

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, AND
ADOPTING THE REQUIRED ANNUAL UPDATE**

The following Resolution is hereby offered and read:

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

WHEREAS, on 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, the "South County Circulation Study" of January 1989 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 said 2014 Update, 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 annual update; 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 Circulation Study" of January 1989 and the 2014 Update was available for public inspection and review fourteen (14) days prior to the public hearing of this Resolution; and

WHEREAS, the Board of Supervisors finds as follows:

A. The purpose of this Road Improvement Fee is to finance road facilities and improvements in order to reduce the 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, 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 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 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 Circulation Study of January 1989 and the 2014 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: (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 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 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	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.

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: 
Assistant County Counsel

Dated: December 2, 2014

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

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

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

(SEAL) _____
County Clerk and Ex-Officio Clerk of the Board of Supervisors

By _____
Deputy Clerk.

Exhibit A 2014 Update 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 10, 2013.

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

BUILDING ACTIVITY

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

	Area 1	Area 2
Single Family Residential	27	9
Multi Family Residential	-	-
Retail	-	-
Office	3	-
Other	1	1
Total	31	10

ROAD IMPROVEMENT FUND

FY 13/14	Area 1	Area 2
Balance (07/01/13)	\$12,018	\$3,393,281
Fees Received (+)	\$405,653	\$95,756
Interest (+)	\$112	\$7,001
Expenditures (-)	\$387,613	\$261
Loan from Area 2 to 1	\$18,571 (+)	\$18,571 (-)
Balance (06/30/14)	\$48,741	\$3,477,206

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

FEE APPEALS

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

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.

Travel Demand Model and Circulation Study Update

Public Works is currently completing the comprehensive five year update of the Avila Travel Demand Model (TDM) and Circulation Study Update. The update will be completed during FY 14/15.

Area 1

The County continues to plan for long term projects. However, no funding is currently available for design and construction.

Willow Road Interchange and Extension

Oak tree mitigation measures associated with the Willow Road Extension Project is on-going. Staff is working to close out any additional requirements of the project.

US 101 Corridor Study

The study was completed using Regional State Highway Account. The study was required prior to implementing RIF area improvement projects on the US 101 corridor.

Tefft Street / Hwy 101 Interchange

The Public Works Department is performing a traffic operations analysis of the interchange and is working with Caltrans to begin pre- Project Initiation Document.

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. The realignment is contingent with development in the area.

Area 2

Halcyon Road and Highway 1 Improvements

The travel demand model and circulation study update will look at circulation changes in the area with the opening of the Willow Road Interchange. Previous traffic studies determined that roundabouts at the two intersections would improve circulation without requiring bridge widening.

Los Berros 101 Interchange Improvements

This project includes adding left turn lanes and signalization or roundabouts to address capacity and queuing issues at the ramp intersections.

ROAD IMPROVEMENT FEES

Road Improvement Fees are used to fund all phases of project development including: environmental work, permitting, design, right-of-way, contract administration and

construction. The costs of developing roadway projects has been increasing from year to year while the cost of construction is lower than the peak in 2006.

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

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 \$100,741 (\$82,170 in FY 2012-2013 and \$18,571 in FY 2013-2014) from Nipomo Area 2 to pay for project costs.

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.

The 5-year update will evaluate the effect of the reduced land use on the fees.

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 the 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 2010.

The County Bikeways Plan is located at the following website:

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

Trail Network

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

The Parks and Recreation Element is located at the following website

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

Public Transportation System

The public transportation system in Nipomo refers to a wide variety of services including, fixed time transit services, Dial-A-Ride, Senior Shuttle, Veteran's Express Shuttle and Ridesharing. 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/.

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 Improvement Fee Areas
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

