

**AMENDMENT NO. 1 TO REIMBURSEMENT AGREEMENT  
FOR 600 TANK FARM ROAD**

This Amendment No. 1 to Reimbursement Agreement for 600 Tank Farm Road (“Amendment No. 1”) is entered into on the \_\_\_\_\_ day of \_\_\_\_\_, 2024, by and between the City of San Luis Obispo, a municipal corporation and charter city (“City”) and Covelop, Inc., a California corporation, or its successor(s)-in-interest, (the “Developer”), hereinafter referred to in this Amendment No.1 as “Party” and collectively as “Parties”, as appropriate.

**RECITALS**

- A. WHEREAS, on February 18, 2022, the City and Developer executed a Reimbursement Agreement (the “Agreement”) for the 600 Tank Farm Road development (the “Development”), and
- B. WHEREAS, as a condition of approval for the Development, Developer is required to build certain public improvements that are of greater size and capacity than required to serve only the project. The construction of excess public improvements qualifies Developer for reimbursement as set forth in San Luis Obispo Municipal Code Section 16.20.110; and
- C. WHEREAS, pursuant to the Agreement, the City will provide reimbursements to Developer for certain oversized transportation improvements eligible for reimbursement (“Infrastructure Improvements”), with reimbursement provided from a mix of fund sources, including City General Fund, Citywide Transportation Impact Fees (TIF) collected from other off-site Benefiting Properties, and credits towards Developer’s on-site Citywide TIF obligation for the 600 Tank Farm Road Project; and
- D. WHEREAS, the anticipated costs to design, permit and construct the Infrastructure Improvements have increased above the estimates initially provided by the Developer and included the Agreement due to ongoing escalation of construction costs, and added complexity related to environmental permitting and right-of-way acquisition. As a result of these circumstances, Developer has submitted change orders totaling \$4,818,675 to increase the total project costs eligible for reimbursement from \$5,003,980 to \$9,822,654, a 96% increase overall (See Exhibit A and B to this Amendment for details); and
- E. WHEREAS, pursuant to Section 6(a), 6(b) and 6(c) of the Agreement, any increase or decrease in cost must be reflected in the Contractor bid or change order submitted by Developer and approved by the City. Developer has submitted change orders totaling \$4,818,675, which exceed the amounts authorized by

Section 6(b) of the Agreement for City Engineer (\$45,000), and City Manager (\$175,000) approval, and are therefore requiring City Council approval. Cost documentation submitted by Developer, which has been reviewed by City Engineer (or their designee) and deemed complete as of April 22, 2024.

- F. WHEREAS, the cost for reimbursement-eligible Infrastructure Improvements exceeds the General Fund amounts previously appropriated by the City, and amounts that can be legally collected in the current Citywide TIF program for the Tank Farm/Santa Fe Roundabout project. Availability of funding needed to satisfy full reimbursement to the Developer will depend on approval of additional General Fund appropriations and forthcoming amendments to the Citywide TIF program to increase costs collected from new development for the Tank Farm/Santa Fe Roundabout project.

### **AGREEMENT**

NOW, THEREFORE, in consideration of the foregoing Recitals, which are hereby incorporated into the provisions of this Amendment by this reference, and for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Effective Date of Amendment. This Amendment No. 1 shall become effective upon the date that the resolution approving this Amendment No. 1 becomes effective.
2. Amendment. The City and Developer hereby amend the February 18, 2022, Agreement as follows:
  - A. Exhibit A to this Addendum replaces Attachment A to Exhibit 4 (Developer Cost Estimate).
  - B. Exhibit B to this Addendum replaces Attachment B to Exhibit 4 (Estimated Cost and Funding Sources).
  - C. Exhibit C from this Addendum replaces Exhibit 2 (TIF Program Project List).
  - D. Section 2(i) is amended to add Section 2(i)(vi) as follows:

*(vi) Existing uncommitted Airport Area Specific Plan (AASP) TIF fund funds, not to exceed the amounts programmed in the AASP TIF towards eligible Infrastructure Improvements.*
  - E. Section 3(a) is replaced with the following:

*(a) To budget and appropriate the necessary Eligible Fees to provide reimbursements, including, but not limited to timely appropriation of General Fund amounts, and reservation of any Citywide TIF fees paid by*

*Benefitting Properties. To this end, the City has already appropriated \$2,460,000 in General Funds (\$1,545,000 at the 2021-22 Mid-Year Budget; \$715,000 at the 2021-23 Financial Plan; \$200,000 at the 2023-25 Financial Plan), and the City Manager presently intends to request that the City Council, subject to the City Council's plenary discretion in the exercise of its budgeting authority and availability of funding, appropriate \$267,138 in existing uncommitted AASP TIF funds prior to July 1, 2024, and request appropriation of an additional \$1,393,481 in General Funds during or prior to the 2025-27 Financial Plan.*

F. Section 3 is amended to add Section 3(h) as follows:

*(h) To complete and present to the City Council for consideration a Impact Fee Study compliant with AB 1600 to update the Citywide TIF program to reflect updated project costs for the Tank Farm/Santa Fe Roundabout project (currently included in Citywide TIF Project #14, per Exhibit 2). It is assumed that an additional \$1,983,121 will need to be collected for the roundabout project in the Citywide TIF to reimburse the Developer for eligible costs. The Citywide TIF program update is currently in progress and planned to be presented to the City Council for consideration in early 2025. If the Citywide TIF program has not been updated to capture increased costs related to the Tank Farm/Santa Fe Roundabout by July 1, 2025, City Staff will meet with Developer to discuss and explore alternative funding sources which may be appropriately used towards the reimbursement obligation.*

G. Section 5 is amended to add Section 5(f) as follows:

*(f) Where reimbursement to Developer requires amending an existing TIF program to increase costs collected in the TIF for eligible Infrastructure Improvements, the fair share percent of the increased project cost attributable to the 600 Tank Farm development will be subtracted from the Developer's eligible reimbursement. It is understood that the Citywide TIF program will need to be amended to increase fees collected to cover the increased cost of the Tank Farm/Orcutt Roundabout project by approximately \$1,983,121. Because the 600 Tank Farm development is vested under a Citywide TIF rate schedule that does not include this additional cost, the fair share portion of this cost attributed to the 600 Tank Farm development will be subtracted from the reimbursement to Developer coming from the Citywide TIF fund source. This fair share amount is calculated at approximately 1.69% of the \$1,983,121 project cost increase (\$33,421) based on the traffic growth projections and trip generation rates published in the City's 2019 Citywide TIF Update Impact Fee Study.*

3. Remainder of Agreement Unchanged. Except as specifically stated herein, the February 18, 2022 Agreement remains in full force and effect.
4. Counterparts. This Amendment No. 1 may be executed in counterparts, each of which shall be deemed an original, but which together shall constitute one and the same instrument.
5. Authority. The parties hereby represent that the persons executing this Amendment are expressly authorized to do so for and on behalf of the parties.
6. Exhibits. The following exhibits are incorporated into this Amendment for reference.
  - A. Exhibit A – Attachment A to Exhibit 4, as Amended (Updated Developer Cost Estimates)
  - B. Exhibit B – Attachment B to Exhibit 4, as Amended (Updated Estimated Cost and Funding Sources)
  - C. Exhibit C – Exhibit 2, as Amended (TIF Project List)

**IN WITNESS WHEREOF**, the Parties have executed this Amendment No. 1 as of the first date above.

**DEVELOPER:**

Covelop, Inc.

By: \_\_\_\_\_  
Pat Arnold, President

By: \_\_\_\_\_  
Damien Mavis, Secretary

**CITY:**

City of San Luis Obispo, a California Charter City and Municipal Corporation

By: \_\_\_\_\_  
Timothea Tway, Community Development Director

**APPROVED AS TO FORM AND LEGAL EFFECT:**

By: \_\_\_\_\_  
J. Christine Dietrick, City Attorney

## ACKNOWLEDGMENT

*A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.*

State of California }  
County of San Luis Obispo }

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
*Date* *Name and Title of the Officer*  
 personally appeared \_\_\_\_\_  
*Name of Signer(s)*

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_  
Signature of Notary Public

