

Templeton Companion Report



TEMPLETON AREA ADVISORY GROUP

P.O. Box 1135
Templeton, CA 93465

October 19, 2012

To: Frank Honeycutt, P.E., County Public Works Department
From: Bill Hockey, TAAG Vice-Chairman

Re: The Companion Report developed by the Circulation Committee of the Templeton Area Advisory Group (TAAG) for the 2012 Templeton Circulation Study Annual Update.

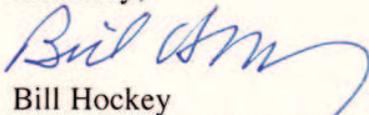
This report was reviewed by TAAG at our October 18, 2012 meeting with the following action:

Although a quorum was not available, those members in attendance had a complete review of the Report by Bob Roos of the TAAG Circulation Committee. The TAAG members present agreed in totality the report as submitted with only a minor date change, and recommend submission for review and approval by the County Board of Supervisors. All TAAG members received an advance copy of the report and no additional questions or concerns were brought to the attention of the Committee or the TAAG Chairman, and therefore had no concerns with the report.

Please feel free to contact me should you have any questions. Thank you.

Thank you.

Sincerely,


Bill Hockey
Vice-Chairman, TAAG

Cc: TAAG Members and Circulation Committee

2012 Templeton Traffic Circulation Study Annual Update

Companion Report by Templeton Area Advisory Group
October 18, 2012



Photo by Jamie Enns

In the Way of the Bennett Road Extension 1862 – 2005

The Templeton Road Impact Fee program was developed in 1991. Every five years, the Templeton Traffic Circulation Study undergoes a comprehensive update. Law mandates this. Such was the case in 2009 and the next comprehensive review is scheduled for 2014. Between major updates annual reports are prepared. This year is the third annual report after a major update.

Between five-year comprehensive updates, the companion report focuses on interim activities. These are: to present recommendations; to review the status of community circulation goals; to review priorities of projects not covered in annual reports; and finally, to maintain circulation information and approved plans that are useful to TAAG and the community.

Table of Contents

Templeton Area Advisory Group Recommendations.....	3 - 4
Status of Community Goals and Objectives.....	5 - 6
Templeton Area Advisory Group Concern, Debt Impact in Area A and B.....	7
Vineyard Interchange Financial Discussion and Payment Schedule.....	8 - 9
Pedestrian – Bikeways – Multi-Use Trails.....	12 -13
Appendix.....	14 - 31
Templeton RR Crossings map.....	15
Vineyard Estates-Santa Rita Meadows Multi-use Trail map.....	16
Safe Routes to School, June 2009 Committee Suggestions, maps.....	17 - 19
TAAG Correspondence.....	20 - 27
TAAG October 2011 letter to Public Works; Subject: Public Works Project Referral dated May 26, 2011; Templeton Circulation Study, Capital Improvement Projects (CIP) list; California Environmental Quality Act (CEQA) Review	
TAAG October 2007 letter – Financing the Vineyard Interchange Project	
TAAG June 2007 letter – Financing the Vineyard Interchange Project	
TAAG Circulation Committee March 2007 memo – Vineyard Interchange Project, borrowing from the General Fund	
TAAG 2003 letter – Oak Mitigation planting locations	
Complete Streets and the Circulation Element (starting January 2011).....	28 - 31

Templeton Area Advisory Group Recommendations

Main Street Interchange Interim Improvements

The 2010 Update of the Templeton Circulation Study states, “the County is preparing an analysis of the intersection using stop signs to help mitigate some of the issues caused by current congestion. An agreement with CalTrans on a stop sign solution could not be reached. Since then a study project costing approximately \$125,000 was authorized to perform a more detailed solution. Monies from the Area C account is being used; 50% of which is owed from the Area A/B account. Interim improvements are deemed infeasible and a report to TAAG is expected in the near future. TAAG and the community agree this interchange is a major traffic concern.

New Road – Bennett Way to Rossi Road

TAAG does not agree that this project should be funded entirely from Road Impact Fees (RIF). The stated fundamental problem, Rossi Rd is located too close to the Hwy. 101 on/off ramp, is an existing problem admittedly exacerbated by the increase in traffic on Vineyard Drive. However it is TAAG’s position that only 50% of this project should be funded from the RIF. This complex issue involves the following: tractor-trailer delivery trucks entering/existing Vineyard Center, entering/existing an approved but not built Rossi Road Center consisting of three buildings at the corner of Vineyard, and the pre-existing Rossi business to the south end of the road where there is no turn around.

Regional Traffic Mitigation Programs

TAAG recommends the creation of regional traffic mitigation programs such that fees are collected throughout the county not just in some urban areas such as Templeton.

The 2009 changes in the boundaries of the Templeton Circulation Study area were as a result of requests for fee waivers. The appellants claimed they did not use the Templeton interchanges when they went to town for schools, shopping or pleasure. This reveals a flaw since all residents use some interchanges for similar trips.

Atascadero upgraded their 101/41 interchange and Paso Robles has plans to upgrade the 101/46 interchange. Additionally Paso Robles has bridge fees. Fees are charged to development within the city to pay for the improvements they have made to their Salinas River bridges. Further the city has asked developers for bridge fees from discretionary projects near the city limits. There is no mechanism to capture bridge fees from ministerial projects within their sphere of influence.

Beyond the six road impact fees areas, there should be some way for all rural county residents to pay their fair share of the infrastructure improvements that their small projects cumulatively impact. The solution would seem to be the creation of regional traffic mitigation programs. During the 2009 comprehensive update process, TAAG made this recommendation and endorses it in 2012.

Frontage Roads

SLOCOG desires frontage roads paralleling Highway 101 the length of the county. Frontage roads are considered an important feature to major highways to serve local traffic and provide emergency alternatives to freeway traffic. TAAG believes the cost to create local frontage roads is the burden of SLOCOG when these roads are not associated with immediate local development.

The extension of Theater Drive from the Main Street interchange to Peterson Ranch Road is part of the system of frontage roads SLOCOG has desired to serve as an alternative to US 101. This need is independent of development in Templeton and therefore this project should not be Templeton Traffic fee improvement. As property develops between Main St. and Peterson Ranch Rd. that development should construct the connection as those new residents will want to go north to the Main St. freeway interchange. Existing Templeton residents (mostly the older Peterson Ranch subdivision and the new Peterson Ranch subdivision south of Peterson Ranch Rd.) use and could continue to use, the Las Tablas freeway interchange.

During the 2009 comprehensive update process, TAAG made this recommendation and endorses it in 2012. TAAG is currently under the impression that SLOCOG's interest in establishing frontage roads may result in their funding these improvements. TAAG requests the county pursue SLOCOG funding.

Recently TAAG discussed two alternatives for a frontage road between Templeton and Atascadero. While no position was taken, preferences were voiced. The alternative most favored was connecting commercial and retail areas in the two communities. That would be connecting South Main Street in Templeton to El Camino in Atascadero. Less favored was to connect two residential areas in Templeton and Atascadero by way of, either Rossi Road or Bennett Road and Garcia Road in Atascadero. A new road at this location would bisect an agricultural area that is valued for its community separator attributes that are to be protected as stated in the Conservation and Open Space Element and Land Use and Circulation Element. TAAG requests all factors such as environmental, cost, convenience, schools, neighborhoods, etc. be fully considered before the route is selected.

