

IN THE BOARD OF SUPERVISORS

County of San Luis Obispo, State of California

_____ day _____, 20__

PRESENT: Supervisors

ABSENT:

RESOLUTION NO. _____

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

The following Resolution is hereby offered and read:

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

WHEREAS, on 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; and

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

WHEREAS, the "South County Traffic Model Update of 2011, Annual Report and the 2012 Update" describe the impacts of new development on existing road facilities and improvements within certain portions of the South County Land Use Element of the San Luis Obispo County General Plan, 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 said 2012 Update, a copy of which is attached hereto as Exhibit "A" incorporated by reference herein and found that it includes all required elements of the annual update; and

WHEREAS, the Board of Supervisors directed staff to adjust the fee boundary to exclude Tract 2207 from fee Area 2 as a result of approving the environmental document for said Tract; and

WHEREAS, the Department of Public Works has reviewed the impacts of said exclusion and conclude there is no impact to the fee program as a result of its removal; and

WHEREAS, on December 6, 2011, the Board of Supervisors did adopt Resolution No. 2011-392 approving a mitigated negative declaration for this Roadway Improvement Fee Program; and

WHEREAS, the said South County Traffic Model Update of 2011, Annual Report was available for public inspection and review ten (10) days prior to the public hearing of this Resolution; and

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the impact of traffic generated and caused by new development within said Area 1 and Area 2.

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 Table 30 of Exhibit "A," attached hereto and incorporated herein.

C. After considering the South County Traffic Model Update of 2011, Annual Report and the 2012 Update, prepared by the County Public Works Department, and after considering the testimony received at the public hearing on this matter, the Board of Supervisors approved said Study and finds that new development will generate additional traffic within the said Areas and will contribute to the degradation of the level of service of the road system in said Areas.

D. The Board of Supervisors further finds that there is a need in Area 1 and Area 2 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 establishes 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 Traffic Model Update of 2010, Annual Report and the 2012 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 Areas 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: (1) an account has been established for capital road improvements, that funds have been appropriated, and a proposed construction schedule 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 Areas. As used in this section, "appropriated" means authorization by the Board of Supervisors to make expenditures and incur obligations for a road facility or improvement project shown in the Capital Improvement Program (Exhibit “A”).

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

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

2. This Resolution is adopted for the purpose of maintaining those road improvement fees heretofore imposed within Area 1 and Area 2 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 Area that was previously approved by the Board and addressed in the Mitigated Negative Declaration adopted on December 6, 2011. No substantial changes have occurred with respect to the circumstances under which the project is to be undertaken; and no new information of substantial importance has been presented indicating that the project will have any potential impacts not discussed in the Mitigated Negative Declaration.

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

Land Use	Proposed 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 amount of said road improvement fee for any new development project with said area shall be determined for, and shall be imposed upon, such new development project at the time of the grant of approval of an application for new development, and shall be a condition of approval of said new development project.

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

- (a) For new development that is solely residential (except for a mobile home park), the fee shall be paid prior to the issuance of a building permit for the new development.
- (b) For new development that is a mobile home park, the fee shall be paid within 90 days after the date of approval of the development plan authorizing establishment of the mobile home park or prior to approval by the State Department of Housing and Community Development of an application for a permit to construct the mobile home park, whichever occurs first.
- (c) For new development that is non-residential or that is partly residential and combined with another land use(s), the fee shall be paid prior to issuance of any permit or approval required for the new development

and prior to any commencement of a new development project or at the time of issuance of any required building permit, whichever is later.

- (d) The provisions above may be adjusted or modified regarding time of payment pursuant to resolution 2011-222 adopted on July 26, 2011.

