



CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

June 11, 2014

Rachel Falsetti, Division Chief
Department of Transportation
Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942884
Sacramento, CA 94284-0001

Attn: Abhijit Bagde, FTIP Coordinator

RE: SLOCOG 2013 FTIP Amendment #12

Please accept this amendment to the 2013 Federal Transportation Improvement Program (FTIP) for the San Luis Obispo County Region. The SLOCOG Board adopted **Amendment 13-12**, to SLOCOG's 2013 Federal Transportation Improvement Program (FTIP) on Wednesday, April 2, 2014. Amendment No. 12 is a formal amendment requiring public hearing for the inclusion of the following new projects and programs and changes to existing projects (as shown in Exhibit A).

Fund Programs:

RIP- STP Enhancement
National Scenic Byways Program
Highway Safety Improvement Program

This amendment meets all FHWA requirements and SLOCOG procedures identified in 2013 FTIP and the 2010 Public Participation Plan (PPP).

Please see the additional information Included with this correspondence:

- Signed copy of the authorizing Board Resolution
- Proof of Public Notice
- Amendment Report (TransInfo)
- Referenced Staff Reports
- Financial Constraints Table

If you have any questions regarding this amendment, please contact Richard Murphy of my staff by email at rmurphy@slocog.org or phone at 805-781-5754.

Sincerely,

Ronald L. DeCarli, Executive Director

ATTACHMENT A

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

RESOLUTION NO. 14-07

**ADOPTING AMENDMENT NO. 12 (13-12) TO THE
2013 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

The following Resolution is now offered and read:

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP 21), requires that the Metropolitan Planning Organization (MPO) adopt a Federal Transportation Improvement Program (FTIP) for the area for which the MPO is designated in cooperation with the State and affected transit operators; and

WHEREAS, the San Luis Obispo Council of Governments (hereafter SLOCOG) is the designated MPO for the San Luis Obispo County region, and

WHEREAS, the FTIP includes all projects within the MPO region which are proposed to be funded under the Moving Ahead for Progress in the 21st Century (MAP 21), and

WHEREAS, provisions of SLOCOG's MAP-21 compliant Public Participation Plan are adhered to, including: advisory committees' review, inclusion in the bi-monthly SLOCOG newsletter, a public hearing notice advertised in a local newspaper having countywide distribution; and considered and acted upon in an advertised public hearing; and

WHEREAS, the FTIP amendment was made available, and members of the public were given a reasonable opportunity to review the amendment, and a public hearing was held February 5, 2014 to present the amendment and take testimony from the public; and

WHEREAS, the 2013 FTIP and FTIP amendment are in compliance with MAP-21 provisions requiring a financially constrained element; and

WHEREAS, all the projects and amended projects included in the FTIP are consistent with the adopted Regional Transportation Plan for San Luis Obispo County, 2010 RTP-PSCS.

WHEREAS, projects in Amendment #12 satisfy the transportation conformity provisions of 40 CFR 293.122(g) and all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, all projects in Amendment #12 are either non-capacity increasing or exempt from the requirements to determine conformity due to their location outside of the non-attainment area.

WHEREAS, the funding recommendations are consistent with the actions taken on related agenda items B-4 and B-6.

NOW, THEREFORE, BE IT RESOLVED, that the San Luis Obispo Council of Governments certifies this amendment to the FTIP is financially-constrained.

BE IT FURTHER RESOLVED, that the Executive Director may make adjustments to Attachment A in consultation with the respective local agencies and the California Department of Transportation.

BE IT FURTHER RESOLVED, that the San Luis Obispo Council of Governments does hereby adopt Amendment No. 12 (13-12) to the 2013 FTIP amending projects in the FTIP as shown in Exhibit A.

On motion by Board Member ADAM HILL, seconded by Board Member BRUCE GIBSON, and on the following roll call vote, the foregoing resolution is hereby adopted this 4th day of June, 2014.