*Place Notary Seal Above*

## EXHIBIT A

## Attachment A to Exhibit 4 (Developer Cost Estimate), as Amended

## 600 TANK FARM - OFFSITE IMPROVEMENT COST ESTIMATE AND REIMBURSEMENT SUMMARY

COVELOP, INC. 02-08-24

Area #				Area Description		Developer Responsibility, No Reimbursement		City Responsibility, Public Reimbursement Agreement		Private Responsibility, Private Reimbursement		City Responsibility, Public Reimbursement Agreement				Total Cost Summary & Distribution		
				Area 1 & Area 2, Includes Developer Portion of Acacia Creek Pathway		Area 3		Area 4		Area 5		Acacia Creek (onsite) Bike Path		Tank Farm Bike Path Planning		Total Costs	Total City Share, Reimbursable Costs	
				400 Tank Farm Frontage & Santa Fe (East) Frontage, and Acacia Creek Pathway (Sidewalk Equivalent)		Santa Fe City Area (North of Cross Walk)		Tank Farm City Improvements		Santa Fe Frontage Improvements (Chevron)		Onsite Bike Path Const Costs		"PAED" level planning, Eng. Env Study Only. Const by Others				
ITEM DESCRIPTION				UNIT	TOTAL QTY	UNIT PRICE	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	TOTAL \$	CITY \$
GENERAL																		
Mobilization (not to exceed 5% of total bid)				LS	1	\$ 207,000.00	19%	\$ 39,330	\$ -	81%	\$ 167,670						\$ 207,000	\$ 167,670
Traffic Control & 4 Rail Sections with Crash Cushions				LS	1	\$ 370,000.00	19%	\$ 70,300	\$ -	81%	\$ 299,700						\$ 370,000	\$ 299,700
Water Pollution Control / Erosion Control?				LS	1	\$ 100,000.00	19%	\$ 19,000	\$ -	81%	\$ 81,000						\$ 100,000	\$ 81,000
Prepare S&WOP/ADPCP				LS	1	\$ 50,000.00	19%	\$ 9,500	\$ -	81%	\$ 40,500						\$ 50,000	\$ 40,500
Right of Way Acquisition						\$ 1,900,000	0.00%	\$ -	15%	\$ -	85%	\$ -					\$ -	\$ -
EARTHWORK & DEMOLITION																		
Clearing & Grubbing				SF	90,900	\$ 0.45	9648	\$ 4,342	\$ -	81,252	\$ 36,563						\$ 40,905	\$ 36,563
Remove existing asphalt concrete				SF	52,112	\$ 3.00	9648	\$ 28,944	\$ -	42,464	\$ 127,392						\$ 156,336	\$ 127,392
Remove existing concrete paving				SF	2,950	\$ 6.00	0	\$ -	\$ -	2,950	\$ 17,700						\$ 17,700	\$ 17,700
Remove existing concrete C&G				LF	520	\$ 19.00	0	\$ -	\$ -	520	\$ 9,880						\$ 9,880	\$ 9,880
Remove fence				FT	2,800	\$ 5.00	2,800	\$ 14,000	\$ -	0	\$ -						\$ 14,000	\$ -
Net export - Trucking of all Export (15,778CY)- less contaminated soils				CY	7,330	\$ 34.20	19%	\$ 46,412	\$ -	81%	\$ 204,274						\$ 250,686	\$ 204,274
Export - Assumes soil is tested and is NON-contaminated. If detected Unit Price is estimated cost/CY to handle/dispose of material *Paid by City or Chevron				CY	0	\$ 420.00	0%	\$ -	\$ -	100%	\$ -						\$ -	\$ -
Hazardous Material Insurance				LS	1	\$ 50,000.00	\$ -	\$ -	\$ -	100%	\$ 50,000						\$ 50,000	\$ 50,000
Hazardous Material Contingency				LS	1	\$ 85,000.00	\$ -	\$ -	\$ -	100%	\$ 85,000						\$ 85,000	\$ 85,000
Roadway Over Excavation				SF	80000	\$ 1.25	19%	\$ 19,000	\$ -	81%	\$ 81,000						\$ 100,000	\$ 81,000
Rough Grade Roadway				SF	80000	\$ 1.02	19%	\$ 15,504	\$ -	81%	\$ 66,096						\$ 81,600	\$ 66,096
Rough Grade Misc. Grading				SF	34369	\$ 2.00	19%	\$ 13,060	\$ -	81%	\$ 55,678						\$ 68,738	\$ 55,678
Rough Grade PCC Flatwork				SF	22695	\$ 3.50	19%	\$ 15,092	\$ -	81%	\$ 64,340						\$ 79,430	\$ 64,340
Rough Grade PCC Curbs & Gutters				SF	9103	\$ 5.00	19%	\$ 8,648	\$ -	81%	\$ 36,867						\$ 45,515	\$ 36,867
Finish Subgrade PCC Flatwork				SF	22695	\$ 3.35	19%	\$ 14,445	\$ -	81%	\$ 61,583						\$ 76,028	\$ 61,583
Finish Subgrade PCC Curbs & Gutters				SF	9103	\$ 4.00	19%	\$ 6,918	\$ -	81%	\$ 29,494						\$ 36,412	\$ 29,494
Finish Subgrade Roadways				SF	80000	\$ 0.90	19%	\$ 11,680	\$ -	81%	\$ 58,320						\$ 72,000	\$ 58,320
0 - Demo Guard Rail				FT	10	\$ 100.00	1	\$ 100	\$ -	0	\$ -						\$ 100	\$ -
0 - demo sidewalk underdrain				EA	3	\$ 1,500.00	1	\$ 1,500	\$ -	0	\$ -						\$ 1,500	\$ -
0 - Demo Existing Street light				EA	3	\$ 1,500.00	0	\$ -	\$ -	3	\$ 4,500						\$ 4,500	\$ 4,500
7-B - Demo Gate and Appurtenances, Entry Key Pad				EA	2	\$ 1,500.00	2	\$ 3,000	\$ -	0	\$ -						\$ 3,000	\$ -
7 - Sawcut and conform to Existing				FT	102.67	\$ 4.50	103	\$ 462	\$ -	0	\$ -						\$ 462	\$ -
ROADWAY & CONCRETE FEATURES																		
#1 Minor concrete (City STD 4020 Curbs & Gutters) (C#-6")				LF	1,750	\$ 63.00	951	\$ 59,913	\$ -	418	\$ 26,334	381	\$ 24,003				\$ 110,250	\$ 26,334
#2 Minor concrete 6" A curb (City STD 4020 Curbs)				LF	1,350	\$ 88.00	81	\$ 7,128	200	\$ 17,600	2,012	\$ 180,576	17	\$ 1,496			\$ 206,800	\$ 188,176
#3 Detectable warning surface (City STD 4440)				SF	1,196	\$ 65.00	214	\$ 13,910	0	\$ -	982	\$ 63,830					\$ 77,740	\$ 63,830
18" Curb				LF	125	\$ 45.00	\$ -	\$ -	0	\$ -	125	\$ 5,625	\$ -				\$ 5,625	\$ 5,625
6" Zero Curb				LF	85	\$ 36.00	0	\$ -	0	\$ -	85	\$ 3,060	\$ -				\$ 3,060	\$ 3,060
#8 Minor concrete (City STD 4310 Cross Gutters) & Spandrel				SF	750	\$ 27.50	421	\$ 11,578	0	\$ -	329	\$ 9,048	\$ -				\$ 20,625	\$ 9,048
#9 Stamped Concrete (River Rock Pattern)				SF	7,600	\$ 26.00	101	\$ 2,626	0	\$ -	7,499	\$ 194,974	\$ -				\$ 197,600	\$ 194,974
Truck Apron				SF	3,190	\$ 43.00	0	\$ -	0	\$ -	3,190	\$ 137,170	\$ -				\$ 137,170	\$ 137,170
#11 Minor concrete mountable curb (City STD 4020 Curb Mod) (C#-2")				LF	630	\$ 40.50	208	\$ 8,424	0	\$ -	45	\$ 1,823	377	\$ 15,269			\$ 25,516	\$ 1,823
#13 Median Passageway (concrete), (CT STD A88B)				SF	600	\$ 24.50	\$ -	\$ -	0	\$ -	600	\$ 14,700	\$ -				\$ 14,700	\$ 14,700
#14 Type F HMA Dike (CT STD A87A)				LF	800	\$ 22.00	\$ -	\$ -	0	\$ -	800	\$ 17,600	\$ -				\$ 17,600	\$ 17,600
#15, #16 Hot Mix Asphalt in Place @ 6.5" thick 83,900 SF = 3,271 Tons				SF	84,000	\$ 7.00	9,648	\$ 67,536	16,414	\$ 114,898	57,938	\$ 405,566	\$ -				\$ 588,000	\$ 520,464
Temporary Paving (Grading, Install 3" and removal)				SF	4,050	\$ 11.81	19%	\$ 9,088	\$ -	81%	\$ 38,743	\$ -					\$ 47,831	\$ 38,743
#17 Minor concrete (City STD 4110 Sidewalk) (and curb ramp)				SF	7,990	\$ 12.75	2,567	\$ 32,729	0	\$ -	5,423	\$ 43,796	1,988	\$ 25,347			\$ 101,873	\$ 43,796
Handicap Ramp / Curb Ramp (CT STD A88A)				SF	3,000	\$ 34.50	1,231	\$ 30,160	0	\$ -	3,769	\$ 43,341	\$ -				\$ 73,500	\$ 43,341
#18, 6" PCC Bikeway Pavement				SF	6,620	\$ 26.85	3,097	\$ 83,335	0	\$ -	3,523	\$ 33,819	2,454	\$ 65,399			\$ 181,253	\$ 83,819
#19 Minor concrete (City STD 2115 Driveway approach)				SF	2,288	\$ 19.00	\$ -	\$ -	0	\$ -	2,288	\$ 43,472	\$ -				\$ 43,472	\$ 43,472
Bike Lane Class III Agg. Base (T=8 AVS)				SF	15,365	\$ 13.30	19%	\$ 38,243	\$ -	81%	\$ 163,038	0	\$ -				\$ 201,282	\$ 163,038
Class II Agg. Base (T=8) Under all flatwork				LS	1	\$ 308,800.00	19%	\$ 58,672	\$ -	81%	\$ 250,128	\$ -					\$ 308,800	\$ 250,128
Class II Agg. Base (T=11) @ 21" - 80,000 = 5,185 CY				SF	80,000	\$ 5.15	22,062	\$ 113,619	0	\$ -	57,938	\$ 298,381	\$ -				\$ 412,000	\$ 298,381
Rolled Curb				LF	300	\$ 54.50	0	\$ -	0	\$ -	300	\$ 16,350	\$ -				\$ 16,350	\$ 16,350
6" Wide Tactile Directional Warning Strip				LF	25	\$ 200.00	19%	\$ 950	0%	81%	\$ 4,050	\$ -				\$ 5,000	\$ 4,050	
Signage & Striping (prorated to responsible paving area)				LS	1	\$ 35,000.00	19%	\$ 6,650	0%	81%	\$ 28,350	\$ -				\$ 35,000	\$ 28,350	
Temp AC sidewalk path to Mind Body Building (450 x 5')				SF	2250	\$ 7.00	100%	\$ 15,750	\$ -	-	\$ -						\$ 15,750	\$ -

