

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.

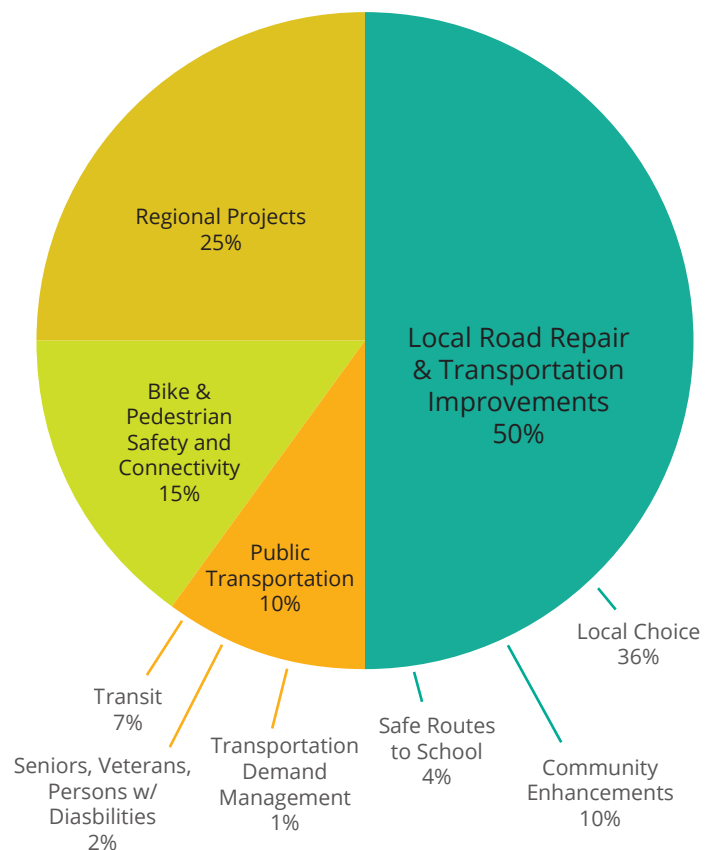
In November 2016, voters may be asked to approve a ½ cent sales tax to address these needs.

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.
- **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)	
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, safety and congestion relief in south SLO City area, North County 101 and 46E congestion relief, North Coast Highway 1 improvements	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.

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