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

- a) Reviewing the project cost estimates: If new cost estimates are available for the project they shall be used to update the project cost for the fee. If new project costs are not available then Staff shall review the Caltrans Construction Cost Index and recommend a fee increase based on it. During every fifth year update, new construction cost estimates shall be created for every project at least partially funded through the impact fee.
- b) Adjusting existing/new trip percentage: During every update a list of fees paid since the last update shall be created and the trips generated from the new projects shall be counted as existing trips in the trip proportion matrix.
- c) Account for funds already collected: The amount that still needs to be collected shall be determined by taking the initial amount needed and subtracting the amount already collected from fees and interest earned on the account.

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. Effective Date. Pursuant to Section 66017 of the California Government Code, the effective date of this Resolution shall be sixty (60) days from the date of adoption of this Resolution.

11. 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.

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

AYES:

NOES:

ABSENT:

ABSTAINING:

The foregoing resolution is hereby adopted.

Chairperson of the Board of Supervisors

ATTEST:

Clerk of the Board of Supervisors
[SEAL]

APPROVED AS TO FORM AND LEGAL EFFECT:

RITA L. NEAL
County Counsel

By: 
Deputy County Counsel

Dated: November 5, 2012

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

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

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

(SEAL)

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

By _____
Deputy Clerk.

Exhibit A 2012 Annual South County Circulation Study

In April 1987 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 Circulation Study December 6, 2011.

Building Activity

During the period spanning July 2011 through June 2012, the following building permits were issued within the South County Circulation Study area. The attached map shows the Nipomo Area 1 and Area 2 Road Improvement Fee area.

AREA 1

Single Family Residential	42
Multi Family Residential	0
Retail	0
Other	1

AREA 2

Single Family Residential	6
Multi Family Residential	0
Retail	0
Other	1

Account Balance

The current fund balance information is provided in the tables below.

	Account Balance as of 6/30/12	Fees Collected 2011-2012	Interest Earned 2011-2012	Expenditures 2011-2012
Area 1	\$1,295,649.40	\$2,317,490.98	\$3,783.96	\$1,562,533.59
Area 2	\$3,427,203.69	\$63,989.00	\$23,148.04	\$6,867.69

Fee Appeals

There were no appeals during FY 2011/2012.

Transportation Improvements

The Capital Improvements Program:

Identified funding sources and project priorities for the 2012 South County Area transportation improvements are in Table 12 – Capital Improvements Projects.

Roadways

To address the changing needs of the South County the following locations require attention. Each location is discussed in detail below. Included in the detailed discussion is the funding source. The County has been successful in securing regional money from the State Transportation Improvement Program (STIP) or grant funding for those projects so identified.

Since these projects are necessitated due to capacity issues driven by new development, the Roadway Improvement Fee (RIF) is the primary funding source for all of these projects.

The funding split between RIF and other monies varies by project and is shown in Table 12. Due to State budget conditions it is uncertain when a new STIP funding cycle will begin.

RECENTLY COMPLETED PROJECTS

Willow Road Extension Phase 1 – Misty Glen Place to Hetrick Avenue

Construction of this project was recently completed. This phase of Willow Road extended the road from its previous terminus at Pomeroy Road east to Hetrick Avenue. This allows for traffic accessing the Nipomo Mesa to use Hetrick to access the freeway interchange at Los Berros and US 101. Phase 2 of this project will provide direct freeway access of Willow Road and connect to Thompson Avenue.

AREA 1 PROJECT STATUS

Willow Road Phase 2 - Hetrick to Thompson Avenue and Interchange

This project extends the Willow Road extension from Hetrick Avenue to Thompson and installs a freeway interchange at the crossing of US 101. This allows traffic accessing the Nipomo Mesa or Nipomo High School a more direct access to US 101. Construction is expected to be completed in November of 2012.

