

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____ day _____, 20____

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. _____

**RESOLUTION 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 2018 UPDATE TO THE TEMPLETON CIRCULATION STUDY**

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, on October 3, 2017, the Board of Supervisors did adopt Resolution No. 2017-253 modifying the road improvement fee for all development within portions of the Templeton Area of the County of San Luis Obispo and adopting the required "2017 comprehensive update of the Templeton Circulation Study;" and

WHEREAS, the "Templeton Traffic Circulation Study of 1991" and the "2017 comprehensive update of the Templeton Circulation Study" describe 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 2018 update of the Templeton Circulation Study, a copy of which is attached hereto as Exhibit "A" incorporated by reference herein; and

WHEREAS, on October 3, 2017, the Board of Supervisors did adopt Resolution No. 2017-253 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

WHEREAS, the said "Templeton Traffic Circulation Study of June 1991," the "2017 comprehensive update of the Templeton Circulation Study" and the 2018 update of the Templeton Circulation Study" were available for public inspection and review fourteen (15) 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 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 "2017 comprehensive update of the Templeton Circulation Study," prepared by the County Public Works Department and Omni-Means, Ltd., 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 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 "4. 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 "2017 comprehensive update of the Templeton Circulation Study."

- 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 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 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. The Mitigated Negative Declaration, Exhibit "C," prepared for this program, is hereby adopted and approved as having been prepared in accordance with the provisions of the California Environmental Quality Act and the California Environmental Quality Act Guidelines.
- 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 | \$8,462/pht | \$8,462/pht | \$8,462/pht |
| Retail | \$8,462/pht | \$8,462/pht | \$8,462/pht |
| Other | \$8,462/pht | \$8,462/pht | \$8,462/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 (1) 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.

The number of peak hour trips for winery tasting rooms shall be designated at 0.76 trips per thousand square feet. The number of peak hour trips for wine production and storage facilities shall be 0.57 trips per thousand square feet. These rates shall be in effect until such time as an empirical study of peak hour trips establishing rates for tasting rooms and production/storage facilities is produced for North County wineries, and is reviewed and approved for use by the Director of Public Works.

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.

7. Use of Fee. The road improvement 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 on the ____ day of _____, 20__.

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: Deputy County Counsel

Dated: October 15, 2018

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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
2018 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 adopted the most recent comprehensive update of the Templeton Area Road Improvement Fee Resolution on October 3, 2017.

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

BUILDING ACTIVITY

For the period from July 1, 2017, through June 30, 2018, ninety-eight (98) building permits subject to road improvement fees paid the fees.

| Permits | |
|---------------------------|-----------|
| Single Family Residential | 29 |
| Multi-Family Residential | 54 |
| Secondary Dwelling | 2 |
| Commercial | 13 |
| Other | 0 |
| Total | 98 |

ROAD IMPROVEMENT FUND

| | FY 2017/18 Templeton Area A/B | FY 2017/18 Templeton Area C |
|---------------------------|-------------------------------------|-----------------------------------|
| Balance (07/01/17) | \$296,469 | \$1,710,801 |
| Fees Received (+) | \$1,482,159 | \$120,622 |
| Loan from Road Fund | (\$422,370) | - |
| Interest (+) | \$15,654 | \$22,066 |
| Expenditures (-) | \$457,025 | \$159,266 |
| Balance (06/30/18) | \$914,887 | \$1,694,223 |

*Note: Of the expenditures in Area A/B during FY 17/18, \$415,815.02 were the debt service payment on the Vineyard Drive Certificates of Participation.

FEE APPEALS

There were no Road Improvement Fee appeals since the last update.

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 Avila Area.

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 2012/13 through FY 2015/2016, requiring a total in \$659,000 in borrowed monies from the Road Fund to make these debt service payments. In FY 2016/2017 and 2017/2018, revenues were greater than anticipated which allowed for all \$659,000 in borrowed funds, plus \$13,397 in interest, to be repaid to the Road Fund.

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. The current outstanding principal balance is \$5,810,000.

Main Street Interchange

The PSR-PDS was approved by Caltrans in June 2018. The County is proceeding with project development and working to hire a design consultant in 2019. Funding for this project will be from the Roadway Impact Fee Area C account with the Area A/B share of this phase occurring after the Vineyard Drive Interchange Certificates of Participation (COP) are paid off.

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 cost of developing roadway projects has been increasing from year to year and prices continue to rise above the 2006 peak construction cost index. Construction costs and fees are reevaluated in more detail during the comprehensive updates to the circulation study.

