

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____ day _____, 20__

PRESENT: Supervisors

ABSENT

RESOLUTION NO. _____

**RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SAN LUIS OBISPO
CONTINUING THE ROAD IMPROVEMENT FEE FOR ALL
DEVELOPMENT WITHIN PORTIONS OF THE TEMPLETON AREA
OF THE COUNTY OF SAN LUIS OBISPO, AND
ADOPTING THE REQUIRED ANNUAL UPDATE**

The following Resolution is hereby offered and read:

WHEREAS, the Board of Supervisors of the County of San Luis Obispo has adopted Ordinance No. 2379 creating and establishing the authority for imposing, charging, and modifying a road improvement fee; and

WHEREAS, on July 2, 1991, the Board of Supervisors did adopt Resolution No. 91-369 imposing a road improvement fee for all developments within portions of the Templeton area of the County of San Luis Obispo (referred herein as the "Templeton Area"); and

WHEREAS, said Resolution No. 91-369 provided for an annual update of said road improvement fee; and

WHEREAS, the "Templeton Traffic Circulation Study of 1991" describes the impacts of new development on existing road facilities and improvements within certain portions of the Salinas River, El Pomar/Estrella and Adelaida Planning Areas of the Land Use Element of the San Luis Obispo County General Plan (the Templeton Area), and analyzes the need for new road facilities and improvements required by said new development, and sets forth the relationships among new development, the needed road facilities and improvements, and the estimated costs of those facilities and improvements; and

WHEREAS, the Board of Supervisors has reviewed the 2014 Annual Update of the Templeton Circulation Study, a copy of which is attached hereto as Exhibit "A" incorporated by reference herein; and

WHEREAS, on December 6, 2011, the Board of Supervisors did adopt Resolution No. 2011-395 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

WHEREAS, the said "Templeton Traffic Circulation Study of June 1991" and 2014 Update was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impacts of traffic generated and caused by new development within Area A, Area B and Area C of the Templeton Area.

B. The road improvement fees collected pursuant to this Resolution shall be used to finance only the capital improvements described in the text and/or identified in Exhibit "A," attached hereto and incorporated herein.

C. After considering the "Templeton Traffic Circulation Study of June 1991" and the 2014 Update, prepared by the County Public Works Department, and after considering the testimony received at the public hearing on this matter, the Board of Supervisors approved said Study and finds that the new development will generate additional traffic within the said Templeton Area and will contribute to the degradation of the level of service of the road system in said Templeton Area.

D. The Board of Supervisors further finds that there is a need in Area A, Area B and Area C of the Templeton Area for road facilities and improvements and said facilities and improvements have been called for in or are consistent with the County's General Plan and the Templeton Traffic Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and, also there is a reasonable relationship between the fee's use and the type of development for which the fee is charged, as these reasonable relationships or nexus are described in more detail in the San Luis Obispo County General Plan, the Templeton Traffic Circulation Study of June 1991 and the 2014 Update.

F. The Board of Supervisors further finds that the cost estimates set forth in Exhibit "A" are reasonable cost estimates for constructing the said facilities, and the fees expected to be generated by new development within the said Areas of the Templeton Area will not exceed the percentage of these costs attributable to new development.

G. The Board of Supervisors further, finds that for Area A, Area B and Area C of the Templeton Area: (1) an account has been established for capital road improvements, that funds have been appropriated, and a proposed construction

schedule or plan has been adopted as set forth in Exhibit "A" hereto; and that (2) the County has already expended funds for capital road improvements within said Areas. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit "A").

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, as follows:

1. The recitals set forth hereinabove are true, correct, and valid.

2. This Resolution is adopted for the purpose of maintaining those road improvement fees heretofore imposed within Area A, Area B and Area C of the Templeton Area by said Resolution No. 91-369 and for the purpose of authorizing the continuing collection of said fees, all under the authority of Ordinance No. 2379, the provisions of which are incorporated herein.

3. No additional environmental review is required under the California Environmental Quality Act because no changes are being made to the Roadway Improvement Fee Program in the Templeton Area that was previously approved by the Board and addressed in the Mitigated Negative Declaration adopted on December 6, 2011. No substantial changes have occurred with respect to the circumstances under which the project is to be undertaken; and no new information of substantial importance has been presented indicating that the project will have any potential impacts not discussed in the Mitigated Negative Declaration.