US 101 Corridor Study

There have been many discussions about the long term solution to congestion along the US 101 and associated interchanges through the South County region. In an effort to more fully understand the problem and achieve a consensus among all stakeholders a corridor study has been funded by SLOCOG to look at operational and circulation issues along the 101 from Highway 135 (Broadway) to Los Berros Road. This will include a detailed look at the operation of US 101 at Tefft Street; including the south bound ramp relocation to Hill Street. In addition, this effort will advance several projects that have been discussed in the past by allowing the County to pursue more detailed analyses of the various problems. These issues/projects include:

Tefft Street/Hwy 101 Interchange

The Tefft Street/Hwy 101 Interchange is experiencing traffic congestion during the peak hour periods due to increased traffic volumes operating in an interchange whose design is based on old design standards.

Southland Overpass/Interchange

The South Oakglen area needs a second point of access and at this point in time the Southland interchange appears to be the best long term solution.

South Frontage Road Realignment at Hill Street

The South Frontage Road needs to be realigned to fit future construction of a proposed southbound on-ramp. This work is needed to improve the level of service in the interchange area.

Area 2

Halcyon Road and Highway 1 Improvements

The County will be preparing a Supplemental Environmental Impact Report. This analysis will look at various alternatives and their costs and benefits. Included in the analysis will be an examination of congestion relief, environmental impacts and right of way impacts.

Los Berros 101 Interchange Improvements

This project includes adding left turn lanes and signalization to address capacity and queuing issues at the ramp intersections. There is also a need to look at increasing the merge lengths of the on ramps.

OTHER ROAD PROJECTS

The Department of Public Works Staff is currently working on the following road projects.

Los Berros Road at Dale LTL

The County is developing plans for a left turn lane at that intersection to address safety concerns. The project is partially designed and additional right-of-way needs have been determined. County is also seeking to identify a funding source for this project.

Orchard Avenue from Southland to Nancy Lane

Orchard Avenue from Tefft Street to just past Southland Street has two travel lanes, a two way left turn lane and shoulders. Past this point, Orchard has two travel lanes and minimum shoulders. The horizontal alignment is straight but there are several hills that cause reduced sight distances. There have been several rear end collisions and one fatality between Southland Street and Nancy Lane. Funding for this project will be from Prop 1B but the project is currently on hold because funds were loaned to the Willow Road Phase 2.

Thompson Improvements from Chestnut to Price

This project would complete enhancement projects along Thompson from Chestnut to Price. These improvements include sidewalk, bulb-outs, lighting and other features consistent with the improvements on Tefft between Thompson and Carillo Street. This is a project that has broad community support and the South County Advisory Committee Traffic and Circulation Committee (T&CC) has asked that its completion be made a priority. Currently the Public Works Department has been implementing elements of this project in conjunction with other work in the area and pursuing funding sources to complete the project. Public Works will continue to look for funding for this project.

Park and Ride Lot Tefft at Cabrillo

Public works has received some funding for the development and construction of a Park and Ride lot on Tefft Street near Cabrillo Street. The project will be funded with SLOCOG Rural State Highway Account funds of about \$50,000.

ALTERNATE TRANSPORTATION

Bikeways

The County Bikeways Plan is updated by the Bicycle Advisory Committee (BAC). The BAC looks at creating both a countywide bikeways network as well as an intercommunity network that meets the needs of cyclists. Public Works plans to restripe Division Street from South Frontage to Orchard to accommodate the Class II bikeways called for on the plan.

Transit

Nipomo is serviced by the SLORTA Bus Route 10 for interregional service. Information about the service and other transit services can be found through SLORTA at <http://www.slorta.org>.

Dial A Ride

The Nipomo Dial A Ride serves the community with service within the Nipomo area. Information about Nipomo Dial A Ride can be found on the SLORTA website at <http://www.slorta.org>.

Senior Shuttle

Ride-On has a senior shuttle program available in the South County on Tuesdays and Thursdays. This service is on a reservation system and for individuals that are 65 years old or older. Information can be found at the Ride-On website at <http://www.ride-on.org/>.

Pedestrian Improvements

During the 2001 Update process the need arose to develop a pedestrian circulation plan for specific areas within the urban area of Nipomo. The "Pedestrian Circulation Plan" evaluates existing conditions, locations of demand, and makes recommendations for necessary improvements.

