

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 SOUTH COUNTY AREA
OF THE COUNTY OF SAN LUIS OBISPO, AND
ADOPTING THE REQUIRED 2018 UPDATE TO THE SOUTH COUNTY 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 January 17, 1989, the Board of Supervisors did adopt Resolution No. 89-46 imposing a road improvement fee for all developments within portions of the South County of the County of San Luis Obispo (referred to herein as the "South County Area"); and

WHEREAS, said Resolution No. 89-46 provided for an annual update of said road improvement fees; and

WHEREAS, on March 8, 2016, the Board of Supervisors did adopt Resolution No. 16-68 continuing the road improvement fee for all development within portions of the South County Area of the County of San Luis Obispo, and adopting the required 2015 South County Circulation Study and Traffic Impact Fee Update;" and

WHEREAS, the "South County Circulation Study" of January 1989 and the "2015 South County Circulation Study and Traffic Fee Impact Update" describe the impacts of new development on existing road facilities and improvements within the South County 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 to the South County Circulation Study, a copy of which is attached hereto as Exhibit "A" and incorporated by reference herein and found that it includes all required elements of the update; and

WHEREAS, on March 8, 2016, the Board of Supervisors did adopt Resolution No. 2016-68 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

WHEREAS, the "South County Circulation Study" of January 1989, "2015 South County Circulation Study and Traffic Fee Impact Update", and the 2018 update were available for public inspection and review fifteen (15) days prior to the public hearing of this Resolution; and

WHEREAS, Government Code, 66000 et seq., authorizes loans between fee areas; and

WHEREAS, on January 12, 2010, the Board of Supervisors did adopt Resolution No. 2010-11 authorizing the loan of funds from Area 2 to Area 1 for the purpose of advancing the purchase of right of way for the Willow Road Extension Phase 2 project; and

WHEREAS, on March 8, 2016, the Board of Supervisors did adopt Resolution No. 2016-68 authorizing an extension of the payback period for the loan from Area 2 to Area 1 to the end of fiscal year 2020/2021.

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 impact of traffic generated and caused by new development within said Area 1 and Area 2 of the South County 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 "South County Circulation Study" of January 1989, the "2015 South County Circulation Study and Traffic Impact Fee Update" and the 2018 update, 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 new development will generate additional traffic within the said South County Area and will contribute to the degradation of the level of service of the road system in said South County Area.

D. The Board of Supervisors further finds that there is a need in Area 1 and Area 2 of the South County 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 South County Circulation Study.

E. The Board of Supervisors further finds that the facts and evidence presented establish that there is a reasonable relationship between the need for the described road facilities and improvements and the impacts of the types of development described in paragraph "2. Amount of Fee." below for which the corresponding fee is charged, and also, there is a reasonable relationship between the fee's use and the type of development for which the fee

is charged, as these reasonable relationships or nexus are in more detail described in the San Luis Obispo County General Plan, the "South County Circulation Study" of January 1989, the "2015 South County Circulation Study and Traffic Impact Fee Update" and the 2018 update.

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

G. The Board of Supervisors further finds that for Area 1 and Area 2 of the South County Area of Benefit: (1) an account or fund has been established for capital road improvements and that funds have been appropriated and a proposed construction schedule or plan including approximate funding and commencement dates 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 Area of Benefit. 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"); and

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 these road improvement fees heretofore imposed within Area 1 and Area 2 of the South County Area by said Resolution No. 89-46 and for the purpose of authorizing the continuing collection of said fees, all under the authority of Ordinance No. 2379, the provisions of which are incorporated herein.

3. No additional environmental review is required under the California Environmental Quality Act because no changes are being made to the Roadway Improvement Fee Program in the South County Planning Area that was previously approved by the Board and addressed in the Mitigated Negative Declaration adopted on March 8, 2016. No substantial changes have occurred with respect to the circumstances under which the project is to be undertaken; and no new information of substantial importance has been presented indicating that the project will have any potential impacts not discussed in the Mitigated Negative Declaration.

4. Amount of Fee. The amount of the road improvement fee within the Areas of Benefit of the South County Circulation Study shall be:

Land Use	Fee
Area 1	
Residential	\$12,011/pht
Retail	\$3,336/pht
Other	\$5,133/pht
Area 2	
Residential	\$10,048/pht
Retail	\$4,539/pht
Other	\$6,983/pht

pht: P.M. peak hour trip as determined by Board of Supervisors Policy.

