



# SOUTH COUNTY ADVISORY COUNCIL

PO BOX 2355 NIPOMO, CA 93444-2355

Meeting

Minutes

March 25, 2024

Meeting held at NSCD Chambers, 148 South Wilson, Nipomo CA 93444

Called to order 6:30 p.m.

**Present:** Jerry Bridge, Darell Sisk, Tom Girard, Gary Spelbring, Steve Vines, Harry Walls. Richard Wright, Pat Duron, Harrys Walls, Robert Wachsumuth, Rose Kaye

Nominations were held for Recording Secretary and Co-Chairperson. Rose Kaye, Recording Secretary and Darell Sisk Co Chairman. Passed and Approved.

**Community Presentations:** Sheriff's Office: Stat Sheet: Fatal Crashes 0, Major Injury Crashes 0, Minor Injury Crashed 1, Non Injury Crashes 13, Hit and Run (Misdemeanor) 5, Hit and Run (Felony) 1, DUI Crashes (Misdemeanor) 2, DUI Crashes (Felony) 0, DUI Arrests (Non crash) 0.

**Public Comment:** Jane Schippers: Development on Magenta Lane. Ingress and Egress issues. The community she resides in have filed an appeal with the county. See attached Appeal and Fromal Complaint Oak Terrace Estates.

Minutes and Treasurer's report approved from February 2024 meeting.

**Consent Agenda:** Murray Family Lot Line adjustment: Gilbert MUP: Consent Agenda approved

**New Business:** Williams Mior Use Permit to allow a MUP: Discussion was had if the questions were answered that the county required. Per Williams yes they were and that was the hold up. Approved.

Late Community Presentation from Annie Bowsky representing Jimmy Paulding deputy representative for SLOCOG: see attached draft.

NOTICE OF SPECIAL MEETING OF THE WORKFORCE DEVELOPMENT BOARD EXECUTIVE COMMITTEE

Date: Wednesday, April 26, 2023 Time: 8:00 AM – 10:00 AM Location: DSS, 3433 S Higuera Street- Room 358, San Luis Obispo Enter through main lobby and proceed to 3rd floor reception.

Public hearing for April 9, 2024 to consider adopting the attached ordinance.

AN ORDINANCE ADDING CHAPTER 7.18 ESTABLISHING UNREASONABLE NOISE REGULATIONS  
Unincorporated County.

Meeting Adjourned: 7:45 p.m.

The next scheduled meeting is: April 22, 2024

Submitted by Rose Kaye: Recording Secretary

**Appeal**  
**Formal Complaint**  
**Oak Terrace Estates**

Our development has 15 lots.

14 of those 15 lots are currently occupied.

All 14 of us are unanimous in our disapproval and we are all opposed to this proposal due to our concerns.

We understand that we cannot stop the new development and that is not our goal. The purpose of this appeal is for another reason altogether. We are simply fighting for infrastructure improvements BEFORE the development is completed. This has nothing to do with low-income housing, our counties growing need for more units, or speculation about what type of people will be living in these low-income units. This appeal has nothing to do with a "not in my backyard" argument. We are pro-growth, expansion, and development. We understand that the surrounding acres will soon be getting developed as well. Our arguments were not heard in the first hearing and the conditions approved for passing, will by their own admission, do nothing to solve any of our concerns.

Our Primary Concerns are:

Traffic.

Parking.

Safety.

I understand the financial benefits from the State to the County for allowing this many low-income/affordable houses.

I understand the financial benefits to the Builder and Developer for wishing to transfer the Zoning from Commercial to Residential because of the low-income/affordable houses. I also see the fiscal advantages of bypassing the Environmental Impact Report all together with this re-classification.

What I'm struggling to understand is how so many things are being overlooked on this particular proposed project. I will only talk about the glaringly obvious ones.

After studying all documents that were provided to us, it seems that some of the evidence is in those documents.

I would like to start by stating the Sheriff's Department made it clear that they are incapable of guaranteeing safety. We reached out to the Sheriff's Department again this week and they reiterated to us that they are unable to govern and police this new development. They have clearly stated that they do not have the manpower to guarantee safety or field the phone calls.

On the other side of Tefft St., the Planning Commission has approved another 74-unit low-income development as well as another 240-unit low-income development. This will also add stress to our law enforcement.

**Parking:**

There will only be parking lot access on Magenta. They are planning on making the parking lot entrance right where our mailboxes currently are. This development is land locked. The property does not extend to Mary Ave. Over flow to our private road is an absolute concern. Although 104 unassigned parking spots may be all that they are required to provide by law, that few of parking spots for 72 (175 bedrooms) units does not seem like enough spots by any means. It is reasonable to think that they will need parking for at least 140 cars which means that our streets will become the "overflow" parking lot for at least 40 cars from the new development. I

understand that this is speculation, but to argue that this many parking spots is enough and our development will not become overflow parking is also speculation. I imagine the weekends will be extremely challenging with regards to parking when the majority of people are not working and everyone is at home.

If you take a look at the Hill Street Apartments and the San Luis Bay Apartments which are both locally in Nipomo, just 1 mile away, you can clearly see dozens of cars covering all of the surrounding streets around the complex in all directions. I would also like to point out that these complexes have four access roads, not one. These are the simple facts.

There is no proposed solution for the parking. We have our own ideas, but we were told to wait to present those ideas.

They have ZERO guests parking spot provided.