New Road Projects

Four new road projects with cost estimates have been added this year to Appendix B – Capital Improvement Projects in the Additional Projects category. These projects are not eligible to use funding from developer fees collected for road improvements. These projects correct existing flooding problems. Road projects 12-01 Salinas Avenue, 12-02 Godell Street, and 12-03 Main Street increase culvert capacity or increase storm drains at specific road locations. Project 12-04 installs a storm drain on Main Street near Gibson Road where none exists today.

TAAG supports the concept of having all community road improvement projects listed on one CIP list.

Status of Community Goals and Objectives

The Templeton Area Advisory Group established community goals and objectives in 2004 to help Public Works understand the needs of the community. These were reaffirmed in the 2009 Templeton Circulation Study Comprehensive 5-year Update.

Since 2009 several events or changes have occurred. These are described under each of the community goals.

- **Integrated Plan:** The Templeton Circulation Plan should be a fully integrated plan that addresses the relationship of all modes of transportation in the community.
 - During 2011 the North County Shuttle terminated operation. No longer is there local service between Paso Robles, Templeton, and Atascadero. No longer is there downtown service to the Las Tablas Park & Ride where there is a Route 9 stop. Route 9 serves San Miguel to the north with San Luis Obispo its southern terminus.
- **Non-motorized Transportation:** Implement a system of non-motorized trails and pathways connecting neighborhoods, downtown, schools, parks and open space areas.
 - Every 5-years Public Works with assistance from the Bicycle Advisory Committee (BAC) prepares a major update of the County Bikeways Plan. This is required in order to qualify for state and federal funding. TAAG submitted comments on the public review draft. The Board of Supervisors approved the comprehensive update in 2010.
 - In 2010 Class II bike lanes were added to a section of North Main Street, terminating at Ramada Drive. The length of the improvement is about 1000 feet.
 - During 2011 and 2012 no improvements occurred. However several projects are in the planning stage. They are improvements to Theatre Drive and Vineyard Drive.
- **Traffic Calming:** Implement methods to reduce the speed of traffic through our neighborhoods that also encourages non-motorized transportation.
 - Planning for improvements to South Main Street corridor has been a topic of interest to TAAG and businesses for many years. The scope of the project is to make Main Street a walkable downtown conducive to pedestrian shopping as well as providing easy access to businesses by bicycle and by vehicles. A survey was distributed and has been analyzed on a variety of sub-topics such as parking, vehicular speed, bicycle traffic, and landscaping. Public Works has transformed the raw data into useful information.
 - Since a 2011 survey, it has been determined that the number of driveway accesses on to Main Street and the width of the Main Street right-of-way precludes many of the desirable improvements featured in the survey. Work continues. However there is some concern as to whether traffic calming will be achieved through this project.
 - During 2011 and 2011, there have been numerous underground utility upgrades that required trenching Main Street. Currently, Main Street is on

the tentative 2017 overlay list and it is doubtful anything significant will occur in the next several years.

- Capacity: Assure that the infrastructure to support traffic and non-motorized transportation is planned and developed according to need.
 - Every 5-years San Luis Obispo Council of Governments (SLOCOG) prepares a comprehensive update of the Regional Transportation Plan. The 2010 RTP was completed and approved.

- Safety: Assure that transportation safety is addressed, both as a governing factor in all new proposals and throughout the existing transportation network.
 - Several 'Safe-Route-to-School' projects were ranked high in the Regional Transportation Plan mentioned above under the capacity goal. These include Vineyard Drive between Bennett Way and Bethel Road, and Theatre Drive from approximately the County Oaks community to Main Street. A Grant was awarded to construct Class II bike lanes on Vineyard Drive from Bennett Way to Bethel Road; a grant was not awarded for Theatre Drive.
 - Another project, the Templeton-Atascadero connector, would eliminate bicyclists using Highway 101.
 - TAAG and the community were concerned about identifying Vineyard Drive as a Safe-Route-to-School unless the speed limit is significantly reduced when children are present. Fall 2012 the speed limits on Vineyard were reduced from 50 MPH to 45 MPH.

- Protection of natural resources: Encourage design of new roadways to preserve natural features such as oak trees and rock outcropping.
 - Constructing improvements to the Vineyard-101 Interchange completed in 2008 at one time required the planting of 44 mitigation oaks due to expected damage to eucalyptus trees located northwest of the interchange. Since there was no apparent damage to these trees this mitigation requirement was removed in 2011.

Templeton Area Advisory Group Concern Debt Impact in Area A and Area B

In 2007 after careful analysis and public participation, TAAG supported financing improvements to the Vineyard Interchange using Certificates of Participation (COPs). TAAG's recommendation was under the premise that future development fees collected in the Road Impact Fee (RIF) account would yield a 15-year payback if and only if all Area A/B projects were deferred.

The economic downturn suggests that payoff is likely to be extended past 2022, the 15-year payback, and may actually necessitate the RIF to borrow from the county General Fund. If this occurs the RIF account would be in deeper debt. Nevertheless, the current economic climate suggests Area A and Area B projects may even be held up beyond 2037, which is the fully amortized life of the loan. If the debt repayment is spread out over its full 30-year life, the debt repayment will be double the bond revenue and still no projects in Area A and B will have been built.

TAAG is very concerned about this situation. The 2009 Templeton Circulation Study did not address the economic ramifications of delaying Area A and B projects from fifteen to thirty years.

During the fiscal year 2009-2010, a study commenced on the Highway 101/Main Street interchange with the objective to find an interim solution to existing traffic problems. This obligated the Area A/B to reimburse Area C after Vineyard Interchange bond is retired. The worst case scenario now extends a moratorium for any new RIF Area A/B projects beyond 3037, perhaps to 2038 or 2039.

As stated above, if there are there are insufficient monies in the Area A/B RIF to make a Vineyard Interchange bond payment then the A/B account will borrow from the county General Fund. Such is the case in fiscal year July 2012-June 2013.

County staff advised TAAG that the shortfall would come out of Public Works' General Fund allocation, Preventative Maintenance category, before projects are prioritized countywide.

Vineyard Interchange Financial Discussion and Payment Schedule

Over some time, improving the Vineyard Interchange was a community priority recognized by TAAG. While money for the project would come from at least one other source, the greatest burden fell on the Templeton Road Impact Fund (RIF). In 2007, TAAG evaluated financial analysis prepared by Public Works on two scenarios – ‘Borrow Now and Payback Later’ and ‘Pay as You Go.’

In the first scenario the cash flow breakeven was determined to be about 15 years using county bonds called Certificates of Participation (COP) that would be issued on a 30-year repayment schedule. The 15-year payback was calculated on future anticipated road fees that would be collected as a result of development in Templeton. TAAG supported the borrow option. See the Appendix for a copy of the TAAG letter to Public Works dated October 23, 2007.

Area A and Area B fees in the 2007 Templeton Road Improvement Schedule were upwardly adjusted for a 15-year bond payback period. In December 2007 the Board authorized the sale of bonds and in January 2008 accepted a construction bid to begin the Vineyard Interchange Improvements. All bids were actually less than previous estimates. The Vineyard Interchange improvement project was completed in April 2009. The Board approved final project accounting September 22, 2009.