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

- (1) The number of peak hour trips caused or generated by the residential use(s) and the number of peak hour trips caused or generated by the non-residential land uses shall be separately determined and then,
- (2) The total road improvement fee for the new development shall be computed by multiplying the number of peak hour trips determined in subparagraph 4 above for each land use by the appropriate road improvement fee for each land use and then summing the results.

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

5. Time of Imposition of Fee. The road improvement fee for any new development project within said area shall be imposed 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. New development shall be responsible for paying the road improvement fee amount, as established by Ordinance No. 2379 and adjusted by this and subsequent resolutions, in effect at the time of payment, as provided below:

- (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 impact fee shall be solely used: (a) to pay for those road facilities and improvements described in Exhibit "A" hereto to be constructed by the County; (b) for reimbursing the County for the new development's fair share of those capital road facilities and improvements constructed by the County in anticipation of the new development; or (c) to reimburse prior developers who previously constructed road facilities and improvements described in Exhibit "A" attached hereto, where those facilities and improvements were beyond those needed to mitigate the impact 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. 89-46, certain new developments within the Areas of the South County Circulation Study received approvals or permits 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. 89-46 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: September 26, 2018

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

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
South County Circulation Study**

On January 17th, 1989, the Board of Supervisors approved the Nipomo Circulation Study and a Resolution establishing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the South County Road Improvement Fee Resolution on December 12, 2017.

See attached map *South County Road Fee Area* for boundaries.

BUILDING ACTIVITY

For the period from July 1, 2017, through June 30, 2018, the following building permits subject to road improvement fees paid accordingly.

	Area 1	Area 2
Single Family Residential	14	9
Multi-Family Residential	22	0
Secondary Dwelling	3	4
Commercial	1	14
Other	0	0
Total	40	27

ROAD IMPROVEMENT FUND

FY 2017/18	Area 1	Area 2
Balance (07/01/17)	\$64,365	\$3,446,764
Fees Received (+)	\$361,840	\$261,317
Interest (+)	\$3,162	\$46,609
Expenditures (-)	\$134,996	\$71,221
Repayment of Loan from Area 1 to 2	(\$75,000)	\$75,000
Balance (06/30/2018)	\$219,371	\$3,758,469

See attached table *South County Road Improvement Fee Budget* for detailed expenditure details.

FEE APPEALS

There was 1 road fee appeal in Area 1. The fee appeal was denied.

TRANSPORTATION IMPROVEMENTS

The South County Circulation Study contains a list of recommended improvements for all modes of transportation in the community as well as projects from the adopted Capital Improvement Program (*see attached*) that are funded through Road Improvement Fees and other sources. The following is a list of road improvement fee projects currently under development in the South County Area.

Area 1

Tefft Street / Hwy 101 Interchange

The Department of Public Works has completed coordination efforts with Caltrans regarding the proposed operational improvements. The County has hired a consultant and 30% design is expected to be complete by the end of 2018.

Oakglen Secondary Access

The South Oakglen area is in need of a second point of egress. While this project has been on hold for some time, the County expects to begin holding stakeholder meetings in 2019.

Area 2

Halcyon Road and Highway 1 Improvements

Previous traffic studies determined that roundabouts at the two intersections would improve circulation without requiring bridge widening. This project is still early in the project development process, and the County had retained a Consultant to assist with many of the preliminary engineering activities. Changes in priorities have put this project on hold, but the County expects to begin working quite closely with Caltrans over the next years.

Los Berros Road at Dale Left-Turn Lane

The County has completed right-of-way acquisition. Plan development is expected to be underway in 2019. Construction funds are still being pursued.

Los Berros Road Widening and Left-Turn Lane at Avis Street

The County was awarded a Highway Safety Improvement Program (HSIP) grant from the FHWA to widen and improve operations on Los Berros Road at Avis Street. Project development has begun, and is expected to be completed before the end of 2019, and is likely to be built in the summer of 2020.

Crosswalk Improvements at Dana Elementary

The County was awarded an Active Transportation Plan (ATP) grant to improve the crosswalk on Tefft Street at Dana Elementary, among other locations throughout the County. Plans should be complete by the summer of 2019, and construction is expected to begin in the winter 2019/2020.

