion to allow funding for transportation programs to continue. Even with the infusion of funds, it is possible the account could run out of money. It is unclear what Congress and the current administration would do in such a situation. The uncertainty regarding the availability of federal funds makes it even more complicated for the state to plan and deliver the state’s transportation programs.<sup>3</sup>

### Current and Past RTP Expenditure Projection Comparisons

In comparison with the 2005 RTP, SLOCOG expenditures (percentage) expected for the life of the plan have shifted noticeably in nearly all categories.

- Transit expenditures in the 2005 plan topped 34%, before declining to 30% in 2010.
- Roadway Maintenance has now nearly doubled from 18% in 2005 to 34% in 2010.
- Non-Motorized projects have doubled from 4% in 2008 to 8% in 2010).
- Regionally Significant Route expenditures have seen minimal change from 6% in 2005 to 9% in 2010)
- Major Highways and Inter-regional Highway expenditures have plummeted. In 2005, 38% of all expenditures were for this category. In 2010, expenditures for highways is a mere 19% of the total; half the percentage from 5 years ago.
- TDM and Rideshare continue to be funded about 1% or less.

**Figure 8-5**



<sup>3</sup> 2009-10 Budget Analysis Series – Transportation, Legislative Analyst’s Office, Feb. 3, 2009, Page TR-18.

**Federal Economic Stimulus Package (2009) American Recovery and Reinvestment Act (ARRA).**

On February 16<sup>th</sup>, 2009, President Obama signed into law the \$787 billion American Recovery and Reinvestment Act (ARRA). This action resulted in \$11.6 million funding for SLOCOG to program for: Maximizing System Efficiency; Highway, Streets and Roads; and Non-Motorized projects. Additionally, ARRA provided \$6.2 million for transit purposes. ARRA provided one-time funding to the region. While it bears mentioning within this element, a future, comparable action is not reasonable to assume.

**Federal Aviation Administration (FAA) Airport Improvement Program (AIP)**

The Airport Improvement Program (AIP) is a grant program that can be used for the local match portion of federal Airport Improvement Program grants. The Airport Improvement Program (AIP) provides grants to public agencies---and, in some cases, to private owners and entities---for the planning and development of public-use airports, including: Paso Robles and San Luis Obispo. Oceano is not eligible. A nominal increase in revenues is expected.

**Federal Highway Administration (FHWA) Funding Programs**

These programs were reauthorized under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) which is a five-year funding program approved in August 2005 and was extended 18 months through recent legislation.

**Regional Transportation Improvement Program (RTIP)**

In past cycles, the Regional Transportation Improvement Program has received funding from three sources: Federal fuel tax, California’s State fuel tax, and California’s Proposition 42. For information on the two State sources, see *Section 3: An Inventory of Existing and Potential State Funding Sources and Programs*. The federal tax (18.4 cents per gallon gasoline, 24.4 cents per gallon for diesel) is not indexed to inflation and has not been increased since 1993. The per-gallon tax does not increase with the cost of fuel as a percentage would. In accordance with state law, the federal funds that once funded SLOCOG’s RTIP program now only fund higher priority programs, such as the State Highway Operation and Protection Plan (SHOPP). “The 2006 fund estimate identified \$2.5 billion annually in funding for SHOPP Capital Outlay and Capital Outlay Support. Full funding of the \$5.5 billion annual need defined in the 2007 Ten-Year SHOPP requires an increase in funding of approximately \$3 billion annually.”<sup>4</sup> In part due to this fact, a doubling of the Federal fuel tax would have no benefit to the SLOCOG RTIP, however, an increase of funding to City and County apportionments may be a result, depending on the condition of State finances.

RTIP (Federal portion)		
Purposes: Auxiliary Lanes, Interchanges, other regional route improvements		
	Base (\$M)	R'sonable (\$M)
Past	\$7.5M/yr	
Short (1-5)	\$0.00	\$0.00
Mid (6-10)	\$0.00	\$0.00
Long (11-25)	\$0.00	\$0.00
increase %/yr: None		

Typical projects funded in the RTIP include: interchanges, auxiliary lanes, and other highway and regional route improvements. The RTIP is allocated to the region on a formula basis, but the portion from the federal fuel tax has been redirected to higher priority programs by the State. Prior to 2004, SLOCOG had seen \$7.5 million per year for programming purposes from the federal fuel tax as well as \$7.5 million per year from the State fuel tax. However, given the aforementioned prioritization issue, for RTP purposes it is assumed that **no (\$0) revenues will be available** in the foreseeable future from the RTIP reflective of this federal funding source.

<sup>4</sup> Ten-Year State Highway Operation and Protection Plan (State Fiscal Year 2008/09 through 2017/18), The California Department of Transportation.

**Surface Transportation Program (STP) / State Highway Account (SHA)**

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road (not classified as local or rural minor collectors), transit capital projects, and intra-city and intercity bus terminals and facilities. The federal share for STP funds is generally 80 percent, subject to the sliding scale adjustment. A rural allocation is directly allocated to all counties. Historically, SLOCOG's STP funds have been exchanged with the State for State Highway Account (SHA) funds. The advantage of this exchange is that the revenue is no longer subject to federal regulations. This allows the cities and county to significantly reduce the amount of time and cost required to build a transportation project by having only to meet state and local regulations. The disadvantage of exchanging the revenue is that the use of the revenue becomes less flexible. The SHA funds are subject to the restrictions of Article 19 of the State Constitution and can only be used on Surface Transportation projects.

<b>STP</b>		
<b>Purposes:</b> Roadway, Bridges, Transit Capital, Bike, and Pedestrian projects.		
<b>Match:</b> No Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$2.3M/yr	
Short (1-5)	\$12.21	\$12.58
Mid (6-10)	\$13.48	\$14.58
Long (11-25)	\$49.46	\$59.21
<b>Total</b>	<b>\$75.14</b>	<b>\$86.37</b>
Increase %/yr: 2.0% and 3.0%		

This revenue stream is currently the most flexible of SLOCOG's funding sources and is assumed stable. Typical projects funded in this program include: roadways, bridges, transit capital, bicycle, and pedestrian projects. This revenue stream is allocated to the region on a formula basis.

Projection: In the past, SLOCOG received approximately \$2.3 million per year. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 2.0 percent per year and the Reasonably Expected financial scenario would grow at 3.0 percent per year.

**Transportation Enhancements (TE)**

The Transportation Enhancements program was created in 1991 as Congress sought ways to offset negative effects of highway construction projects, such as fragmented communities and the loss of open space. SAFETEA-LU significantly increased the amount of money dedicated to the program through 2009. A negligible increase is assumed with the future reauthorization of SAFETEA-LU.

<b>TE</b>		
<b>Purposes:</b> Bike/Ped Facilities, scenic prot., land acq.s, corridor enhancements		
<b>Match:</b> 11.47% Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.65M/yr	
Short (1-5)	\$3.40	\$3.45
Mid (6-10)	\$3.66	\$3.81
Long (11-25)	\$12.77	\$13.98
<b>Total</b>	<b>\$19.83</b>	<b>\$21.24</b>
Increase %/yr: 1.5% and 2.0%		

The program is managed by state transportation agencies. Each state must set aside ten percent of its Surface Transportation Program funds for use on TE activities. SLOCOG has typically programmed 5 to 10 percent of its regular STIP shares for transportation enhancement projects as well. Transportation Enhancement projects are considered federal-aid reimbursement activities, which mean that sponsors receive funding after expenditures have been made. In most cases, the federal government pays 88.53 percent of the project cost, and the project sponsor is responsible for the remaining 11.47 percent. Current regulations permit other federal funds and in-kind contributions to be counted as match.

The TE funding program is directed to community-based activities, such as bicycle facilities, historic preservation, land acquisition, environmental mitigation, corridor enhancements, and scenic protection. This revenue stream is allocated to the region on a formula basis.



Projection: In the past, SLOCOG received approximately \$650,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 1.5 percent per year and Reasonably Expected financial scenario would grow at 2.0 percent per year.

**Congestion Mitigation and Air Quality (CMAQ)**

The CMAQ program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides over \$8.6 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). The formula for distribution of funds, which considers an area's population by county and the severity of its ozone and carbon monoxide problems within the nonattainment or maintenance area, assigns greater weight to areas that are both carbon monoxide and ozone nonattainment/maintenance areas.

(CMAQ funds are not currently available to SLOCOG)

<b>CMAQ</b>		
<b>Purposes:</b> Transit Planning and Administration		
<b>Match:</b> No Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0M/yr	
Short (1-5)	\$0.00	\$0.00
Mid (6-10)	\$0.00	\$0.00
Long (11-25)	\$0.00	\$0.00
<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>
Increase %/yr:		

Congestion Mitigation and Air Quality program funding may be used for Transportation Control Measures (TCMs), including transit projects that are likely to contribute to an air quality standard in ozone and carbon monoxide nonattainment areas classified by the 1990 Clean Air Act Amendments. No match is required. San Luis Obispo County is not, at this time, a federal nonattainment area but nonattainment status is likely. However, it is uncertain if the entire county will be considered non attainment or only a small portion. The recent tightening of federal standards has resulted in scores of MPOs that no longer meet the standard and are now eligible for funding, however, without an increase in funding there is less CMAQ for all eligible regions.

Projection: In the past, SLOCOG received no CMAQ funds. New CMAQ funding would be programmed by SLOCOG. This is a potential future fund source and the level of funding is unknown. Given the aforementioned uncertainties, this RTP assumes no (\$0) funding from this source.

**PL Funds**

Metropolitan Planning (PL) funds are available to MPOs to conduct specific transportation planning activities. These activities must be included in the approved annual overall work program. Requires an 11.47 percent match. In the past, approximately \$800,000 has been programmed.

Projection: For purposes of the RTP, it was assumed that the Base financial scenario would start at \$800,000 and grow at 2 percent per year and the Reasonably Expected financial scenario would grow at 3 percent per year.

**Federal Transit Administration (FTA) Grant and Funding**

The following programs were reauthorized under SAFETEA-LU and are assumed to continue under similar, successor programs.

**Section 5303**

Section 5303 is a formula-driven grant that provides for technical planning assistance funding for urbanized areas through the metropolitan planning organization. Planning projects must be included in an approved annual work program. Requires 20 percent local match with non federal sources.

Projection: In the past, SLOCOG received approximately \$65,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 1.5 percent per year and the Reasonably Expected financial scenario would grow at 2.5 percent per year.

<b>5303</b>		
<b>Purposes:</b> Transit Planning and Administration		
<b>Match:</b> 20% Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.065M/yr	
Short (1-5)	\$0.34	\$0.35
Mid (6-10)	\$0.37	\$0.40
Long (11-25)	\$1.28	\$1.53
<b>Total</b>	<b>\$1.98</b>	<b>\$2.28</b>
Increase %/yr: 1.5% and 2.5%		

**Section 5304**

The Transit Planning and Transit Professionals Training funds (rural areas or centers below 100,000 residents) or Section 5304 provides funding for transit plans, market studies, training projects or riders' surveys. This grant is competitive statewide, and funding is awarded by Caltrans in Sacramento. SLOCOG has secured funding for local or regional planning efforts or pilot projects via this program; including both phases of the Coordinated Maintenance facility study and the Senior Transportation Options outreach program.

Projection: In the past, SLOCOG secured approximately \$70,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would not grow and the Reasonably Expected financial scenario would grow at 2.0 percent per year.

<b>5304</b>		
<b>Purposes:</b> Transit Planning and Administration		
<b>Match:</b> 11.47% Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.07M/yr	
Short (1-5)	\$0.35	\$0.37
Mid (6-10)	\$0.35	\$0.41
Long (11-25)	\$1.05	\$1.51
<b>Total</b>	<b>\$1.75</b>	<b>\$2.29</b>
Increase %/yr: 0% and 2.0%		

**Section 5307**

Section 5307 or the Urbanized Area funds (only for Urbanized Areas (UZA) with over 50,000 residents per the latest Census) is formula-driven. Eligible projects include capital, operating and planning. Two small UZAs eligible for 5307 in SLO County are the Central County (San Luis Obispo) and the North County (Paso Robles-Atascadero-and parts of Templeton-Santa Margarita). A third one, the Nipomo area lies within the Santa Maria-Orcutt UZA, administered by the SBCAG. Requires 50 percent match for operating and 20 percent match for capital and planning.

Projection: In the recent past, SLOCOG received approximately \$1.8 million per year. An increase of \$400,000 for the region is assumed starting in the year 2012 as a result of the anticipated designation of the Five Cities subregion as a new small Urbanized Area by the 2010 Census. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 2.0 percent per year and the Reasonably Expected financial scenario would grow at 4.0 percent per year.

<b>5307</b>		
<b>Purposes:</b> Transit Capital and Operations		
<b>Match:</b> 20% for Capital; 50% for Operations		
	Base (\$M)	R'sonable (\$M)
Past	\$1.5M/yr	
Short (1-5)	\$11.20	\$11.84
Mid (6-10)	\$12.80	\$14.87
Long (11-25)	\$46.97	\$66.89
<b>Total</b>	<b>\$70.98</b>	<b>\$93.59</b>
Increase %/yr: 2.0% and 4.0%		

**Section 5310**

The Specialized Transit program (for specialized transit for persons with disabilities and/or seniors) or Section 5310 is a competitive fund. Eligible projects include fleet replacement or expansion and support equipment. Caltrans manages this grant statewide and SLOCOG only has an advisory role; historically the funding has been a stable source of capital revenues for the Consolidated Transportation Services Agency (CTSA or Ride-On); yet it has been much less accessible to smaller non profits in rural areas unless they can prove why they cannot coordinate their small programs with the CTSA. Requires 11.47 percent local match.

<b>5310</b>		
<b>Purposes:</b> Transit Capital		
<b>Match:</b> 11.47% Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.4M/yr	
Short (1-5)	\$2.12	\$2.19
Mid (6-10)	\$2.34	\$2.54
Long (11-25)	\$8.60	\$10.30
<b>Total</b>	<b>\$13.07</b>	<b>\$15.02</b>
Increase %/yr: 2.0% and 3.0%		

Projection: In the past, SLOCOG received approximately \$400,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 2.0 percent per year and the Reasonably Expected financial scenario would grow at 3.0 percent per year.

**Section 5311**

The Non urbanized Area formula-based fund (only for Rural Areas with fewer than 50,000 residents) or Section 5311 funds eligible capital, operating and planning projects. Historically, the City of Morro Bay, all County areas, and SCAT (the Five Cities area) received those funds-competitively besides the RTA (North Coast and South County). Since 2004, SLOCOG adopted the Rural Transit Fund (RTF) exchange program (5311 Federal funds traded with Local Transportation Funds (state)) dedicated to capital projects. This makes RTF the prime source of capital revenues for rural providers although there is flexibility to use such funds toward rural operating support. Under the Section 5311 program, capital projects require an 11.47 percent local match, and operating projects a 44.67 percent local match. Depending on the amount of funding available, there is a lower to no match required for the local RTF program.

<b>5311</b>		
<b>Purposes:</b> Transit Capital and Operations		
<b>Match:</b> 11.47% for Capt'l; 44.67% for Operat'ns		
	Base (\$M)	R'sonable (\$M)
Past	\$0.50M/yr	
Short (1-5)	\$2.61	\$2.65
Mid (6-10)	\$2.82	\$2.93
Long (11-25)	\$9.83	\$10.75
<b>Total</b>	<b>\$15.26</b>	<b>\$16.34</b>
Increase %/yr: 1.5% and 2.0%		

Projection: In the past, SLOCOG received approximately \$550,000 per year. A decrease of \$25,000 per year in Section 5311 is expected in 2012 as the Five Cities area becomes urbanized and becomes eligible for 5307 funds. For purposes of the RTP, it was assumed that the Base financial scenario would then grow at 1.5% per year and the Reasonably Expected financial scenario would grow at 2.0 percent per year.

**Section 5316**

The Job Access and Reverse Commute (JARC), or Section 5316, is grant funding managed by Caltrans. JARC is competitive and determined by the results of Census 2000 focusing on the number of low-income residents (relative to the state share within all rural and small urbanized areas) compared to the national total. Eligible projects include operating and capital assistance as long as they serve work or work-related trips by low income persons, and eligible capital projects include mobility management. This program, created in 1998, evolved into a large earmark grant (off the top allocation); the 2006 shift to a competitive program should favor the rural areas over the large urbanized areas. The California funding cap is \$200,000 per project per year. Under the 5316 program, capital projects require a 20 percent local match and operating projects a 50 percent local match.

<b>5316</b>		
<b>Purposes: Transit Capital and Operations</b>		
<b>Match: 20% for Capital; 50% for Operations</b>		
	Base (\$M)	R'sonable (\$M)
Past	varied	
Short (1-5)	\$1.00	\$2.00
Mid (6-10)	\$1.00	\$2.00
Long (11-25)	\$3.00	\$6.00
<b>Total</b>	<b>\$5.00</b>	<b>\$10.00</b>
No growth. Base \$200k/yr, Resbnl \$400 k/yr		

Projection: In the past, SLOCOG received vastly varying amounts. For purposes of the RTP, it was assumed that the Base financial scenario would include \$200,000 per year with no growth, and the Reasonably Expected financial scenario would include \$400,000 per year with no growth.

**Section 5317**

The New Freedom (NF) or Section 5317 was introduced in 2006 by SAFETEA-LU and was modeled after JARC (going beyond traditional trips served by public transit, at about half of the Section 5316 funding level). The NF competitive-grant funding, managed by Caltrans, is determined by the results of Census 2000 focusing on the number of residents with disabilities (relative to the state share within all rural and small urbanized areas) compared to the national level. Eligible projects are operating and capital assistance (including mobility management) as long as they support new or expanded travel options for persons with disabilities (going beyond the Americans with Disabilities Act (ADA) mandate to complement fixed route bus coverage or providing new travel options other than ADA). The California funding cap is \$125,000 per project per year. Under the 5317 program, capital projects require a 20 percent local match and operating projects a 50 percent local match.

<b>5317</b>		
<b>Purposes: Transit Capital and Operations</b>		
<b>Match: 20% for Capital; 50% for Operations</b>		
	Base (\$M)	R'sonable (\$M)
Past	varied	
Short (1-5)	\$0.50	\$0.50
Mid (6-10)	\$0.50	\$0.50
Long (11-25)	\$1.50	\$1.50
<b>Total</b>	<b>\$2.50</b>	<b>\$2.50</b>
No growth. Base \$100k/yr, Resbnl \$200 k/yr		

Projection: In the past, SLOCOG received vastly varying amounts. For purposes of the RTP, it was assumed that the Base financial scenario would include \$100,000 per year with no growth, and the Reasonably Expected financial scenario would include \$200,000 per year with no growth.