AYES: Arnold, Brown, Christianson, Gibson, Higginbotham, Hill, Irons, Mecham, O'Malley, Peterson, Ray and Strong

NOES: None

ABSENT: None

ABSTAIN: None



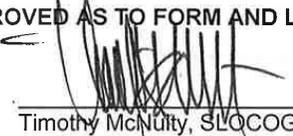
Shelly Higginbotham, President
San Luis Obispo Council of Governments

ATTEST:



Ronald L. De Carli, Executive Director
San Luis Obispo Council of Governments

APPROVED AS TO FORM AND LEGAL EFFECT:

By: 

Timothy McNulty, SLOCOG Legal Counsel

Date: 6.3.2014

*** Proof of Publication ***

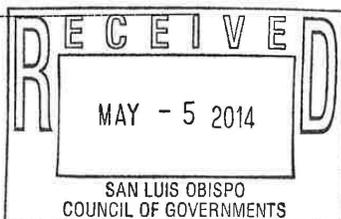
PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA.

TIMES PRESS RECORDER

SLOCOG
1114 MARSH ST
SAN LUIS OBISPO, CA 93401

ORDER NUMBER 29655



I AM THE PRINCIPAL CLERK OF THE PRINTER OF THE TIMES PRESS RECORDER, NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED IN THE CITY OF ARROYO GRANDE, COUNTY OF SAN LUIS OBISPO, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ADJUDICATION #18811.

THAT THE NOTICE OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO-WIT:

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURE THAT THE FOREGOING IS TRUE AND CORRECT.

PUBLISHED ON: 05/02/2014

TOTAL AD COST: 115.76
FILED ON: 5/2/2014

DATED AT SANTA MARIA, CA THIS 2nd DAY OF MAY, 2014

SIGNATURE

Deresa Ramirez

PUBLIC HEARING NOTICE

The San Luis Obispo Council of Governments (SLOCOG) will hold a Public Hearing on June 4, 2014 to receive public testimony on Amendment No. 12 to the 2013 Federal Transportation Improvement Program (FTIP).

The FTIP is the region's transportation programming document that contains a comprehensive listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. Highway and local road projects, public transit, bicycle and pedestrian projects are included in the FTIP based on programmed and committed federal, state, and local funding over the next four years. The 2013 FTIP is consistent with SLOCOG's 2010 Regional Transportation Plan (RTP) and Preliminary Sustainable Communities Strategies (PSCS). It was approved by the SLOCOG Board on September 12, 2012, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 15, 2012.

FTIP Amendment No. 12 is a formal amendment requiring public hearing for the inclusion of the following programs: Regional Surface Transportation Program, (RSTP), Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP). Other projects include modifications to Caltrans State Highway Operation and Protection Program (SHOPP) program. These are lump sum programs have been approved by the SLOCOG Board in December, 2013 and through the 2014 SHOPP program.

Please refer to www.slocog.org for the meeting agenda and detailed information. The hearing will be held during the SLOCOG Board meeting on Wednesday, June 4, 2014, scheduled to begin at 8:30 a.m. in the County Board of Supervisors Chambers (1055 Monterey Street, San Luis Obispo, California). For more information on the FTIP Amendment, please contact Richard Murphy at 781-5754 or email at rmurphy@slocog.org

Legal #29655
Pub date: May 2, 2014

Orig: 6/4/14 Board Agenda Book
2nd Orig: File
CC: Rm

THE *Newspaper of the Central Coast*
TRIBUNE



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In The Superior Court of The State of California
In and for the County of San Luis Obispo
AFFIDAVIT OF PUBLICATION

AD # 7049563
COUNTY OF SAN LUIS OBISPO
COUNCIL OF GOVERNMENTS

STATE OF CALIFORNIA
County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; MAY 2, 2014, that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Jane E. Durand
(Signature of Principal Clerk)
DATED: MAY 2, 2014
AD COST: \$111.21

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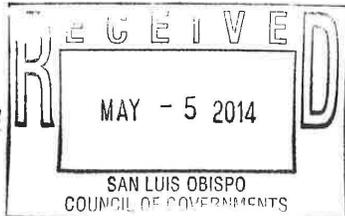
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May 2, 2014 7049563