Guardrail on Division Street

The County was awarded an HSIP grant to upgrade the guardrail on Division just north of Riverside Drive, among other locations throughout the County. Plans should be complete by the summer of 2019, and construction is expected to begin in the winter 2019/2020.

Roadway Lighting on Thompson and Pomeroy

The County was awarded an HSIP grant to install roadway lighting along Thompson and Pomeroy Roads to improve nighttime driving safety, among other locations throughout the County. Plans should be complete by the summer of 2019, and construction is expected to begin in the winter 2019/2020.

ROAD IMPROVEMENT FEES

Road Improvement Fees are used to fund all phases of project development including: environmental work, permitting, design, right-of-way, contract administration and construction. The costs of developing roadway projects has been increasing from year to year, and the cost of construction has begun rising again.

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	Area 1	Area 2
Residential	\$12,011/pht	\$10,048/pht
Retail	\$3,336/pht	\$4,539/pht
Other	\$5,133/pht	\$6,983/pht

During FY 2012-2013 and 2013-2014 Nipomo Area 1 did not have sufficient funds to pay for Willow Road Interchange and Extension costs. Nipomo Area 1 has borrowed \$550,741 (\$82,170 in FY 2012-2013 and \$18,571 in FY 2013-2014, and \$450,000 in FY 2016-2017) from Nipomo Area 2 to pay for project costs. In FY 2017-2018, Nipomo Area 1 was able to pay back \$75,000 of this loan. The loan is required to be repaid by the end of fiscal year 2020/2021 – the balance of which is now \$475,741.

Woodlands Fees

The County entered into an agreement with Woodlands Ventures, LLC for the accelerated payment of the Woodlands Development Road Improvement Fees. The fee amounts in the agreement were based on the 2005 Fee Schedule. Woodlands Ventures, LLC has paid \$14,775,535 toward fees to date. October 1st, 2013, an amendment to the agreement was approved by the Board of Supervisors. The Woodlands project has downsized the commercial and hotel land use and it is anticipated that no further deposits were necessary

to cover the project's fees. Any future development in the Woodlands will pay the appropriate fee at the time, after any credits are exhausted. As of June 30, 2018, the remaining fee balance was \$5,004,867.

ALTERNATE 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 Nipomo originated as unpaved minor roads without shoulders or sidewalks. In these cases, pedestrians must use intermittent paths adjacent to the roadways. Along Tefft 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.

Portions of the Pedestrian Circulation Plan identified in the 2001 Circulation study Update have been constructed by Public Works and development.

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

The public transportation system in Nipomo refers to a wide variety of services including, fixed time transit services, Dial-A-Ride, Runabout Paratransit, Senior Shuttle, Veteran's Express Shuttle, Ridesharing and many other transportation services. Transit service in Nipomo is provided by the San Luis Obispo Regional Transit Authority (RTA). RTA provides service to San Luis Obispo, Pismo Beach, Arroyo Grande and Santa Maria seven (7) days a week with those destinations providing service Countywide. 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

South County Road Fee Area
South County Capital Improvement Projects Table
South County Road Improvement Fee Budget

NOTES AND ACRONYMS

Pk Hr Tp: PM peak hour trips, as determined by the Board of Supervisors' Policy
Residential: Land Use category includes single-family and multi-family dwellings, hotels, motels and camping facilities.
Retail: Land Use category includes retail merchandise, restaurants, service stations, post offices and financial institutions.
Other: Land Use category includes all other types that are not defined by Residential or Retail.

USHA = Urban State Highway Account
RSHA = Regional State Highway Account
pht = peak hour trip
TBD = To be determined
SHOPP = State Highway Operations Protection Program, Funding for Safety/Maintenance
STIP = State Transportation Improvement Program, Funding for Capacity
TEA = Transportation Enhancement Activities, Federal Funding for Enhancements
TDA = Transportation Development Act, Federal Funding for transit

