



COLAB SAN LUIS OBISPO COUNTY

WEEK OF JANUARY 3-9, 2016



COLAB 7th ANNUAL
San Luis Obispo County

DINNER & FUNDRAISER

SAVE THE DATE

Friday, March 11th
Alex Madonna Expo Center

Tickets go on sale January 11th
Tables \$1,100.00 Individual Tickets \$125.00 each



*One of the Biggest Parties in San Luis Obispo County
You Won't Want to Miss It!*

COLAB San Luis Obispo County
805-548-0340 colabslo@gmail.com

THIS WEEK

ALERT

PROPOSED CHUMASH MARINE “SANCTUARY”

FEDERALIZING YOUR FISH, YOUR FARM, AND YOUR FUTURE



**National Oceanic Atmospheric Administration (NOAA) Presentation
Wednesday, January 6, 2016 - Morro Bay Vets Memorial Building, 209 Surf
Street - 6:00 PM—SEE PAGE 3 FOR GRUESOME DETAILS**

**BOARD OF SUPERVISORS ELECTION OF CHAIR
AND VICE-CHAIR**

“REVIEW” OF FACILITY FEES

**SLOCOG ELECTION OF CHAIR AND VICE-
PRESIDENT**

**WILL UBER ANNIHILATE WHOLE INDUSTRIES
AND SAVAGE GOVERNMENT REGULATION?**

(SEE PAGE 18)

LAST WEEK

NO BOARD MEETING DUE TO WINTER RECESS

THIS WEEK'S HIGHLIGHTS

National Oceanic and Atmospheric Administration (NOAA) Workshop, Wednesday, January 6, 2016 6:00 PM, Morro Bay Vets Hall (Scheduled)

National Oceanic Atmospheric Administration (NOAA) Presentation on the Proposed Chumash Heritage Marine Sanctuary. The NOAA staff will conduct a workshop on the proposed sanctuary for which it has accepted an application for processing. The process of the workshop is as follows:

1. A presentation by NOAA staff.

2. A panel discussion. Reportedly the panel will be entirely comprised of NOAA staff, including the Sanctuary Superintendents from the Morro Bay Sanctuary and the Channel Islands Sanctuary. It is expected that Bill Douros, the Western Regional Director of NOAA, will be present. Rather than have a public comment period, the NOAA staff indicated that the public could ask questions and make comments during the panel portion of the meeting.

3. Delphi Tables. Again and after the panel discussion, the plan is to divide the audience up and have them rotate to different tables manned by NOAA staff to discuss specific subjects. Clearly this is a classic Delphi, designed to defuse any real public criticism and to prevent the audience from hearing each other's comments and questions. There do not appear to be any advance materials from NOAA on its presentation available on a website in advance of the meeting.

Big Picture: COLAB of Santa Barbara County Executive Director Andy Caldwell has prepared an outstanding summary of the big picture issues involved:

URGENT MEETING!!!

This Wednesday, January 6 at 6 pm, in Morro Bay at the Veterans Memorial building (209 Surf Street), a federal agency is holding a meeting on the proposed Chumash National Marine Sanctuary. The first thing you need to know, despite the name, is that our local Santa Ynez Band of Chumash Indians has nothing to do with this proposal. Second, the proposed sanctuary will affect both San Luis Obispo and Santa Barbara County. Finally, this proposal affects virtually every aspect of our economy including agriculture, energy, Vandenberg Air Force Base, and the potential for future desalination plants.

Years ago, I stumbled across a movement known as the Wildland's Project. In essence, the goal of the plan was to preserve the wild by limiting any resource-based activities including farming, ranching, fishing, mining, housing and even recreation. The ecological dim-witted purists behind the movement believe nature should be left alone. Accordingly, they have used every trick in the book to preserve land, water, and air from human impacts and activities. The most common tools are the Endangered Species Act, wilderness and marine sanctuary designations, the California Environmental Quality Act, so-called pollution regs (typically air and water that are impossible to comply with), smart growth policies, and finally, good old-fashioned bureaucratic obfuscation.

The results are in. The campaign has been a tremendous success. Most all of the land in the Western States is now under federal and state control and is off limits to mankind's ability to provide food, fiber, energy, and various other resources to our society. Here on the Central Coast, more than half of the land is owned and controlled by the federal government and if this proposed marine sanctuary gets approved, the feds will also be in control of the ocean and most all of the private land that ostensibly abuts the sanctuary!

How does all this work? Marine sanctuaries add a lot of red tape to any proposal that could remotely affect ocean water and ocean life. This includes the runoff from a farm field 100 miles inland, the brine discharge from a desal plant, oil and gas operations, the warm seawater returned to the ocean from the Diablo Nuclear Power Plant, and get this, even the noise from a VAFB rocket launch and our military fleet, and of course fishing! There is no end to the exaggerated impacts that could impact a marine sanctuary; the sky is literally the limit.

The worldview of the organizations and people behind the wildland's movement believe that the earth is sacred and mankind is evil. They reject the notion that mankind has a right and duty to make wise use of the earth's resources for the benefit of mankind and the ecosystem. Of course, in the meantime, these purists make wise use of the food, fiber, minerals and energy supplies they take for granted even as they try to shut down the industries that provide the same. In essence, the project proponents are nothing less than hypocrites with a penchant for anarchy.

Andy Caldwell
COLAB of Santa Barbara County

Background: We repeat the material below from last week's early warning about the Sanctuary meeting as a convenience to our readers.

Purpose: The purpose of the proposed Chumash Marine Heritage Sanctuary is to restrict and/or foreclose the public use of ocean resources (and impact adjacent land uses) within a vast area off shore running from Cambria to Santa Barbara. As the analogous existing Monterey Sanctuary's website makes clear:*Resource Protection Overview*

There are a variety of resource protection issues within the Sanctuary region due to the sensitivity of habitats and species in the region, the long stretch of adjacent populated coastline, and the multiple uses of the marine environment. The Sanctuary addresses these issues through a variety of means to reduce or prevent detrimental human impacts.