**Section 5336**

The Small Transit Incentives City (STIC) program was added by SAFETEA-LU to increase the formula-based 5307 funds as a “bonus” to the most productive services in small UZAs. In the San Luis Obispo region, San Luis Obispo Transit has been the only recipient since the program began and that recent increase has been significant (over 40 percent under 5307 grant); other areas in Santa Barbara County, who qualify for STIC funds, are Lompoc Transit and the Santa Barbara Metropolitan Transit District.

<b>5336</b>		
<b>Purposes: Transit Capital and Operations</b>		
<b>Match: 20% for Capital; 50% for Operations</b>		
	Base (\$M)	R'sonable (\$M)
Past	\$0.8M/yr	
Short (1-5)	\$4.51	\$4.64
Mid (6-10)	\$5.48	\$5.92
Long (11-25)	\$24.66	\$29.53
<b>Total</b>	<b>\$34.65</b>	<b>\$40.09</b>
Increase %/yr: 4.0% and 5.0%		

Projection: In the past, SLOCOG received approximately \$800,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 4.0 percent per year and the Reasonably Expected financial scenario would grow at 5.0 percent per year.

**Other Competitive Federal Funding Programs**

***Annual Appropriations***

Each year, at the discretion of Congress, Federal High Priority funding is distributed to states for projects listed in the legislative conference report as part of the annual federal transportation appropriations bill process. The Federal Transportation Act (currently SAFETEA-LU) allows for a percent of the total highway spending to be earmarked for federal high priority regional projects. This funding is typically allocated for smaller projects that serve a transportation need and has widespread community support. In our region, one to three projects typically receive funding ranging from \$300,000 to \$500,000 each year.

<b>Annual Appropriations</b>		
<b>Purposes: Roadway, bike, pedestrian and streetscape improvements</b>		
<b>Match: No Match Required</b>		
	Base (\$M)	R'sonable (\$M)
Past	0.75M/yr	
Short (1-5)	\$3.75	\$3.86
Mid (6-10)	\$3.75	\$4.06
Long (11-25)	\$11.25	\$13.47
<b>Total</b>	<b>\$18.75</b>	<b>\$21.39</b>
Increase %/yr: 0% and 1.0%		

Annual Appropriations are neither a reliable nor a flexible fund source as it relies on a congressional earmark. This funding is very competitive. Federal revenues are flat. The current trend has seen the number of projects increase and the amount per project decrease. Also, funding awarded will likely continue to be reduced by 20 to 50 percent which must be backfilled with local fund sources.

Projection: In the past, SLOCOG received approximately \$750,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would not grow and the Reasonably Expected financial scenario would grow at 1.0 percent per year.

**Federal Transportation Reauthorization Acts**

The three Federal Transportation Reauthorization Acts (ISTEA, TEA-21, and SAFETEA-LU) have spanned nearly two decades. In the past, each program provided one project funding earmark for our region. A continued trend of earmarks is assumed. Given the level of interest by Congressional representatives and Caltrans' focus, these earmarks are assumed for the State Route 46 East ongoing widening projects.

<b>Reauthorization Earmarks</b>		
<b>Purposes:</b> High profile facility improvements		
<b>Match:</b> 20% Match Required		
	<b>Base (\$M)</b>	<b>R'sonable (\$M)</b>
<b>Past</b>	\$1.0M/yr	
<b>Short (1-5)</b>	\$30.00	\$30.00
<b>Mid (6-10)</b>	\$30.00	\$30.00
<b>Long (11-25)</b>	\$45.00	\$54.00
<b>Total</b>	\$105.00	\$114.00

Projection: For purposes of the RTP, it was assumed that the Base financial scenario would include a \$30 million earmark in each of the future federal transportation reauthorization acts. The Reasonably Expected financial scenario is assumed to include a similar funding level of the first reauthorization, remain flat for the mid-term, and capture \$54 million in the long-term.

**National Scenic Byway Program**

SAFETEA-LU authorized the National Scenic Byways program that designated highways across the country that exhibited extraordinary qualities of national significance. Designated byways are required to have adopted plans that identify measures in place that ensure protection of these qualities, as well as a plan to maintain and enhance access.

National Scenic Byway funding is likely to continue, but at a flat rate. SLOCOG has been very successful in securing funds under the program during three funding cycles since Highway 1 (between San Luis Obispo and the northern County Line) was designated as an All-American Road (the higher of two tiers of National scenic designation) in 2003. However, SLOCOG anticipates that funding levels that can be reasonably secured through the program over the foreseeable future is in the range of \$300,000 to \$400,000 per year.

<b>National Scenic Byway</b>		
<b>Purposes:</b> Byway imps: signage, gateways acquisitions, bike, pedestrian		
<b>Match:</b> 20% Match Required		
	<b>Base (\$M)</b>	<b>R'sonable (\$M)</b>
<b>Past</b>	\$0.3M/yr	
<b>Short (1-5)</b>	\$1.55	\$1.59
<b>Mid (6-10)</b>	\$1.62	\$1.76
<b>Long (11-25)</b>	\$5.39	\$6.45
<b>Total</b>	\$8.56	\$9.80
Increase %/yr: 1.0% and 2.0%		

Projection: In the past, SLOCOG received approximately \$300,000 per year. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 1.0 percent per year and the Reasonably Expected financial scenario would grow at 2.0 percent per year.

## Existing and Potential State Funding Sources and Programs

### State Funding Sources

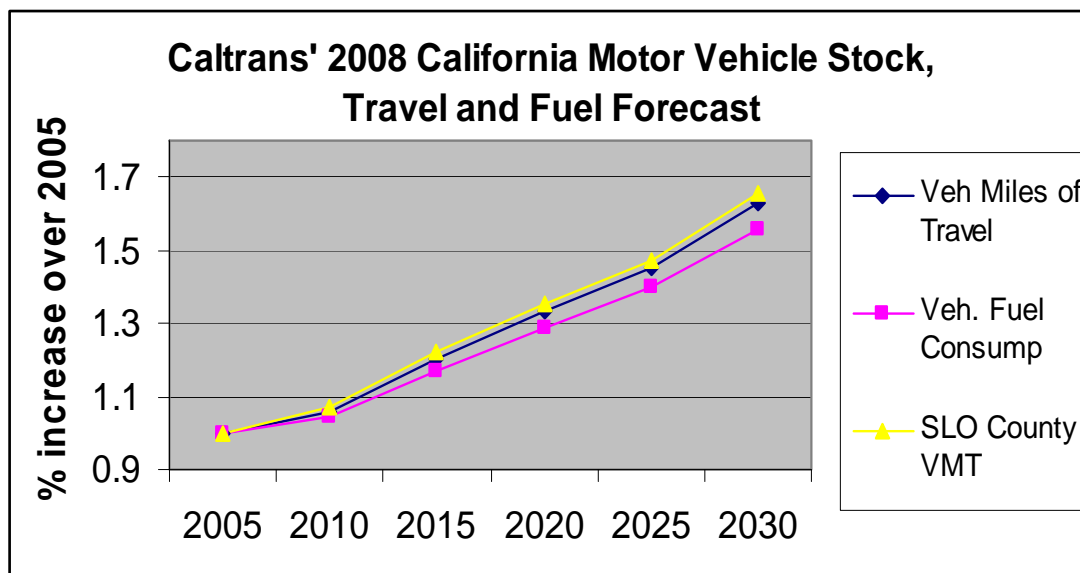
Senate Bill 45 (Kopp, 1997) and Proposition 42 (2002) currently lay out the program structure and distribution formula for state revenues. These laws are assumed to continue over the next 25 years. State revenues for the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP), and State Technical Assistance (STA) are assumed to grow at rates consistent with Caltrans' long-range travel and fuel forecasts. Caltrans' *2008 California Motor Vehicle Stock, Travel and Fuel Forecast* estimated fuel consumption to increase by 2.51% per year in the short-term, 2.35% per year in the mid-term, and 2.74% per year in the long-term.

Currently, the state levies two types of taxes on motor fuels:

- An excise tax of 18 cents per gallon on gasoline and diesel fuel. This is generally referred to as the fuel tax.
- A statewide 4.75% tax on the sale of gasoline and diesel fuel. This is generally referred to as Prop 42 or the Sales tax on fuel.

**Fuel Tax** - Revenues from the state excise tax on gasoline and diesel fuel used on public roads total about \$3.4 billion per year. The State Constitution restricts the use of these revenues to specific transportation purposes. These include constructing, maintaining, and operating public streets and highways, acquiring right of way and constructing public transit systems, as well as mitigating the environmental effects of these facilities. These revenues are used for specific transportation purposes and are split between the state, counties, and cities (about 65% of is allocated to Caltrans and 35% to cities and counties). This *flat* tax is not indexed for inflation and continues to lose value as fuel efficiency increases. This revenue stream funds the State Highway Account.

**Figure 8 - 6**



**Sales Tax** – A 4.75% sales tax is levied on fuel, certain portions of which are earmarked for transportation. These revenues are split between the state, cities, and counties. This fund increases as the cost of gasoline increases. The State's sales tax on gasoline and diesel fuel currently provides about \$3-4 billion a year. Until 2002, most of the revenues from the state sales tax on gasoline were used for by the State General Fund for various purposes including education, health, social services, and corrections.

Proposition 42, overwhelmingly approved in 2002 by 69.1% of statewide voters and 71.9% of voters in San Luis Obispo County, required existing revenues resulting from state sales and use taxes on the sale of motor vehicle fuel be used for transportation purposes. Specifically, Proposition 42 required those revenues that previously went to the General Fund be transferred to the Transportation Investment Fund to provide for improvements to highways, streets and roads, and transit systems. Proposition 42, however, allowed the transfer to be suspended when the state faced past fiscal difficulties. Since its approval, the state suspended the Proposition 42 transfer twice due to the State's fiscal condition. In 2003-04, the transfer was partially suspended, and in 2004-05, the full amount was suspended.

To protect this funding from future diversions, the Legislature placed on the ballot, and the voters subsequently approved (84% approval) Proposition 1A in the November 2006 General Election. This proposition permanently protected the dedication of the Proposition 42 revenue stream for transportation purposes; it took effect in 2006. Prop 1A is neither a new funding stream, tax or revenue source. It provided only a 'fix' for Prop 42. Specifically, the measure required Prop 42 suspensions to be treated as loans to the General Fund that must be repaid in full, including interest, within three years of suspension. Furthermore, the measure allows suspension to only occur twice in ten consecutive fiscal years, and requires a 2/3<sup>rd</sup>s vote of the Legislature. No suspension may occur unless prior suspensions (excluding those made prior to 2007-08) have been repaid in full.

Currently, 40% of this revenue stream is directed to the State Transportation Improvement Program, 40% is directed to cities and counties, and 20% is directed to the Public Transit Account.

#### **Other State Funding Sources for Transportation.**

In addition to the taxes on fuel, the State also funded transportation projects through the following:

##### **Transportation Development Act**

The State also levies and allocates ¼ % of the general sales tax on retail purchases for transportation purposes through the Transportation Development Act (TDA) program.

TDA provides two major sources of funding for public transportation. The **Local Transportation Fund** (found in *Section 4: Inventory of Existing and Potential Local Funding Sources and Programs*) and **State Transit Assistance**. Both of these funds are distributed to the region by the State and allocated by SLOCOG to each of the seven cities, the County, SLOCOG, Ride-On – the Consolidated Transportation Services Agency (CTSA)- and transit operators in the San Luis Obispo region. These funds are for the development and support of public transportation needs that exist in California and are allocated to each region based on population, taxable sales and, to some extent, transit performance. The 1971 *Transportation Development Act* earmarked ¼ percent of the state sales tax for transit and created a **Local Transportation Fund (LTF)** in each county to receive the money. The TDA also extended the state sales tax to gasoline and used the revenues to compensate the state general fund for the loss of the ¼ percent tax. Any excess revenues from fuel sales tax ("*fuel tax spillover*") are deposited in the **Public Transportation Account (PTA)**.



**Bond funds**

California voters also approved Proposition 1B (the *Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006*) to provide \$19.9 billion to fund projects to relieve congestion, facilitate goods movement, improve air quality and enhance the safety and security of the transportation system.

As approved by the voters on November 7, 2006, Proposition 1B set forth the *Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006*. This new law approved \$19.925 billion in general obligation bonds to fund street repairs, reduce congestion, improve bridge safety, expand public transit, and improve port security statewide. The State Transportation Improvement Program (STIP) received \$2B, and the State Highways Operation and Protection Program (SHOPP) received \$750M; \$3.6B were made available to transit operators over a ten-year period; the region also benefited from both competitive and local allocations. However, Prop 1B provided one-time funding from general obligation bonds for various specific transportation programs, mainly to expand the capacity of the state's highways and transit systems. These bonds provided a major one-time infusion of State funds into the transportation system that is to be spent over multiple years.

For transit purposes, Prop 1B was expected to deliver \$12-\$14 million over a 10 year period. In the first and second years, SLOCOG programmed \$2.5 million and \$1.5 million respectively. The State has frozen the cash outlays it provided to the Year 1 projects, and actual State payment for the Year 2 projects are subject to the State's ability to sell bonds. The remainder, between \$8-10 million, is yet to be programmed and is included in the short- and mid-term years of this element.

**Truck Weight Fees**

The State collects a fee on commercial vehicles based on the gross weight of the vehicle, which represent compensation for the wear and tear on the roadways (about \$1 billion a year). This revenue stream flows into the State Highway Account.

**Motor Vehicle Fees**

The State collects vehicle license, registration and drivers license fees. The revenues are not earmarked for transportation projects; however, the bulk of the money is allocated to CHP and DMV for traffic law enforcement and regulations. This funding was cut by 2/3rds through Legislative action.

**Vehicle License Fee (VLF)**

The motor vehicle in-lieu tax is a tax on the ownership of a registered vehicle in place of taxing vehicles as personal property. The VLF is paid annually upon vehicle registration in addition to other fees, such as the vehicle registration fee, air quality fees, and commercial vehicle weight fees all of which fund specific state programs. The VLF funds city and county (general fund) services (not necessarily for transportation). Until July 2004, 81.25% of the fees (and backfill) were allocated to cities and counties using a population-based formula. The VLF is applied based on a vehicles current value as estimated by a depreciation schedule set in state law. As currently designed, this revenue stream does not flow into either the STIP or the State Highway Account, but increases and decreases affect the State General Fund.

In 1998, Governor Wilson began reducing the collection of VLF (it decreased from 2% to .65% between 1998 and 2001), but the overall amount remained the same as State General funds were used to backfill the VLF reduction (to the full 2%). Under the law, local governments are "backfilled" by the state general fund for any loss of revenue due to VLF reductions. In 2004-05, the backfill amount was \$3.9 billion. The law always contained provisions that if state general fund revenues are insufficient to fund this taxpayer subsidy,

then the offset would be removed and the effective taxpayer rate would return to its 1998 level. On June 19, 2003, insufficient (State) revenues prompted the VLF to return to 2%.

Following the recall of Governor Davis, in November 2003, Governor Schwarzenegger returned the VLF to .65% and appropriated \$2.6B to backfill the funding for City and County VLF. In May 2004, he then proposed a swap of VLF for property tax. In a change from the Governor's agreement with local governments, the Legislature, in AB2115 of 2004, provided for no property tax in lieu of VLF to replace the lost VLF areas annexed to cities after 2004. The Legislature also made no provision in the law for property tax in lieu of VLF for city incorporations after 2004. These changes have caused major fiscal difficulties for many communities that are in the process of incorporating and cities that are in the process of annexing inhabited areas. Cities in the midst of plans to annex inhabited islands and communities in the midst of plans to incorporate immediately faced the loss of over 90% of VLF revenues that they had been counting on under previous law. The League of California Cities is working to remedy this situation.

### Future Prospects

**Future State Gas Tax or Equivalent Revenue Increases** – “While travel on California’s roads increased by 28% between 1991 and 2007, gas tax revenues (adjusted for inflation) have not increased. As a result, the revenue generated per mile traveled declined by more than 20 percent.”<sup>5</sup> “Funding for maintenance and rehabilitation is not keeping pace with current needs. In the future needs will grow as the highway system continues to age.”<sup>6</sup> “While in the past gasoline consumption has increased at a stable rate of between 1 percent and 2 percent, it has declined every year since 2005. In the future, increasing fuel efficiency and a switch to alternatively powered vehicles could continue to put downward pressure on the consumption of gasoline and therefore on fuel tax revenues. If the declining trend continues, an increasing amount of highway repair and reconstruction work would not be funded.”<sup>7</sup> Therefore, it is assumed that a nominal fuel tax increase may make up for some inflationary losses, but will not expand the fund to augment SLOCOG funding.

In the financially constrained element of this plan, no new transportation sales taxes are assumed, and no new bond measures are assumed. There is no political support to increase the fuel tax at the State level. The State focus is similar to that of the Federal focus: Design-Build, Toll Facilities, and Congestion Pricing.

<sup>5</sup> State Funding for Transportation, Legislative Analyst's Office, October 31, 2008, Page 4.

<sup>6</sup> State Funding for Transportation, Legislative Analyst's Office, October 31, 2008, Page 6.

<sup>7</sup> 2009-10 Budget Analysis Series – Transportation, Legislative Analyst's Office, February 3, 2009, Page TR-16.

**State Grant and Funding Programs**

***Bicycle Transportation Account (BTA)***

The Bicycle Transportation Account program is a state funding program to improve bicycle facilities. Authorized under the California Bikeways Act of 1975, as amended, this account provides funding for bikeways and related facilities. The program is focused on commuter bicycle facilities in order to promote bicycling during the peak commuting hours. The program requires that a community have an adopted bike plan that includes the vision for how the community will achieve a seamless bicycle transportation network, as well as amenities that encourage bicycling. To date, the cities of San Luis Obispo, Paso Robles and Pismo Beach and the County have certified bike plans. Both Grover Beach and Atascadero have made strides to complete their plans.