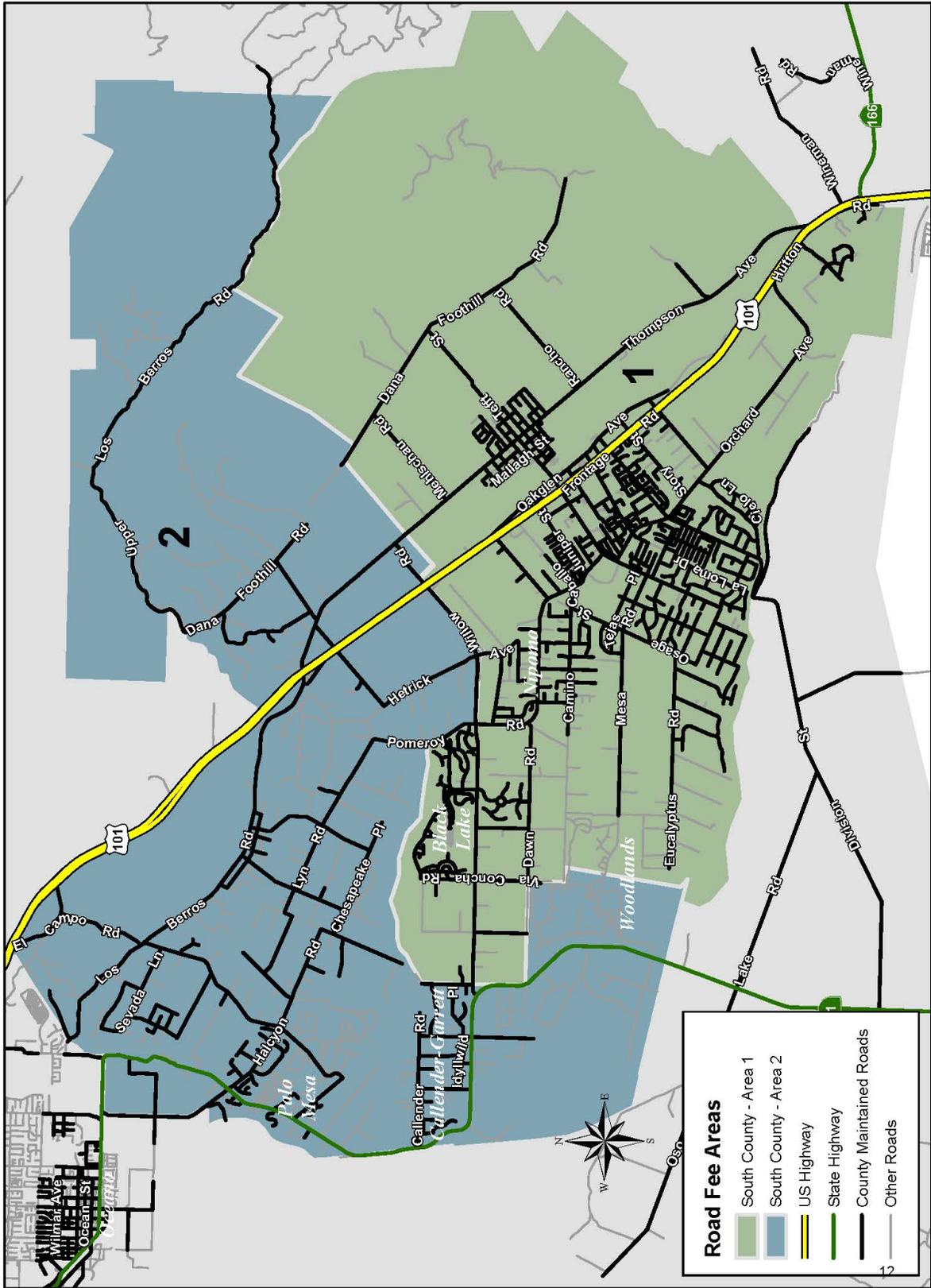
TBD = To be determined

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



Item Number	PIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less			Percent From Impact Fees	Expected Construction Commencement
									Existing Deficiencies (Rel. Funds)	Other Sources	Through Traffic (STIP)		
1	Area 1	Orchard Avenue	Southland Street	Nancy Lane	3100'	Widen roadway, 2 - 12' lanes, 14' 12" TWLTL, 2 - 5' bike lanes	46'	\$1,200,000.00	\$0	\$1,200,000.00	\$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	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	100%	2020
4	Area 1	Orchard Avenue / Hubbon Road	Southland Street	SR 166	1,800'	Construct shoulders, 2 - 6'	46'	\$3,665,000	\$0	\$3,665,000	\$0	0%	N/A
5	Area 1	Pomeroy Road at Augusta	1,000' N of	1,000' S of	2,000'	Vertical & Horizontal Curve realignment	46'	\$2,150,000	\$2,150,000	\$0	\$0	0%	N/A
6	Area 1	Pomeroy Road	Willow Road	Adan Way	5,500'	Widen and curve realignment	46'	\$2,365,000	\$2,365,000	\$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	100%	2015
8	Area 1	Tefft Street	US 101		-	Relocate SB on Ramp. Modify bridge and signals	12'	\$16,125,000	\$0	\$0	\$16,125,000	100%	2020
9	Area 1	Southland Street	Interchange		-	Construct interchange		\$31,000,000	\$0	\$19,000,000	\$12,000,000	39%	2030
10	Area 1	Thompson Road	Chestnut Street	Pine Street	1,500'	Complete urban street improvements	46'	\$1,075,000	\$0	\$1,075,000	\$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	100%	2010
12	Area 1	Intersection	Division Street	South Frontage Road	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	2040
13	Area 1	Intersection	Grande Avenue	South Frontage Road	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	2040
14	Area 1	Intersection	Juniper Street	Mary Avenue	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	2040
15	Area 1	Intersection	S. Frontage Road	Hill Street	-	Signalize		\$325,000	\$0	\$0	\$325,000	100%	-
16	Area 1	Intersection	SR 166	US 101 SB Ramp / Hubbon Road	-	Roundabout		\$5,590,000	\$0	\$5,590,000	\$0	0%	-
17	Area 1	Intersection	SR 166	US 101 NB Ramps / Thompson Road	-	Roundabout		\$3,348,625	\$0	\$3,348,625	\$0	0%	-
	Area 1	Willow Road - Phase 1	Pomeroy Road	Hetrick Avenue		Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	40'	\$10,610,209	\$0	\$3,353,120	\$7,447,089	69%	Complete