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:

| Land Use | Fee |
|-----------------|-------------|
| Residential | \$8,462/pht |
| Retail | \$8,462/pht |
| Other | \$8,462/pht |

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 area 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 2017 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 2016.

The County Bikeways Plan is located at the following website:

<http://www.slocounty.ca.gov/Departments/Public-Works/Forms-Documents/Committees-Programs/Bicycle-Advisory-Committee/Plans-Documents/2016-Bikeways-Plan.aspx>.

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://slocountyparks.org/wp-content/uploads/2015/09/SLO-Parks-Rec-Element-Appendix.pdf>.

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/. Alternative transportation services are provided by Ride-On Transportation, and their information can be found at <http://www.ride-on.org/index.php>.

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

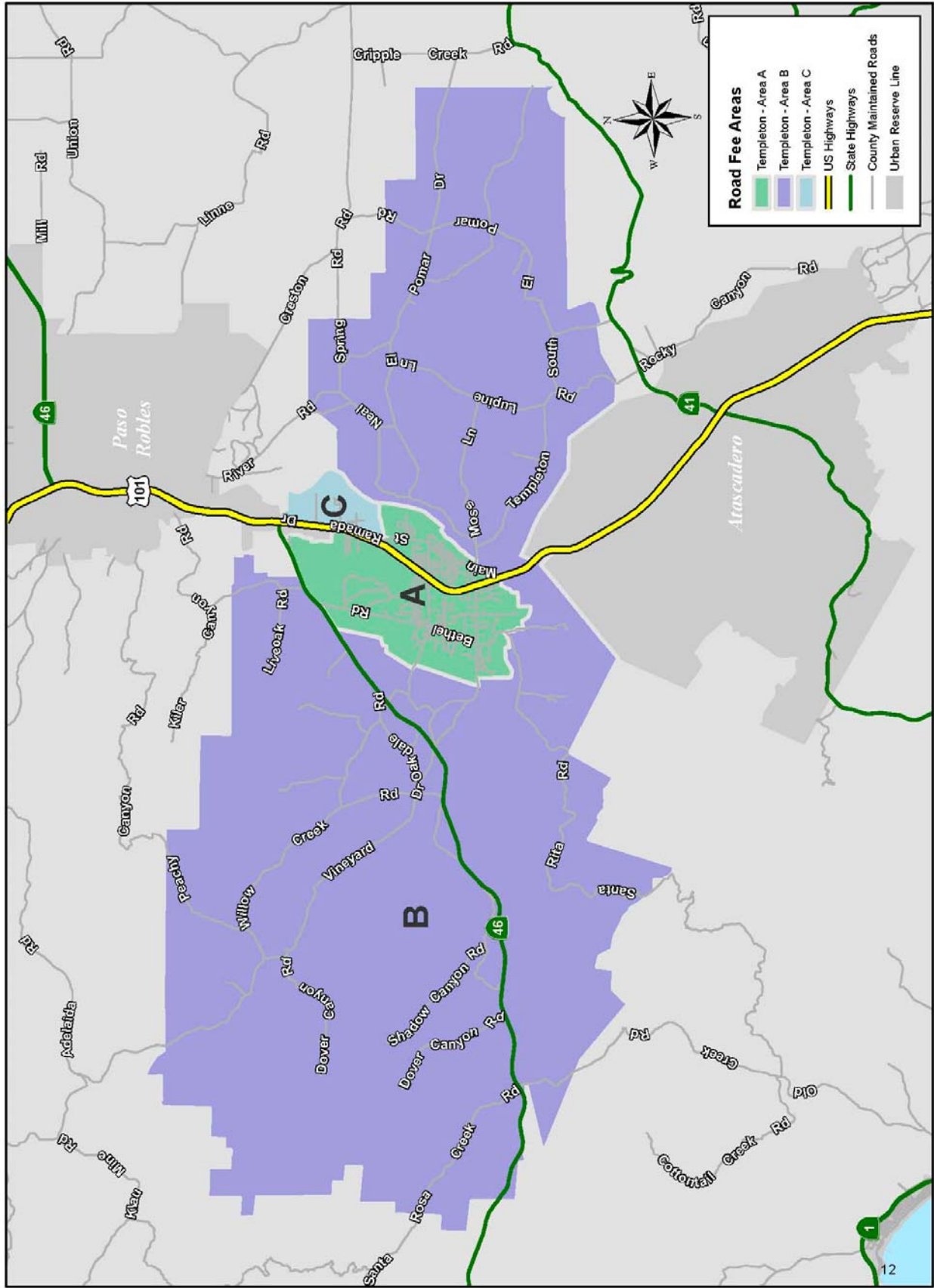
TBD = To be determined

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

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 | Location | From | To | Recommended Improvement | Pavement Width | Cost Estimate | Existing Deficiencies | Less 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 interchanges (install signals and/or roundabouts) | - | \$13,518,532 | | | | \$13,066,235 | - | A and B |
| 09-03 | Interchange Structures | Highway 46 | Ramada Drive | Construct New Bridge | - | \$15,000,000 | \$4,185,000 | | \$11,000,000 | \$9,815,000 | - | A, B, and C |
| 09-04 | Roadway Extension | Theater Drive | Pease Ranch Road | 3-12 lanes, 2-5' shoulders | - | \$29,600,000 | \$13,024,000 | | \$9,590,400 | \$6,985,600 | - | C |
| 09-05 | Roadway Extension | "New" Road | Rossi Rd | Re-route Rossi Road to Bennett Way | 46' | \$5,469,000 | | | \$1,000,000 | \$4,469,000 | - | 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' | \$781,000 | \$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' | \$1,796,000 | | | | \$1,796,000 | - | C |
| 09-14 | Left Turn Lane | Theater Drive | Paso Robles City Limits | 3-12 lanes, 2-5' shoulder | 46' | \$726,000 | \$680,000 | | | \$146,000 | - | A |
| TOTAL | | | | | | \$70,501,532 | \$0 | \$18,965,060 | \$11,590,400 | \$39,463,775 | | - |
| Additional Projects | | | | | | | | | | | | |