<b>BTA</b>		
<b>Purposes:</b> Bike ways, facilities, and planning		
<b>Match:</b> 10% Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.2M/yr	
Short (1-5)	\$1.00	\$1.00
Mid (6-10)	\$1.00	\$2.00
Long (11-25)	\$3.00	\$3.00
<b>Total</b>	<b>\$5.00</b>	<b>\$6.00</b>
No growth. Base \$200k/yr, Resnbl \$250k/yr		

The BTA Statewide budget for FY 2010 is only \$7.2 Million (the same as in 2008), and it is a competitive program. Requires 10% local match.

Projection: For purposes of the RTP, it was assumed that the Base financial scenario would not grow and the Reasonably Expected financial scenario would include additional \$1M of grant funding in the mid-term.

***California Aid to Airports Program (CAAP)***

Authorized under the California Aeronautics Act of 1976 as amended, the purpose of the California Aid to Airports Program (CAAP) is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation. The California Aviation System Plan Capital Improvement Plan (September 2007), a multi-element plan, is prepared by the California Department of Transportation, Division of Aeronautics Department with the goal of developing and preserving a system of airports responsive to the needs of the State. All three airports

<b>CAAP</b>		
<b>Purposes:</b> Airport improvements: taxiways, runways, access roads, terminals		
<b>Match:</b> Local Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$7.9M/yr	
Short (1-5)	\$41.31	\$41.93
Mid (6-10)	\$44.51	\$46.30
Long (11-25)	\$155.24	\$169.87
<b>Total</b>	<b>\$241.06</b>	<b>\$258.10</b>
Increase %/yr: 1.5% and 2.0%		

(Paso Robles, San Luis Obispo, and Oceano) in the San Luis Obispo region are included in the 5-yr CIP. Project funding is assumed to be a mixture of FAA, State and Local funding – SLOCOG discretionary funding is not assumed in this RTP as part of the mix of funding sources.

***California Clean Air Act (CCAA)- Implementation Funds (AB2766)***

The San Luis Obispo County Air Pollution Control District (APCD) has implemented a vehicle registration surcharge to fund various programs necessary to implement the provisions of the California Clean Air Act of 1988. These funds may be used for the funding of transportation projects and planning activities with air quality benefits, such as travel demand management, transit, and land use planning. The San Luis Obispo County APCD directs the use of these funds according to its adopted Clean Air Plan. Consequently, this funding source is not identified as a SLOCOG fund source in this RTP.

**Environmental Enhancement and Mitigation (EEM)**

The Environmental Enhancement and Mitigation program was established by the Legislature in 1989. It offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified state transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Projects funded under this program must provide environmental enhancement and mitigation over and above that otherwise called for under the California Environmental Quality Act (CEQA). In funding the program, an attempt is made to maintain a 40/60 North/South split between California’s 45 northern and 13 southern counties.

<b>EEM</b>		
<b>Purposes:</b> Environmental Enhancements for transportation projects		
<b>Match:</b> No Match Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.2M/yr	
Short (1-5)	\$1.00	\$1.00
Mid (6-10)	\$1.00	\$2.00
Long (11-25)	\$3.00	\$3.00
<b>Total</b>	<b>\$5.00</b>	<b>\$6.00</b>
No growth. Base \$200k/yr, Resnbl \$250k/yr		

Caltrans administers the approved grant agreements; grants are awarded in 3 categories:

- **Highway Landscape and Urban Forestry** -- Projects designed improve air quality through the planting of trees and other suitable plants.
- **Resource Lands** -- Projects for the acquisition, restoration, or enhancement of watersheds, wildlife habitat, wetlands, forests, or other natural areas.
- **Roadside Recreational** -- Projects for the acquisition and/or development of roadside recreational opportunities.

Over the past decade, several projects were completed with the EEM funds, including: Elfin Forest in Los Osos (Twin Bridges), Chorro Flats vegetation restoration in Los Osos / Morro Bay (Twin Bridges), and the Ahearn Open Space Acquisition (Cuesta Grade).

Projection: For purposes of the RTP, it was assumed that the Base financial scenario would not grow and the Reasonably Expected financial scenario would include additional \$1M of grant funding in the mid-term.

**State Highway Operation and Protection Program (SHOPP)**

As owner and operator, Caltrans is responsible for maintaining, operating, and preserving more than 50,000 lane-miles of the State Highway System (SHS). Candidate projects that meet specific SHOPP program criteria are identified in the 10-year SHOPP plan. The financially constrained 10-year SHOPP reflects the expected revenues for the program. Caltrans then nominates the highest priority projects to compete statewide to be programmed in the four-year SHOPP. In June 2009, the projects programmed in the 2008 4-year SHOPP were considered to be fully funded. However, with the adoption of the biennial fund estimate, the amount of revenue anticipated may be inadequate to fully meet programmed needs for the next two years, necessitating delay of remainder of the 2008 SHOPP.

<b>SHOPP</b>		
<b>Purposes:</b> Roadway, Mandates, Collision Reduction, Facilities Improvements		
<b>Match:</b> None required.		
	Base (\$M)	R'sonable (\$M)
Past	\$10-\$15M/yr	
Short (1-5)	\$75.91	\$78.20
Mid (6-10)	\$83.81	\$90.65
Long (11-25)	\$307.48	\$368.16
<b>Total</b>	<b>\$467.19</b>	<b>\$537.01</b>
Increase %/yr: 2% and 3%		

Additionally, the 2009 10-year SHOPP estimates \$1.5 billion per year will be available to address annual statewide needs. This amount covers just 24 percent of the State Highway System’s annual needs. The

long-term issue remains; the needs are growing faster than the available revenues. The only source of funding for the SHOPP is the State Highway Account, funded primarily through state and federal excise taxes on gasoline and diesel fuel. The table below identifies the estimated future programming capacity in the financially constrained 10-year SHOPP beyond the 2008 SHOPP for San Luis Obispo County.

For state highway rehabilitation needs,

**Figure 8 - 7**

funds were assumed to be available through the State Highway Operations and Protection Program (SHOPP) at an average level of \$14 million per year, with a two to three percent per year real growth based on recent trends. In order for this fund to achieve any increases, the Legislative Analyst's Office (2009-10 Budget Analysis Series, page 16) has recommended a rate increase in the near-term and a

<b>SHOPP Estimated Funding for San Luis Obispo County 2010 RTP</b>		
<b>Program</b>	<b>Total Estimated Future Programming (\$1,000) Years 2010-2019</b>	<b>Total Estimated Future Programming (\$1,000) Years 2020-2035</b>
Emergency Response	\$ 2,704	\$ 7,000
Collision Reduction	\$ 24,930	\$ 40,930
Mandates	\$ 46,955	\$ 125,000
Mobility Improvements	\$ 6,737	\$ 20,000
Bridge	\$ 13,029	\$ 35,000
Roadway	\$ 53,632	\$ 120,632
Roadside	\$ 2,940	\$ 8,000
Facilities Improvements	\$ 16,002	\$ 40,000
<i>Source: Caltrans District 5</i>	\$ 166,929	\$ 396,562

mileage-based fee in the long-term. For purposes of overall SLOCOG funding projections, the SHOPP program is not included in the following revenue projection tables as the funding is allocated directly by the State Department of Transportation.

**State Transportation Improvement Program (STIP)**

The STIP is the State's ongoing five-year program of projects to enhance and expand the capacity of the highways and transit systems. Stable funding sources for the STIP have deteriorated, but demands continue to mount. While not the case in years prior to 2006, all funds flowing into the State Highway Account (SHA) are now consumed by the SHOPP (Caltrans maintenance/rehab program) and other higher priority programs, resulting in \$0 for the STIP from the SHA. The STIP is now solely funded with Bond and Prop 42 funds. Prop 42 funds are expected to grow at a rate between 2% and 3% per year. With the recent approval of Prop 1B (2006) for nearly \$20B, no State bonds are assumed within the time frame of this Financial Element.

Funding in the STIP is divided into two funding programs: The Regional Transportation Improvement Program (RTIP) receives 75%, and the Interregional Transportation Improvement Program (ITIP) receives 25%. All projects funded in the STIP, both the RTIP and the ITIP, are identified in the 2010 RTP and included in the Federal Transportation Improvement Program (FTIP) pursuant to the STIP guidelines. SLOCOG programs the region's share of the RTIP funding while Caltrans programs the statewide ITIP funding. The first five years of the draft 2010 RTP funding scenarios are consistent with the 2010 STIP estimate projected by the CTC. The current expectation for the 2010 STIP fund estimate is no (\$0) funding for non Transportation Enhancements. This serves as the basis for the short-term. In the mid- and long-terms, our region anticipates \$6M/yr from future RTIPs as a result from Prop 42 revenues.

**Interregional Transportation Improvement Program (ITIP)**

Under the provisions of Senate Bill 45 (SB 45, 1997) Caltrans remains responsible for the ownership and operation of the state highway system. Capital improvements including capacity increasing projects outside of the urbanized area are to be funded on a statewide basis from the Interregional Transportation Improvement Program (ITIP). Funding for the long-range state highway needs is difficult to estimate.

Because SR 46 is a rural state emphasis route running from San Luis Obispo County to Kern County, there should be support in the Interregional Program for continuing work and funding through its completion.

**Projection:** In the past, the San Luis Obispo region received approximately \$7.5 M/yr. For purposes of the RTP, it was assumed that the ITIP would provide no (\$0) funding in the short-term, and would provide an average of \$3M/yr in the base financial scenario with a \$0.5M increase in the 10<sup>th</sup> year, and would provide an average of \$5M/yr in the Reasonably Expected financial scenario with a \$0.5M increase in the 10<sup>th</sup> year. No match is required by the State.

<b>ITIP</b>		
<b>Purposes:</b> Highway Capital and capacity increasing projects in rural areas		
<b>Match:</b> None required		
	Base (\$M)	R'sonable (\$M)
Past	\$7.0M/yr	
Short (1-5)	\$0.00	\$0.00
Mid (6-10)	\$15.00	\$25.00
Long (11-25)	\$52.50	\$82.50
<b>Total</b>	<b>\$67.50</b>	<b>\$107.50</b>
Base \$3M/yr, Resnbl \$5M/yr		

**Regional Transportation Improvement Program**

**(RTIP)** – SB 45 (1997) amended state statute giving significant local control over the programming of the 75% of the State Highway Account funds that flow into the State Transportation Improvement Program (STIP). In recent STIP cycles (2002 and before), the San Luis Obispo RTIP received approximately \$7.5M/yr from the State fuel-tax-funded State Highway Account (as well as \$7.5M/yr from the federal fuel tax) prior to the passage of Proposition 42. However, in recent years and projected forward, the STIP is receiving no State Highway Account funds – no federal or state fuel-tax revenues- only Proposition 42 funds.

<b>RTIP</b>		
<b>Purposes:</b> Highway and Roadway Imp.s, Transit, Enhancements, planning		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$6.0M/yr	
Short (1-5)	\$5.20	\$5.31
Mid (6-10)	\$31.22	\$31.85
Long (11-25)	\$114.56	\$129.37
<b>Total</b>	<b>\$150.99</b>	<b>\$166.53</b>
Increase %/yr: 2% and 3%		

RTIP funds may be programmed for capital improvement projects including local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, sound walls, inter-modal facilities and safety.

**Projection:** The current expectation for the 2010 STIP fund estimate is \$1M/yr for Transportation Enhancements only. This serves as the basis for the short-term. In the mid- and long-terms, our region anticipates \$6M/yr from future RTIPs as a result from Prop 42 revenues. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 2% per year and the Reasonably Expected financial scenario would grow at 3% per year. No match is required.

**Proposition 42 (Local Allocations)**

The sales tax on fuel provides allocations to the Cities and Counties of California. California counties receive half of this local allocation and San Luis Obispo County receives a share based on the number of registered vehicles and the number of miles of maintained county roads. California cities receive half of the local allocation based on their share of the total population.

<b>Prop 42 (Local Allocations)</b>		
<b>Purposes:</b> Local Roadway Imp.s, Transit, Enhancements, maint.		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$4.5M/yr	
Short (1-5)	\$24.83	\$25.41
Mid (6-10)	\$26.40	\$28.54
Long (11-25)	\$96.85	\$115.92
<b>Total</b>	<b>\$148.08</b>	<b>\$169.87</b>
Increase %/yr: 2% and 3%		

**Projection:** In 08/09, the local cities and counties received a combined \$4.4M. Fiscal Years 09/10 and 10/11 are projected to receive a temporary increase due to the 1% temporary increase in statewide sales tax. For purposes of the RTP, it was assumed that the Base financial scenario would grow at 2% per year and the Reasonably Expected financial scenario would grow at 3% per year and both scenarios would be based on \$4.5M/yr and include the two-year temporary increase. No match is required.

**Public Transportation Account (PTA)**

The PTA was established in 1979 to support public transportation projects. At least half of the PTA funds are expected to flow to the State Transit Assistance (STA) for mass transit operations and capital projects, while the remainder supports various other public transportation purposes. This special fund derives its revenue primarily from the sales and use taxes on diesel fuel and gasoline. Sales tax revenues deposited in the PTA totaled an estimated \$326 million in 2006-07.

The PTA also receives “spillover” funds. Spillover occurs when sales tax revenues (at 4.75 percent) on all goods, including gas, exceed revenues (at 5 percent) on all sales, excluding gas. The 2006-07 budget agreement allocates the spillover revenues, estimated at \$668 million, to Proposition 42 loan repayment (\$200 million), seismic retrofit of Bay Area bridges (\$125 million), farm worker transportation grants (\$20 million), high-speed rail development (\$13 million), and transit programs (\$310 million). “It should be stressed, however, that the size of this transfer in future years is subject to considerable uncertainty, given that it is highly influenced by the price of gasoline, which recently has been highly volatile and difficult to accurately predict.”<sup>8</sup>

SB 717 requires 20% of the sales tax on fuels goes to the PTA, and that the funds be allocated as follows:

- 25% to Caltrans for intercity rail and public transit improvement projects in the STIP
- 37.5% to the State Controller for allocation to each RTPA based on fare-box ratio.
- 37.5% to the State Controller for allocation to each RTPA based on a population formula.

It also limits the use of funds directed to Cities and counties to maintenance, rehabilitation, reconstruction, and storm repair projects and imposes a maintenance of effort requirement.

**State Transit Assistance (STA)**

The STA is derived from the statewide sales tax on vehicle fuel (gasoline sales spillover, Prop 42, and Diesel fuel). STA funds are only used for public transit purposes. A small portion of the STA went directly to local operators (formula-based statewide) based on passenger fare revenues relative to all California properties. Most STA funds are allocated to the regions (population formula) for them to apportion to those among eligible recipients (mix of population-based formula and discretionary).

<b>STA</b>		
<b>Purposes: Transit Capital and Operations</b>		
<b>Match: None Required</b>		
	Base (\$M)	R'sonable (\$M)
Past	\$1.2M/yr	
Short (1-5)	\$5.84	\$6.02
Mid (6-10)	\$6.45	\$6.97
Long (11-25)	\$23.65	\$28.32
Total	\$35.94	\$41.31
Increase %/yr: 2% and 3%. With fix assumed.		

Some protection came from the passage of Prop 1A for STA. However, the spillover funding remains volatile. In 2007, the Legislature redirected \$1.3B and approved permanently diverting 50% of funding to the State general funds in the future. By 2009, the balance was redirected as well. A reinstatement occurred in 2010, and is expected to continue.

<sup>8</sup> California's Fiscal Outlook: LAO Projections 2008-09 through 2013-14, November 20, 2008.

These funds are available for transit operating and capital purposes only. For RTP planning purposes, these revenues were assumed to be used entirely for transit operations, although they could be used for transit capital and transit studies.

**Projection:** For purposes of the RTP, it was assumed that the Base financial scenario would grow at 2% per year and the Reasonably Expected financial scenario would grow at 3% per year and both scenarios would be based on \$1.1M/yr, and assumes the recent fix to remain in place.

**Safe Routes to School (SR2S)**

The Safe Routes to School (SR2S) program is a national and international movement to enable and encourage elementary and middle school children to walk and bicycle to school. Through the use of the "5 Es" (Education, Encouragement, Enforcement, Engineering and Evaluation), programs and projects can be developed to create a safe, appealing environment for walking and biking to school that will encourage a healthy and active lifestyle from an early age. Safe Routes to School also enriches the quality of children's lives and benefit communities by implementing projects and activities that will reduce traffic congestion, improve air quality, and enhance neighborhood safety. Successful Safe Routes to School programs have included a Walking School Bus, School Pool, classroom activities and participant incentives.

SR2S		
<b>Purposes:</b> Programs and facilities to encourage walking and cycling to school		
<b>Match:</b> 10% match for State; no match for Fed		
	Base (\$M)	R'sonable (\$M)
Past	\$0.3M/yr	
Short (1-5)	\$0.75	\$1.50
Mid (6-10)	\$0.75	\$1.50
Long (11-25)	\$2.25	\$4.50
<b>Total</b>	<b>\$3.75</b>	<b>\$7.50</b>
No growth. Base \$0.15M/yr, Resnbl \$0.3M/yr		

Established in 1999, the State Safe Routes to School (SR2S) program came into effect with the signing of Assembly Bill 1475. In 2001, Senate Bill 10 (SB 10) was enacted which extended the program for three additional years. In 2004, SB 1087 was enacted to extend the program three more years, with a sunset date of Jan. 1, 2008. With the passage of SAFETEA-LU in 2005, Federal SR2S funds were made available to states nationwide. A new bill, AB 57, was introduced in December 2006 to extend the State program until January 1, 2013. The bill passed in Sept. 2007; the State deleted dedicated state funding (\$25M/yr) in 2007; but reinstated it in 2008. This funding is subject to the annual budget act.

**Projection:** For purposes of the RTP, the Base financial scenario assumes a cut of the State program and \$150k/yr from the Federal program only. Within the Reasonably Expected financial scenario, this plan assumes the reinstatement and continuation of the State SR2S program and that the region would secure \$300k/yr.

**Proposition 1B (2006)**

While Proposition 1B (2006) provided the region with over \$110 million to fund highway and street improvements, and public transit, only \$8 to \$10 million remains to be programmed. SLOCOG programmed transit project funding of \$4M (of \$12-\$14M) in the first two years of the program.

**Projection:** For the purposes of the RTP, it was assumed that level funding would occur over the next 8 years with the Base (\$8M) and the Reasonably Expected (\$10M) financial scenarios. No future Bond or increase of this fund is assumed.

