

**CITY OF LOMPOC
FIVE-YEAR FINDINGS COMPLIANCE REPORT FOR
BIKEWAY 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.

Bikeway Impact Fee – The purpose of this fee is to finance the construction of bikeways needed to serve future development in Lompoc. These fees provide the above described project funding to accommodate additional use generated by future development within the City as identified in the following table:

Table 15.1
Existing Bikeways

Existing Bikeway Type	Length (Miles)	Estimated Average Cost per Mile	Estimated Average Cost ¹
Class I	1.85	\$ 175,000	\$ 324,148
Class II	9.97	\$ 8,000	79,733
Total/Average	11.82	\$ 34,172	\$ 403,881

¹ Cost estimates provided by the Lompoc City Engineer.

[Table 15.1 obtained from *City of Lompoc – Impact Fee Study – Final Report* dated November 5, 2003. Dollar amounts identified are unadjusted for inflation.]

Bikeway impact fees are not based on a list of improvements needed to serve future development, but rather are based on the existing ratio of population to bikeway assets, measured by the estimated replacement cost of existing bikeways (in 2003 dollar amounts unadjusted for inflation) (Table 15.1). Costs attributable to future development are allocated on the basis of additional service population per unit. Individual fees are based on the estimated cost of improvements needed to serve future development adjusted annually by the Engineering News Record's Construction Cost Index to account for inflation on the cost of the improvements.

The City has adopted a bikeway route plan as part of the Circulation element of the General Plan. To ensure new development is not charged for more than its fair share of

the cost of the City’s bikeway system, the impact fees are based on the existing ratio of population to bikeway assets.

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

In order to allocate the costs from Table 15.1 to future development in proportion to their impact on the bikeway system, existing bikeway cost is averaged over existing population. Table 15.2 below shows the calculation of the cost per capita for existing bikeways. The cost per capita allows new development to share in the cost of future development at the same rate existing development has provided existing bikeway assets.

Table 15.2
Average Cost per Capita – Existing Bikeways

Existing Bikeways Total Cost ¹	Existing Population	Cost per Capita ²
\$ 403,881	39,401	\$ 10.25

¹ See Table 15.1.

² Average cost per capita = total cost / existing population

Note: In Table 15.2, “Existing Population” is as published in the report dated November 5, 2003.

[Table 15.2 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 15.3
Bikeways Impact Fee per Unit of Development

Development Type	Development Units¹	Service Population per Unit	Average Cost per Capita²	Impact Fee per Unit^{3 4}
Residential - Single Family	DU	3.00	\$ 10.25	\$ 30.75
Residential - Duplex/Multi	DU	2.80	\$ 10.25	\$ 28.70
Residential - Mobile Home	DU	2.10	\$ 10.25	\$ 21.53

¹ DU = Dwelling Unit.

² See Table 15.2.

³ Impact fee per unit of development = service population per unit multiplied by cost per capita.

⁴ As impact fee are population based and bikeways are treated as recreational assets, they only apply to residential development.

[Table 15.3 obtained from *City of Lompoc – Impact Fee Study – Final Report* dated November 5, 2003. Dollar amounts identified are unadjusted for inflation.]

Table 15.4
Projected Revenue - Street Improvement Impact Fees

Development Type	Development Units¹	Future Development Units	Impact Fee per Unit²	Projected Revenue^{3 4}
Residential - Single Family	DU	1,906	\$ 30.75	\$ 58,623
Residential - Duplex/Multi	DU	223	\$ 28.70	\$ 6,392
Residential - Mobile Home	DU	-	\$ 21.53	\$ -
Total				\$ 65,015

¹ DU = Dwelling Unit.

² See Table 15.3.

³ Projected revenue = future units multiplied by impact fee per unit.

⁴ As impact fee are population based and bikeways are treated as recreational assets, they only apply to residential development.

[Table 15.4 obtained from *City of Lompoc – Impact Fee Study – Final Report* dated November 5, 2003. Dollar amounts identified are unadjusted for inflation.]

As shown in Tables 15.1 through 15.4, the cost of future bikeway improvements needed to be provided by new development in the City was \$65,015 (unadjusted for inflation) at the time of the *City of Lompoc – Impact Fee Study – Final Report's* publication date of November 5, 2003. The City of Lompoc has \$27,229.54 on hand (in current dollars)

collected in impact fees and interest income for bikeway improvements as of June 30, 2019. Table 15.4 identifies the estimated collection of bikeway impact fees throughout the entire period of build-out anticipated in the impact fee study dated November 5, 2003.

If at the time a specific bikeway improvement is deemed necessary, the City Engineer typically identifies funding sources such as Bikeway Impact Fees, Measure A, TDA, State Gas Tax, Federal grants, State grants, and other eligible funding resources for bikeway improvements not funded from impact fees.

(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.

The circulation element of the 1997 General Plan was superseded with the adoption of a replacement circulation element on November 19, 2013. Funds for bikeway improvements are expected to be deposited into the appropriate bikeways account between inception in 2003 and the estimated build-out date of the then existing General Plan, adopted in 1997, with a circulation element for the revised General Plan adopted in August 2014, or approximately 2027-2044.