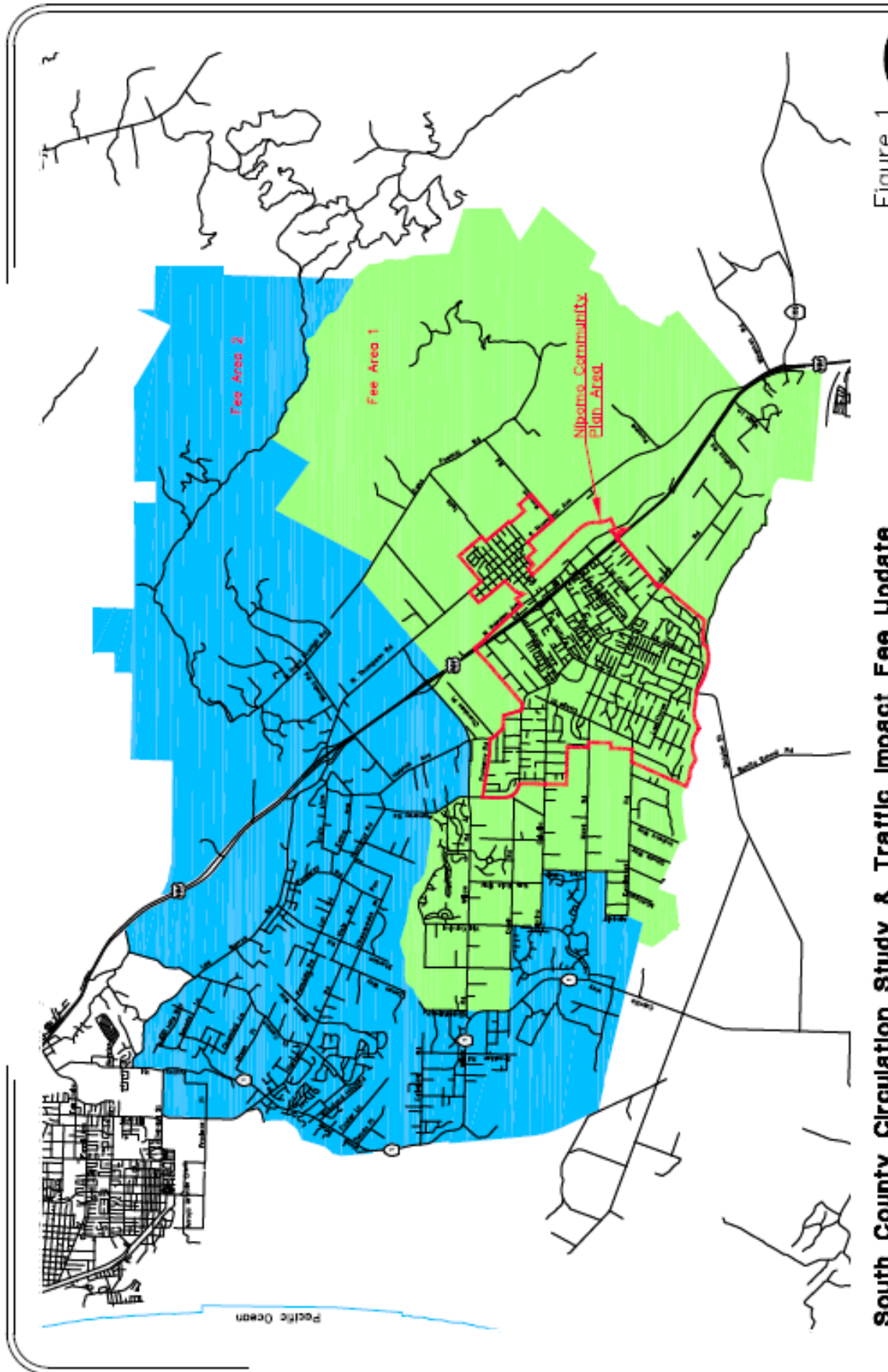


Figure 1

South County Circulation Study & Traffic Impact Fee Update



Study Area Map

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**South County Circulation Study 2016 Update Capital
Improvements Projects**