### **72 Units:**

175 Bedrooms

104 UNASSIGNED parking spots

Estimated 140 to 150 cars, Package Delivery Drivers, Amazon Packages, Grub-Hub, Mail, Trash, Friends, Family, Guests, Parties, BBQ's, Dogs/Cats, Pets, Children

### **Traffic:**

#### **Traffic Impact Study Report: Non-Existent**

The traffic study that was conducted by Public Works was done remotely, and it is based on a per capita population density, per mile. We are surrounded by 15 vacant acres to our North and East. I understand why they believe their traffic report to be valid because we didn't exceed any limits due to a low population density. We're are speaking with regards to Magenta Ave. connecting to Tefft St., NOT if Tefft Street can handle the increased traffic due to the new units. These are extremely different arguments. No one from Public Works has been to the proposed site/intersection and no one from Public Works was aware of the dangers of our particular intersection.

We have ONE ingress and egress allowing entrance and exit to our current development as well as the proposed new development.

No one has actually taken the time to sit for 8 hours, 5 days in a row, and truly evaluate the traffic congestion on our street and during AM/PM rush-hours. There are accidents there almost weekly from people making U-turns, using the middle lane, entering/exiting the Post Office, or making wrong turns into our neighborhood.

The distance from the proposed entrance of the Development to Tefft Street is only long enough for roughly 10 cars. I'm not sure what the plan is for 104 cars trying to leave the development at 8am for work or school drop-off, 5 days a week. It physically isn't even long enough for that many vehicles. It will take forever for these cars to turn East onto Tefft St. and because this is our only entrance/exit, I cannot imagine what that nightmare with actually look like.

There will be significant traffic on Magenta turning East of West onto Tefft Street. I would imagine that there would be a bottleneck of cars trying to turn by the Post Office onto Tefft street. Traffic will be heavily impacted during AM/PM rush hours in our development which is already stressed. There will be 72 units (175 bedrooms) worth of people heading to work or heading to school for drop-off and pick-up.

Magenta isn't simply an inlet/outlet for our development. The USPS and their partners/contractors also use/impact the area, rather significantly: they load, unload, lots of tow truck drop-offs, they wait for deliveries,

etc. This is very common. There is not a week that goes by where I don't have to blindly go around traffic on Magenta to enter/exit our development in the AM, mid-day, and PM. I can't imagine how this would look/safety concerns with 150+ more cars coming in and out of the area several times a day. Our inlet/outlet is not a standard residential inlet/outlet.

It is heavily impacted by USPS commercial endeavors. The United States Post Office employs about 50 employees who park and walk across the street to the Post Office. They also have 20 USPS trucks. We all see their parking lot, their service and maintenance vehicles, and the array of delivery vehicles coming in and out of their parking lot every single day.

We are also aware of another development using Magenta Lane as a pass-through connecting to Juniper that is about 10 to 12 months down the road. This is even more reason for the Magenta Lane connection to Tefft St. to be further investigated and developed.

If a true Traffic Impact Study Report took place, I feel that this conversation would be much different. It is clear that topic hasn't been given the time it deserves.

**Solution:** Widening Magenta to FOUR lanes will alleviate some of the stress that this new development will cause. We believe that providing one lane for the USPS, one lane for entrance, and two lanes for exit (left turn lane & right turn lane) would be the only way to make this development work.

You are adding 150 cars to the most densely populated and heavily trafficked area in Nipomo.

**Zoning:**

This is currently Zoned, Commercial, but they plan on converting from Commercial to Residential as a Low-Income development.

**Private Road (Community):**

This is a private Road (Community) that we (sub-development residents) have all contractually agreed to privately maintain the road. We are now being told that the County will be taking over part of Magenta Lane upon completion of the project as well as part of Oak Terrace Lane. If we have nothing to be concerned about with regards to overflow parking, why would Oak Terrace Lane be taken over as well.

**Safety and Security:**

71 of the 72 units will be deemed low-income/affordable housing. I'm not sure what that impact on our community would be. It would just be a lot of speculation at this point, but we can all agree that life here would change. We all purchased here because of the seclusion and privacy. That will be gone.

Apartment Complex: No Security Cameras

No local Police Department, only Sheriffs, although we do not have a Sheriff Sub-Station.

No Street Lights

**Estimated Construction:**

1,800 truck loads for hauling, materials, grading, and deliveries.

Time: 2- 3 years

How many days each week?

How many hours each day?