Note: It's those problem humans again. Note the emphasis on "detrimental human impacts."



PROPOSED CHUMASH SANCTUARY

Should we just deport them east of the Sierra?

Approaches include collaborative multi-stakeholder management efforts to identify and reduce impacts, reviewing and commenting on projects which may impact the Sanctuary, regulations on prohibited activities, issuing of permits with conditions to minimize impacts, and where necessary, enforcement.

Note: You can be in a Delphi group and plead for your business, property rights, and fish while the leftist apparatchiks demand and threaten you

Resource protection issues are also addressed through response to emergency events such as spills, through educational outreach to assist the public and businesses in minimizing impacts, and by monitoring to more closely target management efforts.

Additional Regulation: The establishment of the proposed marine sanctuary would impose a new and formidable layer of regulation on the people of San Luis Obispo County in addition to other water and land use regulatory quagmires currently in place. Thus the sanctuary would be in addition to the State of California Department of Fish and Wildlife, the State Water Resources Control Board, the Central Coast Regional Water Quality Control Board, the California Coastal Commission, the US Army Corps of Engineers, the US Bureau of Fisheries, the US Coast Guard, the US Nuclear Regulatory Commission, the California State Lands Commission, the California State Department of Boating and Waterways, the San Luis Obispo County Department of Planning and Building, the San Luis Obispo County Sheriff's Office Marine Unit, the San Luis Obispo County Air Pollution Control District, and numerous others.

Proponents: A key backer of the sanctuary proposal is the Sierra Club and its local Santa Lucia Chapter, which promotes its key benefit as being that oil, gas, and other kinds of mineral extraction activities are prohibited in Federal Marine sanctuaries. How stupid! If there were oil and gas offshore, you would think the County and others would support its recovery. Why would they slit their proverbial wrists over this kind of quackery? The royalties and taxes would help fix the horrible road and infrastructure deficit in the County (hundreds of millions). Another backer appears to be a somewhat amorphous group called the Northern Chumash, who suggest that the sanctuary is needed to protect Native American cultural and spiritual resources. A more cynical view is that their interest is simply a ploy to create a public shakedown mechanism by which jobs, contracts, and other forms of patronage are distributed to members. In other words, if you want to expand the designated fishing area, you have to get a permit from the sanctuary. Part of the permit process would require you hire a cultural resources expert to provide expert advice on whether the permit should be granted. A website supporting the Chumash Marine Sanctuary states in part:

The Sanctuary will protect now submerged Chumash Sacred sites ranging from villages to solstice alignments 6 to 13 miles offshore. Chumash records suggest occupation of the central coast area for 20,000 years with two recorded dates of:

** 18,000 years at Point Conception, an extremely important Chumash Sacred Place*

** 14,500 years on the Channel Islands*

North of Point Conception, Jalama is a Sacred Chumash village site. Other significant Chumash sites associated with the ocean ecology are found along the adjacent coastal terrain north to

Point Sal including two 10,000 year-old sites within Vandenberg AFB.

Onshore San Luis Bay are four major Chumash Sacred sites – three known to have been occupied for 9,000 years:

** The site for which the City of Pismo Beach is named*

** The site where the Chumash people return to renew the Traditional Ritual Ceremony Cycle*

** **The old Chumash Capital in the area of Avila Beach,** now partially covered by sea level rise*

** The Chumash Sacred site at Diablo Cove along the coastline of the Pecho Coast*

Continuing north are the Chumash Village Sacred site in Los Osos, hundreds of Chumash Sacred sites ringing Morro Bay, the Chumash village Sacred site of Cayucos (continuously occupied for 8,000 years), other large sites found in the area to a mile north of Pt. Estero, and two Chumash village Sacred sites in Cambria (continuously occupied for 10,000 years).

Perhaps, by way of creating cultural resources mitigation, the existing timeshare former hotel in **Avila** can be expanded into a new casino. It's situated well above any potential sea level rise.

Note: The Santa Ynez Valley Chumash have nothing to do with this Sanctuary scheme.

Philosophical Orientation and Elitist Power: The Feds operate a number of marine sanctuaries around the country, including the Monterey Bay Sanctuary to the north and the Channel Islands Sanctuary to the south. Remember that the sanctuary, if established, will be a regulatory program of a Federal Department with the full force and might of Federal law enforcement behind it, including the FBI and Federal Prosecutors and backed by trillions of your tax dollars. Intellectually and programmatically this new agency will have its roots in the elitist enviro-aristocracy of Boston, Georgetown, and the upper eastside of Manhattan. We would point out that there are no Federal marine sanctuaries around Cape Cod/Martha's Vineyard, the Hamptons, or Boca Raton, where these people enjoy their carbon based coal, oil, steel and other robber baron industrial inheritances to finance their yachting, sport fishing, lobster dinners, and vacation "cottages."

Collaborative Approach? Don't throw any fish guts over the side, pee, or smoke a medicinal joint when a Monterey Sanctuary patrol plane is around or you may be doing Federal time like Martha Stewart. Note the high set rearward wing configuration and camera pods to maximize crew observation potential. This thing can fly at high enough altitude where you can't hear it. The crew can sneak up on you, orbit, and zoom in with powerful telephoto lenses. It betrays the real underlying doctrine and purpose of the sanctuary.



Wonder if they use it to check out the surf or travel to conferences too?