## COVELOP, INC. 02-08-24

Area #				Developer Responsibility, No Reimbursement		City Responsibility, Public Reimbursement Agreement				Private Responsibility, Private Reimbursement		City Responsibility, Public Reimbursement Agreement				Total Cost Summary & Distribution	
Area Description				Area 3		Area 4		Area 5		Acacia Creek (onsite) Bike Path		Tank Farm Bike Path Planning		Total Costs	Total City Share, Reimbursable Costs		
				100 Link Farm Frontage & Santa Fe (East) Frontage, and Acacia Creek Pathway (Sidewalk Equivalent)		Santa Fe City Area (North of Cross Walk)		Tank Farm City Improvements		Santa Fe Frontage Improvements (Chevron)		Omsite Bike Path Const Costs		"PAED" level planning, Eng. Env Study Only. Const by Others			
ITEM DESCRIPTION	UNIT	TOTAL QTY	UNIT PRICE	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	TOTAL \$	CITY \$
UTILITIES																	
Offset Sawcut AC Trench	LF	950	\$ 8.85	950	\$ 8,408		\$ -	0	\$ -		\$ -					\$ 8,408	\$ -
Trench Plate Rental	WR	1	\$ 2,979.00	1	\$ 2,979		\$ -	0	\$ -		\$ -					\$ 2,979	\$ -
Demo Existing Asphalt Along 650 Frontage	SF	1,864	\$ 4.85	1,864	\$ 9,040		\$ -	0	\$ -		\$ -					\$ 9,040	\$ -
Pothole for Locating and Existing Water Elevation	LS	1	\$ 7,989.00	1	\$ 7,989		\$ -	0	\$ -		\$ -					\$ 7,989	\$ -
Tie into Existing 12" Gate Valve	EA	1	\$ 12,292.00	1	\$ 12,292		\$ -	0	\$ -		\$ -					\$ 12,292	\$ -
12" C900 PVC Water Main (City Std 6020) along 650 Frontage	LF	233	\$ 349.00	0	\$ -		\$ -	0	\$ -	233	\$ 81,317					\$ 81,317	\$ -
Patch Back Asphalt Along 650 Frontage	SF	1,864	\$ 23.00	0	\$ -		\$ -	0	\$ -	1,864	\$ 42,872					\$ 42,872	\$ -
12" C900 PVC Water Main (City Std 6020)	LF	1,655	\$ 223.00	1,133	\$ 252,459		\$ -	522	\$ 116,406		\$ -					\$ 369,065	\$ 116,406
R" C900 PVC Water Main (City Std 6020)	LF	275	\$ 363.50	275	\$ 99,963		\$ -	0	\$ -		\$ -					\$ 99,963	\$ -
Install 12" 45 deg Bend in Dom water 12" C900	EA	2	\$ 1,200.00	2	\$ 2,400		\$ -	0	\$ -		\$ -					\$ 2,400	\$ -
Install 12" 22.5 deg Bend in Dom water 12" C900	EA	2	\$ 1,200.00	2	\$ 2,400		\$ -	0	\$ -		\$ -					\$ 2,400	\$ -
Install 12" Tee in Domestic Water C-900	EA	2	\$ 1,500.00	2	\$ 3,000		\$ -	0	\$ -		\$ -					\$ 3,000	\$ -
Gate Valves	EA	14	\$ 4,000.00	14	\$ 56,000		\$ -	0	\$ -		\$ -					\$ 56,000	\$ -
Fire Hydrants	EA	6	\$ 15,070.00	3	\$ 45,210		\$ -	3	\$ 45,210		\$ -					\$ 90,420	\$ 45,210
Add for hydrocarbon resistant gaskets and fittings	LS	1	\$ 20,000.00	1	\$ 5,000		\$ -	1	\$ 15,000		\$ -					\$ 20,000	\$ 15,000
4" Gas Line (City Std 6010)	LF	3,100	\$ 350.00	2,100	\$ 315,000		\$ -	0	\$ -		\$ -					\$ 315,000	\$ -
Blow Off Assembly	EA	7	\$ 3,800.00	3	\$ 11,400		\$ -	4	\$ 15,200		\$ -					\$ 26,600	\$ 15,200
18" HDPE Storm Drain	LF	442	\$ 159.00	19%	\$ 13,353		\$ -	81%	\$ 56,925		\$ -					\$ 70,278	\$ 56,925
18" PES w/ Cut Off Wall	EA	2	\$ 1,850.00	19%	\$ 703		\$ -	81%	\$ 2,997		\$ -					\$ 3,700	\$ 2,997
Rip Rap Outfall	EA	2	\$ 1,688.00	19%	\$ 641		\$ -	81%	\$ 2,735		\$ -					\$ 3,376	\$ 2,735
Storm Drain Catch Basin (City Std 3350)	EA	4	\$ 10,514.00	19%	\$ 7,991		\$ -	81%	\$ 34,065		\$ -					\$ 42,056	\$ 34,065
Storm Drain - Raise to AB then FS w/PCC Collars	EA	1	\$ 2,825.00	19%	\$ 537		\$ -	81%	\$ 2,288		\$ -					\$ 2,825	\$ 2,288
Storm Drain Mandrel Testing	LF	442	\$ 10.30	19%	\$ 848		\$ -	81%	\$ 3,616		\$ -					\$ 4,464	\$ 3,616
Cut & Export Retention Basin	CV	3,557	\$ 54.00	19%	\$ 36,495		\$ -	81%	\$ 155,583		\$ -					\$ 192,078	\$ 155,583
Finish Grade Retention Basin	SF	19,471	\$ 0.65	19%	\$ 12,405		\$ -	81%	\$ 10,251		\$ -					\$ 12,656	\$ 10,251
V-Ditch	LF	1,440	\$ 50.00	19%	\$ 13,680		\$ -	81%	\$ 58,320		\$ -					\$ 72,000	\$ 58,320
Storm Drain MH - install new 60" Precast	LS	1	\$ 17,550.00	19%	\$ 3,335		\$ -	81%	\$ 14,216		\$ -					\$ 17,550	\$ 14,216
R" Sewer (City Std 6810)	LF	486	\$ 249.00	486	\$ 121,014		\$ -	0	\$ -		\$ -					\$ 121,014	\$ -
Sewer Manhole (City Std 6610)	EA	4	\$ 13,425.00	4	\$ 53,700		\$ -	0	\$ -		\$ -					\$ 53,700	\$ -
Lower Exit Sewer Manhole to Below Grade	EA	1	\$ 939.00	1	\$ 939		\$ -	0	\$ -		\$ -					\$ 939	\$ -
Sewer - Raise to AB, then to FS w/PCC Collars	EA	4	\$ 2,729.00	4	\$ 10,916		\$ -	0	\$ -		\$ -					\$ 10,916	\$ -
Internal Drop Sewer Manhole 88DB	EA	1	\$ 17,437.00	1	\$ 17,437		\$ -	0	\$ -		\$ -					\$ 17,437	\$ -
Install PVC Liner in Manhole	EA	1	\$ 21,792.00	1	\$ 21,792		\$ -	0	\$ -		\$ -					\$ 21,792	\$ -
Shoring	LS	1	\$ 75,000.00	1	\$ 75,000		\$ -	0	\$ -		\$ -					\$ 75,000	\$ -
Dewatering	LS	1	\$ 100,000.00	1	\$ 100,000		\$ -	0	\$ -		\$ -					\$ 100,000	\$ -
Water Service & Meter Box	LF	60	\$ 141.00	60	\$ 8,460		\$ -	0	\$ -		\$ -					\$ 8,460	\$ -
2" Water Air Vac	LF	150	\$ 238.00	150	\$ 35,700		\$ -	0	\$ -		\$ -					\$ 35,700	\$ -
Water Air Blow Off at Ends of Run	EA	3	\$ 10,779.00	3	\$ 32,338		\$ -	0	\$ -		\$ -					\$ 32,338	\$ -
12" CL 350 DIP Recycled Water Main (extension west of PL to be removed)	LF	1,620	\$ 260.30	1,620	\$ 421,362		\$ -	0	\$ -		\$ -					\$ 421,362	\$ -
2" RW Water Service W/ Box, Meter	LF	46	\$ 240.50	46	\$ 11,063		\$ -	0	\$ -		\$ -					\$ 11,063	\$ -
2" RW Air Vac	LF	220	\$ 245.00	220	\$ 53,900		\$ -	0	\$ -		\$ -					\$ 53,900	\$ -
2" RW Blow Off (2 EA)	LF	180	\$ 210.50	180	\$ 37,890		\$ -	0	\$ -		\$ -					\$ 37,890	\$ -
RW Blow Off at Ends of Run	EA	2	\$ 10,134.00	2	\$ 20,268		\$ -	0	\$ -		\$ -					\$ 20,268	\$ -
OFFSITE DRY UTILITIES																	
PGE MAIN																	
Tie-in - main connection / Mobilization	LS	1	\$ 35,000.00	100%	\$ 35,000		\$ -	0%	\$ -		\$ -					\$ 35,000	\$ -
Offsite Dry: "P6" PGE Primary Main, 1 ea 6" Conduit	LF	3740	\$ 222.00	100%	\$ 82,280		\$ -	0%	\$ -		\$ -					\$ 82,280	\$ -
Offsite Dry: "P4" Pge Primary Main, 1 ea 4" Conduit	LF	783	\$ 18.00	100%	\$ 14,094		\$ -	0%	\$ -		\$ -					\$ 14,094	\$ -
Offsite Dry: PGE Joint Trench	LF	1435	\$ 14.00	100%	\$ 20,090		\$ -	0%	\$ -		\$ -					\$ 20,090	\$ -
Offsite Dry: PGE Joint Trench Tank Farm Street King	LF	113	\$ 380.00	100%	\$ 42,940		\$ -	0%	\$ -		\$ -					\$ 42,940	\$ -
Offsite Dry: #B - Creek Crossing / Boring - TBD	LS	1	\$ 50,000.00	100%	\$ 50,000		\$ -	0%	\$ -		\$ -					\$ 50,000	\$ -
Offsite Dry: #3 New PGE Primary Splice Box - Size not noted	EA	1	\$ 30,000.00	100%	\$ 30,000		\$ -	0%	\$ -		\$ -					\$ 30,000	\$ -
Offsite Dry: #5 Existing Pole use for New Riser	EA	2	\$ 50.00	100%	\$ 50.00		\$ -	0%	\$ -		\$ -					\$ 50.00	\$ -
Offsite Dry: #6 New PGE Pad Mount Junction	EA	2	\$ 15,140.00	100%	\$ 30,280		\$ -	0%	\$ -		\$ -					\$ 30,280	\$ -
Offsite Dry: #2 New PGE Pole to be used as Riser Pole	EA	5	\$ 8,000.00	100%	\$ 40,000		\$ -	0%	\$ -		\$ -					\$ 40,000	\$ -