4. Amount of Fee. The amount of the road improvement fee within the Areas of Benefit of the Templeton Traffic Circulation Study shall be as follows:

Road Improvement Fee	Area A	Area B	Area C
Residential	\$ 13,921 /pht	\$ 10,455 /pht	\$ 14,121 /pht
Retail	\$ 5,061/pht	\$ 4,210 /pht	\$ 14,121 /pht
Other	\$ 7,786 /pht	\$ 6,478 /pht	\$ 14,121 /pht

pht: P.M. peak hour trip as determined by Board of Supervisor's Policy.

For any new development wherein there are one or more residential uses combined with one or more other land uses, the number of peak hour trips caused or generated by said new development shall be determined as follows:

- (1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then,
- (2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in

subparagraph 4 above for each land use by the appropriate road improvement fee for each land use and then summing the results.

The number of peak hour trips caused or generated by a proposed new development project will be determined by the Director of Public Works in the manner set forth in the "Policy of the Board of Supervisors for Determination of Peak Hour Trips," which is attached hereto as Exhibit "B" and incorporated herein by reference.

5. Time of Imposition of Fee. The amount of said road improvement fee for any new development project with said area shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of approval of said new development project.

6. Time of Payment of Fee. The road improvement fee established by said Ordinance No. 2379 and adjusted by this and subsequent resolutions shall be paid for by new development as follows:

- (a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.
- (b) For new development that is a mobile home park, the fee shall be paid within 90 days after the date of approval of the development plan authorizing establishment of the mobile home park or prior to approval by the State Department of Housing and Community Development of an application for a permit to construct the mobile home park, whichever occurs first.
- (c) For new development that is non-residential or that is partly residential and combined with another land use(s) the fee shall be paid prior to issuance of any permit or approval required for the new development and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.
- (d) The provisions above may be adjusted or modified regarding time of payment pursuant to resolution 2011-222 adopted on July 26, 2011.

7. Use of Fee. The road impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond those needed to mitigate the impacts of said

prior developer's project or projects in order to mitigate the foreseeable impacts of anticipated new development.

8. Fee Review. Annually, the Director of Public Works shall review the estimated cost of the described road facilities and improvements, the continued need for those road facilities and improvements, and the reasonable relationship between such need and the impacts of the various types of new development pending or anticipated and for which this fee is charged. The Director of Public Works shall report his or her findings to the Board of Supervisors at a noticed public hearing and shall recommend to the Board of Supervisors any adjustment to this fee or any other action as may be needed.

9. Road Improvement Fee Agreements. Prior to the enactment of Ordinance No. 2379 and the adoption of Resolution No. 91-369, certain new developments within the Areas of the Templeton Traffic Circulation Study received approvals or permit which were conditioned upon the execution of a Road Improvement Agreement by the developer. Each Road Improvement Agreement, when executed, required the payment of a specified road improvement fee for the new development, with the fee to be paid either at the date of final inspection or the date the certificate of occupancy is issued. The Road Improvement Agreement was required in order to mitigate the new burdens imposed on the roads within the Areas which burdens were reasonably related to the new development.

Inasmuch as one of the purposes of Ordinance 2379 and Resolution No. 91-369 and this Resolution is to mitigate the new burdens imposed on the roads and the road system within the said Area, which are reasonably related to new development, the payment of the road improvement fee established by said Ordinance No. 2379 and by this Resolution shall be deemed a credit, on a dollar for dollar basis, for purposes of satisfying a portion or all of any obligation established by any such Road Improvement Agreement for the same new development.

10. Judicial Action to Challenge This Resolution. Any judicial action or proceeding to attack, review, set aside, void, or annul this resolution shall be brought within 120 days of its effective date.

Upon motion of Supervisor _____, seconded by Supervisor _____, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

the foregoing Resolution is hereby adopted.

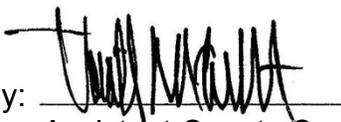
Chairperson of the Board of Supervisors

ATTEST:

Clerk of the Board of Supervisors
(SEAL)

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL
County Counsel

By: 
Assistant County Counsel

Dated: December 2, 2014

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STATE OF CALIFORNIA, }
County of San Luis Obispo, } ss.

I, _____, County Clerk and ex-officio Clerk of the Board of Supervisors, in and for the County of San Luis Obispo, State of California, do hereby certify the foregoing to be a full, true and correct copy of an order made by the Board of Supervisors, as the same appears spread upon their minute book.

WITNESS my hand and the seal of said Board of Supervisors, affixed this _____ day of _____, 20 _____.