Prop 1B (Transit)		
<b>Purposes:</b> Transit Capital		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.0M/yr	
Short (1-5)	\$5.00	\$6.25
Mid (6-10)	\$3.00	\$3.75
Long (11-25)	\$0.00	\$0.00
<b>Total</b>	<b>\$8.00</b>	<b>\$10.00</b>
No growth. Base \$1M/yr, Resnbl \$1.25M/yr		



## Existing and Potential Local Funding Sources and Programs.

### Local Funding Sources

Local revenue sources are classified as either general purpose or special purpose. General purpose revenues - which include various taxes, fees, rates, and fines - flow directly into a jurisdiction's General Fund, such as:

- Sales and Use taxes
- Locally imposed general taxes
- Property taxes
- Business license fees
- Utility user's fees
- Motor Vehicle in lieu fees (VLF)
- Transient occupancy taxes
- Rents, royalties and concessions
- Franchise fees
- Fines, forfeitures, and penalties

Five of the cities recently passed a 1/2 cent locally imposed general tax. Local jurisdictions may choose to use general fund moneys to help finance transportation projects or services, or as local matching funds for transportation grants. By definition, special purpose revenues are for specific purposes only. Categories include:

Local 1/2 cent Sales Tax	Expected Annual Revenues (\$M)	Sunset Date
Arroyo Grande	\$1.50	None
Grover Beach	\$0.48	None
Morro Bay	\$0.65	None
Pismo Beach	\$0.80	2014
San Luis Obispo City	\$5.10	2014

- Property related fees
- User fees
- Assessments
- Developer fees
- Gas Tax Subventions
- Transportation Development Act funds
- Utility rates
- Regulatory fees, and
- Special taxes

Development Impact Fees are imposed to pay for improvements and facilities required to serve new development or otherwise reduce the impacts of new development on a community. These fees cover one-time capital improvements and community amenities. Although every jurisdiction collects Developer Impact Fees, each jurisdiction collects for different purposes, such as: Police, Fire, Parks, Transportation (whether Circulation or Signal improvements), storm drainage, wastewater, water supply, community centers, libraries, or open space. Nearly every city updated their fee programs in 2007; Paso Robles and the County updated several of its sub-area programs in 2006.

Developer fees collected within the region between 2001 and 2007 provided a significant influx of local funding for transportation purposes. However, given the recent economic downturn, street and road funding originating from these fees are assumed to be reduced and grow at a rate more comparable to recent housing projections. While special purpose revenues – such as Developer Impact Fees – are only for specific purposes, the reports from the State Controller's Office combines all local funds used for transportation into one category (Local Street and Road funds).

## Local Funding Programs

### Local Street and Road Funds and Other Revenues

Based on information provided in the State Controller annual reports for local street and road expenditures and revenues, the average amount of local fund contributions and other revenues (including new general taxes, fines and forfeitures, interest earnings, and other miscellaneous revenue sources, developer fees and other specific purpose fees) used for local street and road expenditures in recent years was not assumed to continue. In large part due to collected developer fees, the seven-year average (2000/01 – 2006/07) for local fund contributions to local street improvements regionwide was \$24.9 million per year. During this time period, over 1,800 units per year were built on average. The total for new dwelling unit permits in 2009 was for only 372 units. This amounts to a 78% decrease.

**Projection:** For purposes of the RTP, it was assumed that the Base financial scenario would begin at \$5.5/yr and grow in proportion to housing projections at 0.75% per year and the Reasonably Expected financial scenario would grow at 1.5% per year and be based on \$8M/yr which assumes additional city funds from sources such as local sales taxes. A one-time collection of Energy Mitigation Fees is expected in the mid-term for \$2M.

### Local Transportation Fund (LTF)

The LTF is derived from 1/4 cent of each 7¼ % (2009 increased to 8¼%) collected in retail sales taxes. LTF funds (originate from the Transportation Development Act) provide off-the-top funding for planning / administration. The remaining LTF is apportioned according to population for public transit, street/road improvements, and bikeway/pedestrian facilities. Some jurisdictions have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs.

**Projection:** In the past, the LTF had been a very stable and increasing source of funding at approximately \$10M/yr. However, recent year (09/10) anticipated totals have declined by 15% from 07/08. For purposes of the RTP, it was assumed that the Base financial scenario would begin at \$7.7M/yr and grow at 0.5% per year and the Reasonably Expected financial scenario would grow at 1.0% per year.

### Local Street and Road Gas Tax Subventions

The current level of gas tax subventions (also known as the Highway Users Tax Account-HUTA) provided to the Cities and the County of San Luis Obispo for local street and road purposes was assumed to continue to be available. Revenues are based on the estimated growth rate in the number of gallons of fuel consumed in the

Local Funds (Transp.)		
<b>Purposes:</b> Transp. Imps, Ops, & Maint. for Roadway, Transit, ped/bike		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$24.9M/yr	
Short (1-5)	\$28.12	\$41.84
Mid (6-10)	\$29.20	\$47.07
Long (11-25)	\$94.43	\$157.21
<b>Total</b>	<b>\$151.75</b>	<b>\$246.11</b>
Increase %/yr : 0.75% and 1.5%		

LTF		
<b>Purposes:</b> Transit Capital, Bikes & Ped, & Road Maintenance		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$9.0M/yr	
Short (1-5)	\$39.08	\$39.67
Mid (6-10)	\$40.07	\$41.69
Long (11-25)	\$126.38	\$138.28
<b>Total</b>	<b>\$205.53</b>	<b>\$219.65</b>
Increase /yr: 0.5% and 1.0%		

Gas Tax Subventions		
<b>Purposes:</b> Transp. Imps, Ops, & Maint. for Roadway, Transit, ped/bike		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$8.8M/yr	
Short (1-5)	\$45.00	\$46.02
Mid (6-10)	\$46.71	\$49.58
Long (11-25)	\$151.08	\$172.93
<b>Total</b>	<b>\$242.79</b>	<b>\$268.52</b>
Increase %/yr : 0.75% and 1.5%		

state based on Caltrans projections reflecting future fuel efficiency, vehicle miles traveled (VMT), and vehicle fleet mix projections (i.e., gas, diesel, electric, etc.). Between 2001 and 2007, these revenues grew by 2% per year. However, between 2004 and 2007, these revenues grew by 0.75% per year.

**Projection:** In 2007, actual receipts totaled \$8.8 million. For purposes of the RTP, it was assumed that the Base financial scenario would begin at \$8.8M/yr and grow at 0.75% per year and the Reasonably Expected financial scenario would grow at 1.5% per year.

**Fare Box Revenue**

Passenger fares are collected by each transit agency as a use-fee. For all transit agencies, the fares collected fall far short of the transit expenditures necessary to run and maintain the transit systems. These revenues mainly come from the funds paid by public transportation customers boarding transit buses, paratransit vans and commuter vanpools; such funds combine many forms of fare media such as regular cash fares, monthly, weekly, visitors' or day passes with any type of applicable discount fare categories (such as for seniors, disabled, low-income, students, children, youth etc.). Other types of operating revenues, which may supplement passenger fares, include local donations or contributions (from users and non-users) or general operating assistance from public sources (such as Federal demonstration grants, direct subsidies from educational institutions) or private sources (employers, businesses, hospitals etc.).

<b>Fare Box Revenue</b>		
<b>Purposes:</b> Transit Operations, Capital, and Maintenance		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$2.9M/yr	
Short (1-5)	\$15.84	\$16.81
Mid (6-10)	\$17.49	\$20.45
Long (11-25)	\$64.16	\$91.98
<b>Total</b>	<b>\$97.49</b>	<b>\$129.24</b>
Increase %/yr : 4.0% and 5.0%		

**Projection:** In the past, the transit fares approached \$3M per year. For purposes of the RTP, it was assumed that the Base financial scenario would begin at \$2.9M/yr and grow at 4.0% per year and the Reasonably Expected financial scenario would grow at 5.0% per year.

**Service Authority for Freeways and Expressways (SAFE)**

SLOCOG is the designated Service Authority for Freeways and Expressways (SAFE) for San Luis Obispo County. The SLOSAFE program revenue is derived from the \$1 per year per vehicle registered in the county. The call boxes are used by motorists to contact the CHP and summon assistance. They are designed to expedite the clearing of accidents and other incidents that contribute to traffic congestion. Intelligent Transportation Systems on State Highways and other motorist aid projects, such as the 511 Traveler Information phone number, are appropriate uses for these funds.

<b>SAFE</b>		
<b>Purposes:</b> Callbox administration, upgrades, and motorist aid improvements		
<b>Match:</b> None Required		
	Base (\$M)	R'sonable (\$M)
Past	\$0.26M/yr	
Short (1-5)	\$1.36	\$1.41
Mid (6-10)	\$1.47	\$1.59
Long (11-25)	\$5.13	\$6.14
<b>Total</b>	<b>\$7.96</b>	<b>\$9.14</b>
Increase %/yr : 1.5% and 2.5%		

**Projection:** SAFE funding provides \$260,000/yr and is considered stable. For purposes of the RTP, it was assumed that the Base financial scenario would begin at \$260k/ yr and grow at 1.5% per year that the Reasonably Expected financial scenario would grow at 2.5% per year.

## Supplemental Revenues

In order to strongly support the 2010 RTP goals and strategies, the development of a Supplemental revenue stream is necessary. While small increases to existing sources can improve the deliverability of single projects, a new stream of Supplemental Funding can advance the underlying goals and strategies and improve the deliverability across-the-board in areas, through:

- Significant expansion of the public transportation system,
- Substantial increases (perhaps doubling) to the non-motorized / livable community projects,
- Noticeable improvement to local road maintenance,
- Advancement of mid-term, long-term, or even unconstrained projects
- Delivery of high cost improvement projects.

Other regions have successfully secured, and/or are aggressively pursuing, alternative revenue streams for transportation. The most applicable options in the San Luis Obispo region are the Regional Option Sales Tax and a Regional Traffic Impact Fee Program. The first step in such an endeavor is to solicit public input – through a statistically valid survey process - to accurately determine their desires. This is critical to determine what level of support the public has for various improvements. An Expenditure Plan – that provides specific projects and details – is a subsequent developmental step for most Supplemental Revenue Streams.

### Regional Option Sales Tax

Throughout California, more and more regions have turned to a more stable, locally-derived, funding source for transportation projects. Nineteen counties (representing 85% of the population) have passed voter measures to increase the local sales tax, most typically, by 0.5%. In 07/08, over \$4.5B was generated for transportation purposes in these regions. Currently, these measures require a 2/3<sup>rd</sup> majority vote and the funding may only be used for projects and programs in the voter- approved Expenditure Plan.

**Potential: \$600M - 700M**  
 Requires: 67% vote  
 Improvements to: Transit, Ped, Bike, Regional Routes, ITS, Highway, local maintenance

A similar measure in the San Luis Obispo region would generate \$20M-\$25M per year. While many of the remaining counties continue to actively and aggressively pursue a regional option sales tax, the San Luis Obispo region has not yet made any progress.

### Regional Traffic Impact Fee Program

These one-time fees may be imposed on new development to pay for fair-share improvements and facilities required to serve it or otherwise reduce the impacts of development on a community on a regional level. While a number of jurisdictions actively collect local impact fees, to date, regional traffic impact fees have not been pursued within the San Luis Obispo region.

**Potential: \$50M - 200M**  
 Requires: Deficiency Analysis & Nexus Study.  
 Capacity Improvements only:  
 Highway, Regional Routes

### Vehicle License Fees

Current legislation allows Congestion Management Agencies to place a measure before the voters to authorize an increase (up to \$10/vehicle) in the fees of motor vehicle registration in the county for transportation-related projects and programs. (Covered by Govt. Code Section 65088-65089).

**Potential: \$90M**  
 Requires: 50% vote and CMA  
 Improvements to: Transit, Pedestrian, Bike, Regional Routes, ITS, Highway, Local Maintenance

**Table 8-1**  
**Summary Table of all Revenue Sources. (Reasonably Expected Financial Scenario)**

Source			Formula or Competitive (Flexible)	% Match Req'd	Fund or Grant Program	Term (\$millions)					Total (\$Ms)
Federal	State	Local				Short	Mid	Long	Long	Long	TOTAL
						1-5	6-10	11-15	16-20	21-25	
			Formula	none	STP	\$ 12.58	\$ 14.58	\$ 16.90	\$ 19.60	\$ 22.72	\$ 86.37
			Formula	11.5%	TE	\$ 3.45	\$ 3.81	\$ 4.21	\$ 4.64	\$ 5.13	\$ 21.24
			Formula	20.0%	5303 (Urban PIng)	\$ 0.35	\$ 0.40	\$ 0.45	\$ 0.51	\$ 0.57	\$ 2.28
			Formula	11.5%	5304 (Rural PIng)	\$ 0.37	\$ 0.41	\$ 0.46	\$ 0.96	\$ 0.55	\$ 2.75
			Formula	varies	5307 (Urban)	\$ 11.84	\$ 14.87	\$ 18.09	\$ 22.01	\$ 26.78	\$ 93.59
			Competitive	11.5%	5310 (Specialized)	\$ 2.19	\$ 2.54	\$ 2.94	\$ 3.41	\$ 3.95	\$ 15.02
			Formula	varies	5311 (Rural) (RTF)	\$ 2.65	\$ 2.93	\$ 3.24	\$ 3.57	\$ 3.94	\$ 16.34
			Competitive	varies	5316 (JARC)	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 10.00
			Competitive	varies	5317 (New Freedom)	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 0.50	\$ 2.50
			Formula	varies	5336 (STIC)	\$ 4.64	\$ 5.92	\$ 7.56	\$ 9.65	\$ 12.32	\$ 40.09
			Competitive	none	Annual Appropriations	\$ 3.86	\$ 4.06	\$ 4.27	\$ 4.49	\$ 4.71	\$ 21.39
			Competitive	20.0%	Reauthorization Earmarks	\$ 30.00	\$ 30.00	\$ 20.00	\$ 19.00	\$ 15.00	\$ 114.00
			Competitive	20.0%	National Scenic Byway	\$ 1.59	\$ 1.76	\$ 1.94	\$ 2.14	\$ 2.37	\$ 9.80
					CAAP	\$ 41.93	\$ 46.30	\$ 51.12	\$ 56.44	\$ 62.31	258.10
			Competitive	10.0%	BTA	\$ 1.00	\$ 2.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 6.00
			Competitive	none	EEM	\$ 1.00	\$ 2.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 6.00
					CCAA						
				0.0%	SHOPP	\$ 78.20	\$ 90.65	\$ 105.09	\$ 121.83	\$ 141.23	\$ 537.01
			Competitive	none	ITIP	\$ -	\$ 25.00	\$ 27.50	\$ 27.50	\$ 27.50	\$ 107.50
			Formula	none	RTIP	\$ 5.31	\$ 31.85	\$ 36.93	\$ 42.81	\$ 49.63	\$ 166.53
			Formula	none	Prop 42 (Local Allocations)	\$ 25.41	\$ 28.54	\$ 33.09	\$ 38.36	\$ 44.47	\$ 169.87
			Formula	none	STA	\$ 6.02	\$ 6.97	\$ 8.08	\$ 9.37	\$ 10.86	\$ 41.31
			Formula	none	Prop 1B (Transit)	\$ 6.25	\$ 3.75	\$ -	\$ -	\$ -	\$ 10.00
			Competitive	0%/10%	SR2S	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 7.50
			Competitive	none	Local Funds (Transp.)	\$ 41.84	\$ 47.07	\$ 48.55	\$ 52.31	\$ 56.35	\$ 246.11
			Formula	none	LTF	\$ 39.67	\$ 41.69	\$ 43.82	\$ 46.06	\$ 48.41	\$ 219.65
			Formula	none	Gas Tax Subventions	\$ 46.02	\$ 49.58	\$ 53.41	\$ 57.54	\$ 61.98	\$ 268.52
			Formula	none	Fare Box Revenue	\$ 16.81	\$ 20.45	\$ 24.88	\$ 30.27	\$ 36.83	\$ 129.24
			Formula	none	SAFE	\$ 1.41	\$ 1.59	\$ 1.80	\$ 2.04	\$ 2.30	\$ 9.14

Formula  
Competitive  
Total

Formula  
Competitive  
Total

\$ 1,276.91  
\$ 545.83  
\$ 1,822.74

\* varies 20% for Capital, 50% for Operations

Note: Total does not include CAAP, CCAA, or SHOPP funding.