## COVELOP, INC. 02-08-24

Area #				Developer Responsibility, No Reimbursement		City Responsibility, Public Reimbursement Agreement				Private Responsibility, Private Reimbursement		City Responsibility, Public Reimbursement Agreement				Total Cost Summary & Distribution	
Area Description				Area 1 & Area 2, Includes Developer Portion of Acacia Creek Pathway		Area 3		Area 4		Area 5		Acacia Creek (onsite) Bike Path		Tank Farm Bike Path Planning		Total Costs	Total City Share, Reimbursable Costs
				1000 Tank Farm Frontage & Santa Fe (East) Frontage, and Acacia Creek Pathway (Sidewalk Equivalent)		Santa Fe City Area (North of Cross Walk)		Tank Farm City Improvements		Santa Fe Frontage Improvements (Chevron)		Onsite Bike Path Construct Costs		"PAED" level planning, Eng. Env Study Only, Const by Others			
ITEM DESCRIPTION	UNIT	TOTAL QTY	UNIT PRICE	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	TOTAL \$	CITY \$
*Telephone, CATV, (OFFSITE)																	
Dry Utilities - "Tele" - 2ea 4" Tele	LF	1531															
Subtotal: 4" Telephone conduit = 3900 LF	LF	3062	\$20.00	100%	\$ 61,240	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 61,240	\$ -
Dry utilities - "TV" - 2 ea 3" CATV Conduits	LF	1537	\$16.00	100%	\$ 49,184	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 49,184	\$ -
Subtotal: 3" CATV Conduit	LF	3074	\$16.00	100%	\$ 49,200	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 49,200	\$ -
1x30 Charter/ATT boxes (1 per 200')	EA	8	\$6,150.00														
STREET LIGHTING																	
Street Lights	EA	19	\$15,000.00	6	\$ 90,000	\$ -	13	\$ 195,000		\$ -	\$ -					\$ -	\$ -
Street Lights - West side of Santa Fe	EA	3	\$15,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	3	\$ 45,000	\$ -					\$ 285,000	\$ 195,000
Flashing Beacons	EA	3	\$60,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					\$ 45,000	\$ 180,000
Street Lighting Conduit 2"	LF	3,052	\$12.00	909	\$ 10,908	\$ -	3,343	\$ 25,716	\$ -	\$ -	\$ -					\$ 36,604	\$ 25,716
Street light Pull Boxes (assume 1 per fixture)	EA	22	\$350.00	6	\$ 2,100	\$ -	13	\$ 4,550	3	\$ 1,050	\$ -					\$ 7,700	\$ 4,550
Street light Conduit Trenching where no JT available	LF	1,547	\$18.00	\$ -	\$ -	\$ -	1,547	\$ 20,646	400	\$ 7,200	\$ -					\$ 27,846	\$ 20,646
Off property power connections																	
Offsite Drys: "PS" PGE Primary Main, 1 ea 6" Conduit	LF	687	\$24.00	100%	\$ 16,728	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 16,728	\$ -
Offsite Drys: "PS" PGE Primary Main, 1 ea 4" Conduit	LF	0	\$740.00	100%	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -
Offsite Drys: PGE Joint Trench	LF	417	\$26.00	100%	\$ 6,672	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 6,672	\$ -
Offsite Drys: PGE Joint Trench Tank Farm Street Xing	LF	67	\$380.00	100%	\$ 25,460	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 25,460	\$ -
Offsite Dry: #8 - Creek Crossing / Boring - TBD	LF	53	\$1,000.00	100%	\$ 53,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 53,000	\$ -
Offsite Drys: #3 new PGE Primary Splice Box - Size not noted	EA	1	\$30,000.00	100%	\$ 30,000	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 30,000	\$ -
Offsite Drys: #5 Existing Pole use for New Riser	EA	3	\$0.00	100%	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -
Offsite Drys: #6 New PGE Pad Mount Junction	EA	1	\$8,140.00	100%	\$ 8,140	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 8,140	\$ -
Offsite Drys: #2 New PGE Pole to be used as Riser Pole	EA	0	\$0.00	100%	\$ -	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -
Dry Utilities - "Tele" - 2ea 4" Tele	LF	419															
Subtotal: 4" Telephone conduit = 3900 LF	LF	838	\$14.00	100%	\$ 11,732	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 11,732	\$ -
Dry utilities - "TV" - 2 ea 3" CATV Conduits	LF	419															
Subtotal: 3" CATV Conduit	LF	838	\$14.00	100%	\$ 11,732	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 11,732	\$ -
1x30 Charter/ATT boxes (1 per 200')	EA	2	\$6,150.00	100%	\$ 12,300	\$ -	0%	\$ -	\$ -	\$ -	\$ -					\$ 12,300	\$ -
LANDSCAPE																	
Landscape & Irrigation (22,843 SF)	SF	22,843	\$7.00	5,708	\$ 39,956	830	\$ 5,810	13,692	\$ 95,844	2,613	\$ 18,291					\$ 159,901	\$ 101,654
Hydroweave	SF	127,000	\$1.00	19%	\$ 24,130	\$ -	81%	\$ 102,870								\$ 127,000	\$ 102,870
ACACIA CREEK BIKE PATH IMPROVEMENTS																	
Onsite Bike Path	LF	1,100															
Wall "A" Retaining wall w/ Burnished finish & Cap & Ptg. incl waterproofing	LS	1	\$ 139,580	21%	\$ 29,812							79%	\$ 110,268			139,580	\$ 110,268
Drain System and Backfill at Wall A - excl waterproofing	LF	700	\$101.00	21%	\$ 14,847							79%	\$ 55,853			70,700	\$ 55,853
42" Fence / Fall Protection at top of wall	LF	700	\$125.00	0%	\$ -							100%	\$ 87,500			87,500	\$ 87,500
Subgrade hog-out for non-expansive material - additional 18"	SF	13,200	\$5.40	50%	\$ 71,440							50%	\$ 71,280			142,720	\$ 71,280
Additional 18" Base at Bike Lane Section	SF	13,200	\$9.40	50%	\$ 124,080							50%	\$ 123,600			247,680	\$ 123,600
Concrete Bike Path - 6" Per City Std 7040, Opt #2	SF	11,028	\$10.30	50%	\$ 113,988							50%	\$ 113,588			227,576	\$ 113,588
Subgrade & 6" CL2 Base for PCC Bike Path	SF	13,200	\$8.55	50%	\$ 112,860							50%	\$ 112,860			225,720	\$ 112,860
12"D x 2'w CL2 Base Shoulders @ Bike Path	SF	4,400	\$9.70	0%	\$ -							100%	\$ 42,680			42,680	\$ 42,680
Excavate and install Rock and BSM @ Bike Path Swale	LF	699	\$6.25	21%	\$ 8,257							79%	\$ 39,319			39,319	\$ 31,062
Path Lighting	EA	9	\$4,000	50%	\$ 18,000							50%	\$ 18,000			36,000	\$ 18,000
Path Lighting Pull boxes	EA	9	\$250	50%	\$ 1,125							50%	\$ 1,125			2,250	\$ 1,125
Path Lighting Conduit	LF	652	\$25	50%	\$ 8,150							50%	\$ 8,150			16,300	\$ 8,150
Bike Path Striping	LS	1	\$4,750	0%	\$ -							100%	\$ 4,750			4,750	\$ 4,750
Monolithic 26" Deepened A-Curb & Bike Path - Per City Section Std 7040, Option #2.	SF	2,172	\$14.71	50%	\$ 15,978							50%	\$ 15,978			31,956	\$ 15,978
Damon Garcia Connector Bike Path																	
Subgrade	LF	197															
Sidewalk subgrade hog-out for non-expansive material - additional 18"	SF	2,364	\$5.40	0%	\$ -							100%	\$ 12,766			12,766	\$ 12,766
Additional 18" Base at Bike Lane Section	SF	2,364	\$9.40	0%	\$ -							100%	\$ 22,212			22,212	\$ 22,212
Concrete Bike Path - 6" Per City Std 7040, Opt #2	SF	2,364	\$10.30	0%	\$ -							100%	\$ 24,349			24,349	\$ 24,349
Subgrade & 6" CL2 Base for PCC Bike Path	SF	2,364	\$8.55	0%	\$ -							100%	\$ 20,212			20,212	\$ 20,212



# 600 TANK FARM - OFFSITE IMPROVEMENT COST ESTIMATE AND REIMBURSEMENT SUMMARY

COVELOP, INC. 02-08-24

Area #				Developer Responsibility, No Reimbursement		City Responsibility, Public Reimbursement Agreement				Private Responsibility, Private Reimbursement		City Responsibility, Public Reimbursement Agreement				Total Cost Summary & Distribution	
						Area 3		Area 4		Area 5		Acacia Creek (onsite) Bike Path		Tank Farm Bike Path Planning		Total Costs	Total City Share, Reimbursable Costs
Area Description				Area 1 & Area 2, Includes Developer Portion of Acacia Creek Pathway		600 Tank Farm Frontage & Santa Fe (East) Frontage, and Acacia Creek Pathway (Sidewalk Equivalent)		Santa Fe City Area (North of Cross Walk)		Tank Farm City Improvements		Santa Fe Frontage Improvements (Chevron)		Onsite Bike Path Const Costs		"PAED" level planning, Eng. Env Study Only. Const by Others	
ITEM DESCRIPTION	UNIT	TOTAL QTY	UNIT PRICE	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST	QTY	EST COST
12" x 2" x 12" Base Shoulders @ Bike Path	SP	8,688	\$ 9.70	0%	\$ -							100%	\$ 84,274				
Excavate and install Rock and BSM @ Bike Path Swale	LF	197	\$ 56.25	0%	\$ -							100%	\$ 11,081				
Security Gate / Fence at PL "to city park satisfaction"	LS	1	\$ 5,000	0%	\$ -							100%	\$ 5,000				
Path Lighting	EA	3	\$ 4,000	0%	\$ -							100%	\$ 12,000				
Path Lighting Pull boxes	EA	3	\$ 250	0%	\$ -							100%	\$ 750				
Path Lighting Conduit	LF	200	\$ 25	0%	\$ -							100%	\$ 5,000				
Bike Path Striping	LF	197	\$ 4.32	0%	\$ -							100%	\$ 851				
																TOTAL \$	CITY \$

