



Western Riverside Council of Governments Public Works Committee

AGENDA

**Thursday, August 9, 2018
2:00 p.m.**

**Western Riverside Council of Governments
Citrus Tower
3390 University Avenue, Suite 450
Riverside, CA 92501**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Public Works Committee meeting, please contact WRCOG at (951) 405-6703. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting. In compliance with the Government Code Section 54957.5, agenda materials distributed within 72 hours prior to the meeting, which are public records relating to an open session agenda items, will be available for inspection by members of the public prior to the meeting at 3390 University Avenue, Suite 450, Riverside, CA, 92501.

The Public Works Committee may take any action on any item listed on the agenda, regardless of the Requested Action.

- 1. CALL TO ORDER (Art Vela, Chair)**
- 2. SELF INTRODUCTIONS**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENTS**

At this time members of the public can address the Public Works Committee regarding any items with the subject matter jurisdiction of the Committee that are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. No action may be taken on items not listed on the agenda unless authorized by law. Whenever possible, lengthy testimony should be presented to the Committee in writing and only pertinent points presented orally.

- 5. SELECTION OF PUBLIC WORKS COMMITTEE CHAIR, VICE-CHAIR, AND
2ND VICE-CHAIR FOR FISCAL YEAR 2018/2019**

P. 1

Requested Action:

- 1. Select Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2018/2019.*

6. MINUTES

- A. Summary Minutes from the June 14, 2018, Public Works Committee Special Meeting P. 3
are Available for Consideration.

Requested Action: 1. Approve the Summary Minutes from the June 14, 2018, Public Works Committee Special meeting.

7. CONSENT CALENDAR

All items listed under the Consent Calendar are considered to be routine and may be enacted by one motion. Prior to the motion to consider any action by the Committee, any public comments on any of the Consent Items will be heard. There will be no separate action unless members of the Committee request specific items be removed from the Consent Calendar.

- A. TUMF Revenue and Expenditures Update P. 9

Requested Action: 1. Receive and file.

- B. Finance Department Activities Update P. 17

Requested Action: 1. Receive and file.

8. REPORTS / DISCUSSION

- A. Personal Signal Assistant Technology Christopher Tzeng, WRCOG P. 23

Requested Action: 1. Receive and file.

- B. Fee Comparison Analysis Update Christopher Tzeng, WRCOG P. 25

Requested Action: 1. Receive and file.

- C. Riverside County Traffic Analysis Model (RIVTAM) Update Christopher Gray, WRCOG P. 253

Requested Action: 1. Receive and file.

- D. Proposed New TUMF Calculation Policy Daniel Ramirez-Cornejo, WRCOG P. 255

Requested Action: 1. Discuss and provide input.

- E. TUMF Program 3,000 Square Foot Exemption for Retail and Service Uses Implementation Update Daniel Ramirez-Cornejo, WRCOG P. 275

Requested Actions: 1. Discuss and provide input.

Requested Action: 1. Receive and file.

9. REPORT FROM THE DIRECTOR OF TRANSPORTATION *Christopher Gray*

10. ITEMS FOR FUTURE AGENDAS

Members

Members are invited to suggest additional items to be brought forward for discussion at future Public Works Committee meetings.

11. GENERAL ANNOUNCEMENTS

Members

Members are invited to announce items / activities which may be of general interest to the Public Works Committee.

12. NEXT MEETING: The next Public Works Committee meeting will be held on Thursday, September 13, 2018, at 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.

13. ADJOURNMENT

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Selection of Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2018/2019

Contact: Christopher Gray, Director of Transportation, cgray@wrcog.us, (951) 405-6710

Date: August 9, 2018

Requested Action:

1. Select Public Works Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2018/2019.

In 2014 the Public Works Committee (PWC) took an action to have its Chair, Vice-Chair, and 2nd Vice-Chair positions match the Executive Committee leadership for the year. The Executive Committee approves its leadership nominations in June for adoption by the General Assembly. For Fiscal Year 2018/2018, Supervisor Chuck Washington, County of Riverside District 3, has been selected as Chair; Councilmember Bonnie Wright, City of Hemet, has been selected as Vice-Chair; and Councilmember Laura Roughton, City of Jurupa Valley, has been selected as 2nd Vice-Chair.

Should this Committee follow the leadership on the Executive Committee, the positions of PWC Chair, Vice-Chair, and 2nd Vice-Chair for Fiscal Year 2018/2019 would be as follows:

Chair:	Patricia Romo, County of Riverside
Vice-Chair:	Kristen Jensen, City of Hemet
2nd Vice-Chair:	Steve Loriso, City of Jurupa Valley

Prior Action:

None.

Fiscal Impact:

This item is informational; therefore, there is no fiscal impact.

Attachment:

None.

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1. CALL TO ORDER

The special meeting of the Public Works Committee was called to order at 1:30 p.m. by Chair Art Vela at WRCOG's office, Citrus Conference Room.

2. ROLL CALL

Members present:

Art Vela, City of Banning (Chair)
Lori Askew, City of Calimesa
Dennis Ralls, City of Corona (arrival at 2:20 p.m.)
Craig Bradshaw, City of Eastvale (arrival at 2:05 p.m.)
Mike Myers, City of Jurupa Valley
Brad Fagrell, City of Lake Elsinore
Jonathan Smith, City of Menifee
Henry Ngo, City of Moreno Valley
Brad Brophy, Cities of Perris and San Jacinto
Jeff Hart, City of Riverside (arrival at 2:12 p.m.)
Patrick Thomas, City of Temecula (departure at 2:31 p.m.)
Dan York, City of Wildomar
Patricia Romo, County of Riverside
Rohan Kuruppu, Riverside Transit Agency

Staff present:

Chris Gray, Director of Transportation
Tyler Masters, Program Manager
Andrew Ruiz, Program Manager
Christopher Tzeng, Program Manager
Daniel Ramirez-Cornejo, Senior Analyst
Daniel Soltero, Staff Analyst
Jessica May, Staff Analyst
Anthony Segura, Staff Analyst
Suzy Nelson, Administrative Assistant

Guests present:

Darren Henderson, WSP
Paul Rodriguez, Rodriguez Consulting Group
Josh Lee, San Bernardino County Transportation Authority
Martha Masters, Riverside County Transportation Commission
Mojahed Salama, County of Riverside
Glenn Higa, County of Riverside
Michael Thornton, City of Calimesa
Amer Attar, City of Temecula

3. PLEDGE OF ALLEGIANCE

Chairman Vela led the members and guests in the pledge of allegiance.

4. PUBLIC COMMENTS

Tyler Masters, WRCOG Program Manager, provided a brief update on a recent Streetlights Program workshop and announced that meeting minutes from this workshop will be disseminated to Public Works Directors.

5. MINUTES

A. Summary Minutes from the May 10, 2018, Public Works Committee Meeting are Available for Consideration.

Action: 1. *Approved Summary Minutes from the May 10, 2018, Public Works Committee meeting.*

(Menifee / Wildomar) 12 yes; 0 no; 0 abstention. Item 5.A was approved. The Cities of Beaumont, Canyon Lake, Corona, Eastvale, Hemet, Murrieta, Norco, and Riverside, the March JPA, and RCTC were not present.

6. CONSENT CALENDAR *(Menifee / Wildomar) 12 yes; 0 no; 0 abstention. Item 6.A and 6.B were approved. The Cities of Beaumont, Canyon Lake, Corona, Eastvale, Hemet, Murrieta, Norco, and Riverside, the March JPA, and RCTC were not present.*

A. TUMF Revenue and Expenditures Update

Action: 1. *Received and filed.*

B. Finance Department Activities Update

Action: 1. *Received and filed.*

7. REPORTS / DISCUSSION

A. Small Cell Tower: Preliminary Findings of Municipal Design, Operation, and Administrative Guidelines and Requirements of Small Cell Deployment within California

Tyler Masters presented preliminary research by WRCOG staff into design standards, administration, and guidelines related to small cell tower installation on public infrastructure, such as utility poles and streetlights, by private cellular companies.

Several cities in the subregion are currently working on policies to govern administration and design of small cells within their jurisdiction and there will likely be a large increase in the number of small cells deployed in the next several years, creating new opportunities and challenges to cities.

California's SB 649 would have provided statewide standards and rates for small cell towers; however, it was vetoed last year and there remains a wide variety of small cell types, deployment strategies, and administrative and operational requirements.

Committee member Mike Myers asked if there are any state or federal laws available for cities to pull from to control or limit installation of small cell towers, or if cities have the ability to deny these types of projects.

Mr. Masters responded that SB 649 was an early, statewide attempt to establish standards but as of now there are no specific policies in place at the state or federal level.

Committee member Dan York added that the County of Riverside started the "RivCo Connect" Program a few years ago to coordinate implementation throughout the region and work with

administrators, and suggested that it may be good to have an update on this topic from that group. The City of Moreno Valley has taken a proactive approach and asked their pole designer to consider the extra weight from banners and small cells.

Christopher Gray added that cities have the ability to say “no” to these types of projects and clarified that cities would have the option of denying all of these types of projects.

Committee member Patrick Thomas added that although cities can reject the addition of cellular infrastructure on existing utility poles controlled by an agency, companies still have a right to go through a permitting process to add their own tower to the public right-of-way pursuant to existing state law.

There was some debate as to whether cell towers were considered “telecommunication facilities” as defined in Public Utilities Code 7901 and what cities were and were not authorized to prohibit with regard to installation of cellular infrastructure by private companies in public right of way or on utility poles.

Committee member Brad Fagrell asked about the reason for the range in prices.

Mr. Gray responded that it is likely related to demand but that it could be due to a number of factors.

Chairman Art Vela requested that Mr. Masters return at a later meeting with additional information on the topic; various Committee members chimed in with their past experiences and to make requests for additional related research questions; for example, concern over interference with other city infrastructure or potential for cities to acquire bandwidth on installed small cellular towers.

Action: 1. *Received and filed.*

B. TUMF Administrative Plan – Credit for Monetary Contributions

Christopher Gray reported on a recent update to the TUMF Administrative Plan to create a process to allow for direct developer funding of construction for key infrastructure projects on the TUMF Network, separate from the TUMF process. In response to a situation in the City of Calimesa, WRCOG staff now propose to revise this provision to allow developers to entirely fund preconstruction activities.

Mr. Gray presented the proposed expanded language in the Administrative Plan which would allow developers to fund preconstruction activities and receive TUMF credit for these payments; however, this new provision would be limited to interchange projects. This is beneficial due to the complexity of interchange projects but that for other project types, a standard credit agreement will suffice.

Glenn Higa sought clarification on the Clinton Keith Extension project, wherein a CFD was formed but no bonds could be sold so the developer made cash deposits, and whether this type of arrangement would still be allowed.

Mr. Gray clarified that CFDs would still be allowed pursuant to the CFD provision. The proposed new language is restrictive to prevent agencies from bypassing the TUMF process.

This is similar to credit agreements, and absent this provision, the traditional credit agreement would apply. Without this provision, and pursuant to the credit agreement process, a developer would hire a consultant to prepare documents, and the agency would have less opportunity for oversight and a greater potential for projects to go awry.

Chairman Art Vela asked whether there would be any need to change the language of the credit agreement with this new proposed change.

Mr. Gray clarified that special agreements have been put into place for these existing special situations and there would be no need to revise. Further, if this situation were to be triggered, there would be a special set of documents to use.

Michael Thornton from the City of Calimesa provided a presentation on the City's situation with regard to new development in the City and the Cherry Valley Interchange, and other pending City interchange projects, to explain that the WRCOG-proposed language change does not fully meet their needs. The City has a number of new projects from several developers and is working to develop a strategy to harness these specific TUMF funds for the Cherry Valley Interchange project.

Mr. Gray added that WRCOG legal counsel feels that the proposed changes to the Administrative Plan address the City's request by allowing the City to collect fees and use them directly; however, WRCOG staff's concern is agencies keeping money locally and significant loss of the regional aspect of the program.

Chairman Art Vela added that it seems reasonable to keep this change isolated to interchanges but also that this change is consistent with the intent of the TUMF Program.

Committee member Patrick Thomas asked how the money was being extracted from the developer and if it was a condition of approval.

Michael Thornton answered that it is, and that several developers have a fair share contribution to the interchange, but not sole responsibility for the interchange. In the City's case, no developer is 100% obligated to pay for the interchange, but the City has several projects that it believes could contribute to get to 100%.

Chairman Vela clarified that without this revision, developers would be required to pay their fair share and then also be required to pay their full TUMF fee.

Michael Thornton relayed that the challenge is that the funding comes into the City, but there are no City projects in the RCTC pot; therefore, the City aims to use credit agreements to increase the amount of fees spent on the community, while accurately and appropriately tracking spending of funds.

Committee member Patrick Thomas asked if the proposed Administrative Plan change required credit agreements or simply allowed for credits to be granted, and how this is different than the existing process.

Mr. Gray responded that there would be an MOU between WRCOG and the member agency, and from that a number of credit agreements would be executed for those contributions, which would provide the city flexibility in acquiring funds from multiple developers. Another current strategy would be via a CFD with no money exchanged between the City and developer; however, in this instance the City does not feel like this method provides enough city oversight, particularly when Caltrans is involved.

Committee member Patty Romo added that there could be a benefit by getting projects built sooner and cheaper due to complexities and difficulties with the Caltrans process.

Michael Thornton added that their situation is further complicated due to cooperation between the City and County of Riverside because the City collected and sent money to the County for one of the County's approved consultants to do the work and the developer did not pay the consultant directly. In this situation, it is not feasible to have the developer pay the consultant directly.

Mr. Gray clarified that under the new proposed language, this would not be an issue and that Calimesa would be able to do what they want to do. Additionally, the developer will pay the City directly, and the City will pay the County for their consultant work. This would allow the City to direct the work. Further, the project must be completed for the developer to get their credit – otherwise, they have to start paying TUMF.

Chairman Vela asked about development in the City of Beaumont and boundaries between jurisdictions and if there would be additional opportunities to collaborate.

Mr. Gray clarified that the City also had the option of forming a CFD to collect the fees, and then funding would go directly to the project. In a multi-jurisdictional situation with a number of regional projects to construct this might be better; however, this may be a challenge for some developers because they tap out on their property taxes.

Mr. Gray clarified that the changes will be sufficient to help Calimesa complete their project. This change is expected to be approved by the Executive Committee and will then be put into effect.

Action: 1. *Approved the TUMF Administrative Plan revision to include pre-construction activities as eligible expenses for developers to receive credit for monetary contributions to TUMF Network interchanges.*

(Temecula / Menifee) 15 yes; 0 no; 0 abstention. Item 5.A was approved. The Cities of Beaumont, Canyon Lake, Hemet, Murrieta, and Norco, the March JPA, and RCTC were not present.

C. TUMF Program Member Agency Development Agreement Review

Daniel Ramirez-Cornejo provided an update on WRCOG's inventory of development agreements to determine which agreements still exempt TUMF due to issues related to the provision in the Administrative Plan that prohibits revised or new development agreements from exempting TUMF.

Christopher Gray clarified that agencies will be receiving letters from WRCOG with a list of all credit agreements that are allowed to exempt TUMF and that this review will be agencies' last opportunity to identify development agreements that exempt TUMF. This means that there will be no more disputes over development agreements after this review is complete.

Action: 1. *Received and filed.*

D. Fiscal Year 2017/2018 TUMF Collection Review

Daniel Ramirez-Cornejo reported on TUMF collections through April 2018. To date, \$43 million has been collected for the fiscal year. Single-family residences have made up the largest amount of TUMF collections and industrial use collections is second.

Retail collections are on pace to surpass collections from last year, even with the 3,000 square foot deduction in place since August 2017. Revenue loss from the deduction is approximately \$650,000.

Mr. Ramirez-Cornejo also reported on the remittance reporting process and noted that a number of refunds were issued in the last fiscal year due to calculation errors. The fee calculator website is in the process of being updated, and staff will report on proposed changes to the TUMF calculation process in August.

Action: 1. *Received and filed.*

E. Grant Writing Assistance Program Update

Christopher Tzeng provided an update on the status of the Program and shared information on projects that have been funded in addition to upcoming opportunities. To date, the Program has utilized \$110,000 allotted to providing assistance that has resulted in \$1.8 million in awarded grants for the region.

Action: 1. *Received and filed.*

7. REPORT FROM THE DIRECTOR OF TRANSPORTATION

Chris Gray reported that there will not be a meeting on July 12, 2018; therefore, the next meeting will be August 9, 2018. WRCOG may test video-conferencing as an alternative method for Public Works Committee meetings in the future.

8. ITEMS FOR FUTURE AGENDAS

There were no items for future agendas.

9. GENERAL ANNOUNCEMENTS

There were no general announcements.

10. NEXT MEETING

The next Public Works Committee meeting will be scheduled for Thursday, August 9, 2018, at 2:00 p.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.

11. ADJOURNMENT

The meeting of the Public Works Committee adjourned at 2:46 p.m.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: TUMF Revenue and Expenditures Update

Contact: Andrew Ruiz, Program Manager, aruiz@wrcog.us, (951) 405-6741

Date: August 9, 2018

The purpose of this item is to provide an update on the TUMF revenues, expenditures, and reimbursements since Program inception.

Requested Action:

1. Receive and file.

For the month of June 2018, the TUMF Program received \$6,231,886 in revenue.

To date, revenues received into the TUMF Program total \$776,168,940. Interest amounts to \$32,847,383, for a total collection of \$809,016,323.

WRCOG has dispersed a total of \$368,448,060 primarily through project reimbursements and refunds, and \$23,566,008 in administrative expenses.

The Riverside County Transportation Commission share payments have totaled \$350,363,760 through June 30, 2018.

Prior Action:

June 14, 2018: The Public Works Committee received and filed.

Fiscal Impact:

This item is informational purposes only; therefore, there is no fiscal impact.

Attachment:

1. Summary TUMF Program revenues.

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Item 7.A

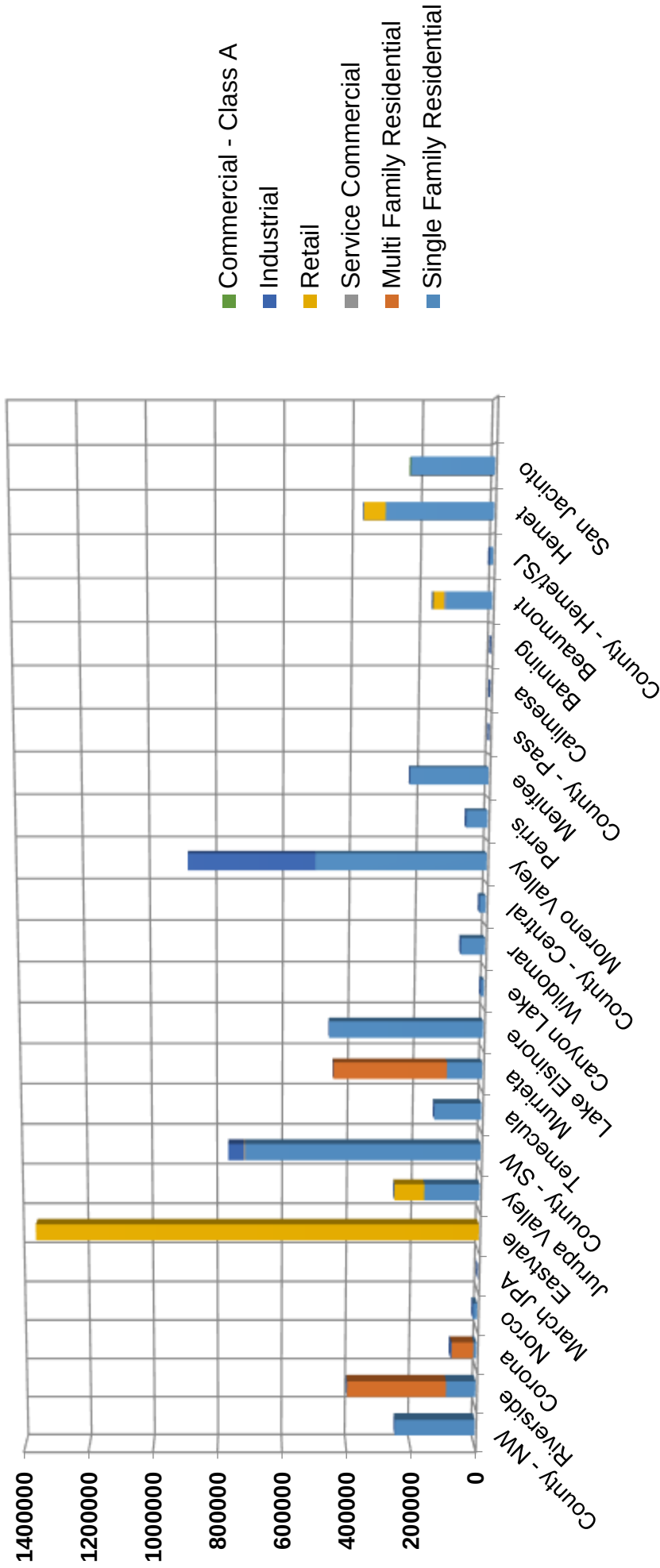
TUMF Revenue and Expenditures
Update

Attachment 1

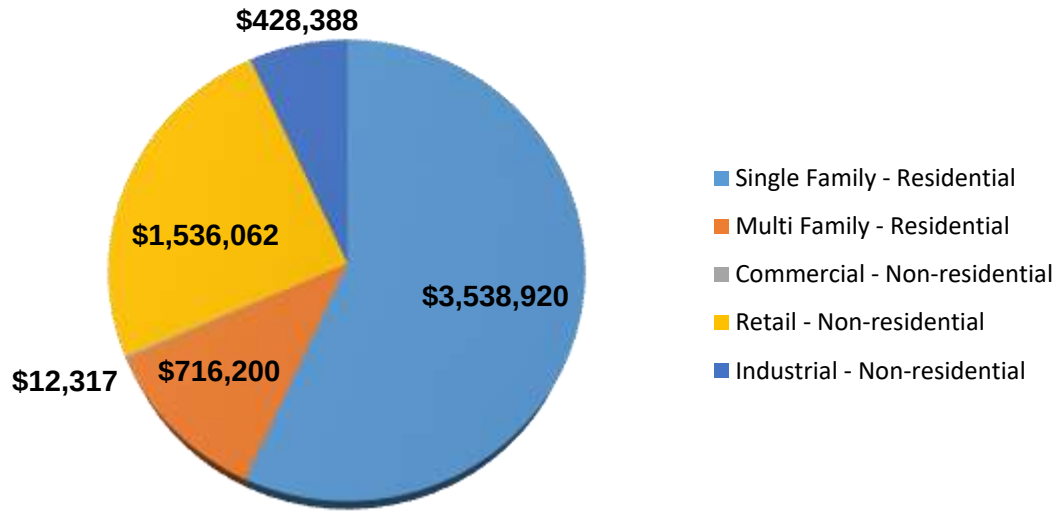
Summary TUMF Program revenues

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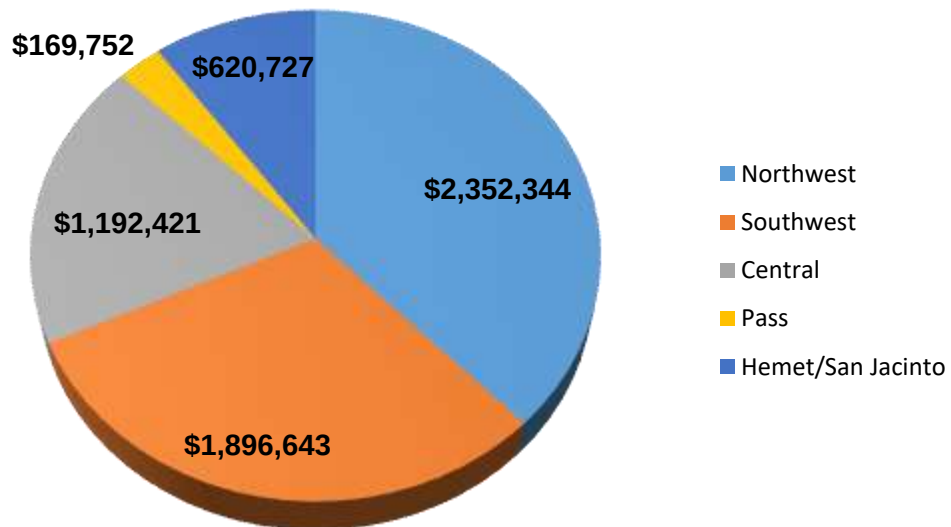
June 2018 TUMF Revenues by Jurisdiction Total Revenue - \$6,231,886



June 2018 TUMF revenues by land-use type



June 2018 TUMF Revenues by Zone



Jurisdiction	Fiscal Year 16/17	2017 July	August	September	October	November	December	2018 January	February	March	April	May	June	Fiscal Year 17/18
Banning	\$88,230	\$0	\$0	\$0	\$0	\$8,873	\$8,873	\$0	\$0	\$0	\$0	\$17,085	\$0	\$34,831
Beaumont	\$0	\$0	-	\$0	\$0	\$17,746	\$97,603	\$188,501	\$133,095	\$122,645	\$242,046	\$150,841	\$169,752	\$1,122,229
Calimesa	\$223,831	\$8,873	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,837	\$0	\$36	\$0	\$17,746
Canyon Lake	\$39,933	\$0	\$4,437	\$4,437	\$13,311	\$8,874	\$4,437	\$8,874	\$17,748	\$0	\$4,437	\$8,873	\$8,873	\$84,301
Corona	\$2,586,051	\$278,858	\$53,238	\$0	\$212,952	\$45,714	\$131,153	\$554,277	\$56,267	\$61,340	\$257,936	\$57,663	\$80,032	\$1,789,431
Eastvale	\$2,693,729	\$0	\$540,105	\$0	\$346,047	\$465,969	\$0	\$858,533	\$488,033	\$0	\$0	\$182,031	\$1,353,302	\$4,234,019
Hemet	\$112,938	\$0	\$0	\$0	\$188,534	\$0	\$0	\$0	\$0	\$17,746	\$76,650	\$0	\$372,283	\$655,213
Jurupa Valley	\$5,173,764	\$230,698	\$541,253	\$697,938	\$319,428	\$603,364	\$195,206	\$354,920	\$585,618	\$553,082	\$917,375	\$354,920	\$259,420	\$5,613,221
Lake Elsinore	\$1,726,071	\$665,475	\$381,539	\$612,237	\$449,110	\$35,492	\$115,349	\$576,745	\$204,079	\$195,206	\$310,555	\$35,492	\$461,396	\$4,042,675
March JPA	\$1,650,414	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,003,189	\$0	\$6,080	\$0	\$0	\$2,009,269
Menifee	\$3,149,477	\$280,300	\$460,613	\$544,531	\$83,243	\$264,615	\$32,318	\$143,644	\$152,624	\$461,937	\$267,955	\$299,902	\$229,459	\$3,221,139
Moreno Valley	\$1,904,640	\$443,650	\$464,285	\$0	\$2,065,071	\$79,857	\$150,841	\$584,167	\$354,920	\$221,825	\$1,174,435	\$549,151	\$883,106	\$6,971,308
Murrieta	\$1,906,426	\$141,419	\$531,868	\$527,343	\$0	\$307,961	\$225,774	\$71,917	\$742,260	\$136,504	\$0	\$8,873	\$448,502	\$3,142,420
Norco	\$656,200	\$0	\$8,873	\$154,906	\$77,531	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,322	\$253,632
Perris	\$2,662,913	\$0	\$8,873	\$8,873	\$35,492	\$0	\$0	\$8,873	\$0	\$174,826	\$319,428	\$150,608	\$62,111	\$769,084
Riverside	\$6,714,464	\$164,321	\$667,529	\$118,925	\$368,495	\$510,443	\$91,248	\$66,816	\$26,619	\$206,744	\$161,034	\$786,179	\$398,824	\$3,567,176
San Jacinto	\$1,818,965	\$106,476	\$408,158	\$150,880	\$44,365	\$26,619	\$195,206	\$177,460	\$221,825	\$319,428	\$306,736	\$248,444	\$239,571	\$2,445,168
Temecula	\$1,748,088	\$290,216	\$201,015	\$303,172	\$176,241	\$17,746	\$177,209	\$134,909	\$5,796	\$97,737	\$133,255	\$143,285	\$141,968	\$1,822,548
Wildomar	\$1,710,994	\$0	\$79,857	\$133,095	\$336,979	\$79,857	\$62,111	\$177,460	\$53,238	\$133,095	\$53,238	\$129,980	\$70,984	\$1,309,894
County Central	\$1,965,328	\$44,365	\$1,405,491	\$39,565	\$745,332	\$62,793	\$53,238	\$35,492	\$434,777	\$177,460	\$523,507	\$239,571	\$17,746	\$3,779,337
County Hemet/S.J.	\$810,845	\$159,714	\$26,619	\$35,492	\$17,746	\$17,746	\$8,873	\$126,639	\$8,873	\$35,492	\$26,619	\$42,588	\$8,873	\$515,274
County Northwest	\$1,226,996	\$315,873	\$70,984	\$151,609	\$115,349	\$35,492	\$71,797	\$619,143	\$97,603	\$124,222	\$221,825	\$97,603	\$248,444	\$2,169,944
County Pass	\$26,619	\$0	\$8,873	\$0	\$0	\$26,619	\$8,873	\$56,168	\$8,873	\$0	\$8,873	\$26,619	\$0	\$144,898
County Southwest	\$2,909,179	\$164,328	\$435,948	\$109,315	\$153,325	\$323,673	\$63,325	\$309,248	\$355,439	\$166,670	\$617,678	\$511,718	\$764,920	\$3,975,588
Total	\$ 43,506,094	\$ 3,294,567	\$6,299,558	\$ 3,592,316	\$ 5,748,551	\$2,939,452	\$1,693,434	\$ 5,053,785	\$5,950,875	\$3,214,796	\$ 5,629,698	\$ 4,041,426	\$ 6,231,886	\$53,690,345



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: Finance Department Activities Update

Contact: Andrew Ruiz, Program Manager, aruiz@wrcog.us, (951) 405-6741

Date: August 9, 2018

The purpose of this item is to provide an update on the 4th Quarter Budget amendment schedule for Fiscal Year (FY) 2017/2018, the FY 2017/2018 Agency Audit, and the Agency Financial Report summary through May 2018.

Requested Action:

1. Receive and File.

FY 2017/2018 Agency Audit

FY 2017/2018 ended on June 30, 2018. WRCOG's annual Agency Interim Audit was completed on May 31, 2018. WRCOG utilized the services of the audit firm Rogers, Anderson, Malody, and Scott (RAMS) to conduct its financial audit. The first visit is known as the "interim" audit, which involves preliminary audit work that is conducted prior to fiscal year end. The interim audit tasks are conducted in order to compress the period needed to complete the final audit after fiscal year end. In September, RAMS will return to finish its second round, which is known as "fieldwork." The final Comprehensive Annual Financial Report is expected to be issued no later than November 15, 2018, and will first be reviewed by the Finance Directors Committee. It will then be presented at the November or December 2018 Administration & Finance Committee meeting, with the Executive Committee receiving the report no later than at its January 7, 2019, meeting.

Annual TUMF review of participating agencies

Each year WRCOG meets with participating members to review TUMF Program fee collections and disbursements to ensure compliance with Program requirements. It is anticipated that the reviews will be conducted from August through October, with the final reports issued to the respective jurisdictions and agencies by December 2018.

Financial Report Summary through May 2018

The Agency Financial Report summary through May 2018, a monthly overview of WRCOG's financial statements in the form of combined Agency revenues and costs, is provided as Attachment 1.

Prior Action:

August 6, 2018: The Executive Committee received and filed.

Fiscal Impact:

This item is for informational purposes only; therefore, there is no fiscal impact.