| 09-15 | Auxiliary Lanes | US 101 | Vineyard Drive | Construct NB/SB Auxiliary Lanes | - | \$3,000,000 | | \$3,000,000 | ? | \$0 | - | - |
| 09-16 | Interchange Structures | Las Tablas Road | Phase 2 | Reconfigure SB 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 entered Las Tablas Road to Main | 46' | \$3,478,000 | | | \$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 | Bennett Road | Vineyard Drive | Correct existing deficiency | N/A | \$879,000 | \$879,000 | | | \$0 | - | - |
| 09-22 | Bicycle Enhancements | Various | Elke Lanes per County Bikeways Plan | Class II Bike Lanes | N/A | \$3,000,000 | | | \$3,000,000 | \$0 | - | - |
| 09-23 | Pedestrian Enhancement | Various | Walkways per Pedestrian Circulation Plan | Concrete or stabilized paths | N/A | \$7,000,000 | | | \$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 | Project Type | Location | From | To | Recommended Improvement | Pavement Width | Cost Estimate | Existing Deficiencies | Less | | Funding From Impact Fees | Actual Project Cost | Area | |
|---|------------------------|-----------------|---------------------|----------------------|---|----------------|---------------------|--------------------------|---------------------|---------------------|--------------------------|---------------------|---------------------|----------|
| | | | | | | | | | Other Sources | Regional CDG | | | | |
| 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 | Goodall 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 | \$17,725,000 | \$21,244,000 | \$0 | \$0 | \$16,747,491 | - |
| 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 | Gibson Rd | Close Road | N/A | | | | | \$0 | ? | - | |
| 09-29 | Pedestrian Enhancement | Fierice Street | Las Tablas Road | 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 TWLTL. Install signals at Ramps. PSR costs included. | Varies | | | \$84,000 | \$150,000 | \$2,457,853 | \$2,691,853 | A and B | |
| 09-31 | Roadway Extension | Bennett Way | Las Tablas | Peppersen Ranch Road | 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 | Behel Road | 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 | Gibson Road | 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 | Vineyard Drive | Install traffic signal | N/A | | | | | \$105,376 | \$105,376 | A | |
| 09-36 | Signal Modification | Intersection | Main Street | Vineyard Drive | 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 | \$6,366,179 | \$16,747,491 | \$16,747,491 | - | |