(SEAL)

County Clerk and Ex-Officio Clerk of the Board
of Supervisors

By _____
Deputy Clerk.

Exhibit A 2014 Update Templeton Circulation Study

On July 2, 1991, the Board of Supervisors approved the Templeton Circulation Study and adopted a resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board also adopted the most recent update of the Templeton Improvement Fee Resolution on December 10, 2013.

See attached map *Templeton Road Fee Area* for boundaries.

BUILDING ACTIVITY

For the period from July 1, 2013, through June 30, 2014, the following building permits subject to road improvement fees paid the fees.

	Area A	Area B	Area C
Single Family Residential	6	3	-
Multi Family Residential	-	-	-
Retail	1	-	-
Office	-	-	-
Other	1	6	7
Total	8	9	7

ROAD IMPROVEMENT FUND

FY 13/14	Area A/B	Area C
Balance (07/01/13)	\$158	\$748,876
Fees Received (+)	\$377,079	\$205,370
Loan from Road Fund (+)	\$74,000	-
Interest (+)	\$-59	\$1,768
Expenditures (-)	\$450,812	\$1,310
Balance (06/30/14)	\$365	\$954,703

See attached table(s) *Templeton Road Improvement Fee Budget* for detailed expenditure details.

FEE APPEALS

There was one Road Improvement Fee appeal for Templeton Area A during FY 13/14. The appeal was denied by the board of Supervisors.

TRANSPORTATION IMPROVEMENTS

The Templeton Circulation Study contains a list of recommended improvements for all modes of transportation in the community as well an adopted Capital Improvement Program (*see attached*) for funding by Road Improvement Fees and other sources. The following is a list of road improvement fee projects currently under development in the Templeton Area.

Travel Demand Model (TDM) and Circulation Study Update

Public Works will be completing the comprehensive five year update of the Templeton Travel Demand Model (TDM) and Circulation Study Update. The update will be completed by December 2015.

During the update process the County will be evaluating the cost sharing between Templeton and the City of Paso Robles for the Main Street and Highway 46 West Interchanges.

Main Street Interchange

The Public Works Department is continuing to perform operations analysis of the interchange and is working with Caltrans to begin pre- Project Initiation Document. Funding will be from the Roadway Impact Fee Area C Account with the Area A/B share of this phase occurring after the Vineyard Drive Certificates of Participation (COP) are paid off.

The County is also pursuing interim improvements including a westbound stop sign on Main Street at Ramada Drive to help address current congestion.

ROAD IMPROVEMENT FEES

Road Improvement Fees are used to fund all phases of project development including: environmental work, permitting, design, right-of-way, contract administration and construction. The costs of developing roadway projects has been increasing from year to year while the cost of construction is lower than the peak in 2006.

Staff is recommending continuing the fees at their current schedule for this year and reevaluating the fee annually. The fees are listed in the table below:

	Area A	Area B	Area C
Residential	\$13,921/pht	\$10,455/pht	\$14,121/pht
Retail	\$5,061/pht	\$4,210/pht	\$14,121/pht
Other	\$7,786/pht	\$6,478/pht	\$14,121/pht

Vineyard Drive Interchange Certificates of Participation

The Templeton RIF program is paying off Certificates of Participation (COP) for the Vineyard Interchange project. COP's were issued to fund the project in 2008. The Templeton Area A/B Account is paying these certificates back in two yearly payments. The Templeton A/B Account did not have sufficient funds to make the final payment for FY 2013-2014 and approximately \$74,000 was borrowed from the Road Fund. An additional \$207,000 was borrowed from the Road Fund in FY 2012-13. Repayment to the Road Fund will include interest charges that will be based on the interest rate accrued by the Road Fund and will be evaluated annually

The total cost of the Certificate of Participation including interest and fees is estimated at \$13,518,532 if paid back over the 30 year period. If the COP's are paid off early, the interest cost would be lower. To date, \$2,708,082.48 has been paid in principal, interest

and fees.

ALTERNATIVE MODES OF TRANSPORTATION

The following sections describe alternative modes of transportation. Under AB 1600, Road Improvement Fees cannot be used to correct existing deficiencies.

Pedestrian Circulation Network

Many streets within the Templeton originated as unpaved minor roads without shoulders or sidewalks. In these cases, pedestrians must use intermittent paths adjacent to the roadways. Along Main Street and some adjacent streets, sidewalks are provided. Sidewalks are also provided near schools. In addition, sidewalks are available along streets serving new development, in accordance with the applicable design standards. The 2009 Templeton Circulation Study contains a pedestrian plan and priorities listing.