Attachment:

1. Financial Report summary – May 2018.

Item 7.B

Finance Department Activities Update

Attachment 1

Financial Report summary – May 2018

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Western Riverside Council of Governments
Monthly Budget to Actuals
For the Month Ending May 31, 2018

	Approved 6/30/2018 Budget***	Thru 5/31/2018 Actual	Remaining 6/30/2018 Budget
Revenues			
Member Dues	311,410	313,695	(2,285)
General Assembly	300,000	121,400	178,600
PACE Residential Revenue	816,771	845,632	(28,861)
CA HERO Residential Revenue	4,000,000	3,591,765	408,235
The Gas Company Partnership	50,000	47,254	2,746
SCE WREP Revenue	75,000	89,081	(14,081)
PACE Residential Recording Revenue	182,775	199,490	(16,715)
CA HERO Residential Recording Revenue	1,000,000	792,695	207,305
CA First Residential Revenue	167,000	34,464	132,536
CA First Residential Recording Revenue	86,000	13,081	72,919
Regional Streetlights	228,960	74,544	154,416
Other Misc Revenue	-	27,198	(27,198)
Solid Waste	117,100	78,835	38,265
Used Oil Revenue	255,000	207,961	47,039
Active Transportation Revenue	150,000	211,301	(61,301)
RIVTAM Revenue	25,000	25,000	-
Air Quality-Clean Cities	137,500	205,500	(68,000)
LTF	726,000	726,000	-
Commercial/Service - Admin Portion	101,097	102,919	(1,822)
Retail - Admin Portion	118,867	93,457	25,411
Industrial - Admin Portion	249,133	405,890	(156,757)
Residential/Multi/Single - Admin Portion	1,045,779	970,234	75,545
Multi-Family - Admin Portion	129,787	91,794	37,993
Commercial/Service - Non-Admin Portion	2,426,945	2,572,967	(146,022)
Retail - Non-Admin Portion	2,852,820	2,336,418	516,402
Industrial - Non-Admin Portion	5,979,195	10,147,247	(4,168,052)
Residential/Multi/Single - Non-Admin Portion	25,098,070	24,255,848	842,222
Multi-Family - Non-Admin Portion	3,114,890	2,294,844	820,046
Total Revenues	52,475,415	50,876,514	1,598,901
Expenditures			
Wages & Salaries	2,581,400	2,567,660	13,740
Fringe Benefits	739,956	736,239	3,717
Total Wages and Benefits	3,381,356	3,303,899	77,457
Overhead Allocation	2,219,371	1,849,476	369,895
General Legal Services	634,193	625,394	8,799
3rd Party Litigation	250,000	139,862	110,138
Audit Fees	27,500	20,200	7,300
Bank Fees	29,000	22,666	6,334
Commissioners Per Diem	62,500	46,950	15,550
Office Lease	427,060	213,560	213,500
WRCOG Auto Fuel	750	686	64
WRCOG Auto Maintenance	260	710	(450)
Special Mail Svcs	1,800	1,314	486
Parking Validations	6,458	8,202	(1,744)

Staff Recognition	1,245	761	484
Coffee and Supplies	1,363	1,088	275
Event Support	103,364	71,876	31,488
General Supplies	29,292	20,081	9,211
Computer Supplies	14,004	8,988	5,016
Computer Software	28,522	22,358	6,164
Rent/Lease Equipment	35,100	23,022	12,078
Membership Dues	34,448	20,212	14,236
Subscriptions/Publications	5,238	991	4,247
Meeting Support/Services	19,667	12,817	6,850
Postage	6,412	7,119	(707)
Other Household Expenditures	4,490	2,007	2,483
COG Partnership Agreement	25,000	14,898	10,102
Storage	12,296	11,655	641
Printing Services	16,462	5,603	10,859
Computer Hardware	4,286	1,750	2,536
Misc. Office Equipment	1,376	688	688
EV Charging Equipment	5,975	5,975	-
Communications-Regular	12,978	16,364	(3,386)
Communications-Long Distance	500	231	269
Communications-Cellular	14,155	11,054	3,101
Communications-Comp Sv	77,409	43,783	33,626
Communications-Web Site	8,465	7,550	915
Equipment Maintenance - General	10,000	6,187	3,813
Equipment Maintenance - Computers	26,200	11,927	14,273
Insurance - General/Business Liason	73,705	67,140	6,565
WRCOG Auto Insurance	3,457	3,457	(0)
PACE Recording Fees	1,404,783	1,047,942	356,841
Seminars/Conferences	22,494	14,529	7,965
General Assembly Expenditures	300,000	76,757	223,243
Travel - Mileage Reimbursement	28,033	20,242	7,791
Travel - Ground Transportation	8,272	4,349	3,923
Travel - Airfare	26,506	13,331	13,175
Lodging	18,068	12,182	5,886
Meals	11,283	5,547	5,736
Other Incidentals	11,676	7,238	4,438
Training	15,400	9,245	6,155
Supplies/Materials	63,292	14,310	48,982
Ads	81,071	79,525	1,546
Education Reimbursement	13,553	2,500	11,053
Consulting Labor	4,306,894	2,738,436	1,568,458
Consulting Expenses	96,466	4,443	92,023
TUMF Project Reimbursement	39,000,000	12,942,117	26,057,883
BEYOND Expenditures	2,052,917	583,584	1,469,333
Computer Equipment Purchases	44,877	17,847	27,030
Office Furniture Purchases	312,500	293,945	18,555
Office Improvements	-	84,819	(84,819)
Total General Operations	61,580,166	21,301,489	40,278,677
Total Expenditures	64,961,522	24,605,388	40,356,133

***Includes 1st & 2nd & 3rd quarter budget amendments



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Personal Signal Assistant Technology

Contact: Christopher Tzeng, Program Manager, ctzeng@wrcog.us, (951) 405-6711

Date: August 9, 2018

The purpose of this item is to provide a report on Personal Signal Assistant technology. Steve Mager from Traffic Technology Services, Inc. (TTS) will be providing the presentation.

Requested Action:

1. Receive and file.

One of WRCOG's goals is to provide information to jurisdictions and its staff on upcoming technologies that may assist jurisdictions. Personal Signal Assistance technology is a technology that may assist jurisdictions. TTS will provide a presentation on how it may apply to jurisdictions.

Personal Signal Assistant

Personal Signal Assistant is a data message. There are two components: a message containing information about the traffic signal state, or the Signal Phasing and Timing (SPaT), and a message with information about the geometry or topology of the intersections, also referred to as a MAP message.

The SPaT message includes both the current signal state and a prediction of how long it will remain in a signal state (e.g., green, yellow, red). TTS uses traffic signal data, both in real-time and aggregated over time, to provide a prediction of the signal state.

TTS has implemented the Personal Signal Assistant technology in jurisdictions via Public Private Partnerships.

About TTS

TTS is a technology company and information provider for connected vehicle applications.

TTS includes a team of experienced professional traffic engineers, software programmers and engineers, and data scientists who know how traffic controller systems work and understand traffic operations. The core product, Personal Signal Assistant, utilizes existing public infrastructure to communicate to the traffic signals and predict the remaining and future switch times. The cloud-based solution, industry standard product, and nationwide deployment allows for immediate V2I integration using available communications to the vehicle.

Previously conducting business as Traffic Technology Solutions, LLC, and sharing offices with Heusch Boesefeldt America, TTS was incorporated in 2014. Traffic Technology Services, Inc. is a Delaware corporation.

Prior Action:

None.

Fiscal Impact:

This item is informational; therefore, there is no fiscal impact.

Attachment:

None.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Fee Comparison Analysis Update

Contact: Christopher Tzeng, Program Manager, ctzeng@wrcog.us, (951) 405-6711

Date: August 9, 2018

The purpose of this item is to provide a report on the update of the Fee Comparison Analysis. In 2016, WRCOG conducted an analysis of the fees required of development projects, the effect of other development costs, the economic benefits of transportation investment. WRCOG will be updating the analysis with current fees.

Requested Action:

1. Receive and file.

In 2016 WRCOG conducted a study to analyze fees / exactions required and collected by jurisdictions / agencies in-and-immediately adjacent to the WRCOG subregion. The 2016 study is attached (Attachment 1) for reference. The study was received by the WRCOG Committees and subsequent presentations were completed to various City Councils in the subregion. Based on the feedback provided and the requests made for data and presentations, WRCOG indicated the study would be updated on a consistent basis to enable jurisdictions the value of understanding the impact of fees on development and the regional economy. WRCOG is providing this report to kick-off the update of the analysis.

Fee Comparison Analysis

Overview: The update to the Fee Comparison Analysis will follow the same methodology as in 2016, and will only update the fee structures of the various fees. The Analysis will provide WRCOG jurisdictions with comprehensive fee comparisons. The study will also discuss the effect of other development costs, such as the cost of land and interest rates, within the overall development framework. Another key element of this study will be an analysis documenting the economic benefits of transportation investment. The update is expected to be completed in December 2018.

Fee Comparison Methodology: Jurisdictions for Fee Comparison - In addition to the jurisdictions within the WRCOG subregion, the study will analyze sample jurisdictions within the Coachella Valley, San Bernardino County, and the northern portion of San Diego County. The inclusion of additional neighboring / peer communities will allow for consideration of relative fee levels between the WRCOG subregion and jurisdictions in surrounding areas that may compete for new development.

Land Uses and Development Prototypes – Fee comparisons are being conducted for five key land use categories: “development prototypes,” including single family residential, multi-family residential, office, retail, and industrial developments. Since every development project is different, and because fee structures are often complex and derived based on different development characteristics, it is helpful to develop “development prototypes” for each of the land uses studied. The use of consistent development prototypes increases the extent to which the fee comparison is an “apples-to-apples” comparison.

Development prototypical projects that will be analyzed are as follows:

- **Single-Family Residential Development** – 50 unit residential subdivision with 2,700 square foot homes and 7,200 square foot lots.
- **Multi-Family Residential Development** – 200 unit market-rate, multi-family residential development in 260,000 gross square foot of building space.
- **Retail Development** – 10,000 square foot retail building.
- **Office Development** – 20,000 square foot, Class A or Class B office building.
- **Industrial Development** – 265,000 square foot “high cube” industrial building.

Fee Categories: The primary focus of the study is on the array of fees charged on new development to pay for a range of infrastructure / capital facilities. The major categories of fees include: 1) school development impact fees; 2) water / sewer connection / capacity fees; 3) City capital facilities fees; 4) regional transportation fees (TUMF in Western Riverside County); and 5) other capital facilities / infrastructure / mitigation fees charged by other regional / subregional agencies. As noted in prior fee comparisons, these fees typically represent 80 to 90 percent of the overall development fees on new development. Additional processing, permitting, and entitlement fees are not included in this analysis. The analysis will focus on development impact fees, as these fees are much larger than planning / processing fees for comparison purposes.

Service Providers and Development Prototypes: The system of infrastructure and capital facilities fees in most California jurisdictions is complicated by multiple service providers and, often, differential fees in different parts of individual cities. Multiple entities charge infrastructure / capital facilities fees – e.g., city, water districts, school districts, and regional agencies. In addition, individual jurisdictions are often served by different service providers (e.g., more than one water district or school district) with different subareas within a jurisdiction, sometimes paying different fees for water facilities and school facilities. In addition, some city fees, such as storm drain fees, are sometimes differentiated by jurisdictional subareas.

To maintain consistency, the service providers utilized in the 2016 study will be utilized. Individual service providers were selected where multiple service providers were present, and an individual subarea was selected where different fees were charged by subarea.

Next Steps: The goal of this initial fee analysis is to provide jurisdictions in the WRCOG region the opportunity to review their fee collection structure while being able to compare it to the fee collection structure of neighboring jurisdictions. The project team will be reaching out to respective jurisdictions and agency staff to inquire about updates to fee structures. WRCOG appreciates your assistance in providing the requested information promptly to enable the analysis to be completed in a timely manner so that the information can be shared with the jurisdictions.

Prior Action:

None.

Fiscal Impact:

This item is informational; therefore, there is no fiscal impact.

Attachment:

1. 2016 Fee Comparison Analysis.

Item 8.B

Fee Comparison Analysis Update

Attachment 1

2016 Fee Comparison Analysis

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The Economics of Land Use



Draft Final Report

Analysis of Development Impact Fees in Western Riverside County

Prepared for:

Western Riverside Council of Governments (WRCOG)

Prepared by:

Economic & Planning Systems, Inc. (EPS)

In association with:

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December 20, 2016

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1. INTRODUCTION AND FINDINGS

The Western Riverside Council of Governments (WRCOG) commissioned this Report to provide increased regional understanding of development impact fees on new development in Western Riverside County. More specifically, the purpose of this Report is to: (1) indicate the types and relative scale of the development impact fees placed on different land uses; and, (2) indicate the scale of fees relative to overall development costs and their relative degree of change through time. The Report is also intended to provide helpful background information to the current Transportation Uniform Mitigation Fee (TUMF) updating process by placing TUMF in the context of the broader development impact fee structure, overall development costs, and other regional dynamics.

This Report recognizes that there are substantive and ongoing debates about the appropriate levels of development impact fees in regions throughout California and elsewhere in the U.S. On the one hand, development impact fees provide revenue to support the construction of critical infrastructure and capital facilities (or in-kind capital facility development) that can generate development value, economic development, and quality of life benefits. On the other hand, development impact fees act as an additional development cost that can influence development feasibility and potentially the pace of new development. **In reality, each fee-adopting jurisdiction needs to weigh the costs and benefits of potential new/increased fee levels in the context of their goals, capital improvement needs, and economic and development dynamics.**

This Report considers development impact fees defined as one-time fees collected for the purposes of funding infrastructure and capital facilities.¹ Because of the broad variation in land use and development projects in Western Riverside County, prototype development projects for single family, multifamily, retail, Class A/B office and large industrial developments were all developed to support comparisons of fees in different jurisdictions. Key findings are provided below.

A summary of overall findings is provided below, followed by a description of the organization of this Report.

¹ As used in this report and discussed further below, the phrase “development impact fee” includes all fees adopted pursuant to the Mitigation Fee Act and other monetary exactions due at the time of development.

Summary of Findings

FINDING #1: New development in Western Riverside County pays a wide range of one-time infrastructure/capital facilities associated fees with a number of different public agencies.

New development in Western Riverside County is required to pay development impact fees to help fund:

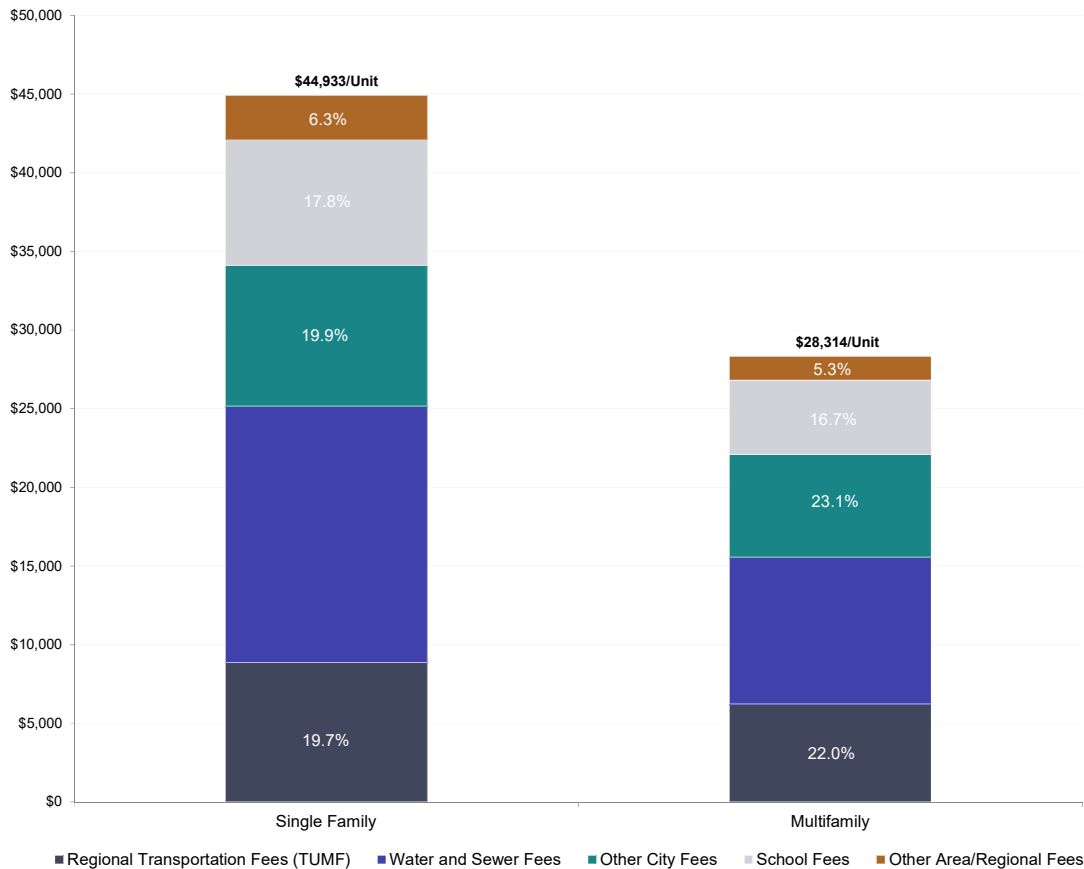
- Water and Sewer facilities
- School Facilities
- Regional Transportation Infrastructure
- Additional Local Infrastructure/Capital Facilities (local transportation, parks and recreation, public facility, community/civic facilities, and storm drain infrastructure).
- Subregional/Area Fees (habitat mitigation fees, Road and Bridge Benefit Assessment Districts, and other area-specific infrastructure/capital facilities fees).

These fees are set/administered by a combination of water districts, school districts, individual cities, the County, the Western Riverside Council of Governments, the Western Riverside County Resource Conservation Authority, and other special districts.

FINDING #2: With the exception of retail development, TUMF represents a modest proportion of total development impact fees in Western Riverside County.

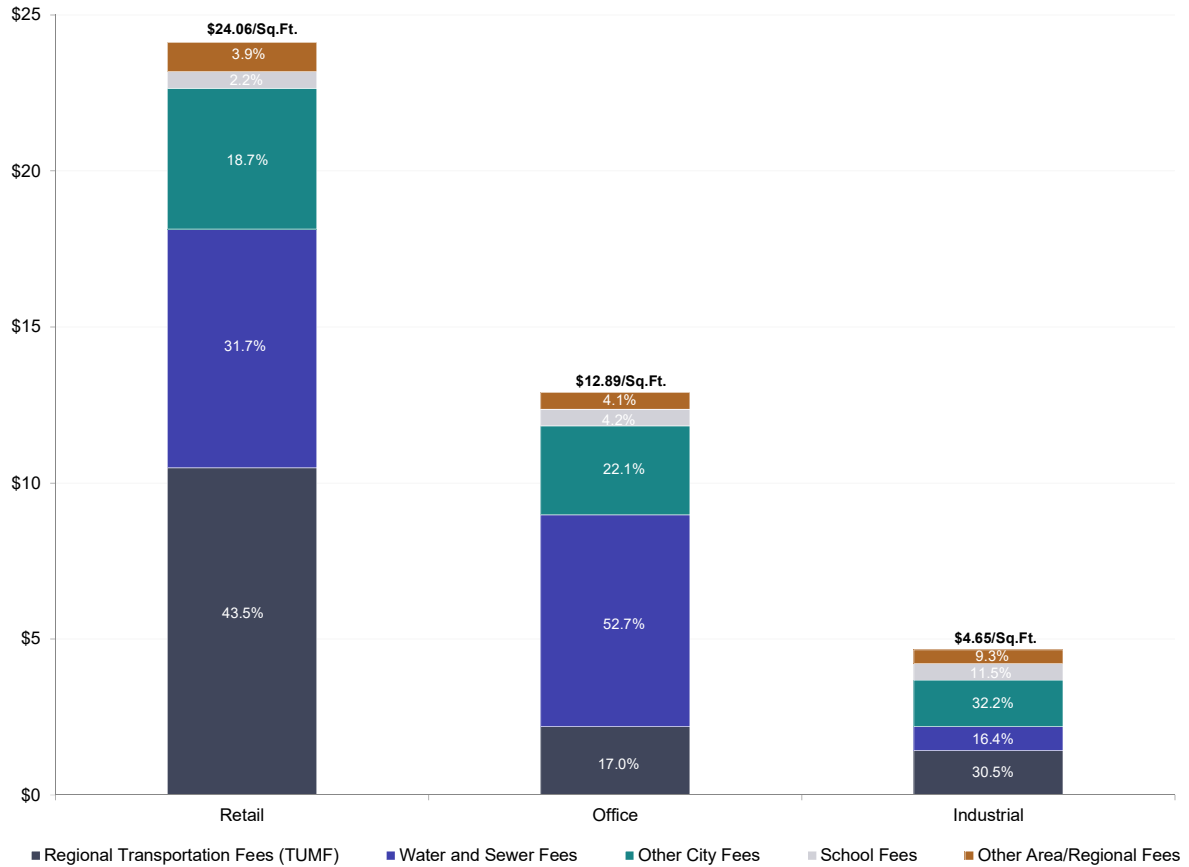
- **On average, TUMF on residential development represents about 20 percent of total development impact fees for both single family and multifamily development.** Water and sewer fees together represent the greatest proportion of residential development impact fees (33.0 percent/36.3 percent), followed by similar proportions from other City fees (19.9 percent/23.1 percent), TUMF (19.7 percent/22.0 percent), and school fees (17.8 percent/16.7 percent). A smaller proportion is associated with other subregional/area fees (6.3 percent/5.3 percent).

Average WRCOG Residential Development Impact Fees by Fee Category



- Average TUMF fees as a proportion of total fees show more variation for Nonresidential land uses, ranging from 43.6 percent for retail development to 17.0 percent for Class A/B office development.** Retail development impact fees are more dominated by the TUMF (43.5 percent) with an additional one-third associated with water and sewer fees. While the overall fees are lower, industrial development impact fees are dominated on a proportionate basis by other City fees (32.2 percent) and TUMF (30.5 percent) (for industrial buildings that are non-intensive water users). Office development impact fees show a different pattern with substantial water and sewer fees (52.7 percent) and lower TUMF (17.0 percent).

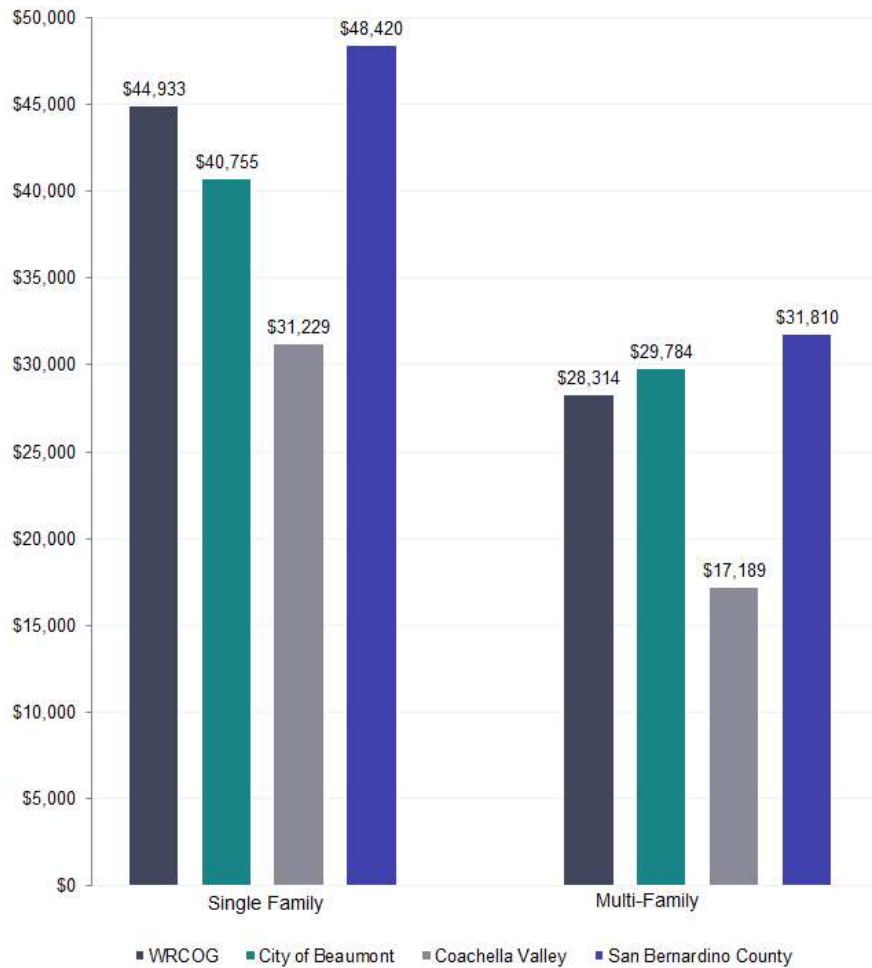
Average WRCOG Nonresidential Development Impact Fees



FINDING #3: Average development impact fees in WRCOG member jurisdictions are within the Inland Empire range.

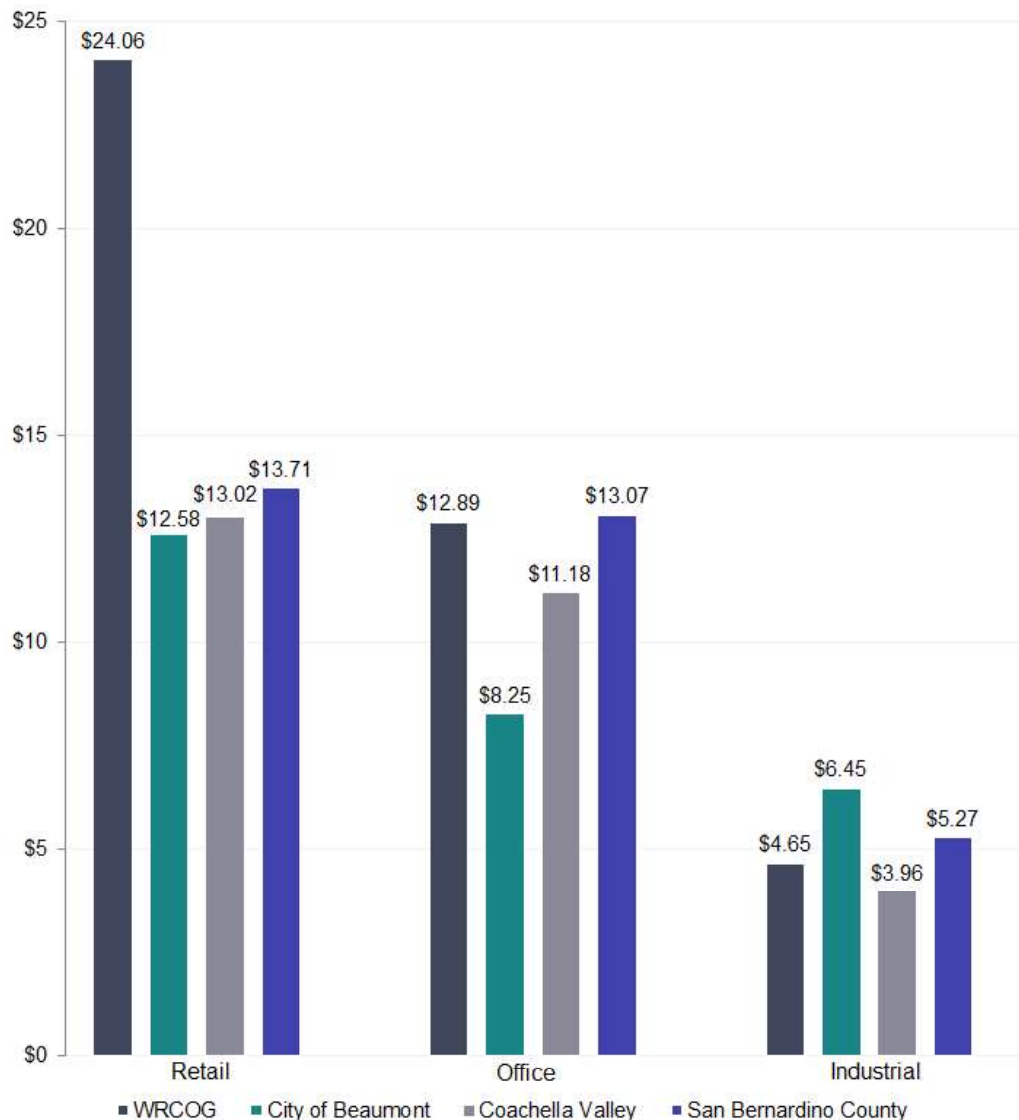
- Average residential development impact fees for WRCOG jurisdictions are lower than the average of selected San Bernardino County cities and higher than the average of selected Coachella Valley cities.** When compared with the average of selected San Bernardino County cities (Fontana, Yucaipa, San Bernardino, Ontario, Chino, and Rialto), the WRCOG average is modestly lower for both single family and multifamily development. The average for selected Coachella Valley cities (Indio, Palm Desert, and Palm Springs) is substantially lower for single family and multifamily development. The City of Beaumont has lower single family fees but higher multifamily fees.

Average Residential Development Impact Fees in Neighboring Jurisdictions



- Average retail development impact fees are about twice as high as the relatively similar average fee levels for San Bernardino County, Coachella Valley, and City of Beaumont.** At \$24.06 per square foot of retail space, the WRCOG average total fee is substantially higher than the equivalent fees in the other areas of study that ranged from \$12.58 to \$13.71 per square foot. This is predominantly due to the substantial TUMF fee, though the water/sewer fee average is also somewhat higher. For office and industrial development, the WRCOG average is below the average of the San Bernardino County cities evaluated and above the average for the Coachella Valley cities evaluated. The City of Beaumont has the highest industrial fee relative to the three other areas, but the lowest office fees.

Average Nonresidential Development Impact Fees in Neighboring Jurisdictions



FINDING #4: Average development impact fees among WRCOG member jurisdictions represent between 4.1 percent and 9.5 percent of total development costs/returns, with TUMF as a lower fraction of these proportions.

- Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs/returns for the prototype feasible projects.** Total development impact fees represent 9.2 percent and 9.3 percent of total development costs/returns respectively for the prototype single family and multifamily developments evaluated. As is common, Nonresidential development impact fees are lower as a percent of total development cost/return at 4.1 percent for industrial development and 4.7 percent for office development. For retail development, the fee level percentage is 8.0 percent, closer to the residential fee proportion than the other Nonresidential land uses.

- **TUMF represents between 0.8 percent and 3.5 percent of total development costs/returns for the prototype feasible projects. While changes in the TUMF can add or subtract from total development costs, it would take a substantial change to increase/decrease overall development costs/returns by more than 1 percent.**
TUMF represents between 17.0 percent and 43.6 percent of total development impact fees with the highest ratios for retail and industrial development and lowest for office development. As a proportion of overall development costs, TUMF represents 2.0 percent or below for all development prototypes except for retail development where TUMF represents 3.5 percent of total development costs/return.

Development Impact Fees as % of Total Developments Costs/Returns

Development Impact Fees	Single Family	Multifamily	Industrial	Retail	Office
TUMF	1.8%	2.0%	1.3%	3.5%	0.8%
Other Development Impact Fees	<u>7.4%</u>	<u>7.3%</u>	<u>2.8%</u>	<u>4.5%</u>	<u>3.9%</u>
Total Development Fees	9.2%	9.3%	4.1%	8.0%	4.7%

FINDING #5: Through its funding of key regional transportation infrastructure projects identified by WRCOG member jurisdictions, the TUMF supports substantial output, wages, and jobs in Western Riverside County.

- **TUMF revenues will support a total investment of \$3.13 billion in infrastructure development activity over the next 30 years resulting in an overall regional impact of \$4.56 billion in County economic output, \$1.3 billion in labor income, and 28,900 job-years.** TUMF revenues are estimated to generate about \$3.1 billion in revenues for investment in regional transportation infrastructure over the next thirty years. On an annual basis, taking into account “multiplier” effects, this will result in an annual economic output of \$152.1 million, annual labor income of \$43.2 million, and 970 annual jobs.
- **The total regional transportation infrastructure investment in TUMF-supported projects is estimated to be about \$17.7 billion over the next thirty years. When considered in conjunction with the complementary funding, including other regional/local funding, such as Measure A, and the attracted State/federal funding, the overall economic impacts are even greater.** On an annual basis, taking into account “multiplier” effects, this will result in an annual economic output of \$860 million, annual labor income of \$244 million, and 5,400 annual jobs. Even when looking solely at funding flowing from outside of the County (State and federal funding), the annual economic impacts are about \$505 million in economic output, \$143 million in labor income, and 3,100 annual jobs.

Gross Economic Impacts of TUMF-related Transportation Investments

Category	Investment	Output	Labor Income	Employment (Job-Years)
TUMF Investment				
Total	\$3,128,800,000	\$4,562,700,000	\$1,295,300,000	28,900
Annual	\$104,293,000	\$152,090,000	\$43,176,000	970
State and Federal Investment				
Total	\$10,382,700,000	\$15,141,000,000	\$4,298,400,000	95,900
Annual	\$15,141,000,000	\$504,700,000	\$143,200,000	3,100
Total Investment				
Total	\$17,681,300,000	\$25,784,500,000	\$7,319,900,000	163,300
Annual	\$589,400,000	\$859,500,000	\$244,000,000	5,400

Organization of Report

After this initial chapter, this Report is divided into four other chapters and several appendices. **Chapter 2** describes the definitions, methodology, and results of the fee review and comparison for WRCOG and non-WRCOG jurisdictions. **Chapter 3** describes the overall development cost estimates for land uses/development prototypes evaluated and considers total development impact fees and the TUMF relative to all development costs. It also reviews available data on TUMF changes through time relative to other metrics, such as the construction cost index and inflation. **Chapter 4** describes the economic impact analysis of TUMF-funded transportation investments in Riverside County and provides metrics indicating the relative importance and scale of the goods movement industry in Riverside County. Finally, **Chapter 5** provides a brief conclusion on the purposes and goals of this and other development impact fee comparison studies.

The appendices provide a substantial amount of additional supporting detail and information, including:

- **APPENDIX A** provides detailed information on the Development Prototypes.
- **APPENDIX B** provides detailed development cost assumptions for all development prototypes.
- **APPENDIX C** provides a set of estimates of correlation coefficients between TUMF revenues and TUMF fee levels
- **APPENDIX D** provides average fee estimations for each non-WRCOG jurisdiction/area and each land use category.

APPENDIX E provides fee comparison summaries and detailed fee estimation information for each WRCOG jurisdiction/area and each land use category.

2. DEVELOPMENT IMPACT FEE REVIEW AND COMPARISONS

This chapter describes the detailed development impact fee research conducted for WRCOG jurisdictions as well as for selected neighboring jurisdictions in Coachella Valley and San Bernardino County. The purpose of this research is to explore the typical composition of development impact fees in WRCOG member jurisdictions, to understand the scale of TUMF relative to other development impact fees, and to consider the development impact fees among WRCOG member jurisdictions relative to neighboring jurisdictions.

While every effort was made to provide an accurate comparison through the use of defined development prototypes and the latest jurisdictional fee schedules, the frequent adjustments to fee programs and the complex, project-specific calculations required for some fees mean that the numbers presented are planning-level approximations. All the development impact fee estimates shown are based on available fee schedules at the time the research was conducted (Spring/Summer 2016) and as applied to the particular land uses/development prototypes developed. The actual fees due from any particular project will depend on the specifications of the individual project and the fee schedule at the pertinent time.