Monterey Sanctuary Provides a Window into Potential Chumash Sanctuary Activities and Impacts: Most busy citizens who have even faintly heard of the proposed sanctuary may believe that the regulatory focus is on fishing. In part, this is because local fisherman and other marine related interests have been quick to try to inform the public of the problems faced by their counterparts in the Monterey Sanctuary. Everyone needs to know that the program is much more pervasive and impacts on many aspects of life. Some, but not, all of the regulatory functions include the representative samples below:

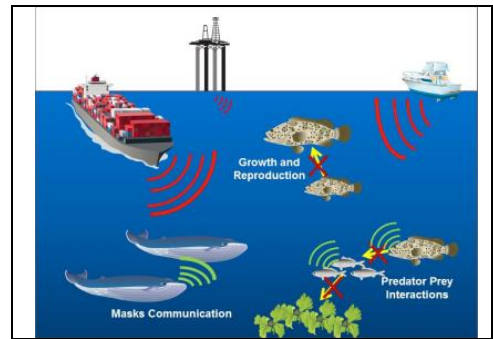
1. Agriculture: The Sanctuary will impact farming and ranching because it has the power to regulate water runoff from streams and other sources on the land. As the Monterey Sanctuary website states in its carte blanche approach to regulatory expansion: *In addition, over 7000 square miles of watersheds immediately adjacent to the Sanctuary drain to its wetlands and marine waters.*

The website ominously also states: *The aspects of agriculture that potentially impact water quality include erosion and sedimentation, offsite transport of chemical fertilizers and pesticides, and microbial contamination. Stormwater, flooding, irrigation, and leaching can all mobilize substances that are beneficial while on-site, but become pollutants as they concentrate in neighboring streams, rivers, wetlands, and nearshore waters. Though each individual farm or ranch may contribute a relatively small amount of pollutants, the cumulative effects through the length of a watershed can be damaging.*

a. The Monterey Sanctuary has set up a whole process and sub-organization to regulate agricultural water (the Agriculture and Rural Lands Action Plan). It also has a dedicated staff to manage this program. This is in addition to the State's infamous Agricultural Water Runoff Order.

b. Will a Central Coast Chumash Sanctuary double down as well?

2. Acoustic Impacts: *Noise generated by human activities can have a detrimental effect on marine life. Studies have documented behavioral responses, lost listening opportunities, and physical injuries in wildlife due to exposure to anthropogenic (human-induced) noise. Sources of underwater noise include large commercial shipping traffic such as container ships, freighters, barges and tankers; smaller recreational and commercial vessels; sonars used in military training; pile drivers and dredging used in marine construction; air guns and other seismic sources used in energy exploration; sonars and other active acoustic sources used in research activities; and aerial sources such as over-flights.*



3. Climate Change: *Climate change's effects on the marine environment, including warming seawater temperatures, ocean acidification, sea level rise, and changes in currents, upwelling and weather patterns, have the potential to cause fundamental changes in the nature and character of marine and coastal ecosystems.*

The waters of Monterey Bay National Marine Sanctuary, as well as surrounding coastal areas and communities, are experiencing the effects of climate change (e.g., sea level change, increasing sea surface temperature, and ocean acidification).

4. Fishing and Harvesting: *Monterey Bay National Marine Sanctuary does not directly manage any aspect of commercial or recreational fisheries. Fishing in state waters (usually 0-3 nautical miles from shore) is generally managed by the California Department of Fish and Wildlife. The responsibility for managing fishing in federal waters (beyond 3 miles) rests with NOAA's National Marine Fisheries Service (NMFS) and the Pacific Fishery Management Council (PFMC). In 2008, NOAA issued a report that provided an overview of NOAA's process for regulating fisheries in sanctuary waters as mandated by the Magnuson-Stevens Act and the National Marine Sanctuaries Act. Current involvement of the Monterey Bay National Marine Sanctuary in issues related to fishing includes conducting fisheries-related research, sponsoring educational events and programs (Voices of the Bay, Fishermen in the Classroom and Local Catch Monterey Bay), commenting to other agencies on fishery and ecosystem management issues, and the development of ecosystem protection plans related to fishing such as the Effects of Trawling on Benthic Habitats Action Plan and the Fishing Related Education and Research Action Plan.*

a. Although they claim not to be interfering, they are feeding the other regulatory agencies. Fishermen who are struggling to survive are facing the powerful staff, financing, and advocacy of a Federal agency.

b. Who is representing the fisherman with public money? Where is the equity?

5. Oil and Gas Development: *Development of a permanent prohibition on oil and gas activity was one of the major reasons for designation of the Monterey Bay Sanctuary. However, there is some level of remaining threat due to potential oil development to the south of the Sanctuary. In the past 10 years the State of California has adopted legal restrictions to prohibit new oil and gas leasing and development. Temporary moratoria have been in place for federal waters since 1982. The most current directive (June 1998, Clinton administration) under the OCS Lands Act prevents any leasing of new areas for oil and gas exploration and development through June 30, 2012. The OCS presidential deferrals do not restrict development of already leased Federal areas. There are 36 remaining undeveloped active OCS leases south of the MBNMS off the coast in San Luis Obispo and Santa Barbara counties. Should these sites eventually be developed, any potential spills could potentially cross Sanctuary boundaries and impact sanctuary resources. Oil spills could have a major impact on foraging birds, marine mammals and fishes, as well as important habitat like kelp beds, wetlands and rocky shores, and on tourism and the coastal economy.*

Note: The Sanctuary staff writer sees oil and gas development as a “threat.” So much for fair and impartial government administration. Wonder how they power the patrol plane? Or get to work for that matter.

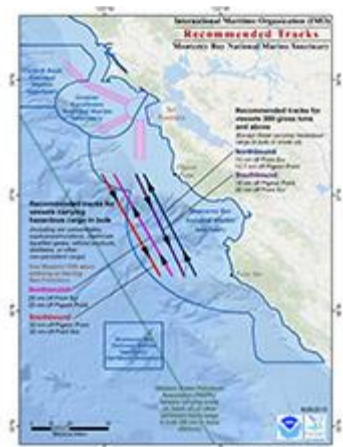
6. Cruise Ships: Large cruise ships began visiting Monterey in 2002. These ships can provide local businesses with economic benefits, particularly if they introduce the region to tourists who may return for later visits. However, both the public and businesses have raised concerns about environmental issues associated with these ships.

Due to cruise ship visitation to Monterey Bay, and concern over potential impacts to marine resources from these vessels, this issue has drawn significant attention from the public. At the February 7, 2003 meeting, the MBNMS Advisory Council passed a resolution recommending that MBNMS staff pursue a regulatory prohibition on harmful discharges from cruise ships.



