

TO: Thomas Frutchey, City Manager

FROM: Warren Frace, Community Development Director
Dick McKinley, Public Works Director

SUBJECT: SLOCOG Regional Transportation Funding Proposal

DATE: April 19, 2016

Needs: For the City Council to consider a proposal from SLOCOG representatives regarding an opportunity for regional funding of transportation projects, including significant revenues for local projects (see attached SLOCOG staff report).

- Facts:
1. Well-maintained streets are vital for the City's economy and the safety of the City's residents. Poorly maintained streets discourage visitors, impact public safety, and increase the costs of vehicle maintenance.
 2. The maintenance condition of paved streets is commonly measured by an accepted engineering standard called the Pavement Condition Index (PCI). The index runs from 0 to 100; a score below 70 for any street indicates that maintenance has been deferred, the pavement is deteriorating, and the costs of bringing the pavement back up to acceptable standards are increasing exponentially.
 3. The State of California estimates that the average pavement condition rating for roads throughout the state is 66 out of 100. The current pavement condition rating in Paso Robles is about 60 out of 100. The total costs necessary to bring the City's 152 lane miles of pavement up to a score of 80 is approximately \$80-85 million in current dollars. Annual deterioration is approximately \$4 million per year.
 4. Municipal streets throughout California were traditionally maintained through the use of gas tax dollars. For every gallon of gas sold, the current tax rate is 40.62 cents. For a variety of reasons, the State is no longer distributing the majority of gas tax earnings; very little is available to the cities. Thus, cities have been left without a primary source of funds to maintain their street pavement.
 5. As a result of the City's deteriorated streets, the community approved a half-cent supplemental sales tax measure in 2012. This measure generates approximately \$4.5 million dollars each year, in addition to the remaining \$0.6 million in gas tax, HUTA, and other sources. Thus, for each year of the supplemental sales tax measure, the City is able to invest approximately \$5.1 million dollars in street maintenance. During each of the 12 years, the City's roads will continue to deteriorate at the \$4 million per year rate. Thus, at the end of the 12 years, the City will still have \$48 million in deferred street maintenance.
 6. On August 4, 2015 the City Council endorsed the State of California's efforts to create a funding package that would address both State needs and local needs. Unfortunately, the political gridlock in Sacramento prevented any progress from

being reached; as the prognosis of reaching agreement is low, there are no proposals currently being considered.

7. SLOCOG is proposing a County-wide supplemental sales tax measure. This would be in addition to the City's current sales tax measure. The SLOCOG proposal, if approved by the voters, would provide funding for many local projects to help improve the pavement condition rating, and improve safety for the public (see attached memorandum dated 3/29/2016 showing some possible proposed local projects). It would generate \$1.41 million per year in local roads funding to assist the City in bringing the condition of the City's streets closer to an acceptable level (and another \$1.41 million per year for regional projects, transit, etc.).
8. The passage of such a measure would designate San Luis Obispo County as a "Self-Help County." Each self-help county receives preferential treatment in the competition for most of the state's limited and highly competitive street maintenance funding efforts.

**Analysis &
Conclusion:**

Paso Robles is in need of additional funding for street maintenance and transportation projects as evidenced by a pavement condition rating of about 60 out of 100. Other communities in the county are in a similar situation. The SLOCOG proposal provides an opportunity for the voters to authorize a modest funding measure (half cent sales tax) that would provide significant regional and local benefit.

Policy

Reference: Council Goals for FY2016-2017 – to address deferred maintenance.

Fiscal

Impact: If the SLOCOG proposal moves forward to voters, and is approved by a 2/3 vote, there would be funding for regionally significant transportation projects, as well as about \$12 million for local projects over the next 9 years.

Options:

- A. Endorse the SLOCOG Board moving forward with the transportation funding proposal to meet local and regional needs; or
- B. Amend, modify, or reject the above option.

Attachments:

1. SLOCOG Staff Report
2. 3/29/2016 Memorandum Re Proposed Projects
3. Self-Help Fact Sheets

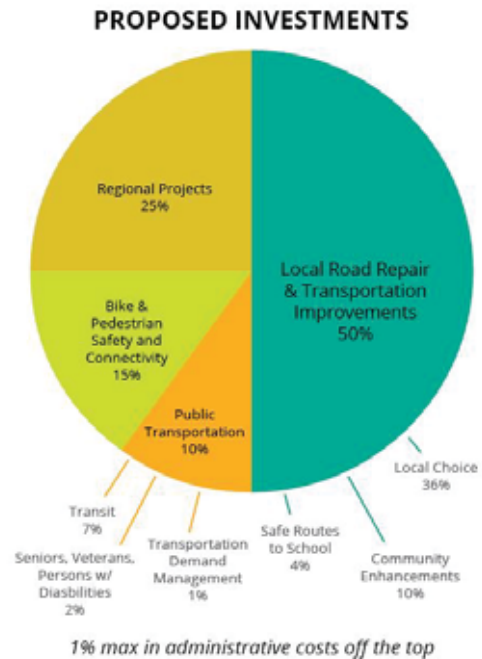
SLOCOG’s Self-Help County Efforts
April 2, 2016
(Information for Member Jurisdictions)

SUMMARY:

State funds for transportation infrastructure have dropped and continue to decrease. SLOCOG saw this first hand with the loss of State Transportation Improvement Program (STIP) funds (approximately \$15M less in the 15/16 programming cycle). Without new funding for transportation investments, our cities and county may lose job opportunities, experience increased traffic on degraded streets and highways, suffer potential service cuts on buses, and see more costly transportation services for youth, seniors, and people with disabilities.