The first section below provides some key definitions. The subsequent section provides a detailed description of the fee research methodology. The final section provides findings concerning development impacts fees in WRCOG member jurisdictions and relative to the other jurisdictions studied.

Study Definitions

Development impact fees have become an increasingly used mechanism among California jurisdictions to require new development to fund the demands it places on local and regional infrastructure and capital facilities. This Report defines development impact fees as one-time fees collected for the purposes of funding infrastructure and capital facilities.² This includes fees for the funding of a broad range of capital improvements, including water, sewer, storm drain, transportation, parks and recreation, public safety, and numerous other types of civic/community facilities. The majority of these fees are adopted under or consistent with the Mitigation Fee Act, though the analysis also includes other one-time capital facilities fees, such as parkland in-lieu fees under the Quimby Act and one-time charges through Community Facilities Districts or Benefit Assessment Districts among others.

There are a number of smaller permitting, planning, and processing fees that are charged on new development, but that do not fund capital facilities/infrastructure. Due to the large number of more modest charges typically associated with such fees and their relative modesty compared to development impact fees (most studies find them to be in the 5 to 15 percent range of development impact fees, between 1 and 2 percent of total development costs), these smaller fees were not tracked as part of this study.

² As used in this report and discussed further below, the phrase “development impact fee” includes all fees adopted pursuant to the Mitigation Fee Act and other monetary exactions due at the time of development. The term “fee,” as used in this report, means “development impact fee.”

Methodology

In order to provide a fee comparison that was as close as possible to an “apples-to-apples” comparison, WRCOG staff and the Consulting Team identified the following parameters to guide the study:

- Jurisdictions to be studied.
- Land uses to be evaluated and associated development prototypes.
- Selection of service providers where there are multiple service providers in same jurisdiction.
- Organization of development impact fee data.

This section describes these study parameters as well as the process of review with the jurisdictions/relevant service providers.

Selection of Jurisdictions

Jurisdictions selected for this analysis include all seventeen (17) WRCOG member cities. WRCOG staff and the Consulting Team also identified three additional member areas to study, including the March JPA and two unincorporated areas in the County. The selected unincorporated areas included Temescal Valley and Winchester, two areas where substantial growth is occurring/planned.

For the comparison of WRCOG jurisdictions to neighboring/peer areas, the jurisdictions selected included: (1) the City of Beaumont, the non-WRCOG member city in Western Riverside County, (2) selected Coachella Valley communities in eastern Riverside County, and (3) selected San Bernardino County communities. These jurisdictions were selected by WRCOG staff and the Consulting Team and refined based on feedback from the WRCOG Planning Directors’ Committee and WRCOG Public Works Committee. The San Bernardino County communities selected were those likely to compete for development with neighboring WRCOG jurisdictions.

Figure 1 shows the cities/communities evaluated, including the twenty (20) WRCOG cities/communities and the ten (10) non-WRCOG comparison communities.

Figure 1 Jurisdictions included in Fee Study

WRCOG Jurisdictions		Coachella Valley	San Bernardino County	Other
Banning	Murrieta	Indio	Fontana	Beaumont
Canyon Lake	Norco	Palm Desert	Yucaipa	
Calimesa	Perris	Palm Springs	San Bernardino	
Corona	Riverside		Ontario	
Eastvale	San Jacinto		Chino	
Hemet	Temecula		Rialto	
Jurupa Valley	Wildomar			
Lake Elsinore	Temescal Valley			
Menifee	Winchester			
Moreno Valley	March JPA			

Land Uses and Development Prototypes

Land Uses

The TUMF is levied on a variety of residential and Nonresidential land uses with variations for certain product types built into the fee program. TUMF includes fees on the following land uses:

- **Single-Family Residential Development** – Per unit basis.
- **Multifamily Residential Development** – Per unit basis.
- **Retail Development** – Per gross building square foot basis.
- **Industrial Development** – Per gross building square foot basis. The industrial fee includes a base fee on square footage up to 200,000 square feet and then, where the building meets the definition of a “high cube” building, an effective discount of 73 percent in the base fee for all additional development above 200,000 square feet.³ “High Cube” is defined as warehouses/distribution centers with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.
- **Service (including Office) Development** – Per gross building square foot basis. There is a per-building square foot fee for Service Development. Office development is a sub-category within Service Development. Class A and B office development was provided a \$2.00 TUMF discount relative to other Service Development, a reduction of almost 50 percent.

For the purposes of this study, five (5) land use types were selected, including the single family residential, multifamily residential, and retail development categories in addition to a large “high-cube” industrial building, and a Class A/B office building. The large industrial building land use was selected based on current industrial development trends in Western Riverside County, while the Class A/B office building was selected due to its reduced fee level.

Development Prototype Selection

Within each of the five (5) general land uses types selected, it is necessary to select specific development prototypes. Because development impact fees vary based on a number of development characteristics, the definition of development prototype improves the extent to which the fee comparison will be “apples-to-apples”.

In order to identify appropriate development prototypes for the five land uses, the Consulting Team reviewed data on the general characteristics of new single family, multifamily, office, retail, and industrial development among Western Riverside County communities in recent years.

Information on multifamily, retail, office, and industrial developments developed since 2010 were reviewed as was information on single family developments since 2014. A smaller time period was used for single family developments as there are substantially more single family developments. The characteristics of the median development for each of the land use types

³ The square footage above 200,000 square feet is multiplied by 0.27 and then the base fee is applied resulting in an effective increment fee of about \$0.47 per square foot.

was identified and used as the selected development prototype. For single-family development, the median home and lot size characteristics were identified, while for multifamily residential, office, retail, and industrial buildings the average building sizes were identified.

Based on this analysis, the following development prototypes were developed for each of the selected land uses and reviewed with the WRCOG Planning Directors' Committee, Public Works Committee, and Technical Advisory Committee (images represent examples of projects that matched the development prototypes):

Single-Family Residential Development

50-unit residential subdivision; 2,700 square foot homes and 7,200 square foot lots



Example Prototype Single-Family Home, City of Riverside

Multifamily Residential Development

200-unit market-rate, 260,000 gross square foot apartment building



Example Prototype Multi-Family Development, City of Temecula

Retail Development
10,000-gross square foot retail building



Office Development
20,000-gross square foot, Class A or Class B office building



Industrial Development

265,000 gross square foot “high cube” industrial building⁴



Example Prototype Industrial Development, City of Perris

In addition to development scale, there are a number of other development characteristics that can affect development impact fees. For example, many water facilities fees are tied to the number and size of meters associated with a new development. Other fees are tied to the gross site area or other characteristics that will vary for each development. The Consulting Team developed a set of additional development prototypes assumptions to use in the fee estimates (see **Appendix A**). These assumptions were based on a review of the equivalent assumptions used in other regional fee studies (e.g., in the San Joaquin Valley and the Sacramento Valley) and were refined based on feedback, when provided, from Western Riverside County service providers. In some cases, the formula for fee calculation required even more assumptions. In these cases, service providers typically conducted their own fee estimates and provided the results to WRCOG Staff/the Consulting Team.

Service Provider/Subarea Selection

In some cities, there were multiple service providers providing the same type of facilities in different parts of the city. For example, some cities were served by two or more distinct School Districts, while many cities were served by two or more Water Districts. For the purposes of the fee comparison one set of service providers was assumed based on the following approach:

- Suggestions from the City.
- Commonality of service provider between multiple cities; for example, Eastern Municipal Water District serves many cities.

⁴ “High Cube” is defined as warehouses/distribution Centers with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.

- Scale/nature of service areas was also considered; for example, in some cases the majority of a City was served by one service provider and/or the majority of the growth areas were served by a particular service provider.
- In some cases, there was one service provider – e.g., the City – with different fees by City subarea (e.g., storm drain). In these cases, an effort was made to select the area expected to see the most growth based on discussions with City and WRCOG staff.
- In other cases, area-specific one-time fees/assessments/special taxes were in place to cover the costs of capital facilities in a new growth area. Where substantial in scale, these areas and the associated area fees were used in the fee comparison.

Organization of Fee Information/Categories

The primary focus of the fee research is to develop estimates of existing development impact fees charged on new development in the selected jurisdictions. While there is some conformance in fee categories (e.g., School District fees), there is also variation in the naming and facilities included in water and sewer facilities fees and substantial variation in the capital facilities fees that different cities charge. The fee review sought to obtain all the development impact fees charged from all the jurisdictions studied and then compiled them into normalized set of categories to allow for comparisons. The key fee categories are as follows:

- **Regional Transportation Fees.** This category includes the respective TUMFs in Western Riverside County and Coachella Valley. It also included regional transportation impact fees in other subregions/jurisdictions where they were clearly called out. The lines between regional transportation fees and local transportation fees are harder to discern in San Bernardino County where cities are required to contribute towards regional transportation funding, but do not necessarily separate out those fees from the other, local transportation fees.
- **Water/Sewer Connection and Capacity Fees.** All jurisdictions charged some form of water and sewer development impact fee and these were combined together into one aggregate water/sewer category. In several cases, the County, city, or water district provided their own calculations due to the complexity of fee calculation.
- **City/County Capital Facilities Fees.** Beyond any water/sewer fees that in some cases might be charged by individual jurisdictions (cities/County), these jurisdictions frequently adopt a large number of additional citywide fees. Such fees often include local transportation fees, parks and recreation facilities fees, Quimby Act requirements in-lieu parkland fees, storm drain fees, public safety facilities fees, other civic/community facilities fees, and, on occasion, affordable housing fees. This category captures all of these local development impact fees.
- **School Development Impact Fees.** School facilities fees are governed by State law and therefor show more similarity between jurisdictions than most fees. Under State law, School Districts can charge specified Level 1 development impact fees. If School Districts go through the process of identifying and estimating required capital improvement costs, higher Level 2 fees can be charged to fund up to 50 percent of the School District's capital

improvement costs. At present, about eight of the fourteen School Districts studied (that serve WRCOG member jurisdictions) appear to charge Level 2 fees.⁵

- **Other Area/Regional Fees.** A final category was developed to capture other fees not included in the above categories, typically other sub-regional fees as well as area-specific fees. For example, this category includes the Western Riverside County MSHCP mitigation fee, relevant Road and Bridge Benefit Districts (RBBD) fees, as well as other one-time CFD charges/impact fees for infrastructure/capital facilities applied in particular growth areas.

Data Compilation and Review Process

For WRCOG member jurisdictions, the following data collection and review process was followed:

- Identify set of service providers and development impact fees charged in jurisdiction.
- Obtain development impact fee schedules from City, County, and other service provider online sources.
- Review available mitigation fee nexus studies, Ordinances, and Resolutions.
- Where sufficient data was not available, contact City, County, or other service provider to obtain appropriate fee schedules.
- Develop initial estimates of development impact fees for each jurisdiction for each development prototype.
- Share PowerPoint document noting development prototypes specifications and initial fee estimates with each jurisdiction and selected other service providers (e.g., Eastern Municipal Water District).
- Receive feedback, corrections, and refinements (and in some cases actual fee calculations).
- Refine fee estimates based on feedback.
- Share revised fee estimates with jurisdictions.

For other non-WRCOG jurisdictions, fee information was obtained either on-line or by contacting cities directly. Fee information was then compiled in a similar structure to the WRCOG jurisdictions.

⁵ At the time of writing this Report, there has been uncertainty over the potential for jurisdictions to begin charging Level 3 fees (typically double Level 2 fees) The State Allocation Board recently indicated that State funds are not currently available setting in motion a process whereby jurisdictions may be able to charge Level 3 fees. However, the recent passage of Proposition 51 by State voters has provided new funding for school construction and is expected to remove the possibility of Level 3 school impact fees for the time being.

Findings from WRCOG Member Jurisdiction Fee Review

General findings from fee research concerning WRCOG member jurisdictions are summarized below and in **Figures 2 to 4**. **Appendix E** provides more detailed summary tables for the WRCOG jurisdictions studied along with detailed information for each jurisdiction.

On average, WRCOG TUMF residential fees represent about 20 percent of total development impact fees for both single family and multifamily development. Single family TUMF and multifamily TUMF both represent about 20 percent of the respective total development impact fees of about \$44,900 per unit and \$28,300 per unit. Due to the variation in overall development impact fees – from \$32,900 per unit to \$59,400 per unit for single family development and from \$19,200 per unit to \$40,600 per unit for multifamily development – and the fixed nature of the TUMF across jurisdictions, TUMF as a percent of total development impact fees ranges from 14.9 percent to 26.9 percent for single family development and 15.4 percent to 32.3 percent for multifamily development (see **Figures 2 and 3**).

Figure 2 TUMF as a Proportion of Total Fees

Item	Average	Range	
		Low	High
Single Family			
Total Fees per Unit	\$44,933	\$32,935	\$59,366
TUMF as a % of Total Fees	19.7%	26.9%	14.9%
Multifamily			
Total Fees per Unit	\$28,314	\$19,262	\$40,573
TUMF as a % of Total Fees	22.0%	32.3%	15.4%
Retail			
Total Fees per Sq.Ft.	\$24.06	\$14.88	\$33.20
TUMF as a % of Total Fees	43.6%	70.5%	31.6%
Industrial			
Total Fees per Sq.Ft.	\$4.65	\$3.05	\$9.60
TUMF as a % of Total Fees	30.5%	54.9%	14.8%
Office			
Total Fees per Sq.Ft.	\$12.89	\$6.53	\$19.07
TUMF as a % of Total Fees	17.0%	33.6%	11.5%

* Average and ranges as shown encompass 20 jurisdictions, including 17 cities, the unincorporated cities of Temescal Valley and Winchester, and March JPA

On average, WRCOG Nonresidential TUMF show more variation in level and in proportion of overall development impact fees (between 17 percent and 44 percent) than for the residential fee categories. Average retail development impact fees are about \$24 per square foot and represents 43.6 percent of the average total fees on new retail development. Due to the variation in the total development impact fees on retail development among jurisdictions from \$14.90 to \$33.20 per square foot, the TUMF as a percent of the total fees ranges from 31.6 percent to 70 percent. Average industrial development impact fees are substantially lower at \$4.65 per square foot with a range from \$3.05 per square foot to \$9.60 per square foot. TUMF still represents about 30.5 percent of the average total industrial fees, with a range from 14.8 percent to 54.9 percent. Total development impact fees on office development fall in between the retail and industrial fees at an average of \$12.90 per square foot and a range from \$6.50 to \$19.10 per square foot. The discounted TUMF means that TUMF represents a relatively low 17.0 percent of average overall fees on office development with a range from 11.5 percent to 33.6 percent (see **Figure 2** to **Figure 4**).

Water and sewer fees together represent the greater proportion of residential development impact fees followed by similar proportions from other City fees, TUMF, and school fees. Single family and multifamily development both show that about 34 percent of their development impact fees are associated with water and sewer fees, about 22 percent with other City capital facilities fees, about 21 percent with regional transportation fees, about 17 percent with school facilities fees, and the remaining 5 percent associated with other regional fees or area-specific fees (see **Figure 3** and **Figure 4**).

Nonresidential development impact fees show more variation in terms of the distribution between fee categories. Retail development impact fees are more dominated by the regional transportation fee (43.6 percent) with an additional one-third associated with water and sewer fees. While the overall fees are lower, industrial development impact fees are more dominated on a proportionate basis by other City fees (32 percent) and TUMF (31 percent), for non-intensive water using industrial buildings. Office development impact fees show a different pattern with substantial water and sewer fees at 52.7 percent (see **Figure 3** and **Figure 4**).

Estimated statistical correlations between the level of development impact fees and a range of metrics for development activity and development value showed no significant correlation. A range of statistical correlation coefficients (r) between the development impact fee levels in the seventeen (17) WRCOG cities and proxies for new development activity (TUMF revenues collected) and development value (average home prices) were estimated. When comparing TUMF revenues and total fees per unit/square feet, all correlation coefficients fell between -0.16 and 0.28 (on a range of -1 to 1) indicating no or very weak correlation with the exception of retail (see **Appendix B** for correlation estimates).⁶ Retail indicated a modest positive correlation between TUMF revenues and total fees per square feet with a correlation coefficient of 0.44. Correlation between total fees per unit and average home sale prices reflect a modest positive relationship. When looking at the 20 jurisdictions/areas evaluated, one differential stood out – fees in the unincorporated areas evaluated (Temescal

⁶ A value of $r=-1$ or 1 is a perfect linear relationship, while a value of $r=0$ indicates that there is no correlation between two variables. A value of $r=-0.5$ to -0.3 and 0.3 to 0.5 reflect modest correlation. A value of $r=-0.3$ to 0.3 indicates weak correlation.

Valley and Winchester) and in the March JPA were, on average, consistently lower than the overall average for all 20 jurisdictions/areas. As shown in **Figure 5**, the average for these three areas ranged from 66.5 percent to 82.8 percent of the average of all 20 jurisdictions/areas for the five (5) land uses evaluated.

Figure 3 Average Development Impact Fee Costs by Category in WRCOG Jurisdictions

Fee	Single Family (per Unit)	Multi-Family (per Unit)	Industrial (per Sq.Ft.)	Retail (per Sq.Ft.)	Office (per Sq.Ft.)
Regional Transportation Fees (TUMF)	\$8,873	\$6,231	\$1.42	\$10.49	\$2.19
Water and Sewer Fees	\$16,292	\$9,331	\$0.76	\$7.65	\$6.79
Other City Fees	\$8,955	\$6,540	\$1.50	\$4.51	\$2.85
School Fees	\$7,985	\$4,718	\$0.54	\$0.54	\$0.54
Other Area/Regional Fees	<u>\$2,829</u>	<u>\$1,493</u>	<u>\$0.43</u>	<u>\$0.93</u>	<u>\$0.53</u>
Total	\$44,933	\$28,314	\$4.65	\$24.11	\$12.89

Figure 4 Average Development Impact Fee Costs in WRCOG Jurisdictions



Figure 5 Unincorporated Jurisdictions/March JPA and Total Jurisdictions Comparison

Item	Single Family	Multifamily	Retail	Industrial	Office
Unincorporated Jurisdictions and March JPA	\$34,069	\$23,434	\$19.77	\$3.09	\$9.19
Total Jurisdictions	\$44,933	\$28,314	\$24.06	\$4.65	\$12.89
Unincorporated Jurisdictions and March JPA/ Total Jurisdictions	75.8%	82.8%	82.2%	66.5%	71.3%

Findings from Fee Comparison with Non-WRCOG Jurisdictions

Figures 6 through 10 compare the average overall WRCOG development impact fees (and their proportionate distributions between the five major fee categories) with other cities/group of cities for all five land uses/development prototypes studied. The comparative cities/subregions include selected jurisdictions in the Coachella Valley, in San Bernardino County, and the City of Beaumont. Appendix D includes specific information on the average fees for all the non-WRCOG jurisdictions/groups evaluated.

Average development impact fees for WRCOG jurisdictions are modestly lower than the average of selected San Bernardino County cities, with the exception of the retail development impact fees. When compared with the average of selected San Bernardino County cities (Fontana, Yucaipa, San Bernardino, Ontario, Chino, and Rialto), the WRCOG average is modestly lower for all land uses with the exception of retail development where it is substantially higher. New development in San Bernardino County cities is required to make payments towards regional transportation infrastructure, though the distinction between the regional and local transportation fees is often unclear. Overall, the combination of regional transportation fees, other City fees, and area/other regional fees is higher in San Bernardino County than in Riverside County for single-Family and multifamily development.

The average development impact fees for selected Coachella Valley cities is below that of the WRCOG average for single family, multifamily, and retail land uses. The average for selected Coachella Valley cities (Indio, Palm Desert, and Palm Springs) is substantially lower for single family, multi family, and retail development, and modestly lower for office and industrial development. For residential development, there are substantial differences in regional transportation fees, water and sewer fees, and other City fees. Regional transportation fees are set at an equal rate for both office and retail in Coachella Valley resulting in higher regional transportation fees for office development in Coachella Valley but lower fees for retail development.

The City of Beaumont has lower fees than the average for WRCOG for single family residential development, substantially lower fees for office and retail development, but higher fees for multifamily development and industrial development. On average for the City of Beaumont, new residential development pays approximately \$40,800 per single family dwelling unit in development impact fees, lower than the WRCOG average of \$44,900 per unit. Fees on office and retail development are between 60 and 100 percent higher on average for WRCOG than in the City of Beaumont. While the City of Beaumont does not participate in the TUMF program, with the exception of retail development, this is not the reason for the lower fee levels for single family residential and office development (difference is driven by lower other City fees and/or water/sewer fees). The City of Beaumont shifted substantial transportation impact fees to its local fee program, placing transportation fees on single family and multifamily development at a similar level to WRCOG jurisdictions. The exception is for fees on retail development, where the City of Beaumont's fees are substantially lower.

Figure 6 Average Single-Family Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

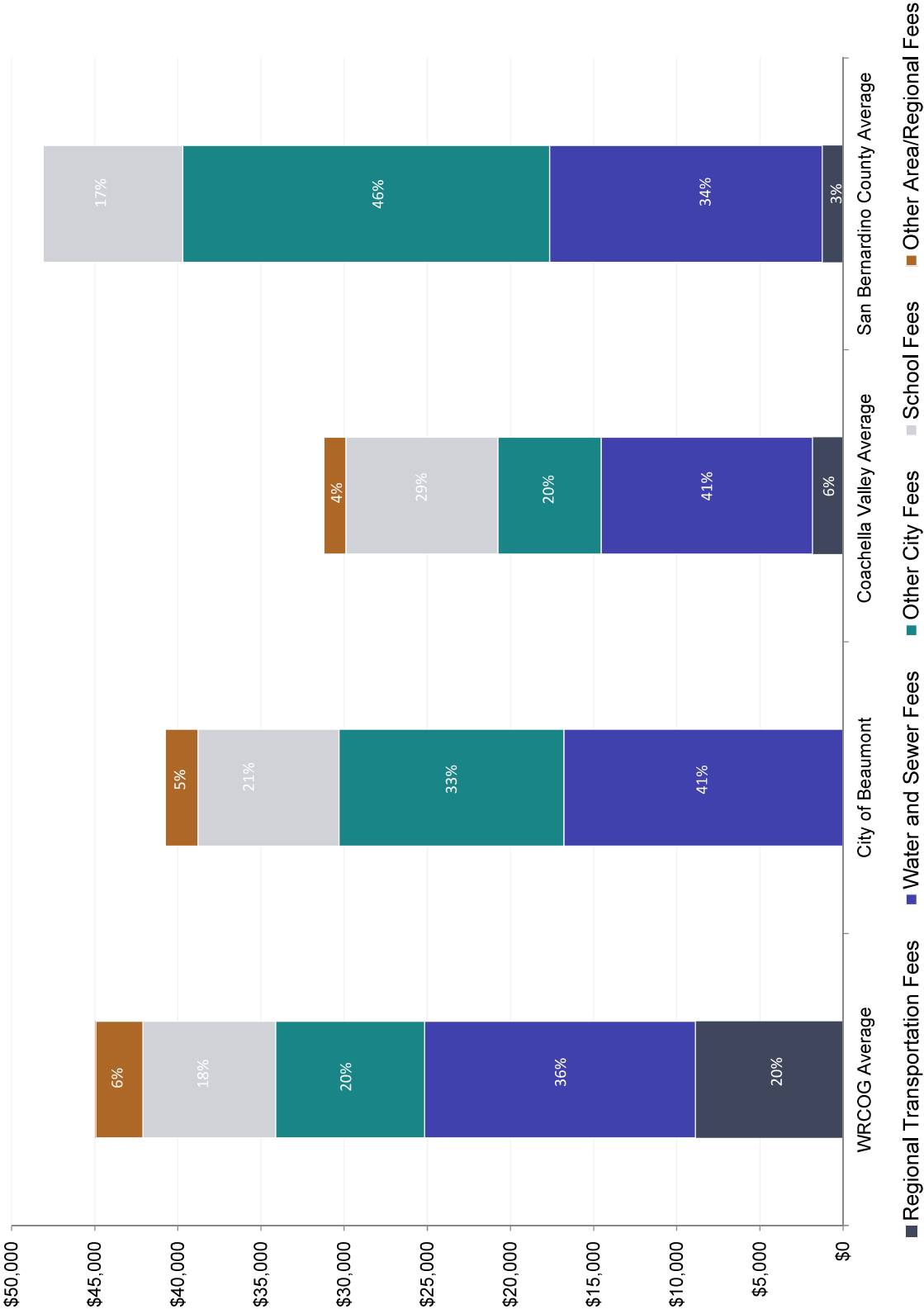


Figure 7 Average Multifamily Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