EXHIBIT A
Project Cost Estimate
Vineyard Drive Interchange Project, Templeton
Project No. 300134

Expenditures	Total Project Budget	Estimated Project Costs	Variance
Preliminary Engineering, Design & Right of Way	2,248,018	2,244,049	(3,969)
Construction Contract	5,727,956	5,700,162	(27,794)
Construction Management	1,213,241	1,380,456	167,215
Total Expenditures	9,189,215	9,324,667	135,452
Funding			
Road Impact Fees - Templeton	1,105,474	1,160,899	55,425
SLOCOG - Regional State Highway Account	1,500,000	1,500,000	0
Templeton Community Services District	83,741	111,414	27,673
Certificates of Participation (COP)	6,500,000	6,552,354	52,354
Total Funding	9,189,215	9,324,667	135,452

The 2009 Templeton Circulation Study Comprehensive Update (5-year update) reports the first bond repayment and the total debt but does not chronicle all aspects of the encumbrance. A list of useful facts is provided for informational purposes.

Certificates of Participation (COPs) Terms and Conditions

Bond revenues were \$7,325,000.

The auditor manages the bond revenue account.

Amortized over 30 years, debt encumbrance is \$13,470,682.

Interest rate varies based on maturity dates and risk of investment.

Programmed (30-year) annual debt service is approximately \$450,000.

Plus service charges paid to the Bond Manager and auditor for writing checks.

Service charges over the 30-year debt are approximately \$49,750.

30-year debt encumbrance with service charges is \$13,520,432.

The debt encumbrance and service is posted to the RIF Area A/B account.

After ten (10) years, early payoff is allowed.

If the Templeton Road Impact Fund (RIF) has insufficient monies to make a bond repayment, the payment will be made from the General Fund and the RIF will show an increased deficit. A loan from the General Fund is interest bearing.

If a fifteen-year early payoff is intended to be achieved then an Area A/B sub-account to impound collected fees is needed so the debt can be retired as planned.

Fiscal year 2008-2009 through fiscal year 2011-2012

Status COP payments through 6/30/12

Principal retired	\$ 425,000.00
Interest paid	1,274,619.72
Sub-total	1,699,619.72
Management fees	5,264.00
Payments to Date	1,354,033.72

Status of COP repayment through 6/30/11

Debt, 30-year amortization	\$ 13,470,682.00
Payments to date	(1,348,769.72)
Balance owed	12,121,912.28

The status of the Area A/B Road Impact Fund account can be found in the 2012 Update Templeton Circulation Study.

The Appendix contains TAAG correspondence related to this subject and the COP Payment Schedule.

Vineyard Drive – Highway 101 Interchange
 Certificates of Participation Payment Schedule, August 2008 – June 2038
 Provided by Public Works

Certificate Payment Schedule

<u>Payment Date</u>	<u>Principal Component</u>	<u>Interest Component</u>	<u>Total Payment</u>	<u>Fiscal Year Total</u>
08/15/2008		\$180,144.72	\$180,144.72	
02/15/2009	\$110,000	160,525.00	270,525.00	
06/30/2009		-	-	\$450,669.72
08/15/2009		158,325.00	158,325.00	
02/15/2010	130,000	158,325.00	288,325.00	
06/30/2010		-	-	446,650.00
08/15/2010		155,725.00	155,725.00	
02/15/2011	140,000	155,725.00	295,725.00	
06/30/2011		-	-	451,450.00
08/15/2011		152,925.00	152,925.00	
02/15/2012	145,000	152,925.00	297,925.00	
06/30/2012		-	-	450,850.00
08/15/2012		150,025.00	150,025.00	
02/15/2013	150,000	150,025.00	300,025.00	
06/30/2013		-	-	450,050.00
08/15/2013		147,025.00	147,025.00	
02/15/2014	155,000	147,025.00	302,025.00	
06/30/2014		-	-	449,050.00
08/15/2014		143,925.00	143,925.00	
02/15/2015	160,000	143,925.00	303,925.00	
06/30/2015		-	-	447,850.00
08/15/2015		140,725.00	140,725.00	
02/15/2016	170,000	140,725.00	310,725.00	
06/30/2016		-	-	451,450.00
08/15/2016		137,325.00	137,325.00	
02/15/2017	175,000	137,325.00	312,325.00	
06/30/2017		-	-	449,650.00
08/15/2017		133,825.00	133,825.00	
02/15/2018	180,000	133,825.00	313,825.00	
06/30/2018		-	-	447,650.00
08/15/2018		130,225.00	130,225.00	
02/15/2019 [†]	190,000	130,225.00	320,225.00	
06/30/2019		-	-	450,450.00
08/15/2019		126,306.25	126,306.25	
02/15/2020 [†]	195,000	126,306.25	321,306.25	
06/30/2020		-	-	447,612.50
08/15/2020		122,284.38	122,284.38	
02/15/2021 [†]	205,000	122,284.38	327,284.38	
06/30/2021		-	-	449,568.76
08/15/2021		118,056.25	118,056.25	
02/15/2022 [†]	215,000	118,056.25	333,056.25	
06/30/2022		-	-	451,112.50
08/15/2022		113,621.88	113,621.88	
02/15/2023 ^{††}	220,000	113,621.88	333,621.88	
06/30/2023		-	-	447,243.76

[†] Mandatory Sinking Fund Payment.
^{††} Maturity.

<u>Payment Date</u>	<u>Principal Component</u>	<u>Interest Component</u>	<u>Total Payment</u>	<u>Fiscal Year Total</u>
08/15/2023		\$109,084.38	\$109,084.38	
02/15/2024 [†]	\$230,000	109,084.38	339,084.38	\$448,168.76
06/30/2024		—	—	
08/15/2024		104,053.13	104,053.13	
02/15/2025 [†]	240,000	104,053.13	344,053.13	448,106.26
06/30/2025		—	—	
08/15/2025		98,803.13	98,803.13	
02/15/2026 [†]	250,000	98,803.13	348,803.13	447,606.26
06/30/2026		—	—	
08/15/2026		93,334.38	93,334.38	
02/15/2027 [†]	260,000	93,334.38	353,334.38	446,668.76
06/30/2027		—	—	
08/15/2027		87,646.88	87,646.88	
02/15/2028 ^{††}	275,000	87,646.88	362,646.88	450,293.76
06/30/2028		—	—	
08/15/2028		81,631.25	81,631.25	
02/15/2029 [†]	285,000	81,631.25	366,631.25	448,262.50
06/30/2029		—	—	
08/15/2029		75,040.63	75,040.63	
02/15/2030 [†]	300,000	75,040.63	375,040.63	450,081.26
06/30/2030		—	—	
08/15/2030		68,103.13	68,103.13	
02/15/2031 [†]	315,000	68,103.13	383,103.13	451,206.26
06/30/2031		—	—	
08/15/2031		60,818.75	60,818.75	
02/15/2032 [†]	325,000	60,818.75	385,818.75	446,637.50
06/30/2032		—	—	
08/15/2032		53,303.13	53,303.13	
02/15/2033 [†]	340,000	53,303.13	393,303.13	446,606.26
06/30/2033		—	—	
08/15/2033		45,440.63	45,440.63	
02/15/2034 [†]	360,000	45,440.63	405,440.63	450,881.26
06/30/2034		—	—	
08/15/2034		37,115.63	37,115.63	
02/15/2035 [†]	375,000	37,115.63	412,115.63	449,231.26
06/30/2035		—	—	
08/15/2035		28,443.75	28,443.75	
02/15/2036 [†]	390,000	28,443.75	418,443.75	446,887.50
06/30/2036		—	—	
08/15/2036		19,425.00	19,425.00	
02/15/2037 [†]	410,000	19,425.00	429,425.00	448,850.00
06/30/2037		—	—	
08/15/2037		9,943.75	9,943.75	
02/15/2038 ^{†††}	430,000	9,943.75	439,943.75	449,887.50
06/30/2038		—	—	
TOTAL	\$7,325,000	\$6,145,682.34	\$13,470,682.34	\$13,470,682.34

† Mandatory Sinking Fund Payment.

