

## **MEMORANDUM**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 17-18, 2023

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 2.1b.(19), Information Item

**Prepared By:** James R. Anderson, Chief  
Division of Financial Programming

**Subject:** **STIP AMENDMENT 22S-32 (NOTICE)**  
**PPNO 2653 – SAN LUIS OBISPO COUNTY**

### **SUMMARY:**

The Department and San Luis Obispo Council of Governments (SLOCOG) request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

The Department and SLOCOG propose to amend the 2022 STIP to move \$1,056,000 in RIP funds from Fiscal Year 2023-24 to 2024-25 and update its title to 'Five Cities Multimodal Transportation Network Enhancement Project' for the US 101 Southbound Pismo Congestion Relief project (PPNO 2653), in San Luis Obispo County.

### **BACKGROUND:**

In San Luis Obispo County, between the Pismo Overhead Railroad Bridge and the San Luis Creek overcrossing and will convert the existing truck climbing lane to a general-purpose lane and replace inside shoulder with a part-time travel lane. The purpose of the project is to improve southbound operations on United States Highway (US) 101 during weekday afternoon peak hours, seasonal (i.e., Summer) peak hours, and weekend peak traffic events.

In December 2014, SLOCOG adopted its 2014 US 101 Corridor Mobility Master Plan (Corridor Plan). The Corridor Plan identified the project area as the most congested segment on the US 101 corridor in San Luis Obispo County. The Corridor Plan also identified the need for better access to park-and-ride lots. It documents extensive public outreach taking place, including multiple local jurisdictional meetings, several workshops, and an interactive web page. The two most frequently referenced issues were the southbound truck lane drop near

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Spyglass Drive and the lack of bicycle connectivity between downtown Pismo Beach and Five Cities Drive. A Class I mixed-use bike path on the US 101 bridge over Pismo Creek exists to serve bicyclists and pedestrians. In January 2015, SLOCOG and the Department entered into a cooperative agreement to produce a Project Study Report - Project Development Support to study six alternatives. The project title is also updated to – ‘Five Cities Multimodal Transportation Network Enhancement Project’ to better reflect the scope of the project.

In April 2021, the project development team identified Alternative 2 as the preferred build option. Alternative 2 will construct a left shoulder part-time travel lane, beginning just south of the San Luis Obispo Creek Bridge near the Avila Beach Drive off-ramp, and convert the truck climbing lane to a general-purpose lane.

The US 101 mainline southbound lanes are operating at or near capacity during weekday afternoon peak hours, seasonal peak hours, and weekend peak traffic events. The mainline southbound semi-congested to congested flow is further compounded by ramp merge and diverge movements and by merging at the truck lane drop. Part-time travel lanes are a Federal Highway Administration Transportation System Management and Operations strategy that can address congestion and system reliability issues within a right of way constrained transportation system in a cost-effective way. A part-time travel lane is viewed as an operational improvement project because the shoulder is converted into a lane for general purpose travel only part time when there is demand.

During development of the Final Environmental Document, it took six months to get concurrence from the Department’s Cultural Studies Office along with California State Historic Preservation Officer’s approval of the cultural/archeological components to the Environmental Impact Report. This excessive delay in review times was due to these two State offices being severely understaffed. This delay has caused the need to shift construction to 2024-25.

Therefore, the Department and SLOCOG propose to move \$1,056,000 in RIP funds from 2023-24 to 2024-25 and update its title to ‘Five Cities Multimodal Transportation Network Enhancement Project’ for the US 101 Southbound Pismo Congestion Relief project (PPNO 2653), in San Luis Obispo County.

The proposed funding plan for the project is shown on the following page.

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**REVISE: US 101 Southbound Pismo Congestion Relief project (PPNO 2653)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Luis Obispo County	05	2653	1G680	CO	2023-24	16.200	R20.300	101					
<b>Implementing Agency: (by component)</b>	<b>PA&amp;ED</b>	Caltrans				<b>PS&amp;E</b>	Caltrans						
	<b>R/W</b>	Caltrans				<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>	San Luis Obispo County Council of Governments												
<b>Project Title:</b>	<del>US 101 Southbound Pismo Congestion Relief project</del> <b>Five Cities Multimodal Transportation Network Enhancement Project</b>												
<b>Location:</b>	In San Luis Obispo County, between the Pismo Overhead Railroad Bridge and the San Luis Creek overcrossing.												
<b>Description:</b>	Convert existing truck climbing lane to number 2 lane and replace inside shoulder with a part-time travel lane and construct park and ride lot with EV charging stations.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	22/23	23/24	24/25	25/26	26/27+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	10,693	7,255	2,382	1,056	0	0	0	2,700	1,056	0	6,802	135	0
Change	0	0	0	(1,056)	1,056	0	0	0	0	0	0	0	0
Proposed	<b>10,693</b>	<b>7,255</b>	<b>2,382</b>	<b>0</b>	<b>1,056</b>	<b>0</b>	<b>0</b>	<b>2,700</b>	<b>1,056</b>	<b>0</b>	<b>6,802</b>	<b>135</b>	<b>0</b>
<b>RSTP</b>													
Existing	609	609	0	0	0	0	0	0	0	609	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>609</b>	<b>609</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>609</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CMAQ</b>													
Existing	7,724	3,280	0	4,444	0	0	0	0	4,444	3,280	0	0	0
Change	0	0	0	(4,444)	4,444	0	0	0	0	0	0	0	0
Proposed	<b>7,724</b>	<b>3,280</b>	<b>0</b>	<b>0</b>	<b>4,444</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,444</b>	<b>3,280</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Local Funds</b>													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other Fed</b>													
Existing	699	699	0	0	0	0	0	0	0	699	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	<b>699</b>	<b>699</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>699</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Future Need</b>													
Existing	53,890	0	0	53,890	0	0	0	0	45,920	0	0	0	7,970
Change	0	0	0	(53,890)	53,890	0	0	0	0	0	0	0	0
Proposed	<b>53,890</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53,890</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,920</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,970</b>
<b>Total</b>													
Existing	73,615	11,843	2,382	59,390	0	0	0	2,700	51,420	4,588	6,802	135	7,970
Change	0	0	0	(59,390)	59,390	0	0	0	0	0	0	0	0
Proposed	<b>73,615</b>	<b>11,843</b>	<b>2,382</b>	<b>0</b>	<b>59,390</b>	<b>0</b>	<b>0</b>	<b>2,700</b>	<b>51,420</b>	<b>4,588</b>	<b>6,802</b>	<b>135</b>	<b>7,970</b>

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