At the December 2015 board meeting, staff was directed to investigate Self-Help County status for the region. Throughout California twenty local county transportation agencies, like SLOCOG, have a super-majority, voter-approved, transportation sales tax measure. Through outreach, focus groups, and polling conducted between December 2015 and March 2016, SLOCOG’s staff and consultant reached out and launched an effort to identify the public’s transportation priorities and their level of support for transportation repairs and improvements.

Per the results of this public engagement effort, SLOCOG staff is recommending a ½-cent regional sales tax that will generate \$25M/year solely for transportation purposes (\$225M over the 9-year period), as outlined in a specific voter-approved Transportation Investment Plan (see pie chart to the right), which would also include many voter safeguards. SLOCOG staff presented a summary of outreach, the suggested strategy for moving towards a November 2016 ballot measure, and solicited feedback on the proposed investments at the April 6, 2016 SLOCOG Board meeting. The SLOCOG Board directed staff to present to all City Councils and the Board of Supervisors for conceptual support of the Proposed Investments.



A detailed description of this pie chart and recommendations is outlined below in the Discussion section of this staff report and a 2-page overview is attached.

RECOMMENDATIONS:

- A.) Review and Comment on: draft Transportation Investment Plan categories and distributions, including: 9-year duration, formula distribution for Local Road Repairs and Transportation Improvements, and Safeguards.
- B.) Identify *Key Projects* for local funding allocation.
- C.) Direct staff to work with SLOCOG to develop a Final Transportation Investment Plan, Ordinance, and Safeguards for City and County evaluation to place on the November 2016 ballot for voter consideration.

DISCUSSION:

About SLOCOG: SLOCOG is an association of local governments, which is made up of the seven cities and the county. It has a 12-member Board, including, one member from each City Council and all of the County Board of Supervisors. SLOCOG's prime responsibilities include transportation planning and funding for the region, while serving as a forum for the study and resolution of regional issues. SLOCOG is responsible for coordinating, planning, and programming transportation programs and projects countywide, including: Highways, interchanges, streets, public transit, biking, walking, safe routes to school, and ridesharing. SLOCOG develops the 20+ year Regional Transportation Plan (RTP) to identify fundable, needed transportation projects of every mode.

Transportation Funding Problem: State and Federal revenues provided to our local transportation systems have been in decline for over a decade. More critically, since the release of the 2014 Regional Transportation Plan, the State funding estimates have dropped significantly. This drop is attributable to the fact that transportation revenues are based on Gas Taxes, and due to both low fuel prices (which decreases the amount of Gas Tax) and more electric and hybrid vehicles (which decreases overall consumption). In the FY15/16 programming cycle there was ZERO State gas tax dollars for SLOCOG to program. These funds typically cover a significant share of the cost of highway improvements like local interchanges (LOVR, Brisco). Recently, SLOCOG shifted funds that are typically used for local downtown enhancements, bike and pedestrian projects, etc. to keep some of the big highway projects moving forward. This includes project development for congestion relief on 101 South in the Shell Beach/Pismo Beach area.

Over the next 20 years, San Luis Obispo County's population is expected to grow by another 44,000 people. This will result in more demand on our streets, highways, and transit. Also worth consideration, our local economy is bolstered with tourists and visitors (using our transportation systems) from around our State which will grow by another seven million people. With the current inadequate funding, our transportation systems will fall further behind.

SLOCOG Public Engagement: In the past 6 months, SLOCOG staff and consultants engaged the public to garner information, feedback, and level of support at over 75 meetings with stakeholders, organizations, and clubs (see Attachment A). Over 700 meeting participants provided immediate feedback on problems and priorities through interactive clicker technology. An additional 143 people responded using a survey on SLOCOG's website. Consultant efforts also included four Focus Group meetings and a 600 likely-voter (landline, cellular, e-mail), statistically valid poll.

A Self-Help Measure for SLO County: Based upon public outreach, SLOCOG is considering a ½ cent regional sales tax that will generate \$25M/year solely for transportation purposes, as outlined in a specific voter-approved Transportation Investment Plan requiring a 2/3 majority vote. Over half of the revenue would come from non-residents who visit our county. Self-Help funds improve local chances to leverage State/Federal grant funds. Each city in the county and the unincorporated portions of the county would receive direct annual allocations to use for their transportation priorities – whether for potholes, street maintenance, bicycle improvements, transit, safe routes to school, and other transportation improvements.