†† Maturity.

††† Final Maturity.

Pedestrian Paths – Bikeways – Multi-use Trails

See 2009 Report, Chapter 3 – Alternate Modes of Transportation

Alternate Modes of Transportation Figure 3 on page 19 is intended to fulfill the community goal to depict an integrated network of non-motorized transportation facilities. Additional work is needed to produce an accurate depiction of existing and proposed (approved future project) pedestrian paths, bike lanes, and multi-use trails and community wishes. See the Appendix for a copy of a TAAG Circulation Committee memo to our district Bicycle Advisory Committee representative and other community wishes.

Vineyard Estates-Santa Rita Meadows Multi-use Trail

The multi-use trail along Vineyard Drive was officially open to the public in 2009. Vineyard Trail Volunteers (VTV) adopted the linear park as part of a county's volunteer program.

Other sections of the trail are not open at this time. When fully constructed a loop trail will link two newer subdivisions with older adjacent neighborhoods. Families will be able to walk, bike or ride a horse to Vineyard Elementary School, school sports fields and the Vineyard Dog Park. Currently many local residents use Santa Rita Road for recreational purposes. The implementation of a community loop path would provide a safer alternative to using the road. See the Appendix for a map of the area.

The Vineyard Trails Volunteers (VTV) have been talking with County Parks about a multiple phase project that would open more sections of trail to the public. They are also seeking funding partners to make this a community reality.

Templeton-Atascadero Connector

The lead agency for this project has been County Parks and sometimes the San Luis Obispo Council of Governments (SLOCOG). This project has ranked high but not high enough usually losing out to coastal projects where there is a higher user demand and grants are available.

Some attributes of this project are:

- Connecting communities – Templeton to Atascadero
- Alternative modes of Transportation
- Safe Routes to School
- Alternate to Highway 101 bike lanes
- Continuation of the Atascadero segment of the Anza Trail

Caltrans believes this project is regional, not interregional and have indicated that it is the responsibility of the regional and local agencies to fund. SLOCOG continues to search and pursue any appropriate grants for this section such as River Parkways and have so far been denied.

The County has funding to pursue preliminary design and environmental determination, which may begin in 2013. An environmental Constraints Analysis was completed in July 2003.

This proposed connector project will no doubt be a consideration in the North County Trails Plan described immediately below.

**North County Master Trails Plan /or/
Anza Trail - Salinas River Corridor Master Plan**

The San Luis Obispo Council of Governments (SLOCOG) received a grant in 2011 for the preparation of an Anza Trail – Salinas River Corridor Master Plan. The corridor extends from Santa Margarita to San Miguel, approximately 35 miles. A steering committee was formed with City of Paso Robles, City of Atascadero, County Parks, National Park Service, CalTrans and SLOCOG. The steering committee issued a Request for Proposal (RFP) to find a consultant who would assist with the planning process. Nine proposals were received.

August 2012, the San Luis Obispo Council of Governments entered into a contract with KTU+A Planning and Landscape. PMC and Rick are local subcontractors on the project. Public workshops are being planned.

Templeton Community Services District's Blue Ribbon Committee on Parks and Recreation Report

In 2011, the TCSD Board of Directors authorized the formation of a blue ribbon committee to survey the community's recreational needs and desires, as well as providing data that will guide the development of Master Recreational Plan. This effort updates information that was gathered in a similar activity in 2003-2004.

The survey and report includes non-motorized facilities – pedestrian, bikeway and multi-use trails.

The committee is currently preparing its report. The committee's goal is to finish and present its report during first quarter 2013.

TAAG is represented on this committee.

The TAAG Circulation Committee prepared this report for TAAG.
Nick Marguart, Bob Roos and Dorothy Jennings

Appendix

The appendix contains useful documents related to Templeton traffic issues such as:

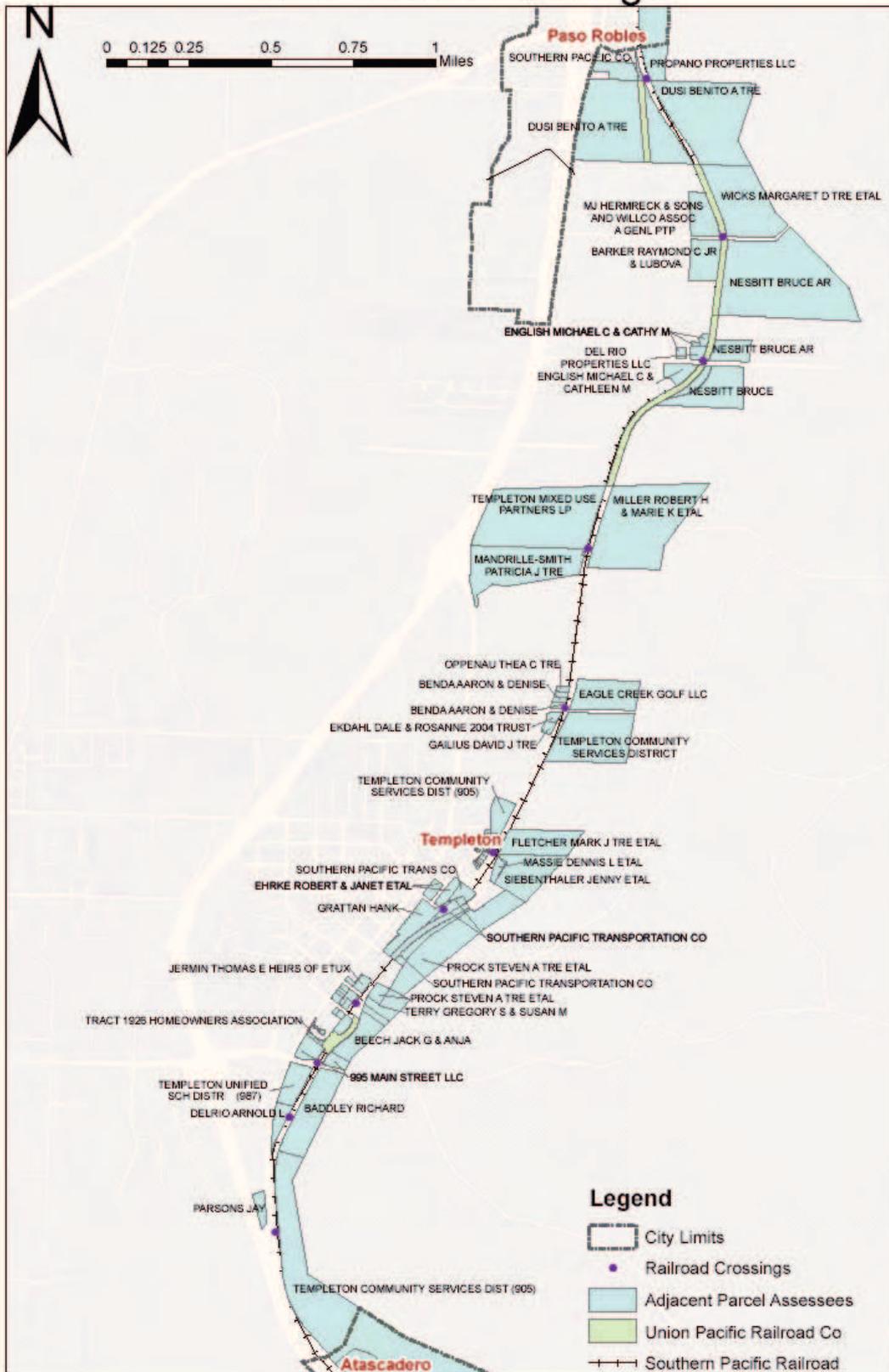
Templeton Railroad crossings, eleven private at grade railroad crossings exist within the Templeton area. The county and the Union Pacific Railroad have agreed to work to reduce the number of private at grade railroad crossings and TAAG supports that effort. A map of the 11 crossings is included in the appendix for information.