**Table 8-2**  
**Summary Table of all Uses of Revenue. (Reasonably Expected Financial Scenario)**

Allowable uses									Source			Formula or Competitive (Flexible)	% Match Req'd	Fund or Grant Program
Livable Cmty's (SB 375), Non Motorized, TSM/TDM	Major Inter-regional Projects	Major Highway Projects	Regionally Significant Projects	Roadway Maintenance	Rideshare / Planning	Transit Capital	Transit Op. & Maint.	Transit Admin & Planning	Federal	State	Local			
33%	0%	0%	34%	33%	0%	0%						Formula	none	STP
100%												Formula	11.5%	TE
								100%				Formula	20.0%	5303 (Urban Plng)
								100%				Formula	11.5%	5304 (Rural Plng)
						40%	60%					Formula	varies	5307 (Urban)
						100%						Competitive	11.5%	5310 (Specialized)
						0%	100%					Formula	varies	5311 (Rural) (RTF)
						20%	70%	10%				Competitive	varies	5316 (JARC)
					80%	0%	0%	20%				Competitive	varies	5317 (New Freedom)
						20%	80%					Formula	varies	5336 (STIC)
100%	0%	0%	0%									Competitive	none	Annual Appropriations
0%	100%											Competitive	20.0%	Reauthorization Earmarks
100%					0%							Competitive	20.0%	National Scenic Byway
					Airport Improvements only									CAAP
90%					10%							Competitive	10.0%	BTA
100%												Competitive	none	EEM
					APCD Direction									CCAA
					Highway Maintenance only								0.0%	SHOPP
	100%	0%										Competitive	none	ITIP
0%	0%	50%	50%		0%	0%						Formula	none	RTIP
0%	0%	0%	0%	100%	0%	0%	0%	0%				Formula	none	Prop 42 (Local Allocations)
						0%	100%					Formula	none	STA
						100%						Formula	none	Prop 1B (Transit)
40%					60%							Competitive	0%/10%	SR2S
11%	0%	18.0%	20%	51%		0%	0%	0%				Competitive	none	Local Funds (Transp.)
2%	0%	0%	0%	14.5%	1%	39%	29%	14.5%				Formula	none	LTF
0%	0%	0%	0%	100%		0%	0%	0%				Formula	none	Gas Tax Subventions
						0%	100%	0%				Formula	none	Fare Box Revenue
10%					90%							Formula	none	SAFE
\$ 55.0	\$ -	\$ 83.3	\$ 112.6	\$ 498.7	\$ 10.4	\$ 141.1	\$ 338.8	\$ 36.9				Formula		Formula
\$ 72.9	\$ 221.5	\$ 44.3	\$ 49.2	\$ 125.3	\$ 7.1	\$ 17.0	\$ 7.0	\$ 1.5				Competitive		Competitive
<b>\$ 128.0</b>	<b>\$ 221.5</b>	<b>\$ 127.6</b>	<b>\$ 161.9</b>	<b>\$ 624.0</b>	<b>\$ 17.5</b>	<b>\$ 158.1</b>	<b>\$ 345.8</b>	<b>\$ 38.4</b>				<b>Total</b>		<b>Total</b>

0% identifies an unfunded, allowable use. #% identifies amount of fund program for Allowable Use

\* varies 20% for Capital, 50% for Operations



**SLOCOG 2010 Regional Transportation Plan  
and  
Preliminary Sustainable Communities Strategy**

**Appendices**

## **Appendices**

- Appendix A**     **SLOCOG 2010 RTP-PSCS Final EIR**  
[SLOCOG 2010 RTP-PSCS Final EIR](#)
- Appendix B**     **Community 2050 Regional Blueprint**  
[Community 2050](#)
- Appendix C**     **2010 RTP-PSCS Chapter Bibliographies**  
Reports, plans, studies and other documents that contributed to and/or relate to the RTP-PSCS are organized under the eight chapters of the SLOCOG 2010 RTP-PSCS:
- Chapter 1 ..... Overview and Introduction
  - Chapter 2 ..... Preliminary Sustainable Communities Strategy
  - Chapter 3 ..... Transportation Demand and System Management
  - Chapter 4 ..... Highways, Streets and Roads
  - Chapter 5 ..... Public Transportation
  - Chapter 6 ..... Non-Motorized Transportation
  - Chapter 7 ..... Performance Indicators
  - Chapter 8 ..... Financial Strategies
- Each chapter is organized in four sections with links to important agencies and organizations and relevant documents applicable to each sector:
1. Federal
  2. State
  3. Regional and Local
  4. Other Sources
- This category contains links / documents from universities, professional and non-profit organizations.
- Appendix D**     **Public Participation Plan**  
[2010 SLOCOG Public Participation Plan](#)
- Appendix E**     **SLOCOG Acronym list**
- Appendix F**     **Mitigation Banking and Conservation Report**  
[California Department of Fish and Game - Habitat Conservation](#)  
[California Wetland Mitigation Banking Report 2010](#)
- Appendix G**     **Consolidated Regional Project List**
- ✓ Completed projects
  - ✓ Funded – Not yet complete projects
  - ✓ Constrained Lists of Proposed Projects
  - ✓ Unconstrained Lists of Proposed Projects
- Appendix H**     **SB 375 Regional Greenhouse Gas Emission Reduction Target-Setting Report for the San Luis Obispo Region**



## **Appendix A**

# **SLOCOG 2010 RTP-PSCS Final EIR**

**See EIR link below**

**[SLOCOG 2010 RTP-PSCS Final EIR](#)**

**For printed copies please contact SLOCOG**

## **Appendix B**

# ***Community 2050* Regional Blueprint**

**See Community 2050 link below**

**[Community 2050 Webpage](#)**

**For printed copies please contact SLOCOG**

## **Appendix C**

# **2010 RTP-PSCS Chapter Bibliography**

## Appendix C 2010 RTP-PSCS Chapter Bibliographies

Reports, plans, studies and other documents that contributed to and/or relate to this RTP update are organized under the eight chapters of the SLOCOG 2010 RTP-PSCS:

- Chapter 1.....Introduction and Overall Transportation System
- Chapter 2.....Preliminary Sustainable Communities Strategy
- Chapter 3.....Transportation Demand and System Management
- Chapter 4.....Highways, Streets and Roads
- Chapter 5.....Public Transportation
- Chapter 6.....Non-Motorized Transportation
- Chapter 7.....Performance Indicators
- Chapter 8.....Financial Strategies

Each chapter is organized in four sections with links to important agencies and organizations and relevant documents applicable to each sector:

1. Federal
2. State
3. Regional and Local
4. Other Sources

This category contains links and documents from other professional organizations, universities, non-profit groups

## **Chapter 1: Introduction and Overall Transportation System**

### **Federal Government Links**

- [US Department of Transportation](#) (US DOT)
- [Bureau of Transportation Statistics](#) (BTS)
- [Federal Aviation Administration](#) (FAA)
- [Federal Highway Administration](#) (FHWA)
- [Federal Motor Carrier Safety Administration](#)
- [Federal Railroad Administration](#) (FRA)
- [Federal Transit Administration](#) (FTA)
- [Maritime Administration](#)
- [National Highway Traffic Safety Administration](#) (NHTSA)
- [Pipeline and Hazardous Materials Safety Administration](#)
- [Research and Innovative Technology Administration](#)
- [Surface Transportation Board](#)

### **U.S. Senate**

- [Committee Office Websites](#)
- [Senate Home Page](#)
- [Senate Leadership](#)

### **U.S. House of Representatives**

- [Committee Office Websites](#)
- [House Home Page](#)
- [House Leadership Offices](#)
- [House Organizations, Commissions, and Task Forces](#)
- [Office of Inspector General](#)
- [Office of the Clerk](#)
- [Representatives on the Web](#)

### **California State Government Links**

1. [California Air Resources Board](#) (ARB)
2. [California Coastal Commission](#) (CCC)
3. [Climate Action Team](#) (CAT)
4. [California Department of Conservation, Division of Land Resource Protection](#) (DLRP)
5. [California Department of Transportation](#) (Caltrans)
6. [California Transportation Commission](#) (CTC)
7. [Business, Transportation and Housing Agency](#) (BT&H)
8. [Department of Conservation](#)
9. [California Energy Commission](#) (CEC)
10. [Farmland Mapping and Monitoring Program](#) (FMMP)

11. [State Controller's Office](#) (SCO)
12. [Department of Motor Vehicles](#) (DMV)
13. [Department of Toxic Substances Control](#) (DTSC)
14. [Employment Development Department](#) (EDD)
15. [California Environmental Protection Agency](#) (Cal/EPA)
16. [Board of Equalization](#) (sales and fuel tax data)
17. [California Department of Finance](#) (DOF)
18. [Governors Office of Planning and Research](#) (OPR)
19. [Department of Water Resources](#) (DWR)
20. [Department of Housing and Community Development](#) (HCD)
21. [California Natural Resources Agency](#) (CNRA)
22. [California State Parks, Office of Historic Preservation](#) (OHP)
23. [Resources Agency Climate Change Program](#)
24. [Williamson Act Program](#) (California Land Conservation Act of 1965)

### Legislature

- [Assembly](#)
- [Senate](#)
- [Legislative Analyst's Office](#)

## **Local Government**

### **Regional**

- **San Luis Obispo Council of Governments (SLOCOG)**
  1. [2001 Regional Transportation Plan \(RTP\)](#)
  2. [2001 Regional Transportation Plan \(RTP\) Environmental Impact Report \(EIR\)](#)
  3. [2003 Regional Housing Needs Plan \(RHNP\)](#)
  4. [Vision 2025: The 2005 Regional Transportation Plan \(RTP\)](#)
  5. [2005 Addendum to the 2001 RTP EIR](#)
  6. [2010 Public Participation Plan Policies and Procedures](#)
  7. [2008 Regional Housing Needs Plan \(RHNP\)](#)
  8. [SB 375 SLOCOG Greenhouse Gas Emission Reduction Target-Setting Report \(2010\)](#)
  9. [2007 Draft Central Coast ITS Implementation Plan](#)
- **San Luis Obispo Air Pollution Control District (APCD)**
  1. [2001 Clean Air Plan San Luis Obispo County](#)
  2. [2007 Emission Inventory Summary](#)
  3. [2007 Strategic Action Plan 2004 – 2009](#)
  4. [2009 Annual Air Quality Report 2008-2009](#)



- [San Luis Obispo Local Agency Formation Commission \(LAFCO\)](#)
  1. [Sphere of Influence Updates](#)
  2. [Municipal Services Reviews](#)
- [San Luis Obispo Economic Vitality Commission \(SLO-EVC\)](#)

#### **Local**

- [City of Arroyo Grande](#)
- [City of Atascadero](#)
- [City of Grover Beach](#)
- [City of Morro Bay](#)
- [City of Paso Robles](#)
- [City of Pismo Beach](#)
- [City of San Luis Obispo](#)
- [San Luis Obispo County](#)
  1. [1988 Local Coastal Program](#)
  2. [1992 General Plan Ordinances and Elements](#)
  3. [Climate Action Plan](#)
  4. [2009 Land Use Ordinance \(LUO\)](#)
  5. [2010 Conservation and Open Space Element](#)

**Other MPOs in California**

1. [Association of Bay Area Governments](#) (ABAG)
2. [Association of Monterey Bay Area Governments](#) (AMBAG)
3. [Butte County Association of Governments](#) (BCAG)
4. [Council of Fresno County Governments](#) (CFOCG)
5. [Kings County Association of Governments](#) (KCAG)
6. [Kern Council of Governments](#) (KCOG)
7. [Merced County Association of Governments](#) (MCAG)
8. [Madera County Transportation Commission](#) (MCTC)
9. [Sacramento Area Council of Governments](#) (SACOG)
10. [San Diego Association of Governments](#) (SANDAG)
11. [San Joaquin Council of Governments](#) (SJCAG)
12. [Santa Barbara County Association of Governments](#) (SBCAG)
13. [Shasta County Regional Transportation Planning Agency](#) (SCRTPA)
14. [Southern California Association of Governments](#) (SCAG)
15. [Stanislaus Council of Governments](#) (StanCOG)
16. [Tulare County Association of Governments](#) (TCAG)
17. [Tahoe Metropolitan Planning Organization](#) (TMPO)

**Other Sources**

1. [California State Association of Counties](#) (CSAC)
2. [California Association of Councils of Governments](#) (CALCOG)
3. [California Association of Local Agency Formation Commissions](#) (CALAFCO)
4. [Cities, Counties and Schools Partnership](#) (CCS Partnership): A joint effort of the League of California Cities, California State Association of Counties (CSAC) and California School Boards Association (CSBA)
5. [Institute for Local Government](#) (ILG)
6. [League of California Cities](#)

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**Chapter 2: Preliminary Sustainable Communities Strategy****Federal**

1. [EPA - Smart Growth](#)
2. [EPA Smart Growth and Historic Preservation](#)
3. [EPA Smart Growth and Affordable Housing](#)
4. [EPA Smart Growth and Open Space](#)
5. [EPA Smart Growth and Schools](#)
6. [Federal Highway Administration \(FHWA\) 2008 Report on the Integration of Climate Change in the Transportation Planning Process](#)

**State**

1. [AB 32 Text](#)
2. [SB 375 Text](#)
3. [California Climate Change Team](#)
4. [California Strategic Growth Plan - Transportation](#)
5. [California Strategic Growth Plan - Housing](#)
6. [Caltrans 2010 Smart Mobility Framework Report](#)
7. [Caltrans 2010 Complete Streets Implementation Plan](#)
8. [Caltrans 2005 Report on Design Flexibility for Main Streets](#)
9. [California Housing and Community Development \(HCD\) Housing Policy](#)
10. [California Natural Resources Agency, Division of Global Climate Change Policies](#)

**Regional and Local**

1. [SB 375 Regional Greenhouse Gas Emission Reduction Target-Setting Report for the San Luis Obispo Region and staff report \(2010\)](#)
2. [SB 375 Regional Targets: ARB's Implementation of SB 375](#)
3. [SLO County Planning 2009 Update of the Growth Management Ordinance](#)
4. [SLO County Planning 2009 County Growth Assessment Report](#)
5. [SLO County Air Pollution Control District 2001 Clean Air Plan](#)

**Other Sources**

1. [2006 Public Policy Institute of California Report on the Status of Blueprint Planning](#)
2. [SLO Land Conservancy 2007 Status Report](#)
3. [Surface Transportation Policy Project 2006 Guidebook for Smart Growth](#)
4. [Smart Growth Network - Putting Smart Growth to Work in Rural Communities](#)

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**Chapter 3: Transportation Demand Management and Transportation System Management****Federal**

1. [US Environmental Protection Agency \(EPA\) 2005 Brief on Marketing Commuter Benefits to Employees.](#)
2. [US EPA 2005 Brief on Telework Programs](#)
3. [Links to Twenty-one Ride Matching Systems around the United States](#)
4. [National Transit Research Center Transportation Demand Management & Telework Clearinghouse](#)

**State****Regional and Local**

1. [2007 Central Coast Commuter Profile Report \(San Luis Obispo, Santa Barbara and Ventura Counties\)](#)

**Other Sources**

1. [Texas Transportation Institute Transportation Demand Management Encyclopedia:](#)

## **Chapter 4: Highways, Streets and Roads**

### **Federal**

1. [Highway-Railroad Crossing Safety Account \(HRCSA\)](#)

### **State**

#### **California Transportation Commission (CTC)**

1. [Proposition 1B Information](#)
2. [Corridor Mobility Improvement Account \(CMIA\)](#)
3. [State Route 99 Corridor Account \(SR 99\)](#)
4. [Trade Corridors Improvement Fund \(TCIF\)](#)
5. [State Highway Operations and Protection Program \(SHOPP\) Augmentation](#)
6. [State Transportation Improvement Program \(STIP\) Augmentation](#)
7. [Traffic Light Synchronization Program \(TLSP\)](#)
8. [State-Local Partnership Program \(SLPP\)](#)
9. [Letters of No Prejudice Guidelines \(LONPs\)](#)
10. [State Transportation Improvement Program \(STIP\)](#)
11. [Traffic Congestion Relief Program \(TCRP\)](#)
12. [Hot Lanes \(AB 1467\)](#)
13. [State Highway Operations and Protection Program \(SHOPP\)](#)
14. [Regional Transportation Planning \(RTP\)](#)
15. [Design - Build and Public Private Partnerships \(DB & P3\)](#)
16. [California Transportation Commission Liaison](#)
17. [Caltrans Truck Network webpage](#)

### **Regional and Local**

1. [SLOCOG US 101 North County Corridor Study](#)
2. [Caltrans State Route 46 East Corridor Study](#)
3. [Caltrans State Route Designation Maps](#) (District 5)
4. [Caltrans Truck Network map](#) (District 5)
5. [Route designation information for San Luis Obispo County state routes](#)

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## **Chapter 5: Public Transportation**

### **Federal**

1. [US DOT 2009 Bus Rapid Transit Decision Making](#)
2. [Federal Transit Administration](#)
3. [Nationwide Amtrak Home Page](#)

**State**

1. [Caltrans Mass Transit Home page](#)
2. [Caltrans Transit Handbook](#)
3. [Amtrak's California Service](#)
4. [Caltrans 2004 California Passenger Rail Development Plan 2003-2014](#)

**Regional and Local**

1. [RTA/Runabout/other RTA services](#)
2. [SLOCOG Regional Rideshare: Senior Options](#)
3. [Ride-On Transportation](#)
4. [2010 SLOCOG Unmet Needs Report](#)
5. [2004 North County Transit Study](#) (SLOCOG)
6. [2009 Region-wide Transit System Fare Improvement Study](#) (SLOCOG)
7. [2009 Transit Needs Assessment Study](#) (SLOCOG)
8. [2008 Study of Bikes on Buses](#) (SLOCOG)
9. [2007 Coordinated Human Services Plan](#) (SLOCOG)
10. [2008 Region Wide Fare Improvement Study](#)
11. [2006 Ride-on Transportation Short-Range Transit Plan](#)
12. [2006 Coordinated Transit Maintenance & Dispatch Facility Report](#)
13. [2006 North Coast Transit Plan, Morro Bay Component](#)
14. [2007 North Coast Transit Plan, Cambria Component](#)
15. [2007 North Coast Transit Plan, Los Osos-Baywood Component](#)
16. [2005 Long Range Transit Improvement Plan](#) (SLOCOG)
17. [City of SLO 2009 Short Range Transit Study](#)
18. [Paso Express \(formerly PRCATS\) & Dial-A-Ride](#)
19. [SCAT \(South County Area Transit\),](#)
20. [SLO City Transit](#)
21. [San Luis Obispo County Department of Social Services](#)
22. [California Senior Care Resources](#)
23. [Caltrans 2004 California Passenger Rail Development Plan 2003-2014](#)
24. [Coast Rail Coordinating Council 2000 Coast Daylight Train Service](#)
25. [California High Speed Rail Authority \(HSRA\) Plans and Reports](#)

**Other Sources**

1. [California Association for Coordinated Transportation \(CalAct\)](#)
2. [California Transit Association](#) (CTA)
3. [California Transit Insurance Pool](#)
4. [Community Transportation Association](#)

**State Rail / Aviation**

1. [Caltrans 2004 California Passenger Rail Development Plan 2003-2014](#)
  2. [Coast Rail Coordinating Council 2000 Coast Daylight Train Service](#)
  3. [California High Speed Rail Authority \(HSRA\) Plans and Reports](#)
  4. [California Airport Planning and Land Use](#)
- 

**Chapter 6: Non-Motorized Transportation****Federal**

1. [Pedestrian & Bicycle Safety - FHWA Safety Program](#)
2. [Safe Routes to School Program](#)
3. [Bicycle and Pedestrian Provisions of the Federal-aid Program](#)

**State**

1. [Bicycle Project and Program Funding Guide](#)

**Regional and Local**

1. [San Luis Obispo County Bike Maps](#)
2. [Caltrans Bicycle Transportation Account website](#)
3. [SLO City Bicycle Transportation Plan](#)
4. [SLO County Bikeways Plan](#)
5. [Arroyo Grande Bike Plan](#)
6. [Pismo Beach Bike/Pedestrian Plan](#)

**Other**

1. [San Luis Obispo County Bike Coalition](#)
  2. [League of American Bicyclists](#)
  3. [Alliance for Biking and Walking](#)
- 

**Chapter 7: Performance Indicators****State**

1. [Caltrans Office of Traffic Safety Links to National and California Accident and Related Data Safety Related Sources](#)
2. [Caltrans 2010 Smart Mobility Framework](#)
3. [California Highway Patrol \(CHP\) Statewide Integrated Traffic Records System](#)
4. [California Employment Development Department Division of Labor Market Information](#)

**Regional and Local**

1. [SLOCOG 2007 Transportation System Performance Indicators Report](#)
2. [SLOCOG 2010 Draft Performance Measures Report](#)

**Other Sources**

1. [Texas Transportation Institute 2009 Study on Performance Measures](#)
  2. [Victoria Transport Institute 2010 Transportation Demand Management \(TDM\) Report](#)
- 

**Chapter 8: Financial Strategies****Federal**

1. [Federal Highway Administration \(FHWA\)](#)
2. [Federal Transit Administration \(FTA\)](#)
3. [The American Recovery and Reinvestment Act of 2009 \(ARRA\)](#)
4. [Federal Aviation Administration](#)
5. [Federal Tax Rates on Motor Vehicles Fuel](#)
6. [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#)
7. [Transportation Equity Act for the 21st Century \(TEA-21\) \(1998\)](#)
8. [Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\) \(2005\)](#)

**State**

1. [California State Controllers Office: State and Local Financial Resources](#)
2. [California State Controllers Office: Local Government Apportionments](#)
3. [California City Finance: Data, statistics and analyses](#)
4. [California Department of Finance: Links to Demographic and Economic Data](#)
5. [California State Controller's Office Apportionments](#). Tables showing allocations of local government revenues administered by the State Controller.
6. [City VLF Revenue Update](#), including FY2009-10 and FY2010-11 projections.
7. [VLF Revenues by City](#). Historic revenues, revenues per capita, revenues as % of general revenues, summary statistics. (Excel)

**Highway Users Tax (Motor Vehicle Fuel Tax)**

1. [Highway Users Tax Facts, Payment Delays and Projected FY2009-10 and FY2010-11 Allocations to Cities and Counties](#).
2. [Highway Users Tax allocations](#) Records of recent payments to cities and counties of state motor vehicle fuel tax
3. [Highway User Tax historic city by city revenues](#). City by city historical data and summary statistics on the allocation of state motor vehicle fuel tax to cities and counties.
4. [Guidelines re Gas Tax Expenditures for Cities and Counties](#). California State Controller 2004.
5. [Impacts of FY2010-11 HUTA Payment Delays](#).