Projects from this plan will be submitted under various pedestrian improvement grant funding programs.

ROAD IMPROVEMENT FEES

Construction costs continue to be low. The lower costs are related to the current economic conditions, and the cost of the labor and materials needed for constructing these projects have not decreased. This leads us to believe that the current low construction costs will not continue for the long run. In addition, these costs are only a portion of the total project costs covered by the fee. The other costs include environmental work, permitting, design, right-of-way, and other project development costs. Over the last few years these costs have remained the same or risen.

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

The current fees are:

Land Use	Current 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

Woodlands Fees

The County has entered into an agreement with The Woodlands LLC for the accelerated payment of the Woodlands Developments Road Improvement Fee. The fees are to be used to advance the Willow Road Project. The fee amounts in the agreement are based on the 2005 Fee Schedule.

Currently the Woodlands have sought another change to the agreement that was approved by the Board on September 4, 2012. This addendum advanced the payment schedule forward from the 15th of August to the 30th of September for the final three payments (2012 to 2014) and increased the amount of the September 30, 2012, payment by \$2,500 to account for lost interest that the RIF account would have normally received.

The revised payment schedule is below:

Payment Date	Amount Due	Status
10-Feb-06	\$1,254,073	Paid
1-Apr-06	\$1,690,854	Paid
1-Apr-07	\$2,500,000	Paid
31-Jan-08	\$2,500,000	Paid
15-Aug-09	\$2,000,000	Paid
15-Aug-10	\$2,000,000	Paid
24-Aug-11	\$1,563,820	Paid
30-Sep-12	\$1,269,288	
30-Sep-13	\$1,279,456	
30-Sep-14	\$1,292,124	
Total=	\$17,347,115	

If the Woodlands LLC defaults on the agreement, the Road Improvement Fee will be calculated based on a subsequent, current Nipomo Area 1 and Area 2 Road Improvement Fee Schedule.

ATTACHMENTS

Attached to this report are the following exhibits from the “South County Circulation Study.”

- Nipomo Area 1 and 2 RIF Boundaries
- Table 12 – Capital Improvement Projects
- Road Fee Account Data

NOTES

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

The “Residential” category includes single-family and multi-family dwellings, hotels, motels and camping facilities.

The “Retail” category includes retail merchandise, restaurants, service stations, post offices and financial institutions.

All other types of land use will be charged at the rate listed above as “Other.”