HARD COST SUBTOTALS					\$ 4,025,613	\$ 138,308	\$ 4,715,296	\$ 327,244	\$ 784,774	\$ -	TOTAL	CITY
											\$ 9,991,235	\$ 5,638,378

COST INCREASES AND CONTINGENCY (HARD COSTS)												
Cost Increase to construction	5%	\$ 499,562			\$ 201,281	\$ 6,915	\$ 235,765	\$ 16,362.18	\$ 39,239		\$ 499,562	\$ 281,919
Contingency (Hard costs only)	15.00%	\$ 1,373,620			\$ 634,094	\$ 21,784	\$ 742,659	\$ 52,541	\$ 123,602		\$ 1,573,620	\$ 888,045
CONTINGENCY SUBTOTAL:					\$ 835,315	\$ 28,699	\$ 978,424	\$ 67,903	\$ 162,841		\$ 2,073,181	\$ 1,169,964
TOTAL HARD COST W/CONTINGENCIES					\$ 4,860,928	\$ 167,007	\$ 5,693,720	\$ 395,147	\$ 947,615		\$ 12,064,417	\$ 6,808,342

SOFT COSTS				Developer Responsibility, No Reimbursement		AREA 3				Private Responsibility, Private Reimbursement		Acacia Creek (onsite) Bike Path		"PAED" level planning, Eng. Env Study Only. Const by Others		SOFT COST SUBTOTALS	
				AREA 1 & 2		AREA 3		AREA 4		AREA 5						TOTAL	CITY
Environmental Technical Studies (offsite bike path related) Rincon														100%	\$ 99,800	\$ 99,800	\$ 99,800
Tank Farm Frontage Bike Path Design (incl amendment) and 10% Contingency														100%	\$ 242,592	\$ 242,592	\$ 242,592
Engineering Design (GHD) contract (+ 20% Contingency)						19.00%	\$ 91,657	12%	\$ 57,889.01	69%	\$ 332,862					\$ 482,408	\$ 380,753
Engineering Design (GHD) Admin & CDC (25% of contract)						19.00%	\$ 19,095	12%	\$ 12,060.21	69%	\$ 69,348					\$ 100,502	\$ 81,406
Construction Engineering & Survey (survey only?)						19.00%	\$ 12,861	12%	\$ 8,122.50	69%	\$ 46,704	100%	\$ 15,000			\$ 82,688	\$ 69,827
Legal						0.00%	\$ -	15%	\$ 52,500.00	85%	\$ 297,500					\$ 350,000	\$ 350,000
Environmental Consulting/Testing						0.00%	\$ -	15%	\$ 36,750.00	85%	\$ 208,250					\$ 245,000	\$ 245,000
City Plan Check (per fee schedule) Updated per calc below (orig \$75,616)						19.00%	\$ 28,583	12%	\$ 18,052.12	69%	\$ 103,800					\$ 150,434	\$ 121,852
City Construction Inspection (per fee schedule) Updated per calc below (orig \$196,849)						19.00%	\$ 78,072	12%	\$ 49,308.79	69%	\$ 283,525					\$ 410,906	\$ 332,834
Bonding						1.50%	\$ 149,869	12%	\$ 16,571.63	69%	\$ 95,387	100%	\$ 11,773			\$ 149,869	\$ 123,630
Administration/Developer Overhead (Hard Costs less acquisition cost)						6.00%	\$ 599,474	12%	\$ 66,285.32	69%	\$ 383,147	100%	\$ 47,086			\$ 599,474	\$ 494,520
Supervision (Hard Costs less acquisition cost)						5.00%	\$ 499,562	12%	\$ 55,238.76	69%	\$ 317,629	100%	\$ 39,239			\$ 499,562	\$ 412,100
Offsite soil monitoring / testing						0.00%	\$ -	15%	\$ 7,500.00	85%	\$ 42,500					\$ 50,000	\$ 50,000
Total Soft Costs						\$ 448,921	\$ 380,279	\$ 2,178,544	\$ -	\$ 113,097	\$ 342,392	\$ 113,097	\$ 342,392			\$ 3,463,234	\$ 3,014,313
Total Soft & Hard Costs						\$ 5,309,849	\$ 547,286	\$ 7,872,264	\$ 395,147	\$ 1,060,712	\$ 342,392	\$ 1,060,712	\$ 342,392			\$ 15,527,650	\$ 9,822,654

## TOTAL COST ESTIMATE SUMMARY

	TOTAL	CITY
ROUNDABOUT PROJECT TOTALS	\$ 15,527,650	\$ 9,822,654

ORIGINAL SUBMISSION:	\$ 5,275,926	\$ 4,542,262
VARIANCE:	\$ 10,251,724	\$ 5,280,392

## EXHIBIT B

### Attachment B to Exhibit 4 (Estimated Cost and Funding Sources), as Amended

#### Amended -- Attachment B to Exhibit 4

#### Estimated Costs and Funding Sources

Original Cost Allocations	Uses	Santa Fe Road (Area 3)	Tank Farm Road (Area 4)	Acacia Creek Bike Path	Tank Farm Bike Path PSE	Total
	Design	\$ 30,306.93	\$ 262,682.72	\$ 36,024.83	\$ 189,750.00	\$ 518,764.48
	Rights of Way	\$ 37,375.00	\$ 525,500.00	\$ -	\$ -	\$ 562,875.00
	Direct Expense	\$ 316,159.86	\$ 2,837,596.79	\$ 475,468.73	\$ -	\$ 3,629,225.38
	Contingency	\$ 40,409.24	\$ 350,243.63	\$ 62,049.67	\$ 37,950.00	\$ 490,652.54
	<b>Total</b>	<b>\$ 424,251.03</b>	<b>\$ 3,976,023.14</b>	<b>\$ 573,543.23</b>	<b>\$ 227,700.00</b>	<b>\$ 5,201,517.40</b>
	Reimbursement Sources	Santa Fe Road (Area 3)	Tank Farm Road (Area 4)	Acacia Creek Bike Path	Tank Farm Bike Path PSE	Total
	General Fund	\$ 254,550.61	\$ 1,560,656.94	\$ 376,005.65	\$ 68,310.00	\$ 2,259,523.20
	Offsite Paid TIF (benefiting properties)	\$ 120,555.17	\$ 1,715,876.15	\$ -	\$ 159,390.00	\$ 1,995,821.32
	Direct Project Contribution	\$ -	\$ -	\$ 197,537.58	\$ -	\$ 197,537.58
	Onsite TIF (credits)	\$ 49,145.24	\$ 699,490.05	\$ -	\$ -	\$ 748,635.29
	<b>Total</b>	<b>\$ 424,251.02</b>	<b>\$ 3,976,023.14</b>	<b>\$ 573,543.23</b>	<b>\$ 227,700.00</b>	<b>\$ 5,201,517.39</b>
	<b>Total Eligible for Public Reimbursement</b>	<b>\$ 424,251.02</b>	<b>\$ 3,976,023.14</b>	<b>\$ 376,005.65</b>	<b>\$ 227,700.00</b>	<b>\$ 5,003,979.81</b>

Updated Cost Allocations	Uses	Santa Fe Road (Area 3) <sup>1</sup>	Tank Farm Road (Area 4) <sup>2</sup>	Acacia Creek Bike Path <sup>3</sup>	Tank Farm Bike Path PSE <sup>4</sup>	Total
	Design	\$ 78,071.72	\$ 448,912.38	\$ 15,000.00	\$ 342,391.80	\$ 884,375.90
	Rights of Way	\$ -	\$ -	\$ -	\$ -	\$ -
	Construction Costs	\$ 145,223.40	\$ 4,951,060.65	\$ 824,013.20	\$ -	\$ 5,920,297.25
	Soft Costs <sup>5</sup>	\$ 302,207.76	\$ 1,729,632.11	\$ 98,096.81	\$ -	\$ 2,129,936.68
	Construction Contingency	\$ 21,783.51	\$ 742,659.10	\$ 123,601.98	\$ -	\$ 888,044.59
	<b>Total</b>	<b>\$ 547,286.39</b>	<b>\$ 7,872,264.24</b>	<b>\$ 1,060,711.99</b>	<b>\$ 342,391.80</b>	<b>\$ 9,822,654.42</b>
	Reimbursement Sources	Santa Fe Road (Area 3) <sup>1</sup>	Tank Farm Road (Area 4) <sup>2</sup>	Acacia Creek Bike Path <sup>3</sup>	Tank Farm Bike Path PSE <sup>4</sup>	Total
	General Fund	\$ 328,371.83	\$ 2,361,679.27	\$ 1,060,711.99	\$ 102,717.54	\$ 3,853,480.64
	Citywide TIF (On-Site Credits and Off-Site Fees from Others)	\$ 218,914.56	\$ 5,483,121.13	\$ -	\$ -	\$ 5,702,035.68
	Airport Area TIF (Existing Fund Balance)	\$ -	\$ 27,463.84	\$ -	\$ 239,674.26	\$ 267,138.10
	<b>Total Eligible for Public Reimbursement</b>	<b>\$ 547,286.39</b>	<b>\$ 7,872,264.24</b>	<b>\$ 1,060,711.99</b>	<b>\$ 342,391.80</b>	<b>\$ 9,822,654.42</b>
	<b>Cost Increase (\$)</b>	<b>\$ 123,035.37</b>	<b>\$ 3,896,241.10</b>	<b>\$ 684,706.34</b>	<b>\$ 114,691.80</b>	<b>\$ 4,818,674.61</b>
	<b>Cost Increase (%)</b>	<b>29%</b>	<b>98%</b>	<b>182%</b>	<b>50%</b>	<b>96%</b>
	<b>Direct Developer Contribution<sup>6</sup></b>	\$5,003,275.96		\$ 306,573.00	\$ -	\$ 5,309,848.96

<sup>1</sup> 60% of cost from GF; 40% from Citywide TIF

<sup>2</sup> Costs split 30% GF and 70% Citywide TIF. No right-of-way costs included in this agreement per Amendment #1. No more than \$3,500,000 may be reimbursed from Citywide TIF for Tank Farm/Santa Fe Roundabout until Citywide TIF program is amended to update cost this project. If TIF is amended to increase cost collected for this project, the fair share of this cost increase (1.7% of increase) will be subtracted from the reimbursement to 600 Tank Farm Developer from the TIF fund source. This adjustment is not included in the values presented in this table.