**Proposition 42 State Sales Tax for Transportation**

1. [Proposition 42 Local Streets and Roads: City by City Allocations](#). Includes: (a) Description of the revenue, (b) Historic allocations to cities, and (c) Projected allocations through FY2010-11 including effects of 2010 gasoline tax swap.
2. [Proposition 42 Local Streets and Roads Quarterly Apportionments](#). California State Controller.
3. [Revenue and Taxation Code Sec 7104\(f\)\(5\) Prop 42 General Fund Maintenance of Effort spending minimums for cities](#).
4. [Proposition 42](#) (ACA4 of 2002) text of proposition.

**2006 Infrastructure Bonds: Proposition 1B, 1C, 84**

**Proposition 1B** - Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (\$19.925 billion):

1. [Proposition 1B: Comprehensive Program information](#).
2. [Application process and allocation information](#). California Department of Finance
3. [Potential Funds for Local Governments: Proposition 1B](#). Outline of the various funding programs with descriptions, links and contact information. League of California Cities
4. [Estimated City-by-city allocations](#) - \$1 billion city Local Street and Road Improvement, Congestion Relief, and Traffic Safety component. Estimates do not deduct state administrative charges (about 0.2 percent)
5. [Estimated allocations to individual counties](#) of the \$1 billion county Local Street and Road Improvement, Congestion Relief, and Traffic Safety component by the California State Association of Counties
6. [City-by-city allocations to date](#) Calif State Controller.
7. [County allocations to date](#) Calif State Controller.

**Proposition 1C** - Housing and Infrastructure Bond (2.85B)

1. [Proposition 1C Comprehensive Program information](#).
2. [California Dept of Housing and Community Development](#) financial assistance including Proposition 1C programs.

**Proposition 84** - The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (\$5.388B)

1. [Proposition 84 Comprehensive Program information](#).
2. [Local grants under the Statewide Park Act](#) (within the Prop84 Sustainable Communities and Climate Change Reduction program). California State Parks

**"Local Taxpayer, Public Safety, and Transportation Act of 2010."**

1. [Estimated FY2010-11 City Revenues Protected](#) by the "Local Taxpayer, Public Safety, and Transportation Act of 2010."
2. [Estimated FY2010-11 County Revenues Protected](#) by the "Local Taxpayer, Public Safety, and Transportation Act of 2010."
3. [Analysis of the initiative by the Legislative Analyst](#).
4. More information on the ["Local Taxpayer, Public Safety, and Transportation Act of 2010" from Californians to Protect Local Taxpayers and Vital Services](#).



**\$1.9 Billion Property Tax borrowing (Proposition 1A suspension).**

1. [Proposition 1A Securitization Program information from California Communities.](#)
2. [State Dept of Finance sets Interest Rate on Prop1A borrowing at 2%.](#)

**\$2.05 Billion Redevelopment Property Tax Revenue Shift.**

1. [AB26 X4 2009.](#) See the [Senate committee analysis](#) for a summary of the provisions or read through the [full text](#).

**Other city revenue impacts**

1. [Proposition 42 Local Streets and Roads: City by City Allocations.](#) Revenues - Historic allocations to cities. Projected allocations through FY2010-11.  
Reflects gasoline sales tax - gasoline excise tax swap of 2010

**Regional and Local****General Purpose Local Sales Tax Measures**

1. [San Luis Obispo \(City\) ½ cent Measure Y](#)
2. [Pismo Beach ½ cent Measure C](#)
3. [Grover Beach ½ cent Measure X](#)
4. [Morro Bay ½ cent Measure Q](#)
5. [Arroyo Grande ½ cent Measure O](#)

**Other Sources****\$2.05 Billion Redevelopment Property Tax Revenue Shift**

1. See [California Redevelopment Association](#) for agency by agency impacts and other info.
2. [\\$1.70 Billion FY 2009-10 estimated agency-by-agency payment amounts](#) (Calif Redevelopment Assn).
3. [\\$350 Million FY 2010-11 estimated agency-by-agency payment amounts](#) (Calif Redevelopment Assn).

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## **Appendix D**

# **Public Participation Plan**

**See Public Participation Plan link below**

**[2010 SLOCOG Public Participation Plan](#)**

**For printed copies please contact SLOCOG**

## **Appendix E**

### **SLOCOG Acronym list**

# SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)

## COMMONLY USED ACRONYMS AND TERMS

(Updated August 2010)

<b>AADT</b>	<b>Average Annual Daily Traffic</b> The daily traffic averaged over one full calendar year.
<b>AASHTO</b>	<b>American Association of State Highway and Transportation Officials</b> The membership of the American Association of State Highway and Transportation Officials is composed of those Departments or Agencies of the States of the United States.
<b>AB</b>	<b>Assembly Bill</b> The identifier preceding a State Assembly bill number.
<b>ADA</b>	<b>Americans with Disabilities Act</b> This National 1990 Act provides a framework and approach for ending discrimination against persons with disabilities and assuring access for all.
<b>ADT</b>	<b>Average Daily Traffic</b> The average number of vehicles passing a specified point during a 24-hour period and is frequently used in relation to the "peak month" average daily traffic.
<b>AIP</b>	<b>Airport Improvement Program</b> Federal Aviation Administration grant program that provides funding to local airports derived federal fuel taxes for aviation and other sources.
<b>AMBAG</b>	<b>Association of Monterey Bay Area Governments</b>
<b>APCD</b>	<b>Air Pollution Control District</b> A self-governed countywide agency created under State law that adopts and enforces regulations to achieve and maintain state and federal air quality standards.
<b>APN</b>	<b>Assessors Parcel Number</b>
<b>APTA</b>	<b>American Public Transportation Association</b> National organization that advocates for improved transit and paratransit policies at the State and Federal levels.
<b>ARRA</b>	<b>American Recovery and Reinvestment Act</b> The American Recovery and Reinvestment Act of 2009 (Pub. L. 111-5) was signed into law by President Barack Obama on February 17, 2009. It is an act making supplemental appropriations for job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed, and State and local fiscal stabilization.
<b>AVO</b>	<b>Average Vehicle Occupancy</b> AVO measures the ratio of person trips for all travel modes to total vehicles. The calculation would be as follows: (total persons in autos [drivers and passengers] + persons in transit + non-motorized trips) / total number of private vehicles.
<b>AVR</b>	<b>Average Vehicle Ridership</b> AVR is the ratio of private vehicle drivers and passengers to total private vehicles. (drivers + passengers) / vehicles.

- AWTP Agricultural Workers Transportation Program**  
AWTP is a program State-funded by a Legislature-approved appropriation of \$20 million from the Public Transportation Account (PTA) in FY 06/07 for grants to public agencies statewide, seeking to provide transit services specifically for agriculture industry workers.
- BOE Board of Equalization (California)**  
BOE collects California state sales and use tax, as well as fuel, alcohol, and tobacco taxes and fees that provide revenue for state government and essential funding for counties, cities, and special districts.
- BOS Bus-On-Shoulder**  
Bus On Shoulder is a component of Bus Rapid Transit. It is sometimes referred to as Bus Bypass Shoulder or Transit Shoulder Lane. BOS prioritizes buses when congestion in the General Purpose Lane slows traffic. It allows for consistent on-time performance for buses. BOS is operating in about 20 locations in the United States. It is valued as a way to increase roadway capacity without the costs associated with adding a lane.
- BR Bridge Replacement**  
Title of program used under ISTEA; changed to Highway Bridge Program (HBP) under TEA-21 (see HBP acronym definition).
- BRT Bus Rapid Transit**  
Bus Rapid Transit is a set of tools that are used to improve visibility, service, and performance of buses. BRT may use one or more of the following approaches: buses with distinctive paint schemes and color-coded markings of stops/stations along the routes, prioritization of buses through dedicated running ways and signal preemption, headway based scheduling.
- BTA Bicycle Transportation Account**  
This is a competitive state grant program to fund bikeway facilities (\$7 million annually). The applying jurisdiction must have an approved bike plan (which meets specific criteria).
- BT&H Business, Transportation and Housing Agency**  
This agency is part of the Executive Branch of California government and its Secretary is a member of the Governor's cabinet. It oversees programs that plan, build, and maintain California's transportation systems; and programs that ensure efficient and fair markets for real estate industry, and that assist state and community efforts to expand the availability of affordable housing for a growing workforce.
- CAAP California Aid to Airports Program**  
This program (a state funding program) assists establishing and improving a statewide system of safe and environmentally compatible publicly owned airports open to public use.
- CalACT California Association for Coordinated Transportation, Inc.**  
CalACT is a statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. The membership is comprised of individuals and agencies from diverse facets of transportation. CALACT's mission is to promote professional excellence, stimulate ideas and advocate for effective community transportation in the legislature.
- CALCOG California Association of Councils of Governments**  
Statewide organization that represents the interests of Councils of Governments Policy board of elected officials representing each member agency to address issues affecting COGs statewide.
- CALTIP California Transit Insurance Pool**  
A cooperative insurance group organized and run by transit providers statewide. Provides group insurance for public agencies transit vehicles.

- Caltrans California Department of Transportation**  
The state agency that promotes economic vitality and enhances the quality of life for the people of California by providing for mobility of people, goods, services and information.
- CAP Clean Air Plan**  
State mandated air quality improvement plan prepared and overseen by the Air Pollution Control District (APCD).
- CAPSLO Community Action Partnership of San Luis Obispo**  
CAPSLO is a non-profit organization, part of a national network of Community Action Agencies (CAA's). The main goal of the CAP is to help low income persons and families achieve economic stability in SLO County. The support services provided to this target group include Headstart, job training, housing, food bank, and special services for the homeless population.
- CARB California Air Resources Board**  
CARB is the Responsible State agency (Sacramento) for the preparation of the State Implementation Plan to attain clean air for all California areas.
- CCC California Conservation Corps; California Coastal Commission**
- CCSD Cambria Community Services District**
- CCTV Closed-Circuit Television**
- CDAC Council of Governments Directors Association of California**  
CDAC is a statewide association of Executive Directors from Councils of Governments in the state of California, advising the CALCOG policy board.
- CEQA California Environmental Quality Act**  
Enacted into law in 1970 to require analysis of the impact of public and private land use actions. The basic goal of the Act is to develop and maintain a high-quality environment now and in the future.
- CHP California Highway Patrol**  
A Statewide law enforcement agency that was created in 1929 to provide uniform traffic law enforcement throughout the State of California.
- CIP (1) Capital Improvement Program**  
The plan by which public physical improvements (i.e., streets, parks, public buildings, etc.) are identified and carried out.
- CIP (2) Community Interaction Program**  
A service operated by Ride-On Transportation for disabled persons throughout the county offering weekend and evening scheduled transportation for social, medical, recreational and mainstream activities.
- CMA Congestion Management Agency**  
Once State required, now voluntary for agencies in counties with a population under 200,000, this agency requires the development of a Congestion Management Plan, traffic model, and a trip reduction ordinance to lower regional congestion. CMA for SLOCOG rescinded by County and Cities in 1996 with responsibility shifted into its planning and programming process.
- CMAQ Congestion Mitigation and Air Quality**  
This is a Federal program begun under ISTEA that provides formula funds to states based on population in areas that have not attained Federal air quality standards. San Luis Obispo County is not eligible to receive funds under this program because it is an air quality attainment area.



- CMIA**      **Corridor Mobility Improvement Account**  
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA).
- CMP**      **Congestion Management Program**  
Once a state mandate, this program was a tool to improve the level of service of roadways and transit systems by improving the relationship between land use and transportation systems. Mandate rescinded in 1996.
- COG**      **Council of Governments**  
A voluntary association of officials of local governments formed to cooperate on common planning issues and to solve common development problems of their area.
- CRCC**      **Coast Rail Coordinating Council**  
An association of coastal regional agencies working to improve passenger and freight rail speeds and frequencies on the Coast Rail Route between San Francisco and Los Angeles.
- CSAC**      **California State Association of Counties**  
A non-profit corporation dedicated to providing a wide range of benefits including advocacy, client services, and public/private partnerships for counties in California. Established in 1895, CSAC provides leadership and coordination to support its 58 member counties.
- CSA**      **County Service Area**  
CSA's are defined areas within the unincorporated county that are governed by the Board of Supervisors for the purpose of providing various services such as streets and roads, lighting, fire protection, wastewater treatment, water, recreation facilities & programs, etc.
- CSD**      **Community Services District**  
The CSDs are defined areas within the unincorporated county area that have elected governing boards and may be empowered to provide services such as wastewater treatment, water, lighting, fire protection, recreation facilities and programs etc., however, land use authority remains with the county.
- CSMP**      **Corridor System Management Plan**  
CSMP is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit and bikeways, along with intelligent transportation technologies, which include ramp metering, coordinated traffic signals, changeable message signs for traveler information, incident management, bus/carpool lanes and car/vanpool programs, and transit strategies. A CSMP is a required component of any project receiving CMIA funding. In the San Luis Obispo Region, this includes Hwy 46 and US 101 from SR 135 to Los Berros Road interchange.
- CTA**      **California Transit Association**  
A statewide transit advocacy association combining bus and rail providers.
- CTAA**      **Community Transportation Association of America**  
A national, non-profit, technical assistance program created in 1989, for transportation providers and community-based organizations in particular and senior-related transportation programs.
- CTAC**      **Citizens Transportation Advisory Committee**  
This SLOCOG committee represents the general public, consisting of citizens appointed from each city, and the five supervisorial districts and four at large positions. Its purpose is to review transportation issues and develop citizen recommendations on policies and implementation for consideration by SLOCOG at all meetings.