Orig: 6/4/14 Board Agenda Book
2nd Orig: File
CC: Rm

PROOF OF PUBLICATION

STATE OF CALIFORNIA } SS
County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer, Paso Robles Press (aka Country News-Press); a newspaper of general circulation by The Superior Court of San Luis Obispo County, State of California; that the notice of which the annexed is a printed copy (set in type no smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following days, to wit:



5/2/2014

Orig: 6/4/14 Board Agenda Book

2nd Orig: File

CC: RM

I certify (or declare) that to the best of my knowledge the foregoing is true and correct. Dated at Paso Robles, CA this

Dated

5/2/2014

Melissa Bailey

Melissa Bailey

Proof of Publication of:

PUBLIC NOTICE

Legal # 4433

PUBLIC HEARING NOTICE

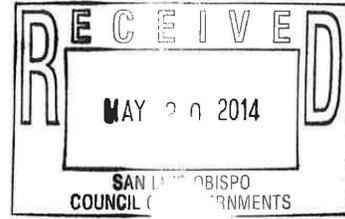
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THE Newspaper of the Central Coast
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In The Superior Court of The State of California
In and for the County of San Luis Obispo
AFFIDAVIT OF PUBLICATION

AD # 7050426
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STATE OF CALIFORNIA

ss.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof - on the following dates to wit; MAY 17, 2014, that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

(Signature of Principal Clerk)

DATED: MAY 17, 2014

AD COST: \$113.02

PUBLIC HEARING NOTICE

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May 17, 2014 7050426

Orig: 6/4/14 Board Agenda Book

2nd Orig: File

CC: RM

**2006 Regional Transportation Improvement Program
Amendment No. 12
San Luis Obispo Region (in \$000s)**

Morro Bay, City of

MPO ID: 22300000449 PPNO: 2374 EA#: N/A Capacity Status: NCI RSTP #: STLMB05U RTIP #: 12-12 ^(Ver2)											
TITLE: Morro Creek Multi-Use Trail and Bridge											
DESCRIPTION: In SLO County, in the city of Morro Bay, from Route 41 to Morro Rock; construct a pedestrian and bicycle path and bridge.											
CHANGE REASON: Revise Funding - Increase Funding											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
Loc Funds - Local Trans. Funds	\$186		\$55	\$131				\$0	\$55	\$14	\$117
National Scenic Byways Prog.	\$220		\$220					\$0	\$220		
RIP - STP Enhancement	\$980			\$980				\$0			\$980
RSTP-RSHA	\$200			\$200				\$0			\$200
RSTP-USHA	\$88			\$88				\$0			\$88
TOTAL	\$1,674		\$275	\$1,399				\$0	\$275	\$14	\$1,385
PROJECT PRIOR TO AMENDMENT											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
Loc Funds - Local Trans. Funds	\$165		\$51	\$114				\$0	\$51	\$14	\$100
National Scenic Byways Prog.	\$220		\$220					\$0	\$220		
RIP - STP Enhancement	\$528			\$528				\$0			\$528
RSTP-USHA	\$88			\$88				\$0			\$88
TOTAL	\$1,001		\$271	\$730				\$0	\$271	\$14	\$716
COMMENTS: Increase RSHA \$200k (Dec-14 COG Action); 100k guarantee in STIP-TE (Apr-14 COG Action). Increase STIP-TE additional \$352k at time of allocation request. See Agenda Item B-4 for discussion. Total STIP-TE increase \$452 + original STIP TE of \$528k = \$980 STIP-TE. SLOCOG Board Jun-14 action to request CTC allocation original STIP-TE (\$528k) and total STIP-TE increase (\$452k) for a \$980k allocation vote request schedule June 24, 2014.											