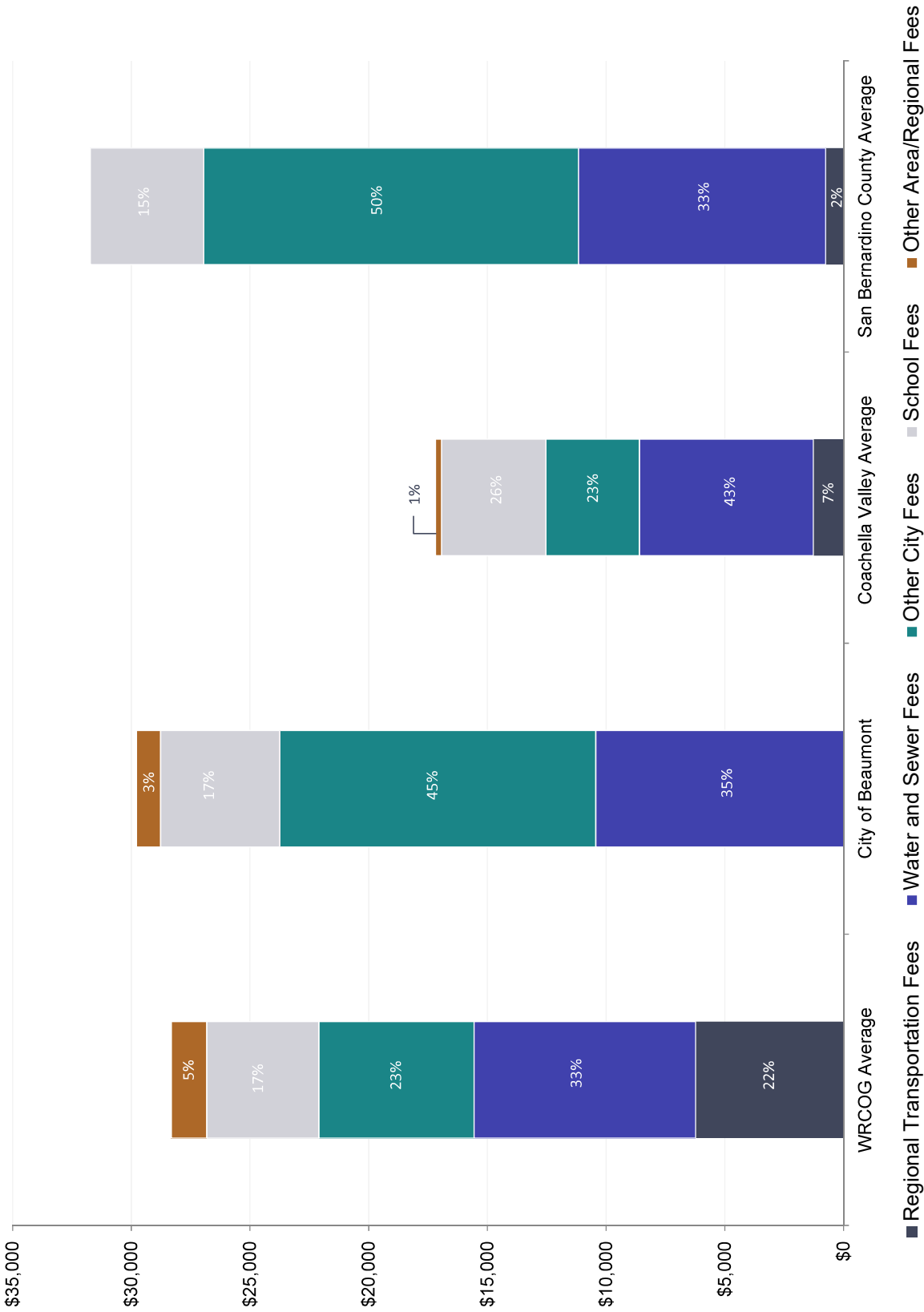


Figure 8 Average Retail Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

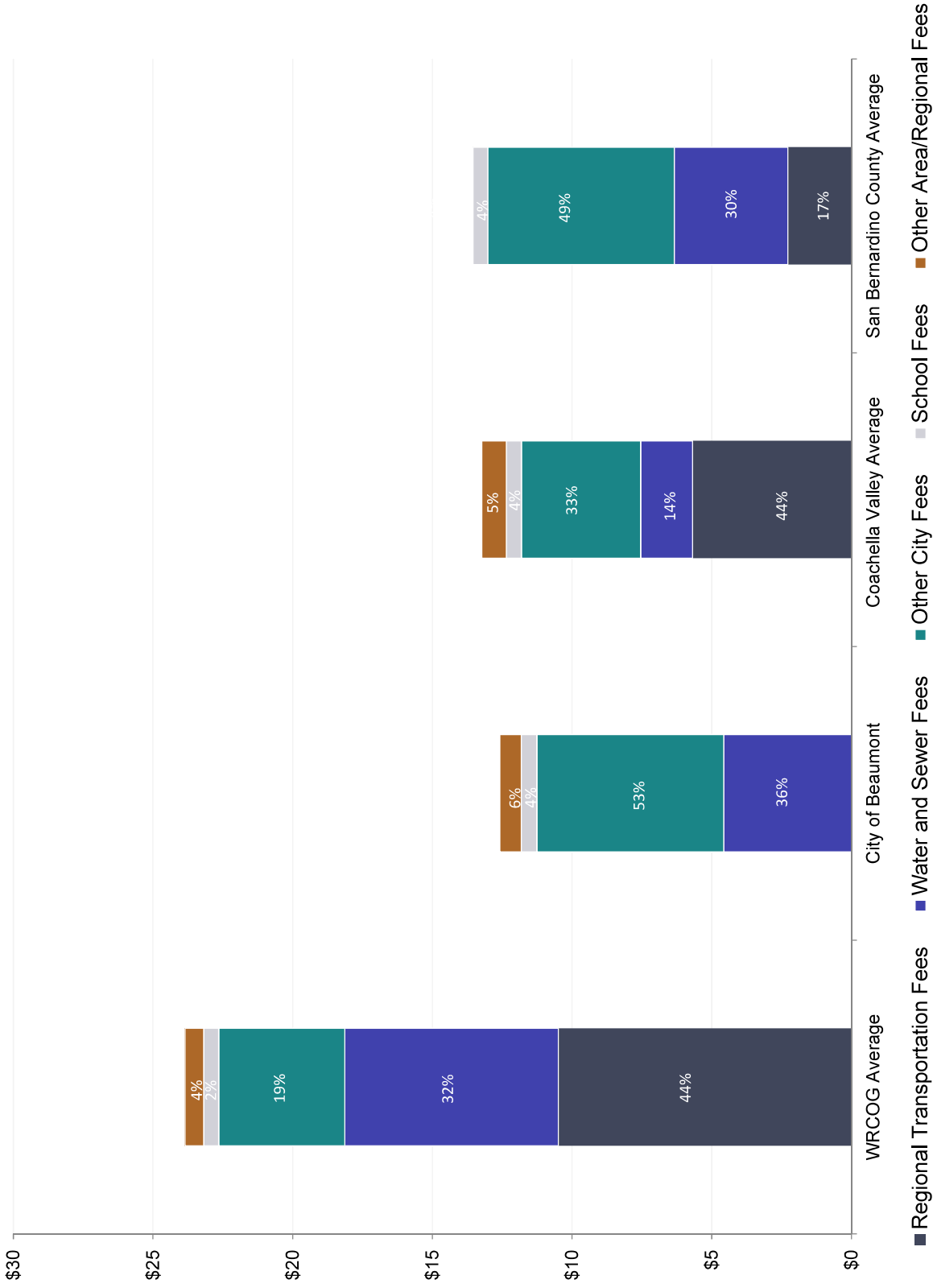


Figure 9 Average Industrial Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

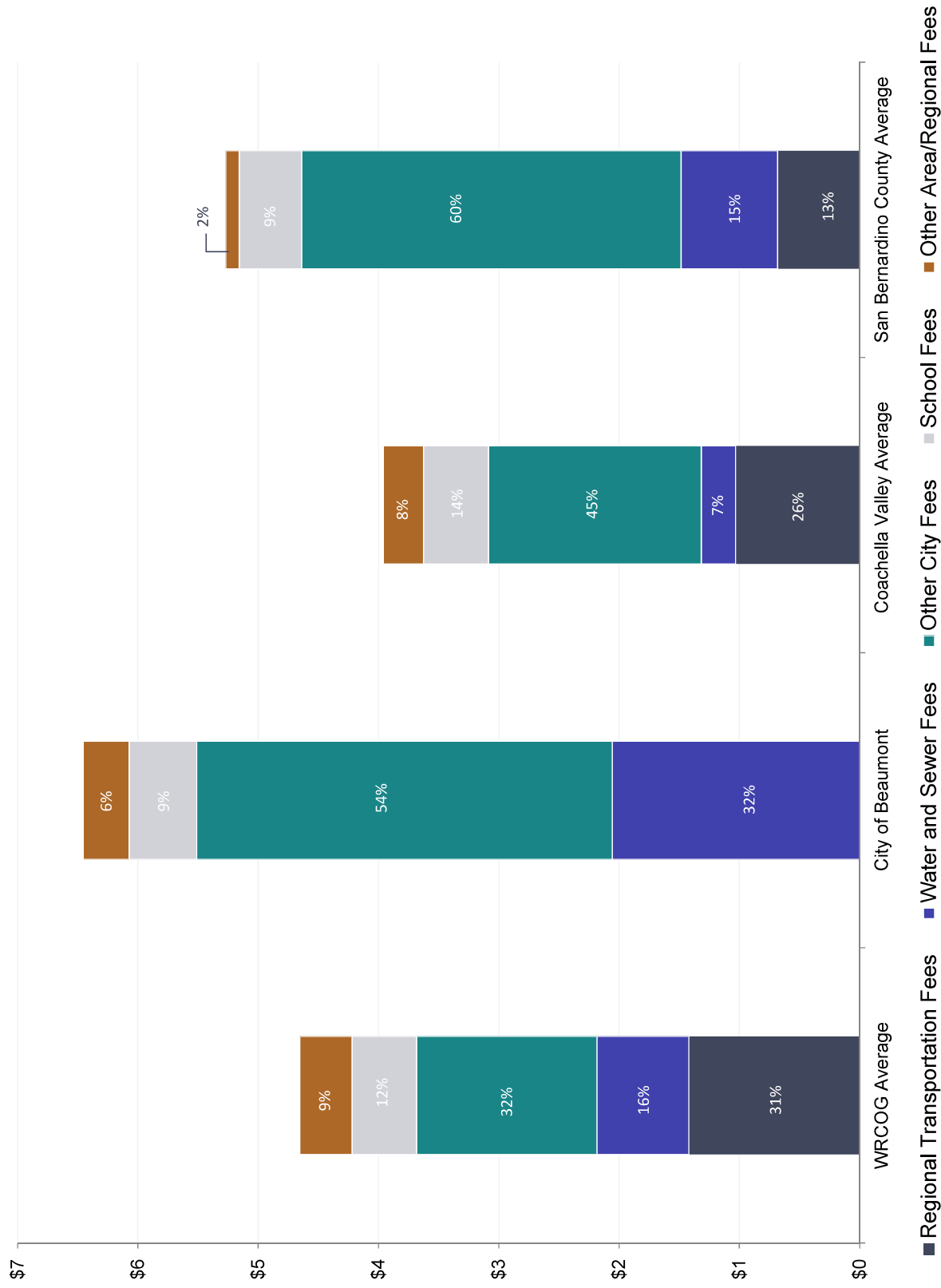
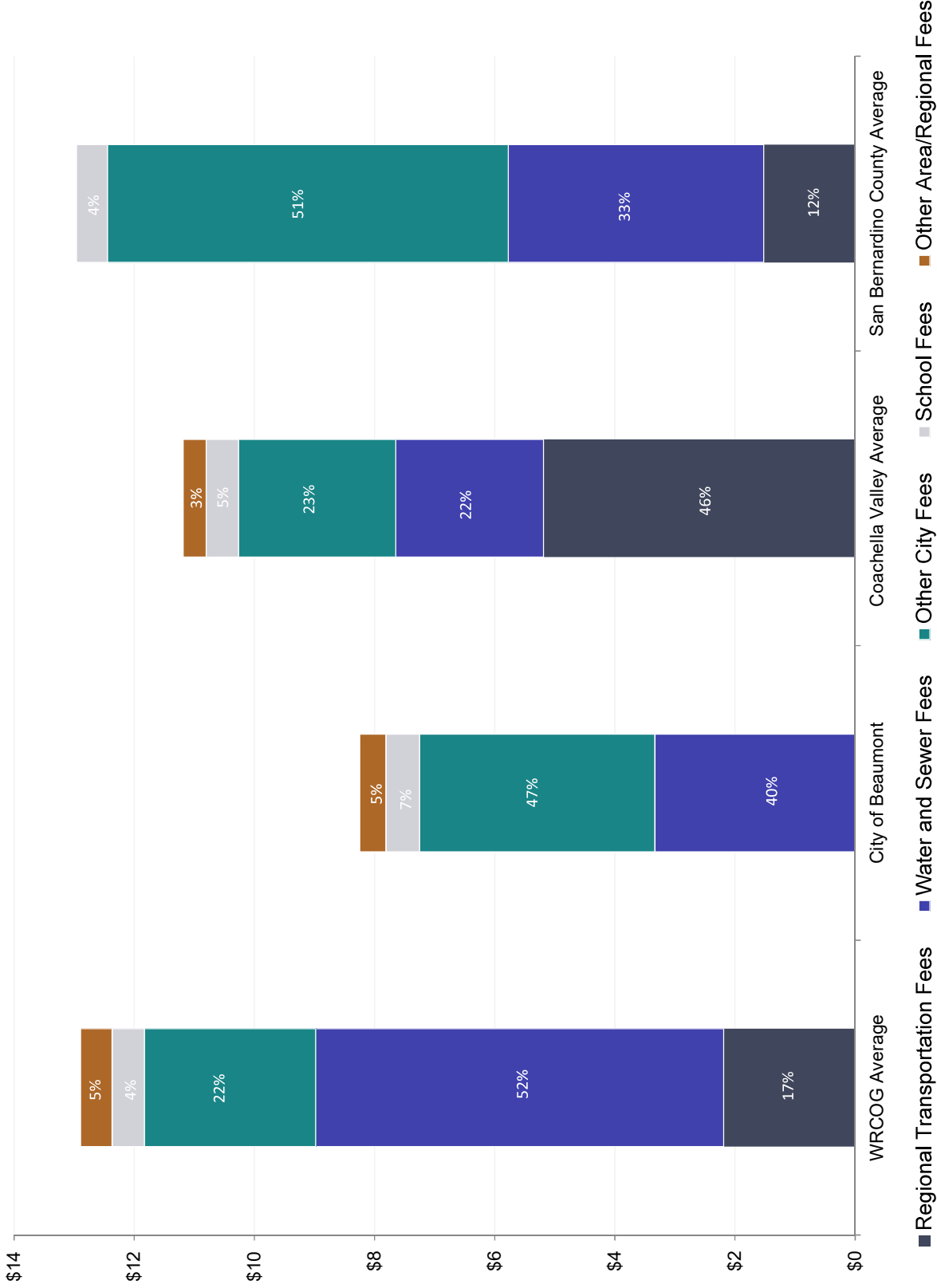


Figure 10 Average Office Development Impact Fee Costs and Proportions in Neighboring Jurisdictions



3. *DEVELOPMENT IMPACT FEES AND DEVELOPMENT COSTS*

This chapter evaluates development impact fees, including the TUMF, in Western Riverside County in the context of overall development costs. The first section below provides an overview of the complex factors that influence decisions to develop, one of which is development cost. The subsequent section describes the methodology used to estimate development costs for different land use types. The next section provides conclusions concerning the level of development impact fees and TUMF in the context of overall costs. And, the final section looks at changes in the TUMF over time relative to measures of changes in other costs.

It is critical to note that this analysis uses generalized development prototypes and development cost and return estimates to draw overall conclusions about development impact fees relative to development costs. This analysis does not represent a project-specific analysis as the development program, development costs, and returns associated with any individual project can vary widely. No conclusions concerning the feasibility of any specific project should be drawn from this analysis.

Economics of Development

Key Factors in New Development

The drivers of growth and development are complex and multifaceted. Broader global, national, and regional economic conditions are key drivers. As witnessed by the recent Great Recession, there are no regional and local policy options available to fully counterbalance a strong economic downturn. Under more moderate or strong market conditions, the regional demand for housing and workspaces translate into the potential for cities and subregions to capture new residential and economic/workforce development.

Developers (whether looking to do speculative development or to provide build-to-suit developments for larger users) will review a number of conditions before determining whether to move forward with site acquisition/optioning and pre-development activities. Factors will include: (1) the availability of appropriate sites, (2) the availability of/proximity to/quality of infrastructure/facilities (e.g., proximity to transportation corridors, schools, and other amenities), (3) local market strength (achievable sales prices/lease rates) in the context of competitive supply, (4) expected development costs (including land acquisition costs, construction materials and labor costs, the availability and costs of financing, and development impact fees, among others), and, (5) where sites are unentitled, the entitlement risk.

For some subregions, cities, and/or areas, market conditions for particular uses may be too weak to have a realistic chance of attracting certain types of development. For example, to the extent the market-supported lease rates for new office development in a particular area of a City do not support Class A office development construction costs, the attraction of this type of space will not be realistic in the short term. Similarly, some users, like major retailers, will only be interested in sites along major transportation corridors. In other cases, there may be a nominal or potential demand, but the willingness of home-buyers/businesses to pay may still not be sufficient to cover the development costs. This willingness to pay will be constrained by competitive supply and prices, whether the price points/lease rates among existing homes/workspaces in the same community or by the price points/lease rates offered in

neighboring communities with different characteristics (proximity to jobs centers, local infrastructure/amenities, school district quality, among other factors).

In other cases, the strength of market demand for new residential and Nonresidential development will spur more detailed review and evaluation of sites by developers. Even in cases where market factors look strong, there is a complex balance between development revenues, development costs, land costs, and required developer returns that must be achieved to catalyze new development. Modest fluctuations in development revenues (i.e., market prices), development costs (materials, labor costs, etc.), and landowner expectations (perceived value of land) can all affect development decisions as can assessments of entitlement risk and complexity, where entitlements are still required. And many of these factors, such as the price of steel, the complexities of CEQA, and landowner's land value preferences, to name a few, are outside of the control of developers and local public agencies.

WRCOG Growth and TUMF Revenues

There has been substantial variation in the development of different land uses in recent years in Western Riverside County. Single family development has long been a key development sector in Western Riverside County and has shown overall improvements since the Great Recession severely reduced the pace of new development. At the same time, however, there are significant disparities in the levels of development by cities within the region. Western Riverside County has also seen multifamily development in recent years, though developments tend to be clustered in a subset of the Western Riverside County cities/communities. Industrial development, in particular large industrial developments, have been the fastest growing sector in recent years with substantial new development in recent years and substantial new development under construction and in the planning stages. Class A/Class B office development has been limited, while retail development has occurred with a preponderance of smaller scale developments spread throughout Western Riverside County in recent years.

The TUMF revenue collections shown in **Figure 11** and associated indications of new development paying the TUMF in **Figure 12** provide one source of information on the relative distribution of new development among WRCOG jurisdictions.

Figure 11 Average Annual TUMF Revenue Collections (2013/14 to 2015/16)

Jurisdiction	Retail	Industrial	Single Family	Multifamily
Banning	\$39,963	\$542	\$5,915	\$0
Calimesa	\$7,775	\$33,438	\$2,958	\$103,850
Canyon Lake	\$16,269	\$0	\$28,101	\$0
Corona	\$159,030	\$526,195	\$303,459	\$2,359,295
Eastvale	\$122,883	\$29,604	\$2,880,768	\$189,007
Hemet	\$199,915	\$0	\$940,538	\$0
Jurupa Valley	\$57,213	\$438,803	\$2,484,439	\$0
Lake Elsinore	\$45,949	\$5,496	\$1,691,102	\$0
March JPA	\$0	\$330,690	\$0	\$0
Menifee	\$112,503	\$0	\$2,346,827	\$294,934
Moreno Valley	\$388,777	\$2,086,369	\$848,850	\$0
Murrieta	\$425,785	\$21,132	\$428,862	\$1,061,347
Norco	\$48,964	\$0	\$5,915	\$0
Perris	\$834,140	\$1,967	\$1,679,630	\$2,077
Riverside	\$494,574	\$310,003	\$1,377,026	\$533,037
San Jacinto	\$252,484	\$0	\$579,703	\$0
Temecula	\$150,502	\$94,972	\$460,099	\$669,608
Wildomar	\$56,831	\$108,521	\$354,920	\$0
Unincorporated County	<u>\$183,897</u>	<u>\$161,414</u>	<u>\$4,573,258</u>	<u>\$3,406</u>
Total	\$3,597,454	\$4,149,146	\$20,992,370	\$5,216,562

Source: WRCOG

Figure 12 Average Annual New Development Associated with TUMF Revenue (2013/14 to 2015/16)

Jurisdiction	Retail (Sq.Ft.)	Industrial (Sq.Ft.)	Single Family (Unit)	Multifamily (Unit)
Banning	3,810	382	1	0
Calimesa	741	23,544	0	17
Canyon Lake	1,551	0	3	0
Corona	15,160	370,499	34	379
Eastvale	11,714	20,845	325	30
Hemet	19,058	0	106	0
Jurupa Valley	5,454	308,966	280	0
Lake Elsinore	4,380	3,870	191	0
March JPA	0	232,842	0	0
Menifee	10,725	0	264	47
Moreno Valley	37,062	1,469,034	96	0
Murrieta	40,590	14,879	48	170
Norco	4,668	0	1	0
Perris	79,518	1,385	189	0
Riverside	47,147	218,276	155	86
San Jacinto	24,069	0	65	0
Temecula	14,347	66,871	52	107
Wildomar	5,418	76,411	40	0
Unincorporated County	<u>17,531</u>	<u>113,653</u>	<u>515</u>	<u>1</u>
Total	342,941	2,921,457	2,366	837

Source: WRCOG and EPS

Methodology

Every development project is different and will have different development costs. For the purposes of this analysis, EPS considered the same set of land use prototypes as for the fee review and comparison and developed an illustrative estimate of the full set of development costs. The steps taken in developing the development cost estimates are described in the subsections below.

Land Uses Evaluated

The development cost evaluation considered the following land uses/development prototypes, consistent with those used in **Chapter 2**:

- Residential Single Family Development – Single Family Units in a 50-unit subdivision
- Residential Multi Family Development – Multi Family Units in a 200-unit apartment building.
- Industrial Development – Industrial Space in a 265,000 square foot “high cube” development.
- Office Development – Office Space in a 20,000 square foot office building.
- Retail Development- Retail Space in a 10,000 square foot retail building.

Development Cost Estimates

An illustrative static pro forma structure was developed. The pro forma incorporated different categories of development costs (see below). It also considered potential land values/acquisition costs based on a residual land value approach that considered potential development values, subtracted direct and indirect development costs and developer return requirements, and indicated a potential residual land value. The development values were refined based on available market data ranges and the need to generate a land value of an appropriate level to support land acquisition and new development. Available information on land transactions was also reviewed. As noted above, this analysis is designed to provide overall insights on general economic relationships and does not draw conclusions concerning the feasibility of individual projects.

It is also important to note that the pro formas developed were specifically configured to represent a potentially feasible set of relationships, in terms of revenues, costs, and returns. This allows for consideration of development impact fees in the context of illustrative projects that would make sense to undertake. To the extent, development costs/ returns are higher than those indicated – a reality which could certainly be true for many projects – development values would need to be higher or feasibility is not likely to be attained. To the extent, this is true, development impact fees as a proportion of development costs/ returns would be lower than those shown.

The key development cost categories estimated for all land uses and associated sources included:

- **Direct Construction Costs** – Site Work/Improvements and Vertical Construction Costs. Estimates were taken from RS Means (a construction cost data provider) estimates, available pro formas, and feedback from developers where provided.

- **Indirect Costs** – Architecture and Engineering Costs, Sales and Marketing, Financing, Development Impact Fee, and other soft costs. Estimates were taken from RS Means, the WRCOG Fee Comparison, available pro formas, and feedback from developers where provided.
- **Developer Return Requirements** – Developer return requirements were set to be equal to 10 percent of development value for all land uses, except where alternative information was provided. This represented between 12 and 15 percent of direct and indirect construction costs consistent with typical developer hurdle returns.
- **Land Costs** – Land costs were based on the estimated residual land values when costs and returns were subtracted from estimates of development value and/or information on actual land transactions. Development values in all cases were adjusted to ensure land values reached between 9.5 and 20 percent of development value, unless other information was available to justify a different percentage. This was used as a general metric of potential feasibility; i.e., if the residual land value fell below this level, developers would have a hard time finding willing sellers of land and so the project as a whole may not be feasible.⁷

It is also important to note that the following additional assumptions were used in this analysis:

- **Development Impact Fees.** The development cost estimates include the average development impact fees for WRCOG jurisdictions identified in **Chapter 2**. In reality, the fees, like other development costs factors, vary by jurisdiction.
- **Land Values.** Land values will vary by area and by development prospects as well as by the level of entitlement and improvement of the land. The land value estimates provided represent illustrative estimates for the purposes of this analysis.
- **Direct Construction Costs.** The direct construction costs shown, whether provided by developers or through RS Means, assume non-union construction costs per square foot. The actual construction cost per square foot would be higher if union-labor is required. Depending on the specific union roles required, direct construction would be expected to increase by 10 percent or more.

Detailed development cost assumptions for each development prototype are provided in **Appendix C**.

Results

As context for the description of the results of this analysis, it is worth repeating that there will be considerable variation throughout Western Riverside County in terms of different development cost components and overall development costs. On an average/illustrative basis, overall development costs included in this analysis may be conservative as they do not include union labor costs and may be conservative with regard to entitlement costs. Given that the focus of

⁷ A similar evaluation was not conducted for retail development as the location decisions of major retailers are typically more tied to location/site characteristics than to modest variations in development costs.

this analysis is on the relationship between development impact fees and total development costs, an underestimate in total development costs would mean that the proportionate significance of development impact fees has been overestimated.

It is again important to note that the analysis shown here is not an evaluation of development feasibility. Such an analysis would require a more-location specific analysis and is highly dependent on site characteristics, local market conditions, and site land values, among other factors.

Figure 13 summarizes the estimated development costs/returns on a per residential unit and per Nonresidential building square foot basis. **Figure 14** converts the cost estimates into percent allocations out of the total development/return. It should be noted that the total cost/return (equivalent to the 100 percent) equals the sum of direct and indirect costs, estimated land costs, and required development return. This total cost/return is equivalent to the sales prices/capitalized building value a developer would need to command to cover all costs/return requirements. To the extent, actual costs are higher (e.g., higher land costs or construction costs), the achievable sales prices/capitalized lease rates would also need to be higher.

Figure 13 Proportionate Development Costs/Return for Development Prototypes

Development Costs, Land Values, and Return	Single Family Per Unit	Multifamily Per Unit	Industrial Per Bldg Sq. Ft.	Retail Per Bldg Sq. Ft.	Office Per Bldg Sq. Ft.
<u>DIRECT</u>					
Basic Site Work/ Lot Improvements	\$30,000	\$9,257	\$11.50	\$25.00	\$14.29
Direct Construction Cost	<u>\$216,000</u>	<u>\$166,402</u>	<u>\$36.00</u>	<u>\$132.58</u>	<u>\$141.93</u>
Hard Cost Total	\$246,000	\$175,659	\$47.50	\$157.58	\$156.21
<u>INDIRECT</u>					
TUMF	\$8,873	\$6,231	\$1.42	\$10.49	\$2.19
Other Development Impact Fees	\$36,060	\$22,083	\$3.23	\$13.62	\$10.70
Other Soft Costs	<u>\$53,460</u>	<u>\$40,579</u>	<u>\$19.20</u>	<u>\$29.62</u>	<u>\$31.22</u>
Soft Cost Total	\$98,393	\$68,893	\$23.85	\$53.73	\$44.12
Total Direct and Indirect Costs	\$344,393	\$244,552	\$71.35	\$211.31	\$200.33
Developer Return Requirement	\$48,600	\$30,447	\$9.20	\$30.01	\$27.45
Land Value	\$93,007	\$29,470	\$32.94	\$59.80	\$47.49
TOTAL COST/RETURN	\$486,000	\$304,468	\$113.49	\$301.12	\$275.27

* Assumes generally feasible market conditions (i.e. ability to generate developer return and positive land value).

Figure 14 Average Development Costs/Return for Development Prototypes

Development Costs, Land Values, and Return	Single Family	Multifamily	Industrial	Retail	Office
<u>DIRECT</u>					
Basic Site Work/ Lot Improvements	6.2%	3.0%	10.1%	8.3%	5.2%
Direct Construction Cost	<u>44.4%</u>	<u>54.7%</u>	<u>31.7%</u>	<u>44.0%</u>	<u>51.6%</u>
Hard Cost Total	50.6%	57.7%	41.9%	52.3%	56.7%
<u>INDIRECT</u>					
TUMF	1.8%	2.0%	1.3%	3.5%	0.8%
Other Development Impact Fees	7.4%	7.3%	2.8%	4.5%	3.9%
Other Soft Costs	<u>11.0%</u>	<u>13.3%</u>	<u>16.9%</u>	<u>9.8%</u>	<u>11.3%</u>
Soft Cost Total	20.2%	22.6%	21.0%	17.8%	16.0%
Developer Return Requirement	10.0%	10.0%	8.1%	10.0%	10.0%
Land Value	19.1%	9.7%	29.0%	19.9%	17.3%
TOTAL COST/RETURN	100.0%	100.0%	100.0%	100.0%	100.0%

* Assumes generally feasible market conditions (i.e. ability to generate developer return and positive land value).

Key findings include:

- Direct construction costs represent the largest proportion of total development costs/returns, typically followed by other land costs, other soft costs (collectively), developer returns, and development impact fees.** Unsurprisingly, direct construction costs are the largest cost, representing between 31.7 percent and 54.7 percent of total costs/returns for the prototypes evaluated. Land costs are likely to be most variable, depending on circumstance, range from 9.7 percent to 29.0 percent for the prototypes. Other soft costs collectively are the next highest component, though their individual components, such as sales and marketing, architecture and engineering, financing costs, are smaller. The expected hurdle developer return at 8 percent to 10 percent is the next highest factor. The range for total development impact fees is below all these other ranges, though when indirect costs are considered individually development impact fees represent the largest component.
- Total development impact fees represent between 4.1 percent and 9.3 percent of total development costs/returns for the prototype feasible projects.** Total development impact fees represent 9.2 percent and 9.3 percent of total development costs/returns respectively for single family and multifamily developments. As discussed in Chapter 2, these capital facilities fees included water and sewer fees, school district fees, other local jurisdiction fees, TUMF, and other agency/subarea fees. As is common, Nonresidential development impact fees are lower as a percent though show a significant range from 4.1 percent for industrial development, 4.7 percent for office development, and 8.0 percent for retail development.
- TUMF represent between 1.3 percent and 3.5 percent of total development costs/returns for the prototype feasible projects.** TUMF represent between 17.0 percent and 43.6 percent of total development impact fees as indicated in the Fee

Comparison with the highest ratios for retail and industrial development and lowest for office development. As a proportion of overall development costs, TUMF represent 2.0 percent or below for all development prototypes except for retail development where the TUMF represents 3.5 percent of total development costs/return. Transportation fees on retail development are often higher due to their relatively high trip generation rates.

Fees and Costs through Time

Another way to consider TUMF in the context of overall development costs and other economic metrics is to compare the relative changes in these factors over time. Methodologically, this is complicated by data availability and the limitations on obtaining accurate historical information. However, there are a number of indices that provide indications of historical changes through time, including changes in construction costs (the Construction Cost Index), changes in overall consumer prices (Consumer Price Index), and changes in other metrics, such as median home sales prices.

Figures 15 through 19 shows the TUMF changes since 2002 relative to changes in other metrics. Key observations include:

- **Overall construction costs increased by over 40 percent in nominal dollar terms between 2002 and 2014, above the equivalent Residential TUMF increase of about 30 percent.** Increases in the TUMF over time were below the pace of increase in the construction cost index between 2002 and 2006, rose substantially above it between 2007 and 2009, and then reduced down to a consistent level as of 2010. Since 2010, the TUMF has remained flat while the construction cost index has continued to increase.
- **When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the residential TUMF has increased consistently with inflation over the period 2002 to 2014.** Stated in another way, the real, inflated-adjusted value of the residential TUMF was consistent in 2002 and 2014; i.e., showing no increase above inflation. The fact that the residential TUMF was consistent with inflation but below overall construction costs indicates that overall construction costs have increased by more than the rate of inflation over this period.
- **Between 2002 and 2014, the single family home price index has increased marginally more than residential TUMF.** Residential TUMF increases fell well behind the increases in home prices between 2002 and 2006, and then saw increases that pushed them above the now-declining home prices as of about 2008. From 2012 to 2014 (and beyond), median single family home prices have improved, pushing the overall home price increase since 2002 slightly above the overall change in residential TUMF.
- **Overall construction costs increased by over 40 percent in nominal dollar terms between 2002 and 2014, above the increases in all the Nonresidential TUMFs.** The construction cost index between 2002 and 2014 increased substantially more than the Service TUMF that declined over the period. As of 2008, the Industrial TUMF and the Retail TUMF had increased similarly to the construction cost index. Thereafter, the Industrial TUMF declined while the Retail TUMF increased, but by less than overall construction costs.

- **When considered relative to the Consumer Price Index (a reasonable estimate of inflation), the Retail TUMF has increased consistently with inflation, while the Service and Industrial TUMF have declined in inflation-adjusted (real) terms.** The Retail TUMF has increased by about 30 percent over the period 2002 to 2014, consistent with the aggregate level of inflation over this period. The Service TUMF has, however, decreased in nominal dollars and even more so in real, inflation-adjusted terms. The Industrial TUMF has increased in nominal terms though at a pace lower than inflation, indicating a decline in the Industrial TUMF in real (inflation-adjusted) terms.

Figure 15 TUMF and Construction Cost Index Comparison (Residential)

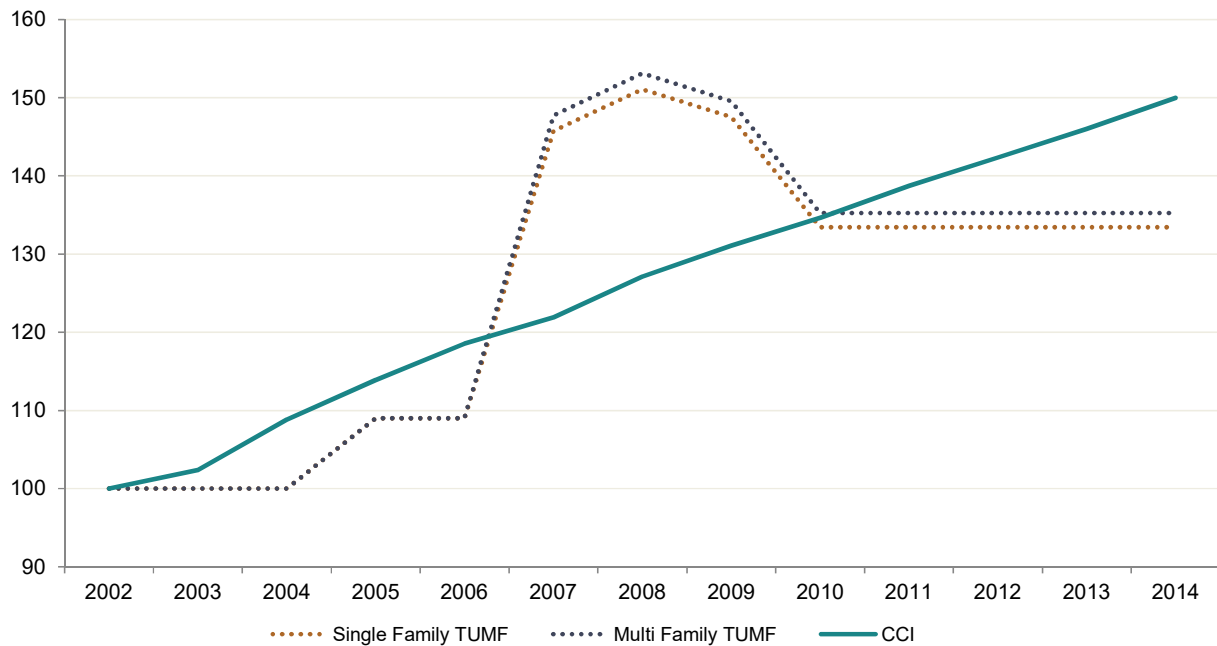


Figure 16 TUMF and Construction Cost Index Comparison (Nonresidential)



Figure 17 TUMF and Consumer Price Index (CPI) Comparison (Residential)

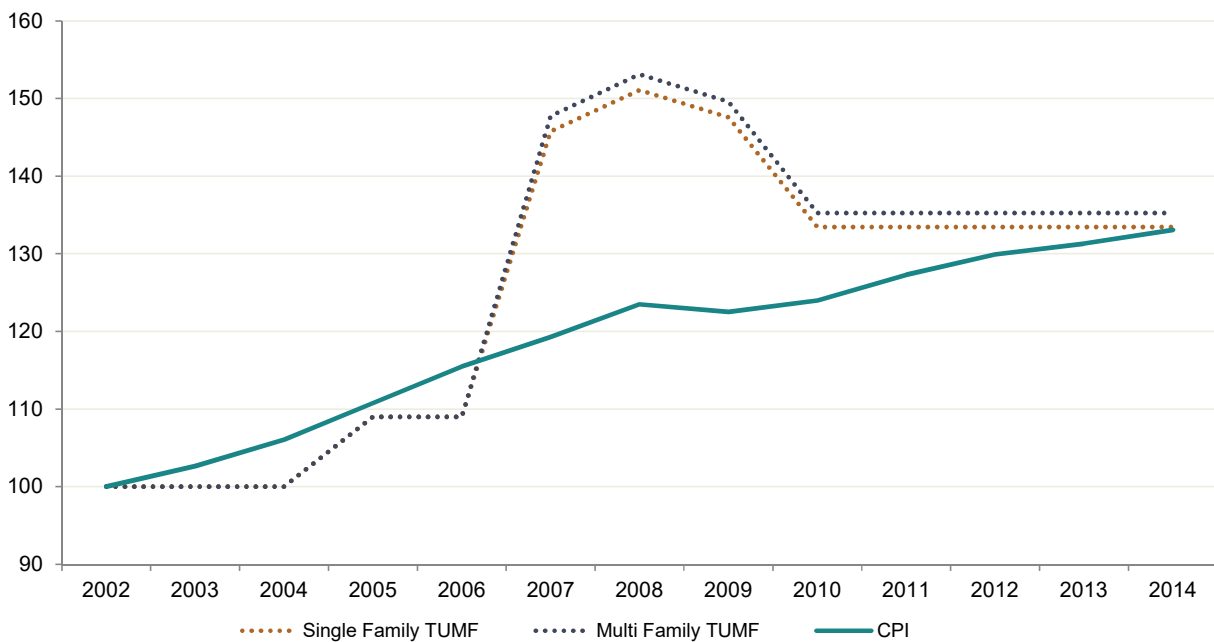


Figure 18 TUMF and Consumer Price Index (CPI) Comparison (Nonresidential)

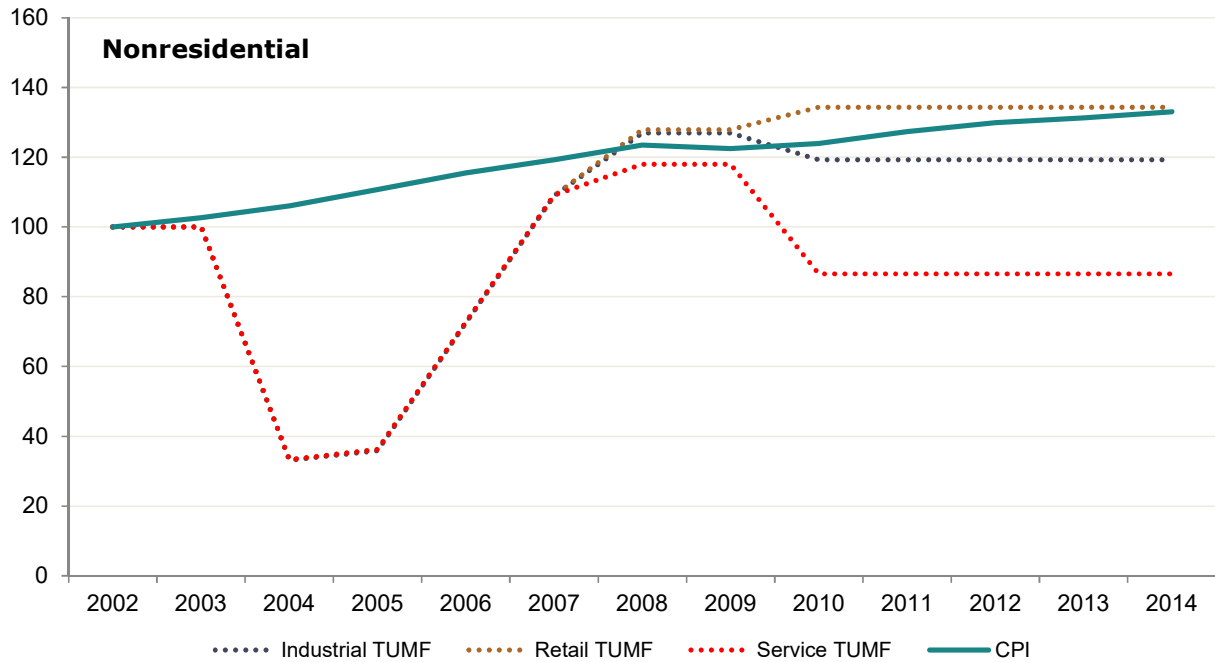
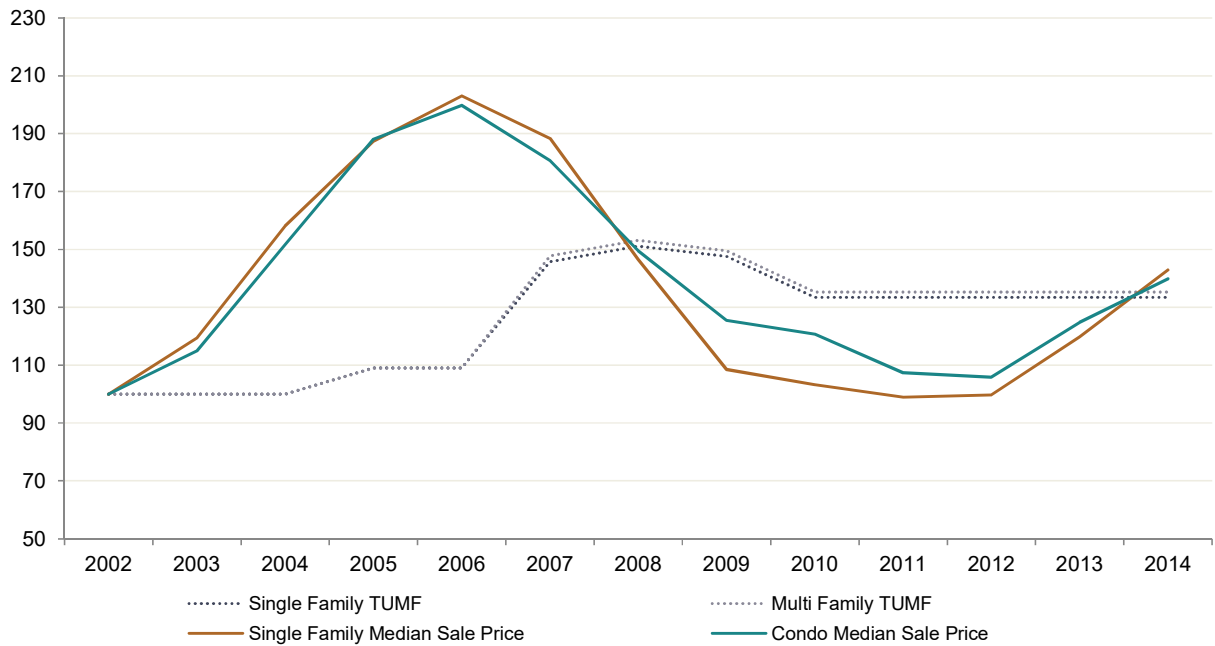


Figure 19 TUMF and SF/Condo Median Sale Price Comparison (Residential)



4. *BROADER ECONOMIC IMPACTS*

Global, national, and regional transportation infrastructure provides the necessary network for the movements of good and people that support the functioning of modern economies. These transportation networks connect people to jobs and services as well as the production, trade, and consumption of goods and services. A strong regional transportation infrastructure enhances regional economic opportunities and supports greater levels of new development than a weak or deteriorated set of infrastructure.