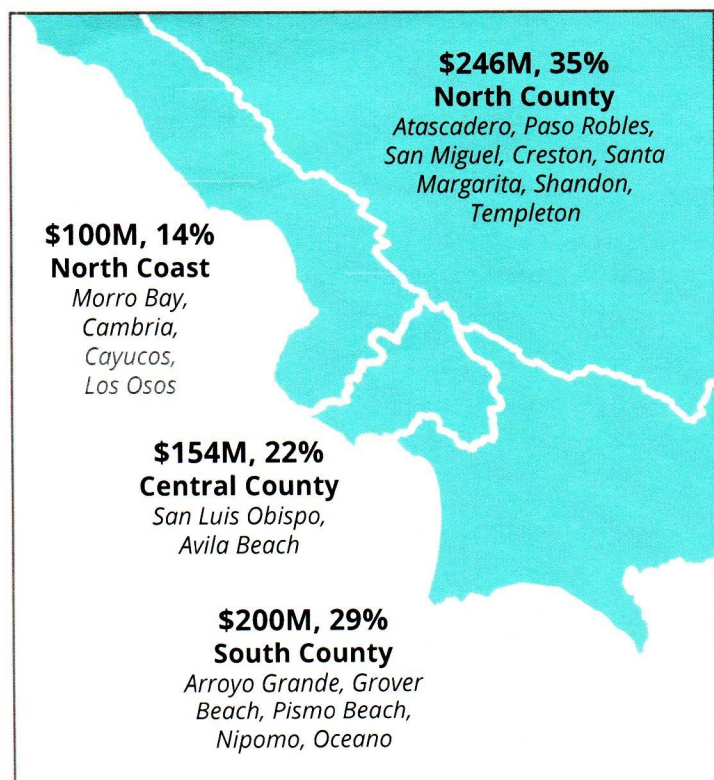
Dust/Dirt, Trucks, Noise, Deliveries, Rodents being pushed from the fields towards our homes.

Tearing up our privately maintained roads.



# LOCAL ROAD REPAIR & TRANSPORTATION SAFETY

## INVESTMENT PLAN SUMMARY



### \$700 M<sup>1</sup>

Funded by a proposed half-cent sales tax, requiring two-thirds voter-approval. Twenty-five counties throughout California have passed similar measures, choosing to fund transportation projects and infrastructure improvements within their local communities. These measures ensure that all funds raised stay local and cannot be stolen by Sacramento. Enacting such a measure would also return a fair-share of State and Federal funds to San Luis Obispo County by qualifying the region for an additional \$900 million in competitive grants.

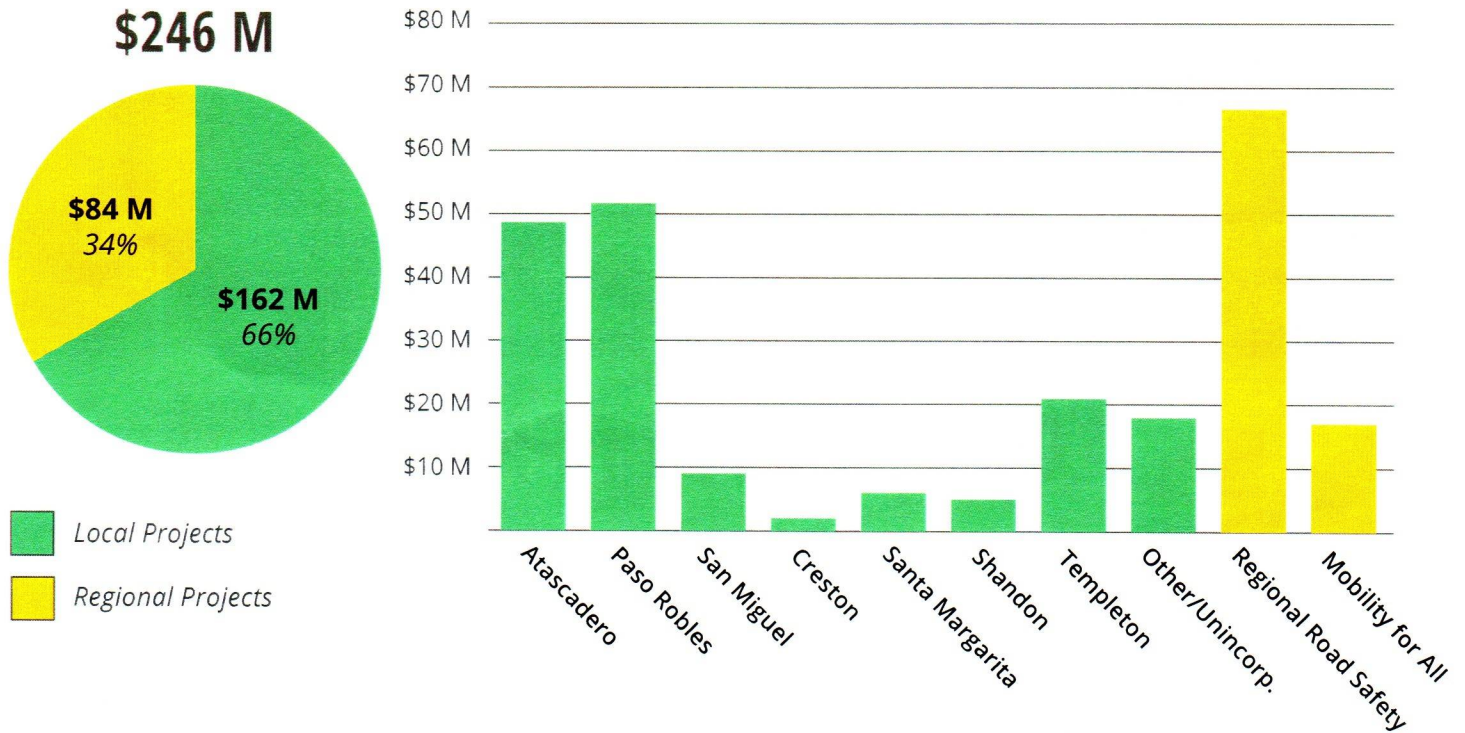
### 20 YEARS

If placed on the ballot and approved by voters, the proposed measure would ensure a dedicated, reliable source of funding to address road repair and critical safety needs for the next 20 years.