Safe Routes to School. In June of 2009 a community meeting was held to discuss the routes to school that children would increase their use of because of the cancellation of school bus services. Several maps highlighting significant pedestrian shortcomings were generated by the ad-hoc committee and are included in the appendix. TAAG continues to find this information useful and wants it included in this report.

Contents:

Templeton RR Crossings map.....	15
Vineyard Estates-Santa Rita Meadows Multi-use Trail map.....	16
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TAAG Correspondence.....	20 - 27
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Complete Streets and the Circulation Element (starting January 2011).....	28 - 31

Rail Road Crossings



Vineyard Estates-Santa Rita Meadows Multi-use Trail



Map prepared by County Parks, September 2007

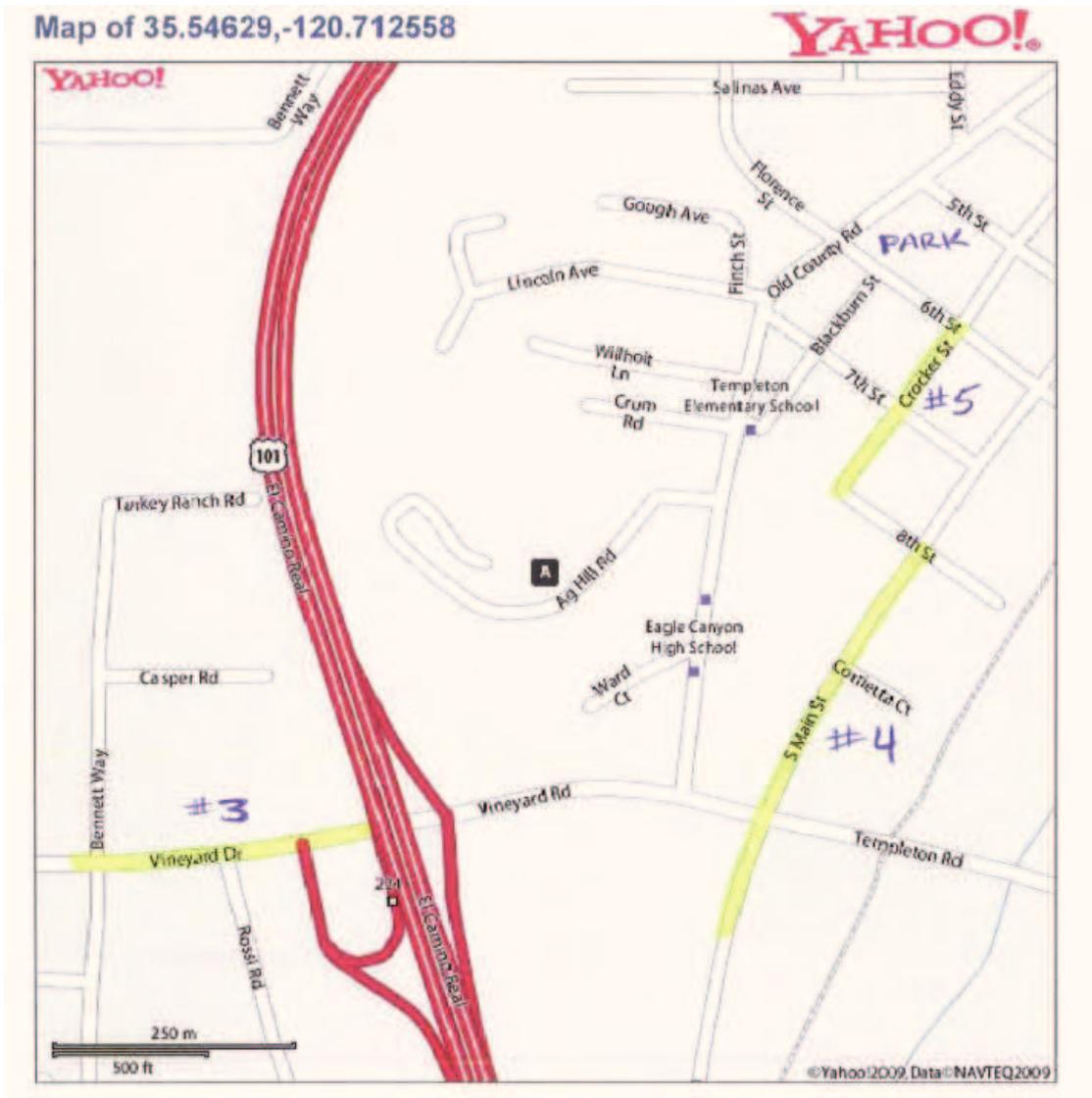
**Safe Routes to School
June 2009 Committee Suggestions**