A precise estimation of the additional development value and growth associated with transportation investments is complex and beyond the scope of this analysis. This Chapter does, however, provide insights into the regional economic impacts of the TUMF program, using an economic multiplier model, and into the significance of regional transportation infrastructure through consideration of the scale of the goods movement industry and related sectors to the Western Riverside County economy.

Economic Impacts of TUMF Program

The TUMF Program includes the levying of regional development impact fees on new development in Western Riverside County to support the funding of regional transportation improvement projects. In addition to the TUMF, regional transportation improvement projects are funded by local funding (predominantly Measure A sales tax funds), State and federal sources.

Economic Impact Analysis

Input/Output (I/O) analysis is premised on the concept that industries in a geographic region are interdependent and thus the total contribution of any one establishment's activity is larger than its individual (direct) output and/or employment. Consequently, an establishment's economic activity has a "multiplier" effect that generates successive rounds of spending and output in other economic sectors within a particular region. The County purchases goods from producers, who in turn purchase raw materials from suppliers. Thus, an increase/decrease in the demand for project-related services will stimulate an increase/decrease in output and employment in the interdependent secondary industries.

Input/Output models consider investments and the resulting job-generation, economic output, and economic value-added. They are premised on the concept that industries in a geographic region are interdependent and thus the total contribution of any one activity is larger than its individual (direct) output and/or employment. Consequently, an economic activity has a "multiplier" effect that generates successive rounds of spending and output in other economic sectors within a particular region. The Input/Output analyses provide estimates of the gross economic impacts, including the direct effects and the multiplier effects (indirect and induced effects), for a given investment/activity. The indirect multiplier effects refer to the economic effects associated with the purchases of raw materials from County suppliers as required to support the primary economic investment/activity. The induced multiplier effects refer to the economic effects associated with spending of household income generated by incomes from the primary project. Thus, an increase/decrease in the demand for project-related services will

stimulate an increase/decrease in output and employment in the interdependent secondary industries.

Regional Transportation Spending and Analytical Scenarios

The TUMF program is currently estimated to include a total investment of about \$3.129 billion over thirty years. The 2015 Draft Nexus Study (WRCOG/Parsons Brinckerhoff) estimated the total TUMF revenue investments to include approximately \$3.05 billion in eligible arterial highway and street related improvements and \$77.8 million in eligible transit related improvements. These estimates depend on the achievement of the development forecasts and the associated generation of TUMF revenues.

Most regional transportation investments, however, require multiple funding sources. TUMF revenues along with other local/regional revenues (e.g. Measure A sales tax dollars) act to attract substantial State and federal transportation funding to Western Riverside County. A review of five recent projects provides an indication of the range and distribution of funds used to fully fund regional transportation investments. Estimates for funding sources other than TUMF are based on five recent project funding profiles provided by WRCOG. Projects include Sunset Avenue, Perris Boulevard, Auto Center Drive, Newport Road, and Ramona Expressway.

Figure 20 Collective Funding Sources for Five Regional Transportation Projects*

Source of Funding	Contribution	Percentage
TUMF	\$22,000,000	17.7%
Local	\$29,400,000	23.6%
State/Federal	<u>\$73,100,000</u>	<u>58.7%</u>
Total	\$124,500,000	100.0%

*Based on five recent project funding profiles provided by Western Riverside Council of Governments. Projects include Sunset Avenue, Perris Boulevard, Auto Center Drive, Newport Road, and Ramona Expressway.

As shown in **Figure 20**, a total of \$124.5 million, about \$25 million per project, was spent on five recently funded transportation projects in Western Riverside County that relied, in part, on TUMF funding. On average, a little under one-fifth of the funding was provided through TUMF (17.7 percent), a little under one-quarter was provided by other local funding (predominantly Measure A sales tax funds), and almost 60 percent (58.7 percent) was funded through State and federal sources.

For the purposes of this economic impact analysis, three different sets of economic impact estimates were developed, including:

- **Economic Impacts from TUMF Revenues: Investment of \$3.1 billion.** This scenario considers the economic impacts of TUMF revenue expenditures exclusively.

- **Economic Impacts of Total Spending on Regional Transportation Projects: Investment of \$17.7 billion.** This scenario considers the economic impacts of estimated total spending on regional transportation projects that are partially funded by TUMF revenues. In order to estimate the level of overall expenditures, it was assumed that these TUMF revenues continue to represent 17.7 percent of the total project expenditures.
- **Economic Impacts of State and Federal Spending on Regional Transportation Projects: Investment of \$10.4 billion.** This scenario considers the economic impacts of the State and federal funding that supports regional transportation investments that are also partially supported by TUMF revenues. The level of investment is based on the proportions from the five project studies. This estimate offers a metric of the economic impact associated with regional transportation investments where funding comes completely from outside of the County.

Economic Impact Results

- **Gross Economic Impacts of TUMF Investments.** The \$3.13 billion in TUMF investments in regional transportation infrastructure projects over the next thirty years is estimated to result in \$4.56 billion in economic output in Riverside County. This represents about \$1.9 billion in value-added production and \$1.3 billion in labor income. On annual basis (in 2016 constant dollar terms), this represents \$152.1 million in economic output, \$43.2 million in labor income, and an average of 970 jobs each year for thirty years (28,900 job-years) (see **Figure 21**).
- **Gross Economic Impacts of Regional Transportation Investment.** The \$17.68 billion in investments in regional transportation infrastructure projects over the next thirty years is estimated to result in \$25.78 billion in economic output in Riverside County. This represents about \$10.9 billion in value-added production and \$7.3 billion in labor income. On annual basis (in 2016 constant dollar terms), this represents \$860 million in economic output, \$244 million in labor income, and an average of 5,400 jobs each year for thirty years (163,300 job-years) (see **Figure 22**).
- **Economic Impacts of attracted State and Federal Transportation Funding.** State and federal funding could contribute about \$10.38 billion to the overall regional transportation investments considered. This funding flows in from outside of the County and provides an overall County output of \$15.14 billion, a subset of the total noted above. This represents about \$6.4 billion in value-added production and \$4.3 billion in labor income. On annual basis (in 2016 constant dollar terms), this represents \$505 million in economic output, \$143 million in labor income, and an average of 3,100 jobs each year for thirty years (95,900 job-years) (see **Figure 23**).

Figure 21 Gross Economic Impacts of TUMF Spending on Western Riverside County Transportation Infrastructure

Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	17,700	\$848,200,000	\$1,124,100,000	\$3,128,800,000
Indirect Effect	5,900	\$248,100,000	\$421,400,000	\$776,900,000
Induced Effect	<u>5,300</u>	<u>\$199,000,000</u>	<u>\$376,400,000</u>	<u>\$657,000,000</u>
Total Effect	28,900	\$1,295,300,000	\$1,921,900,000	\$4,562,700,000
ANNUAL				
Direct Effect	590	\$28,273,000	\$37,470,000	\$104,293,000
Indirect Effect	200	\$8,270,000	\$14,047,000	\$25,897,000
Induced Effect	<u>180</u>	<u>\$6,633,000</u>	<u>\$12,547,000</u>	<u>\$21,900,000</u>
Total Effect	970	\$43,176,000	\$64,064,000	\$152,090,000

* Does not account for additional non-TUMF supplemental infrastructure spending.

(1) Analysis is driven by \$3.1 billion in TUMF spending (approximately \$104.3 million/year over the next 30 years).

Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

Figure 22 Gross Economic Impacts of Total Spending on Western Riverside County Transportation Infrastructure (Partially TUMF Funded)

Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	100,000	\$4,793,300,000	\$6,352,400,000	\$17,681,300,000
Indirect Effect	33,300	\$1,402,000,000	\$2,381,400,000	\$4,390,400,000
Induced Effect	<u>30,000</u>	<u>\$1,124,600,000</u>	<u>\$2,127,100,000</u>	<u>\$3,712,800,000</u>
Total Effect	163,300	\$7,319,900,000	\$10,860,900,000	\$25,784,500,000
ANNUAL				
Direct Effect	3,300	\$159,800,000	\$211,700,000	\$589,400,000
Indirect Effect	1,100	\$46,700,000	\$79,400,000	\$146,300,000
Induced Effect	<u>1,000</u>	<u>\$37,500,000</u>	<u>\$70,900,000</u>	<u>\$123,800,000</u>
Total Effect	5,400	\$244,000,000	\$362,000,000	\$859,500,000

* Proportion of total funding including, TUMF, Local, State and Federal based on recent projects.

(1) Analysis is driven by \$3.1 billion in TUMF spending (approximately \$104.3 million/year over the next 30 years).

Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

Figure 23 Gross Economic Impacts of Federal and State Spending on Western Riverside County Transportation Projects (Partially TUMF Funded)

Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	58,700	\$2,814,700,000	\$3,730,200,000	\$10,382,700,000
Indirect Effect	19,600	\$823,300,000	\$1,398,400,000	\$2,578,100,000
Induced Effect	<u>17,600</u>	<u>\$660,400,000</u>	<u>\$1,249,100,000</u>	<u>\$2,180,200,000</u>
Total Effect	95,900	\$4,298,400,000	\$6,377,700,000	\$15,141,000,000
ANNUAL				
Direct Effect	1,900	\$93,800,000	\$124,300,000	\$346,100,000
Indirect Effect	600	\$27,400,000	\$46,600,000	\$85,900,000
Induced Effect	<u>600</u>	<u>\$22,000,000</u>	<u>\$41,600,000</u>	<u>\$72,700,000</u>
Total Effect	3,100	\$143,200,000	\$212,500,000	\$504,700,000

* Proportion of Federal and State funding based on recent projects.

(1) Analysis is driven by \$3.1 billion in TUMF spending (approximately \$104.3 million/year over the next 30 years).

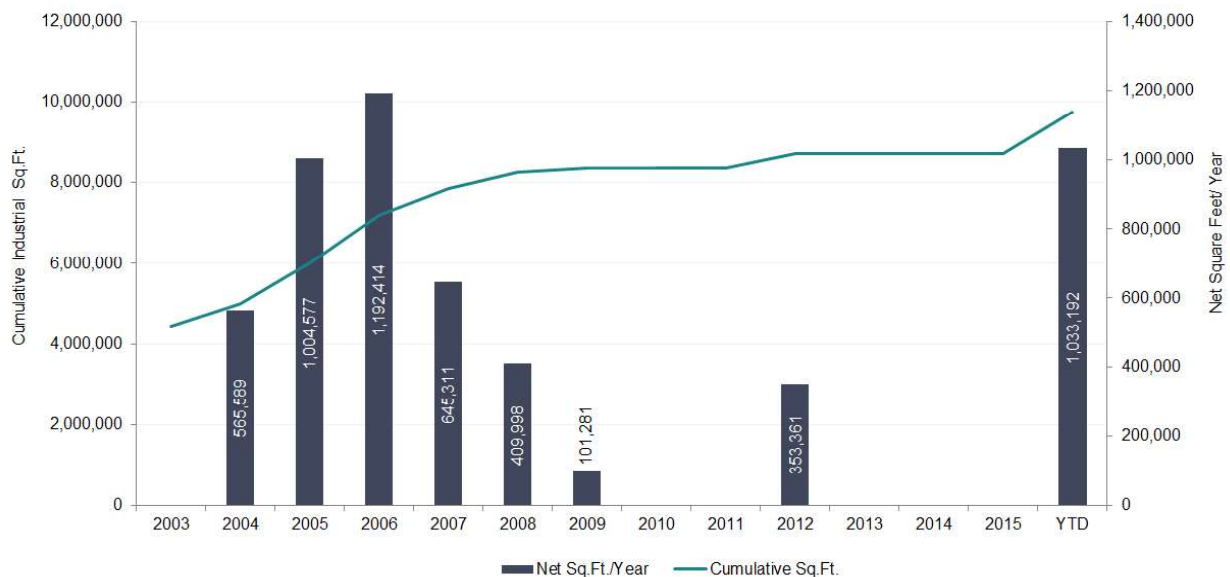
Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

Case Study of TUMF-related Development Impacts

In 1997, the County initiated the planning process of the Cantu-Galleano Road and the Interstate 15 interchange project (the Project). The plan consisted of a 6-lane connector, auxiliary lanes, on and off ramps to the I-15, and a 423-foot overcrossing extending Cantu-Galleano Ranch Road from Wineville Road west to Hamner Avenue. By 2004, the Project still lacked funding to cover total construction costs. When the TUMF Program was implemented, the Northwest Zone Technical Advisory Committee (TAC) programmed \$15.5 million in TUMF revenues for construction for this Project as one of the first project-ready line items. The TUMF funding provided a critical component of the overall project cost of about \$40.0 million. With funding secured, construction began in early 2006.



In addition to alleviating big rig truck traffic and providing local access to freeways, the Interchange Project also spurred new industrial development in the area. From 2004 to December 2016, over 5.3 million square feet of industrial space was constructed, more than doubling the existing space in 2003. Some of this development occurred prior, but in anticipation of Project construction. The Great Recession constrained development in the 2009 to 2015 period, but as shown by the substantial development in 2016 and the aerial photos, the substantial future industrial development is expected in this area.



Goods Movement Impacts

The goods movement industry is characterized by a network of warehouse and distribution facilities and shippers that receive, store, and ultimately ship goods to intermediate or end users. The section examines employment, Gross Regional Product (GRP), and building space associated with the goods movement sectors in Riverside County.

Goods Movement Jobs and GRP

Figure 24 summarizes the distribution of jobs and GRP to goods movement related services. As shown, the County had an estimated 61,000 jobs and \$5.8 billion in GRP in these sectors in 2013, representing nearly 7 percent of the total economy. Of this amount, the largest proportion

represents jobs and related output in “Wholesale trade and distribution services” and “truck transportation services”. Other goods movement sectors that are typically significant in larger economies, such as air, rail and pipeline services are relatively small in Riverside County. Based on economic input-output analysis of Riverside County about 30 percent of the jobs and the Gross Regional Product (GRP) can be attributed to goods movement related or dependent sectors.

Figure 24 Distribution of County Jobs and Gross Regional Product

Item	Jobs		GRP	
Goods Movement Industry (1)	61,000	7%	\$5,800,000,000	8%
Goods Movement Dependent Industries (2)	<u>210,000</u>	<u>23%</u>	<u>\$14,700,000,000</u>	<u>22%</u>
Total Goods Movement-Related	271,000	30%	\$20,500,000,000	30%
Non-Goods Movement Related Industries (2)	<u>627,000</u>	<u>70%</u>	<u>\$47,800,000,000</u>	<u>70%</u>
Total Riverside County	898,000	100%	\$68,300,000,000	100%

* IMPLAN divides County economy into 536 industry sectors and tracks data for each sector.

Gross Regional Product (GRP) represents the value-added production of Riverside County businesses/entities which equals the total value of goods and services minus the intermediate goods/ services purchased from outside of the County.

(1) Includes 10 of the 536 industry sectors tracked by IMPLAN for the Riverside County economy identified as providing the bulk of Goods Movement Services. The large majority of the jobs and GRP fall in one of three industry sectors: Wholesale Trade Distribution Services (28,200 jobs), Warehousing and Storage Services (12,700 jobs), and Truck Transportation Services (10,230 jobs).

(2) The distinction between Goods Movement Dependent Industries and Non-Goods Movement Related Industries is imprecise as most industries are somewhat dependent on goods movement. For this analysis, Goods Movement Dependent Industries include industries that involve the purchase or sale of physical commodities while Non-Goods Movement Related Industries are those focused on services.

Sources: IMPLAN; EPS

Warehouse and Distribution Space

In addition to detailed goods movement jobs and GRP data for Riverside County, the location of warehouse distribution space in the County can provide a good proxy for the geographic concentrations of this sector within Western Riverside County. In Riverside County this logistics network is primarily clustered in Western Riverside County due to the existence of major thoroughfares and the majority of urban centers. As shown in **Figure 25**, of the 135.6 million square feet of total warehouse, distribution and truck terminal facilities located in Riverside County, 95 percent are located in Western Riverside County. This indicates the concentration of commercial activity in the western portion of Riverside County.

The significance of logistics networks in Western Riverside County is also emphasized by the proportion of logistics square footage to total commercial and industrial real estate square footage. About 46 percent of all commercial and industrial real estate in Western Riverside County is captured by logistics space (broadly defined, while the State-wide average is 32 percent).

Figure 25 Concentration of Logistics Workspace

Item	Building Sq. Ft.
Western Riverside County	
Logistics (1)	128,379,602
Total Commercial/ Industrial Real Estate (2)	278,940,810
Logistics as % of Total	46%
All Riverside County	
Logistics (1)	135,592,131
Total Commercial/ Industrial Real Estate (2)	328,232,252
Logistics as % of Total	41%
State (California)	
Logistics (1)	2,020,791,489
Total Commercial/ Industrial Real Estate (2)	6,363,711,397
Logistics as % of Total	32%

(1) Includes space identified as industrial and flex that is used for distribution, light distribution, truck terminals, and warehouses.

(2) Includes space identified as retail, office, industrial, and flex.

Sources: CoStar, 2016; Economic and Planning Systems, Inc.

5. CONCLUSIONS

The Western Riverside Council of Governments (WRCOG) commissioned this Report to provide increased regional understanding of development impact fees on new development in Western Riverside County. As noted in **Chapter 1**, the purpose of this Report is to: (1) indicate the types and relative scale of the development impact fees placed on different land uses; and, (2) indicate the scale of fees relative to overall development costs and their relative degree of change through time. This Report is intended to provide helpful background information to the current Transportation Uniform Mitigation Fee (TUMF) updating process by placing TUMF in the context of the broader development impact fee structure, overall development costs, and other regional dynamics.

At this point in time, it is common practice for new and updated Development Impact Fee Nexus Studies to be accompanied by some consideration of development impact fees in neighboring and peer communities and, less frequently, by consideration of development impact fees in the context of overall development costs and economics. This is true where individual jurisdictions are introducing/ updating a single development impact fee category (e.g. transportation or parks) as well as when jurisdictions undertake more comprehensive updates to a larger number of different fee categories.

Similarly, there have been a number of efforts to provide a regional/ subregional review of development impact fee practices and levels to inform regional conversations about the appropriate use and level of development impact fees. All of these regional studies require definitions of development impact fees included and land use and development prototypes utilized to ensure as close of an “apples-to-apples comparison” as possible. Examples of such studies include:

- **Residential Development Impact Fees in California Cities and Counties.** This August 2001 publication by the State of California Division of Housing was entitled: “Pay to Play: Residential Development Fees in California Cities and Counties, 1999” and was prepared by John Landis, Michael Larice, Deva Lawson, and Lan Deng at the Institute of Urban and Regional Development, University of California, Berkeley. This study considered 89 cities and counties spread throughout California.
- **Regional Development Fee Comparative Analysis for San Joaquin County.** This 2013 publication by San Joaquin Partnership represented a fourth publication prepared for the Partnership’s public and private sector investors. The regional development fee comparison compared a snapshot of development fees in 21 jurisdictions, including eight (8) in San Joaquin County and thirteen (13) in comparative/ neighboring California counties.
- **Ongoing Development Impact Fee Databases.** In addition to these regional efforts, there are a number of consulting companies that keep ongoing databases of development impact fees in regions, such as the Sacramento Valley, to inform their work for public and private sector clients. In these cases, development impact fee schedules are typically updated every year or two due to the dynamic nature of the development impact fees and the numerous different agencies that charge development fees.

In this context, it is recommended that this Report/ Study be updated periodically to ensure the regional understanding of development impact fees in Western Riverside County remains current in the context of: (1) frequent adjustments to fee levels by individual jurisdictions, (2) changing development cost and economic conditions, and, (3) less frequent, but highly significant changes in State law that affect the use and availability of other public financing tools. Rather than becoming "out-of-date" soon after publication, the Western Riverside Council of Governments could make this Study a "living document" with periodic updates.

APPENDIX A:

Development Prototypes



Single Family Prototype

- Reflects median home size for Western Riverside County home sales since 2014

Product Type:	Single Family Detached Unit
Development Type:	Residential Subdivision
No. of Acres:	10 Acres
No. of Units:	50 Units
Building Sq.Ft.	2,700 Sq.Ft.
No. of Bedrooms:	4
No. of Bathrooms:	3
Garage Space (Sq.Ft):	500 Sq.Ft.
Habitable Space (Sq.Ft):	2,200 Sq.Ft.
Lot Size:	7,200 Sq.Ft.
Density:	5 DU/AC
Lot Width:	60 Ft.
Lot Depth:	120 Ft.
Total Lot Dimensions (Sq.Ft.):	7,200 Sq.Ft.
Water Meter Size	One 1 Inch Meter



Example Prototype Home, City of Riverside

Multi-Family Prototype

- Reflects median building size for multi-family developments since 2010



Example Prototype Multi-Family Development, City of Temecula

Product Type:	Multi Family Apartment Unit
Development Type:	Multi Family Apartment Building
No. of Acres:	10 Acres
Apartment Square Feet:	260,000 Sq.Ft.
FAR:	0.60
Number of Stories:	3
Dwelling Units:	200
Density:	20.0 DU/AC
Average Unit Size:	1,100 Sq.Ft.
Water Meter Sizes:	Twenty 2 Inch Meters*
Roof Area:	86,667 Sq.Ft.
Lot Width:	515.3 Ft.
Lot Depth:	717.2 Ft.

*Note: Assumes one 2 inch meter per 10 units. Assumption is for analytical simplicity. Actual buildings may have a smaller number of larger meters.

Industrial Prototype

- Reflects median building size for industrial developments since 2010

Product Type:	Warehouse/ Distribution
Criteria:	Meets criteria for High-Cube
No. of Acres:	15.2 Acres
Rentable Square Feet:	265,000 Sq.Ft.
FAR:	0.4
Water Meter Sizes:	One 2 Inch Meter
Roof Area:	265,000 Sq.Ft.
Lot Width:	813.9 Ft.
Lot Depth:	813.9 Ft.



Example Prototype Industrial Development, City of Perris

Retail Prototype

- Reflects building size for retail developments since 2010



Example Prototype Retail Development, City of Hemet

Product Type:

No. of Acres:

Rentable Square Feet:

FAR:

No. of Stories:

Water Meter Sizes:

Roof Area:

Lot Width:

Lot Depth:

Retail Building

1.15 Acres

10,000 Sq. Ft.

0.2

1

One 2 Inch Meter

10,000 Sq. Ft.

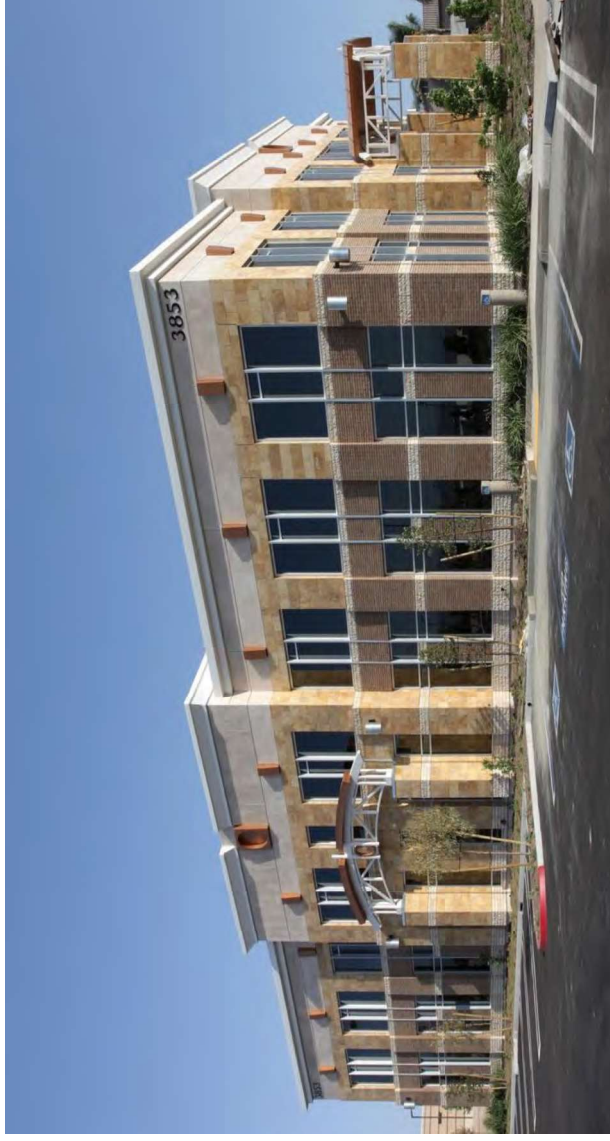
223.6 Ft.

223.6 Ft.

Office Prototype

- Reflects median building size for office developments since 2010

Product Type:	Office Building
Number of Acres:	1.3 Acres
Rentable Square Feet:	20,000 Sq.Ft.
FAR:	0.35
No. of Stories:	2
Water Meter Sizes:	One 2 Inch Meter
Roof Area:	10,000 Sq.Ft.
Lot Width:	239.0 Ft.
Lot Depth:	239.0 Ft.



Example Prototype Office Development, City of Hemet

APPENDIX B: TUMF Correlations



Single Family (Correlation b/t Average TUMF Revenues and Total Fee per Unit)

Jurisdiction	Average TUMF Revenues (1)	Total Fee per Unit
March JPA	\$0	\$34,174
Banning	\$5,915	\$36,266
San Jacinto	\$579,703	\$39,523
Canyon Lake	\$28,101	\$40,908
Menifee	\$2,346,827	\$41,586
Murrieta	\$428,862	\$42,523
Riverside	\$1,377,026	\$42,543
Eastvale	\$2,880,768	\$43,077
Jurupa Valley	\$2,484,439	\$43,580
Moreno Valley	\$848,850	\$44,458
Hemet	\$940,538	\$44,768
Temecula	\$460,099	\$45,131
Perris	\$1,679,630	\$48,283
Calimesa	\$2,958	\$52,342
Norco	\$5,915	\$53,454
Lake Elsinore	\$1,691,102	\$56,196
Wildomar	\$354,920	\$58,018
Corona	\$303,459	\$59,366
Correlation		
Correlation Coefficient (r)		-0.06
Conclusion		no correlation

(1) Reflects the average from FY 13/14 to FY 15/16.

Source: WRCOG; EPS

Multifamily (Correlation b/t Average TUMF Revenues and Total Fee per Unit)

Jurisdiction	Average TUMF Revenues (1)	Total Fee per Unit
Calimesa	\$0	\$16,147
Corona	\$0	\$20,935
March JPA	\$0	\$22,198
Lake Elsinore	\$533,037	\$22,457
Riverside	\$189,007	\$25,241
Canyon Lake	\$0	\$26,247
Norco	\$0	\$26,687
San Jacinto	\$0	\$28,004
Temecula	\$0	\$28,129
Jurupa Valley	\$1,061,347	\$28,209
Wildomar	\$0	\$28,845
Banning	\$0	\$30,416
Perris	\$294,934	\$30,845
Menifee	\$669,608	\$31,578
Moreno Valley	\$2,077	\$34,774
Eastvale	\$2,359,295	\$35,931
Murrieta	\$0	\$36,574
Hemet	\$103,850	\$40,573
Correlation		
Correlation Coefficient (r)		0.28
Conclusion	weak positive correlation; high fee jurisdictions obtain somewhat higher TUMF	

(1) Reflects the average from FY 13/14 to FY 15/16.
Source: WRCOG; EPS

Industrial (Correlation b/t Average TUMF Revenues and Total Fee per Square Feet)

Jurisdiction	Average TUMF Revenues (1)	Total Fee per Sq.Ft.
March JPA	\$0	\$1.88
Lake Elsinore	\$330,690	\$2.85
Menifee	\$438,803	\$3.38
Corona	\$542	\$3.44
San Jacinto	\$29,604	\$3.66
Murrieta	\$5,496	\$3.72
Eastvale	\$2,086,369	\$4.14
Banning	\$0	\$4.18
Jurupa Valley	\$526,195	\$4.23
Canyon Lake	\$0	\$4.30
Calimesa	\$0	\$4.31
Perris	\$310,003	\$4.40
Moreno Valley	\$33,438	\$4.98
Temecula	\$21,132	\$5.29
Riverside	\$108,521	\$5.56
Hemet	\$94,972	\$6.50
Norco	\$0	\$9.51
Wildomar	\$1,967	\$9.60
Correlation		
Correlation Coefficient (r)		-0.16
Conclusion		no correlation

(1) Reflects the average from FY 13/14 to FY 15/16.

Source: WRCOG; EPS

Retail (Correlation b/t Average TUMF Revenues and Total Fee per Square Feet)

Jurisdiction	Average TUMF Revenues (1)	Total Fee per Sq.Ft.
Banning	\$16,269	\$12.96
March JPA	\$0	\$14.88
Calimesa	\$7,775	\$17.87
Norco	\$39,963	\$19.85
Jurupa Valley	\$494,574	\$21.00
Hemet	\$159,030	\$22.13
Canyon Lake	\$45,949	\$22.80
Murrieta	\$57,213	\$24.20
San Jacinto	\$122,883	\$24.31
Corona	\$48,964	\$25.06
Temecula	\$112,503	\$25.12
Perris	\$252,484	\$25.24
Riverside	\$199,915	\$25.45
Lake Elsinore	\$388,777	\$26.47
Eastvale	\$834,140	\$28.50
Moreno Valley	\$150,502	\$31.02
Wildomar	\$56,831	\$31.51
Menifee	\$425,785	\$33.20
Correlation		
Correlation Coefficient (r)		0.44
Conclusion	modest positive correlation; high fee jurisdictions obtain somewhat higher TUMF	

(1) Reflects the average from FY 13/14 to FY 15/16.

Source: WRCOG; EPS

Single Family (Correlation b/t Total Fee per Unit and Average Home Sale

Jurisdiction*	Total Fee per Unit (1)	Average Home Sale Price
Banning	\$36,266	\$269,166
San Jacinto	\$39,523	\$237,145
Canyon Lake	\$40,908	\$566,350
Menifee	\$41,586	\$329,807
Murrieta	\$42,523	\$404,144
Riverside	\$42,543	\$465,551
Eastvale	\$43,077	\$493,442
Jurupa Valley	\$43,580	\$426,459
Moreno Valley	\$44,458	\$310,724
Hemet	\$44,768	\$254,654
Temecula	\$45,131	\$501,697
Perris	\$48,283	\$279,464
Calimesa	\$52,342	\$373,616
Norco	\$53,454	\$654,626
Lake Elsinore	\$56,196	\$321,318
Wildomar	\$58,018	\$362,394
Corona	\$59,366	\$594,440

Correlation

Correlation Coefficient (r)	0.31
Conclusion	modest positive correlation; high fee jurisdictions results in somewhat higher home sale prices

*Does not include March JPA due to lack of data for home prices in jurisdiction.

(1) Total fees collected, including TUMF.