LIST OF ACRONYMS

USHA = Urban State Highway Account

RSHA = Regional State Highway Account

pht = peak hour trip

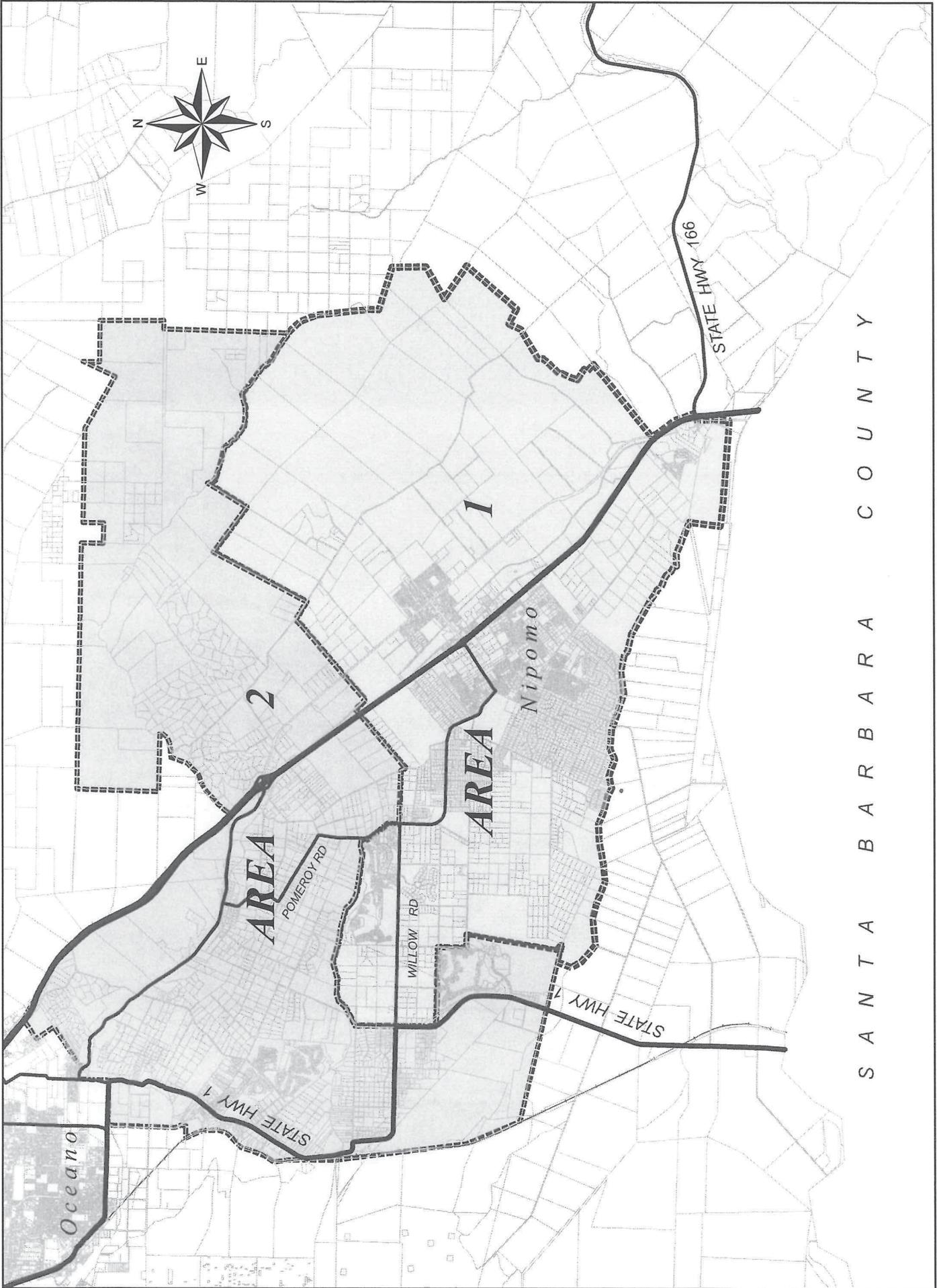
TBD = To be determined

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

STIP = State Transportation Improvement Program, Funding for Capacity

TEA = Transportation Enhancement Activities, Federal Funding for Enhancements

TDA = Transportation Development Act, Federal Funding for transit



S A N T A B A R B A R A C O U N T Y

SOUTH COUNTY ROAD FEE AREAS

Table 12
South County Circulation Study 2012 Update
Capital Improvements Projects