Note: Anonymous “concern” spurs the agency into developing a regulatory prohibition.

7. Shipping Lanes: There are approximately 4000 transits of the Sanctuary each year by large shipping vessels (greater than 300 gross tons), including container ships, bulk freighters, hazardous materials carriers, and tankers. Vessel traffic within the Sanctuary was a major issue of concern raised during the designation process due to potential impacts from a large spill should one of these vessels ground along the coastline. For example, an oil spill could severely impact the sea otter population. The Sanctuary also hosts an abundance of whales and the National Marine Fisheries Service has identified vessel strikes as one of the threats that could impede the recovery of endangered whales so it is vital to understand vessel traffic in the Sanctuary, for more information on ship strikes see [whale strikes](#).



8. Desalination - Sanctuary Regulations and Desalination: Without careful planning and mitigation measures, desalination plants have the potential to negatively impact the sensitive marine environment of the sanctuary. For example, marine organisms can be killed by impingement against seawater intake screens or by being pulled through the intake system (referred to as entrainment); marine life can be significantly impacted by discharge of the saline brine and other by-products produced by desalination, and; local seafloor habitat may be significantly altered by construction of intake and outfall structures.

Three of the sanctuary's regulations relate directly to desalination. The first involves a prohibition on discharging or depositing any material within Sanctuary boundaries. Since the brine effluent, and in some cases other materials, are usually disposed of in ocean waters, this activity requires Sanctuary authorization of Regional Water Quality Control Board (RWQCB) permits. The second sanctuary regulation pertains to discharging materials outside of the

boundaries, which subsequently enter sanctuary waters and negatively impact MBNMS resources. As with the previous regulation, MBNMS approval via authorization of the RWQCB permit is required. The third relevant regulation involves a prohibition on activities that cause alteration of the seabed. Thus installation of certain desalination facility structures such as an intake/outfall pipeline on or beneath the ocean floor will also require sanctuary authorization.

Note: Each of the substantive functional areas discussed above is backed up with some more detail examples about what they actually mean in terms of regulations and permitting. Our reading of the desalination component suggests that it will be almost, if not totally, impossible to obtain the permits from all the cognizant agencies for a central coast (say combined Santa Barbara County/SLO County large scale desal plant) even without the opposition advocacy of a new marine sanctuary. While proponents are citing prohibitions on oil and gas development as the main justification, we think that this may be a ploy to drive a final nail into the coffin of any major future desal proposal.

Lack of Basic Information: As noted in the **COLAB ALERT** at the top of this article, there is a “workshop” on Wednesday, January 6, 2016 during which the National Oceanic and Atmospheric Administration (NOAA) will supposedly listen to what locals think about the proposed sanctuary. There is the usual rhetoric about its benefits and functions but little detail about its structure and cost. This information is essential for the public to make an informed opinion concerning the creation of a new government agency. For example:

1. What is the expected annual operating budget for the new sanctuary? Does experience in the Channel Islands and Monterey Bay sanctuaries provide any data on this question?
2. Similarly, how many staffers will be employed by the new sanctuary?
3. What does the typical table of organization look like?
4. What types of professions and job titles will be involved?
5. Will any of the staff be Federal officers with police powers? Will any such officers be assigned collaterally?
6. What has been the regulatory violation and enforcement experience in the Monterey Bay and Channel Islands sanctuaries to date – year over year?
7. How much in fines is collected each year?
8. Would the Federal Government consider letting the citizens of San Luis County vote on the issue rather than simply having some Federal imperial praefect make the decision?
9. Proponents claim that there is an economic development net benefit to those communities that host Federal marine sanctuaries. Where is the independent economic analysis to support this assertion?

Board of Supervisors Meeting, Tuesday, January 5, 2016 (Scheduled)

Item 1- Reorganization of the County Board of Supervisors: Election of Chairperson and Vice-Chairperson. If the Board follows the policy that it adopted last February, Lynn Compton would become Chair and Adam Hill would become Vice-Chair. The write-up states:

Historically the Board of Supervisors meets the first Tuesday of the New Year to elect the Chairperson and Vice-Chairperson to preside for one year. On February 3, 2015 The Board of Supervisors updated section IVB of the Rules of Procedures document to include processes regarding electing the Chairperson and Vice-Chairperson. Section IVB is referenced below.

“At the first regular meeting of the calendar year after the swearing-in ceremony, a Chairperson and Vice-Chairperson shall be elected by majority vote of the Board and such Chairperson shall preside for one year. The process for nominating the Chairperson and Vice-Chairperson shall be on a rotation basis. If the person nominated for Chairperson or Vice-Chairperson declines the nomination, she or he shall be rotated on the list. It is intended, but not mandated, that the Supervisor elected as Vice-Chairperson will succeed the Chairperson in the following year. In the absence or inability to attend by the Chairperson or Vice-Chairperson, a Chairperson pro tem shall be selected by the members present.”

On Thursday, December 31, 2015, the New Times Weekly Newspaper Shredder column focused an attack on Supervisors Arnold and Compton. The Shredder complained about the circumstances which led to Arnold being elected chair for 2015. Often such attacks in the leftist press presage action in the public arena. We might, therefore, expect some sort of attempt to skip Supervisor Compton.

Of course, if Hill is defeated in the upcoming election, his potential to be elected Chair in 2017 evaporates.

Item 20 - Public Facilities “Fees.” The Board will probably adopt a resolution reaffirming its program of assessing new development public facilities fees. The action to review and reaffirm the fees is required by the State enabling legislation, which allows cities and counties to charge such fees which are to be used to construct fire houses, parks, libraries, and so forth. The underlying theory is that new development adds to the population in need of the services which are based or housed in the facilities. The theory reasons that existing residents and businesses are already being served and should not bear the costs engendered by the new residents and private sector employees. The State has classified the charges as fees, since they ostensibly pay for facilities which would not otherwise exist except for the new development. The theory is ridiculous in that if a new firehouse is constructed closer to my house (an existing residence) I actually benefit from the reduced response time and denser service. Thus this is actually a tax on new development, which in the macroeconomic picture, retards new development and raises housing costs.