Bicycle Circulation Network

The County Bicycle Advisory Committee (BAC) is an ad hoc advisory committee which provides a recognized formal source of input and perspective for bicycle transportation planning and implementation within the unincorporated areas of the County. The BAC meets quarterly and works together with County staff to prepare and update the County Bikeways Plan which was last adopted by the Board of Supervisors in 2010.

The County Bikeways Plan is located at the following website:

<http://www.slocounty.ca.gov/Assets/PW/Traffic/BAC/2010+Bikeways+Plan.pdf>. The 2015 County Bikeways Plan is currently under development.

Trail Network

The Board of Supervisors adopted the County Parks and Recreation Element in December 2006. The Parks and Recreation Element establishes policies and programs to provide and maintain parks, recreation, and natural areas within San Luis Obispo County, including trails.

The Parks and Recreation Element is located at the following website:

<http://www.slocountyparks.com/information/parkprojects.htm#parksrecreationelement>.

Public Transportation System

Transit service and Dial-A-Ride in Templeton is provided by the San Luis Obispo Regional Transit Authority (RTA). RTA provides a bus route connecting Templeton to Paso Robles, San Miguel, Atascadero, Santa Margarita and San Luis Obispo. Service is provided Monday through Friday. For more information on these services visit www.slorta.org/.

San Luis Obispo County Regional Rideshare facilitates programs and incentives encouraging reduced vehicle miles traveled. They have on-line commuter resources to match carpools, vanpools, school pools, bike buddies and track commuter trips. More information about Rideshare can be found at <http://rideshare.org>.

ATTACHMENTS

Templeton Road Improvement Fee Areas
Templeton Capital Improvement Projects Table
Templeton Road Improvement Fee Budget
Templeton Certificate Payment Schedule

NOTES AND ACRONYMS

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy

Residential: Land Use category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

Retail: Land Use category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

Other: Land Use category includes all other types that are not defined by Residential or Retail.