San Luis Obispo Council of Governments

MPO ID: 22300000201 PPNO: N/A EA#: N/A Capacity Status: NCI RTIP #: 12-12 ^(Ver11)											
TITLE: Highway 1 Byway and Interpretive Signs											
DESCRIPTION: Design, fabricate and install interpretive signs along Highway 1											
CHANGE REASON: Revise Funding - Revise Between Phases											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
National Scenic Byways Prog.	\$312	\$120		\$60	\$132			\$0	\$180		\$132
RSTP-RSHA	\$78	\$30		\$15	\$33			\$0	\$45		\$33
TOTAL	\$390	\$150		\$75	\$165			\$0	\$225		\$165
PROJECT PRIOR TO AMENDMENT											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
National Scenic Byways Prog.	\$312	\$120		\$192				\$0	\$312		
RSTP-RSHA	\$78	\$30		\$48				\$0	\$78		
TOTAL	\$390	\$150		\$240				\$0	\$390		
COMMENTS: Per final engineer's estimate, adjust funding between fiscal years.											

** In Progress Projects - funding amounts are subjected to change when accepted by SLOCOG. Totals add up dollars beyond FY16/17

**2006 Regional Transportation Improvement Program
Amendment No. 12
San Luis Obispo Region (in \$000s)**

San Luis Obispo Council of Governments

MPO ID: 22300000202 PPNO: N/A EA#: N/A Capacity Status: NCI RTIP #: 12-12 ^(Ver9)											
TITLE: Highway 1 Community Gateway Monuments											
DESCRIPTION: Design, fabricate and install community gateway monument signs along Highway 1 in San Luis Obispo, Cambria and San Simeon.											
CHANGE REASON: Revise Funding - Increase Funding											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
Loc Funds - City Funds	\$125				\$125			\$0			\$125
Loc Funds - County Funds	\$40				\$40			\$0			\$40
Loc Funds - Private Funds	\$10				\$10			\$0			\$10
National Scenic Byways Prog.	\$304	\$71		\$29	\$204			\$0	\$100		\$204
RSTP-RSHA	\$180	\$19		\$62		\$99		\$0	\$47		\$133
TOTAL	\$659	\$90		\$91	\$379	\$99		\$0	\$147		\$512
PROJECT PRIOR TO AMENDMENT											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
National Scenic Byways Prog.	\$304	\$71		\$233				\$0	\$304		
RSTP-RSHA	\$81	\$19		\$62				\$0	\$81		
TOTAL	\$385	\$90		\$295				\$0	\$385		
COMMENTS: Total cost increase addressed by SLOCOG (\$99K), SLO City (\$125k), SLO Co (\$40k), and SS Business Alliance (\$10K). See agenda item B-6 (to be sent in Addendum) for more discussion on cost increase and cost sharing.											

San Luis Obispo County

MPO ID: 22300000665 PPNO: N/A EA#: N/A Capacity Status: NCI RTIP #: 12-12 ^(Ver1)											
TITLE: Install center line rumble strips various location											
DESCRIPTION: Various locations throughout San Luis Obispo County; Install center line rumble strips											
CHANGE REASON: New project											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
HSIP	\$1,399			\$1,399				\$0			\$1,399
Loc Funds - County Funds	\$156		\$156					\$0			\$156
TOTAL	\$1,555		\$156	\$1,399				\$0			\$1,555
COMMENTS: New HSIP6-05-004. See Attachment A for inclusion in HSIP Lump Sum List											

San Luis Obispo, City of

MPO ID: 22300000664 PPNO: N/A EA#: N/A Capacity Status: NCI RTIP #: 12-12 ^(Ver1)											
TITLE: Higuera St Widen roadway between Bridge St and Elks Lane											
DESCRIPTION: On Higuera St between Bridge St and Elks Lane, Widen roadway (add two-way left-turn lane); install curbs, curb ramps, gutter, and sidewalk											
CHANGE REASON: New project											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
HSIP	\$449			\$449				\$0			\$449
Loc Funds - City Funds	\$50			\$50				\$0			\$50
TOTAL	\$499			\$499				\$0			\$499
COMMENTS: New from HSIP 6-05-003. See Attachment A for inclusion in HSIP Lump Sum List											

** In Progress Projects - funding amounts are subjected to change when accepted by SLOCOG. Totals add up dollars beyond FY16/17

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: June 4, 2014	ITEM: B-4
SUBJECT: Fiscal Year 2013/14 Transportation Enhancement Fund Programming Update	