<sup>1</sup>includes 1% maximum administration fee, unescalated for inflation

*Total funding distributed by subregion based on population, over 20 years*

# NORTH COUNTY PROJECTS



**Local Projects - 66%** **\$162 M**

<b>Atascadero</b>	<b>\$49 M</b>
• Road Repairs to El Camino Real, Traffic Way, Santa Lucia Road, & San Gabriel Road	\$30 M
• Community Road Safety & Congestion Improvements	\$19 M
◦ US 101 corridor congestion/safety improvements to overcrossings, intersections, interchanges, signalization, ramps, parallel routes (San Anselmo Avenue and Santa Rosa Road)	
◦ Local Road Safety Improvements, bridges, guardrails, road widening, pavement edge improvements	
◦ Safe Routes to School and trail & walkway connectivity	
◦ Public Transit for Seniors, Persons with Disabilities, and Veterans	

<b>Paso Robles</b>	<b>\$52 M</b>
• Road Repairs to Union Road, Paso Robles St., Creston Rd, Niblick Rd, Spring St, Commerce	\$30 M
• Community Road Safety & Congestion Improvements	\$22 M
◦ US 101 corridor congestion/safety improvements to overcrossings, intersections, interchanges, signalization, ramps, parallel routes	
- Highway 46E (US 101 to Jardine Rd.) safety improvements / Union Overcrossing	
- Salinas River Trail & Eastside "Grand Loop" bikeway	
- US 101 / Highway 46W interchange improvements	
◦ Safe Routes to School	
◦ Public Transit for Seniors, Persons with Disabilities, and Veterans	

# NORTH COUNTY PROJECTS

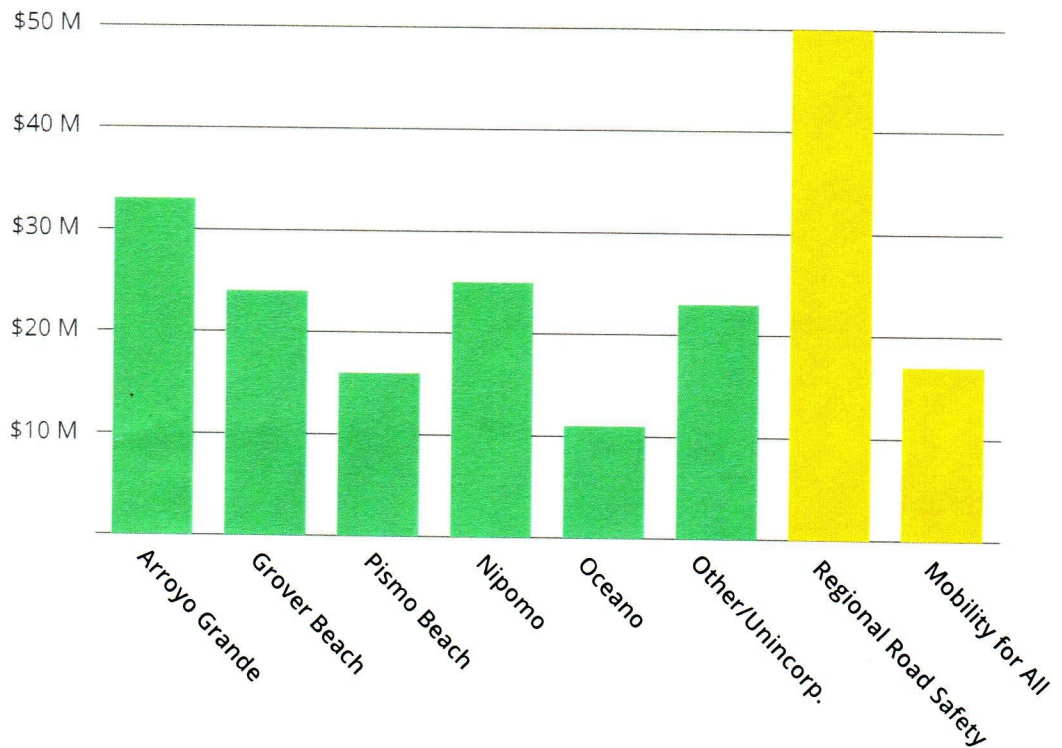
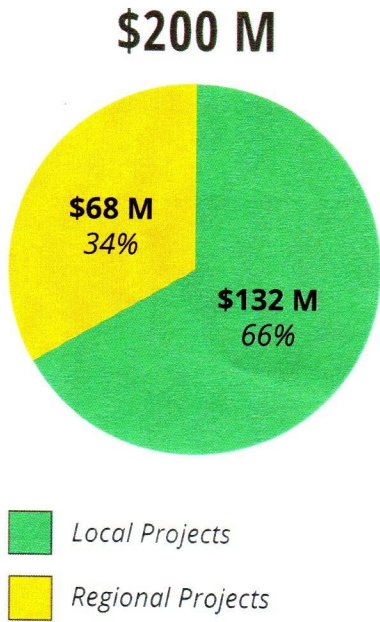
<b>San Miguel</b>	<b>\$9 M</b>
• Road Repairs and Safety Improvements to Mission St. Sidewalks	
<b>Creston</b>	<b>\$2 M</b>
• Safety improvements to Highway 41/Creston/La Panza intersection	
<b>Santa Margarita/Garden Farms</b>	<b>\$6 M</b>
• Downtown Safety Improvements to Highway 58	
• Road Repairs and Safety Improvements	
<b>Shandon</b>	<b>\$5 M</b>
• Centre Street safety and revitalization	
• Road Repairs, Paving, and Safety Improvements	
<b>Templeton</b>	<b>\$21 M</b>
• Road Repairs and Safety Improvements (Vineyard Dr. and others)	
• Local Interchange improvements	
<b>Other/Unincorporated</b>	<b>\$18 M</b>
• Road Repairs and Safety Improvements for all North County Unincorporated areas	\$6 M
• Community Road Safety & Congestion Improvements	\$12 M
◦ US 101 corridor congestion/safety improvements to overcrossings, intersections, interchanges, signalization, ramps, parallel routes	
◦ Safe Routes to School	
◦ Public Transit for Seniors, Persons with Disabilities, and Veterans	
<b>Regional Projects - 34%</b>	<b>\$84 M</b>
<b>Regional Road Safety Improvements</b>	
• Highway 46E (US 101 to Jardine Rd.) safety improvements, including Union Road intersection	<b>\$30 M</b>
• North County US 101 Regional Safety Corridor Improvements	<b>\$37 M</b>
◦ At US 101 Northbound off-ramp to Highway 46E	
◦ Between Cuesta Grade and San Miguel, to address safety, mobility, and congestion issues (i.e. lanes, interchanges, crossings, ramps, bus, vanpool, parallel routes)	
<b>Mobility for All</b>	<b>\$17 M</b>
• Public Transit for Seniors, Persons with Disabilities, and Veterans	\$7 M
• Active Transportation (Bicycle & Pedestrian)	\$10M
◦ Templeton, Vineyard Drive improvements	
◦ Salinas River/N. Anza Trail corridor	
◦ Paso Robles River Trail/Grand Loop trail	
◦ Atascadero Westside corridor	