Source: WRCOG; Redfin; EPS

APPENDIX C:
Development Cost Pro Formas



Single Family 50-Unit Subdivision Prototype -- Total Development Costs

Site (Gross Square Feet)			435,600	8,712	--
Residential Units			50	N/A	--
Gross Building Area (Square Feet)	2,700	SF per Unit	135,000	2,700	--
Net Area (Square Feet)	81%	of GBA	110,000	2,200	--
Parking Spaces			Integrated Garage		
<u>DIRECT</u>					
Basic Site Work/ Lot Improvements	\$30,000	Per Lot	\$1,500,000	\$30,000	6.2%
Direct Construction Cost	\$80	Cost/SF (GBA)	<u>\$10,800,000</u>	<u>\$216,000</u>	<u>44.4%</u>
Hard Cost Total			\$12,300,000	\$246,000	50.6%
<u>INDIRECT</u>					
TUMF	\$8,873	Per Unit	\$443,650	\$8,873	1.8%
Other Development Impact Fees	\$36,060	Per Unit	\$1,803,012	\$36,060	7.4%
Other Soft Costs	23%	of Construction Cost	<u>\$2,673,000</u>	<u>\$53,460</u>	<u>11.0%</u>
Soft Cost Total			\$4,919,662	\$98,393	20.2%
Developer Return Requirement	10.0%	of Market Value	\$2,430,000	\$48,600	10.0%
Land Value	\$34.45	per square foot (GBA)	\$4,650,338	\$93,007	19.1%
	\$465,000	per site acre			
TOTAL COST/RETURN	\$180.00	per square foot (GBA)	\$24,300,000	\$486,000	100%

Multifamily 200-Unit Prototype -- Total Development Costs

Site (Square Feet)			370,260	N/A	--	
Residential Units			200	N/A	--	
Gross Building Area (Square Feet)	1,300	SF per Unit	260,000	1,300	--	
Rentable Area (Square Feet)	85%	of GBA	221,000	1,105	--	
<u>DIRECT</u>						
Basic Site Work	\$5	per site SF	\$1,851,300	\$9,257	3%	
Direct Construction Cost	\$128	Cost/SF (GBA)	<u>\$33,280,407</u>	<u>\$166,402</u>	<u>55%</u>	
Hard Cost Total			\$35,131,707	\$175,659	58%	
<u>INDIRECT</u>						
TUMF	\$6,231	per Unit	\$1,246,200	\$6,231	2%	
Other Development Impact Fees	\$22,083	per Unit	\$4,416,534	\$22,083	7%	
Other Soft Costs	23%	of Construction Cost	\$8,115,861	<u>\$40,579</u>	<u>13%</u>	
Soft Cost total			\$13,778,595	\$68,893	23%	
Developer Return Requirement	10%	of Development Value	\$6,089,367	\$30,447	10%	
Improved Land Value	\$22.67 \$693,000	per square foot (GBA) per acre	\$5,893,998	\$29,470	10%	

Industrial Warehouse Prototype -- Total Development Costs

Site (Square Feet)			576,087	N/A	--
Gross Building Area (Square Feet)	0.46 FAR		265,000	N/A	--
Rentable Area (Square Feet)	100% of GBA		265,000	N/A	--
Parking Spaces	1.00 per 1,000 SF		265	N/A	--
<u>DIRECT</u>					
Basic Site Work	\$5.29 per site SF		\$3,047,500	\$11.50	10.1%
Direct Construction Cost	\$36 Cost/SF (GBA)		\$9,540,000	\$36.00	31.7%
<u>INDIRECT</u>					
TUMF	\$1.42 per Square Foot		\$376,362	\$1.42	1.3%
Other Development Impact Fees	\$3.23 per Square Foot		\$856,966	\$3.23	2.8%
Other Soft Costs	40% of Site/ Construction Cost		<u>\$5,087,017</u>	<u>\$19.20</u>	<u>16.9%</u>
Soft Cost total			\$6,320,344	\$23.85	21.0%
Developer Return Requirement	13% of Development Cost		\$2,439,112	\$9.20	8.1%
Residual Land Value	\$32.94 per square foot (GBA)		\$8,727,894	\$32.94	29.0%
	\$349,000 per acre				

Retail Prototype -- Total Development Costs

Site (Square Feet)			50,000	N/A	--
Gross Building Area (Square Feet)	0.2	FAR	10,000	N/A	--
Rentable Area (Square Feet)	100%	of GBA	10,000	N/A	--
Parking Spaces	4.00	per 1,000 SF	40	N/A	--
Parking Spaces	1.00	per Unit	10,000	1	
<u>DIRECT</u>					
Basic Site Work	\$5.00	per site SF	\$250,000	\$25.00	8%
Direct Construction Cost	\$133	Cost/SF (GBA)	\$1,325,768	\$132.58	44%
<u>INDIRECT</u>					
TUMF	\$10.49	per Square Foot	\$104,900	\$10.49	3%
Other Development Impact Fees	\$13.62	per Square Foot	\$136,244	\$13.62	5%
Other Soft Costs	20%	of Construction Cost	<u>\$296,197</u>	<u>\$29.62</u>	<u>10%</u>
Soft Cost total			\$537,340	\$53.73	18%
Developer Return Requirement	14%	of Development Cost	\$300,061	\$30.01	10%
Residual Land Value	\$59.80	per square foot (GBA)	\$598,009	\$59.80	20%
	\$521,000	per acre			

Office Prototype -- Total Development Cost

Site (Square Feet)			57,143	N/A	--
Gross Building Area (Square Feet)	0.4	FAR	20,000	N/A	--
Rentable Area (Square Feet)	100%	of GBA	20,000	N/A	--
Parking Spaces	4.00	per 1,000 SF	80	N/A	--
<u>DIRECT</u>					
Basic Site Work	\$5	per site SF	\$285,714	\$14.29	5%
Direct Construction Cost	\$142	Cost/SF (GBA)	\$2,838,521	\$142	52%
<u>INDIRECT</u>					
TUMF	\$2.19	per Square Foot	\$43,800	\$2.19	1%
Other Development Impact Fees	\$10.70	per Square Foot	\$214,091	\$10.70	4%
Other Soft Costs	20%	of Construction Cost		<u>\$31.22</u>	<u>11%</u>
Soft Cost total			\$882,351	\$44.12	16%
Developer Return Requirement	14%	of Development Cost	\$548,902.29	\$27.45	10.0%
Residual Land Value	\$47.49	per square foot (GBA)	\$949,816	\$47.49	17%
	\$724,000	per acre			



APPENDIX D:
Average Fee Summaries for
Non-WRCOG Jurisdictions/ Areas

Single Family Prototype (Per Unit)

Fee	City of Beaumont	Coachella Valley ¹	San Bernardino County ²
Regional Transportation Fees	\$0	\$1,837	\$1,252
Water and Sewer Fees	\$16,795	\$12,717	\$16,399
Other City Fees	\$13,516	\$6,213	\$22,052
School Fees	\$8,492	\$9,135	\$8,390
Other Area/Regional Fees	<u>\$1,952</u>	<u>\$1,327</u>	<u>\$328</u>
Total Fees	\$40,755	\$31,229	\$48,420

¹Average for Indio, Palm Desert, and Palm Springs.

²Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

Multifamily Prototype (Per Unit)

Fee	City of Beaumont	Coachella Valley ¹	San Bernardino County ²
Regional Transportation Fees	\$0	\$1,277	\$754
Water and Sewer Fees	\$10,437	\$7,323	\$10,417
Other City Fees	\$13,314	\$3,935	\$15,776
School Fees	\$5,018	\$4,398	\$4,786
Other Area/Regional Fees	\$1,015	\$255	\$77
Total Fees	\$29,784	\$17,189	\$31,810

¹Average for Indio, Palm Desert, and Palm Springs.

²Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

Industrial Prototype (Per Building Sq.Ft.)

Fee	City of Beaumont	Coachella Valley ¹	San Bernardino County ²
Regional Transportation Fees	\$0.00	\$1.03	\$0.68
Water and Sewer Fees	\$2.06	\$0.29	\$0.80
Other City Fees	\$3.45	\$1.77	\$3.15
School Fees	\$0.56	\$0.54	\$0.52
Other Area/Regional Fees	\$0.38	\$0.33	\$0.11
Total Fees	\$6.45	\$3.96	\$5.27

¹Average for Indio, Palm Desert, and Palm Springs.

²Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

Retail Prototype (Per Building Sq.Ft.)

Fee	City of Beaumont	Coachella Valley¹	San Bernardino County²
Regional Transportation Fees	\$0.00	\$5.68	\$2.28
Water and Sewer Fees	\$4.57	\$1.86	\$4.07
Other City Fees	\$6.69	\$4.27	\$6.67
School Fees	\$0.56	\$0.54	\$0.52
Other Area/Regional Fees	<u>\$0.76</u>	<u>\$0.67</u>	<u>\$0.17</u>
Total Fees	\$12.58	\$13.02	\$13.71

¹Average for Indio, Palm Desert, and Palm Springs.

²Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

Office Prototype Fees (Per Building Sq.Ft.)

Fee	City of Beaumont	Coachella Valley ¹	San Bernardino County ²
Regional Transportation Fees	\$0.00	\$5.19	\$1.52
Water and Sewer Fees	\$3.33	\$2.46	\$4.25
Other City Fees	\$3.92	\$2.62	\$6.67
School Fees	\$0.56	\$0.54	\$0.52
Other Area/Regional Fees	<u>\$0.44</u>	<u>\$0.38</u>	<u>\$0.11</u>
Total Fees	\$8.25	\$11.18	\$13.07

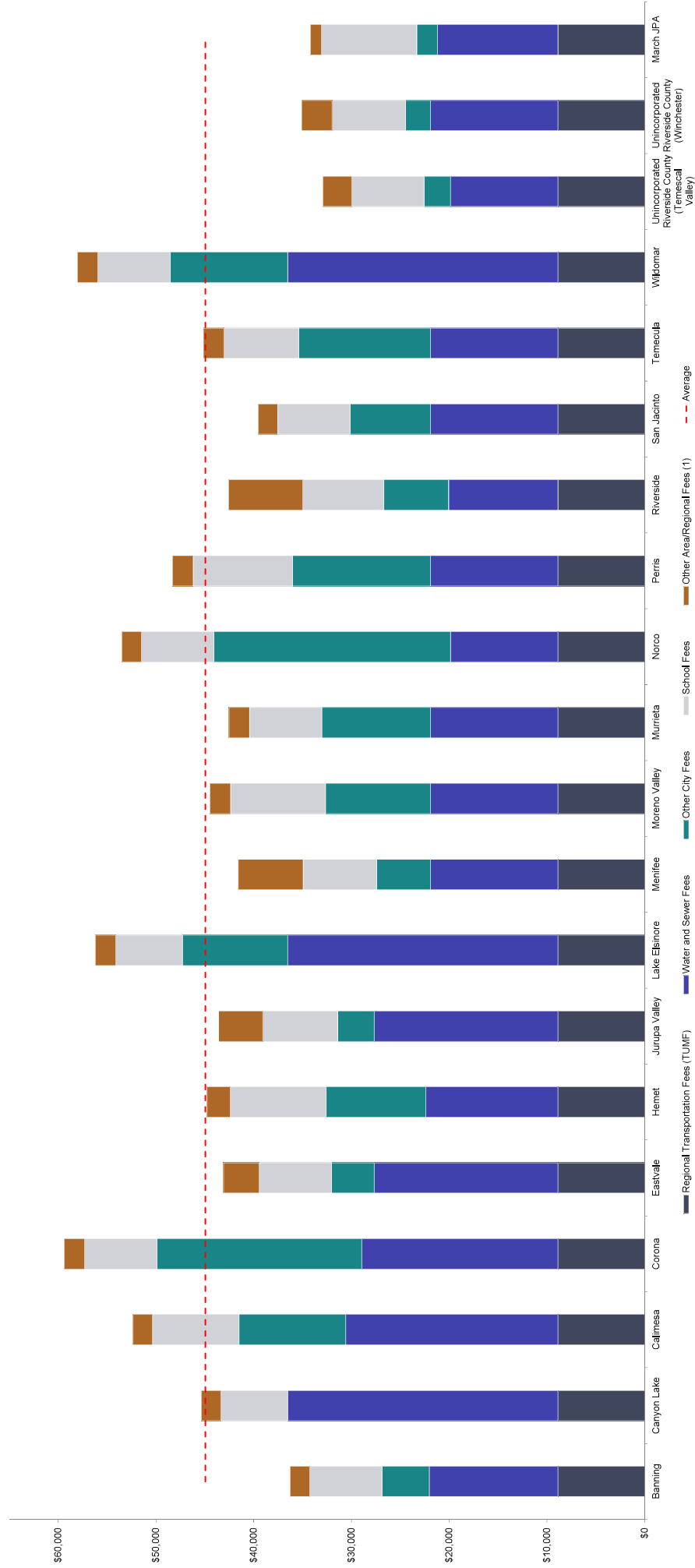
¹Average for Indio, Palm Desert, and Palm Springs.

²Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

APPENDIX E:
Fee Comparison Summaries and
Estimations for WRCOG Jurisdictions

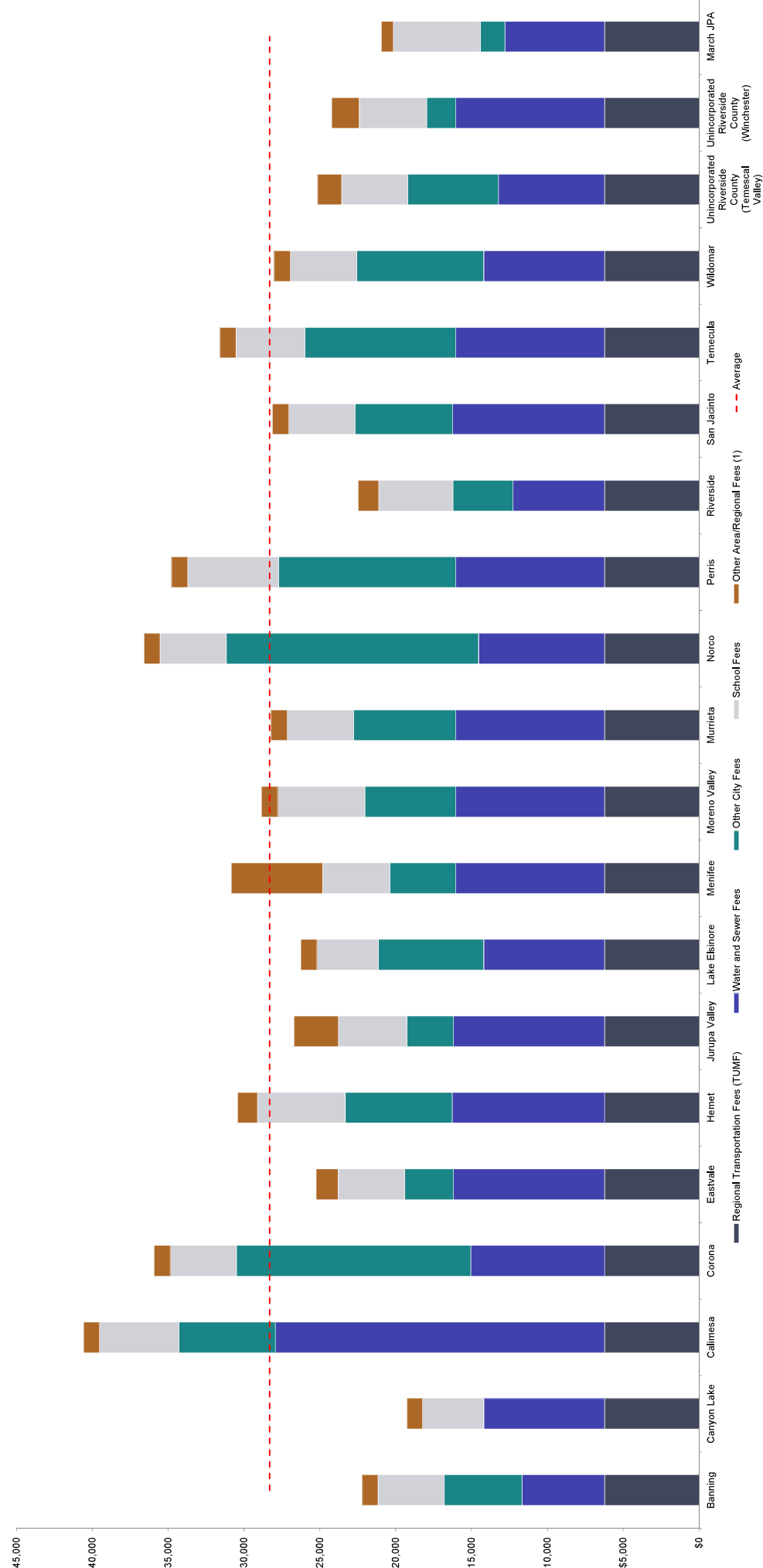


Single Family Detached Prototype Capital Facilities/Infrastructure Development Fees by Jurisdiction (Per Unit)



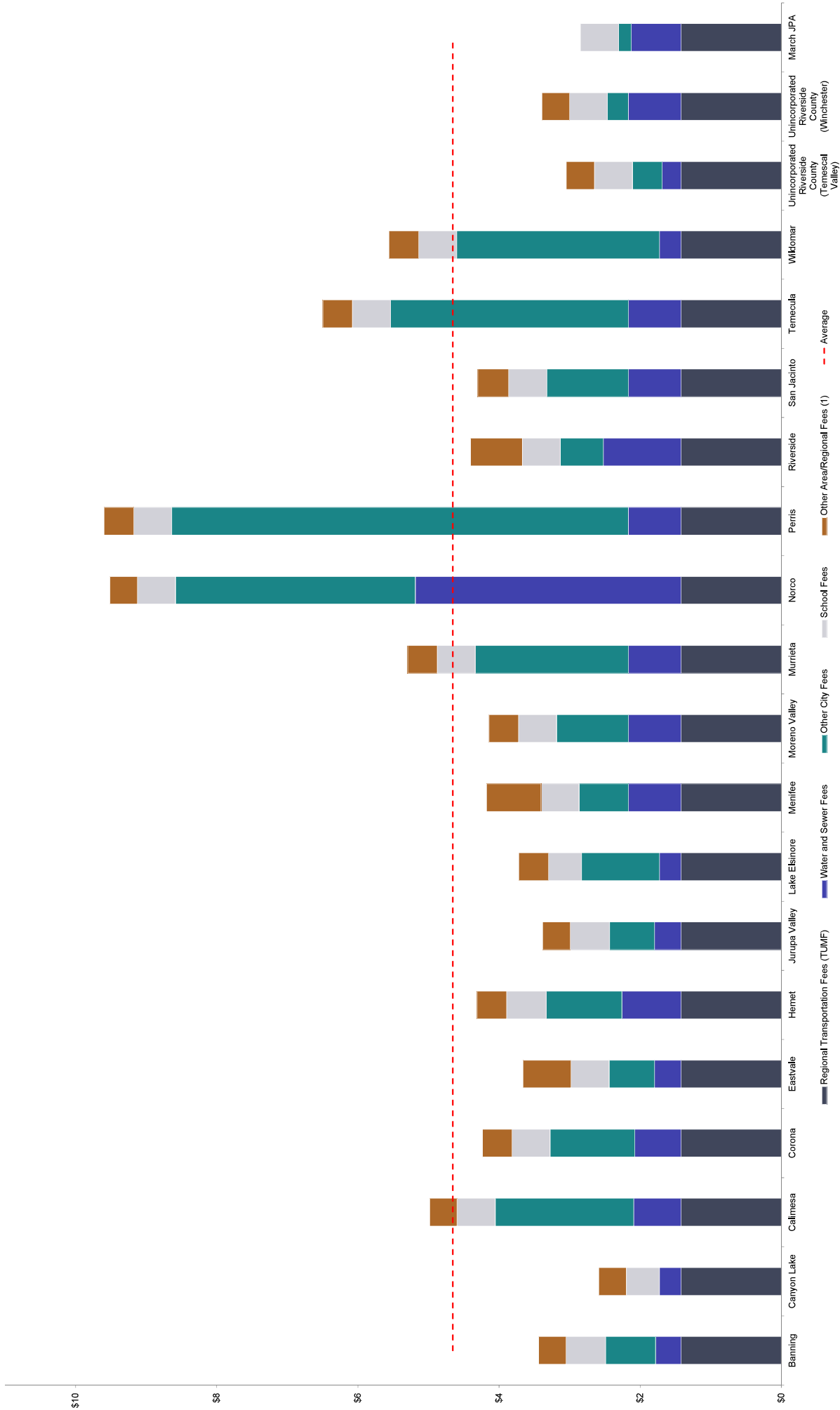
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/Regional Fees" include, but are not limited to, regional parks, trails, multi-service center fees, area specific fees, and habitat mitigation fees.

Multifamily Detached Prototype Capital Facilities/Infrastructure Development Fees by Jurisdiction (Per Unit)



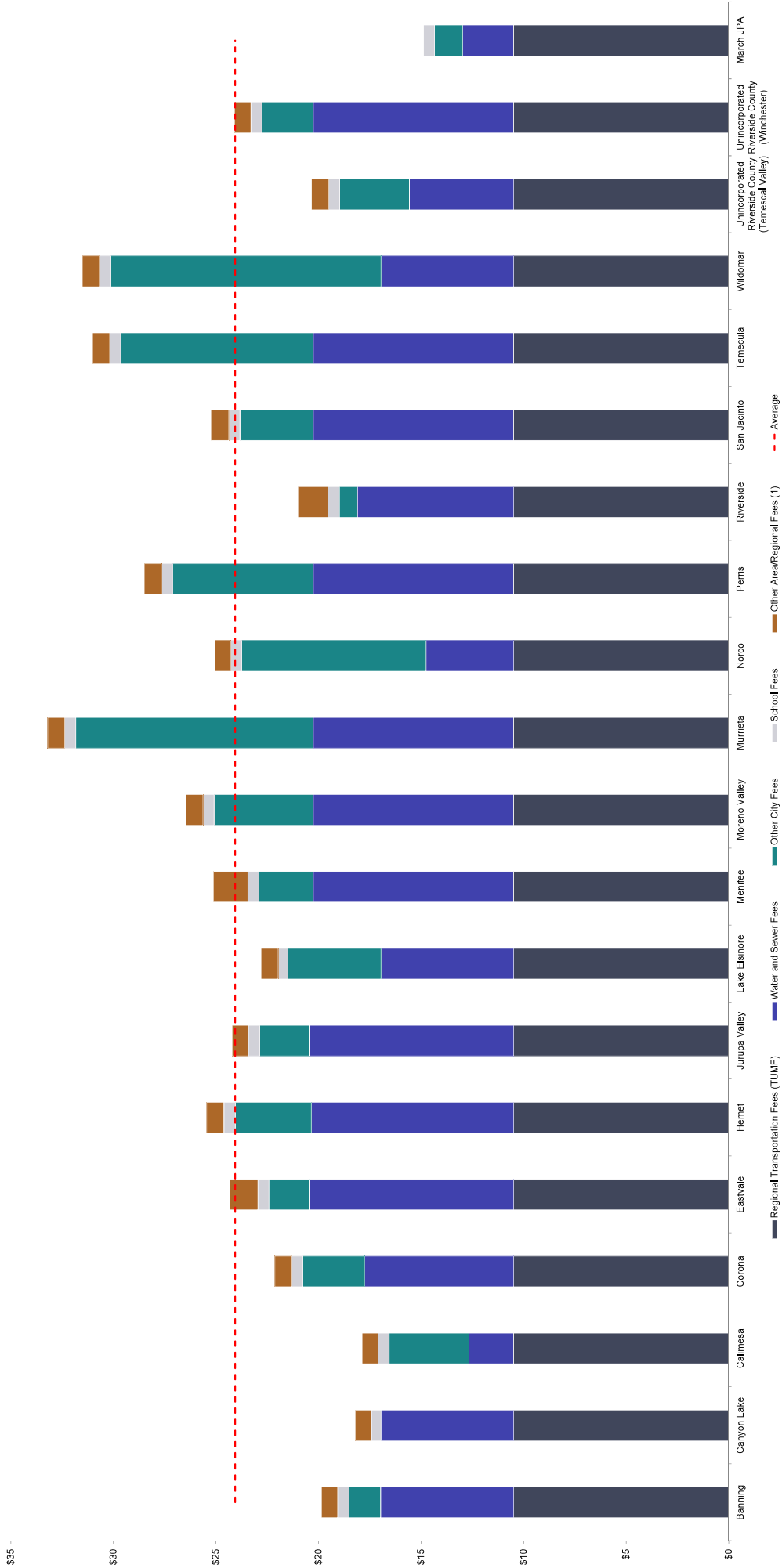
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) Other Area Fees/ Regional Fees include, but are not limited to: regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Industrial Prototype Capital Facilities/Infrastructure Development Fees by Jurisdiction (Per Building Sq.Ft.)



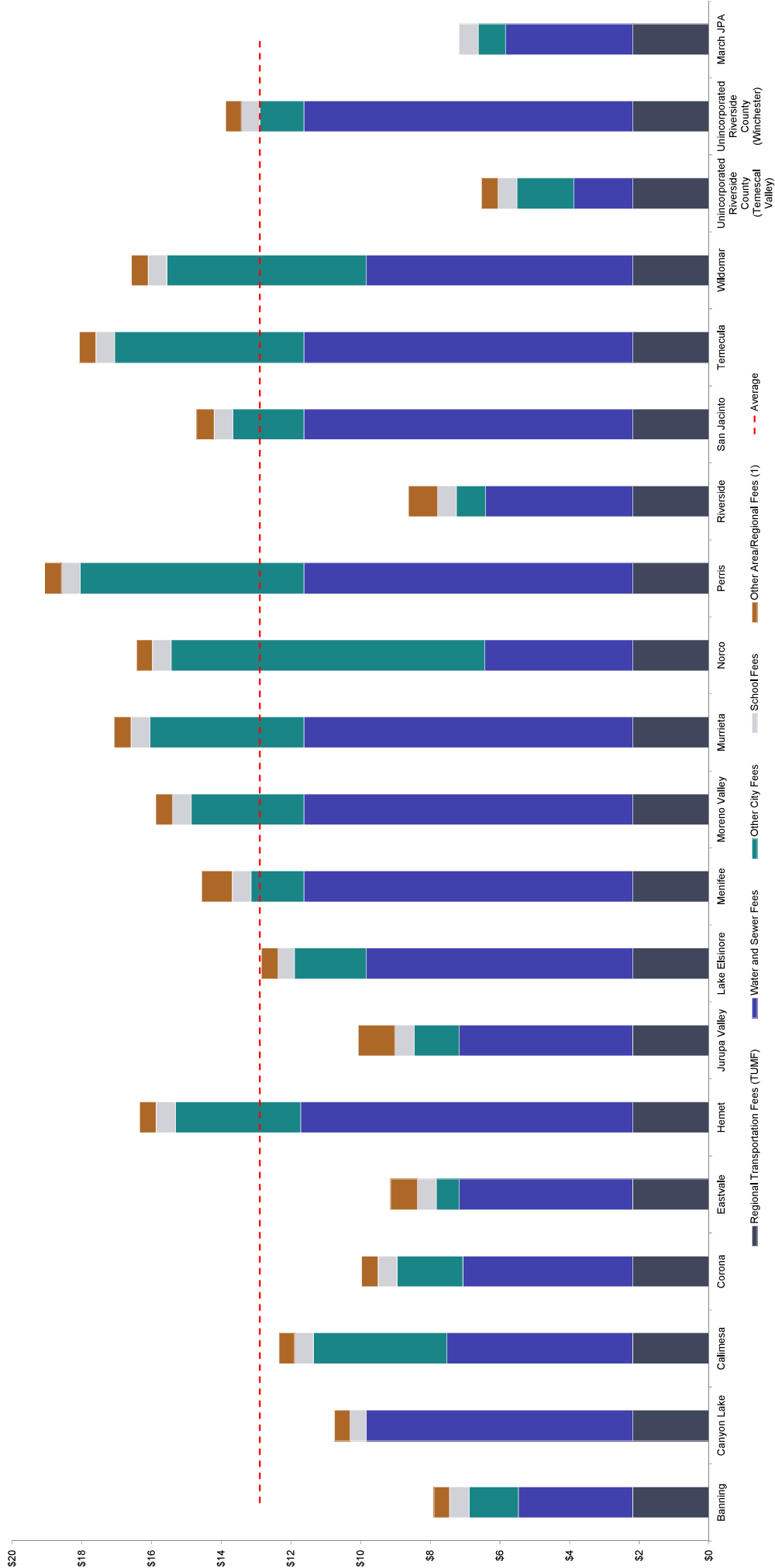
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
 (1) "Other Area Fees/Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Retail Prototype Capital Facilities/Infrastructure Development Fees by Jurisdiction (Per Building Sq.Ft.)



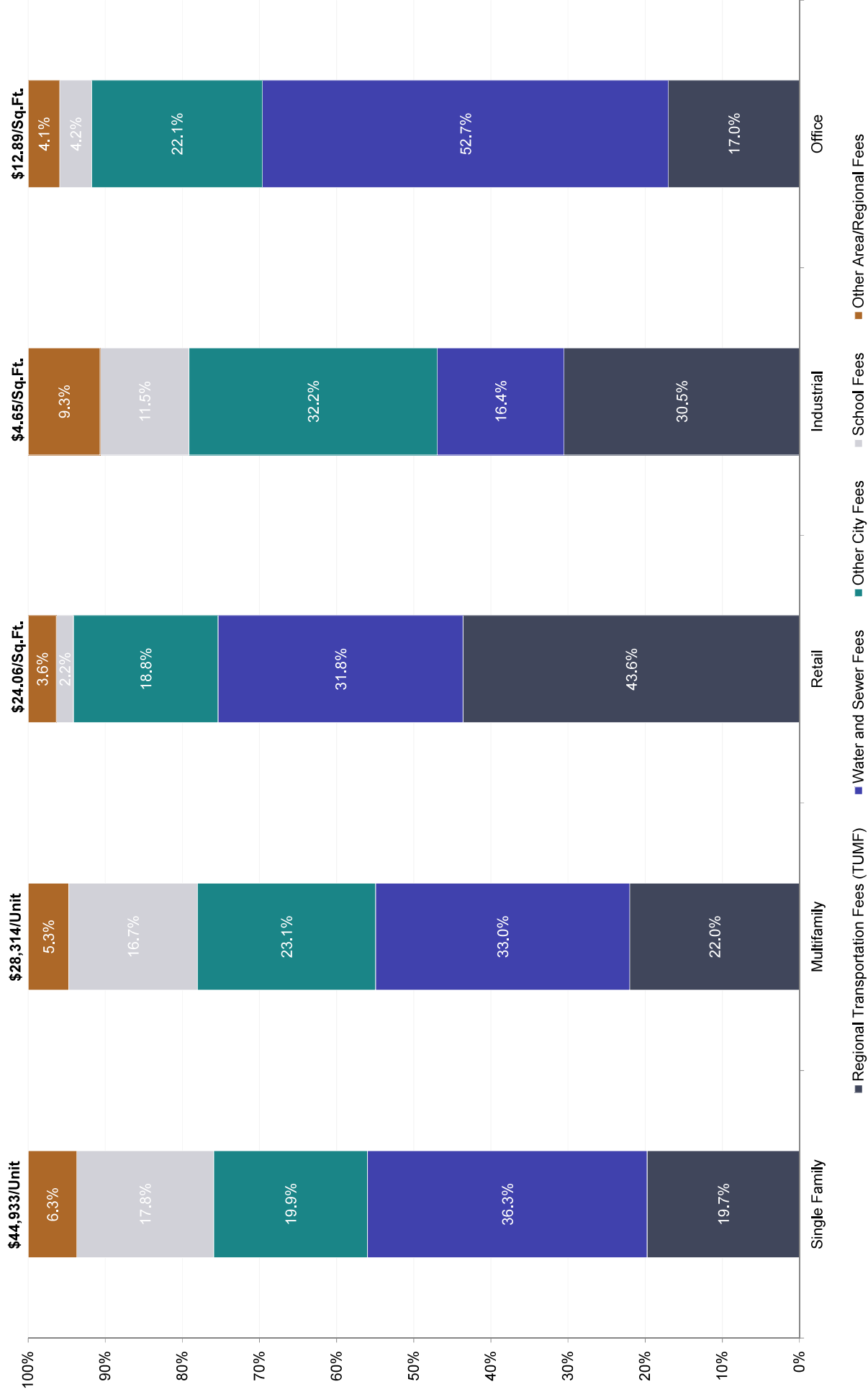
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Office Prototype Capital Facilities/Infrastructure Development Fees by Jurisdiction (Per Building Sq.Ft.)



* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation fees.