THEATRE DR - MAIN ST

#1 - NO BIKE LANES, NO WALKWAYS

#2 - VERY BUSY AREA, MINIMAL BIKE LANE, NO WALKWAY

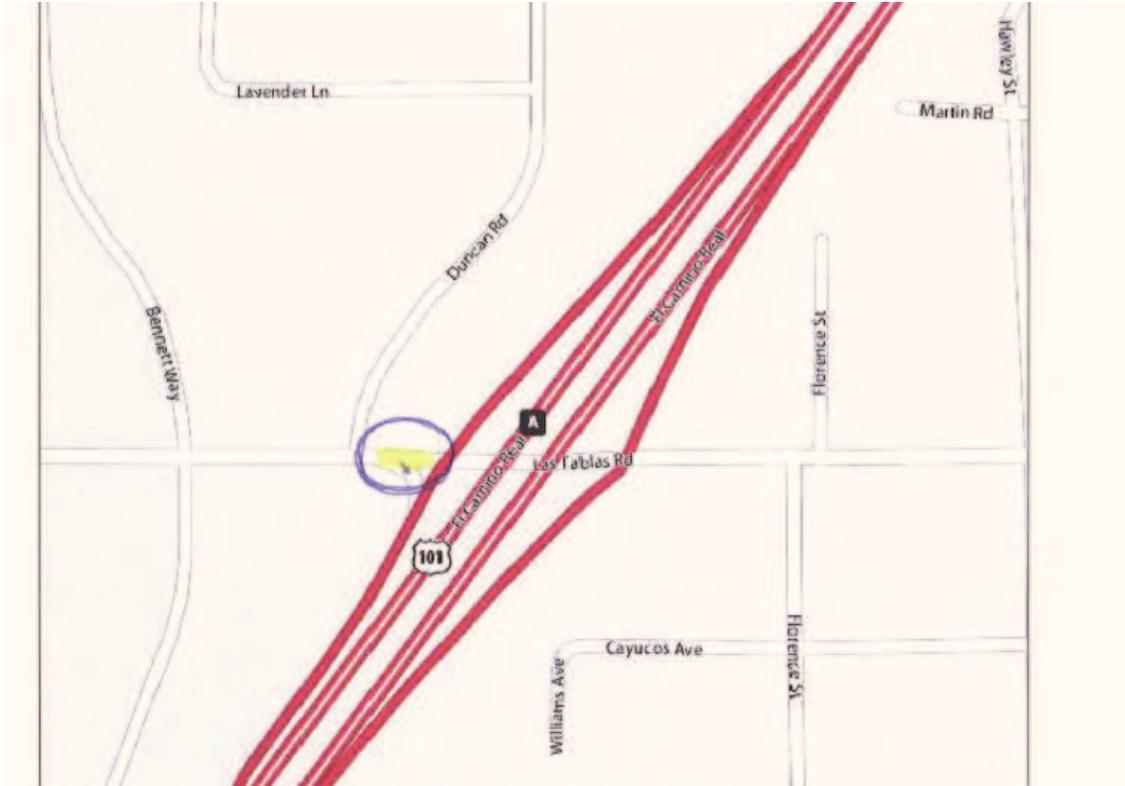


VINEYARD DR - MAIN ST

#3 - NO CROSSWALK

#4 - NO BIKE LANES, SEGMENTED WALKWAYS

#5 - NO WALKWAYS



LAS TABLAS INTERCHANGE
#6 - SEGMENTED CROSSWALK

Templeton Area Advisory Group
PO Box 1135
Templeton, CA 93465-1135

October 20, 2011

Frank Honeycutt, Transportation Division Manager fhoneycutt@co.slo.ca.us
Department of Public Works
San Luis Obispo County

Subject: Public Works Project Referral dated May 26, 2011;
 Templeton Circulation Study, Capital Improvement Projects (CIP) list;
 California Environmental Quality Act (CEQA) Review

Dear Mr. Honeycutt:

TAAG understands Public Works is in the process of preparing an environmental review of the Capital Improvement Projects in six road mitigation fee areas in the county. We also understand that a Mitigated Negative Declaration is being prepared.

TAAG reviewed the referral as it pertains to a CEQA review of the Capital Improvement Projects (CIP) list in the Templeton Circulation Study. As we all know these projects will be funded, in various percentage levels from 0% to 100%, from fees collected on new development in the Templeton area. The Templeton program commenced in 1991.

TAAG examined the relationships between the Templeton Circulation Study;

- Law pertaining to capital improvement projects;
- Two General Plan documents,
 Framework for Planning (Inland) - Circulation Element and
 Salinas River Area Plan; and
- Resource Management System.

Our comments are below as well as a summary of actions we believe must occur.

Capital Improvements

Friends of B Street v. City of Hayward (1980) 106 Cal.App.3d 988 held that governmental capital facilities projects must be consistent with the general plan. [General Plan Guidelines, page 170]

Framework for Planning (Inland) – Circulation Element, Revised May 28, 2009

The Circulation Element states in the Introduction [Page 5-1]

“This chapter discusses the system-level considerations and terminology that provide the basis for discussion and recommendations in the area plans.”

Goal and Objective # 10 [Page 5-2] states,

“Encourage policies for new development to finance adequate additional circulation and access as a result of increased traffic it will cause.”

In conclusion, although revised in 2009, the Circulation Element does not recognize the existence of any Road Impact Fee Programs, apparently leaving the topic up to the area plans.

Salinas River Area Plan, Revised November 8, 2001 (Srap)

The SRAP addresses two general topics that we would like to further discuss. First, what is meant by circulation system: second, the Templeton Circulation Study.

Circulation System

“... the pattern of land development is supported by a well-defined system of transportation linkages. Roads, bikeways, airports, railroads and various modes of transportation make up the circulation system.” [Page 5-1].

In support of alternate modes of transportation, the SRAP states the following:

- “The county goal to provide convenient and timely public transient for all residents.” [Page 5-10]
- “The overall goal for park and ride lots is to increase their numbers throughout the county” [Page 5-13]
- “The goal of this plan and the County Bikeways Plan is to provide a framework for establishment of a safe and efficient bikeway system. [Page 5-13]
- “The County Trails Plan provides a reference for the adopted potential hiking and equestrian trails in the unincorporated areas. [Page 5-13]

Hence a circulation system is more than just roads. It is a collection of linked facilities whose purpose is to serve transportation needs.

Templeton Circulation Study (TCS)

The only reference in the 2001 SRAP seems to be: “In Templeton, the Templeton Circulation Study monitors traffic patterns annually.” There is no mention of the 1991 Board resolution establishing a road impact fee area. The boundaries of which extend west into the Adelaida Planning Area and east into the El Pomar-Estrella Planning Area. Public Works involvement with transportation is not mentioned either.

The Templeton Circulation Study seems to play a dual role. The TCS attempts to satisfy the requirement to have a defined “circulation system” because it includes non-motorized transportation for pedestrians and bicycles. However its primary function is to establish road impact fees to offset the road impacts caused by new development. More details are in the comprehensive 5-year updates; the CIP list is a concise overview.

Further the TCS is a self-sustaining document. Administrative costs to perform road analyses, establish fees, and maintain the annual and comprehensive 5-year updates are charged to TCS area accounts.

In short, the SRAP Circulation Programs were not amended to include the existence of 1991 Templeton Road Impact Fee program or the possibility that others could be created. For example the road fee program in San Miguel. [Page 5-16]

Resource Management System

The county referral states,

“The Resource Management System (RMS), through the Annual Resources Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions.” [Page 2]

While the RMS might well provide a timetable for road improvements, the RMS does NOT develop this information. This information comes from the Templeton Circulation Study.

Public Works charges TCS accounts to perform these tasks. They collect data such as traffic counts, level of service, and anticipated build-out for the TCS. Then the data is used to maintain the Capital Improvement Projects (CIP) list and to calculate the road mitigation fee schedule. To complete the process, Public Works, TAAG and the community work closely together to establish the project priority ranking shown in the CIP list.

Therefore it is erroneous to associate the RMS with the TCS CIP list because the RMS does not originate the road improvements and timetable it reports.

TAAG would also like to point out the RMS does not evaluate circulation systems as an essential resource per the Framework for Planning (Inland). That is other modes of transportation are excluded. Therefore the RMS can not be relied on to assess the Templeton circulation system. A more accurate source is the Templeton Circulation Study.