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**TOTAL \$246 M**



# SOUTH COUNTY PROJECTS



**Local Projects - 66%** **\$132 M**

<b>Arroyo Grande</b>	<b>\$33 M</b>
• Road Repairs to Grand, N. Oak Park, E. Branch, W. Branch, James Way, El Camino Real, Traffic Way	\$29 M
• Community Road Safety & Congestion Improvements	\$4 M
◦ US 101 corridor congestion/safety improvements to over/undercrossings, intersections, interchanges, signalization, ramps, parallel routes in the Five Cities area	
◦ Safe Routes to School	
◦ Public Transit for Seniors, Persons with Disabilities, and Veterans	

<b>Grover Beach</b>	<b>\$24 M</b>
• Road Repairs on Grand, Oak Park, 4th, El Camino Real, Farroll, The Pike, and other local streets	\$22 M
• Community Road Safety & Congestion Improvements	\$2 M
◦ Intersection improvements	
◦ Safe Routes to School	
◦ Public Transit for Seniors, Persons with Disabilities, and Veterans	

<b>Pismo Beach</b>	<b>\$16 M</b>
• Road Repairs to Bello, Cypress, 4th, Five Cities, Price Canyon Rd., Hines	\$8 M





# SOUTH COUNTY PROJECTS

- Community Road Safety & Congestion Improvements \$8 M
  - US 101 corridor congestion/safety improvements to over/undercrossings, intersections, interchanges, signalization, ramps, parallel routes in the Five Cities area
  - Intersection improvements, Promenade maintenance/extensions
  - Safe Routes to School
  - Public Transit for Seniors, Persons with Disabilities, and Veterans

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**Nipomo** **\$24 M**

- Road Repairs and Safety Improvements to roads in Nipomo, Black Lake, Woodlands, Callender; Tefft, Orchard, Thompson, and Pomeroy
- Local Interchange improvements

*Galaxy*

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**Oceano** **\$11 M**

- Safe Routes to School, Beach Access
- Road Repairs, Sidewalks, and Safety Improvements to 4th, 13th, 17th, 22nd, Elm, Pier

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**Other/Unincorporated** **\$23 M**

- Road Repairs to Halcyon, Price Canyon, Orcutt, Lopez; and Safety Improvements for all South County Unincorporated areas \$12 M
- Community Road Safety & Congestion Improvements \$11 M
  - US 101 corridor congestion/safety improvements to overcrossings, intersections, interchanges, signalization, ramps, parallel routes
  - Safe Routes to School
  - Public Transit for Seniors, Persons with Disabilities, and Veterans

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**Regional Projects - 34%** **\$68 M**

**Regional Road Safety Improvements** **\$50 M**

- South County US 101 Regional Safety Corridor Improvements, between Shell Beach and the Santa Maria River, to address safety, mobility, and congestion issues based on latest adopted plan (i.e. lanes, interchanges, crossings, ramps, bus, vanpool, parallel routes, etc.)