SUMMARY

This staff report provides update on two regionally significant projects with SLOCOG funding for construction in fiscal year 2013/14. Both projects were funded with Transportation Enhancement (TE) funds. The Morro Creek Bridge project is underfunded for construction by \$352,000 and the Bob Jones Trail northern schedule will not meet the June 30, 2014 deadline for construction allocation. SLOCOG can recommend to the California Transportation Commission (CTC) to increase the TE funds on the Morro Creek Bridge at the time of allocation to address their funding shortfall. This will reduce the amount of funds that will lapse from the Bob Jones Trail project from \$800,000 to \$448,000. Lapsed funds will return to the region at a later date. Morro Creek Bridge is expected to be ready for construction in fall of 2014.

RECOMMENDATION

Staff:

1. Support increase TE funds on Morro Creek Bridge by \$352k for a total of \$980,00 in total STIP-TE funding
2. Encourage the County to pursue cycle 2 ATP grant for Bob Jones trail and/or other SLOCOG funding in December 2015

TTAC: To be presented in Addendum

CTAC: To be presented in Addendum

DISCUSSION

State Transportation Improvement Program (STIP) Transportation Enhancement (TE)

The STIP TE fund type no longer exists and has been replaced with the Active Transportation Program (ATP) as part of the 2013 Federal funding program authorization (MAP-21). TE funds were provided to SLOCOG for discretionary programming during the biennial STIP programming cycle. STIP-TE projects competed with other regional projects for funding. ATP funds are programmed by the State. FY 2013/14 was the final year of TE funds being allocated to SLOCOG.

Morro Creek Bridge

This project is funded with TE funds, Local funds, and Scenic Byway Grant funding. The construction cost estimate was prepared in 2011 and was anticipated to be \$716,000. The estimate included construction of abutments and installation of a pre-fabricated steel bridge, bicycle and pedestrian paths linking the bridge to the existing Harborwalk, interpretive facilities, construction management, and limited construction overhead items (water pollution control and dewatering). The total significantly underestimated the costs of the paths (e.g. the bike path estimate was based on a 10' width with no curbs, whereas the current design is 12' wide to accommodate pedal-powered surries. The design also includes flush concrete curbs to provide stability to the paved edges of the paths) and interpretive facilities, and neglected to factor in other general construction related items such as mobilization, demolition, grading, and traffic control. The application also did not include a contingency reserve and underestimated the cost of construction administration and management. In early 2014 a detailed cost estimate at the 60% design amounted to \$1,147,000* and includes all of the above items.

During the public review process, three additional items were added to the original design:

1. North side transition improvements: Residents to the north of the project site noted that the project had not addressed the transition from the proposed bridge to the existing pavement and

sidewalk on the north side of the creek. The project was amended to incorporate improvements including an addition of 300 square feet of concrete for sidewalk and ADA ramps, 2,500 square feet of pavement, a crosswalk, and other markings and signage. Estimated cost of these improvements: \$40,000*.

2. Emergency Vehicle access: Representatives of Morro Bay's emergency services (Fire, Police, and Harbor Patrol) learned that though the bridge was intended for cyclists and pedestrians, it would also accommodate small emergency vehicles up to 10 tons. When the design team was asked what the cost would be to increase the capacity to 20 tons (sufficient to carry all of the City's emergency vehicles) they were told that the extra cost for the stronger bridge would be approximately \$50,000. Given the past history of flooding that temporarily closed Highway 1 and Main Street (the only connections between north and south parts of the city) emergency services personnel requested that the project increase the load capacity of the bridge. The project was amended accordingly, assuring unhindered bridge access for all of the City's emergency vehicles. Estimated cost: \$55,000*.
3. Lighting: During the preliminary design phase of the project, it was recognized that timely approval of the Coastal Development Permit was necessary. Because lighting in a coastal zone is generally closely scrutinized by regulatory agencies, the project initially decided to forego lighting in order to facilitate permit approval. City Council, however, recommended that limited lighting be added to the project to increase pedestrian and cycling safety during use after dark. The design team was able to get regulatory approval of low level lighting of the path and bridge and the project has been amended to include such lighting. Estimated cost: \$143,000*.