These types of fees are often referred to as exactions to differentiate them from regulatory processing fees, which are more properly classified as fees to cover the costs of processing development permit applications.

The fees, which never existed until the 1980's, were instigated after collective bargaining with government employees was initiated and salary and benefit costs began to rise exponentially, diverting portions of city, county and state budgets that formerly went to infrastructure to recurring labor costs. Imagine, in the first 7 decades of the 20th Century California grew by tens of millions and built the freeways, the universities, magnificent parks, and suspension bridges, as well as all the local infrastructure (including streets, fire houses, police stations, parks, museums, sports stadiums, etc.) with relatively low property taxes and without resorting to this sort of tax.

The good news is that there is no accompanying proposal to raise these “fees” at the moment. The chart below illustrates the cost of the fees at present. One might reflect that a typical new SLO County single family dwelling that costs \$500,000 will pay property taxes of \$5,000 per year, escalating at 2% per year or about \$ 51,000 over its first ten years of service. The County general fund will receive 24% of this or \$12,224 dollars. Schools would receive 63% or \$32,000. Depending on location, other jurisdictions will receive the balance.

Facility	Residential (Per dwelling unit)		Non-residential (Per 1,000 square feet)		
	Single Family	Multi-Family	Office	Retail	Industrial
Parks	\$2,303	\$1,753			
Sheriff	\$280	\$213	\$378	\$226	\$163
General Government	\$533	\$406	\$719	\$432	\$309
Fire*	\$1,994	\$902	\$902	\$902	\$902
Library	\$454	\$345	\$239	\$143	\$103
Subtotal	\$5,564	\$3,619	\$2,238	\$1,703	\$1,477
Administration Fee	\$111	\$72	\$45	\$34	\$29
Total	\$5,675	\$3,691	\$2,283	\$1,737	\$1,506

*Note: Fire fees are 90 cents per square foot for residential units and the amounts shown illustrate a typical 2,210 square foot single family unit and a typical 1,000 square foot multi-family unit.

Facilities Fee Not the Only Fee: The Board item conspicuously omits the important perspective and context that this is not the only “fee” (tax on new development) levied by the County. There are also road fees, affordable housing in lieu fees, and in the Paso basin and Nipomo, new water offset fees.

Road Fees: Under a similar theory of allocating benefit, certain parts of the unincorporated county are subject to a road “fee.” The table below on the next page provides a listing by area.

SAN LUIS OBISPO COUNTY CURRENT ROAD FEE SCHEDULE					
effective February 16, 2015 (adopted December 16, 2014)					
cost per peak hour trip					
SAN LUIS BAY (Avila Valley)					
RESIDENTIAL	\$3,846				
RETAIL	\$3,846				
OTHER	\$3,846				
NORTH COAST (Cambria)					
	A	B	C	D	E
RESIDENTIAL	\$527	\$992	\$1,267	\$586	\$282
RETAIL	\$262	\$262	\$262	\$262	\$262
OTHER	\$403	\$403	\$403	\$403	\$403
LOS OSOS					
RESIDENTIAL	\$4,106				
RETAIL	\$2,023				
OTHER	\$3,112				
SAN MIGUEL					
RESIDENTIAL	\$6,148				
RETAIL	\$6,148				
OTHER	\$6,148				
SOUTH COUNTY (Nipomo Mesa)					
	1		2		
RESIDENTIAL	\$12,011		\$10,048		
RETAIL	\$3,336		\$4,539		
OTHER	\$5,133		\$6,983		
TEMPLETON					
	A	B	C		
RESIDENTIAL	\$13,921	\$10,455	\$14,121		
RETAIL	\$5,051	\$4,210	\$14,121		
OTHER	\$7,786	\$6,478	\$14,121		
NACIMIENTO LAKE ROAD (G14) FEES BASED ON SUBDIVISION AGREEMENTS					
	Tract 1053	\$3,720			
	Tract 1094	\$3,720			
	Tract 1650	\$6,780			
	Tract 1724	\$5,201			
	Tract 1910	\$2,926*			
	Tract 1933	\$3,487			
	Tract 1990	\$5,229			
	Tract 2162	\$5,288			
	Tract 2629	\$3,154			
	CO 00-086	\$5,516			
	CO 00-236	\$5,640			
	Tract 2637	\$4,046			
	Tract 2637	\$2,423			
	Naci Adel	\$2,051			
			Agreement fees are subject to annual adjustment in accordance with the Caltrans Construction Cost Index. Not by adoption of the Board of Supervisors		

divisions\Development - DEVSERV Road Improvement Fees\Road Fee Cost Schedule.xls\RF 2015

School Fees: Similar to the County, the school districts are infrastructure poor because all of their taxes go to salaries and benefits. These average \$3.61 per sq. ft. Thus a 3,000 sq. ft. home would have to pay \$10,830. The fee may vary from school district to district.

Housing In Lieu Fees: This tax, mischaracterized as a fee, is levied on developers of housing and commercial projects. On the housing side, the developer is required to build one “affordable” home for each 5 market rate homes. As an option and instead of building the actual affordable homes, the developer may pay the “fee,” really an illegal tax, into an affordable house fund which the Board of Supervisors then dispenses as patronage to nonprofit agencies. The program was adopted at the start of the recession. The Board determined to phase it in over 5 years. Because of the recession, the rates have remained at the year 1 level. Supervisors Hill and Gibson are adamant about raising them, but have failed to attract a 3rd vote.