In summary, TAAG believes the following actions are required before a CEQA review of the Templeton Circulation Study's Capital Improvement Projects (CIP) list can be performed:

1. The Framework for Planning (Inland) - Circulation Element and /or the Salinas River, Adelaida and El Pomar Estrella Area Plans must be amended to recognize the Templeton Circulation Study that contains the CIP list. Thereby consistency with the county General Plan would be achieved.
2. A CEQA review of the Capital Improvement Projects list (CIP) in the Templeton Circulation Study can not proceed until the above inconsistency with the General Plan is remedied.
3. The Templeton Circulation Study with its CIP list is a stand-alone document. TCS area accounts are the funding source for the annual and comprehensive 5-year updates. The Resource Management System simply uses information developed for the TCS to report on road resources. Plus many TCS CIP projects do not fall within the RMS roads resources category. A linkage between the RMS and TCS systems can not established to justify a CEQA review as suggested in the referral. [Page 2]

4. TAAG finds it inappropriate to use Templeton Road Improvement Fees to pay for a county regulatory obligation. And most certainly not before the county General Plan has been amended to incorporate the Templeton Circulation Study. If these funds have been used, TAAG requests the road accounts be restored.

TAAG thanks you for taking our comments under consideration as you move forward with a CEQA review of circulation. We welcome hearing from you on this matter.

Very truly yours,
Nick Marquart, Chairperson

cc: Michael Britton, Public Works liaison to TAAG mbritton@co.slo.ca.us
Frank Mecham, District 1 Supervisor fmecham@co.slo.ca.us
Jim Patterson, District 5 Supervisor jpatterson@co.slo.ca.us

Templeton Area Advisory Group
PO Box 1135, Templeton, CA 93465

Nick Marquart, Chair; Rob Rosales, Vice-Chair; Pam Jardini, Secretary;
Pam Finley, Treasurer; Dorothy Jennings, Delegate; David LaRue, Delegate;
Bill Pelfrey, Delegate; Bill Hockey, 1st Alternate; vacant, 2nd Alternate

October 23, 2007

Frank Honeycutt, Transportation Project Manager
Department of Public Works
SLO County Government Center
San Luis Obispo, CA 93408

Subject: Financing the Vineyard Interchange Project

Dear Mr. Honeycutt:

At its October 18th meeting, TAAG reviewed a revised financial analysis of the Vineyard Interchange Project. Public Works in conjunction with the 2007 Templeton Traffic Study Annual Report prepared the analysis. This financial analysis revise the costs and conditions reviewed by TAAG earlier this year as stated in TAAG letter dated June 22, 2007.

TAAG would like it to be known that as circumstances affected this project Frank Honeycutt, Public Works, kept TAAG informed. Topics have included construction costs, construction cost escalation factors, interest rates, potential financial instruments and future RIF fee projection.

- Borrow Now and Payback Later – Cash flow breakeven is about year 15
- Certificates of Participation, 30-year repayment schedule
- Debt including debt service is \$9.4 million
- Area A and B, Fee increase for each residential unit, \$3,456.

- Pay as You Go – Begin project exceeds year 16
- RIF contribution is estimated to be \$12.0 - \$15.0 million

Other projects will be delayed from 15 to 20 years.

After extensive discussion TAAG in a unanimously vote (7-0) supports the project (use of certificates of participation) with the provision that SLOCOG should reevaluate their regional participation and funding because the overall cost of the project has increased.

Truly yours,

Nick Marquart, Chair

Templeton Area Advisory Group

PO Box 1135, Templeton, CA 93465

Nick Marquart, Chair; Rob Rosales, Vice-Chair; Pam Jardini, Secretary;
Pam Finley, Treasurer; Dorothy Jennings, Delegate; David LaRue, Delegate;
Lynn Miller, Delegate; Bill Pelfrey, 1st Alternate; Bill Hockey, 2nd Alternate

June 22, 2007

Frank Honeycutt, Transportation Project Manager
Department of Public Works
SLO County Government Center
San Luis Obispo, CA 93408

Subject: Financing the Vineyard Interchange Project

At its May 17th meeting, TAAG reviewed a financial analysis prepared by Public Works entitled 'Merits in Financing the Vineyard Interchange Project' dated May 16th.

In September 2006, TAAG voted to support the concept of borrowing against future Road Impact Fees (RIF) projections pending an "economic analysis to determine the payback period and ... discussion on the projects that will be put on hold until the debt is paid." Direct quote is from 2006 Templeton Traffic Circulation Study Annual Update, Companion Report by Templeton Area Advisory Group.

TAAG's Circulation Committee met several times with Frank Honeycutt, Public Works. The committee extensively reviewed the data and analysis in his economic report, which led to the report presented to TAAG. Analysis included future RIF fee projection, construction cost escalation factors, interest rates, and construction costs.

Borrow Now and Payback Later – Cash flow breakeven is year 15

Debt including debt service is \$6.2 million

Area A, Fee increase for each residential unit, ≈ \$1,000.

Area B, Fee increase for each residential unit, ≈ \$500 - \$600.

Pay as You Go – Begin project in year 16

RIF contribution is estimated to be \$12.0 million

After extensive discussion TAAG in an unanimously vote (7-0) supported the following motion: Based on their concern for the safety and welfare of the community, the Vineyard Interchange project has the highest priority, the RIF should go into debt to finance this project, and TAAG recognizes there is risk in having a debt and debt service. In addition at some future time, TAAG wishes to explore repayment options.

Approximately six members of the public supported borrowing and provided constructive suggestions; none were against.

Truly yours,

Nick Marquart, Chair

Date: March 16, 2007
To: Frank Honeycutt, Public Works
From: Dorothy Jennings, chair of Circulation Committee
Subject: Vineyard Interchange Project – borrowing from the General Fund

At the TAAG meeting of March 15, the Circulation Committee was asked to review TAAG meeting minutes www.TAAGinfo.org for TAAG's position regarding borrowing from the county General Fund to help finance the Vineyard interchange project. And to report the findings to Public Works. This is what I found.

September 21, 2006 Minutes page 2
New Business (a) 2006 Annual Report/Templeton Circulation Study Annual update
Item #1 Accept 'Companion Report' Finley/Flory (7-0)

Quote from 'Companion Report' page 5
"TAAG is supportive of the concept of borrowing from the county general plan [fund, correction added] in order to accelerate the 101-Vineyard interchange improvements. TAAG has asked Public Works to furnish an economic analysis to determine the payback period and to lead a discussion on the projects that will be put on hold until the debt is paid.
TAAG understand there are sufficient monies in the Traffic Impact Fund that work currently scheduled on projects 04-01 Vineyard Drive and 04-02 Vineyard Interchange Structures Phase 1 can continue without delay.
Public Works has advised TAAG that a decision is needed by summer 2007.
TAAG should study the issues and prepare their final recommendation within the next six months."

Item #2 Accept 2006 Annual Report Finley/ Flory (6-1)

Quote from Annual Report page 2
"In order to begin construction in the summer of 2007 it is anticipated that the Templeton Road Impact Fund will need to borrow as much as \$4 million from the County General Fund."

October 19, 2006 Minutes page 1
Agency Reports, Public Works – status

November 11, 2006 Minutes page 1
Agency Reports, Public Works – "Debt Advisory Committee ... came back with an initial NO"

Dorothy

Templeton Area Advisory Group

Templeton Area Advisory Group
PO Box 1135
Templeton, CA 93465
December 19, 2003

Noel King, Director of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93408

Subject: Oak Tree Replacement Mitigation

Dear Mr. King:

This letter is in response to Public Works' request to identify locations where oaks might be planted as mitigation for oaks and other trees compromised or removed during road construction.

First and foremost, replacement oaks should be planted outside the road right-of-way in the vicinity and/or along the road where construction occurred in order to develop traffic calming canopies over the road. Trees should be offered to property owners who were damaged by tree removal and also to other owners along the same road. We suggest that Public Works plant these trees with property owners' assuming responsibility for their care.

