

**CITY OF LOMPOC
FIVE-YEAR FINDINGS COMPLIANCE REPORT FOR
TRAFFIC SIGNAL IMPACT FEES
Fiscal Year Ending June 30, 2019**

For the purpose of compliance with Government Code subsection 66001(d)(1), the following information regarding Development Impact Fees is presented:

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended whether committed or uncommitted:

(A) Identify the purpose to which the fee is to be put.

Traffic Signal Impact Fee – The purpose of this fee is to finance the construction of traffic signals and improvements needed to maintain traffic movement and safety on City streets. These fees provide the above described project funding to accommodate traffic generated by future development within the City, as identified in the following table:

Table 13.1
Planned Traffic Signals

Traffic Signal Location	Estimated Cost ¹	New Development Responsibility ²	New Development Cost Share
* O Street/Barton Street	\$ 200,000	0%	\$ -
* Central Avenue/V Street	200,000	0%	-
* Central Avenue/D Street	200,000	0%	-
Ocean Avenue/V Street	200,000	100%	200,000
O Street/North Street	200,000	100%	200,000
O Street/Laurel Street	200,000	100%	200,000
O Street/College Avenue	200,000	100%	200,000
O Street/Pine Street	200,000	100%	200,000
Central Avenue/A Street	200,000	100%	200,000
* H Street/Laurel Street ³	91,000	0%	-
D Street/Ocean Avenue	200,000	100%	200,000
L Street/Ocean Avenue ³	91,000	0%	-
V Street/College Avenue	200,000	100%	200,000
Totals	\$ 2,382,000	67.2%	\$ 1,600,000

¹ Cost estimates provided by the Lompoc City Engineer.

² Percent of total costs for which new development is responsible; estimated by the Lompoc City Engineer.

³ City share of cost of signals being constructed by CalTrans.

* Traffic signals installed as of June 30, 2014.

[Table 13.1 obtained from *City of Lompoc - Impact Fee Study – Final Report* dated November 5, 2003. Dollar amounts identified are unadjusted for inflation.]

Traffic Signal impact fees are based on a list of signals needed to serve future development. Individual fees are based on the estimated cost of signals needed to serve future development less the amount initially available from previously paid impact fees (prior to the completion of the study dated November 5, 2003) and adjusted by the Engineering News Record’s Construction Cost Index to account for inflation on the cost of the improvements.

(B) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

In order to allocate the costs from Table 13.1 to future development projects in proportion to their impact on the street system, the net cost of signals needed to serve future development of \$1,182,000 (\$1,600,000 at November 5, 2003, less initially available funding of \$418,000), is averaged over the projected total number of additional Peak Hour Trips to be generated by new development within the study area. Table 13.2 below shows the calculation of an average cost per Peak Hour Trip generated by new development.

Table 13.2
Average Cost per Peak Hour Trip - Planned Traffic Signals

New Development Cost Share	Estimated Cost ¹	Additional Peak Hour Trips	Cost per Peak Hour Trip ²
Traffic Signals	\$ 1,182,000	6,650	\$ 177.75

¹ New Development Cost from Table 13.1 reduced by \$418,000 due to funds on hand at November 5, 2003.

² Average cost per Peak Hour Trip = estimated cost / added Peak Hour Trips.

[Table 13.2 obtained from *City of Lompoc - Impact Fee Study – Final Report* dated November 5, 2003. Dollar amounts identified are unadjusted for inflation.]

(C) Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).

See below for subdivision (a), paragraph (2).

Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan

requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

Table 13.3
Traffic Signal Impact Fee per Unit of Development

Development Type	Development Units ¹	Peak Hour Trips per Unit	Cost per Peak Hour Trip ²	Impact Fee per Unit ^{3 4}
Residential - Single Family	DU	1.00	\$ 177.75	\$ 177.75
Residential - Duplex/Multifamily	DU	0.70	\$ 177.75	\$ 124.43
Residential - Mobile Home	DU	0.60	\$ 177.75	\$ 106.65
Commercial, General	Acre	50.00	\$ 177.75	\$ 8,887.60
Commercial, Service	Acre	30.00	\$ 177.75	\$ 5,332.56
Hotel/Motel	Acre	18.00	\$ 177.75	\$ 3,199.54
Industrial-Light	Acre	20.00	\$ 177.75	\$ 3,555.04
Industrial-Heavy	Acre	10.00	\$ 177.75	\$ 1,777.52
Public/Institutional	Acre	20.00	\$ 177.75	\$ 3,555.04
Airport	Acre	0.40	\$ 177.75	\$ 71.10
Parks	Acre	4.00	\$ 177.75	\$ 711.01

¹ DU = Dwelling Unit

² See Table 13.2

³ Impact fee per unit of development = Peak Hour Trips per units of development * cost per Peak Hour Trip.

⁴ To determine the Traffic Signal Impact Fee for each Peak Hour Trip, the City Engineer, or his/her designee, will refer to the City's most current schedule of fees per Resolution No. 5136(03). A person seeking to construct a non-residential development project shall pay a Traffic Signal Impact Fee per Peak Hour Trip generated by the non-residential development project. For purposes of calculating the fee, the square-footage of the proposed development project will be based on the gross square-footage within the structure. If applicable to the specific development, the Peak Hour Trips will be reduced by a factor that is based upon the number of pass-by-trips and/or diverted trips (Reduction Factor), if applicable, as determined by the City Engineer. The Total fee shall be determined as follows: Traffic Signal Impact Fee multiplied by Peak Hour Trips multiplied by Reduction Factor.

[Table 13.3 obtained from *City of Lompoc – Impact Fee Study – Final Report* dated November 5, 2003. Dollar amounts identified are unadjusted for inflation.]

As shown in Table 13.1, the total cost of future traffic signals needed in the City was \$2.38 million at the time of the *City of Lompoc - Impact Fee Study – Final Report's* publication date of November 5, 2003. Of that total, \$1.6 million (unadjusted for inflation) was attributed to future development. However, the City of Lompoc has \$1,687,636.87 on hand (in current dollars) from the existing impact fee program to pay for traffic signal improvements identified in Table 13.1. If at the time a specific traffic signal improvement is deemed necessary, the City Engineer typically identifies supplemental funding sources such as TDA, State Gas Tax, Federal grants, State grants if necessary and available in order to provide the total funding for the project.

(D) Designate the approximate dates on which the funding referred to in paragraph (C) is expected to be deposited into the appropriate account or fund.

Funds are expected to continue to be collected until all designated improvements are constructed and paid for. The estimated build out date is contained in the then existing General Plan, adopted in 1997, and is approximately 2027-2044.