Year	Year 1	Year 2	Year 3	Year 4	Year 5
Percentage of fee collected	20%	40%	60%	80%	100%

Sample Project	Year 1	Year 2	Year 3	Year 4	Year 5
In-Lieu Fee – 2,100 s.f. Residence	\$1,575	\$3,150	\$4,725	\$6,300	\$7,875
Housing Impact Fee – 10,000 s.f. Commercial Retail building	\$6,800	\$13,600	\$20,400	\$27,200	\$34,200

The ultimate County intended tax is based on the size of the new homes in a subdivision. See table below. Voters should pay particular attention to Supervisorial candidates and have them state their position on both raising the fees and getting rid of the program altogether. This is pure leftist government logic: “Tax new homes and make them more expensive in order to generate affordable housing.”

PLEASE SEE NEXT PAGE

Exhibit "A"

(SUPERSEDED) Table 29.1 (FY 2015/2016) – Residential Development – In-Lieu Fee Schedule

Unit Size (SF)	Year 1 Per Unit Fee*	Year 5 Per Unit Fee	Fee for one IHU**
900	\$675	\$3,375	\$16,875
1,000	\$750	\$3,750	\$18,750
1,100	\$ 825	\$4,125	\$20,625
1,200	\$900	\$4,500	\$22,500
1,300	\$975	\$4,875	\$24,375
1,400	\$1,050	\$5,250	\$26,250
1,500	\$1,125	\$5,625	\$28,125
1,600	\$1,200	\$6,000	\$30,000
1,700	\$1,275	\$6,375	\$31,875
1,800	\$1,350	\$6,750	\$33,750
1,900	\$1,425	\$7,125	\$35,625
2,000	\$1,500	\$7,500	\$37,500
2,100	\$1,575	\$7,875	\$39,375
2,200	\$1,650	\$8,250	\$41,250
2,300	\$1,725	\$8,625	\$43,125
2,400	\$1,800	\$9,000	\$45,000
2,500	\$1,875	\$9,375	\$46,875
2,600	\$1,950	\$9,750	\$48,750
2,700	\$2,025	\$10,125	\$50,625
2,800	\$2,100	\$10,500	\$52,500
2,900	\$2,175	\$10,875	\$54,375
3,000	\$2,250	\$11,250	\$56,250
3,100	\$2,325	\$11,625	\$58,125
3,200	\$2,400	\$12,000	\$60,000
3,300	\$2,475	\$12,375	\$61,875
3,400	\$2,550	\$12,750	\$63,750
3,500	\$2,625	\$13,125	\$65,625
3,600	\$2,700	\$13,500	\$67,500
3,700	\$2,775	\$13,875	\$69,375
3,800	\$2,850	\$14,250	\$71,250
3,900	\$2,925	\$14,625	\$73,125
4,000	\$3,000	\$15,000	\$75,000

Note that a 3,000 sq. ft. home will be slugged \$11,200 when the tax is fully phased in.

Water Offset Fees: New homes in the areas noted in the table below will have to pay what amounts to a water tax unless they can acquire someone else’s water (an offset) or design their project to use “no new net water.” Please see the table on the next page.

WATER USE OFFSET FEES

Nipomo Mesa (NMWCA)	COST
Single Family Dwelling	\$4,440.00
Secondary	\$2,220.00
Guest House	\$746.00
Paso Robles (PRGWB)	COST
Single Family Dwelling	\$4,854.00
Secondary	\$2,427.00
Guest House	\$809.00

Water and Sewer Hook-up: Water and sewer utilities charge a fee to cover long range capital costs which are necessary to develop and maintain their systems. New users in effect buy in. We believe such costs are appropriate and necessary but present them here to provide the big picture.

OTHER COSTS

Water and Sewer Hook-up	FEE
Check with your Community Service District for water and sewer hook-up fees	Up to \$19,474 for water and sewer

Actual Permit Fees: Separately from the exactions listed above, there are the regulatory permit fees attendant to creating a home or commercial property. These are listed in the table below, provided by the Planning Department.

Permitting costs - see next page:

		SINGLE FAMILY HOUSE WITH GARAGE			
FEE CATEGORY	TYPE OF FEE	1,500 S.F. SFD 450 S.F. GARAGE 200 S.F. PORCH	2,500 S.F. SFD 550 S.F. GARAGE 200 S.F. PORCH	3,500 S.F. SFD 650 S.F. GARAGE 200 S.F. PORCH	MOBILE HOME **
Building Division	Inspection Fees	\$2,425.40	\$2,903.76	\$3,196.22	\$931.00
	Plan Check Fee	\$1,709.00	\$1,933.49	\$2,316.62	\$732.00
	Well Potability Test (discount if on community water)	\$217.00	\$217.00	\$217.00	\$217.00
South County Mitigation Fee	Discount if not in South County Planning Area	\$230.00	\$230.00	\$230.00	\$230.00
CWMP	Recycling	\$73.00	\$73.00	\$73.00	--
State Fees	SMIP Tax (Earthquake)	\$34.46	\$51.41	\$68.37	\$9.20
	BSAF (Bldg Standards)	\$11.00	\$16.00	\$22.00	\$3.00
Planning Division	Plot Plan Review	\$279.00	\$279.00	\$279.00	\$279.00
	Addressing	\$77.00	\$77.00	\$77.00	\$77.00
Cal Fire	Fire Plan (CDF Response Area)	\$421.00	\$421.00	\$421.00	\$421.00
County	Public Facilities Fees	\$5,021.40	\$5,941.40	\$6,861.40	\$5,481.40
Growth Management	Allotment	\$94.00	\$94.00	\$94.00	\$94.00
Public Works	Intake, Review	\$46.00	\$46.00	\$46.00	\$46.00
Estimated Fees *		* \$10,565.26	* \$12,210.06	* \$13,828.61	* \$8,513.60
	Estimated deposit due when submitting application	\$2,600.00	\$2,900.00	\$3,400.00	\$2,300.00

Guesthouse – 600 sf (no kitchen/laundry)	\$4,829.56
Secondary Dwelling – 1,200 sf max.	\$9,528.21

** Pre-1976 Mobile Homes also require a Minor Use Permit. The fee is \$3,447 and requires a hearing that takes approximately 4 to 6 months to process.