Development Prototypes Average Capital Facilities/Infrastructure Development Fee Proportions



Summary of Banning Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$36,226 per Unit
Multi-Family	\$22,198 per Unit
Industrial	\$3.44 per Sq.Ft.
Retail	\$19.85 per Sq.Ft.
Office	\$7.89 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Banning)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,952
MSHCP	\$1,952
Water	\$8,732
Water Connection/ Supply	\$8,732
Sewer/ Wastewater	\$4,436
Sewer Connection	\$4,436
Local Transportation	\$250
Streets and Traffic	\$250
Park and Recreation	\$1,955
Parkland	\$1,955
Other Public Facilities/ Buildings	\$478
City Hall and Public Facilities	\$478
Public Safety	\$2,158
Fire	\$1,335
Police/Law Enforcement	\$823
Schools	\$7,392
Total	\$36,226

Multi-Family Fee Calculations (Banning)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees		
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$1,246,200	\$6,231
MSHCP	\$207,200	\$1,036
Water	\$207,200	\$1,036
Water Connection/ Supply	\$779,473	\$3,897
Sewer/ Wastewater	\$779,473	\$3,897
Sewer Connection	\$309,485	\$1,547
Local Transportation	\$309,485	\$1,547
Streets and Traffic	\$34,400	\$172
Park and Recreation	\$34,400	\$172
Parkland	\$433,600	\$2,168
Other Public Facilities/ Buildings	\$433,600	\$2,168
General Government/ Administrative	\$106,000	\$530
Public Safety	\$106,000	\$530
Fire	\$449,600	\$2,248
Police/Law Enforcement	\$267,000	\$1,335
Schools	\$182,600	\$913
Total	\$873,600	\$4,368
	\$4,439,559	\$22,198

Industrial Fee Calculations (Banning)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$376,362	\$1.42
MSHCP	\$103,116	\$0.39
Water	\$103,116	\$0.39
Water Connection/ Supply	\$58,678	\$0.22
Sewer/ Wastewater	\$58,678	\$0.22
Sewer Connection	\$37,149	\$0.14
Other Public Facilities/ Buildings	\$37,149	\$0.14
City Hall and Public Facilities	\$44,520	\$0.17
Public Safety	\$44,520	\$0.17
Fire	\$143,365	\$0.54
Police/Law Enforcement	\$124,020	\$0.47
Schools	\$19,345	\$0.07
Total	\$148,400	\$0.56
	\$911,590	\$3.44

Retail Fee Calculations (Banning)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$104,900	\$10.49
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$7,782	\$0.78
MSHCP	\$7,782	\$0.78
Water	\$43,920	\$4.39
Water Connection/ Supply	\$43,920	\$4.39
Sewer/ Wastewater	\$20,915	\$2.09
Sewer Connection	\$20,915	\$2.09
Local Transportation	\$1,350	\$0.13
Traffic Signal	\$1,350	\$0.13
Park and Recreation	\$1,415	\$0.14
Parkland	\$1,415	\$0.14
Other Public Facilities/ Buildings	\$2,080	\$0.21
Government Facilities	\$2,080	\$0.21
Public Safety	\$10,510	\$1.05
Fire	\$5,790	\$0.58
Police/Law Enforcement	\$4,720	\$0.47
Schools	\$5,600	\$0.56
Total	\$198,472	\$19.85

Office Fee Calculations (Banning)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$43,800	\$2.19
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees	\$8,894	\$0.44
MSHCP	\$8,894	\$0.44
Water	\$44,306	\$2.22
Water Connection/ Supply	\$44,306	\$2.22
Sewer/ Wastewater	\$21,340	\$1.07
Sewer Connection	\$21,340	\$1.07
Park and Recreation	\$1,617	\$0.08
Parkland	\$1,617	\$0.08
Other Public Facilities/ Buildings	\$6,040	\$0.30
Government Facilities	\$6,040	\$0.30
Public Safety	\$20,660	\$1.03
Fire	\$16,820	\$0.84
Police/Law Enforcement	\$3,840	\$0.19
Schools	\$11,200	\$0.56
Total	\$157,857	\$7.89

Assumptions and Notes (Banning)

- Assumes Banning Unified School District fees
- Assumes City of Banning as water and sewer provider

Summary of Calimesa Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$52,342 per Unit
Multi-Family	\$40,573 per Unit
Industrial	\$4.98 per Sq.Ft.
Retail	\$17.87 per Sq.Ft.
Office	\$12.34 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Calimesa)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$13,478
Water Connection/ Supply	\$13,478
Sewer/ Wastewater	\$8,221
Sewer Connection	\$8,221
Storm Drain/ Flood Control	\$484
Storm Drain	\$484
Local Transportation	\$1,030
Streets and Traffic	\$1,030
Park and Recreation	\$4,828
Parks and Recreation	\$4,828
Community Facilities	\$1,004
Library	\$1,004
Other Public Facilities/ Buildings	\$1,450
General Government/ Administrative	\$1,450
Public Safety	\$2,116
Fire	\$1,372
Police/Law Enforcement	\$744
Schools	\$8,866
Total	\$52,342

Multi-Family Fee Calculations (Calimesa)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231.00
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP	\$207,200	\$1,036.00
Water	\$2,695,600	\$13,478
Water Connection/ Supply	\$2,695,600	\$13,478.00
Sewer/ Wastewater	\$1,644,200	\$8,221
Sewer Connection	\$1,644,200	\$8,221.00
Storm Drain/ Flood Control	\$29,270	\$146
Storm Drain	\$29,270	\$146.35
Local Transportation	\$168,400	\$842
Streets and Traffic	\$168,400	\$842.00
Park and Recreation	\$618,800	\$3,094
Parks and Recreation	\$618,800	\$3,094.00
Other Public Facilities/ Buildings	\$186,000	\$930
General Government/ Administrative	\$186,000	\$930.00
Public Safety	\$271,200	\$1,356
Fire	\$175,800	\$879.00
Police/Law Enforcement	\$95,400	\$477.00
Schools	\$1,047,800	\$5,239
Total	\$8,114,670	\$40,573

Industrial Fee Calculations (Calimesa)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$376,362	\$1.42
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$103,116	\$0.39
MSHCP	\$103,116	\$0.39
Water	\$123,161	\$0.46
Water Connection/ Supply	\$123,161	\$0.46
Sewer/ Wastewater	\$54,890	\$0.21
Sewer Connection	\$54,890	\$0.21
Storm Drain/ Flood Control	\$44,516	\$0.17
Storm Drain	\$44,516	\$0.17
Local Transportation	\$219,950	\$0.83
Streets and Traffic	\$219,950	\$0.83
Other Public Facilities/ Buildings	\$60,420	\$0.23
General Government/ Administrative	\$60,420	\$0.23
Public Safety	\$195,040	\$0.74
Fire	\$164,035	\$0.62
Police/Law Enforcement	\$31,005	\$0.12
Schools	\$143,100	\$0.54
Total	\$1,320,556	\$4.98

Retail Fee Calculations (Calimesa)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$104,900	\$10.49
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$7,782	\$0.78
MSHCP	\$7,782	\$0.78
Water	\$13,478	\$1.35
Water Connection/ Supply	\$13,478	\$1.35
Sewer/ Wastewater	\$8,221	\$0.82
Sewer Connection	\$8,221	\$0.82
Storm Drain/ Flood Control	\$3,360	\$0.34
Storm Drain	\$3,360	\$0.34
Local Transportation	\$25,900	\$2.59
Streets and Traffic	\$25,900	\$2.59
Other Public Facilities/ Buildings	\$2,280	\$0.23
General Government/ Administrative	\$2,280	\$0.23
Public Safety	\$7,360	\$0.74
Fire	\$7,360	\$0.74
Police/Law Enforcement	\$6,190	\$0.62
Schools	\$1,170	\$0.12
Total	\$178,681	\$17.87

Office Fee Calculations (Calimesa)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees	\$43,800	\$2.19
MSHCP	\$8,894	\$0.44
Water	\$8,894	\$0.44
Water Connection/ Supply	\$46,476	\$2.32
Sewer/ Wastewater	\$46,476	\$2.32
Sewer Connection	\$60,154	\$3.01
Storm Drain/ Flood Control	\$60,154	\$3.01
Storm Drain	\$3,840	\$0.19
Local Transportation	\$3,840	\$0.19
Streets and Traffic	\$45,200	\$2.26
Other Public Facilities/ Buildings	\$45,200	\$2.26
General Government/ Administrative	\$6,520	\$0.33
Public Safety	\$6,520	\$0.33
Fire	\$21,100	\$1.06
Police/Law Enforcement	\$17,740	\$0.89
Schools	\$3,360	\$0.17
Total	\$10,800	\$0.54
	\$246,783	\$12.34

Assumptions and Notes (Calimesa)

- Assumes Yucaipa- Calimesa Joint Unified School District.
- Assumes Yucaipa Valley Water District as water and sewer provider.
- Assumes City fees East of I-10.
- Fees provided for multi-family development prototype, though there is minimal multi-family development in the City.

Summary of Canyon Lake Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$40,909 per Unit
Multi-Family	\$16,147 per Unit
Industrial	\$1.88 per Sq.Ft.
Retail	\$12.96 per Sq.Ft.
Office	\$9.65 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Canyon Lake)

Fee	per Unit
Regional Fees	\$4,437
TUMF/ Other Regional Transportation	\$4,437
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$18,843
Water Connection/ Supply	\$18,843
Sewer/ Wastewater	\$8,817
Sewer Connection	\$8,817
Schools	\$6,820
Total	\$40,909

Multi-Family Fee Calculations (Canyon Lake)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$623,100	\$3,116
TUMF	\$623,100	\$3,116
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP	\$207,200	\$1,036
Water	\$958,250	\$4,791
Water Connection/ Supply	\$958,250	\$4,791
Sewer/ Wastewater	\$634,824	\$3,174
Sewer Connection	\$634,824	\$3,174
Schools	\$806,000	\$4,030
Total	\$3,229,374	\$16,147

Industrial Fee Calculations (Canyon Lake)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$188,181	\$0.71
Habitat Mitigation Fees		
MSHCP	\$103,116	\$0.39
Water		
Water Connection/ Supply	\$51,884	\$0.20
Sewer/ Wastewater		
Sewer Connection	\$29,263	\$0.11
Schools		
Schools	\$124,550	\$0.47
Total	\$496,994	\$1.88

Retail Fee Calculations (Canyon Lake)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$52,450	\$5.25
Habitat Mitigation Fees	\$52,450	\$5.25
MSHCP	\$7,782	\$0.78
Water	\$7,782	\$0.78
Water Connection/ Supply	\$51,884	\$5.19
Sewer/ Wastewater	\$51,884	\$5.19
Sewer Connection	\$12,779	\$1.28
Schools	\$12,779	\$1.28
Total	\$4,700	\$0.47
	\$129,595	\$12.96

Office Fee Calculations (Canyon Lake)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$21,900	\$1.10
Habitat Mitigation Fees	\$21,900	\$1.10
MSHCP	\$8,894	\$0.44
Water	\$8,894	\$0.44
Water Connection/ Supply	\$51,884	\$2.59
Sewer/ Wastewater	\$51,884	\$2.59
Sewer Connection	\$100,998	\$5.05
Schools	\$100,998	\$5.05
Total	\$9,400	\$0.47
	\$193,076	\$9.65

Assumptions and Notes (Canyon Lake)

- Assumes Lake Elsinore Unified School District fees
- Assumes Elsinore Valley Municipal Water District (EVMWD) as water and sewer provider.
- TUMF fee is half for City of Canyon Lake.
- Assumes there are no City development impact fees (e.g. local transportation, parks, and other capital facility fees).

Summary of Corona Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$59,366 per Unit
Multi-Family	\$35,931 per Unit
Industrial	\$4.23 per Sq.Ft.
Retail	\$22.13 per Sq.Ft.
Office	\$9.97 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Corona)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$15,432
Water Connection/ Supply	\$15,432
Sewer/ Wastewater	\$4,644
Sewer Connection	\$4,644
Storm Drain/ Flood Control	\$1,176
Storm Drain	\$1,176
Local Transportation	\$4,047
Streets and Traffic	\$4,047
Park and Recreation	\$14,099
Quimby Fees	\$12,708
Landscape Improvements	\$1,391
Community Facilities	\$1,050
Community Centers	\$68
Aquatic Center	\$192
Library	\$479
Public Meeting Facilities	\$311
Public Safety	\$561
Fire	\$349
Police/Law Enforcement	\$212
Schools	\$7,392
Total	\$59,366

Multi-Family Fee Calculations (Corona)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees		
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees		
MSHCP	\$212,200	\$1,061
SKR	\$207,200	\$1,036
	\$5,000	\$25
Water		
Water Connection/ Supply	\$1,020,120	\$5,101
	\$1,020,120	\$5,101
Sewer/ Wastewater		
Sewer Connection	\$743,040	\$3,715
Storm Drain/ Flood Control		
Storm Drain	\$60,600	\$303
	\$60,600	\$303
Local Transportation		
Streets and Traffic	\$647,600	\$3,238
Park and Recreation		
Parkland	\$2,063,000	\$10,315
Landscape Improvements	\$1,784,800	\$8,924
	\$278,200	\$1,391
Community Facilities		
Community Centers	\$153,400	\$767
Aquatic Center	\$13,600	\$68
Library	\$27,000	\$135
Public Meeting Facilities	\$69,200	\$346
Public Safety		
Fire	\$43,600	\$218
Police/Law Enforcement	\$166,400	\$832
Schools	\$93,200	\$466
	\$73,200	\$366
Total	\$873,600	\$4,368
	\$7,186,160	\$35,931

Industrial Fee Calculations (Corona)

Fee	Total Development (265,000 Sq. Ft. Building)	per Sq.Ft.
Regional Fees	\$376,362	\$1.42
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$110,721	\$0.42
MSHCP	\$103,116	\$0.39
SKR	\$7,604	\$0.03
Water	\$51,006	\$0.19
Water Connection/ Supply	\$51,006	\$0.19
Sewer/ Wastewater	\$123,066	\$0.46
Sewer Connection	\$123,066	\$0.46
Storm Drain/ Flood Control	\$100,700	\$0.38
Storm Drain	\$100,700	\$0.38
Local Transportation	\$111,300	\$0.42
Streets and Traffic	\$111,300	\$0.42
Park and Recreation	\$98,050	\$0.37
Parkland	\$98,050	\$0.37
Public Safety	\$7,950	\$0.03
Fire	\$5,300	\$0.02
Police/Law Enforcement	\$2,650	\$0.01
Schools	\$143,100	\$0.54
Total	\$1,122,254	\$4.23

Retail Fee Calculations (Corona)

Fee	Total Development (10,000 Sq. Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$104,900	\$10.49
MSHCP	\$8,356	\$0.84
SKR	\$7,782	\$3,891.18
	\$574	\$0.06
Water	\$51,006	\$5.10
Water Connection/ Supply	\$51,006	\$5.10
Sewer/ Wastewater	\$21,672	\$2.17
Sewer Connection	\$21,672	\$2.17
Storm Drain/ Flood Control	\$4,400	\$0.44
Storm Drain	\$4,400	\$0.44
Local Transportation	\$19,800	\$1.98
Streets and Traffic	\$19,800	\$1.98
Park and Recreation	\$2,291	\$0.23
Parkland	\$900	\$0.09
Landscape Improvements	\$1,391	\$0.14
Community Facilities	\$68	\$0.01
Community Centers	\$68	\$0.01
Public Safety	\$3,400	\$0.34
Fire	\$1,600	\$0.16
Police/Law Enforcement	\$1,800	\$0.18
Schools	\$5,400	\$0.54
Total	\$221,293	\$22.13

Office Fee Calculations (Corona)

Fee	Total Development (20,000 Sq. Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water	\$51,006	\$2.55
Water Connection/ Supply	\$51,006	\$2.55
Sewer/ Wastewater	\$46,440	\$2.32
Sewer Connection	\$46,440	\$2.32
Storm Drain/ Flood Control	\$8,800	\$0.44
Storm Drain	\$8,800	\$0.44
Local Transportation	\$19,000	\$0.95
Streets and Traffic	\$19,000	\$0.95
Park and Recreation	\$3,191	\$0.16
Parkland	\$1,800	\$0.09
Landscape Improvements	\$1,391	\$0.07
Community Facilities	\$68	\$0.00
Community Centers	\$68	\$0.00
Public Safety	\$6,800	\$0.34
Fire	\$3,200	\$0.16
Police/Law Enforcement	\$3,600	\$0.18
Schools	\$10,800	\$0.54
Total	\$199,455	\$9.97

Assumptions and Notes (Corona)

- Assumes Corona-Norco Unified School District fees
- Assumes City of Corona as water and sewer provider

Summary of Eastvale Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$43,077 per Unit
Multi-Family	\$25,241 per Unit
Industrial	\$3.66 per Sq.Ft.
Retail	\$24.31 per Sq.Ft.
Office	\$9.14 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Eastvale)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$11,831
Water Connection/ Supply	\$11,831
Sewer/ Wastewater	\$6,971
Sewer Connection	\$6,971
Park and Recreation	\$2,235
Quimby Fees	\$2,235
Schools	\$7,392
Other Area/Regional Fees	\$1,667
Mira Loma Road and Bridge Benefit District (RBBD)	\$1,667
Other	\$2,116
DIF Program	\$2,116
Total	\$43,077

Multi-Family Fee Calculations (Eastvale)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP	\$207,200	\$1,036
Water	\$1,254,086	\$6,270
Water Connection/ Supply	\$1,254,086	\$6,270
Sewer/ Wastewater	\$738,926	\$3,695
Sewer Connection	\$738,926	\$3,695
Park and Recreation	\$351,000	\$1,755
Quimby Fees	\$351,000	\$1,755
Schools	\$873,600	\$4,368
Other Area/Regional Fees	\$83,400	\$417
Mira Loma Road and Bridge Benefit District (RBBD)	\$83,400	\$417
Other	\$293,800	\$1,469
DIF Program	\$293,800	\$1,469
Total	\$5,048,212	\$25,241

Industrial Fee Calculations (Eastvale)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$376,362	\$1.42
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$103,116	\$0.39
MSHCP	\$103,116	\$0.39
Water	\$62,704	\$0.24
Water Connection/ Supply	\$62,704	\$0.24
Sewer/ Wastewater	\$36,946	\$0.14
Sewer Connection	\$36,946	\$0.14
Schools	\$143,100	\$0.54
Other Area/Regional Fees	\$76,045	\$0.29
Mira Loma Road and Bridge Benefit District (RBBBD)	\$76,045	\$0.29
Other	\$170,925	\$0.65
DIF Program	\$170,925	\$0.65
Total	\$969,198	\$3.66

Retail Fee Calculations (Eastvale)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$104,900	\$10.49
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$7,782	\$0.78
MSHCP	\$7,782	\$0.78
Water	\$62,704	\$6.27
Water Connection/ Supply	\$62,704	\$6.27
Sewer/ Wastewater	\$36,946	\$3.69
Sewer Connection	\$36,946	\$3.69
Schools	\$5,400	\$0.54
Other Area/Regional Fees	\$5,739	\$0.57
Mira Loma Road and Bridge Benefit District (RBBD)	\$5,739	\$0.57
Other	\$19,660	\$1.97
DIF Program	\$19,660	\$1.97
Total	\$243,132	\$24.31

Office Fee Calculations (Eastvale)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$8,894	\$0.44
Water		
Water Connection/ Supply	\$62,704	\$3.14
Sewer/ Wastewater		
Sewer Connection	\$62,704	\$3.14
Schools		
Schools	\$36,946	\$1.85
Other Area/Regional Fees		
Mira Loma Road and Bridge Benefit District (RBB)	\$36,946	\$1.85
Other		
DIF Program	\$10,800	\$0.54
Total	\$6,559	\$0.33
	\$13,080	\$0.65
	\$13,080	\$0.65
	\$182,784	\$9.14

Assumptions and Notes (Eastvale)

- Assumes Corona-Norco Unified School District fees.
- Assumes Jurupa Community Services District (JCSD) as water and sewer provider; see next slide for sewer and water fee calculations. Assumes one two inch meter is 5.3 EDU.
- City fees are all placed in DIF Program category. If fee breakdown into subcategories is available, fees could be allocated into subcategories (e.g. local transportation, park improvements, etc.).
- There is no specified parkland fee associated with the City's Quimby Act requirement. Equivalent for park in-lieu fee is estimated assuming a per acre land value of \$250,000 and applied to all residential development.
- Assumes Zone A for Mira Loma RBBD fee.

Summary of Hemet Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$44,768 per Unit
Multi-Family	\$30,416 per Unit
Industrial	\$4.31 per Sq.Ft.
Retail	\$25.45 per Sq.Ft.
Office	\$16.35 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Hemet)

Fee	per unit
Regional Transportation Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$5,366
Water Connection/ Supply	\$4,883
Water Holding and Distribution	\$483
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Storm Drain/ Flood Control	\$1,719
Storm Drain	\$1,405
Retention Basin Capacity	\$314
Local Transportation	\$2,948
Bridge Crossing	\$2,948
Park and Recreation	\$2,993
Quimby Fees	\$1,500
Parks and Recreation	\$1,453
Landscape Improvements	\$40
Community Facilities	\$735
Library	\$735
Other Public Facilities/ Buildings	\$780
Government Facilities	\$780
Public Safety	\$1,031
Fire	\$560
Police/Law Enforcement	\$471
Schools	\$9,790
Other Area/Regional Fees	\$283
Valley-wide Park and Recreation	\$283
Other	\$0
Total	\$44,768

Multi-Family Fee Calculations (Hemet)

Fee	Total Development (200 Unit Building)	per Unit
Regional Transportation Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$212,200	\$1,061
MSHCP	\$207,200	\$1,036
SKR	\$5,000	\$25
Water	\$376,387	\$1,882
Water Connection/ Supply	\$331,387	\$1,657
Water Holding and Distribution	\$45,000	\$225
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Storm Drain/ Flood Control	\$113,800	\$569
Storm Drain	\$94,800	\$474
Retention Basin Capacity	\$19,000	\$95
Local Transportation	\$406,000	\$2,030
Bridge Crossing	\$406,000	\$2,030
Park and Recreation	\$454,600	\$2,273
Quimby Fees	\$200,000	\$1,000
Parks and Recreation	\$249,400	\$1,247
Landscape Improvements	\$5,200	\$26
Community Facilities	\$126,200	\$631
Library	\$126,200	\$631
Other Public Facilities/ Buildings	\$133,800	\$669
City Hall and Public Facilities	\$133,800	\$669
Public Safety	\$176,800	\$884
Fire	\$96,000	\$480
Police/Law Enforcement	\$80,800	\$404
Schools	\$1,157,000	\$5,785
Other Area/Regional Fees	\$48,600	\$243
Valley-wide Park and Recreation	\$48,600	\$243
Total	\$6,083,187	\$30,416

Industrial Fee Calculations (Hemet)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees		
MSHCP	\$110,721	\$0.42
SKR	\$103,116	\$0.39
	\$7,604	\$0.03
Water	\$170,286	\$0.64
Water Connection/ Supply	\$146,436	\$0.55
Water Holding and Distribution	\$23,850	\$0.09
Sewer/ Wastewater	\$52,102	\$0.20
Sewer Connection	\$52,102	\$0.20
Storm Drain/ Flood Control	\$120,057	\$0.45
Storm Drain	\$91,160	\$0.34
Retention Basin Capacity	\$28,897	\$0.11
Local Transportation	\$109,710	\$0.41
Bridge Crossing	\$109,710	\$0.41
Park and Recreation	\$5,703	\$0.02
Landscape Improvements	\$5,703	\$0.02
Other Public Facilities/ Buildings	\$30,740	\$0.12
City Hall and Public Facilities	\$30,740	\$0.12
Public Safety	\$18,285	\$0.07
Fire	\$14,840	\$0.06
Police/Law Enforcement	\$3,445	\$0.01
Schools	\$148,400	\$0.56
Total	\$1,142,365	\$4.31

Retail Fee Calculations (Hemet)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$8,356	\$0.84
SKR	\$7,782	\$0.78
	\$574	\$0.06
Water		
Water Connection/ Supply	\$65,990	\$6.60
Water Holding and Distribution	\$65,090	\$6.51
Sewer/ Wastewater		
Sewer Connection	\$900	\$0.09
Storm Drain/ Flood Control		
Storm Drain	\$32,632	\$3.26
Retention Basin Capacity	\$32,632	\$3.26
Local Transportation		
Storm Drain	\$6,201	\$0.62
Bridge Crossing	\$4,020	\$0.40
Park and Recreation		
Landscaping Improvements	\$2,181	\$0.22
Other Public Facilities/ Buildings		
Public Buildings	\$24,600	\$2.46
Public Safety		
Fire	\$24,600	\$2.46
Police/Law Enforcement	\$430	\$0.04
Schools		
	\$430	\$0.04
	\$1,160	\$0.12
	\$1,160	\$0.12
	\$4,630	\$0.46
	\$2,400	\$0.24
	\$2,230	\$0.22
Total	\$5,600	\$0.56
	\$254,500	\$25.45

Office Fee Calculations (Hemet)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water		
Water Connection/ Supply	\$68,212	\$3.41
Water Holding and Distribution	\$66,412	\$3.32
	\$1,800	\$0.09
Sewer/ Wastewater		
Sewer Connection	\$122,370	\$6.12
	\$122,370	\$6.12
Storm Drain/ Flood Control		
Storm Drain	\$10,532	\$0.53
	\$8,040	\$0.40
Retention Basin Capacity	\$2,492	\$0.12
Local Transportation		
Bridge Crossing	\$49,200	\$2.46
Park and Recreation		
Landscaping Improvements	\$492	\$0.02
Other Public Facilities/ Buildings		
City Hall and Public Facilities	\$2,320	\$0.12
Public Safety		
Fire	\$9,260	\$0.46
Police/Law Enforcement	\$4,800	\$0.24
Schools	\$4,460	\$0.22
Total	\$11,200	\$0.56
	\$326,937	\$16.35

Assumptions and Notes (Hemet)

- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- Assumes Hemet Unified School District fees, Level 2.

Summary of Jurupa Valley Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$43,580 per Unit
Multi-Family	\$26,687 per Unit
Industrial	\$3.79 per Sq.Ft.
Retail	\$25.25 per Sq.Ft.
Office	\$10.06 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Jurupa Valley)

Fee	per Unit
Regional Fees	\$8,873
TUMF (Regional)	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP (Regional)	\$1,992
Water	\$11,831
Water Connection/ Supply (JCSD)	\$11,831
Sewer/ Wastewater	\$6,971
Sewer Connection (JCSD)	\$6,971
Local Transportation	\$1,421
Roads and Bridges (City, Area Plan 1)	\$1,001
Signalization Improvement (City, Area Plan 1)	\$420
Community Facilities	\$341
Library/Library Construction (City, Area Plan 1)	\$341
Other Public Facilities/ Buildings	\$1,267
General Government/ Administrative (City, Area Plan 1)	\$60
City Hall and Public Facilities (City, Area Plan 1)	\$1,207
Public Safety	\$705
Fire (City, Area Plan 1)	\$705
Schools (Jurupa Unified School District)	\$7,656
Other Area/Regional Fees	\$2,523
Mira Loma Road and Bridge Benefit District (RBBD) (Zone E)	\$1,644
Regional Park Fee (JARPD)	\$563
Regional Trail Fee (JARPD)	\$316
Total	\$43,580

Multi-Family Fee Calculations (Jurupa Valley)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF (Regional)	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP (Regional)	\$207,200	\$1,036
Water	\$1,254,086	\$6,270
Water Connection/ Supply (JCSD)	\$1,254,086	\$6,270
Sewer/ Wastewater	\$738,926	\$3,695
Sewer Connection (JCSD)	\$738,926	\$3,695
Local Transportation	\$233,800	\$1,169
Roads and Bridges (City, Area Plan 1)	\$158,200	\$791
Signalization Improvement (City, Area Plan 1)	\$75,600	\$378
Community Facilities	\$57,200	\$286
Library/Library Construction (City, Area Plan 1)	\$57,200	\$286
Other Public Facilities/ Buildings	\$202,200	\$1,011
City Hall and Public Facilities (City, Area Plan 1)	\$202,200	\$1,011
Public Safety	\$118,000	\$590
Fire (City, Area Plan 1)	\$118,000	\$590
Schools (Jurupa Unified School District)	\$904,800	\$4,524
Other Area/Regional Fees	\$375,000	\$1,875
Mira Loma Road and Bridge Benefit District (RBBB) (Zone E)	\$227,800	\$1,139
Regional Park Fee (JARPDP)	\$94,400	\$472
Regional Trail Fee (JARPDP)	\$52,800	\$264
Total	\$5,337,412	\$26,687

Industrial Fee Calculations (Jurupa Valley)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$376,362	\$1.42
TUMF (Regional)	\$376,362	\$1.42
Habitat Mitigation Fees	\$103,116	\$0.39
MSHCP (Regional)	\$103,116	\$0.39
Water	\$62,704	\$0.24
Water Connection/ Supply (JCSD)	\$62,704	\$0.24
Sewer/ Wastewater	\$36,946	\$0.14
Sewer Connection (JCSD)	\$36,946	\$0.14
Local Transportation	\$103,786	\$0.39
Roads and Bridges (City, Area Plan 1)	\$29,597	\$0.11
Signalization Improvement (City, Area Plan 1)	\$74,189	\$0.28
Other Public Facilities/ Buildings	\$33,809	\$0.13
General Government/ Administrative (City, Area Plan 1)	\$1,688	\$0.01
City Hall and Public Facilities (City, Area Plan 1)	\$32,121	\$0.12
Public Safety	\$30,950	\$0.12
Fire (City, Area Plan 1)	\$30,950	\$0.12
Schools (Jurupa Unified School District)	\$148,400	\$0.56
Other Area/Regional Fees	\$107,390	\$0.41
Mira Loma Road and Bridge Benefit District (RBBD) (Zone E)	\$85,033	\$0.32
Regional Park Fee (JARPD)	\$14,327	\$0.05
Regional Trail Fee (JARPD)	\$8,030	\$0.03
Total	\$1,003,464	\$3.79

Retail Fee Calculations (Jurupa Valley)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$104,900	\$10.49
TUMF (Regional)	\$104,900	\$10.49
Habitat Mitigation Fees	\$7,782	\$0.78
MSHCP (Regional)	\$7,782	\$0.78
Water	\$62,704	\$6.27
Water Connection/ Supply (JCSD)	\$62,704	\$6.27
Sewer/ Wastewater	\$36,946	\$3.69
Sewer Connection (JCSD)	\$36,946	\$3.69
Local Transportation	\$12,278	\$1.23
Roads and Bridges (City, Area Plan 1)	\$4,277	\$0.43
Signalization Improvement (City, Area Plan 1)	\$8,002	\$0.80
Other Public Facilities/ Buildings	\$6,217	\$0.62
General Government/ Administrative (City, Area Plan 1)	\$290	\$0.03
City Hall and Public Facilities (City, Area Plan 1)	\$5,926	\$0.59
Public Safety	\$5,600	\$0.56
Fire (City, Area Plan 1)	\$5,600	\$0.56
Schools (Jurupa Unified School District)	\$5,600	\$0.56
Other Area/Regional Fees	\$10,464	\$1.05
Mira Loma Road and Bridge Benefit District (RBBD) (Zone E)	\$6,418	\$0.64
Regional Park Fee (JARPD)	\$2,593	\$0.26
Regional Trail Fee (JARPD)	\$1,453	\$0.15
Total	\$252,492	\$25.25

Office Fee Calculations (Jurupa Valley)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$43,800	\$2.19
TUMF (Regional)	\$43,800	\$2.19
Habitat Mitigation Fees	\$8,894	\$0.44
MSHCP (Regional)	\$8,894	\$0.44
Water	\$62,704	\$3.14
Water Connection/ Supply (JCSD)	\$62,704	\$3.14
Sewer/ Wastewater	\$36,946	\$1.85
Sewer Connection (JCSD)	\$36,946	\$1.85
Local Transportation	\$12,278	\$0.61
Roads and Bridges (City, Area Plan 1)	\$4,277	\$0.21
Signalization Improvement (City, Area Plan 1)	\$8,002	\$0.40
Other Public Facilities/ Buildings	\$7,105	\$0.36
General Government/ Administrative (City, Area Plan 1)	\$332	\$0.02
City Hall and Public Facilities (City, Area Plan 1)	\$6,773	\$0.34
Public Safety	\$6,400	\$0.32
Fire (City, Area Plan 1)	\$6,400	\$0.32
Schools (Jurupa Unified School District)	\$11,200	\$0.56
Other Area/Regional Fees	\$11,959	\$0.60
Mira Loma Road and Bridge Benefit District (RBBD) (Zone E)	\$7,334	\$0.37
Regional Park Fee (JARPD)	\$2,963	\$0.15
Regional Trail Fee (JARPD)	\$1,661	\$0.08
Total	\$201,287	\$10.06

Assumptions and Notes (Jurupa Valley)

- Assumes Jurupa Unified School District fees.
- Assumes Jurupa Community Services District (JCSD) as water and sewer provider; see next slide for sewer and water fee calculations. Assumes one two inch meter is 5.3 EDU.
- Assumes Area Plan 1 Jurupa city fee schedule.
- Assumes Zone E for Mira Loma RBBD fee.