USHA = Urban State Highway Account

RSHA = Regional State Highway Account

pht = peak hour trip

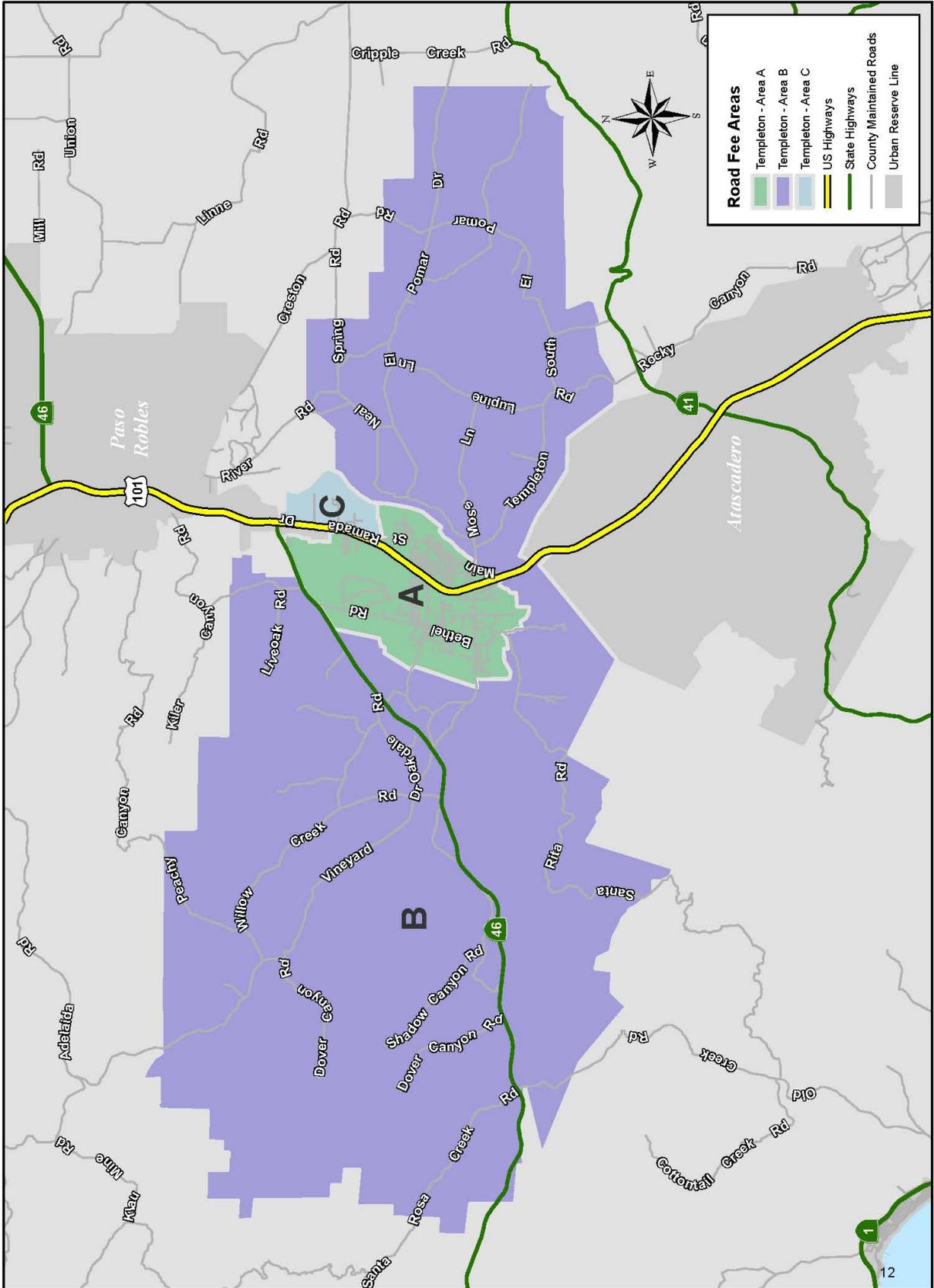
TBD = To be determined

SHOPP = State Highway Operations Protection Program, Funding for Safety/Maintenance

STIP = State Transportation Improvement Program, Funding for Capacity

TEA = Transportation Enhancement Activities, Federal Funding for Enhancements

TDA = Transportation Development Act, Federal Funding for transit



Templeton Road Improvement Fee Areas

Map Updated: 10/7/2014

Templeton Capital Improvement Projects Table

Project Type	Project Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Other Sources	Regional COG	Funding From Impact Fees	Actual Project Cost	Area
Road Improvement Fee Projects												
Circulation Study Updates (previous through 2039)												
09-01	Interchange Structures	Vineyard Drive	Phase 1 (Bond \$)	Debt Service on 09-27 (Bond Repayment interest & fees)	-	\$405,000				\$405,000	-	A, B and C
09-02	Interchange Structures	Main Street	Theater Drive	Reconfigure & widen interchange (Install signals and/or roundabouts)	-	\$13,518,532				\$13,066,235	-	A and B
09-03	Interchange Structures	Highway 46	Theater Drive	Construct New Bridge	-	\$15,000,000		\$4,185,000	\$1,000,000	\$9,815,000		A, B, and C
09-04	Roadway Extension	Theater Drive	South End	3-12 lanes, 2-5' shoulders	46'	\$29,600,000		\$13,024,000	\$9,590,400	\$6,985,600		C
09-05	Roadway Extension	"New" Road	Bennett Way	Re-route Rossi Road to Bennett Way	40'-46'	\$452,000				\$452,000		A
09-06	Signal Installation	Intersection	Vineyard Drive	Install traffic signal and left turn lane	N/A	\$802,000		\$304,760		\$497,240		A and B
09-07	Signal Installation	Intersection	Vineyard Drive	Install traffic signal and ADA ramps. Left turn lane separate.	N/A	\$352,000		\$35,200		\$316,800		A and B
09-08	Signal Installation	Intersection	Vineyard Drive	Install traffic signal and ADA ramps	N/A	\$338,000				\$338,000		A
09-09	Signal Installation	Intersection	Main Street	Install traffic signal	N/A	\$333,000				\$333,000		A
09-10	Signal Installation	Intersection	Las Tablas Road	Install traffic signal, ADA ramps, and LTL on Las Tablas	N/A	\$494,000				\$494,000		A
09-11	Left Turn Lane	Vineyard Drive	Bennett Way	3-12 lanes, 2-5' shoulder	46'	\$791,000		\$644,100		\$146,900		A and B
09-12	Left Turn Lane	Main Street	Creekside Ranch Road	3-12 lanes, 2-5' shoulder; No Parking	46'	\$423,000		\$192,000		\$231,000		A and B
09-13	Left Turn Lane	Ramada Drive	Main Street	3-12 lanes, 2-5' shoulder; No Parking	46'	\$1,798,000				\$1,798,000		C
09-14	Left Turn Lane	Theater Drive	Paso Robles City Limits	3-12 lanes, 2-5' shoulder	46'	\$726,000		\$580,000		\$146,000		A
TOTAL						\$70,501,532	\$0	\$18,965,060	\$11,590,400	\$39,493,775		-
Additional Projects												
09-15	Auxiliary Lanes	Vineyard Drive	Main Street	Construct NB/SB Auxiliary Lanes	-	\$3,000,000		\$3,000,000	?	\$0		-
09-16	Interchange Structures	Las Tablas Road	Phase 2	Reconfigure S/B Ramps & Close Duncan Road	-	\$1,800,000			\$1,800,000	\$0		-
09-17	Interchange Structures	Las Tablas Road	Phase 3	Bridge Removal and replacement. Widening of Las Tablas to 5 lanes	-	\$15,000,000			\$15,000,000	\$0		-
09-18	Roadway Extension	Bennett Way	Las Tablas Road	3-12 lanes, 2-5' shoulders	46'	\$4,444,000			\$4,444,000	\$0		-
09-19	Roadway Realignment	Las Tablas Road	Bend	3-12 lanes and 2-5' shoulders extend Las Tablas Road to Main	46'	\$3,478,000				\$0		-
09-20	Signal Installation	Intersection	Highway 46	Install traffic signal and left turn lane	N/A	\$748,000				\$0		-
09-21	Safety Enhancement	Bethel Road	Las Tablas Road	Correct existing deficiency	N/A	\$979,000				\$0		-
09-22	Bicycle Enhancements	Various	Elke Lanes per County Bikeways Plan	Class II Bike Lanes	N/A	\$3,000,000				\$0		-
09-23	Pedestrian Enhancement	Various	Walkways per Pedestrian Circulation Plan	Concrete or stabilized paths	N/A	\$7,000,000				\$0		-
09-24	Trails	Various	per Parks and Recreation Element	Concrete or stabilized paths	N/A	?		?		\$0		-