Item Number	RIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Funding From Impact Fees	Percent From Impact Fees	Expected Construction Commencement
									Existing Deficiencies (Rd. Funds)	Other Sources	Through Traffic (STIP)			
Area 1 Project List														
1	Area 1	Orchard Avenue	Southland Street	Nancy Lane	3100'	Widen Roadway, 2 - 12' lanes, 1-12' TW, TL, 2-5' bike lanes	46'	\$1,200,000.00	\$0	\$1,200,000.00	\$0	\$0	0%	-
2	Area 1	Hill Street	Mary Avenue	South Frontage Road	750'	Widen roadway, 2 - 12' lanes, 1 left-turn-lane, 2 - 5' bike lanes	46'	\$1,612,500	\$0	\$0	\$1,612,500	\$0	100%	2015
3	Area 1	Orchard Avenue	Tefft Street	Division Street	3,500'	3 - 12' lanes, 2 - 5' bike lanes	46'	\$1,236,250	\$0	\$0	\$1,236,250	\$0	100%	2020
4	Area 1	Orchard Avenue / Fulton Road	Southland Street	SR 166	1,800'	Construct shoulders, 2 - 6'	46'	\$3,655,000	\$0	\$3,655,000	\$0	\$0	0%	N/A
5	Area 1	Pomeroy Road at Augusta	1,000' N of Augusta	1,000' S of Augusta	2,000'	Vertical & Horizontal Curve realignment	46'	\$2,150,000	\$2,150,000	\$0	\$0	\$0	0%	N/A
6	Area 1	Pomeroy Road	Willow Road	Aden Way	5,500'	Widen and curve realignment	46'	\$2,365,000	\$2,365,000	\$0	\$0	\$0	0%	N/A
7	Area 1	S. Frontage Road	Tefft Street	Grande Ave	1,975'	Realignment and widening	46'	\$2,042,500	\$0	\$0	\$2,042,500	\$0	100%	2015
8	Area 1	Tefft Street	US 101	US 101	-	Relocate SB on Ramp, Modify bridge and signals	12'	\$16,125,000	\$0	\$0	\$16,125,000	\$0	100%	2020
9	Area 1	Southland Street	Interchange	Interchange	-	Construct interchange		\$31,000,000	\$0	\$19,000,000	\$0	\$12,000,000	39%	2030
10	Area 1	Thompson Road	Chastnut Street	Price Street	1,500'	Complete urban street improvements	48'	\$1,075,000	\$0	\$1,075,000	\$0	\$0	0%	-
11	Area 1	North Frontage	Sandydale	Willow Road	4,700'	Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	48'	\$6,000,000	\$0	\$0	\$6,000,000	\$0	100%	2010
12	Area 1	Intersection	Division Street	South Frontage Road	-	Signalize		\$325,000	\$0	\$0	\$325,000	\$0	100%	2040
13	Area 1	Intersection	Grande Avenue	South Frontage Road	-	Signalize		\$325,000	\$0	\$0	\$325,000	\$0	100%	2040
14	Area 1	Intersection	Juniper Street	Mary Avenue	-	Signalize		\$325,000	\$0	\$0	\$325,000	\$0	100%	2040
15	Area 1	Intersection	S. Frontage Road	Hill Street	-	Signalize		\$325,000	\$0	\$0	\$325,000	\$0	100%	-
16	Area 1	Intersection	SR 166	US 101 SB Ramps / Fulton Road	-	Roundabout		\$5,590,000	\$0	\$5,590,000	\$0	\$0	0%	-
17	Area 1	Intersection	SR 166	US 101 NB Ramps / Thompson Road	-	Roundabout		\$3,348,625	\$0	\$3,348,625	\$0	\$0	0%	-

Table 12
South County Circulation Study 2012 Update
Capital Improvements Projects