<sup>3</sup> Excludes developer share of costs (\$306,573), which is equivalent to construction off on-site sidewalk in lieu of wider Class I path.

<sup>4</sup> 30% from GF; 70% from Citywide TIF

<sup>5</sup> Soft costs include expenses related to permitting, soils testing/monitoring, construction management and admin., bonding, etc.

<sup>6</sup> Direct Developer Contribution includes share of improvement costs not eligible for public reimbursement, including 600 Tank Farm frontage improvements along the Santa Fe Extension, within the Tank Farm/Santa Fe Roundabout, and the equivalent cost for a standard sidewalk along the Acacia Creek.

## EXHIBIT C

### Exhibit 2: Adopted TIF Project Lists Citywide TIF (Adopted 7/2/2019)

Appendix A  
Transportation Improvement List, Cost Estimates, and Allocations  
San Luis Obispo Transportation Impact Fee Program Update Nexus Analysis; EPS #191053

Project Number	Name	Type (e.g., Geographic Area of Benefit)	Description	Estimate Information	New Cost Estimate	Direct Development Contribution	Grant or Other Sources	PFFP Cost Estimate	Allocation - Citywide			Allocation - Citywide		
									Regional	Existing	New	Regional	Existing	New
CITYWIDE BASE														
Intersection Improvements														
Project #3	Broad & South-Santa Barbara Intersection Improvements	Intersection Improvements	Widen southbound approach to provide a 100' right-turn lane; OR Improve the westbound approach to include two left-turn lanes and a shared through/right turn lane. Design and install roundabout.	Wallace estimates Project No. 20 \$680,000 total with \$550k const, \$130k Capital Support.	\$680,000			\$680,000	0.0%	0.0%	100.0%	\$0	\$0	\$680,000
Project #4	Orcutt & Tank Farm Intersection Improvements	Intersection Improvements		Engineer cost estimate	\$2,750,000			\$2,750,000	0.0%	0.0%	100.0%	\$0	\$0	\$2,750,000
Project #5	Broad & Tank Farm Intersection Improvements	Intersection Improvements	Establish time-of-day timing plans. Add SB dual left-turn lane, NB dedicated right-turn lane and WB dedicated right-turn lane. Augment bicycle facilities and improve transit headways on Broad Street.	Wallace estimates Project No. 33 \$1,490,000.	\$1,500,000			\$1,500,000	15.0%	0.0%	85.0%	\$225,000	\$0	\$1,275,000
Project #6	Johnson & Orcutt Intersection Improvements	Intersection Improvements	Install roundabout.	Wallace estimates Project No. 18 of \$2,000,000 total with \$2,000,000 const no ROW.	\$2,000,000			\$2,000,000	25.0%	0.0%	75.0%	\$500,000	\$0	\$1,500,000
Project #7	Higuera & Tank Farm Intersection Improvements	Intersection Improvements	Design and construct NB right-turn lane, WB dual right-turn lanes, dual SB lefts & median on Tank Farm between Higuera and Long.	Wallace estimates Project No. 35 of \$1,650,000 total with \$1,650,000 const no ROW. Plus \$350,000 for SB Dual Lefts.	\$2,300,000			\$2,300,000	0.0%	0.0%	100.0%	\$0	\$0	\$2,300,000
Project #8	S. Broad Street Intersection	Intersection Improvements	Control Upgrades at 3 intersections.	From S. Broad Street Corridor Plan with adjustments (cost based upon Roundabout Control, Medians, and ROW at \$2.25 million each for two intersections and \$500,000 for Bicycle Pedestrian Hybrid Crossing Signal & Median and curb extensions at a third.	\$5,000,000			\$5,000,000	20.0%	0.0%	80.0%	\$1,000,000	\$0	\$4,000,000
Project #9	Misc. Intersection Control Upgrades	Intersection Improvements	15 Intersections Control upgrades as identified in the General Plan Circulation Element and EIR.	Engineer cost estimate	\$15,750,000			\$15,750,000	0.0%	0.0%	100.0%	\$0	\$0	\$15,750,000
Project #10	Orcutt Rd/UPRR Grade Separation	Intersection Improvements	Grade Separation of Orcutt Road and Laurel Lane at the Union Pacific Railroad including the relocation of Bullock Lane and potential relocation of the Bullock Bridge.	Wallace estimates Project No. 41 of \$20,000,000 does not include ROW - one property still needs to be acquired. Local Match only that could be used for property acquisition if necessary.	\$20,000,000		\$16,000,000	\$4,000,000	10.0%	0.0%	90.0%	\$400,000	\$0	\$3,600,000
Project #11	Prado Rd/Higuera & Prado Intersection Improvements - Final Phase Dual LT's and NB RT	Street Widening and Intersection Improvements	Intersection Improvements: Add second westbound through lane. Add second northbound left-turn lane. Add second eastbound through lane.	Project cost estimated on Project #15 (see below) that are 25% construction plans - forecast for future conditions.	\$2,500,000			\$2,500,000	0.0%	0.0%	100.0%	\$0	\$0	\$2,500,000
Subtotal					\$52,480,000	\$0	\$16,000,000	\$36,480,000				\$2,125,000	\$0	\$34,355,000
Street Widening Improvements														
Project #12	Higuera Widening: High St to Marsh St	Street Widening	Acquire property and widen to allow four travel lanes, center turn lane, bike lanes, etc. & implement Downtown Plan concepts (See Mid-Higuera Plan).	Wallace estimates Project No. 44 of \$2,150,000 does not include ROW - \$1,760M in Const, \$390k in const support.	\$2,150,000			\$2,150,000	0.0%	76.1%	23.9%	\$0	\$1,635,487	\$514,513
Project #13	Higuera Widening: Madonna Rd to City Limits	Street Widening	Widen Higuera to 4 lanes, with a center turn lane and Class II bikeways, complete sidewalk gaps.	Wallace estimates Project No. 27 of \$5,370,000 does not include ROW - \$4.4M in Const, \$970k in construction support. Includes soft costs and ROW for	\$6,120,000			\$6,120,000	55.0%	0.0%	45.0%	\$3,386,000	\$0	\$2,754,000
Project #14	Tank Farm Road Widening	Street Widening	Widen Tank Farm Road as a Parkway Arterial with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes, sidewalks and Class I bike lanes from Horizon to Santa Fe & Roundabout at Santa Fe.	Combination of Wallace estimates Project No. 51 of \$23,380,000 does not include ROW - \$15.3M in Const, \$3,370k in const support. Adds to that the roundabout and misc work at Santa Fe and Horizon Lane intersections. \$3,000,000 in direct dev contribution in for adjacent development to pay for c/g/s and bike lanes along frontage.	\$22,000,000	\$3,000,000		\$19,000,000	30.0%	0.0%	70.0%	\$5,700,000	\$0	\$13,300,000
Project #15	Prado Rd Bridge Widening: West of Higuera St and Higuera & Prado Intersection Improvements (NB Dual LT)	Street Widening and Intersection Improvements	Intersection Improvements: Add second westbound through lane. Add second northbound left-turn lane. Add second eastbound through lane.	See Wallace project No. 40 & Preliminary Cost Estimates for Bridge. Assumes HBR program will pick up to 60% (modified to exclude non eligible improvements).	\$13,000,000		\$7,800,000	\$5,200,000	0.0%	0.0%	100.0%	\$0	\$0	\$5,200,000
Project #15F	Prado Rd. Bridge W of Higuera	Financing			\$3,821,495			\$3,821,495	0.0%	0.0%	100.0%	\$0	\$0	\$3,821,495
Subtotal					\$47,091,495	\$3,000,000	\$7,800,000	\$36,291,495				\$9,066,000	\$1,635,487	\$25,590,009
Street Extension Improvements														
Project #16a	Santa Fe Road Extension North of Tank Farm	Street Extension	Realign and Extend Santa Fe Road as a Commercial Collector from Tank Farm to Prado Road including construction of a new bridge at Acacia Creek. (See AASP) Chevron responsible for 66% (\$1,620,000) to reflect local access needs. New cost estimate reduced by this amount.	See Wallace project No. 52. Roundabout cost in Wallace estimate moved to Tank Farm Road Widening Project #14.	\$1,080,000			\$1,080,000	60.0%	0.0%	40.0%	\$648,000	\$0	\$432,000
Project #16b	Santa Fe Road Extension South of Tank Farm	Street Extension	Realign and Extend Santa Fe Road as a Commercial Collector from Hoover Avenue to Tank Farm including construction of a new bridge at Acacia Creek. Chevron responsible for 50% to reflect local access needs.	See Wallace project No. 52. Roundabout cost in Wallace estimate moved to Tank Farm Road Widening Project #14.	\$2,500,000			\$2,500,000	60.0%	0.0%	40.0%	\$1,500,000	\$0	\$1,000,000
Project #17	Horizon Lane Extension South of Tank Farm	Street Extension	Construct new commercial collector Tank Farm to Buckley with roundabout control at Tank farm.	1,300 LF at \$775 per LF plus \$2m for Roundabout.	\$3,000,000			\$3,000,000	10.0%	0.0%	90.0%	\$300,000	\$0	\$2,700,000

