

April 1, 2015

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Attn: Dennis Jacobs, FTIP Coordinator

Please accept **Administrative Modification No. 15-03** to the 2015 Federal Transportation Improvement Program (FTIP) for the San Luis Obispo County Region. The San Luis Obispo Council of Governments (SLOCOG) Executive Officer is authorized to approve minor amendments to the FTIP.

This administrative modification makes the following changes:

Grouped projects

- Route 1/SR 41 Interchange Improvements (City of Morro Bay)
 - Adds local funding to preliminary engineering phase in prior year and FY 14/15
 - Adds emissions reduction calculation results for CMAQ funding
 - Note this project is currently the only project included in the “Grouped Projects for Intersection Channelization”. As it is the only project, a backup list is not provided.

Individual projects

- Calle Joaquin Park & Ride Lot (City of San Luis Obispo)
 - Moves funding from FY 14/15 to FY 15/16

Emissions reduction calculation method

Route 1/SR 41 Interchange Improvements

SLOCOG has calculated the emissions reductions that would result from the Route 1/SR 41 Interchange Improvements project.

The emissions reductions calculation method is the “before-after average speed” method described for signal coordination projects in: California Air Resources Board. (2005). *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects*, pp. 26-28. Emissions factors are from ARB’s May 2013 updated emissions factor tables for the same document, Table 4 (Project Life 6-10 years).

The calculation assumes implementation of a roundabout, as it was shown to provide better level of service compared to a signalization alternative in the *State Route 1/State Route 41/Main Street Intersection Control Evaluation [ICE] (Step I) Report* prepared by Omni-Means. However, both alternatives will be carried over to the Project Approval and Environmental Documentation (PA&ED) phase, during which the preferred alternative will be identified. The roundabout would consolidate two closely-spaced intersections, one of which is two-way stop-controlled and the other of which is four-way stop-controlled. The calculation uses traffic data from the ICE report. A summary of the calculation is attached.

As construction cost and funding sources have not yet been determined, it is not possible at this time to perform a full cost effectiveness calculation.

Calle Joaquin Park & Ride Lot

An emissions reduction calculation was already completed for the Calle Joaquin Park & Ride project. This administrative modification does not change that calculation.

Financial constraint

This administrative modification does not add any state or federal programming capacity. The Route 1/SR 41 Interchange Improvements project modification adds local funding. The Calle Joaquin Park & Ride Lot does not change the amount or sources of funding. FTIP Amendment 15-04, approved by the SLOCOG Board on April 1, 2015, updates the FTIP financial information to reflect this administrative modification’s addition of local funding and fiscal year changes.

2014 Regional Transportation Plan and Sustainable Communities Strategy

Administrative Modification 15-03 is consistent with the SLOCOG 2014 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS), adopted by the SLOCOG Board on April 1, 2015. The Calle Joaquin Park & Ride Lot project is recommended in Ch. 3 (see Fig. 3-5). The Route 1/SR 41 Interchange Improvements project is recommended in Ch. 4 (see Table 4-1). The RTP-SCS can be accessed at <http://www.slocogconnectingcommunities.com/>.

Additional information

This administrative modification is available on the California Transportation Improvement Program System (CTIPS) and SLOCOG's TIP database, TransInfo, at <http://transinfo.slocog.org>, or if you would like a full copy of the 2015 FTIP and amendments, please visit SLOCOG's website at www.slocog.org. If you have any questions regarding this administrative modification, please feel free to contact Jeff Brubaker, SLOCOG Transportation Planner, at (805) 788-2104 or email inquiries to jbrubaker@slocog.org.