Templeton Capital Improvement Projects Table

Project Type	Location	From	To	Recommended Improvement	Pavement Width	Cost Estimate	Existing Deficiencies	Less Other Sources	Regional COG	Funding From Impact Fees	Actual Project Cost	Area
09-25	Transit Amenities	Vineyard Drive	Park & Ride Lot	Construction of lot and shelters	N/A	\$300,000		\$300,000		\$0		-
09-26	Park & Ride Amenities	Las Tablas Road	Park & Ride Lot	Expand existing facility	N/A	\$200,000		\$200,000		\$0		-
12-01	Drainage Facility	Salinas Avenue	at Toad Creek	Increase culvert capacity	N/A	\$340,000	\$340,000	\$0		\$0		
12-02	Drainage Facility	Godell Street	at East End	Increase storm drain size	N/A	\$260,000	\$260,000	\$0		\$0		
12-03	Drainage Facility	Main Street	at Toad Creek	Increase culvert capacity	N/A	\$350,000	\$350,000	\$0		\$0		
12-04	Drainage Facility	Main Street	near Gibson Avenue	Install storm drain	N/A	\$750,000	\$750,000	\$0		\$0		
TOTAL						\$41,549,000	\$2,579,000	\$17,726,000	\$21,244,000	\$0		
Completed Capital Improvement Projects												
09-27	Interchange Structures	Vineyard Drive	Phase 1 (Other \$)	Widen 3 lanes (Bennett to Main Street) and install signals at ramps. Debt Service 09-01.	48'-60'			\$111,414	\$1,500,000	\$1,037,926	\$9,420,261	A and B
09-28	Roadway Closure	Old County Rd	Main Street	Close Road	N/A					\$0	?	-
09-29	Pedestrian Enhancement	Florence Street	Las Tablas Creek	Low Impact Development	N/A			\$688,977		\$0	\$688,977	-
09-30	Interchange Structures	Las Tablas Road	Phase 1	Open Abutments and create a TWT. Install signals at Ramps. PSR costs included.	Varies			\$94,000	\$150,000	\$2,467,853	\$2,691,853	A and B
09-31	Roadway Extension	Bennett Way	Las Tablas	3 - 12' lanes, 2 - 5' shoulders. Includes installation of traffic signal at Las Tablas and Bennett Way	46'		\$786,000 (developer \$)			\$1,156,933	\$1,942,933	A
09-32	Left Turn Lane	Las Tablas Road	Hwy 101	Add Center Turn Lane	48'					\$312,266	\$312,266	A and B
09-33	Pedestrian Enhancement	Las Tablas Road	Pedestrian Crossing	Crosswalk with median refuge island	10'			\$20,000		\$0	\$20,000	-
09-34	Left Turn Lane	Main Street	Creekside Ranch Road	3-12' lanes, 2-5' shoulder, Intermittent Parking.	46'-62'					\$170,618	\$170,618	A
09-35	Signal Installation	Intersection	Main Street	Install traffic signal	N/A					\$105,376	\$105,376	A
09-36	Signal Modification	Intersection	Main Street	Modify Signal	N/A					\$145,207	\$145,207	A
09-37	Transit Amenities	Las Tablas Road	Park & Ride Lot	Construction of lot and shelters	N/A			\$250,000		\$0	\$250,000	-
TOTAL							\$786,000	\$1,154,391	\$1,650,000	\$5,386,179	\$16,747,491	-