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**Mobility for All** **\$17 M**

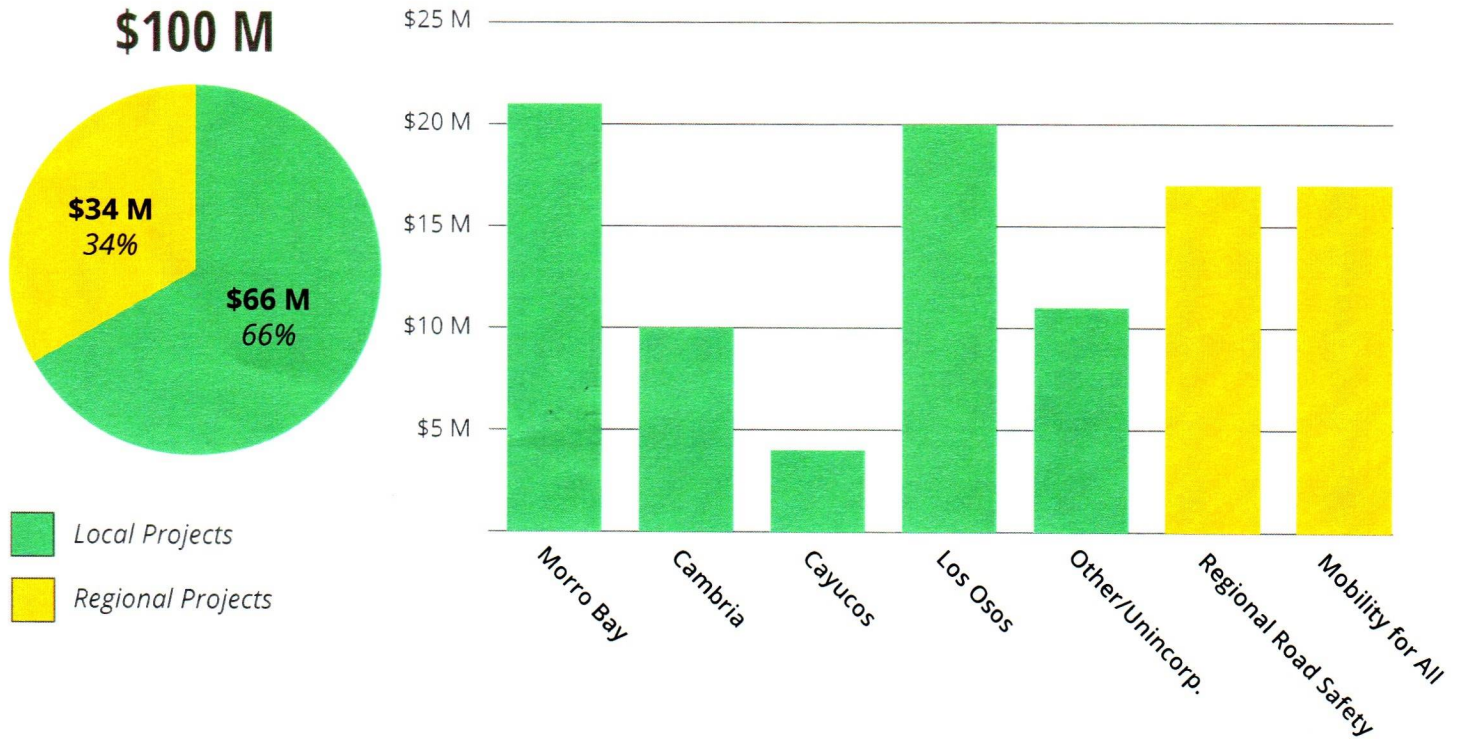
- Public Transit for Seniors, Persons with Disabilities, and Veterans \$8 M
- Active Transportation (Bicycle & Pedestrian) \$9M
  - Bob Jones, Coastal, and South Anza Trails
  - Promenades & Boardwalks

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**TOTAL** **\$200 M**

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# NORTH COAST PROJECTS



**Local Projects - 66%** **\$66 M**

**Morro Bay** **\$21 M**

- Road repairs, safety, and congestion improvements
  - Pavement management program programs (i.e. Road Repair)
  - Local Roadway Safety Plan implementation projects
  - Embarcadero congestion improvements
  - South Bay Blvd. climate adaptation roadway improvements
  - Pedestrian Safety
  - Bridges
  - Public docks
  - Tidelands park boat ramp
  - Roadway striping
  - Safe Routes to School
  - Public Transit for Seniors, Persons with Disabilities, and Veterans

**Cambria** **\$10 M**

- Road Repairs, Safety and Congestion Improvements to Burton, Ardath, Main, Windsor, Highway 1