Area 1 Project List

South County Capital Improvement Projects Table

Item Number	RIE 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 Projects (Rd. Funds)	Other Sources	Through Traffic (STIP)			
	Area 1	Mary Avenue	Telft Street	Hill Street	880'	Construct roadway, 2 - 12' lanes, 1 left-turn lane, 2 - 5' bike lanes	46'	\$2,468,206	\$0	\$0	\$0	\$2,468,206	100%	Complete
	Area 1	Orchard Avenue / Hubton Road	Division Street	Southland Street	3200'	1 left-turn lane, construct shoulders, 2 - 6'	46'	\$1,367,000	\$0	\$477,000	\$0	\$890,000	65%	Complete
	Area 1	Sandydale Drive	Near Pomeroy Road		660'	Pave unimproved portion		\$192,000	\$0	\$162,000	\$0	\$0	0%	Complete
	Area 1	Telft Street	US 101 Overpass		-	Widen to six lanes, add left-turn pocket for US 101 NE on-ramp and SBS, Fontage Road	88'	\$4,013,000	\$0	\$2,299,239	\$0	\$1,613,761	40%	Complete
	Area 1	Telft Street, US 101	Interchange		-	Signal coordination		\$25,000	\$0	\$25,000	\$0	\$0	0%	Complete
	Area 1	Telft Street	Mary Avenue	US 101	4.25'	Construct median		\$111,000	\$0	\$111,000	\$0	\$0	0%	Complete
	Area 1	Telft Street	Daiglen Avenue	Thompson Avenue	2,500'	Full improvements	40'	\$3,113,100	\$414,152	\$666,000	\$150,000	\$1,893,408	61%	Complete
	Area 1	Telft Street	Orchard Avenue	Rose Drive	3,000'	Construct 3 - 12' lanes, 2 - 6' shoulders		\$500,000	\$0	\$142,767	\$0	\$357,233	71%	Complete
	Area 1	Intersection	Orchard Avenue	Division Street	-	Signal		\$138,000	\$0	\$0	\$0	\$138,000	100%	Complete
	Area 1	Intersection	Telft Street	Thompson Avenue	-	Signalize		\$175,000	\$0	\$0	\$0	\$175,000	100%	Complete
Area 1 and 2 Project List														
18	Area 1	Wilbur Road - Phase 2	Herrick 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	\$0	\$800,000	\$0	\$0	0%	
20	Area 2	Aden Road	Herrick	Pomeroy	975'	Construct roadway, 2 - 12' lanes, 2 - 8' shoulders	36'	\$1,240,550	\$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	\$0	\$2,703,625	100%	-
22	Area 2	Halcyon Road Phase 1	On SR 1 - 1500' W of Halcyon Rd		3,000'	Modify intersections		\$5,275,000	\$0	\$0	\$0	\$5,275,000	100%	2025
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'	\$2,218,775	\$0	\$121,500	\$490,000	\$1,707,275	74%	-

South County Capital Improvement Projects Table

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 Programs (RIF Funds)	Other Sources	Through Traffic (STIP)			
25	Area 2	Los Berros Road	Oakwood Lane	US 101	2,900'	Left-turn channelization at Dale Rd, 2 - 8' shoulders	40'	\$2,993,875	\$0	\$500,000	\$0	\$2,493,875	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	16,750'	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	\$90,000	\$0	\$235,000	72%	2025
30	Area 2	Intersection	Thompson Ave	US 101 NB Ramps	-	Signalize		\$325,000	\$0	\$90,000	\$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 Cerrito Road	4,160'	2 - 11' lanes, 2 - 5' shoulders	32'	\$106,000	\$0	\$0	\$0	\$96,004	100%	Complete
									\$166,431,072	\$6,169,702	\$46,390,251	\$12,840,000	\$100,925,683	TOTAL
									\$100,392,390	\$4,929,152	\$40,054,751	\$150,000	\$77,989,583	Area 1
									\$32,219,046	\$1,240,650	\$5,535,500	\$2,650,000	\$22,942,100	Area 2
9/16/2014														

Budgeted Projects Funded from Nipomo Area 2 RIF			Total As of
			06/30/14
Project #	Description	Budgeted 2013/14	
NIPOMO AREA 2 RIF - Beginning Cash Balance			3,393,281.03
	Fees		95,756.00
	Interest		7,000.89
	Loan to Nip 1		(18,571.27)
Subtotal Cash Balance			3,477,466.65
	Project Costs:	Budgeted 2013/14	Total Spent This Fiscal Year As of
			06/30/14
300321	Channelization & LT Ln Los Ber/Thompson	195,336	258.21
300372	Halcyon Rt 1 Phase 1	379,039	2.79
245R12C122	Nipomo 2 Traffic Circ Study	39,000	0.00
	Total Project Costs	613,375	261.00
	Total Cash Bal		3,477,205.65

V:\FUNDORGS\COUNTY\GENFUND\ROADS\CURRENT\BILLINGS\300153.XLS]Final Cost
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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:

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

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.