Example: 2,500 Sq. Ft. Home in Nipomo – Add them all up and a typical cost is displayed in the table below.

"FEE" (TAX)	Amount
Facilities Fee	\$ 5,675
Road Fee	14,121
School Fee	9,025
Housing Fee	1,575
Water Offset	4,440
Water & Sewer	19,474
Permit Fees	<u>12,210</u>
Total	\$ 66,521

Item 2-b: Election of a President and Vice-President of the SLOCOG Board. The item is listed as a voice vote. There is no write-up. Arnold is the current Chair. SLO Mayor Jan Marx is the Vice-Chair. She could move up. The SLOCOG attempts to always maintain a city representative and a county representative in the leadership positions. It is not clear which Supervisor would serve as Vice-Chair under these circumstances.

Item IV –B-1: UBER. This item is a presentation on the UBER car service phenomenon (sort of a GOOGLE driven private taxi cab service without regulation) which is literally sweeping the country and the planet. There is no write-up. This could be an example where technology and private enterprise, on a huge individual scale, annihilate whole existing industries, create new wealth, and severely challenge government. The article below outlines some of the possibilities:

WHAT WILL UBER DO WITH ALL THAT MONEY FROM GOOGLE
By Marcus Wohlsen in Entrepreneurs Magazine – January 3, 2014

When Uber cofounder and CEO Travis Kalanick was in sixth grade, he learned to code on a Commodore 64. His favorite things to program were videogames. But in the mid-'80s, getting the machine to do what he wanted still felt a lot like manual labor. "Back then you would have to do the graphics pixel by pixel," Kalanick says. "But it was cool because you were like, oh my God, it's moving across the screen! My monster is moving across the screen!" These days, Kalanick, 37, has lost none of his fascination with watching pixels on the move.

*In Uber's **San Francisco** headquarters, a software tool called God View shows all the vehicles on the Uber system moving at once. On a laptop web browser, tiny cars on a map show every Uber driver currently on the city's streets. Tiny eyeballs on the same map show the location of every customer currently looking at the Uber app on their smartphone. In a way, the company anointed by Silicon Valley's elite as the best hope for transforming global transportation couldn't have a simpler task: It just has to bring those cars and those eyeballs together — the faster and cheaper, the better.*

"Uber should feel magical to the customer," Kalanick says one morning in November. "They just push the button and the car comes. But there's a lot going on under the hood to make that happen."

A little less than four years ago, when Uber was barely more than a private luxury car service for Silicon Valley's elite techies, Kalanick sat watching the cars crisscrossing San Francisco on God View and had a Matrix-y moment when he "started seeing the math." He was going to make the monster move — not just across the screen but across cities around the globe. Since then, Uber has expanded to some 60 cities on six continents and grown to at least 400 employees. Millions of people have used Uber to get a ride, and revenue has increased at a rate of nearly 20 percent every month over the past year.

The company's speedy ascent has taken place in parallel with a surge of interest in the so-called sharing economy — using technology to connect consumers with goods and services that would otherwise go unused. Kalanick had the vision to see potential profit in the empty seats of limos and taxis sitting idle as drivers wait for customers to call.

But Kalanick doesn't put on the airs of a visionary. In business he's a brawler. Reaching Uber's goals has meant digging in against the established bureaucracy in many cities, where giving rides for money is heavily regulated. Uber has won enough of those fights to threaten the market share of the entrenched players. It not only offers a more efficient way to hail a ride but gives drivers a whole new way to see where demand is bubbling up. In the process, Uber seems capable of opening up sections of cities that taxis and car services never bothered with before.

In an Uber-fied future, fewer people own cars, but everybody has access to them.

In San Francisco, Uber has become its own noun — you “get an Uber.” But to make it a verb — to get to the point where everyone Uber's the same way they Google — the company must outperform on transportation the same way Google does on search.

No less than Google itself believes Uber has this potential. In a massive funding round in August led by the search giant's venture capital arm, Uber received \$258 million. The investment reportedly valued Uber at around \$3.5 billion and pushed the company to the forefront of speculation about the next big tech IPO — and Kalanick as the next great tech leader.

The deal set Silicon Valley buzzing about what else Uber could become. A delivery service powered by Google's self-driving cars? The new on-the-ground army for ferrying all things Amazon? Jeff Bezos also is an Uber investor, and Kalanick cites him as an entrepreneurial inspiration. “Amazon was just books and then some CDs,” Kalanick says. “And then they're like, you know what, let's do frickin' ladders!” Then came the Kindle and Amazon Web Services — examples, Kalanick says, of how an entrepreneur's “creative pragmatism” can defy expectations. He clearly enjoys daring the world to think of Uber as merely another way to get a ride.

“We feel like we're still realizing what the potential is,” he says. “We don't know yet where that stops.”

From the back of an Uber-summoned Mercedes GL450 SUV, Kalanick banter's with the driver about which make and model will replace the discontinued Lincoln Town Car as the default limo of choice.

Mercedes S-Class? Too expensive, Kalanick says. Cadillac XTS? Too small.

So what is it?

“OK, I'm glad you asked,” Kalanick says. “This is going to blow you away, dude. Are you ready? Have you seen the 2013 Ford Explorer?” Spacious, like a Lexus crossover, but way cheaper.

As Uber becomes a dominant presence in urban transportation, it's easy to imagine the company playing a role in making this prophecy self-fulfilling. It's just one more sign of how far Uber has come since Kalanick helped create the company in 2009. In the beginning, it was just a way for him and his cofounder, Stumble Upon creator Garrett Camp, and their friends to get around in style.

They could certainly afford it. At age 21, Kalanick, born and raised in Los Angeles, had started a Napster-like peer-to-peer file-sharing search engine called Scour that got him sued for a quarter-trillion dollars by major media companies. Scour filed for bankruptcy, but Kalanick cofounded Red Swoosh to serve digital media over the Internet for the same companies that had sued him. Akamai bought the company in 2007 in a stock deal worth \$19 million.