Proposed Transportation Investment Plan Distribution:

Based on the extensive outreach, SLOCOG is recommending a ½ cent increase in sales tax for a 9-year duration contained within a Transportation Investment Plan for:

9-YEAR PLAN TOTALING \$225 MILLION		Percent of Funds	Fund Allocation (\$ millions)
Local Road Repairs and Transportation Improvements	Funds controlled by local jurisdictions with at least 10% Community Enhancements and 4% Safe Routes to School	50%	\$112.5
<i>Local Road Repairs and Transportation Improvement funds distributed by formula of \$150k base per jurisdiction, plus share of regional population</i>		<i>Arroyo Grande</i>	(6.9%) (\$7,811,804)
		<i>Atascadero</i>	(10.8%) (\$12,165,031)
		<i>Grover Beach</i>	(5.5%) (\$6,223,419)
		<i>Morro Bay</i>	(4.6%) (\$5,163,013)
		<i>Paso Robles</i>	(11.3%) (\$12,666,685)
		<i>Pismo Beach</i>	(3.7%) (\$4,209,018)
		<i>San Luis Obispo</i>	(16.3%) (\$18,332,072)
<i>SLO County</i>	(40.8%) (\$45,928,958)		
Regional Projects	Shell Beach/Pismo Beach congestion relief on US 101 South, plus North County 101 congestion relief, North Coast Highway 1 improvements and safety and congestion relief in south SLO City	25%	\$56.2
Bike & Pedestrian Safety and Connectivity	Regional connectors including City-to-the-Sea/Bob Jones, Atascadero/Templeton Connector and Morro Bay/Cayucos Connector, plus local bike/ped improvement program	15%	\$33.8
Public Transportation	Transit (7%); Senior, Veterans, Persons w/ Disabilities (2%); Transportation Demand Management (1%)	10%	\$22.5
TOTAL		100%	\$225

Note: Dollar amounts shown in millions reflect amount from a ½ cent sales tax generating \$25M/year for 9 years; while percent per category would not change, actual amount generated by a local sales tax per year would fluctuate based on local retail sales.

- **Local Road Repair & Transportation Improvements (50%)**
 - This money is allocated directly to local jurisdictions under the following formula:
 - Local Choice: 36% (for any transportation purpose)
 - Community Enhancements: 10% spent on things such as downtown enhancements, major roadway improvements, etc.
 - Safe Routes to School: 4% dedicated to capital improvements around county schools
- **Public Transportation (10%)**
 - This money is allocated as follows:
 - Transit: 7% allocated to capital improvements and operational improvements meant to increase frequency of current service (Transit Operators will further define regional and local allocation distribution)
 - Seniors, Veterans, Persons w/ Disabilities: 2% for point-to-point service increases
 - Transportation Demand Management: 1% dedicated to education and outreach meant to get people out of single occupant vehicles, thereby providing congestion relief during peak commute hours.

- **Bike & Pedestrian Safety and Connectivity (15%)**
 - This money is meant to fund three specific regional bikeway improvements, including: City-to-the-Sea/Bob Jones Trail, Atascadero-Templeton Connector and Morro Bay-Cayucos Connector. It will also provide funds for a competitive bike and pedestrian grant program.
- **Regional Projects (25%)**
 - This money will allow the region to implement operational improvements that provide funding to four critical areas: Shell Beach/Pismo Beach congestion relief on US 101; North County US 101 congestion relief; North Coast Highway 1 improvements; and Safety and congestion relief in the south SLO city area.

Local Road Repairs and Transportation Improvements Allocations – In more depth:

This category is distributed by formula to the local jurisdictions based upon \$150k/jurisdiction as a base with the remaining funds distributed based upon share of population (Source: Department of Finance Population Estimates 1/1/15, Table E-5), modified by new population percentages in the fifth year.

The following table depicts the recommended distribution of \$12.5M for Local Road Repairs and Transportation Improvements. Each jurisdiction will determine its priority(s) for their local Community Enhancements and Safe Routes to School set asides (identified below).

Table 2 – Local Road Repairs and Transportation Improvements

Jurisdiction	\$ Base	% Share	\$ Share	Annual Total	%	9 Year Total	Local Road Repair & Imp.s (36%)	Community Enhancements (10%)	SRTS (4%)
Arroyo Grande	\$ 150,000	6.35%	\$ 717,978	\$ 867,978	6.9%	\$ 7,811,804	\$ 5,624,499	\$ 1,562,361	\$ 624,944
Atascadero	\$ 150,000	10.63%	\$ 1,201,670	\$ 1,351,670	10.8%	\$ 12,165,031	\$ 8,758,822	\$ 2,433,006	\$ 973,202
Grover Beach	\$ 150,000	4.79%	\$ 541,491	\$ 691,491	5.5%	\$ 6,223,419	\$ 4,480,862	\$ 1,244,684	\$ 497,874
Morro Bay	\$ 150,000	3.75%	\$ 423,668	\$ 573,668	4.6%	\$ 5,163,013	\$ 3,717,369	\$ 1,032,603	\$ 413,041
Paso Robles	\$ 150,000	11.13%	\$ 1,257,409	\$ 1,407,409	11.3%	\$ 12,666,685	\$ 9,120,013	\$ 2,533,337	\$ 1,013,335
Pismo Beach	\$ 150,000	2.81%	\$ 317,669	\$ 467,669	3.7%	\$ 4,209,018	\$ 3,030,493	\$ 841,804	\$ 336,721
San Luis Obispo	\$ 150,000	16.70%	\$ 1,886,897	\$ 2,036,897	16.3%	\$ 18,332,072	\$ 13,199,092	\$ 3,666,414	\$ 1,466,566
SLO County	\$ 150,000	43.83%	\$ 4,953,218	\$ 5,103,218	40.8%	\$ 45,928,958	\$ 33,068,850	\$ 9,185,792	\$ 3,674,317
Total	\$ 1,200,000	100%	\$ 11,300,000	\$ 12,500,000	100%	\$ 112,500,000	\$ 81,000,000	\$ 22,500,000	\$ 9,000,000