Item Number	RIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Funding From Impact Fees	Percent From Impact Fees	Expected Construction Commencement
									Existing Deficiencies (Rd. Funds)	Other Sources	Through Traffic (STIP)			
	Area 1	Willow Road - Phase 1	Pomeroy Road	Hetrick Avenue		Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	40'	\$10,810,209	\$3,363,120	\$0	\$7,447,089	69%	Complete	
	Area 1	Mary Avenue	Tefft Street	Hill Street	880'	Construct roadway, 2 - 12' lanes, 1 left-turn-lane, 2 - 8' bike lanes	48'	\$2,458,206	\$0	\$0	\$2,458,206	100%	Complete	
	Area 1	Orchard Avenue / Hudson Road	Division Street	Southland Street	3200'	1 left-turn-lane, construct shoulders, 2 - 8'	48'	\$1,367,000	\$477,000	\$0	\$890,000	65%	Complete	
	Area 1	Sandydale Drive	Near Pomeroy Road		650'	Pave unpaired portion		\$182,000	\$182,000	\$0	\$0	0%	Complete	
	Area 1	Tefft Street	US 101 Overpass		-	Widen to six lanes, add left-turn pocket for US 101 NE on-ramp and SB S. Frontage Road	88'	\$4,013,000	\$2,399,238	\$0	\$1,613,761	40%	Complete	
	Area 1	Tefft Street / US 101	Interchange		-	Signal coordination		\$25,000	\$25,000	\$0	\$0	0%	Complete	
	Area 1	Tefft Street	Mary Avenue	US 101	425'	Construct median		\$111,000	\$111,000	\$0	\$0	0%	Complete	
	Area 1	Tefft Street	Caligen Avenue	Thompson Avenue	2,500'	Full improvements	40'	\$3,113,100	\$686,000	\$150,000	\$1,803,408	61%	Complete	
	Area 1	Tefft Street	Orchard Avenue	Rose Drive	3,000'	Construct 3 - 12' lanes, 2 - 8' shoulders		\$500,000	\$142,787	\$0	\$357,233	71%	Complete	
	Area 1	Intersection	Orchard Avenue	Division Street	-	Signal		\$138,000	\$0	\$0	\$138,000	100%	Complete	
	Area 1	Intersection	Tefft Street	Thompson Avenue	-	Signalize		\$175,000	\$0	\$0	\$175,000	100%	Complete	
Area 1 and 2 Project List														
18	Area 1	Willow Road - Phase 2	Hetrick Avenue	Thompson Avenue		Construct roadway, 2 - 12' lanes, 2 - 8' shoulders and Freeway interchange (Area 2 portion covered by STIP)	40'	\$33,819,636	\$1,000,000	\$10,000,000	\$22,819,636		2010	
Area 2 Project List														
19	Area 2	Intersection	Los Berros Road	Dale Avenue	-	Add left turn lane on Los Berros Road		\$800,000	\$800,000	\$0	\$0	0%		
20	Area 2	Aden Road	Hetrick	Pomeroy	975'	Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	36'	\$1,240,550	\$0	\$0	\$0	0%	-	
21	Area 2	El Campo Road	Halcyon Road	Los Berros Road	8,350'	Construct shoulders, 2 - 8'	44'	\$2,703,625	\$0	\$0	\$2,703,625	100%	-	
22	Area 2	Halcyon Road Phase 1	On SR 1 - 1,500' W of Halcyon Rd	On SR 1 - 1,500' E of Halcyon Rd	3,000'	Modify intersections		\$5,375,000	\$0	\$0	\$5,375,000	100%	2025	