By the time he reached his thirties, Kalanick was a seasoned veteran in the startup trenches. But part of him wondered if he still had the drive to build another company. His breakthrough came when he was watching, of all things, a Woody Allen movie. The film was Vicky Christina Barcelona, which Allen made in 2008, when he was in his seventies. "I'm like, that dude is old! And he is still bringing it! He's still making really beautiful art. And I'm like, all right, I've got a chance, man. I can do it too."

Kalanick charged into Uber and quickly collided with the muscular resistance of the taxi and limo industry. It wasn't long before San Francisco's transportation agency sent the company a cease-and-desist letter, calling Uber an unlicensed taxi service. Kalanick and Uber did neither, arguing vehemently that it merely made the software that connected drivers and riders. The company kept offering rides and building its stature among tech types—a constituency city politicians have been loath to alienate—as the cool way to get around.

Uber has since faced the wrath of government and industry in other cities, notably New York, Chicago, Boston, and Washington, DC.

One councilmember opposed to Uber in the nation's capital was self-described friend of the taxi industry Marion Barry (yes, that Marion Barry). Kalanick, in DC to lobby on Uber's behalf, told The Washington Post he had an offer for the former mayor: "I will personally chauffeur him myself in his silver Jaguar to work every day of the week, if he can just make this happen." Though that ride never happened, the council ultimately passed a legal framework that Uber called "an innovative model for city transportation legislation across the country."

Though Kalanick clearly relishes a fight, he lights up more when talking about Uber as an engineering problem. To fulfill its promise—a ride within five minutes of the tap of a smartphone button—Uber must constantly optimize the algorithms that govern, among other things, how many of its cars are on the road, where they go, and how much a ride costs. While Uber offers standard local rates for its various options, times of peak demand send prices up, which Uber calls surge pricing. Some critics call it price-gouging, but Kalanick says the economics are far less insidious. To meet increased demand, drivers need extra incentive to get out on the road. Since they aren't employees, the marketplace has to motivate them. "Most things are dynamically priced," Kalanick points out, from airline tickets to happy hour cocktails.

Kalanick employs a data-science team of PhDs from fields like nuclear physics, astrophysics, and computational biology to grapple with the number of variables involved in keeping Uber reliable. They stay busy perfecting algorithms that are dependable and flexible enough to be ported to hundreds of cities worldwide.

When we met, Uber had just gone live in Bogotá, Colombia, as well as Shanghai, Dubai, and Bangalore.

And it's no longer just black cars and yellow cabs. A newer option, UberX, offers lower-priced rides from drivers piloting their personal vehicles. According to Uber, only certain late-model cars are allowed, and drivers undergo the same background screening as others in the service. In an Uber-fied version of the future, far fewer people may own cars but everybody would have access to them. "You know, I hadn't driven for a year, and then I drove over the weekend," Kalanick says. "I had to jump-start my car to get going. It was a little awkward. So I think that's a sign."

Back at Uber headquarters, burly drivers crowd the lobby while nearby, coders sit elbow to elbow. Like other San Francisco startups on the cusp of something bigger, Uber is preparing to move to a larger space. Its new digs will be in the same building as Square, the mobile payments company led by Twitter mastermind Jack Dorsey. Twitter's offices are across the street. The symbolism is hard to miss: Uber is joining the coterie of companies that define San Francisco's latest tech boom.

Still, part of that image depends on Uber's outsize potential to expand what it does. The logistical numbers it crunches to make it easier for people to get around would seem a natural fit for a transition into a delivery service. Uber coyly fuels that perception with publicity stunts like ferrying ice cream and barbecue to customers through its app. It's easy to imagine such promotions quietly doubling as proofs of concept. News of Google's massive investment prompted visions of a push-button delivery service powered by Google's self-driving cars.

COLAB NOTE: Could this also be the end of fixed route government funded bus systems?

If Uber expands into delivery, its competition will suddenly include behemoths like Amazon, eBay, and Walmart.

Kalanick acknowledges that the most recent round of investment is intended to fund Uber's growth, but that's as far as he'll go. "In a lot of ways, it's not the money that allows you to do new things. It's the growth and the ability to find things that people want and to use your creativity to target those," he says. "There are a whole hell of a lot of other things that we can do and intend on doing."

But the calculus of delivery may not even be the hardest part. If Uber were to expand into delivery, its competition—for now other ride-sharing startups such as Lyft, Sidecar, and Hailo—would include Amazon, eBay, and Walmart too.

One way to skirt rivalry with such giants is to offer itself as the back-end technology that can power same-day online retail. In early fall, Google launched its Shopping Express service in San Francisco. The program lets customers shop online at local stores through a Google-powered app; Google sends a courier with their deliveries the same day.

David Krane, the Google Ventures partner who led the investment deal, says there's nothing happening between Uber and Shopping Express. He also says self-driving delivery vehicles are nowhere near ready to be looked at seriously as part of Uber. "Those meetings will happen when the technology is ready for such discussion," he says. "That is many moons away."

At the same time, Krane is clear that Google's big investment was motivated not just by Uber's potential but also by the potential for the two companies to work together. Krane mentions maps as one technology the companies are looking to collaborate on. He doesn't offer specifics, but it's easy to imagine one day searching for a restaurant on Google Maps and seeing not just its location but the wiggling web of Ubers that could take you there. For now, however, Uber shows little interest in getting ahead of itself. Of Kalanick, Krane says: "He's a heat-seeking missile. He's undistractable."

Such focus will be vital as Uber looks to expand from dozens to hundreds of cities. In the meantime, the pure, hard calculus of getting every ride to arrive within five minutes will be plenty to keep Kalanick occupied. As much as business success, the charge he gets from cracking this code drives his commitment to Uber, just as making videogames did when he was a kid. "I just enjoyed it. It was fun," Kalanick says of his days as a preteen coder. The same, he says, applies to his willingness to go all in on Uber. "When something's fun, it's obvious: That's when you just need to do more of it."

Otherwise this is a short agenda.



Advertisement to recruit UBER drivers.