Self Help Measure Required Safeguards:

- a. Independent Taxpayer Oversight Committee will oversee how funds are spent.
- b. Administrative Costs are set at a maximum of 1%.
- c. Maintenance of Effort provision will require that these new funds augment existing transportation funding, not supplant them.
- d. Annual Audits and Annual Reporting of how funds were spent.
- e. Sunset date.
- f. Development must pay its fair share.

Other Provisions:

- a. Biennial Strategic Plan development.
 - o Efficient use funds by advancing ready-to-go projects when high-cost project(s) are in project development phase.
- b. Strict Plan amendment process.
- c. Implementation Guidelines.

Next Steps:

The SLOCOG Board has approved staff to distribute the draft Transportation Investment Plan breakdown (See Attachment B) to receive comments and feedback from local jurisdictions. The timeline for those meetings is as follows:

County Board and City Councils review materials and provide feedback/comments:

- Apr. 12: Morro Bay City Council
- Apr. 18: Grover Beach City Council
- Apr. 19: Board of Supervisors; Designation of SLOCOG as Local Transportation Authority;
- Apr. 19: Paso Robles City Council
- Apr. 19: Pismo Beach City Council
- Apr. 26: Atascadero City Council
- Apr. 26: Arroyo Grande City Council
- May 3: San Luis Obispo City Council
- May 4: Special SLOCOG Board meeting to review / address comments, and staff will finalize Ballot Materials (Ballot Label, Transportation Investment Plan, Ordinance, and Safeguards).

County Board and City Councils meetings for Approvals

- June 1: SLOCOG Board: Review comments, Approves Final Investment Plan, Ordinance, and Safeguards; Send for jurisdiction approvals.
- June/July: All City Councils and BOS: Plan Approvals.
- Aug 3: (SLOCOG) Local Transportation Authority Adopts Plan (2/3rds), and calls for election.
- Aug 9: BOS: Place materials on November 2016 Ballot.
- Nov. 8: Election Day

ATTACHMENT A

SLOCOG - UPDATE OF PUBLIC ENGAGEMENT EFFORTS (2015/16)

2015	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
<p>AUGUST</p> <p>Board of Directors Support Staff Reco: <ul style="list-style-type: none"> • Provide information and tools to sharpen the message/focus on transportation funding shortfalls. • Partner with non-governmental and civic organizations to educate the region on transportation funding issues. • Partner with non-governmental and civic organizations to educate the region on transportation funding issues. </p>	<p>Staff <ul style="list-style-type: none"> • Develops presentations for public • Continues to meet with stakeholders • Responds to media requests for more information </p>	<p>Board of Directors Support Staff Reco: <ul style="list-style-type: none"> • Engage the public and stakeholders • Hold focus groups • Garner public feedback and complete a telephone survey to ascertain investment priorities and levels of support. </p>	<p>Staff/Consultant <ul style="list-style-type: none"> • Contract signed for public engagement/outreach, focus groups, polling • Materials created for public engagement, including interactive clicker technology presentation • Begin scheduling additional meetings/outreach </p>	<p>Staff/Consultant <ul style="list-style-type: none"> • Begin presentations with clicker technology </p>
<p>Outreach & Meetings</p> <p>KCBX Central Coast Voices</p> <p>Assembly Member Achadjian</p> <p>Senator Monning Staff</p> <p>Farm Bureau Staff</p> <p>SLO Chamber</p>	<p>Morro Bay Rotary</p> <p>Farm Bureau & East Airport Commerce Park</p> <p>SLO Noontime Kiwanis</p> <p>Homebuilders Govt Affairs Comm.</p> <p>Bob Jones Trail Comm.</p> <p>AG/GB Chamber: Legis. Comm.</p> <p>City Managers</p> <p>Atascadero City Council</p> <p>Economic Vitality Comm. staff</p> <p>Atascadero Chamber of Commerce</p>	<p>Santa Margarita Area Council</p> <p>City Managers</p> <p>Atascadero Rotary</p> <p>EVC Board</p>	<p>COLAB Board</p> <p>Heal-SLO</p> <p>SLO Land Conservancy staff</p> <p>Sierra Club Board</p> <p>SLO Democratic Party</p> <p>KCBX: Issues and Ideas</p> <p>SLO Republican Party</p>	<p>CC American Public Works Assoc.</p> <p>Avila Advisory Council</p>