The total cost of the project with these additional features is \$1,385,000. This represents \$669,000 above the original estimate. The total shortfall has been partially met by \$300,000 in SLOCOG funds and by increasing City match funds from \$100,000 to \$117,000. The remaining shortfall (\$669K - \$317K = \$352K) is now needed to close the funding shortfall.

Bob Jones Trail

The Bob Jones Trail northern segment (from the Octagon Barn to Clover Ridge Road) is funded with \$800k in Transportation Enhancement (TE) funds. Additional funds will come from County Parks Public Facilities Fees and other grants the County may seek.

The County released the Draft Environmental Impact Report (EIR) for public review in October 2013. At that time landowners, Caltrans, and Avila Valley Advisory Council (AVAC) raised concerns about the trail alignment in two of the three segments. Based on conversations with appropriate entities and stakeholders, the County determined that it was necessary to incorporate the public input into the alternatives section of the Draft EIR, perform the required supplemental studies, and recirculate this section of the Draft EIR for public comments. The County anticipates rereleasing the alternatives section of the Draft EIR in summer 2014. While this has postponed the next phases of the project and will cause the TE funds to lapse, the additional work will create an improved and more supported project for the effected property owners, stakeholders, and users.

Due to additional time required to revise the Draft EIR, the project will not be ready for allocation of construction funds by June 2014. The County could seek a time extension request for up to 20 months (April 2016); however, based on the timeline for the EIR, National Environmental Policy Act (NEPA) compliance, right-of-way acquisition and certification, construction document preparation, and permitting, it is not feasible for the County to meet this deadline. This project has \$800,000 in TE funds. TE funds that are not allocated in the year they are programmed come back to SLOCOG in the final year of the 2016 State Transportation Improvement Program (STIP) Cycle – which will make the funds available in FY 2020/2021. Additionally, because there is no longer a TE program, the funds will be part of the STIP program, which is primarily for Highway projects. However, the SLOCOG Board may request that the CTC program the funds early, and use them for a trail project during the 2016 STIP cycle.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

<< A D D E N D U M >>

MEETING DATE: June 4, 2014

ITEM: B-6

SUBJECT: Scenic Byway Community Gateway Project

SUMMARY

In 2006 National Scenic Byway Program (NSBP) awarded SLOCOG with a \$304,000 grant to pursue planning, project approval, environmental determination, design and construction of Gateway Monuments for communities along the Route 1 - SLO North Coast Scenic Byway. Attachment 1 includes revisions to the project funding, from the amount programmed originally (\$385,000) to the amount needed to complete the project(s) (\$659,000).

The project was granted federal authorization to proceed with Project Approval and Environmental Determination (PAED) in September, 2009. Staff worked with the City of San Luis Obispo, Cambria Chamber of Commerce and the San Simeon Community Services District (CSD) and other stakeholders to develop the preliminary and final design of the monuments signs. Final locations have been sited and approved by Caltrans. Caltrans guidelines and specifications, per federal aid procedures for local projects funded with federal dollars, have been adhered to in this process.

Table 1 (B-6-3) summarizes the funding shortfall and finance plan (consistent with Item A-3, Federal TIP).

RECOMMENDATION

- Staff:**
- 1) **Approved Revised Finance Plan (Table 1), including an increase in SLOCOG match funds of \$99,000**
 - 2) **Authorize Executive Director to execute remaining contracts and contract amendments consistent with Federal Guidelines as defined in the Caltrans Local Procedures Manual**

TTAC (STP Committee): Concur

CTAC : Concur

It was agreed upon by the stakeholders to have this federal grant managed under a single construction contract with SLOCOG functioning as the lead agency. The local firm RRM was retained in 2013 to complete all design and cost estimates. Numerous stakeholder meetings throughout the project timeframe have resulted in changes to monument content, location, and in some cases design. Caltrans Landscape Architecture has weighed in on all preliminary designs and is supportive of each. At the time the grant application was prepared, SLOCOG used each community's preliminary cost estimates as a basis for submitting the grant application. RRM has completed 90% design for each monument and as a result the project funding shortfall has been identified.