Sincerely,



Ronald L. DeCarli, Executive Director

**2015 Federal Transportation Improvement Program
Administrative Modification No. 3
San Luis Obispo Region (in \$000s)**

Morro Bay, City of

MPO ID: 22300000460 PPNO: N/A EA#: N/A Capacity Status: NCI RSTP #: STLMB07R RTIP #: 14-03^(Ver4)
 TITLE: Route 1/SR 41 Interchange Improvements
 DESCRIPTION: In Morro Bay, at the SR 1/SR 41 interchange, construct improvements. Emissions reduction = 0.03 kg/day ROG; 0.21 kg/day CO; 0.02 kg/day NOx; 0.001 kg/day PM2.5; 0.26 kg/day total.
 CHANGE REASON: Change project description, Revise Funding - Add New Funding Source

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	BEYOND	PE	RW	CON
CMAQ - Congestion Mitigation	\$300		\$300					\$0	\$300		
Loc Funds - City Funds	\$151	\$46	\$104					\$0	\$151		
RSTP-RSHA	\$113		\$113					\$0	\$113		
TOTAL	\$564	\$46	\$517					\$0	\$564		

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	BEYOND	PE	RW	CON
CMAQ - Congestion Mitigation	\$300		\$300					\$0	\$300		
RSTP-RSHA	\$113		\$113					\$0	\$113		
TOTAL	\$413		\$413					\$0	\$413		

COMMENTS: Adds local funding; adds emissions reduction to project description

San Luis Obispo, City of

MPO ID: 22300000662 PPNO: N/A EA#: N/A Capacity Status: NCI RTIP #: 14-03^(Ver3)
 TITLE: Calle Joaquin Park & Ride Lot
 DESCRIPTION: In the City of San Luis Obispo, construct a public/private Park and Ride facility within public right of way (future US 101 SB Ramps) on Calle Joaquin. Provide approximately 30 parking spaces. Emission reduction= .16 kg/day (ROG, Nox, PM2.5). Cost effectiveness of CMAQ funds = \$134.76 per pound. Calculations accomplished using cost effectiveness tool at www.arb.ca.gov/planning/tsaq/eval/eval.htm, 2013 Park and Ride Lot Survey, and iRideshare.org user data.
 CHANGE REASON: Change schedule/ timeline

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	BEYOND	PE	RW	CON
CMAQ - Congestion Mitigation	\$260			\$260				\$0			\$260
RSTP-RSHA	\$65			\$65				\$0			\$65
TOTAL	\$325			\$325				\$0			\$325

PROJECT PRIOR TO AMENDMENT

	TOTAL	PRIOR	14/15	15/16	16/17	17/18	18/19	BEYOND	PE	RW	CON
CMAQ - Congestion Mitigation	\$260		\$260					\$0			\$260
RSTP-RSHA	\$105	\$40	\$65					\$0	\$40		\$65
TOTAL	\$365	\$40	\$325					\$0	\$40		\$325

COMMENTS: Per City of San Luis Obispo request. Project will likely not be ready for authorization before Sept. 30, 2015.

** In Progress Projects - funding amounts are subjected to change when accepted by SLOCOG. Totals add up dollars beyond FY18/19

Morro Bay SR 1/SR 41 (Atascadero Rd.)/Main St. intersection improvements

CMAQ Emissions Reduction Calculation

Roundabout alternative

Roundabout reduces delay, which reduces idling emissions

This worksheet applies to average speeds in the intersection

Effectiveness Period (Life) 20 years
 Days (D) 250 operating days

	Length, congested segment (mi)	Annual Project Vpd, congest VMT	Stop control		Pollutant	Emissions reduction (lbs/yr)	Emissions reduction (kg/yr)	Kg/day
			Before speed	After speed				
SR 41	0.2	1863	93133	10	22	ROG	12.3	
						CO	92.3	
						Nox	9.2	
						PM2.5	0.4	
Main St	0.2	1448	72417	13	17	ROG	3.2	
						CO	24.7	
						Nox	2.4	
						PM2.5	0.2	
Totals						ROG	15.5	7.0
						CO	117.0	53.2
						Nox	11.6	5.3
						PM2.5	0.6	0.3
						All	144.7	65.8

Source: Omni-Means ICE report, communication with Omni-Means

	Speed factors (g/mi)			
	10	13	17	22 mph
ROG Factor	0.220	0.180	0.140	0.100 g/mi
CO Factor	3.240	2.960	2.650	2.340 g/mi
NOx Factor	0.380	0.350	0.320	0.290 g/mi
PM2.5 Factor	0.009	0.008	0.006	0.005 g/mi

Source: ARB, May 2013: Table 4 Emissions Factors by Speed - Project Life 6-10 years