2016					
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Staff/Consultant <ul style="list-style-type: none"> Continue presentations with clicker technology 	Staff/Consultant <ul style="list-style-type: none"> Continue presentations with clicker technology Focus Groups: 4 based on geography (North Coast, North County, South County, Central County) 	Staff/Consultant <ul style="list-style-type: none"> Continue presentations with clicker technology Polling: 600 person sample, land/cell/internet, *likely* voter profile, 19min 	Board of Directors <ul style="list-style-type: none"> Polling results presented Rough Expenditure Plan presented Approve SLOCOG as region's Local Transportation Authority 	Board of Directors <ul style="list-style-type: none"> Provide feedback on Expenditure Plan 	Board of Directors <ul style="list-style-type: none"> Approve Expenditure Plan for ballot
Outreach& Meetings					
North Coast Advisory Traffic Comm	Santa Margarita Advisory Council	SLO Talk Soiree	Review Materials/Provide Feedback: City Managers	Review Materials/Provide Feedback: 5/3: SLO City Council	Approve Expenditure Plan for ballot TBD: Morro Bay City Council
Cayucos Citizens Advisory Council	Shandon Advisory Council	Area Council on Aging	Technical/Citizens TAC	City Managers	TBD: Grover Beach City Council
SLO Chamber: Econ/Dev/Hous.	Four Focus Group meetings	N. Coast Advisory Committee	4/12: Morro Bay City Council		TBD: Board of Supervisors
Pismo Realtors Assoc.	SLO Downtown Business Assoc.	MB Chamber: Business Forum	4/18: Grover Beach City Council		TBD: Paso Robles City Council
League of Women Voters Board	Bicycle Advisory Committee	Paso Robles Chamber of Comm	4/19: Board of Supervisors		TBD: Pismo Beach City Council
SLO County Health Comm.	S. Co. Adv. Council: Circ. Comm.	County Clerk/Counsel	4/19: Paso Robles City Council		TBD: Arroyo Grande City Council
SLO County Trail Comm.	Sierra Club: Conservation Comm	City Managers	4/19: Pismo Beach City Council		TBD: Atascadero City Council
SLO County Democrats	Technical/Citizens/Social TACs	Technical/Citizens TAC	4/26: Arroyo Grande City Council		TBD: SLO City Council
Land Conservancy	Action for Healthy Communities	SLO Rotary	4/26: Atascadero City Council		
City Managers	Creston Advisory Body				
RTA/SLO-Transit/Ride-On	Commission on Aging				
Morro Bay Rotary	Oceano Advisory Board				
SLO Employer Advisory Council	SLO Association of Realtors				
EVC: Build'g Design Const. Cluster	EVC: Board				
Action for Healthy Communities	SRTS Working Group				
Templeton Area Advisory Group	Paso Robles Rotary				
Bike SLO County Advocacy Team	Atascadero Kiwanis				
San Miguel Advisory Council	City Managers				
Rotary Club of Grover Beach	Technical/Citizens/Social TACs				
Atascadero Chamber of Commerce					
Los Osos Comm. Advisory Council					
Parks & Rec. Commission					

SLO COUNTY TRANSPORTATION INVESTMENT PLAN 2016

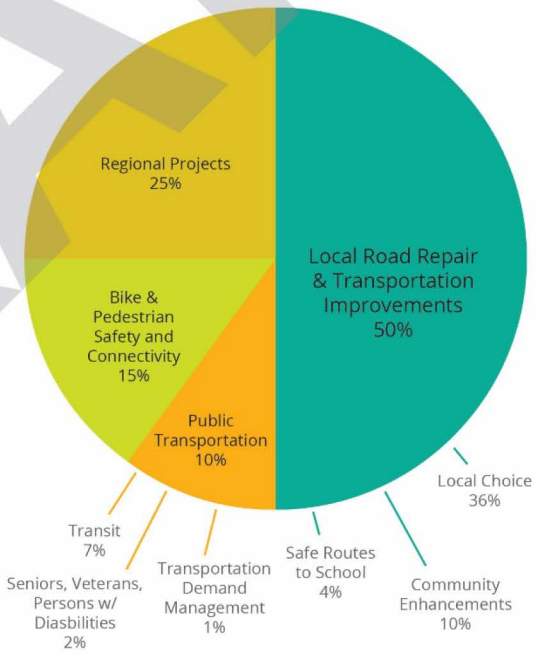
New transportation investments are needed throughout San Luis Obispo County. Revenues available to operate, maintain and improve our transportation system have not kept up with the needs of our community. State and federal funding has dropped severely in recent years and those funds are increasingly unreliable. Over the term of this Plan, SLO County's population will grow and the senior population will almost triple. This means more demand on our streets, highways and transit. Without new funding, SLO County will lose job opportunities, experience increased traffic on degraded streets and highways, suffer service cuts on buses and see more costly transportation services for youth, seniors and people with disabilities.

In November 2016, voters will be asked to approve a ½ cent sales tax to address these needs. Communities that have local transportation funds are able to do more themselves and are more successful in competing for funding, leveraging a larger share of state and federal dollars.