**Appendix A**  
**Transportation Improvement List, Cost Estimates, and Allocations**  
**San Luis Obispo Transportation Impact Fee Program Update Nexus Analysis; EPS #191053**

Project Number	Name	Type (e.g., Geographic Area of Benefit)	Description	Estimate Information	New Cost Estimate	Direct Development Contribution	Grant or Other Sources	PFPP Cost Estimate	Allocation - Citywide			Allocation - Citywide		
									Regional	Existing	New	Regional	Existing	New
Project #18	Bishop St Extension to Roundhouse	Street Extension	Extend Bishop Street west over R.R. tracks. The City shall conduct a detailed subarea traffic analysis to determine if secondary measures can be made to allow for elimination of the Bishop Street Extension and protection of neighborhood traffic levels; and recommend improvements, if any.	Wallace estimates Project No. 43 of \$13,200,000 does not include ROW - All construction cost.	\$13,200,000			\$13,200,000	5.0%	72.3%	22.7%	\$660,000	\$9,539,072	\$3,000,928
Project #19	Prado Rd Extension South Higuera to Broad Street, including Broad Street & Prado Extension Intersection Improvements	Street Extension and Intersection Improvements	Widen and extend Prado Rd. as an Highway/Regional Route Arterial with 2 lanes in each direction, a center turn lane/landscaped median, Class II bike lanes, sidewalks and Class I bike lanes (where feasible) from US 101 to Broad Street. ROW Limitations east of Higuera outside of the MASP area may limit the City's ability to install Class I facilities. (See MASP) Construct a second northbound left-turn lane at Broad and Prado.	Assumes new Prado Extension cost of \$25,936,200 based upon Serra Meadows actuals. Adjacent development funds c/p/s, bike lanes, center turn lane/median and one through lane. AB 1600 funds one lane in each direction.	\$26,526,200	\$16,509,720		\$10,016,480	20.0%	0.0%	80.0%	\$2,003,296	\$0	\$8,013,184
Project #19F	Prado Rd Extension South Higuera to Broad Street, including Broad Street & Prado Extension Intersection Improvements	Financing			\$7,361,141			\$7,361,141	0.0%	0.0%	100.0%	\$0	\$0	\$7,361,141
<b>Subtotal</b>					<b>\$53,667,341</b>	<b>\$16,509,720</b>	<b>\$0</b>	<b>\$37,157,621</b>				<b>\$5,111,296</b>	<b>\$9,539,072</b>	<b>\$22,507,253</b>
<b>Pedestrian/ Bicycle Improvements</b>														
Project #20	Bob Jones Trail	Pedestrian/Bike Projects	Class I Trail from Marsh Street to Prado paralleling SLO Creek / Higuera Street, Calle Joaquin to Oceanaire behind Target & Auto Dealers Along Creek, and Los Osos Valley Road to S. Higuera along creek.	14,000 LF Estimated at \$785 per LF including Design, ROW, Permitting, Environmental Review / Mitigation, Retaining Walls & Bridges. Based on Final Bob Jones Prado to LOVR costs.	\$11,000,000			\$11,000,000	0.0%	76.1%	23.9%	\$0	\$8,367,607	\$2,632,393
Project #21	Railroad Safety Trail	Pedestrian/Bike Projects	Completing gaps in Class I Trail paralleling UPRR right of way, with connections and bridges, from CalPoly to Southern City Limit.	15,300 LF Estimated at \$785 per LF including Design, ROW, Permitting, Environmental Review / Mitigation, Retaining Walls & Bridges. Based on Final Bob Jones Prado to LOVR costs.	\$12,000,000			\$12,000,000	0.0%	76.1%	23.9%	\$0	\$9,128,299	\$2,871,701
Project #22	Broad Street Bicycle Boulevard / Anholm Bikeway Including Broad St. Ramp Closure & Bike/Ped Overpass	Pedestrian/Bike Projects	Mixture of bikeway and pedestrian enhancements connecting downtown area to schools north of Foothill. Includes CalTrans project development work for closure of the SB US 101 Ramps, grade separation of US 101 and misc mitigation at US 101 HWY1.	\$3,000,000 for Anholm Bikeway per Page 36 of adopted Anholm Bikeway Plan. \$2,000,000 For CalTrans PSR, PA&ED, and PS&E of Broad Street Ramp Closure.	\$5,000,000			\$5,000,000	0.0%	76.1%	23.9%	\$0	\$3,803,458	\$1,196,542
Project #23	Fixilini & Flora Bike Boulevard	Pedestrian/Bike Projects	Connects neighborhoods north of Johnson Avenue along Flora Avenue from Lizzie to Southwood (also along Sequoia to County parcels) including gap closure between Bishop and Fixilini. Ref. Bike Plan A-61 - 65.	950 LF Class I @ \$325 per LF., \$125k for traffic diverter islands and \$18k for miscellaneous traffic calming.	\$450,000			\$450,000	0.0%	76.1%	23.9%	\$0	\$342,311	\$107,689
Project #24	Ella Street Bike Boulevard	Pedestrian/Bike Projects	Connects neighborhoods north of Johnson Avenue along Ella and other streets from the Jennifer Street Bridge to Flora BB. Ref. Bike Plan A-66,67.	2000 LF @ \$25 per LF.	\$50,000			\$50,000	0.0%	76.1%	23.9%	\$0	\$38,035	\$11,965
Project #25	Jennifer Street Bridge Morro St. Expansion	Pedestrian/Bike Projects	Provides direct connection from Jennifer Street Bridge to Morro Street Bike Boulevard at Santa Rosa with new bridge ramp and ADA improvements.	Estimated based on Original Jennifer Street Bridge Construction with CPI.	\$500,000			\$500,000	0.0%	76.1%	23.9%	\$0	\$380,346	\$119,654
Project #26	Boyson Ped Bike Separated Xing & Class I Highland-Santa Rosa Bypass	Pedestrian/Bike Projects	Traffic Safety project to separate ped/bike crossings at Boyson HWY 1 (by under/overpass) and connecting to N. Chorro. Bike Plan A-27, A-28.	Estimate provided in Hwy 1 Major Investment Study.	\$3,500,000			\$3,500,000	0.0%	76.1%	23.9%	\$0	\$2,662,421	\$837,579
Project #27	Class I Path Broad to Marsh (W side of Hwy 101)	Pedestrian/Bike Projects	Class I path connecting Broad Street Bike Boulevard to Marsh Street and the Cerro San Luis Trail head/Madonna Bike Path and beyond. Bike Plan A-36.	4,000 LF Estimated at \$475 per LF including Design, ROW, Environmental Review / Mitigation, & Retaining Walls. Based on Final Bob Jones Prado to LOVR Costs.	\$2,000,000			\$2,000,000	0.0%	76.1%	23.9%	\$0	\$1,521,383	\$478,617
Project #28	Los Osos Valley Road Interchange Class I Underpass	Pedestrian/Bike Projects	Grade separation of Bob Jones Trail/LOVR bike and pedestrians using one of the culverts of the SLO Creek bridge or via Caltrans ROW. Bike Plan A-90.	Estimates based on Early LOVR Interchange design which initially included this connection but was later removed.	\$1,000,000			\$1,000,000	0.0%	40.0%	60.0%	\$0	\$400,000	\$600,000
Project #29	Madonna Class I (Hwy 101 to Oceanaire)	Pedestrian/Bike Projects	Class I or IV bike facility on North side of Madonna connecting Madonna Bike Path to Laguna Lake Park then to Oceanaire. Bike Plan A-126, A-127.	1,000 LF of Widening Sidewalk to Class I Facility Estimated \$850 per LF per Laurel & Orcutt Class I Final Cost. In addition to 2,000 LF of Class I Estimated at \$325 per LF construction only.	\$1,500,000	\$650,000		\$850,000	0.0%	40.0%	60.0%	\$0	\$340,000	\$510,000
Project #30	Broad St. Class I (Rockview to Damon Garcia Park)	Pedestrian/Bike Projects	Class I Path on west side of Broad Street connecting Rockview to MASP and Damon Garcia park. See MASP and Bike Plan A-99 to A 101.	1700 LF Estimated at \$475 per LF including Design, ROW, Mitigation, & Culverts / Retaining Walls.	\$800,000			\$800,000	0.0%	40.0%	60.0%	\$0	\$320,000	\$480,000
Project #31	Downtown Bikeways & Bike Blvds	Pedestrian/Bike Projects	Misc. bicycle and pedestrian enhancements as contained in the Downtown Concept Plan (2017).	Signal Modifications & Corner Reconstruction at 9 Intersections estimated at \$150,000 each. 3500 LF of Class IV Bikeways estimated at \$185 per LF. Including Design & Construction.	\$2,000,000			\$2,000,000	0.0%	76.1%	23.9%	\$0	\$1,521,383	\$478,617
Project #32	Cerro Romaulda Class I (Tassajara to Chorro)	Pedestrian/Bike Projects	Connects N. Chorro to Ferinini and Pacheco School to Cal Poly. Bike Plan A-26.	525 LF Estimated at \$185 per LF including Design & Construction. \$650,000 in ROW.	\$750,000			\$750,000	0.0%	76.1%	23.9%	\$0	\$570,519	\$179,481
Project #33	Vachell Lane Class II Lanes	Pedestrian/Bike Projects	Constructs Class II bicycle lanes from S. Higuera to Buckley Road. Does not include ROW costs. Bike Plan A-113, Avila Ranch SP.	Estimate Provided By Avila Ranch.	\$650,000			\$650,000	0.0%	40.0%	60.0%	\$0	\$260,000	\$390,000
Project #34	Tank Farm Creek Class I (Buckley to Tank Farm)	Pedestrian/Bike Projects	Constructs Class I trail from Santa Fe Road at Tank Farm across the Chevron property through the Avila Ranch project and connects to Vachell at Buckley Road. Bike Plan A-111, AASP, Avila Ranch SP.	Estimate Provided By Avila Ranch.	\$1,800,000			\$1,800,000	0.0%	0.0%	100.0%	\$0	\$0	\$1,800,000