**Cayucos** **\$4 M**

- Road Repairs, Safety Improvements, and Downtown Improvements

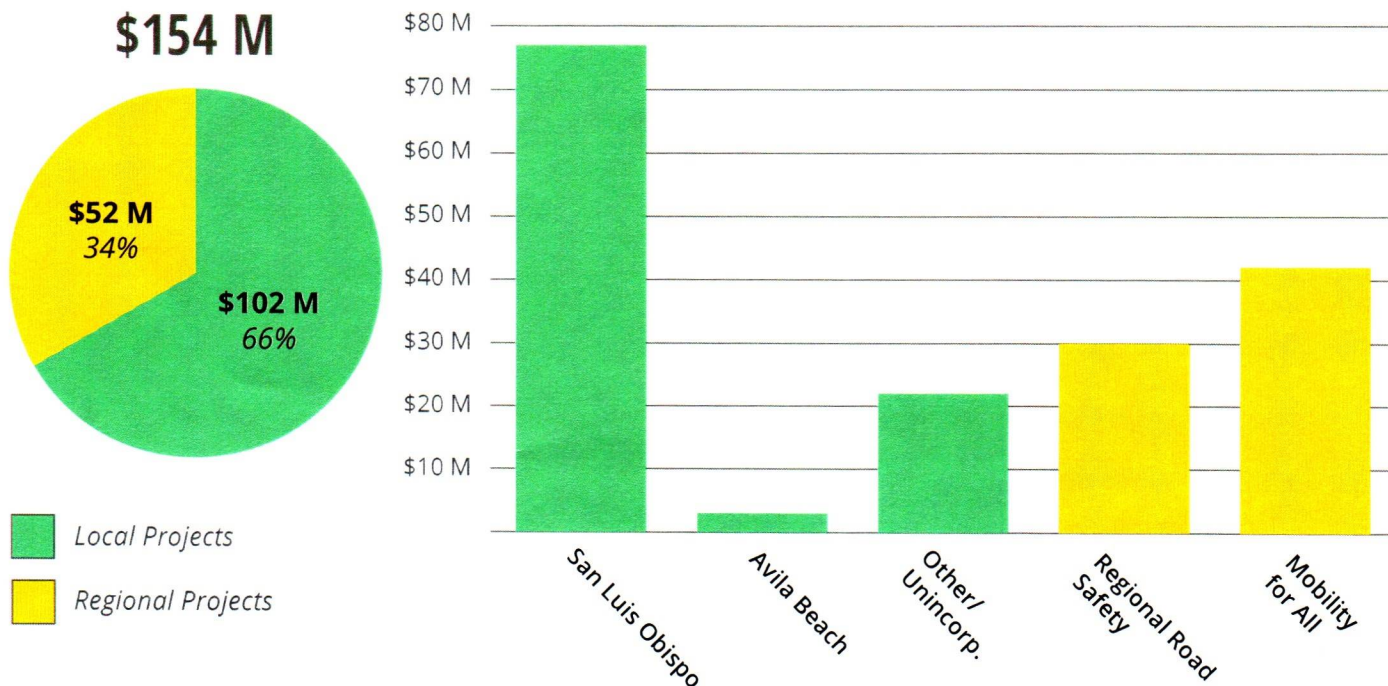
# NORTH COAST PROJECTS

<b>Los Osos</b>	<b>\$20 M</b>
<ul style="list-style-type: none"> <li>Road Repairs, Safety Improvements, and Downtown Improvements identified in the Community Plan, including 2nd Street revitalization and LOVR corridor multiuse path</li> </ul>	
<b>Other/Unincorporated</b>	<b>\$11 M</b>
<ul style="list-style-type: none"> <li>Road Repairs and Safety Improvements for all North Coast Unincorporated areas <span style="float: right;">\$6 M</span></li> <li>Community Road Safety &amp; Congestion Improvements <span style="float: right;">\$5 M</span> <ul style="list-style-type: none"> <li>Safe Routes to School</li> <li>Public Transit for Seniors, Persons with Disabilities, and Veterans</li> </ul> </li> </ul>	
<b>Regional Projects - 34%</b>	<b>\$34 M</b>
<b>Regional Road Safety Improvements</b>	<b>\$17 M</b>
<ul style="list-style-type: none"> <li>Highway 1 Safety improvements (i.e., lanes, interchanges, crossings, ramps, bus, vanpool, parallel routes, etc.)</li> <li>S. Bay Blvd. multimodal, capacity, and climate resiliency improvements</li> </ul>	
<b>Mobility for All</b>	<b>\$17 M</b>
<ul style="list-style-type: none"> <li>Public Transit for Seniors, Persons with Disabilities, and Veterans <span style="float: right;">\$8 M</span></li> <li>Active Transportation (Bicycle &amp; Pedestrian) <span style="float: right;">\$9 M</span> <ul style="list-style-type: none"> <li>Coastal Trail</li> <li>Chorro Valley Trail</li> <li>Boardwalks</li> <li>Pedestrian/bicycle safety and operational improvements on Los Osos Valley Road between 9th and Montana de Oro State Park</li> </ul> </li> </ul>	

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**TOTAL \$100 M**

# CENTRAL COUNTY PROJECTS



**Local Projects - 66%** **\$102 M**

**San Luis Obispo** **\$77 M**

- Road Repairs to Los Osos Valley Road, Broad Street, Tank Farm \$37 M
- Community Road Safety & Congestion Improvements \$40 M
  - East/West major roadway safety and mobility improvements (Tank Farm and South Street)
  - Broad St. Safety Improvements (South St. to Buckley)
  - Foothill Safety Improvements (Patricia to California)
  - Intersection Safety Improvements (Foothill & Santa Rosa, California & Taft)
  - Prado Road Improvements
  - Local safety and intersection improvements
  - Safe Routes to School (Laguna, CL Smith, Sinsheimer, and SLO High crossings)
  - Public Transit for Seniors, Persons with Disabilities, and Veterans