Templeton Capital Improvement Projects Table

| Project Type | Location | From | To | Recommended Improvement | Pavement Width | Cost Estimate | Existing Deficiencies | Less | | Funding From Impact Fees | Actual Project Cost |
|--|-----------------------------|--------------------------|----------------|---|----------------|---------------|-----------------------|---------------------------------|--------------|--------------------------|---------------------|
| | | | | | | | | Other Sources | Regional COG | | |
| Deleted Road Improvement Fee Projects | | | | | | | | | | | |
| deleted | Interchange- Osburne | Phase 2, Vantage Drive | | Widen Bridge to 6 lanes, install signals at Ramps | | | | | | | |
| deleted | Lee-Cline Inter- Medford | South of Cow- Medford | Cells Projects | 6-1/2 lanes, 2-8' shoulders | | | | | | | |
| GRAND TOTAL | | | | | | \$126,088,023 | \$3,366,000 | \$37,846,461 | \$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 |
|---|-------------------------------------|-------------------------|---|
| | | | 06/30/18 |
| Project # | Description | Budgeted 2017/18 | |
| TEMPLETON RIF - Beginning Cash Balance | | | 296,469.49 |
| | Developer Funding In Road Fund | | |
| | Fees | | 1,482,159.00 |
| | Interest | | 15,653.70 |
| | Loan from Road Fund | | -422,369.98 |
| | Subtotal Cash Balance | | 1,371,912.21 |
| | Project Costs: | Budgeted 2017/18 | Total Spent This Fiscal Year As of |
| | | | 06/30/18 |
| | | | |
| 245R12C124 | Templeton Traffic Circ Study | 32,400 | 6,432.38 |
| | Less portion applied to Templeton C | | (1,222.15) |
| | | | |
| | | | |
| | Debt Svc pmt for Vineyard | 452,000 | 451,815.02 |
| | | | |
| | Total Project Costs | 484,400 | 457,025.25 |
| | | | |
| | Total Cash Bal | | 914,886.96 |

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| Budgeted Projects Funded from Templeton Area C RIF | | | Total As of |
|---|---|-------------------------|---|
| | | | 6/30/2018 |
| Project # | Description | Budgeted 2017/18 | |
| TEMPLETON AREA C RIF - Beginning Cash Balance | | | 1,710,801.30 |
| | Fees | | 120,622.00 |
| | Interest | | 22,066.00 |
| | Subtotal Cash Balance | | 1,853,489.30 |
| | Project Costs: | Budgeted 2017/18 | Total Spent This Fiscal Year As of |
| | | | 6/30/2018 |
| 300150 | Main St | 899,853 | 158,043.72 |
| | 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 | 7,600 | 1,222.15 |
| | | | |
| | Total Project Costs | 907,453 | 159,265.87 |
| | | | |
| | Total Cash Bal | | 1,694,223.43 |

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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 | \$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.

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. "Collision 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" and "Level of Service D" 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 other 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.

Level of Service D is approaching unstable flow. Speeds slightly decrease as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more limited and

driver comfort levels decrease.

- 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 additional 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 peak hour 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) queue lengths, (3) prevailing speeds, (4) stopping sight distance, and (5) collision history, (6) County Public Improvement Standards and other relevant and necessary items as are required by the Director of Public Works.
 - B. Estimate build-out conditions with and without the proposed new development on roads which are likely to be affected. 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 existing and build-out conditions shall be compared with the Circulation Study, to determine if additional mitigations to maintain a Level of Service D, or better, for roadways and intersections within an Urban Reserve Line (URL), and a Level of Service C, or better, for all other intersections and roadways (those outside of an Urban Reserve Line) for the affected roads after completion of the proposed new development project.

- C. Include such additional inquires, 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. "Secondary Dwelling". A dwelling unit is determined to be a secondary dwelling if it is consistent with the definitions established in Section 22.30.470 of the San Luis Obispo County Land Use Ordinance, or Section 23.08.169 of the Coastal Zone Land Use Ordinance.
- 2.14. "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.
- 2.15. "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.
- 2.16. "Trip". A single or one-direction vehicle movement which either enters or exists 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:

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

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 the 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 Rate per New Unit which will be caused or generated by

the proposed new development may be determined by the Director of Public Works with 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 require preparation of a study for this work by engineers licensed as civil or traffic engineers by the State of California, and all costs shall be borne by the applicant for the new development.

- D. As allowed under GC 66005.1(b), if a housing development is shown to meet any of the individual requirements of GC 66005.1(a), there shall be a trip generation adjustment of 10%. These adjustments shall be additive up to a maximum 20% adjustment.
- E. The trip generation rate for a secondary dwelling, as established by definition under County Code, shall be two-thirds of the single family detached home rate, as determined by 3.02A.