

**CITY OF LOMPOC
ANNUAL COMPLIANCE REPORT FOR AB 1600
STREET IMPACT FEES
Fiscal Year Ending June 30, 2021**

For the purpose of compliance with Government Code subdivision 66006(b)(1), the following information regarding AB 1600 fees is presented:

For each separate account or fund established pursuant to subdivision (a), the local agency shall, within 180 days after the last day of each fiscal year, make available to the public the following information for the fiscal year:

(A) A brief description of the type of fee in the account or fund.

Street Impact Fee – The purpose of this fee is to finance the construction of traffic 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.

(B) The amount of the fee.

	<u>Dev Units</u> ¹	<u>Impact Fee Per Unit</u> ¹
Residential-Single Family	DU	\$ 3,136.00
Residential-Duplex/Multi	DU	2,195.00
Residential-Mobile Home	DU	1,881.00
Commercial, General	KSF	Varies ²
Commercial, Service	KSF	Varies ²
Hotel/Motel	KSF	Varies ²
Industrial-Light	KSF	Varies ²
Industrial-Heavy	KSF	Varies ²

(C) The beginning and ending balance of the account or fund.

(D) The amount of the fees collected and the interest earned.

1 Development Units--DU = dwelling unit; KSF = 1,000 gross square feet of building area. Resolution 5947(14) reinstates this fee effective July 1, 2016, at 54.6% of the amount stated as of July 1, 2014.

2 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.

Beginning – July 1, 2020	\$2,641,498.99
Plus: Fees Collected	141,566.06
Interest	25,439.26
Less: Project Costs	(0.00)
Refunds	(0.00)
Ending – June 30, 2021	<u>\$2,808,504.31</u>

(E) An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made for these public improvements during this fiscal year.

(F) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.

Once the design and planning stage is complete, timing of project construction will depend upon development activity anticipated by the improvements moving forward.

(G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest that the account or fund will receive on the loan.

No interfund transfers or loans were made during the fiscal year utilizing these funds.

(H) The amount of refunds made pursuant to subdivision (e) Section 66001 and any allocation pursuant to subdivision (f) of Section 66001.

There were no refunds.

~~Refunds of \$1,843.38 were made during the fiscal year in compliance with legislation related to Accessory Dwelling Units.~~