**Avila Beach** **\$3 M**

- Road Repairs and Safety Improvements

# CENTRAL COUNTY PROJECTS

<b>Other/Unincorporated</b>	<b>\$22 M</b>
<ul style="list-style-type: none"> <li>• Road Repairs and Safety Improvements for all Central County Unincorporated area (Orcutt, Foothill, Buckley) <span style="float: right;">\$10 M</span></li> <li>• Community Road Safety &amp; Congestion Improvements <span style="float: right;">\$12 M</span> <ul style="list-style-type: none"> <li>◦ Los Osos Valley Road (Laguna Middle School to Foothill)</li> <li>◦ Highway 227</li> <li>◦ Intersection improvements at Los Osos Valley Road &amp; Foothill</li> <li>◦ Safe Routes to School (San Luis Bay Drive and Los Ranchos)</li> <li>◦ Public Transit for Seniors, Persons with Disabilities, and Veterans</li> </ul> </li> </ul>	
<b>Regional Projects - 34%</b>	<b>\$52 M</b>
<b>Regional Road Safety Improvements</b>	<b>\$30 M</b>
<ul style="list-style-type: none"> <li>• US 101 Regional Safety Corridor improvements, between Cuesta Grade and Avila Beach Dr. to address safety, mobility, and congestion issues, based on the latest adopted plan (i.e. lanes, interchanges, crossings, ramps, bus, vanpool, parallel routes, etc.)</li> <li>• Highway 227 corridor safety and congestion improvements (between Tank Farm and Price Cyn)</li> </ul>	
<b>Mobility for All</b>	<b>\$22 M</b>
<ul style="list-style-type: none"> <li>• Public Transportation, Senior Transportation, and Disabled Services <span style="float: right;">\$11 M</span></li> <li>• Active Transportation (Bicycle &amp; Pedestrian) <span style="float: right;">\$11 M</span> <ul style="list-style-type: none"> <li>◦ Coastal Trail</li> <li>◦ Chorro Valley Trail</li> <li>◦ Bob Jones Trail</li> <li>◦ Edna/Anza Trail</li> </ul> </li> </ul>	

**TOTAL \$154 M**

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# SAFEGUARDS IN THE PLAN



## SAFEGUARDS

The Local Road Repair & Transportation Safety Investment Plan includes strong taxpayer safeguards to ensure that the projects and programs approved by the voters are funded and delivered as promised.

### Included in the plan:

- 20-year sunset date
- 1% administrative expense cap
- Independent Taxpayer Oversight Committee
- Annual independent audit and annual reporting
- Strategic implementation plan required to be developed with local input groups
- No revenue generated shall be used to replace fair share contribution from new development
- Requirements that funding be used to augment, and not replace, local funds

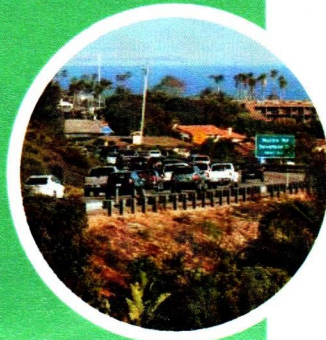
*All funding stays local and cannot be stolen by Sacramento.*

# BENEFITS OF THE PLAN



## SAFETY & RELIABILITY

Safety and reliability is critical to our transportation system's function. The Plan aims to reduce fatalities and serious injuries on our highways, streets, and roads, while improving system reliability by focusing on operational efficiency and resiliency to environmental changes and natural disasters.



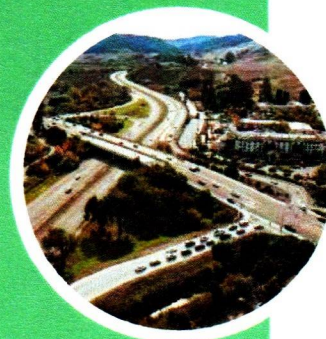
## TRAFFIC CONGESTION RELIEF

Traffic congestion increases travel times and has a harmful effect on air quality. The Plan will improve travel times and preserve our air quality by investing in transportation solutions that reduce traffic congestion across our region.



## IMPROVED MOBILITY

Quality of life depends on our ability to access jobs, goods, and services. The Plan will improve mobility by ensuring transportation to and from places such as work, school, shopping centers and medical appointments remains accessible & affordable for everyone living and working in the San Luis Obispo County region.



## ECONOMIC VITALITY

Our region depends on goods movement, travel and tourism to support our local economies. The Plan ensures our communities will continue to prosper by securing funds for the transportation infrastructure that is needed to balance economic growth and development.

## GRANT LEVERAGE

Our region competes for grant funding with other California regions. Many grants require applicants to provide local match money to win back State and Federal funds through these grant programs. The Plan leverages funding collected from this half-cent sales tax to return our fair-share of State and Federal funds to the region. By securing funds locally through The Plan, San Luis Obispo County and its cities qualify for an extra \$900 million in competitive grants.



# ABOUT THE PLAN

The San Luis Obispo County region will need \$5.4 billion in transportation infrastructure over the next 23 years, but only expects \$3.1 billion in available funds. With a \$2.3 billion projected deficit, basic transportation projects such as fixing potholes, improving road safety, and reducing traffic congestion cannot be implemented.

The Local Road Repair & Transportation Safety Investment Plan would add a half-percent sales tax to every dollar spent within the region, generating \$700 million over 20 years (unescalated for inflation). Funding would be allocated to each subregion based on its population and be required to stay local, with a minimum of 99% going to improve transportation infrastructure and safety. In addition, jobs would be created, public transit would be improved, and tourists would pay for the roads they use.

Ensures local funding collected stays in local communities

Guarantees funding cannot be re-allocated to other projects and must be spent on improving transportation

Creates jobs that will support the maintenance and improvement of transportation infrastructure in San Luis Obispo County, its cities and communities

Brings more Federal and State tax dollars back to San Luis Obispo County through competitive grant programs

LEARN MORE AT [LOCALROADSFIRST.COM](http://LOCALROADSFIRST.COM)