Updated: 12/10/2015

#	RIF Area #	Road	Road	To/From	Recommended Improvement	Estimated Total Project Costs 2015	FUNDING Other Sources	FUNDING From RIF	RIF \$	% RIF 1	%RIF 2	Expected Const.
Area 1 Project List												
	Area 1	Road Widening	Division Street	Sequoia Lane to South Las Flores Drive	Two (2) travel lanes, a left turn lane and bike lanes	\$1,600,000	\$1,600,000	\$0	No	0%	0%	2035
	Area 1	Roadway Extension	Hetrick Road	Glenhaven Place to Pomeroy Road	Two (2) travel lanes and 8' shoulders	\$2,500,000	\$2,500,000	\$0	No	0%	0%	-
	Area 1	Road Widening	Hill Street	Mary Avenue to South Frontage Road	Two (2) travel lanes, a left turn lane and bike lanes	\$1,500,000	\$0	\$1,500,000	Yes	100%	0%	2020
	Area 1	Signal Installation	Juniper Street	at Mary Avenue	Signalize	\$500,000	\$0	\$500,000	Yes	100%	0%	2035
	Area 1	Road Widening	Orchard Avenue	Southland Street to Nancy Lane	Two (2) travel lanes, a left turn lane and bike lanes	\$1,800,000	\$0	\$1,800,000	Yes	100%	0%	2035
	Area 1	Road Widening	Orchard Avenue	Tefft Street to Division Street	RIF portion previously completed. Includes LTL and pedestrian improvements at Theodora.	\$1,300,000	\$1,300,000	\$0	No	0%	0%	-
	Area 1	Bicycle Enhancements	Orchard Avenue / Hutton Road	Nancy Lane to SR-166	Construct shoulders, 2 - 6' (partially complete)	\$4,000,000	\$4,000,000	\$0	No	0%	0%	-
	Area 1	Road Widening	Pomeroy Road	Willow Road to Aden Way	Two (2) travel lanes, a left turn lane and bike lanes	\$2,600,000	\$2,600,000	\$0	No	0%	0%	-
	Area 1	Signal Installation	South Frontage Road	at Division Street	Signalize	\$500,000	\$0	\$500,000	Yes	100%	0%	2035
	Area 1	Signal Installation	South Frontage Road	at Grande Avenue	Signalize	\$500,000	\$0	\$500,000	Yes	100%	0%	2035
	Area 1	Signal Installation	South Frontage Road	at Hill Street	Signalize	\$500,000	\$0	\$500,000	Yes	100%	0%	2035
	Area 1	Road Realignment	South Frontage Road	Tefft Street to Grande Avenue	Two (2) travel lanes, a left turn lane and bike lanes	\$2,000,000	\$0	\$2,000,000	Yes	100%	0%	2020
	Area 1	Intersection Improvements	SR 166	US 101 NB Ramps / Thompson Road	Roundabout or other intersection improvements	\$4,000,000	\$2,560,000	\$1,440,000	Yes	36%	0%	2035
	Area 1	Intersection Improvements	SR 166	US 101 SB Ramps / Hutton Road	Roundabout or other intersection improvements	\$6,000,000	\$3,840,000	\$2,160,000	Yes	36%	0%	2035
	Area 1	Signal Installation	Tefft Street	at Mesa Road	Signalize	\$500,000	\$0	\$500,000	Yes	100%	0%	2035
	Area 1	Interchange Improvements	Tefft Street	Mary Avenue to Oakglen Avenue	Relocate SB on Ramp. Modify bridge and signals	\$10,000,000	\$0	\$10,000,000	Yes	100%	0%	2020
	Area 1	Road Widening	Tefft Street	Oakglen Avenue to Nipomo Creek Bridge	4 travel lanes, 1 left-turn-lane, 2 bike lanes. Add southbound right-turn lane on Oakglen Avenue.	\$1,000,000	\$0	\$1,000,000	Yes	100%	0%	2020
	Area 1	Signal Installation	Thompson Avenue	at Titan Way	Signalize	\$437,000	\$437,000	\$0	No	0%	0%	2015
	Area 1	Roadway Enhancements	Thompson Road	Chestnut Street to Price Street	Complete urban street improvements in accordance with the Tefft Street Enhancement Plan	\$1,200,000	\$1,200,000	\$0	No	0%	0%	-
	Area 1	Interchange Structure	US 101 near Southland Street	2 mi. n/o SR-166 & 1 mi. s/o Tefft St	Construct full access interchange & frontage road connections	\$25,000,000	\$11,750,000	\$13,250,000	Yes	53%	0%	2035
	Area 1	Signal Installation	Willow Road	at Pomeroy Road	Signalize	\$483,000	\$483,000	\$0	No	0%	0%	2015