This plan will:

- **Preserve existing infrastructure and improve neighborhoods**, including funds to every city and the County to repave streets, fill potholes, and upgrade local transportation infrastructure.
- **Provide transit system preservation and improvements**, by making capital and operational investments.
- **Keep fares affordable for seniors and people with disabilities**, including reliable and inexpensive transportation, as well as affordable senior shuttles, vans and services that help maintain independence.
- **Reduce traffic congestion** by eliminating bottlenecks and improving commute reliability.
- **Improve safety** for motorists, bicyclists and pedestrians.
- **Support driving alternatives** that improve air quality.
- **Create good jobs** that support residents and businesses in SLO County.

PROPOSED INVESTMENTS



1% max in administrative costs off the top

TRANSPORTATION INVESTMENT PLAN: SUMMARY OF PROPOSED INVESTMENTS

9-YEAR PLAN TOTALING \$225 MILLION		Percent of Funds	Fund Allocation (\$ millions)
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TOTAL		100%	\$225

Note: Dollar amounts shown in millions reflect amount from a ½ cent sales tax generating \$25M/year for 9 years; while percent per category would not change, actual amount generated by a local sales tax per year would fluctuate based on local retail sales.

Strict accountability and performance measures ensure delivery. The 9-year Plan will include strict accountability measures to ensure the funds are spent as directed by voters. It requires open and transparent public processes to allocate funds, including:

- Annual independent audits and compliance reports
- Citizen Oversight Committee
- Provisions for Maintenance of Effort
- Administrative costs maximum of 1%
- Sunset date



MEMORANDUM

TO: John DiNunzio, SLOCOG

FROM: Ditas Esperanza, Capital Projects Engineer

DATE: March 29, 2016

SUBJECT: Proposed Projects for SLO County Sales Tax Measure, City of Paso Robles

Tier No1:

- Salinas River Trail - Develop a first phase project for design and construction
 - Cost estimate: \$800,000
 - Possible funding source:
 - County Regional Sales Tax
 - Local City share of Regional Sales Tax
- Wisteria connection to Airport (via Bridge over Huer-Huero Creek)
 - Cost estimate: \$25,000,000
 - Possible funding source:
 - County Regional Sales Tax
 - Local City share of Regional Sales Tax
 - Development Impact Fees
 - Developer Condition of Approvals
 - Good candidate for a future STIP Grant
- Intersection improvements at Golden Hill and Union Road (incl. right-of-way acquisition)
 - Cost estimate: \$7,500,000
 - Funding source:
 - Local City Share Regional Sales Tax
 - Development Impact Fees
 - City Supplemental Sales Tax
- 13th Street Pedestrian and Traffic Flow Improvements – Riverside to Spring (restriping, curb modifications, lighted crosswalks, and repair road surface)
 - Cost estimate: \$800,000
 - Possible funding source:
 - Local City Share Regional Sales Tax
 - City Supplemental Sales Tax
 - CDBG Funds (already allocated)
 - Urban State Highway Act Funds (already allocated)

- Union Road Improvements – along Barney Schwartz Park to city limits (pavement resurfacing, curbs and gutters, additional parking, and traffic calming)
 - Cost estimate: \$2,000,000
 - Possible funding source:
 - County Regional Sales Tax
 - Local City Share Regional Sales Tax
 - Development Impact Fees
 - City Supplemental Sales Tax

- 24th Street Bridge Improvements (over Railroad) – retrofit existing bridge to install sidewalks, and bike lanes.
 - Cost estimate: \$8,000,000
 - Possible funding source:
 - Federal Highway Bridge Program [note: design phase already allocated]
 - County Regional Sales Tax
 - Local City Share Regional Sales Tax
 - City Supplemental Sales Tax
 - Development Impact Fees

Tier № 2:

- South River / Charolais intersection improvements
 - Cost estimate: \$6,000,000
 - Possible funding source:
 - City Share of Regional Sales Tax
 - Development Impact Fees
 - City Supplemental Sales Tax
- Downtown Spring Street – Streetscapes
 - Cost estimate: \$500,000
 - Possible funding source:
 - City Share of Regional Sales Tax
 - City Supplemental Sales Tax
- Niblick Road – First Street to Creston (pavement maintenance, signal synchronization, and traffic flow in front of high school)
 - Cost estimate: \$3,000,000
 - Possible funding source:
 - City Share of Regional Sales Tax
 - City Supplemental Sales Tax
- Creston Road – South River to Niblick (pavement maintenance, ADA curb ramps, safe route to school, and pedestrian and bike safety access)
 - Cost estimate: \$5,000,000
 - Possible funding source:
 - City Share of Regional Sales Tax
 - City Supplemental Sales Tax
 - Good candidate for ATP Grant
- Jardine Road Improvements (pavement resurfacing and restriping)
 - Cost estimate: \$900,000
 - Possible funding source:
 - County Regional Sales Tax
 - City Share of Regional Sales Tax
- Mountain Springs Road at 24th Street (improve intersection alignment, address storm water filtration and gateway entry improvements)
 - Cost estimate: \$500,000
 - Possible funding source:
 - City Share of Regional Sales Tax
 - Development Impact Fees
 - City Supplemental Sales Tax