A revised finance plan, Table 1, was discussed by TTAC and CTAC. Both committees supported the sharing of the cost increases. It should be noted that TTAC, also the STP/SHA Committee, is responsible for making funding recommendations on SLOCOG 's STP/SHA Trust Fund.

The construction estimate for the three monument signs is \$440k and 10% Contingencies, \$41K. This is further broken down by each monument as follows:

- **San Luis Obispo City \$249,480**
- **Cambria \$51,376**
- **San Simeon \$107,180**



ADDENDUM
B-6-2

Project development cost increases have also increased an additional \$49,500. Cannon Assoc. has provided fund administration services for this project from the inception. Several local agencies retain either Cannon Assoc. or Wallace Assoc. to provide specialty services to address the complicated federal guidelines that are administered by Caltrans when projects are "federalized". Administration and implementation of federally funded projects is time intensive and costly. SLOCOG's programming practices with respect to federal transportation funds has shifted and now limits federal funding to only larger capital projects as a way to minimize higher than normal project development costs when using federal funds.

SLOCOG staff has provided project management services to date, however with a reduction in work force at the start of 2014 additional delays in implementation has occurred. At this juncture of the project schedule, SLOCOG will continue to follow the guidance of the Local Procedures Manual to ensure project management services are secured and all contract services are addressed so that the project moves forward expeditiously, consistent with the finance plan shown in Table 1. All remaining contracts and/or amendments to contracts will either return to the Board for approval, or for noticing, consistent with the requirements of Caltrans Local Procedures Manual.

SLOCOG has funded and supported efforts by member agencies to install gateway monuments in the communities of Grover Beach, Santa Margarita, and Paso Robles to name a few. Gateway monuments support community definition, a sense of place and character, and provide motorists way-finding through the central coast region. The three monument signs on SR 1 compliment the character and intrinsic values of the SLO North Coast Byway as discussed in the SLO North Coast Byway Plan (Item B-2).

Financial Implications:

The total funding shortfall is \$274k. To close the funding gap, the County of San Luis Obispo has pledged \$40k from the County's Urban State Highway Account program (conditioned the North Coast Advisory Council is in support), \$10,000 from the San Simeon Tourism Alliance Board, and \$125,000 from the City of San Luis Obispo. This leaves a funding gap of approximately \$99,000

SLOCOG discretionary Regional State Highway Account is recommended to be advanced \$99,000 from FY 16/17 anticipated revenues. SLOCOG's SHA Trust Fund (Account \$43205) shows a current balance of \$7,608,803. FHWA will require SLOCOG to pay back all expended and reimbursed funding to date should the project not move forward (approximately \$100,000). Staff, TTAC, and the STP Committee recommend moving forward with the revised finance plan.

Table 1. – Revised Finance Plan for Gateway Monument Project

MPO ID: 22300000202		PPNO: N/A		EA#: N/A		Capacity Status: NCI		RTIP #: 12-12 ^(Web)			
TITLE: Highway 1 Community Gateway Monuments											
DESCRIPTION: Design, fabricate and install community gateway monument signs along Highway 1 in San Luis Obispo, Cambria and San Simeon.											
CHANGE REASON: Revise Funding - Increase Funding											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
Loc Funds - City Funds	\$125				\$125			\$0			\$125
Loc Funds - County Funds	\$40				\$40			\$0			\$40
Loc Funds - Private Funds	\$10				\$10			\$0			\$10
National Scenic Byways Prog.	\$304	\$71		\$29	\$204			\$0	\$100		\$204
RSTP-RSHA	\$180	\$19		\$62		\$99		\$0	\$47		\$133
TOTAL	\$659	\$90		\$91	\$379	\$99		\$0	\$147		\$512
PROJECT PRIOR TO AMENDMENT											
	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	BEYOND	PE	RW	CON
National Scenic Byways Prog.	\$304	\$71		\$233				\$0	\$304		
RSTP-RSHA	\$81	\$19		\$62				\$0	\$81		
TOTAL	\$385	\$90		\$295				\$0	\$385		
COMMENTS: Total cost increase addressed by SLOCOG (\$99K), SLO City (\$125k), SLO Co (\$40k), and SS Business Alliance (\$10K). See agenda item B-8 (to be sent in Addendum) for more discussion on cost increase and cost sharing.											