Templeton Capital Improvement Projects Table

Project Type	Location	From	To	Recommended Improvement	Payment Worth	Cost Estimate	Existing Deficiencies	Less Other Sources	Regional COG	Funding From Impact Fees	Actual Project Cost	Area
Deleted Road Improvement Fee Projects												
deleted	Interchange Structures	Phase 2 Vineyard Drive		Widen Bridge to 6 lanes-Install signals at Ramps								
deleted	1st Cruz Way	South of Cow Meadow	Cells Propose	2-1/2 lanes, 2-3 shoulders								
GRAND TOTAL						\$126,098,023	\$3,365,000	\$37,845,451	\$34,484,400	\$44,879,954		
								Funded from Area A & B		\$20,615,270		
								Funded from Area A (additional)		\$7,810,134		
								Funded From Area C		\$16,454,550		9/16/2014

Budgeted Projects Funded from Templeton RIF			Total As of
			06/30/14
Project #	Description	Budgeted 2013/14	
TEMPLETON RIF - Beginning Cash Balance			157.70
	Developer Funding In Road Fund		
	Fees		377,079.00
	Interest		-59.20
	Loan from Raod Fund		74,000.00
	Subtotal Cash Balance		451,177.50
	Project Costs:	Budgeted 2013/14	Total Spent This Fiscal Year As of
			06/30/14
300134	Vineyard Dr from Bennett to Main	0	0.00
245R12C124	Templeton Traffic Circ Study	1,215	0.00
	Less portion applied to Templeton C		0.00
	Debt Svc pmt for Vineyard	452,000	450,812.05
	Total Project Costs paid by Templeton RIF	453,215	450,812.05
	Total		365.45

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7/18/2014 14:21

Budgeted Projects Funded from Templeton Area C RIF			Total As of
			6/30/2014
Project #	Description	Budgeted 2013/14	
TEMPLETON AREA C RIF - Beginning Cash Balance			748,875.68
	Fees	0.00	205,370.00
	Interest		1,768.08
	Subtotal Cash Balance		956,013.76
Project Costs:		Budgeted 2013/14	Total Spent This Fiscal Year As of
			6/30/2014
300150	Main St	448,706	1,310.45
	46 West Portion		
	paid in full by Tempc but half to be		
	reimbursed by Templeton after Templeton Bond		
	Fund is paid off.		
245R12C124	Traffic Study 19% of costs	285	0.00
Total Project Costs paid by Templeton Area C RIF		448,991	1,310.45
	Total		954,703.31

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

† Mandatory Sinking Fund Payment.

†† Maturity.

††† Final Maturity.

Exhibit "B"
**POLICY OF THE BOARD OF SUPERVISORS FOR
DETERMINATION OF THE NUMBER OF PEAK HOUR TRIPS**

SECTION ONE: PURPOSE

1.01. This Policy is intended to be used in implementing the Resolution of the Board of Supervisors of the County of San Luis Obispo Imposing a Road Improvement Fee etc., (hereinafter referred to as Resolution) to which this Policy is attached as an exhibit, which Resolution is adopted under the authority of San Luis Obispo County Ordinance No. 2379.

SECTION TWO: DEFINITIONS

2.01. "Accident History." A summary of the amount and type of reported vehicle collisions occurring during the preceding five years within the area of study.

2.02. "Fee Area." The particular area(s) set forth in the Circulation Study, wherein the new development lies.

2.03. "Existing Trips." Trips generated by a current or previous use of the property which use is being replaced by new development. In order to receive credit under Section 3.01(b) of this Policy, said current or previous use must have been in existence at the time the most recent Circulation Study was adopted.

2.04 "Floor Area." The square footage of a building shall have the same meaning as the section entitled Gross Area: as set forth in Chapter 1 of the Institute of Transportation Engineers' Trip Generation Manual, which book is more completely described in Section 3.01(a) of this Policy.