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Self-Help Counties Coalition

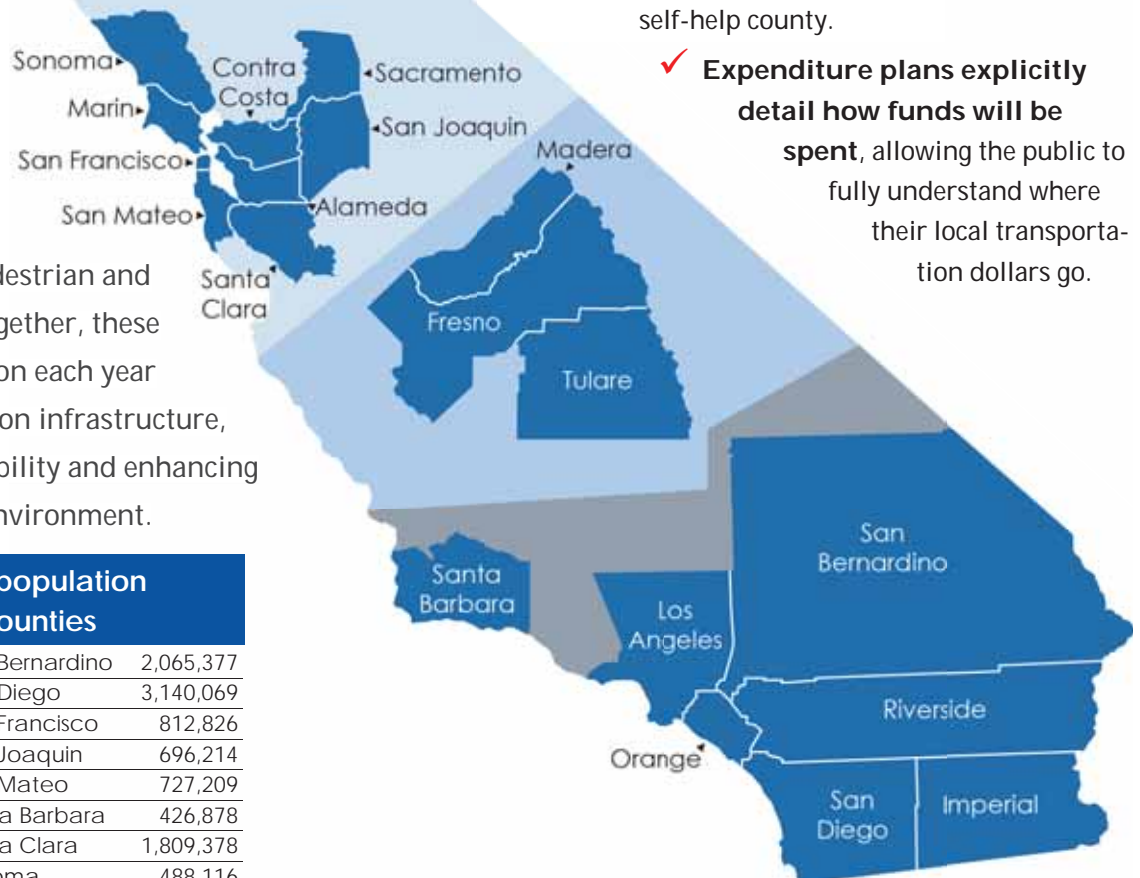
Locally Funded Transportation Investments



California's Economy Fueled by Local Sales Tax Measures

THROUGHOUT California, 19 county transportation agencies have formed the Self-Help Counties Coalition (SHCC). **Californians depend on these agencies for accessible, safe, innovative and cutting-edge transportation solutions.** Each county delivers voter-approved (by super-majority) transportation sales tax measures that fund transit, highway, freight, bicycle, pedestrian and other mobility programs. Together, these counties pump \$3 to \$4 billion each year into California's transportation infrastructure, creating jobs, expanding mobility and enhancing local communities and the environment.

IN CALIFORNIA, 19 Self-Help Counties will fund over \$95 billion of voter-approved transportation investments by mid-century, pumping \$3 to \$4 billion each year for essential transportation programs and projects.



- ✓ **Self-Help Counties create and maintain jobs** for transportation infrastructure, operations and maintenance.
- ✓ The SHCC provides a **reliable and stable funding stream** that far outstrips state and federal funding on an annual basis.
- ✓ The SHCC has **extensive accountability** measures and local elected official oversight on all taxpayer's dollars.
- ✓ The public has **direct access to local decision-makers**, and public meetings are held each month throughout the state with public opportunities to participate in every self-help county.
- ✓ **Expenditure plans explicitly detail how funds will be spent**, allowing the public to fully understand where their local transportation dollars go.