Table 12 South County Circulation Study 2012 Update Capital Improvements Projects														
Item Number	RIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Funding From Impact Fees	Percent From Impact Fees	Expected Construction Commencement
									Existing Deficiencies (Rd. Funds)	Other Sources	Through Traffic (STIP)			
23	Area 2	Los Berros Road	Valley Road	El Campo Road	7,100'	Left-turn channelization at El Campo, Century Lane, 2-8' shoulders	40'	\$5,634,075	\$0	\$0	\$200,000	\$5,434,075	96%	-
24	Area 2	Los Berros Road	El Campo Road	Qualwood Lane	13,500'	Left-turn channelization at Pomeroy and Stanton, 2-8' shoulders	40'	\$2,318,775	\$0	\$121,500	\$490,000	\$1,707,275	74%	-
25	Area 2	Los Berros Road	Qualwood Lane	US 101	2,900'	Left-turn channelization at Dale Rd, 2-8' shoulders	40'	\$2,983,875	\$0	\$500,000	\$0	\$2,483,875	83%	-
26	Area 2	North Frontage Road	Willow Road	Summit Station Road	5,600'	Construct 2 - 12' lanes, 2 - 8' shoulders	40'	\$3,225,000	\$0	\$3,225,000	\$0	\$0	0%	-
27	Area 2	HWY 1	Willow Road	1.3 mi w/o Willow Road	15,750'	2 - 6' shoulders, 1 left-turn lane	42'	\$3,762,500	\$0	\$509,000	\$0	\$3,253,500	86%	-
28	Area 2	Los Berros Road / Thompson Road / Highway 101 Interchange	N. Frontage Road	Cimarron Rd.	1,300'	Pavement Widening and Channelization	52'	\$1,290,000	\$0	\$0	\$0	\$1,290,000	100%	2020
29	Area 2	Intersection	Los Berros Road	US 101 SB Ramps	-	Signalize		\$325,000	\$0	\$80,000	\$0	\$235,000	72%	2025
30	Area 2	Intersection	Thompson Ave	US 101 NB Ramps	-	Signalize		\$325,000	\$0	\$80,000	\$0	\$235,000	72%	2025
	Area 2	Halcyon Road Phase 1A	HWY 1 North	Los Berros Creek	4,150'	Shoulder Widening and Overlay		\$2,000,000	\$0	\$0	\$2,000,000	\$0	0%	Complete
	Area 2	Halcyon Road	Arroyo Grande City Limits	HWY 1	3,000'	2 - 6' shoulders	32'	\$119,646	\$0	\$0	\$0	\$119,646	100%	Complete
	Area 2	Halcyon Road	HWY 1	El Campo Road	4,160'	2 - 11' lanes, 2 - 5' shoulders	32'	\$106,000	\$0	\$0	\$0	\$95,104	100%	Complete
									\$166,431,072	\$6,165,702	\$46,390,251	\$12,840,000	\$100,925,683	TOTAL
									\$100,392,390	\$4,928,152	\$40,054,751	\$150,000	\$77,983,683	Area 1
									\$52,219,046	\$1,240,550	\$5,335,500	\$2,680,000	\$22,942,100	Area 2

Budgeted Projects Funded from Nipomo Area 1 RIF			Total As of
			06/30/12
Project #	Description	Budgeted 2011/12	
NIPOMO AREA 1 RIF - Beginning Cash Balance			536,908.05
	Nipomo 1 Fees for Permits		2,317,490.98
	Interest to Nipomo One		3,783.96
	Subtotal	-	2,858,182.99
Subtotal Cash Balance			2,858,182.99
Project Costs:		Budgeted 2011/12	Total Spent This Fiscal Year As of 06/30/12
300129	Willow Rd Extension	4,879,010	
	Less Roads Fund	(5,215)	
	Less CSD	(252,321)	
	Less GF Loan	(3,700,000)	
	Total From Nip 1 RIF	921,474	1,306,901.01
245R12C121	Nipomo One Traffic Circ Study	1,000	808.20
300142	Willow Rd Interchng	14,356,938	254,824.38
	Less Prop 1B-SLPP	(1,000,000.00)	
	Less STIP	(8,365,737.00)	
	Less Road Fund	(3,000,000.00)	
	Total From Nip 1 RIF	1,991,201	
Total Project Costs from RIF		2,913,675	1,562,533.59
Total Project Costs from Area 1		2,913,675	
Total Cash Bal including Woodlands			1,295,649.40

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Budgeted Projects Funded from Nipomo Area 2 RIF			Total As of
			06/30/12
Project #	Description	Budgeted 2011/12	
NIPOMO AREA 2 RIF - Beginning Cash Balance			3,346,934.34
	Fees		63,989.00
	Interest		23,148.04
Subtotal Cash Balance			3,434,071.38
	Project Costs:	Budgeted 2011/12	Total Spent This Fiscal Year As of
			06/30/12
300321	Channelization & LT Ln Los Ber/Thompson	148,585	0.00
300372	Halcyon Rt 1 Phase 1 Cancel Budget	400,000	5,120.57
245R12C122	Nipomo 2 Traffic Circ Study	1,000	1,747.12
Total Project Costs			549,585
Total Cash Bal			3,427,203.69

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION THREE: DETERMINATION OF PEAK HOUR TRIPS.

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

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

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

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

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

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