Other possible locations on public property, in no particular order of importance:

- Templeton Park, NE corner, and well/water tank area - Valley Oaks preferred
- Bethel and Santa Rita Roads, school bus stop & future trail head parking lot
- Future County Park on Vineyard Drive – Valley and Live Oaks
- Future Duveneck County Park, east side of Salinas River
- Future County Library, Main St. and Templeton Road - Valley and Live Oaks
- Main Street beautification - Valley Oaks preferred

The oak species *Quercus Lobata* or Valley Oak is prevalent throughout the area, particularly downtown. Urbanization is affecting regeneration. Special attention should be given to the planting and survival of this species with strict attention to a 3-year maintenance/survival program. Replacement trees should be like species.

Truly yours,
Dorothy Jennings, Chairperson
Templeton Area Advisory Group

cc: Harry Ovitt, District 1 Supervisor
Cliff Smith, Legislative Analyst
Larry Rohloff, Transportation Project Manager
Pete Jenny, Parks Division Manager
Bill Van Orden, Templeton Community Services District, General Manager
Bill Schassberger, Templeton Unified School District, Director of Maintenance

Complete Streets Multimodal Transportation

Governor's Office of Planning and Research

Effective January 2011

Update to the General Plan Guidelines: Complete Streets and the Circulation Element
www.opr.ca.gov and slocog.org

DIRECTOR'S MESSAGE

December 2010

I am pleased to announce the publication of the Governor's Office of Planning and Research (OPR), *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*. Assembly Bill 1358 (AB 1358, Chapter 657, Statutes of 2008), the California Complete Streets Act, required OPR to amend the *2003 General Plan Guidelines* to provide guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan circulation elements. This document amends guidance on preparing circulation elements found on pages 55-62 of Chapter 4 of the *2003 General Plan Guidelines*. Local jurisdictions should use this *Update* in conjunction with the *2003 Guidelines* when they are updating their general plan circulation elements.

... ..

Cathleen Cox,

Acting Director, OPR

PURPOSE

This update to the circulation element section of the *2003 General Plan Guidelines* meets the requirements of Assembly Bill 1358, The California Complete Streets Act. The Act requires the Governor's Office of Planning and Research (OPR) to amend the *General Plan Guidelines* to assist city and counties in integrating multimodal transportation network policies into the circulation elements of their general plans. **Starting January 2011, all cities and counties, upon the next update of their circulation element, must plan for the development of multimodal transportation networks. [emphasis added]**

To support cities and counties in meeting the requirements and objectives of AB 1358, this update provides guidance on general plan circulation element goals, policies, data collection techniques, and implementation measures related to multimodal transportation

networks. The goal of this update is to provide information on how a city or county can plan for the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or taking transit. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. These networks should allow for all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. OPR recommends that local jurisdictions view all transportation projects, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize pedestrian, bicycle, and transit modes as integral elements of their transportation system. The standard practice should be to construct complete streets while prioritizing project selection and project funding so that jurisdictions accelerate development of a balanced, multimodal transportation network.

Understanding the existing resources, location, and design of a local jurisdiction is imperative to successfully implement a multimodal transportation network. The planning, design, construction, and operation of a multimodal transportation network will be different for each community. Complete streets will look different in rural, suburban, or urban communities. Cities and counties should focus on crafting a network of travel options that are reflective of a community's individual context. A list of selected references with more information on multimodal transportation networks is provided at the end of this document.

BACKGROUND

The California Complete Streets Act (AB 1358)

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: "In order to fulfill the commitment

to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.”

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

CIRCULATION ELEMENT

The circulation element is not limited to transportation network issues. For the purpose of the circulation element, circulation includes all systems that move people, goods, energy, water, sewage, storm drainage, and communications. As a result, the circulation element should contain objectives, policies, and standards for transportation systems, including multimodal transportation networks, airports and ports, military facilities and operations, and utilities.

By statute, the circulation element must correlate directly with the land use element. Land use patterns can have a significant impact on the effectiveness of a multimodal transportation network, since trip distance is a determinant of whether pedestrians and bicyclists, as well as transit users walking or bicycling to and from terminals, can reach a given destination. The land use plan and transportation network should be complementary. The close proximity of land uses can also facilitate effective

transportation services and provide the ridership necessary to support high quality mass transit. Multimodal transportation policies should link transportation planning and land use planning to support effective multimodal transportation networks that connect people with desired destinations. This means that although AB 1358 only requires cities and counties to modify the circulation element to plan for a balanced, multimodal transportation network, jurisdictions will need to examine, and amend as necessary, the land use element. Jurisdictions should also consider the housing, open space, noise, conservation, and safety elements.

A key factor in creating a successful multimodal transportation network is making sure the planning objectives, policies, and standards reflect the rural, suburban, and/or urban context of a community within the planning area. Rural, suburban, and urban areas have different growth and development patterns and therefore face different opportunities and challenges when designing a multimodal transportation network.

A rural jurisdiction may require wide shoulders to accommodate pedestrian, bicycle, or equestrian travel. [emphasis added] A jurisdiction with an suburban or urban context may accommodate pedestrian and bicycle travel with the inclusion of sidewalks and bicycle lanes along with controlled street crossings. Rural and suburban areas where there are greater distances between destinations may consider benches, covered resting areas, and other facilities that allow for people to successfully walk or ride a bicycle to frequently visited destinations. Jurisdictions that include all or a combination of rural, suburban, or urban areas should consider different policies, standards, and implementation measures specific for those areas when modifying the circulation element to plan for a well-balanced multimodal transportation network. When considering context issues such as needs of all users, needs of the community, traffic demand, impacts on alternate routes, impacts on safety, funding feasibility, and maintenance feasibility; relevant laws and regulations should be addressed.

The provisions of a circulation element can affect a community's environment as follows: Physical—The circulation system is one of the chief determinants of physical settlement patterns and the system's location, design, accessibility, and mode varieties have major

impacts on air, water, and soil quality, plant and animal habitats, environmental noise, energy use, community appearance, and the placement of land uses.

Social—The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves because of its potential to both provide accessibility and act as a barrier. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled. Transportation systems and facilities should not serve as barriers to community resources.

Health and Safety—The circulation system through design and accessibility of multiple modes of transportation can either promote or deter physical activity. Physical inactivity is linked to such health ailments as heart disease, diabetes, and obesity. The availability of multiple modes can also reduce automobile use and air pollution, reducing other negative health impacts. Circulation design can also influence travel safety by increasing or decreasing vehicle collision risks.

Economic—Economic activities normally require circulation of materials, products, ideas, and employees, so the efficiency of a community's circulation system has a direct effect on its economic productivity. The efficiency of a community's circulation system can either contribute to or adversely affect its economy and economic sustainability.

Suggestions pertaining to multimodal transportation networks (i.e. complete streets) are marked with a ‡.

Green Streets – Possible Policy Areas:

- The development of shade trees, green medians, and landscape standards for streets, roads, highways, and pedestrian and bicycle paths and trails. ‡
- The inclusion of trees, planting strips, and other landscaping as a street design standard. ‡

USEFUL DEFINITIONS

Recreational trails: Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by persons with disabilities, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

Route: A sequence of roadways, paths, and/or trails that allow people to travel from place to place