81% of California's population is in Self-Help Counties

Alameda	1,529,875	San Bernardino	2,065,377
Contra Costa	1,066,096	San Diego	3,140,069
Fresno	942,904	San Francisco	812,826
Imperial	177,057	San Joaquin	696,214
Los Angeles	9,889,056	San Mateo	727,209
Madera	152,925	Santa Barbara	426,878
Marin	255,031	Santa Clara	1,809,378
Orange	3,055,745	Sonoma	488,116
Riverside	2,339,120	Tulare	449,253
Sacramento	1,436,105	TOTAL: 31 Million	

Local Funding for Major Transportation Initiatives

CALIFORNIA REPRESENTS

the United States' largest economy, and the ninth largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the Internet — all of which support the state's economic strength. Each industry relies on a backbone of transportation to move its people, goods and services. Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding. The Self-Help Counties spend a small portion of the sales tax on administration. The majority of sales tax expenditures result in:

- ✓ **Job creation:** Local sales tax dollars are pumped back into the local economy through contracts with local firms. Transportation system improvements require the services of architects, engineers, construction workers, project managers and other professionals. High-quality, efficient transportation systems attract and retain businesses in California.
- ✓ **Mobility:** The Self-Help Counties invest in multimodal transportation that provides choices for the traveling public — from express bus services, pathways for bicyclists and pedestrians, and public transit for youth, seniors and people with disabilities, to road and highway investments — Self-Help Counties move people, goods and services that are vital to the quality of life and economic strength of California.

- ✓ **Technological innovation:** Implementing technologies on heavily traveled roadways such as express lanes, adaptive ramp metering, real-time signage, monitoring and incident management reduces congestion and travel time and improves safety. Throughout California, the SHCC is implementing state-of-the-art transportation solutions.



Technical innovations reduce congestion, reduce travel time and improve air quality.

- ✓ **Community vitality:** Reinvesting local dollars back into communities attracts additional funding resources. Leveraging these local dollars allows counties to complete major capital infrastructure projects, operate public transit and paratransit services and focus on transit oriented development to revitalize communities and meet the needs of people at all income levels.



Local dollars reinvested help meet the transportation needs of the community.



Providing multimodal alternatives to driving reduces greenhouse gas emissions.

- ✓ **Sustainability:** Multimodal investments — bicycle and pedestrian improvements, public transit and paratransit for seniors and people with disabilities — support greenhouse gas reduction mandates in California Assembly Bill 32, the Global Warming Solutions Act, and California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. These investments also support Sustainable Communities Strategies across the state.

Self-Help Transportation Spending in California

Based on the Self-Help Counties' expenditure plans, over \$95 billion will be infused in California's transportation infrastructure from local transportation sales tax measures over the next 28 years. These figures are based on the individual projections from the counties.

Self-Help Transportation Spending in California*

Capital Projects	\$45.9B
Local Streets & Roads	\$23.9B
Mass Transit	\$17.6B
Paratransit	\$3B
Express Bus	\$1.8B
Bicycle & Pedestrian	\$1.3B
Program Administration	\$997.6M
Other	\$908.1M
Transit Oriented Development	\$264.4M

TOTAL: Over \$95B

* Figures are based on projections from the individual Self-Help Counties; each has a different basis for projecting dollar values.

The Future of Transportation Funding

State and Federal transportation funding is in crisis with no solution in sight. The cost of transportation improvements and the time it takes to make them is already double what it was 10 years ago. Our stressed system will only become more congested and potholed. This negatively impacts our economy and quality of life. The State cannot solve our local problems. Instead, they have given regions the authority to raise their own money. In order to keep up, San Luis Obispo County desperately needs to create a locally-generated, locally-controlled funding source by becoming a *Self-Help County*.

What are the requirements for becoming a *Self-Help County*?

Elected officials and voters must first approve an expenditure plan for projects. This expenditure plan will positively impact the region through:

- **Performance measures** - required reporting to ensure funds are spent as promised to voters
- **Delivery requirements** - adherence to performance measures, strict project deadlines and timely use of funds
- **Progressive planning** - projects aimed at reducing congestion, air pollution and greenhouse gas production
- **Sunset date** - a specified end date for the tax, with voter approval required for any significant changes proposed prior to the sunset date
- **Create local jobs** - advance projects by utilizing the services of local companies
- **Protected funding** - funding not subject to raids by the State
- **Accountability measures** - ensure all funds for local transportation improvements are spent on voter approved priorities using strict accountability measures:
 - Transparent public processes
 - Annual independent audits
 - An independent watchdog committee
 - Annual compliance reports
- **Substantial public support** - requires 2/3 vote for approval

DRAFT

What are the benefits of becoming a *Self-Help County*?

- Adequate repair and maintenance of our existing streets, roads, and bridges
- Improved safety and traffic flow on our major
- Encouraging a healthy economy
- Driving alternatives that support our clean air
- Protection of our agriculture and open space lands
- Maintenance, enhancement and expansion of our public transportation systems
- Elimination of gaps, improved safety and easier access for bicyclists and pedestrians
- Generate \$25 million in transportation funds each year with over 50% from tourists and visitors
- Cost the average SLO County resident just 18 cents per day

LOCAL CONTROL FOR LOCAL PRIORITIES.

CONNECTING COMMUNITIES