South County Circulation Study 2016 Update Capital Improvements Projects

#	RIF Area #	Road	Road	To/From	Recommended Improvement	Estimated Total Project Costs 2015	FUNDING	RIF \$	% RIF 1	%RIF 2	Expected Const.	
Area 1 and 2 Project List												
P12A189 / 300142	Area 1	Environmental Mitigation	Willow Road	Hetrick Avenue to Thompson Avenue	Completion of Environmental Mitigation	\$480,000	\$0	\$480,000	Yes	100%	0%	2010
	Area 1 & 2	Interchange Improvements	Willow Road	US 101 NB & SB Ramps	Signalize	\$1,250,000	\$0	\$1,250,000	Yes	50%	50%	2035
	Area 1 & 2	Roadway Extension	North Frontage Road	Sandydale Drive to Willow Road	Two (2) travel lanes, left turn lane at major intersections and bike lanes	\$8,000,000	\$0	\$8,000,000	Yes	50%	50%	2035
	Area 1 & 2	Circulation Study			Circulation Study Updates (thru 2035)	\$750,000	\$0	\$750,000	Yes	50%	50%	-
Area 2 Project List												
	Area 2	Roadway Extension	Aden Road/Hetrick Road	Summit Station to Pomeroy Road	Two (2) travel lanes and 8' shoulders	\$2,600,000	\$2,600,000	\$0	No	0%	0%	-

South County Circulation Study 2016 Update Capital Improvements Projects

Updated: 12/10/2015

#	RIF Area #	Road	Road	To/From	Recommended Improvement	Estimated Total Project Costs 2015	FUNDING	RIF \$	% RIF 1	%RIF 2	Expected Const.	
							Other Sources	Funding From RIF				
	Area 2	Road Widening	El Campo Road	Halcyon Road to Los Berros Road	Two (2) travel lanes and 8' shoulders	\$3,100,000	\$3,100,000	\$0	No	0%	0%	-
	Area 2	Road Widening	Highway 1	Willow to 1.3 miles west	Two (2) travel lanes, a left turn lane and 8' shoulders	\$2,500,000	\$350,000	\$2,150,000	Yes	0%	86%	2035
	Area 2	Intersection Improvements	Highway 1 (Cienaga Street)	at Valley Road	Roundabout or other intersection improvements	\$4,000,000	\$2,320,000	\$1,680,000	Yes	0%	42%	2035
	Area 2	Intersection Improvements	Highway 1 (Cienaga Street)	Halcyon Road (North & South)	Roundabout or other intersection improvements	\$7,900,000	\$0	\$7,900,000	Yes	0%	100%	2035
	Area 2	Road Widening	Los Berros Road	Avis Street to US 101	Two (2) travel lanes, LTL at Dale Rd and bike lanes	\$2,200,000	\$374,000	\$1,826,000	Yes	0%	83%	2035
	Area 2	Road Widening	Los Berros Road	El Campo Road to Avis Street	Two (2) travel lanes, LTL at Pomeroy and Stanton and bike lanes (Partially completed, project will complete arterial standards)	\$2,150,000	\$559,000	\$1,591,000	Yes	0%	74%	2035
	Area 2	Road Widening	Los Berros Road	Valley Road to El Campo Road	Two (2) travel lanes, LTL at El Campo and Century and bike lanes (Partially completed, project will complete arterial standards)	\$3,250,000	\$130,000	\$3,120,000	Yes	0%	96%	2035
	Area 2	Road Widening	Los Berros Road / Thompson Road / Highway 101 Interchange	North Frontage Road to Cimarron Way	Two (2) travel lanes, a left turn lane and bike lanes	\$2,400,000	\$0	\$2,400,000	Yes	0%	100%	2035
	Area 2	Interchange Improvements	Los Berros Road/Thompson Avenue	US 101 NB & SB Ramps	Signalize or other intersection improvements	\$1,250,000	\$350,000	\$900,000	Yes	0%	72%	2035
	Area 2	Roadway Extension	North Frontage Road	Willow Road to Summit Station Road	Two (2) travel lanes and 8' shoulders	\$10,000,000	\$10,000,000	\$0	No	0%	0%	-
	Area 2	Road Widening	Thompson Avenue	Cimarron Way to Willow Road	Two (2) travel lanes, a left turn lane at Sheehy and bike lanes (no RIF project specific impact)	\$900,000	\$900,000	\$0	No	0%	0%	-
	Area 2	Intersection Improvements	Valley Road	at Los Berros Road	Add southbound left and northbound right turn lanes (assume federal funding for bridge widening)	\$2,300,000	\$700,000	\$1,600,000	Yes	0%	70%	2035