- CTC California Transportation Commission**  
This State commission advises and assists the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulation and evaluating state policies and plans for transportation programs and formally approves transportation projects and programs for Caltrans and regional agencies.
- CTIPS California Transportation Improvement Program System**  
CTIPS is a web-based tool for managing the programming of available Federal Transportation Improvement Program funds.
- CTIS California Transportation Investment Strategy**  
A GIS-based tool for analysis of planned and programmed transportation projects within the state. The tool runs on ESRI ArcView GIS software.
- CTP California Transportation Plan**  
A requirement of ISTEA, the California Transportation Plan was adopted in 1994. This statewide long-range transportation plan focuses on transportation and economic development, transportation system safety, maintenance and enhancement, and environmental protection. The plan: (1) recommends a commission to further address the future of transportation in California, (2) suggests a comprehensive statewide strategy for improving goods movement, and (3) determines and authorizes the State's role in non-highway modes of transportation.
- CTSA Consolidated Transportation Services Agency**  
The Ride-On CTSA provides low-cost transportation services for clients of social services day programs, coordinating trips for maximum efficiency, and combining resources with other social services agencies for economies of scale. The State of California mandated each Metropolitan Planning Organization (MPO) to establish CTSA's in their areas.
- DAR Dial-a-Ride**  
DAR provides transportation services that are operated via group rides, in that the times and origins or destinations of travel reflect each passenger's door-to-door request. DAR can be used for specialized services or for the general public and is significantly more expensive to operate than fixed-route transit.
- DOF Department of Finance**  
The U.S. government's principal agency that establishes fiscal policies, and prepares/enacts/administers financial plans and budget.
- DOT Department of Transportation**  
A U.S. government agency that is responsible for the design, construction, maintenance, and operation of highway and other transportation systems (i.e., rail, air, mass transit, and ferries). In California, it partners with Amtrak and is involved in the support of intercity passenger rail service. It is a leader in promoting the use of alternative modes of transportation.
- DPR Department of Parks and Recreation (California)**  
DPR – SLOCOG is working with DPR on the Coastal Trail Plan along the northern coast of the County.
- DSS Department of Social Services**  
DSS is a San Luis Obispo County Department; the main functions served by DSS encompass the Adult Services Program, the Cal Works program, Child Welfare, Food Assistance, Foster Care, General Assistance, Independent Living Program and Medical Assistance.
- EDD Employment Development Department**  
EDD provides direct link to job placement and referrals, unemployment insurance, disability insurance, employment and training, labor market information, payroll taxes, and many more. The EDD website: <http://www.edd.ca.gov/>

<b>EEM or EEMP</b>	<p><b>Environmental Enhancement &amp; Mitigation Program</b> Established by the Legislature in 1989 to provide a total of \$10 million each year for grants to local, state, and federal 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, Resource Lands (Projects for the acquisition, restoration, or enhancement of watersheds, wildlife habitat, wetlands, forests, or other natural areas), or Roadside Recreational (Projects for the acquisition and/or development of roadside recreational opportunities). The grant applications may be received by SLOCOG, but programming and/or administration is conducted by the Department of Resources.</p>
<b>EIR</b>	<p><b>Environmental Impact Report</b> A detailed report setting forth the environmental effects and considerations pertaining to a project as specified in the California Environmental Quality Act.</p>
<b>EIS</b>	<p><b>Environmental Impact Statement</b> An environmental impact document prepared pursuant to the National Environmental Policy Act (NEPA) of 1969. Used in combination with the term EIR for Federally-funded projects.</p>
<b>EPA</b>	<p><b>Environmental Protection Agency</b></p>
<b>ER</b>	<p><b>Emergency Relief</b> A program provided in the new Federal Surface Transportation program (TEA 21) which provides funding to states and localities as result of various natural disasters.</p>
<b>ETC</b>	<p><b>Employee Transportation Coordinator</b></p>
<b>EVC</b>	<p><b>Economic Vitality Corporation</b> A countywide private non-profit organization funded by private membership and public contracts. Its mission is to stimulate the economic vitality of the region, generate jobs and attract business and industry to the region.</p>
<b>FAA</b>	<p><b>Federal Aviation Administration</b> FAA is a branch of the USDOT. It is an agency responsible for the civilian aviation program including air safety, airport planning and personnel training.</p>
<b>FAH</b>	<p><b>Federal-Aid Highway</b> Adopted definition of roads that are eligible for Federal Aid under TEA 21, primarily composed of State Highways and primary urban and rural arterials.</p>
<b>FAP</b>	<p><b>Federal Aid Primary</b> FAP is the primary classification for State Highways in the Federal Aid system, which existed prior to ISTEA, no longer in general use.</p>
<b>FAS</b>	<p><b>Federal Aid Secondary</b> Classification of rural roads in the Federal-Aid system which existed prior to ISTEA, no longer in general use.</p>
<b>FAU</b>	<p><b>Federal Aid Urban</b> Classification of urban roads in the Federal-Aid system which existed prior to ISTEA, no longer in general use.</p>
<b>FHWA</b>	<p><b>Federal Highway Administration</b> (within the U.S. Department of Transportation) Coordinates highways with other modes of transportation to achieve the most effective balance of transportation systems and facilities under cohesive federal policies. Administers highway transportation programs of the DOT under federal law (ISTEA in 1991 and TEA-21 in 1998).</p>

- FONSI**      **Finding of No Significant Impact**  
A federally required document describing the reasons a project will not have a significant impact on the environment and therefore does not require the preparation of an EIS under NEPA.
- FRA**      **Federal Railroad Administration**  
A branch of the United State Department of Transportation responsible for ensuring railroad safety throughout the Nation. It monitors compliance with federally mandated safety standards, and employs 400 inspectors operating out of 47 offices throughout the country.
- FSTIP**      **Federal Statewide Transportation Improvement Program**  
This is the Federal approval document (the same as the Federal TIP or FTIP). Caltrans headquarters (in Sacramento) takes all the Metropolitan Planning Organizations' (MPOs) FTIPs (by reference) and adds the information for the rural non-MPO areas. The final result is a combined FSTIP document for the State of California.
- FTA**      **Federal Transit Act or Federal Transit Administration**  
The act that authorizes the Secretary of Transportation to provide additional assistance for the development of comprehensive and coordinated mass transportation systems, both public and private, in metropolitan, urban and rural areas, and for other purposes. The administration administers the act as amended, and locally provides transit capital and operating grants. FTA is a branch of the national DOT.
- FTIP**      **Federal Transportation Improvement Program**  
With enactment of TEA 21, now known as the Metropolitan Transportation Improvement Program (MTIP), this capital improvement program includes three prioritized years of programming and categorizes all federally aided transportation projects. Updated at least once every two years, it must be prepared in cooperation with all interested groups and the general public.
- FY**      **Fiscal Year**  
For California, the fiscal year is the accounting period beginning July 1<sup>st</sup> and ending June 30<sup>th</sup>.
- FFY**      **Federal Fiscal Year**  
For the federal budget and accounting purposes the federal fiscal year begins October 1<sup>st</sup> and ends September 30<sup>th</sup>.
- GC**      **Government Code**  
That portion of state laws which addresses the specific requirements applied to the operation of government entities.
- GHG**      **Greenhouse Gases**  
GHG include Carbon Dioxide (CO<sub>2</sub>) + Nitrous Oxide (N<sub>2</sub>O) + Methane (CH<sub>4</sub>).
- GIS**      **Geographic Information System (GIS)**  
A generic name for computer programs used to integrate many kinds of data in a spatial display or map. Data can be streets, water features, gas lines, population, climate, plant or animal populations, watersheds, or just about any statistic that can be assigned to a geographic area. Simply put, a GIS combines layers of information.
- HBP**      **Highway Bridge Program**  
The HBP is a program authorized by the federal Transportation Equity Act for the 21st Century (TEA21). The purpose of the Program is to replace or rehabilitate *public highway* bridges over waterways, other topographical barriers, other highways.

- HBRRP Highway Bridge Replacement and Rehabilitation Program**  
HBRRP is a federal program that funds replacement and rehabilitation of deficient bridges that are located off the state and interstate system of highways. The Federal Highway Administration (FHWA) established a "10-year rule" for determining a bridge's eligibility for HBRRP funding after construction or major reconstruction has taken place. The rule prevents a bridge from remaining in a deficient classification after major reconstruction and thereby affecting the bridge fund apportionments to a State.
- HCD Housing and Community Development (State Department)**  
HCD is responsible for: (1) promoting and maintaining adequate housing for all Californians; (2) enforcing and promulgating health and safety standards for dwelling units; and (3) assisting government entities in the field of housing and community development.
- HOV High Occupancy Vehicle**  
Typically refers to vehicles with two or more people (including the driver) including buses, vanpools, and carpools. HOV 2<sup>+</sup> refers to vehicles with at least one passenger (besides the driver), and HOV 3<sup>+</sup> refers to vehicles with at least two passengers (besides the driver).
- HPP High Priority Project**  
Transportation projects of various types, earmarked by Congress members, included in the new transportation act TEA-21 by act of Congress. In ISTEA they were known as Demonstration Projects.
- HUD Housing and Urban Development Department (federal agency)**  
This department develops and executes plans for housing economic development and urban development.
- HR House of Representatives bills**  
The identifier preceding a Federal House of Representatives resolution number.
- HSIP Highway Safety Improvement Program**  
HSIP is a highway safety program established to ensure that programs such as *Highway-Rail Grade Crossings and Hazard Elimination Programs* are carried out in an organized, systematic manner where the greatest benefits can be achieved.
- IGR Intergovernmental Review**  
A process required on all government agencies to manage their activities with attention to consequences of those activities.
- IIP Interregional Improvement Program**  
The document which identifies the longer vision improvements to be done to the state transportation system, and from which Caltrans selects projects to be included in the Interregional Transportation Improvement Program (IIP).
- IPG Intermodal Planning Group**  
This group includes regional representatives for the U.S. Department of Transportation modal administrations (FHWA, FTA, HUD, Caltrans, and MPO's). This ad hoc group coordinates transportation requirements and policies among the State, MPO's and the applicable federal districts (CA, NV, AZ, HI).
- IPRS Intercity Passenger Rail System**  
That portion of the state rail network that forms the backbone of passenger service to major urban centers.

- ISTEA**      **Intermodal Surface Transportation Efficiency Act of 1991**  
Federal transportation legislation superseded by TEA 21, that reformed the nation's transportation programming policies for the Federal Highway Administration and the Federal Transit Administration.
- IS**            **Interstate System**  
Federal designation for that portion of all the state highways in the nation that compose a basic backbone of connectivity between the states and major urban areas. The nearest interstate highway to San Luis Obispo is I5 in the Central Valley.
- ITIP**        **Interregional Transportation Improvement Program**  
The program which is required by STIP reform legislation (SB45) in 1997 to be developed by the State Department of Transportation (Caltrans) every two years and submitted to the California Transportation (CTC) for adoption.
- ITS**         **Intelligent Transportation Systems**  
An integrated electronic information and control system (sensor, computer, electronics, and communication technologies) and management strategies to enhance mobility, energy efficiency, and environmental protection and increase the safety and efficiency of the surface transportation systems.
- JARC**        **Job Access and Reverse Commute**  
The JARC Grant Program was established in 1998 under the Federal Transit Administration (FTA). The program was renewed in 2005 as part of SAFETEA-LU (see acronym definition). The purpose of the program is to offer affordable and reliable transportation for low-income individuals (work and training sites, day care centers at non-traditional hours) and to support mobility management programs. This program also provides assistance for reverse commute options to the general public.
- JPA**         **Joint Powers Agreement**
- KCOG**       **Kern Council of Governments**
- LAFCO**      **Local Agency Formation Commission**  
Countywide regulatory body responsible for encouraging the orderly formation of local government agencies, preserving agricultural land resources, and discouraging urban sprawl. The commission is composed of seven regular members: 2 county, 2 city, 2 special district, and 1 public.
- LCC**         **League of California Cities**  
An association of California cities whose mission is to stimulate, encourage, and coordinate communication of ideas and information among city officials, to develop a consensus of issues and advocate those views to other governmental agencies.
- LCP**         **Local Coastal Plan**  
Prepared by coastal cities and counties submitted to State Coastal Commission; the goal is coastal access and coastal environmental protection.
- LEP**         **Limited English Proficient**  
Limited English Proficient persons cannot speak, read, write or understand the English language at a level that permits them to interact effectively with health care providers and social service agencies. The Federal Transit Administration (FTA) has produced a handbook on LEP Policy Guidance for Transit Operators. The US Department of Transportation requires that recipients "ensure meaningful access to the benefits, services, and information." Transit operators are being asked to identify how they target, market to, and provide services for LEP persons.

<b>LOS</b>	<p><b>Level-of-Service</b> Quantitative rating of transportation system, based on: time-distance, cost, delay-time, convenience, and safety. Ranges from 'A' to 'F', with 'A' being best and 'F' the worst.</p>
<b>LOSSAN</b>	<p><b>Los Angeles to San Luis Obispo Rail Corridor Agency</b> SLOCOG is a member of this Rail Advisory Group. It is a Joint Powers Agreement (JPA) to coordinating intercity rail services comprised of a Policy Committee on Transportation Advisory Committee (TAC).</p>
<b>L RTP</b>	<p><b>Long Range Transit Plan</b> A 20-year plan that outlines regional goals and policies, with a vision for public transportation development at the corridor level.</p>
<b>LTF</b>	<p><b>Local Transportation Fund</b> This funding source is one of two major sources of State funds for the funding of public transportation through regional planning and programming agencies provided by the Transportation Development Act. Derived from ¼ percent of the state sales tax, these funds must first be used to provide transit service for "unmet" needs. If no unmet needs exist, the funds can be used for streets and roads projects.</p>
<b>LUE</b>	<p><b>Land Use Element</b> The component of SLO County's General Plan addressing land use</p>
<b>MPO</b>	<p><b>Metropolitan Planning Organization</b> (Federal provision) MPO is an organization responsible for transportation planning in an urbanized area. It serves as the forum for cooperative decision-making by the principal elected officials of general-purpose local governments. MPO's must develop plans and programs that address the metropolitan area's transportation needs and that are consistent with the overall planned development of the area.</p>
<b>MOU</b>	<p><b>Memorandum of Understanding</b> Formal agreement documenting provisions for interagency cooperation.</p>
<b>MOVER</b>	<p><b>Motor Vehicle Emission Reduction Program</b> (Grant has expired) Air District Grant Program - \$600K funding every two years.</p>
<b>MTC</b>	<p><b>Metropolitan Transportation Commission</b> This is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area, created by the State Legislature in 1970. It functions as both the regional transportation planning agency (a state designation) and (for federal purposes) the region's metropolitan planning organization (MPO).</p>
<b>MTIP</b>	<p><b>Metropolitan Transportation Improvement Program</b> Enacted in TEA 21, this capital improvement program is prepared by the MPO. It must include three prioritized years of programming and categorizes all federally-aided transportation projects. Updated at least once every two years, it must be prepared in cooperation with all interested groups and the general public.</p>
<b>NCS</b>	<p><b>North County Shuttle</b> NCS is an intercommunity fixed route service that connects the North Cuesta College campus with the Paso Robles Transportation Center, the Templeton community and the City of Atascadero (along the El Camino Real corridor). The service is jointly operated by the Cities of Paso Robles and Atascadero.</p>

<b>NEPA</b>	<p><b>National Environmental Policy Act</b> Federal legislation on environmental policy for the nation that provides an interdisciplinary framework for federal agencies to prevent environmental damage and contains “action-forcing” procedures to ensure that federal agency decision-makers take environmental factors into account. See also Environmental Impact Statements (EIS).</p>
<b>NFP</b>	<p><b>New Freedom Program</b> The <i>New Freedom</i> Program is a competitive program authorized in Safe Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) to support public transportation initiatives for persons with disabilities, going beyond those required by the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et. seq.).</p>
<b>OA</b>	<p><b>Obligational Authority</b> Federal funding amount appropriated annually for ISTEA/TEA21 Assistance to states for various programs.</p>
<b>OCSD</b>	<p><b>Oceano Community Services District</b></p>
<b>OLF</b>	<p><b>Other Local Funds</b></p>
<b>OPR</b>	<p><b>Office of Planning and Research</b> THE GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR) is a part of the Governor's Office that serves the following core functions: research staff to the Governor; comprehensive statewide planning; interagency coordination; local agency planning assistance; management of state environmental review processes; small business advocacy; Innovation in Government; and California's AmeriCorps Program.</p>
<b>OWP</b>	<p><b>Overall Work Program</b> The document prepared by each MPO to identify resources, staffing responsibilities, authority, operating procedures, all proposed work tasks, products, and scheduling required to carry out the transportation planning process on an annual basis.</p>
<b>PAED</b>	<p><b>Project Approval and Environmental Determination</b> This is the first phase of project development before capital funding is expended on a transportation project.</p>
<b>PDT</b>	<p><b>Project Development Team</b> An interdisciplinary team of local, State and regional staff established to guide the process of developing a transportation system improvement</p>
<b>PE</b>	<p><b>Paso Express -- previously PRCATS (Paso Robles City Area Service)</b> The local fixed route and Dial-A-Ride transit program administered by the City of Paso Robles. The service includes four fixed routes, including the North County Shuttle northern leg within the city limits.</p>
<b>PERS</b>	<p><b>Public Employees Retirement System</b></p>
<b>PIC</b>	<p><b>Private Industry Council</b> Administering agency for local training and employment programs(usually countywide)..</p>
<b>PID</b>	<p><b>Project Initiation Document</b></p>
<b>PLACE<sup>3</sup>S</b>	<p><b>Planning for Community Energy, Economic, and Environmental Sustainability</b> It is a land-use and urban design analytical method created specifically to help communities understand how their growth and development decisions can contribute to improved sustainability.</p>



<b>PMS</b>	<b>Pavement Management System</b> A technical process that provides a quantitative assessment of the condition of pavement and the steps necessary for its maintenance, rehabilitation or reconstruction.
<b>P&amp;R or PnR</b>	<b>Park and Ride</b> PnR facilities (or incentive parking) facilities are public transport stations that allow commuters and other people wishing to travel into city centers to leave their personal vehicles in a parking lot or car park and transfer to a bus, rail system (rapid transit, light rail or commuter rail) or carpool for the rest of their trip. The vehicle is stored in the car park during the day and retrieved when the commuter returns. Park and rides are generally located in the suburbs of metropolitan areas or on the outer edges of large cities.
<b>PR</b>	<b>Project Report</b> This is a Caltrans document approving the environmental, and preferred alternative of a specific funded street, road or highway project.
<b>PRISM</b>	<b>Passenger Rail Improvement, Safety, and Modernization</b> This is a legislative proposal, a program to create a new fund for operational and maintenance costs for rail operators serving the general public, commuter and intercity. It proposes to take General Fund Revenues.
<b>PS&amp;E</b>	<b>Plans, Specifications and Estimates</b> This is the second phase of project development. It includes detailed engineering drawings and cost estimates of a construction contract, submitted by Caltrans to the FHWA so federal funds are set aside for a specific federally funded street, road, or highway project.
<b>PSCS</b>	<b>Preliminary Sustainable Communities Strategy</b>
<b>PSR</b>	<b>Project Study Report</b> A scoping document required by State law for a State Highway improvement project to be included in the State Transportation Improvement Program (STIP). It is required to identify a range of alternatives, estimated costs, anticipated impacts, and delivery schedule. The completed PSR is then used as a basis for conducting detailed engineering and environmental analysis prior to the “construction dollars” being allocated.
<b>PSRE</b>	<b>Project Study Report Equivalent</b> A streamlined version of a PSR used to provide scoping for non-State Highway projects.
<b>PSR-PDS</b>	<b>Project Study Report – Project Development Support</b> A much more simplified variation on the standard PSR, which is required to be used to program only the preliminary engineering and environmental review of a project vs. detailed engineering drawings.
<b>PSSR</b>	<b>Project Scope and Summary Report</b> Caltrans document similar to PSR, which is prepared to scope and cost state highway safety, rehabilitation and maintenance projects.
<b>PTA</b>	<b>Public Transportation Account</b> Formerly known as the Transportation Planning and Development Account, the name was changed in the STIP reform enacted by Senate Bill 45 (Kopp) in 1997, funds are allocated mass transportation (transit and rail) purposes.
<b>PTMISEA</b>	<b>Public Transportation Modernization, Improvement, and Service Enhancement Account</b> The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4 billion to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Of this amount, \$3.6 billion in the PTMISEA is to be made available to project sponsors in California for allocation to eligible public transportation projects.