2.05. To "Generate Additional Traffic" shall mean both the production and the attraction of vehicular trips.

2.06. "Level of Service." A qualitative measure describing operational conditions within a traffic system, and their perception by motorists, as defined in the most recent edition of the Highway Capacity Manual Transportation Research Board, Washington, DC (Highway Capacity Manual).

2.07. "Level of Service C" shall have the meaning as set forth in the Highway Capacity Manual:

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and

maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

2.08. A "Pass-by Trip" is an existing trip that is diverted to a new development from an adjacent street and is not a new trip that is assigned to the adjacent streets due to the new development. Pass-by trips are excluded in calculating new trips to be generated by a new development.

2.09. "Peak Hour Trip" shall mean a single or one-directional vehicle movement which either enters or exists the site of a new development during the hour of the day in which the highest hourly traffic volume is measured on the road(s) adjacent to the new development.

2.10. "Prevailing Speed." The speed, at or below which eighty-five percent of vehicles are traveling on a roadway.

2.11. A "Road Impact Fee Study," or RIFS: is a written study that evaluates and comments on all of the following:

- A. Evaluate existing conditions on roads which will be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. This evaluation of existing conditions on said roads shall include: (1) levels of service, (2) prevailing speeds, (3) stopping sight distance, and (4) accident history, and such other relevant and necessary items as are required by the Director of Public Works.
- B. Estimate future conditions on roads which are likely to be affected by the proposed new development. These roads may be within the Fee Area and within any adjacent areas as required by the Director of Public Works. The study shall include an estimate of trip generation, if any, for each unit of the proposed new development project. The trip generation estimate may be adjusted to reflect pass-by trips and may be used for computing the fees required by Chapter 13.01 of the San Luis Obispo County Ordinance Code.

The said forecast of future conditions shall be compared with the Circulation Study, to determine if the recommendations in the Circulation Study are adequate to maintain a Level of Service C, or better, for the affected roads after completion of the proposed new development project.

- C. Include such additional inquiries, evaluations and comments as the Director of Public Works determines are relevant and reasonably necessary for a comprehensive evaluation of the impacts of the proposed new development project on the said roads.

The RIFS shall be prepared by a qualified engineer licensed as a civil or traffic engineer by the State of California.

The RIFS shall be subject to the review and approval of method and accuracy by the Director of Public Works.

2.12. "Road." A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Road" includes "street", and "highway", and "bridge."

2.13. "Stopping Sight Distance." The length of roadway ahead that is visible to the driver. The minimum sight distance available on a roadway should be sufficient to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

2.14. "Trip Generation." The total number of vehicle trips which will enter or exit a given development project. Trip generation includes trips per weekday, trips per hour for the peak hour, and other cases as determined necessary by the Director of Public Works.

2.15. "Trip." A single or one-direction vehicle movement which either enters or exits the site of a development project.

SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS.

3.01. The number of peak hour trips generated by new development shall be computed using the following formula:

$$\begin{array}{rclcl} \text{Number of} & & & & \text{Number of} \\ \text{Units in the} & & \text{X} & & \text{New Peak Hour} \\ \text{New Development} & & \text{Trip Generation} & = & \text{Trips} \\ & & \text{per New Unit} & & \end{array}$$

A "Unit" is a physical, measurable or predictable variable which quantifies the particular new development (e.g., floor area, employees, acres, dwelling units, etc.). The peak hour trip generation rate shall be based upon the highest trip generation rate possible for the proposed new development. Eligible existing trips shall be deducted from the number of peak hour trips generated by the new development.

3.02. "Trip Generation per New Unit" shall be determined as follows:

- A. The trip generation rates, for the peak hour of adjacent streets, shall be based on the most recent edition of the Trip Generation Manual, Institute of Transportation Engineers, 525 School St., SW, Suite 140, Washington, DC 20024-2729.
- B. If no published rates are available from this source, trip generation rates will be determined by the Director of Public Works.
- C. If the Director of Public Works requires it or if the applicant for the new development so elects, the Trip Generation per New Unit which will be caused or generated by the proposed new development may be determined by the Director of Public Works through the use of a Road Impact Fee Study rather than by the method set forth in Section 3.02(A) or 3.02(B) hereof. If a Road Impact Fee Study is to be used, the Director of Public Works shall request proposals for this work from engineers licensed as civil or traffic engineers by the State of California, and shall award a contract for the production of the RIFS with all costs to be borne by the applicant for the new development.