South County Circulation Study 2016 Update Capital Improvements Projects

Updated: 12/10/2015

#	RIF Area #	Road	Road	To/From	Recommended Improvement	Estimated Total Project Costs 2015	FUNDING		RIF \$	% RIF 1	%RIF 2	Expected Const.
							Other Sources	Funding From RIF				
Completed Capital Improvement Projects												
P12A424	Area 2	Road Widening	Halcyon Road	AGCL to HWY 1	2 - 6' shoulders	\$121,987	\$0	\$121,987	\$121,987	\$0	\$121,987	Complete
P12A268	Area 2	Road Widening	Halcyon Road	Highway 1 to El Campo Road	2 - 11' lanes, 2 - 5' shoulders	\$106,000	\$10,897	\$95,103	\$95,103	\$0	\$95,103	Complete
300146	Area 2	Road Widening	Halcyon Road Climbing Lane	w/o Mountain View Rd to Highway 1 (Mesa View Dr)	3 - 12' lanes, 2 - 8' shoulders	\$20,000,000	\$20,000,000	\$0	\$0	\$0	\$0	Abandoned
P12A172/ 300132	Area 2	Road Widening	Halcyon Road Phase 1A	Highway 1 north to Los Berros Creek	Shoulder Widening and Overlay	\$2,034,520	\$866,265	\$1,168,255	\$1,168,255	\$0	\$1,168,255	Complete
P12A201	Area 2	Intersection	Highway 1 (Cienaga Street)	Halcyon Road (North & South)	Realignment to a 4 leg intersection w/ traffic signal	\$885,314	-	\$885,314	\$885,314	\$0	\$885,314	Abandoned
-	Area 1	Road Widening	Hutton Road	North of Highway 166	1 left-turn-lane, construct shoulders, 2 - 6'	\$810,240	\$810,240	\$0	\$0	\$0	\$0	Complete
P12A278	Area 2	Road Widening	Los Berros Road	at El Campo Road	Left-turn channelization	\$855,660	-	\$855,660	\$855,660	\$0	\$855,660	Complete
300143	Area 2	Road Widening	Los Berros Road	Stanton/Pomeroy	Left-turn channelization	\$779,806	\$779,806	\$0	\$0	\$0	\$0	Complete
P12A189/ 300145	Area 1	Roadway Extension	Mary Avenue	Tefft Street to Hill Street	Construct roadway; 2 - 12' lanes, 1 left-turn-lane, 2 - 5' bike lanes	\$2,544,859	\$0	\$2,544,859	\$2,544,859	\$2,544,859	\$0	Complete
-	Area 1	Road Widening	Orchard Avenue	Division Street to Southland Street	Left-turn channelization	\$1,367,000	\$1,367,000	\$0	\$0	\$0	\$0	Complete
P12A281	Area 1	Road Widening	Orchard Avenue	Tefft to Division	2 - 12' travel lanes, 1 - 12' left-turn-lane and bike lanes (completed LT at Tefft, Grande and Division and signal at Division)	\$1,486,572	-	\$1,486,572	\$1,486,572	\$1,486,572	\$0	Complete
300155	Area 1	Road Widening	Pomeroy Road	at Camino Caballo	Left-turn channelization	\$1,073,684	\$1,073,684	\$0	\$0	\$0	\$0	Complete
-	Area 1	Road Improvement	Pomeroy Road	Augusta Road	Vertical & Horizontal Curve realignment	\$2,150,000	\$2,150,000	\$0	\$0	\$0	\$0	Abandoned
-	Area 1	Roadway Extension	Sandydale Drive	Near Pomeroy Road	Pave unpaved portion	\$182,000	\$182,000	\$0	\$0	\$0	\$0	Complete
P12A136	Area 1	Signal Installation	Tefft Street	at Oakglen Avenue	Signalize	\$100,024	-	\$100,024	\$100,024	\$100,024	\$0	Complete
-	Area 1	Safety Improvements	Tefft Street	Mary to US 101	Construct median	\$111,000	\$111,000	\$0	\$0	\$0	\$0	Complete
P12A173	Area 1	Road Widening	Tefft Street	Oakglen Avenue to Thompson Avenue	Full improvements with signalization at Thompson	\$3,113,100	-	\$1,892,260	\$1,892,260	\$1,892,260	\$0	Complete
P12A104	Area 1	Road Widening	Tefft Street	Orchard Avenue to Rose Drive	Construct 3 - 12' lanes, 2 - 6' shoulders	\$500,000	-	\$357,233	\$357,233	\$357,233	\$0	Complete
P12A105	Area 1	Road Widening	Tefft Street	Rose Drive to US 101	Construct 4 lanes	\$184,896	-	\$184,896	\$184,896	\$184,896	\$0	Complete
P12A168	Area 1	Interchange Structure	Tefft Street	US 101 Overpass	Widen to six lanes, add left-turn pocket for US 101 NB on-ramp and SB S. Frontage Road	\$4,013,000	\$2,399,239	\$1,613,761	\$1,613,761	\$1,613,761	\$0	Complete
-	Area 1	Signal Coordination	Tefft Street	US 101 Overpass	Signal coordination	\$25,000	\$25,000	\$0	\$0	\$0	\$0	Complete
P12A202/ 300147	Area 2	Interchange Structure	Tefft Street	US 101 Southbound ramps	Realign US 101 Southbound Ramp	\$262,823	-	\$262,823	\$262,823	\$262,823	\$0	Complete
P12A153/ 300129	Area 1 & 2	Roadway Extension	Willow Road - Phase 1	Pomeroy Road to Hetrick Avenue	Construct roadway; 2 - 12' lanes, 2 - 8' shoulders	\$24,939,450	\$9,932,503	\$15,006,947	\$15,006,947	\$14,877,881	\$129,066	Complete
P12A189/ 300142	Area 1 & 2	Interchange Structure	Willow Road	Hetrick to Thompson Avenue	Construct roadway; 2 - 12' lanes, 2 - 8' shoulders and Freeway Interchange (Area 2 portion covered by STIP)	\$20,090,312	\$13,277,347	\$6,812,965	\$6,812,965	\$6,812,965	\$0	2010
AREA 1 TOTAL CIP (total project cost of uncompleted projects)						\$73,400,000			AREA 1 RIF	\$41,130,000		(\$ for fee calc.)
AREA 2 TOTAL CIP (total project cost of uncompleted projects)						\$49,550,000			AREA 2 RIF	\$28,167,000		(\$ for fee calc.)
AREA 1+2 TOTAL CIP (total project cost of uncompleted projects)						\$122,950,000			AREA 1+2 RIF	\$69,297,000		