<b>PUC</b>	<b>Public Utility Commission</b> State agency whose regulations affect Transportation Development Act funding and the operations of private bus / charter (limousine) service.
<b>PY</b>	<b>Personnel Year</b> Used to designate staffing requirements. One PY equals one staff person working for one year (2080 hours).
<b>RFP</b>	<b>Request for Proposal</b> Formal document soliciting submittals from consultants to develop a scope of work with steps, tasks, schedule, and costs.
<b>RFQ</b>	<b>Request for Qualifications</b> Document soliciting statements of qualifications from prospective consultants to subsequently submit proposals for work to be performed (by the most qualified team/teams).
<b>RIP</b>	<b>Regional Improvement Program</b> Federal/State program that apportions funding to the region to be programmed in the Regional Transportation Improvement Program (RTIP) for projects.
<b>RHNA</b>	<b>Regional Housing Needs Allocation</b> A State mandated effort devised to address the need for affordable housing in all communities. San Luis Obispo County's regional housing need is calculated by the California State Department of Housing and Community Development (HCD) and finalized through negotiations with SLOCOG. Each jurisdiction within San Luis Obispo County will be assigned a share of the anticipated regional housing need by the State or SLOCOG, based upon an assortment of growth factors.
<b>RHNP</b>	<b>Regional Housing Needs Plan</b> RHNP is a state-mandated plan that provides a consistent statewide definition of housing need and a systematic allocation of planning responsibility for projected growth based on the regional viewpoint. It includes the existing and projected housing needs of persons at all income levels within the area significantly affected by a jurisdiction's general plan.
<b>ROW or R/W</b>	<b>Right-of-way</b> Physical property acquired for transportation purposes.
<b>RSHA</b>	<b>Regional State Highway Account</b> Refers to funding allocated under provisions of State and Federal law by regional transportation planning agencies for projects by local agencies of regional significance. Annually, regional agencies are given the opportunity by the State to exchange Federal Surface Transportation Program (STP) funds authorized by Federal Law under TEA21 and SAFETEA-LU for State Highway Account (SHA) funds.
<b>RTA</b>	<b>Regional Transit Authority (San Luis Obispo RTA)</b> A joint powers agency consisting of the county and all cities that is directly responsible for providing regional fixed-route transit service and the Americans with Disabilities Act (ADA) complementary services in the San Luis Obispo region. It is jointly funded by the County and each of the seven incorporated cities according to an adopted funding formula.
<b>RTAC</b>	<b>Regional Transportation Advisory Committee</b> This RTA committee serves as the Appeal Committee for complaints regarding compliance with the Americans with Disabilities Act (ADA) and as the RTA advisory committee. It is composed of representatives from transit providers, transit users, and social service providers.

- RTF Rural Transit Fund**  
This is a transit capital replacement program administered by SLOCOG and was established through an exchange with SLORTA of the FTA Section 5311 non-urbanized area funds for TDA funds.
- RTIP Regional Transportation Improvement Program**  
This five-year program shall be prepared and adopted by the Regional Transportation Planning Agency (RTPA) for submission to the California Transportation Commission by December 15 of each odd-numbered year, and updated every two years. See STIP.
- RTM Regional Traffic Model**  
A travel demand model created as a planning tool, to evaluate potential traffic impacts resulting from urban and rural development. SLOCOG's regional traffic model is a TRANSCAD/GIS-based travel demand and forecasting system.
- RTP (1) Regional Transportation Plan**  
State-mandated document to be developed every three years by all MPO's that consist of policy, action, and financial elements. The RTP is the blueprint of transportation improvements in the region.
- RTP (2) Recreational Trails Program**  
RTP is a federally funded discretionary grant program that funds to develop and maintain recreational trails in all states. In FY 2010, California received \$4.7 million to distribute through competitive grants. Applications are usually due every October. More information can be found here at: [http://www.parks.ca.gov/?page\\_id=24324](http://www.parks.ca.gov/?page_id=24324).
- RTPA Regional Transportation Planning Agency**  
Created by AB 69 in 1972 to prepare regional transportation plans and designated by the governor to receive and allocate transit funds; RTPA's can be one of a variety of statutorily created agencies. SLOCOG is the designated RTPA for the San Luis Obispo region.
- RWQCB Regional Water Quality Control Board**  
State board consisting of nine members appointed to staggered four-year terms by the governor. Each member is appointed to represent a particular part of the water-using public. Boards are charged with protecting all waters of the state, be they ground water, surface water, or marine waters. Their two major areas of responsibility include regulation of all waste discharges that could affect the waters of the state, and water quality planning functions in the form of Water Quality Control Plans in each region.
- S Senate**  
The identifier preceding a federal Senate bill number.
- SAFE Service Authority for Freeways and Expressways**  
Regionally established agency that administers the emergency Call Box Program.
- SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**  
A Bill signed into law on August 10, 2005, with guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion over a five-year period. SAFETEA-LU represents the largest surface transportation investment in U.S. history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs.
- SB Senate Bill**  
The identifier preceding a state Senate bill number.

<b>SBCAG</b>	<b>Santa Barbara County Association of Governments</b>
<b>SCAT</b>	<b>South County Area Transit</b> This joint powers agency funds the fixed route bus system for Arroyo Grande, Pismo Beach, Grover Beach, and Oceano. The operation is managed by the RTA.
<b>SCC</b>	<b>State Coastal Conservancy</b> SCC works to preserve, protect and restore the California Coast. SCC does this by assisting with funding and partnering with planning projects on the coastline (among other activities). SLOCOG is partnering with SCC on the Coastal Trail Plan along the northern coast of the County.
<b>SCS</b>	<b>Sustainable Communities Strategy</b>
<b>SHA</b>	<b>State Highway Account</b> (a state funding source) The primary funding account for state/regional transportation projects derived from the state fuel tax.
<b>SHELL</b>	<b>State Highway Extra Legal Load</b> Designated state highways on which the largest multi-trailer semi-trucks are allowed to operate. In San Luis Obispo County these include Highway 46, east of Highway 101, and Highway 101.
<b>SHOPP</b>	<b>State Highway Operation and Protection Program</b> Formerly the HSOPP, the SHOPP is administered by Caltrans and includes major projects for the safety, rehabilitation, and operational improvement of state highways costing over \$750,000. The annual allocation for this program varies.
<b>SLOCOG</b>	<b>San Luis Obispo Council of Governments</b> The Council serves as the Regional Transportation Planning Agency (RTPA), Census Data Affiliate, Metropolitan Planning Organization (MPO), and Service Authority for Freeway Emergencies (SAFE) for the region. Voting membership includes the cities of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo, and the County of San Luis Obispo.
<b>SOV</b>	<b>Single Occupant Vehicle</b> A vehicle with one occupant (see HOV).
<b>SOW</b>	<b>Scope-of-Work</b>
<b>SRTP</b>	<b>Short Range Transit Plan</b> A five to six-year transit development plan covering projected service, cost, funding, goals and objectives for the system. It is a Federal and SLOCOG mandate for all transit systems or providers/administrators of transit services that receive capital or operating assistance funds. SRTP target cycle is every five (5) or six (6) years. The same applies to sub-regional transit plans.
<b>SRTS</b>	<b>Safe Routes to School (Federal fund program)</b> The SRTS Program is a national and international movement to enable and encourage elementary and middle school children, including those with disabilities to walk and bicycle to school.
<b>SR2S</b>	<b>The State Funding Program</b> The SR2S Program is a state movement to enable and encourage elementary and middle school children, including those with disabilities to walk and bicycle to school.

- SSTAC Social Services Transportation Advisory Council**  
This SLOCOG Council was formed per mandate by the Transportation Development Act (TDA) Law. It reviews agenda items on transit issues (including unmet needs requests) and advises SLOCOG on any other major transit issues, including the coordination and consolidation of specialized transportation services. It also is the steering committee for the regional mobility management program.
- STA State Transit Assistance** (state funding program)  
One of two major sources for the funding of public transportation through regional planning and programming agencies provided by the Transportation Development Act. STA provides a source of TDA funding for transportation planning and mass transportation purposes. These funds are only used for transit operating assistance or matching funds for capital grants.
- STIP State Transportation Improvement Program**  
Biennially adopted funding program document, reformed in 1997 by SB 45 (Kopp), requires coordination between Caltrans in preparing the ITIP, and the Regional Transportation Planning Agencies in preparing RTIPs, which are then submitted to the CTC adopts this program by April (odd year). Provides schedule of projects for development over upcoming four years using with State funds.
- STP Surface Transportation Program** (federal funding source)  
Serves as the primary regional funding source from the new Federal transportation act (TEA 21) providing flexible funding for streets, rideshare, bikes, park and ride, transit, etc. SLOCOG allocates approximately 75% of this funding for projects in the cities and urban areas based on targets to provide equity among the jurisdictions. The remaining 25% of funding is allocated for projects on a competitive basis.
- TAC Transportation Advisory Committee**  
An advisory committee to Councils of Governments or *RTPAs* that provides technical or community input to planning decisions.
- TANF Temporary Assistance for Needy Families**  
Federal welfare reform replaces Aid to Families with Dependent Children with TANF, under which Federal block grants are distributed to states with eligible family assistance programs. The TANF program imposes a number of eligibility restrictions, including the limitation of most individual recipient benefits to a time period of 24 consecutive months and five years in total.
- TCI Transit Capital Improvement**  
State funding program for bus rehabilitation / rail projects. With the passage of SB 45 in 1997, this program was consolidated into the ITIP and RTIP.
- TCIF Trade Corridor Improvement Fund**  
The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$2 billion, available to the California Transportation Commission (CTC) upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for infrastructure improvements along federally designated "*Trade Corridors of National Significance*" in this state or along other corridors within this state that have a high volume of freight movement.
- TCM Transportation Control Measure**  
Efforts to modify transportation, usually associated with Clean Air Plan efforts to reduce auto emissions. Examples include operational issues such as right turn and auxiliary lanes, stop light timing, and telecommuting.
- TCP Transportation Choices Program**  
TCP is San Luis Obispo Regional Rideshare's commuter and employer program.

- TDA (1) Transportation Development Act** (LTF and STA funds and their disbursement)  
The principal funding source for transit in the county, providing operating funds from sales tax for local operations. The TDA regulations, issued by the state of California, represent the basis for the annual allocation of TDA funds to eligible entities, monitoring of efficient/effective use of such funds, performance and fiscal audits, as well as the annual Unmet Transit Needs (UTN) review.
- TDA (2) Target Development Area**
- TDM Transportation Demand Management**  
A technique used in transportation planning to improve both mobility and access consisting of managing the behavior of how, when, and where people travel.
- TEA Transportation Enhancement Activities**  
Federal funding program under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This program is currently called Transportation Enhancement (TE). See below.
- TEA-21 Transportation Equity Act for the 21<sup>st</sup> Century**  
Federal Surface Transportation Act was enacted June 9, 1998, replacing ISTEA, as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003.
- TE Transportation Enhancement**  
Federal funding program in TEA 21 and SAFETEA-LU specifically designed to augment transportation projects through such projects as landscaping, trails, lookouts, historic renovations of transportation facilities, gateways to communities, etc. Previously funds were allocated by the State competitively; as of 1998, the regions are responsible for programming funds allocated to them on a formula basis annually. Prior to TEA 21 known as Transportation Enhancement Activities (TEA) program.
- TIGER Transportation Investment Generating Economic Recovery (TIGER) Grant Program**  
Included in the American Recovery and Reinvestment Act (ARRA), the TIGER grant program provides \$1.5 billion for transportation projects deemed to have a significant economic and environmental benefit to a metropolitan area, region or the nation. Recipients of the grant include rail, transit, intermodal, port, bridge and highway projects in 41 states and the District of Columbia.
- TIGER II Transportation Investment Generating Economic Recovery (TIGER) II Discretionary Grant Program**  
TIGER II Discretionary Grant Program is a \$600 million competitive grant program for surface transportation projects. TIGER II funding is available to units of government – including state, tribal and local governments, transit agencies, port authorities, Metropolitan Planning Organizations (MPOs), and multi-jurisdictional entities – for capital investments in highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities.
- TIF Transportation Investment Fund**
- TIP Transportation Improvement Program**  
TIP refers in general to the various state, regional and federal transportation capital improvement programs (STIP, RTIP, FTIP)

- TMA      **Transportation Management Area****  
Designated by the Secretary of Transportation for all urbanized areas over 200,000 with boundaries contiguous to that of the MPO, it is a private/public partnership, focused on transportation issues in a defined area to collectively provide services and advocate improvements. This requirement does not apply to SLO County as its urban area (SLO) is less than 200K (approximately 50K).
- TMA / Transportation Management Association /**
- TMO      **Transportation Management Organization****  
A voluntary association to coordinate and provide transportation services to private members, organizations, employers, and individuals. TMA describes Ride-On Transportation efforts to meet business/organization's transit needs. The TMA program is a cooperative effort with Regional Rideshare, the Employee Transportation Coordinators (public and private sector employers) and the business community.
- TPA      **Triennial Performance Audit****  
A Triennial Performance Audit serves as a systematic process for objectively evaluating the effectiveness, efficiency, and economy of a publicly-funded transportation organization. TPA is required of every Regional Transportation Planning Agency (RTPA) and transit operator. Funded through the State's Transportation Development Act (TDA) Funds, TPA is a requirement for all recipients of TDA funds (including SLOCOG). California requirement is every three (3) years, with status on compliance, follow up to prior audit recommendations, monitoring of performance trends and functional review. The auditor makes findings and gives recommendations for the next three (3) years.
- TSM      **Transportation Systems Management****  
A technique used in transportation planning to improve both mobility and access, consisting of relatively low cost capital improvements to improve the operational efficiency of the transportation infrastructure.
- TTAC     **Technical Transportation Advisory Committee****  
A SLOCOG committee consisting of Planning Directors and engineers from each of the seven cities, the county and representatives from Caltrans and the APCD that provides technical review of SLOCOG issues.
- UA       **Urbanized Area (or UZA)****  
Places with populations of 50,000 or more (at a minimum), that encompass an entire urbanized area in a state, as designated by the U.S. Census Bureau.
- USDOT   **United States Department of Transportation****  
The Federal department that provides policy, financial and technical assistance in the areas of aviation, highways, rail, and urban mass transportation (rail, bus, ferry, etc.).
- USHA    **Urban State Highway Account****  
Refers to funding allocated under provisions of State and Federal law by Regional Transportation Planning Agencies for projects in urban areas - proposed by local agencies. Annually, regional agencies are given the opportunity by the State to exchange Federal Surface Transportation Program (STP) funds authorized by Federal Law under TEA21 for State Highway Account (SHA) funds.
- UTN     **Unmet Transit Needs** process**  
As the administrator of Transportation Development Act (TDA) funds, SLOCOG is required to conduct an annual Unmet Transit Needs (UTN) process. The purpose of the UTN process is to ensure that all unmet transit needs that are reasonable to meet are met before TDA funds are expended for non-transit uses, such as streets and roads. Every year SLOCOG holds a UTN public hearing for the San Luis Obispo region. This hearing provides the public with an opportunity to request new, expanded, or modified transit services.

**UZA      Urbanized Zone Area**

An urbanized area by definition of the U.S. Census Bureau

**VMT      Vehicle Miles of Travel**

Total vehicle miles is the composite of total mileage traveled by each vehicle over a given period of time (annual, monthly, etc.).

**511 System** 511 is a three-digit Traveler Information phone number. The 511 System was designated in July 2000 by the Federal Communications Commission (FCC). The SAFETEA-LU (see acronym definition) goal for 511 ensures that a national interoperable 511 system, along with a national traffic information system includes a comprehensive website and is fully implemented for use by travelers throughout the United States by 2010.



## **Appendix F**

# **California Mitigation Banking and Conservation**

See

## [California Department of Fish and Game - Habitat Conservation](#)

### **Habitat Conservation Programs**

#### [California Endangered Species Act Permitting \(CESA\)](#)

The California Endangered Species Act (CESA) allows the Department to authorize project proponents to take state- listed threatened, endangered or candidate species if certain conditions are met. The permitting program administers the incidental take provisions of CESA to ensure regulatory compliance and statewide consistency.

#### [California Environmental Quality Act Review \(CEQA\)](#)

The Department consults with lead and responsible agencies and provides the requisite biological expertise to review and comment upon environmental documents and impacts arising from project activities under the California Environmental Quality Act.

#### [Lake and Streambed Alteration Program \(LSA\)](#)

The Lake and Streambed Alteration Program determines whether an agreement is needed for an activity that will substantially modify a river, stream or lake. If DFG determines that the activity may substantially adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement will be prepared. The Agreement includes reasonable conditions necessary to protect those resources and must comply with the California Environmental Quality Act (CEQA).

#### [Timberland Conservation Program](#)

Timber harvesting in California is regulated by multiple state agencies to ensure timber harvesting impacts on the environment are addressed. The Department reviews Timber Harvest Plans and may issue permits for road construction across streams and incidental take permits where endangered species may be impacted.

#### [Natural Community Conservation Planning \(NCCP\)](#)

The Natural Community Conservation Planning Program is a cooperative effort designed to protect species and their habitats through an ecosystem approach. The program helps identify and provide for large area-wide protection of plants, animals, and their habitats while allowing for compatible and appropriate economic activity.

#### [Conservation and Mitigation Banking](#)

Mitigation banking in California is overseen and undertaken by several Federal and State Agencies. The Banking Program coordinates with other agencies and develops statewide policy and guidance for the establishment and operation of conservation and mitigation banks.

#### [Invasive Species](#)

The Invasive Species Program participates on efforts to prevent the introduction of non-native invasive species in California, detect and respond to introductions when they occur, and prevent the spread of non-native invasive species that have become established.

#### [Rare Plant Program](#)

The Rare Plant Program coordinates conservation activities for the State's listed plants, including listing and plant collecting and research.

#### [Renewable Energy](#)

To meet the Governor's Renewable Portfolio Standard by the year 2010 California needs to obtain 20 percent of its energy from renewable resources or "green energy." DFG provides information to developers, project proponents, lead agencies regarding renewable energy.

## **Appendix H**

# **SB 375 Regional Greenhouse Gas Emission Reduction Target-Setting Report for the San Luis Obispo Region**

**See link below for SB 375 Target-Setting Report**

**[SB 375 Regional Greenhouse Gas Emission Reduction Target-Setting Report  
for the San Luis Obispo Region](#)**