Appendix A  
Transportation Improvement List, Cost Estimates, and Allocations  
San Luis Obispo Transportation Impact Fee Program Update Nexus Analysis; EPS #191053

Project Number	Name	Type (e.g., Geographic Area of Benefit)	Description	Estimate Information	New Cost Estimate	Direct Development Contribution	Grant or Other Sources	PFFP Cost Estimate	Allocation - Citywide			Allocation - Citywide		
									Regional	Existing	New	Regional	Existing	New
Project #35	Buckley Road Extension Class 1	Pedestrian/Bike Projects	Constructs Class 1 trail 'Vachell' at Buckley Road to the Bob Jones Trail at S. Higuera and the Octagonal Barn property. Bike Plan A-112, AASP, Avila Ranch.	Estimate Provided By Avila Ranch.	\$800,000			\$800,000	0.0%	40.0%	60.0%	\$0	\$320,000	\$480,000
Project #36	Tank Farm & UPRR Bike Bridge	Pedestrian/Bike Projects	Connects RRST across Tank Farm Road to City limits. Funds citywide component of project. OASP funds remaining. Bike Plan A-58, OASP.	See Wallace Eng. Estimate. 11-15-2016 Council Report for OASP PFFP.	\$1,008,000	\$252,000		\$756,000	0.0%	0.0%	100.0%	\$0	\$0	\$756,000
Project #37	Laguna Lake Bikeways	Pedestrian/Bike Projects	Connects Laguna/LOVR area to Foothill area and Cal Poly via a series of Class I trail connections. Bike Plan A-122 to A-125.	11,000 LF at \$325 per LF construction only.	\$3,500,000			\$3,500,000	0.0%	40.0%	60.0%	\$0	\$1,400,000	\$2,100,000
Project #38	Misc. Class II Bike Lanes	Pedestrian/Bike Projects	Miscellaneous Class II improvements as identified in the City Bicycle Plan.	80,000 LF Estimated at \$25 per LF.	\$2,000,000			\$2,000,000	0.0%	78.1%	23.9%	\$0	\$1,521,383	\$478,617
Project #39	Misc. Class III Bike Signs & Markings	Pedestrian/Bike Projects	Miscellaneous Class III improvements as identified in the City Bicycle Plan.	50,000 LF Estimated at \$5 per LF.	\$250,000			\$250,000	0.0%	78.1%	23.9%	\$0	\$190,173	\$59,827
Project #40	Misc. Ped/Bike X-Ing Controls	Pedestrian/Bike Projects	Miscellaneous Traffic Control upgrades at Ped and Bike crossings needed in future (Signal or other control).	10 locations estimated at \$150,000 each.	\$1,500,000			\$1,500,000	0.0%	40.0%	60.0%	\$0	\$600,000	\$900,000
Project #41	Class I Overpass Industrial & UPRR	Pedestrian/Bike Projects	Connects growth areas of OASP, MASP and Broad Street industrial areas by installing a grade separation under/over the UPRR train tracks at Industrial Way. Funds citywide component of project. OASP funds remaining. Bike Plan A-57, OASP.	See Wallace Eng. Estimate. 11-15-2016 Council Report for OASP PFFP.	\$2,108,000	\$1,054,000		\$1,054,000	0.0%	0.0%	100.0%	\$0	\$0	\$1,054,000
<b>Subtotal</b>					<b>\$54,166,000</b>	<b>\$1,956,000</b>	<b>\$0</b>	<b>\$52,210,000</b>				<b>\$0</b>	<b>\$33,687,317</b>	<b>\$18,522,683</b>
<b>Transit Improvements</b>														
Project #42	Fleet Expansion: 4 Buses	Transit Projects	Per SRTP future forecast of vehicles needed to serve expansion areas. Recovers 25% local match requirement only.		\$1,500,000			\$1,500,000	0.0%	76.1%	23.9%	\$0	\$1,141,037	\$358,963
Project #43	Transit Center	Transit Projects	Constructs Transit Center in Downtown providing enhanced mobility and access for new development and businesses in Downtown, includes transfer locations for RTA and other regional providers. Recovers 25% local match requirement only.	Estimate provided by SLOCOG. In excess of \$12m. PFFP Cost capped at \$5m pursuant to current TIFF program.	\$5,000,000			\$5,000,000	0.0%	78.1%	23.9%	\$0	\$3,803,458	\$1,196,542
<b>Subtotal</b>					<b>\$6,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,500,000</b>				<b>\$0</b>	<b>\$4,944,495</b>	<b>\$1,555,505</b>
<b>Other</b>														
Project #44	Traffic Volume Count Program and Traffic Model	Misc.	Conducts biannual traffic counts and traffic model updates for use in development Traffic Impact Studies.	Counts estimated @ \$40K biannually for 20 years, Traffic Model update every 5 years at \$100K ea.	\$900,000			\$900,000	0.0%	0.0%	100.0%	\$0	\$0	\$900,000
Project #45	S. Broad Street Medians	Corridor Improvements	Medians from South to Orcutt Per S. Broad Street Corridor Plan.	200 LF Estimated at \$1,000 per LF.	\$2,000,000			\$2,000,000	20.0%	0.0%	80.0%	\$400,000	\$0	\$1,600,000
<b>Subtotal</b>					<b>\$2,900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900,000</b>				<b>\$400,000</b>	<b>\$0</b>	<b>\$2,500,000</b>
<b>CITYWIDE BASE SUBTOTAL</b>					<b>\$216,804,836</b>	<b>\$21,465,720</b>	<b>\$23,800,000</b>	<b>\$171,539,116</b>				<b>\$16,702,296</b>	<b>\$49,806,372</b>	<b>\$105,030,448</b>
<b>PRADO ROAD INTERCHANGE ADD-ON</b>														
<b>Interchange Improvements</b>														
Project #2	Hwy 101/Prado Rd Interchange	Interchange Improvements	Build full interchange at 101. Development of San Luis Ranch (Dulido) Area shall include a circulation analysis of alternatives to a full access interchange, an analysis of compact interchange designs that minimize open space / eg. land impacts, and an analysis of potential incremental phasing of the interchange elements.	Estimate is based on median range of the preliminary Project Study Report (PSR) estimates.	\$35,000,000	\$9,800,000	\$6,000,000 as part of regional funding	\$25,200,000	30.0%	0.0%	70.0%	\$7,560,000	\$0	\$17,640,000
Project #2F	Hwy 101/Prado Rd Interchange	Financing			\$11,023,545			\$11,023,545	0.0%	0.0%	100.0%	\$0	\$0	\$11,023,545
<b>PRADO ROAD INTERCHANGE ADD-ON BASE SUBTOTAL</b>					<b>\$46,023,545</b>	<b>\$9,800,000</b>		<b>\$36,223,545</b>				<b>\$7,560,000</b>	<b>\$0</b>	<b>\$28,663,545</b>
<b>LOVR INTERCHANGE ADD-ON</b>														
Project #1	Hwy 101/LOVR Interchange Improvements	Interchange Improvements		Estimate is based on actual final cost.	\$7,134,172			\$7,134,172	0.0%	0.0%	100.0%	\$0	\$0	\$7,134,172
Project #1F	Hwy 101/LOVR Interchange Improvements	Financing			\$4,502,661			\$4,502,661	0.0%	0.0%	100.0%	\$0	\$0	\$4,502,661
<b>LOVR INTERCHANGE ADD-ON BASE SUBTOTAL</b>					<b>\$11,636,833</b>			<b>\$11,636,833</b>				<b>\$0</b>	<b>\$0</b>	<b>\$11,636,833</b>
<b>TOTAL IMPROVEMENT LIST</b>					<b>\$274,465,214</b>	<b>\$31,265,720</b>	<b>\$23,800,000</b>	<b>\$219,399,494</b>				<b>\$24,262,296</b>	<b>\$49,806,372</b>	<b>\$145,330,826</b>

Sources: City of San Luis Obispo; Cambridge Systematics; Wallace Group; and Economic & Planning Systems, Inc.

**Airport Area Specific Plan TIF (Adopted 8/23/2005)**

**Table 8.6  
PUBLIC FACILITIES FINANCING MATRIX**

Facility	Margarita Area Impact Fees		Airport Area Impact Fees (1)	Development East of Broad Street	Rule 20A Funding Program	Project Developers	Citywide Impact Fees or Service Rates	City Funding Via Grants	Totals
	Transportation & Specific Plan Preparation	Water & Sewer (1)							
<b>Water Facilities</b>									
Water Pipelines		X	X						
In-Tract Water Distribution System						X			
Portion of Water Treatment Plant Cost							X		
<b>Wastewater Facilities</b>									
Pump Stations		X	X						
Collection System Piping						X			
Portion of WRF Upgrade Cost							X		
<b>Transportation Facilities</b>									
Prado Road Improvements	\$9,832,229								
Portion of Prado Road Interchange	\$2,860,000								
Prado & Higuera Intersection	\$286,303								
Tank Farm Road (incl. Median Improvements)			\$7,250,751						
Tank Farm Road Utility Undergrounding					X				
Unocal Local Road			\$850,000						
Santa Fe Extension			\$1,775,817						
Buckley Extension			\$2,900,943						
Bike Paths - Airport Area			\$2,003,295						
Bike Paths - Margarita Area						X			
Broad Street Median Improv. (south of Prado)				X				X	
Broad Street Median Improv. (north of Prado)								X	
Broad Street Utility Undergrounding					X				
<b>Subtotal</b>	<b>\$12,978,531</b>		<b>\$14,780,806</b>						<b>\$27,759,337</b>
<b>Storm Drainage Facilities</b>									
On-Site Drainage Detention						X			
<b>Specific Plan Costs</b>	<b>\$252,081</b>		<b>\$464,919</b>						<b>\$717,000</b>
<b>Park Costs &amp; Land Dedication (2)</b>		X				X			
<b>Total</b>	<b>\$13,230,612</b>	<b>-</b>	<b>\$15,245,725</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$28,476,337</b>

Note: An "X" in a column signifies that funding from the specified source will be required.

(1) Includes the City's area-specific "add-on" fees.

(2) See Table 12

Attachment