Budgeted Projects Funded from Nipomo Area 1 RIF			Total As of
			06/30/18
Project #	Description	Budgeted 2017/18	
NIPOMO AREA 1 RIF - Beginning Cash Balance			64,365.49
	Nipomo 1 Fees for Permits		361,839.50
	Interest to Nipomo 1		3,161.90
	Loan from Nip 2		(75,000.00)
	Subtotal Cash Balance	-	354,366.89
	Project Costs:	Budgeted 2017/18	Total Spent This Fiscal Year As of
300129	Willow Rd Extension	535,657	127,044.35
300142	Willow Rd Interchng	100,000	
	Total From Nip 1 RIF	100,000	7,951.19
300289	So Frontage Rd Nipomo		0.00
300147	Tefft St /Hwy 101	200,000	0.00
245R12C121	Nipomo 1 Traffic Circ Study	5,000	0.00
300140	So Oakglen Op Study - Reimb		
	Total Project Costs	840,657	134,995.54
	Total Cash Bal including Woodlands		219,371.35

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Budgeted Projects Funded from Nipomo Area 2 RIF			Total As of
			06/30/18
Project #	Description	Budgeted 2017/18	
NIPOMO AREA 2 RIF - Beginning Cash Balance			3,446,763.55
	Fees		261,317.00
	Interest		46,608.93
	Loan to Nip 1		75,000.00
	Subtotal Cash Balance		3,829,689.48
	Project Costs:	Budgeted 2017/18	Total Spent This Fiscal Year As of
			06/30/18
300321	Channelization & LT Ln Los Ber/Thompson	42,224	0.00
300372	Halcyon Rt 1 Phase 1	1,052,484	395.39
300384	Los Berros@ Dale LTL	76,038	51,498.35
300602	Los Berros @ Avis Widening	144,310	19,327.07
245R12C122	Nipomo 2 Traffic Study	5,000	0.00
	Total Project Costs	1,320,056	71,220.81
	Total Cash Bal		3,758,468.67

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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, measureable 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.