FINANCIAL CONSTRAINTS

PROGRAM DESCRIPTION	PRIOR	REVENUE 2013	PROG 2013	BAL 2013	REVENUE 2014	PROG 2014	BAL 2014	REVENUE 2015	PROG 2015	BAL 2015	REVENUE 2016	PROG 2016	BAL 2016	REVENUE 2017	PROG 2017	BAL 2017	REVENUE TOTAL	PROG TOTAL (ALL RTIP YEARS)	BAL TOTAL	
LOCAL																				
Other Local Funds																				
City General Funds		\$155,600	\$155,600	\$0	\$49,900	\$49,900	\$0	\$165,000	\$165,000	\$0			\$0				\$0	\$370,500	\$370,500	\$0
Street Taxes and Developer Fees				\$0			\$0	\$10,000	\$10,000	\$0			\$0				\$0	\$10,000	\$10,000	\$0
Other (See Appendix 1)		\$55,000	\$55,000	\$0	\$131,000	\$131,000	\$0			\$0			\$0				\$0	\$186,000	\$186,000	\$0
STATE																				
State Highway Operations and Protection Program (SHOPP)																				
SHOPP (Including Augmentation)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
State Transportation Improvement Program (STIP)																				
STIP (Including Augmentation)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
STIP (Including Augmentation) - Transportation Enhancement				\$0	\$980,000	\$980,000	\$0			\$0			\$0				\$0	\$980,000	\$980,000	\$0
STIP Prior				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Proposition 1 B				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
STP Enhancement				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
GARVEE Bonds				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Highway Maintenance - State Cash				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
STA Transit Assist				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Other (See Appendix 3)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Safe Routes to School (SR2S)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
FEDERAL TRANSIT																				
Urbanized Area Formula Program (5307)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Fixed Guideway Modernization (5309a)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
New and Small Starts (Capital Investment Grants) (5309b)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Bus and Bus Related Grants (5309c)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Elderly & Persons with Disabilities Formula Program (5310)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Nonurbanized Area Formula Program (5311)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Intercity Bus (5311f)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Job Access and Reverse Commute Program (5316)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
New Freedom (5317)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Bus and Bus Facilities Program (5339)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Other (See Appendix 4)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
FEDERAL HIGHWAY																				
Congestion Mitigation and Air Quality (CMAQ)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
High Priority Projects (HPP)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
High Risk Rural Road (HRRR)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Highway Bridge Program (HBP)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Highway Maintenance - National Highway System				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HSIP)				\$0	\$1,848,000	\$1,848,000	\$0			\$0			\$0				\$0	\$1,848,000	\$1,848,000	\$0
National Scenic Byways Program	\$191,000	\$220,000	\$220,000	\$0	\$89,000	\$89,000	\$0	\$336,000	\$336,000	\$0			\$0				\$0	\$836,000	\$836,000	\$0
Recreational Trails				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Safe Routes to School (SR2S)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Safe Routes to School (SRTS) (SAFETEA-LU)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Surface Transportation Program (Regional)	\$49,000			\$0	\$365,335	\$365,335	\$0	\$33,000	\$33,000	\$0	\$99,000	\$99,000	\$0				\$0	\$546,335	\$546,335	\$0
Transportation and Community and System Preservation Program				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
Other (See Appendix 5)				\$0			\$0			\$0			\$0				\$0	\$0	\$0	\$0
GRAND TOTAL	\$240,000	\$430,600	\$430,600	\$0	\$3,463,235	\$3,463,235	\$0	\$544,000	\$544,000	\$0	\$99,000	\$99,000	\$0	\$0	\$0	\$0	\$0	\$4,776,835	\$4,776,835	\$0