Summary of Lake Elsinore Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$56,196 per Unit
Multi-Family	\$26,247 per Unit
Industrial	\$3.72 per Sq.Ft.
Retail	\$22.80 per Sq.Ft.
Office	\$12.85 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Lake Elsinore)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$18,843
Water Connection/ Supply	\$18,843
Sewer/ Wastewater	\$8,817
Sewer Connection	\$8,817
Local Transportation	\$1,369
Local Transportation	\$1,369
Park and Recreation	\$1,600
Park Capital Improvement Fund	\$1,600
Community Facilities	\$1,474
Community Centers	\$545
Marina Facilities	\$779
Library	\$150
Other Public Facilities/ Buildings	\$1,157
City Hall and Public Facilities	\$809
Animal Shelter Facilities	\$348
Public Safety	\$751
Fire	\$751
Affordable Housing Fee	\$4,400
Schools	\$6,820
Total	\$56,196

Multi-Family Fee Calculations (Lake Elsinore)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$212,200	\$1,061
MSHCP	\$207,200	\$1,036
SKR	\$5,000	\$25
Water	\$958,250	\$4,791
Water Connection/ Supply	\$958,250	\$4,791
Sewer/ Wastewater	\$634,824	\$3,174
Sewer Connection	\$634,824	\$3,174
Local Transportation	\$191,800	\$959
Streets and Traffic	\$191,800	\$959
Park and Recreation	\$280,000	\$1,400
Park Capital Improvement Fund	\$280,000	\$1,400
Community Facilities	\$162,200	\$811
Community Centers	\$54,400	\$272
Marina Facilities	\$77,800	\$389
Library	\$30,000	\$150
Other Public Facilities/ Buildings	\$115,600	\$578
City Hall and Public Facilities	\$80,800	\$404
Animal Shelter Facilities	\$34,800	\$174
Public Safety	\$122,400	\$612
Fire	\$122,400	\$612
Affordable Housing Fee	\$520,000	\$2,600
Schools	\$806,000	\$4,030
Total	\$5,249,474	\$26,247

Industrial Fee Calculations (Lake Elsinore)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$376,362	\$1.42
MSHCP	\$110,721	\$0.42
SKR	\$103,116	\$0.39
	\$7,604	\$0.03
Water	\$51,884	\$0.20
Water Connection/ Supply	\$51,884	\$0.20
Sewer/ Wastewater	\$29,263	\$0.11
Sewer Connection	\$29,263	\$0.11
Local Transportation	\$214,650	\$0.81
Streets and Traffic	\$214,650	\$0.81
Park and Recreation	\$26,500	\$0.10
Park Capital Improvement Fund	\$26,500	\$0.10
Other Public Facilities/ Buildings	\$9,540	\$0.04
City Hall and Public Facilities	\$9,540	\$0.04
Public Safety	\$42,135	\$0.16
Fire	\$42,135	\$0.16
Schools	\$124,550	\$0.47
Total	\$985,604	\$3.72

Retail Fee Calculations (Lake Elsinore)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$8,356	\$0.84
SKR	\$7,782	\$0.78
	\$574	\$0.06
Water		
Water Connection/ Supply	\$51,884	\$5.19
Sewer/ Wastewater		
Sewer Connection	\$51,884	\$5.19
	\$12,779	\$1.28
Local Transportation		
Streets and Traffic	\$12,779	\$1.28
Park and Recreation		
Park Capital Improvement Fund	\$38,400	\$3.84
Other Public Facilities/ Buildings		
City Hall and Public Facilities	\$38,400	\$3.84
Public Safety		
Fire	\$1,000	\$0.10
Schools	\$1,000	\$0.10
	\$1,080	\$0.11
	1,080	0
	\$4,890	\$0.49
	\$4,890	\$0.49
Schools		
	\$4,700	\$0.47
Total	\$227,988	\$22.80

Office Fee Calculations (Lake Elsinore)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water	\$51,884	\$2.59
Water Connection/ Supply	\$51,884	\$2.59
Sewer/ Wastewater	\$100,998	\$5.05
Sewer Connection	\$100,998	\$5.05
Local Transportation	\$29,000	\$1.45
Streets and Traffic	\$29,000	\$1.45
Park and Recreation	\$2,000	\$0.10
Park Capital Improvement Fund	\$2,000	\$0.10
Other Public Facilities/ Buildings	\$3,600	\$0.18
City Hall and Public Facilities	\$3,600	\$0.18
Public Safety	\$6,740	\$0.34
Fire	\$6,740	\$0.34
Schools	\$9,400	\$0.47
Total	\$256,972	\$12.85

Assumptions and Notes (Lake Elsinore)

- Assumes Lake Elsinore Unified School District fees
- Assumes Elsinore Valley Municipal Water District (EVMWD) as water and sewer provider.
- Assumes affordable housing fee of \$2.00/habitable sq.ft.; applies to single family (2,200 sq.ft) and multi-family (1,100 sq.ft. per unit)

Summary of March JPA Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$34,174 per Unit
Multi-Family	\$20,935 per Unit
Industrial	\$2.85 per Sq.Ft.
Retail	\$14.88 per Sq.Ft.
Office	\$7.17 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (March JPA)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Water	\$7,818
Water Connection/ Supply	\$7,818
Sewer/ Wastewater	\$4,500
Sewer Connection	\$4,500
Community Facilities	\$172
Library/Library Construction	\$172
Public Safety	\$1,963
Fire	\$694
Criminal Justice Public Facilities	\$1,269
Schools	\$9,724
Other Area/Regional Fees	\$1,124
Regional Park Fee	\$852
Regional Trail Fee	\$197
Regional Multiservice Centers	\$75
Total	\$34,174

Multi-Family Fee Calculations (March JPA)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees		
TUMF	\$1,246,200	\$6,231
Water	\$1,246,200	\$6,231
Water Connection/ Supply	\$493,150	\$2,466
Sewer/ Wastewater	\$493,150	\$2,466
Sewer Connection	\$819,000	\$4,095
Community Facilities	\$819,000	\$4,095
Library/Library Construction	\$24,000	\$120
Public Safety	\$24,000	\$120
Fire	\$299,200	\$1,496
Criminal Justice Public Facilities	\$96,200	\$481
Schools	\$203,000	\$1,015
Other Area/Regional Fees	\$1,149,200	\$5,746
Regional Park Fee	\$156,200	\$781
Regional Trail Fee	\$118,200	\$591
Regional Multiservice Centers	\$27,400	\$137
Total	\$10,600	\$53
	\$4,186,950	\$20,935

Industrial Fee Calculations (March JPA)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Water		
Water Connection/ Supply	\$75,803	\$0.29
Sewer/ Wastewater		
Sewer Connection	\$111,618	\$0.42
Public Safety		
Fire	\$47,208	\$0.18
Criminal Justice Public Facilities	\$17,931	\$0.07
Schools		
	\$29,277	\$0.11
	<u>\$143,100</u>	<u>\$0.54</u>
Total	\$754,091	\$2.85

Retail Fee Calculations (March JPA)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Water	\$23,777	\$2.38
Water Connection/ Supply	\$23,777	\$2.38
Sewer/ Wastewater	\$972	\$0.10
Sewer Connection	\$972	\$0.10
Public Safety	\$13,761	\$1.38
Fire	\$9,402	\$0.94
Criminal Justice Public Facilities	\$4,360	\$0.44
Schools	\$5,400	\$0.54
Total	\$148,810	\$14.88

Office Fee Calculations (March JPA)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Water	\$43,800	\$2.19
Water Connection/ Supply	\$24,384	\$1.22
Sewer/ Wastewater	\$24,384	\$1.22
Sewer Connection	\$48,600	\$2.43
Public Safety	\$48,600	\$2.43
Fire	\$15,727	\$0.79
Criminal Justice Public Facilities	\$10,745	\$0.54
Schools	\$4,982	\$0.25
Total	<u>\$10,800</u>	<u>\$0.54</u>
	\$143,311	\$7.17

Assumptions and Notes (March JPA)

- Assumes Moreno Valley School District fees
- Awaiting confirmation for sewer and water fee calculations from the Western Municipal Water District (WMWD)
- Uses fees effective after January 19, 2017

Summary of Menifee Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$41,586 per Unit
Multi-Family	\$30,845 per Unit
Industrial	\$4.18 per Sq.Ft.
Retail	\$25.12 per Sq.Ft.
Office	\$14.55 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Menifee)

Fee	per unit
Regional Transportation Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Local Transportation	\$1,984
Local Transportation	\$1,564
Signalization Improvement	\$420
Park and Recreation	\$1,204
Parkland	\$1,204
Community Facilities	\$341
Library	\$341
Other Public Facilities/ Buildings	\$1,276
Public Buildings	\$1,207
General Government/ Administrative	\$69
Public Safety	\$705
Fire	\$705
Schools	\$7,524
Other Area/Regional Fees	\$4,546
Mira Loma Road and Bridge Benefit District (RBBD)	\$4,546
Total	\$41,586

Multi-Family Fee Calculations (Menifee)

Fee	Total Development (200 Unit Building)	per Unit
Regional Transportation Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$212,200	\$1,061
MSHCP	\$207,200	\$1,036
SKR	\$5,000	\$25
Water	\$331,387	\$1,657
Water Connection/ Supply	\$331,387	\$1,657
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Local Transportation	\$322,800	\$1,614
Local Transportation	\$247,200	\$1,236
Signalization Improvement	\$75,600	\$378
Park and Recreation	\$210,400	\$1,052
Parkland	\$210,400	\$1,052
Other Public Facilities/ Buildings	\$213,400	\$1,067
General Government/ Administrative	\$11,200	\$56
City Hall and Public Facilities	\$202,200	\$1,011
Public Safety	\$118,000	\$590
Fire	\$118,000	\$590
Schools	\$889,200	\$4,446
Other Area/Regional Fees	\$993,800	\$4,969
Mira Loma Road and Bridge Benefit Distr	\$941,000	\$4,705
Other	\$52,800	\$264
Total	\$6,168,987	\$30,845

Industrial Fee Calculations (Menifee)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees	\$376,362	\$1.42
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$110,721	\$0.42
MSHCP	\$103,116	\$0.39
SKR	\$7,604	\$0.03
Water	\$146,436	\$0.55
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater	\$52,102	\$0.20
Sewer Connection	\$52,102	\$0.20
Local Transportation	\$120,455	\$0.45
Local Transportation	\$46,265	\$0.17
Traffic Signal	\$74,189	\$0.28
Other Public Facilities/ Buildings	\$33,368	\$0.13
General Government/ Administrative	\$1,247	\$0.00
City Hall and Public Facilities	\$32,121	\$0.12
Public Safety	\$30,950	\$0.12
Fire	\$30,950	\$0.12
Schools	\$142,835	\$0.54
Other Area/Regional Fees	\$93,915	\$0.35
Mira Loma Road and Bridge Benefit District	\$71,558	\$0.27
Other	\$22,357	\$0.08
Total	\$1,107,143	\$4.18

Retail Fee Calculations (Menifee)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees	\$104,900	\$10.49
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$8,356	\$0.84
MSHCP	\$7,782	\$0.78
SKR	\$574	\$0.06
Water	\$65,090	\$6.51
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater	\$32,632	\$3.26
Sewer Connection	\$32,632	\$3.26
Local Transportation	\$14,685	\$1.47
Local Transportation	\$6,684	\$0.67
Signalization Improvement	\$8,002	\$0.80
Other Public Facilities/ Buildings	\$6,211	\$0.62
Public Buildings	\$5,926	\$0.59
General Government/ Administrative	\$285	\$0.03
Public Safety	\$5,600	\$0.56
Fire	\$5,600	\$0.56
Schools	\$5,390	\$0.54
Other Area/Regional Fees	\$8,307	\$0.83
Mira Loma Road and Bridge Benefit District	\$5,401	\$0.54
Other	\$2,906	\$0.29
Total	\$251,172	\$25.12

Office Fee Calculations (Menifee)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Planning and Processing Fees		
Building Permit, Plan Check, and Inspection Fees		
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water		
Water Connection/ Supply	\$66,412	\$3.32
	\$66,412	\$3.32
Sewer/ Wastewater		
Sewer Connection	\$122,370	\$6.12
	\$122,370	\$6.12
Local Transportation		
Local Transportation	\$16,783	\$0.84
Signalization Improvement	\$7,639	\$0.38
	\$9,145	\$0.46
Other Public Facilities/ Buildings		
Public Buildings	\$7,098	\$0.35
General Government/ Administrative	\$6,773	\$0.34
	\$325	\$0.02
Public Safety		
Fire	\$6,400	\$0.32
	\$6,400	\$0.32
Schools		
Other Area/Regional Fees		
Mira Loma Road and Bridge Benefit District (RE	\$10,780	\$0.54
Other	\$7,833	\$0.39
	\$6,172	\$0.31
	\$1,661	\$0.08
Total	\$291,027	\$14.55

Assumptions and Notes (Menifee)

- Assumes Area 17 for City impact fee estimates.
- Assumes Perris Union High School and Romoland Elementary Unified fees.
- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- Includes Mira Loma Road and Bridge Benefit District (RBBD) for Zone C

Summary of Moreno Valley Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$44,458 per Unit
Multi-Family	\$28,845 per Unit
Industrial	\$4.14 per Sq.Ft.
Retail	\$26.47 per Sq.Ft.
Office	\$15.88 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Moreno Valley)

Fee	per unit
Regional Transportation Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Park and Recreation	\$1,661
Quimby Fees	\$1,661
Schools	\$9,724
Other	\$9,067
DIF Program	\$9,067
Total	\$44,458

Multi-Family Fee Calculations (Moreno Valley)

Fee	Total Development (200 Unit Building)	per Unit
Regional Transportation Fees		
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees		
MSHCP	\$212,200	\$6,231
SKR	\$207,200	\$1,061
	\$5,000	\$1,036
Water		
Water Connection/ Supply	\$331,387	\$25
Sewer/ Wastewater		
Sewer Connection	\$331,387	\$1,657
Schools		
Other	\$1,631,600	\$8,158
DIF Program	\$1,631,600	\$8,158
	\$1,149,200	\$5,746
	\$1,198,500	\$5,993
	\$1,198,500	\$5,993
Total	\$5,769,087	\$28,845

Industrial Fee Calculations (Moreno Valley)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$376,362	\$1.42
MSHCP	\$110,721	\$0.42
SKR	\$103,116	\$0.39
Water	\$7,604	\$0.03
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater	\$146,436	\$0.55
Sewer Connection	\$52,102	\$0.20
Schools	\$52,102	\$0.20
Other	\$143,100	\$0.54
DIF Program	\$269,240	\$1.02
Total	\$269,240	\$1.02
	\$1,097,960	\$4.14

Retail Fee Calculations (Moreno Valley)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$8,356	\$0.84
SKR	\$7,782	\$0.78
	\$574	\$0.06
Water	\$65,090	\$6.51
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater	\$32,632	\$3.26
Sewer Connection	\$32,632	\$3.26
Schools	\$5,400	\$0.54
Other	\$48,310	\$4.83
DIF Program	\$48,310	\$4.83
Total	\$264,689	\$26.47

Office Fee Calculations (Moreno Valley)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water	\$66,412	\$3.32
Water Connection/ Supply	\$66,412	\$3.32
Sewer/ Wastewater	\$122,370	\$6.12
Sewer Connection	\$122,370	\$6.12
Schools	\$10,800	\$0.54
Other	\$64,660	\$3.23
DIF Program	\$64,660	\$3.23
Total	\$317,592	\$15.88

Assumptions and Notes (Moreno Valley)

- Assumes Moreno Valley Unified School District fees, Level 2. Assumes outside of CFDs that charge additional fees.
- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- City fees are all placed in DIF Program category. If fee breakdown into subcategories is available, fees could be allocated into subcategories (e.g. local transportation, park improvements, etc.).

Summary of Murrieta Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$42,523 per Unit
Multi-Family	\$28,209 per Unit
Industrial	\$5.29 per Sq.Ft.
Retail	\$33.20 per Sq.Ft.
Office	\$17.07 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Murrieta)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Storm Drain/ Flood Control	\$828
Storm Drain	\$828
Schools	\$7,392
Other	\$10,297
DIF Program	\$10,297
Total	\$42,523

Multi-Family Fee Calculations (Murrieta)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees		
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees		
MSHCP	\$212,200	\$1,061
SKR	\$207,200	\$1,036
	\$5,000	\$25
Water	\$331,387	\$1,657
Water Connection/ Supply	\$331,387	\$1,657
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Storm Drain/ Flood Control	\$41,390	\$207
Storm Drain	\$41,390	\$207
Schools	\$873,600	\$4,368
Other	\$1,305,474	\$6,527
DIF Program	\$1,305,474	\$6,527
Total	\$5,641,851	\$28,209

Industrial Fee Calculations (Murrieta)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$376,362	\$1.42
MSHCP	\$110,721	\$0.42
SKR	\$103,116	\$0.39
Water	\$7,604	\$0.03
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater	\$146,436	\$0.55
Sewer Connection	\$52,102	\$0.20
Storm Drain/ Flood Control	\$52,102	\$0.20
Storm Drain	\$62,950	\$0.24
Schools	\$62,950	\$0.24
Other	\$143,100	\$0.54
DIF Program	\$511,450	\$1.93
Total	\$511,450	\$1.93
	\$1,403,120	\$5.29

Retail Fee Calculations (Murrieta)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$104,900	\$10.49
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$8,356	\$0.84
MSHCP	\$7,782	\$0.78
SKR	\$574	\$0.06
Water	\$65,090	\$6.51
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater	\$32,632	\$3.26
Sewer Connection	\$32,632	\$3.26
Storm Drain/ Flood Control	\$4,751	\$0.48
Storm Drain	\$4,751	\$0.48
Schools	\$5,400	\$0.54
Other	\$110,900	\$11.09
DIF Program	\$110,900	\$11.09
Total	\$332,030	\$33.20

Office Fee Calculations (Murrieta)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water		
Water Connection/ Supply	\$66,412	\$3.32
	\$66,412	\$3.32
Sewer/ Wastewater		
Sewer Connection	\$122,370	\$6.12
	\$122,370	\$6.12
Storm Drain/ Flood Control		
Storm Drain	\$5,430	\$0.27
	\$5,430	\$0.27
Schools		
Other	\$10,800	\$0.54
DIF Program	\$83,000	\$4.15
	\$83,000	\$4.15
Total	\$341,362	\$17.07

Assumptions and Notes (Murrieta)

- Assumes Murrieta Valley Unified School District fees, Level 2.
- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- City fees are all placed in DIF Program category. If fee breakdown into subcategories is available, fees could be allocated into subcategories (e.g. local transportation, park improvements, etc.).

Summary of Norco Fee Estimates (Norco)

Land Use	per Unit of Measurement
Single Family	\$53,454 per Unit
Multi-Family	\$36,574 per Unit
Industrial	\$9.51 per Sq.Ft.
Retail	\$25.06 per Sq.Ft.
Office	\$16.42 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Norco)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$4,857
Water Connection/ Supply	\$4,662
Water and Sewer Connection	\$195
Sewer/ Wastewater	\$6,134
Sewer Facility	\$6,134
Storm Drain/ Flood Control	\$2,545
Storm Drain	\$2,545
Local Transportation	\$4,062
Streets and Traffic	\$4,062
Park and Recreation	\$11,821
Parks and Recreation	\$11,821
Community Facilities	\$3,318
Public Meeting Facilities	\$3,318
Other Public Facilities/ Buildings	\$1,199
General Government/ Administrative	\$1,199
Public Safety	\$1,261
Fire	\$1,010
Animal Control	\$251
Schools	\$7,392
Total	\$53,454

Multi-Family Fee Calculations (Norco)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231.00
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP	\$207,200	\$1,036.00
Water	\$515,700	\$2,579
Water Connection/ Supply	\$511,800	\$2,559.00
Water and Sewer Connection	\$3,900	\$19.50
Sewer/ Wastewater	\$1,145,400	\$5,727
Sewer Facility	\$1,145,400	\$5,727.00
Storm Drain/ Flood Control	\$42,000	\$210
Storm Drain	\$42,000	\$210.00
Local Transportation	\$542,400	\$2,712
Streets and Traffic	\$542,400	\$2,712.00
Park and Recreation	\$1,927,800	\$9,639
Parks and Recreation	\$1,927,800	\$9,639.00
Community Facilities	\$541,200	\$2,706
Public Meeting Facilities	\$541,200	\$2,706.00
Other Public Facilities/ Buildings	\$71,400	\$357
Government Facilities	\$21,200	\$106.00
Animal Shelter Facilities	\$50,200	\$251.00
Public Safety	\$201,800	\$1,009
Fire	\$201,800	\$1,009.00
Schools	\$873,600	\$4,368
Total	\$7,314,700	\$36,574

Industrial Fee Calculations (Norco)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees		
MSHCP	\$103,116	\$0.39
Water		
Water Connection/ Supply	\$479,845	\$1.81
Water and Sewer Connection	\$479,650	\$1.81
	\$195	\$0.00
Sewer/ Wastewater		
Sewer Facility	\$518,075	\$1.96
	\$518,075	\$1.96
Storm Drain/ Flood Control		
Storm Drain	\$73,405	\$0.28
	\$73,405	\$0.28
Local Transportation		
Streets and Traffic	\$666,740	\$2.52
	\$666,740	\$2.52
Park and Recreation		
Parks and Recreation	\$87,185	\$0.33
	\$87,185	\$0.33
Other Public Facilities/ Buildings		
Government Facilities	\$36,835	\$0.14
	\$36,835	\$0.14
Public Safety		
Fire	\$36,570	\$0.14
	\$36,570	\$0.14
Animal Control	\$30,740	\$0.12
	\$30,740	\$0.12
Schools		
	\$5,830	\$0.02
	\$143,100	\$0.54
Total	\$2,521,233	\$9.51

Retail Fee Calculations (Norco)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$104,900	\$10.49
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$7,782	\$0.78
MSHCP	\$7,782	\$0.78
Water	\$26,055	\$2.61
Water Connection/ Supply	\$25,860	\$2.59
Water and Sewer Connection	\$195	\$0.02
Sewer/ Wastewater	\$16,530	\$1.65
Sewer Facility	\$16,530	\$1.65
Storm Drain/ Flood Control	\$4,040	\$0.40
Storm Drain	\$4,040	\$0.40
Local Transportation	\$73,420	\$7.34
Streets and Traffic	\$73,420	\$7.34
Park and Recreation	\$4,630	\$0.46
Parks and Recreation	\$4,630	\$0.46
Other Public Facilities/ Buildings	\$1,950	\$0.20
Government Facilities	\$1,950	\$0.20
Public Safety	\$5,920	\$0.59
Fire	\$5,610	\$0.56
Animal Control	\$310	\$0.03
Schools	\$5,400	\$0.54
Total	\$250,627	\$25.06

Office Fee Calculations (Norco)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$8,894	\$0.44
Water		
Water Connection/ Supply	\$51,915	\$2.60
Water and Sewer Connection	\$51,720	\$2.59
Sewer/ Wastewater		
Sewer Facility	\$195	\$0.01
Storm Drain/ Flood Control		
Storm Drain	\$33,060	\$1.65
Local Transportation		
Streets and Traffic	\$33,060	\$1.65
Park and Recreation		
Parks and Recreation	\$8,080	\$0.40
Other Public Facilities/ Buildings		
Government Facilities	\$146,840	\$7.34
Public Safety		
Fire	\$9,260	\$0.46
Animal Control	\$9,260	\$0.46
Schools		
Schools	\$3,900	\$0.20
Total	\$11,840	\$0.59
	\$11,220	\$0.56
	\$620	\$0.03
	\$10,800	\$0.54
	\$328,389	\$16.42

Assumptions and Notes (Norco)

- Assumes Corona-Norco Unified School District fees.
- Assumes City of Norco as main sewer and water provider.

Summary of Perris Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$48,283 per Unit
Multi-Family	\$34,774 per Unit
Industrial	\$9.60 per Sq.Ft.
Retail	\$28.50 per Sq.Ft.
Office	\$19.07 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Perris)

Fee	per unit
Regional Transportation Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Storm Drain/ Flood Control	\$443
Storm Drain	\$443
Local Transportation	\$4,025
Local Transportation	\$4,025
Park and Recreation	\$7,500
Park Improvements	\$7,500
Community Facilities	\$1,120
Community Centers	\$1,120
Other Public Facilities/ Buildings	\$604
General Government/ Administrative	\$28
Government Facilities	\$576
Public Safety	\$421
Fire	\$362
Police/Law Enforcement	\$59
Schools	\$10,164
Total	\$48,283

Multi-Family Fee Calculations (Perris)

Fee	Total Development (200 Unit Building)	per Unit
Regional Transportation Fees		
TUMF	\$1,246,200	\$6,231
	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$212,200	\$1,061
MSHCP	\$207,200	\$1,036
SKR	\$5,000	\$25
Water	\$331,387	\$1,657
Water Connection/ Supply	\$331,387	\$1,657
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Storm Drain/ Flood Control	\$22,150	\$111
Storm Drain	\$22,150	\$111
Local Transportation	\$563,400	\$2,817
Local Transportation	\$563,400	\$2,817
Park and Recreation	\$1,358,600	\$6,793
Parks and Recreation	\$1,358,600	\$6,793
Community Facilities	\$202,800	\$1,014
Community Centers	\$202,800	\$1,014
Other Public Facilities/ Buildings	\$109,200	\$546
General Government/ Administrative	\$4,800	\$24
Government Facilities	\$104,400	\$522
Public Safety	\$76,100	\$381
Fire	\$65,400	\$327
Police/Law Enforcement	\$10,700	\$54
Schools	\$1,201,200	\$6,006
Total	\$6,954,837	\$34,774

Industrial Fee Calculations (Perris)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees		
MSHCP	\$110,721	\$0.42
SKR	\$103,116	\$0.39
Water	\$7,604	\$0.03
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater		
Water Connection	\$146,436	\$0.55
Storm Drain/ Flood Control		
Storm Drain	\$52,102	\$0.20
Local Transportation		
Local Transportation	\$134,979	\$0.51
Park and Recreation		
Parks and Recreation	\$134,979	\$0.51
Community Facilities		
Community Centers	\$1,386,480	\$5.23
Other Public Facilities/ Buildings		
General Government/ Administrative	\$42,930	\$0.16
Government Facilities	\$42,930	\$0.16
Public Safety		
Fire	\$31,535	\$0.12
Police/Law Enforcement	\$31,535	\$0.12
Schools		
Schools	\$86,655	\$0.33
Total		
	\$3,180	\$0.01
	\$83,475	\$0.32
	\$31,535	\$0.12
	\$27,030	\$0.10
	\$4,505	\$0.02
	\$143,100	\$0.54
	\$2,542,834	\$9.60

Retail Fee Calculations (Perris)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$8,356	\$0.84
MSHCP	\$7,782	\$0.78
SKR	\$574	\$0.06
Water	\$65,090	\$6.51
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater	\$32,632	\$3.26
Sewer Connection	\$32,632	\$3.26
Storm Drain/ Flood Control	\$10,187	\$1.02
Storm Drain	\$10,187	\$1.02
Local Transportation	\$52,320	\$5.23
Local Transportation	\$52,320	\$5.23
Community Facilities	\$3,150	\$0.32
Community Centers	\$3,150	\$0.32
Other Public Facilities/ Buildings	\$1,740	\$0.17
General Government/ Administrative	\$120	\$0.01
Government Facilities	\$1,620	\$0.16
Public Safety	\$1,190	\$0.12
Fire	\$1,020	\$0.10
Police/Law Enforcement	\$170	\$0.02
Schools	\$5,400	\$0.54
Total	\$284,966	\$28.50

Office Fee Calculations (Perris)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water		
Water Connection/ Supply	\$66,412	\$3.32
Sewer/ Wastewater		
Sewer Connection	\$66,412	\$3.32
Storm Drain/ Flood Control		
Storm Drain	\$122,370	\$6.12
	\$122,370	\$6.12
	\$11,642	\$0.58
	\$11,642	\$0.58
Local Transportation		
Local Transportation	\$104,640	\$5.23
Community Facilities		
Community Centers	\$6,300	\$0.32
	\$6,300	\$0.32
Other Public Facilities/ Buildings		
General Government/ Administrative	\$3,480	\$0.17
Government Facilities	\$240	\$0.01
	\$3,240	\$0.16
Public Safety		
Fire	\$2,380	\$0.12
	\$2,040	\$0.10
Police/Law Enforcement	\$340	\$0.02
Schools		
	\$10,800	\$0.54
Total	\$381,375	\$19.07

Assumptions and Notes (Perris)

- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- Assumes Perris Union High School and Perris Elementary School fees.

Summary of Riverside Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$42,543 per Unit
Multi-Family	\$22,457 per Unit
Industrial	\$4.40 per Sq.Ft.
Retail	\$21.00 per Sq.Ft.
Office	\$8.62 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Riverside)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$7,185
Water Connection/ Supply	\$7,185
Sewer/ Wastewater	\$4,004
Sewer Connection	\$4,004
Storm Drain/ Flood Control	\$732
Storm Drain	\$732
Local Transportation	\$715
Local Transportation	\$525
Signalization Improvement	\$190
Park and Recreation	\$4,724
Parks and Recreation	\$4,646
Trails	\$78
Community Facilities	\$435
Aquatic Center	\$435
Schools	\$8,294
Other Area/Regional Fees	\$5,489
Regional Park Fee	\$5,489
Total	\$42,543

Multi-Family Fee Calculations (Riverside)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$212,200	\$1,061
MSHCP	\$207,200	\$1,036
SKR	\$5,000	\$25
Water	\$428,487	\$2,142
Water Connection/ Supply	\$428,487	\$2,142
Sewer/ Wastewater	\$777,075	\$3,885
Sewer Connection	\$777,075	\$3,885
Storm Drain/ Flood Control	\$14,548	\$73
Storm Drain	\$14,548	\$73
Local Transportation	\$109,000	\$545
Streets and Traffic	\$25,000	\$125
Signalization Improvement	\$84,000	\$420
Park and Recreation	\$609,780	\$3,049
Parks and Recreation	\$609,000	\$3,045
Trails	\$780	\$4
Community Facilities	\$59,000	\$295
Aquatic Center	\$59,000	\$295
Schools	\$980,200	\$4,901
Other Area/Regional Fees	\$54,890	\$274
Regional Park Fee	\$54,890	\$274.45
Total	\$4,491,380	\$22,457

Industrial Fee Calculations (Riverside)

Fee	Total Development (265,000 Sq. Ft. Building)	per Sq.Ft.
Regional Fees	\$376,362	\$1.42
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$110,721	\$0.42
MSHCP	\$103,116	\$0.39
SKR	\$7,604	\$0.03
Water	\$132,243	\$0.50
Water Connection/ Supply	\$132,243	\$0.50
Sewer/ Wastewater	\$159,618	\$0.60
Sewer Connection	\$159,618	\$0.60
Storm Drain/ Flood Control	\$29,778	\$0.11
Storm Drain	\$29,778	\$0.11
Local Transportation	\$66,250	\$0.25
Streets and Traffic	\$66,250	\$0.25
Park and Recreation	\$65,378	\$0.25
Parks and Recreation	\$64,193	\$0.24
Trails	\$1,186	\$0.00
Schools	\$143,100	\$0.54
Other Area/Regional Fees	\$83,433	\$0.31
Regional Park Fee	\$83,433	\$0.31
Total	\$1,166,883	\$4.40

Retail Fee Calculations (Riverside)

Fee	Total Development (10,000 Sq. Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$8,356	\$0.84
SKR	\$7,782	\$0.78
	\$574	\$0.06
Water		
Water Connection/ Supply	\$50,406	\$5.04
Sewer/ Wastewater		
Sewer Connection	\$50,406	\$5.04
Storm Drain/ Flood Control		
Storm Drain	\$25,745	\$2.57
Local Transportation		
Streets and Traffic	\$2,238	\$0.22
Park and Recreation		
Parks and Recreation	\$2,500	\$0.25
Trails	\$4,126	\$0.41
Schools		
Other Area/Regional Fees	\$4,037	\$0.40
Regional Park Fee	\$90	\$0.01
Total	\$5,400	\$0.54
	\$6,312	\$0.63
	\$209,984	\$21.00

Office Fee Calculations (Riverside)

Fee	Total Development (20,000 Sq. Ft. Building)	per Sq.Ft.
Regional Fees	\$43,800	\$2.19
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees	\$9,550	\$0.48
MSHCP	\$8,894	\$0.44
SKR	\$656	\$0.03
Water	\$51,624	\$2.58
Water Connection/ Supply	\$51,624	\$2.58
Sewer/ Wastewater	\$32,735	\$1.64
Sewer Connection	\$32,735	\$1.64
Storm Drain/ Flood Control	\$2,369	\$0.12
Storm Drain	\$2,369	\$0.12
Local Transportation	\$5,000	\$0.25
Streets and Traffic	\$5,000	\$0.25
Park and Recreation	\$9,467	\$0.47
Parks and Recreation	\$9,366	\$0.47
Trails	\$101	\$0.01
Schools	\$10,800	\$0.54
Other Area/Regional Fees	\$7,136	\$0.36
Regional Park Fee	\$7,136	\$0.36
Total	\$172,481	\$8.62

Assumptions and Notes (Riverside)

- Assumes Riverside Unified School District fees
- Assumes City of Riverside as water and sewer provider

Summary of San Jacinto Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$39,523 per Unit
Multi-Family	\$28,129 per Unit
Industrial	\$4.30 per Sq.Ft.
Retail	\$25.24 per Sq.Ft.
Office	\$14.71 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (San Jacinto)

Fee	per unit
Regional Transportation Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Storm Drain/ Flood Control	\$990
Flood Control	\$990
Local Transportation	\$2,169
Local Transportation	\$83
Streets and Traffic	\$1,468
Signalization Improvement	\$223
Car Pool Mitigation	\$90
Bikeways	\$49
Traffic Signal	\$256
Park and Recreation	\$3,010
Parkland	\$1,131
Parks and Recreation	\$589
Park Capital Improvement Fund	\$1,290
Community Facilities	\$630
Community Centers	\$630
Other Public Facilities/ Buildings	\$651
Public Buildings	\$11
General Government/ Administrative	\$20
City Hall and Public Facilities	\$212
Government Facilities	\$408
Public Safety	\$775
Fire	\$577
Police/Law Enforcement	\$198
Schools	\$7,392
Total	\$39,523

Multi-Family Fee Calculations (San Jacinto)

Fee	Total Development (200 Unit Building)	per Unit
Regional Transportation Fees		
TUMF	\$1,246,200	\$6,231
	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP	\$207,200	\$1,036
Water	\$371,387	\$1,857
Water Connection/ Supply	\$331,387	\$1,657
Water and Sewer Connection	\$40,000	\$200
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Storm Drain/ Flood Control	\$59,900	\$300
Flood Control	\$59,900	\$300
Local Transportation	\$348,982	\$1,745
Local Transportation	\$5,000	\$25
Streets and Traffic	\$247,800	\$1,239
Signalization Improvement	\$26,782	\$134
Car Pool Mitigation	\$18,000	\$90
Bikeways	\$8,200	\$41
Traffic Signal	\$43,200	\$216
Park and Recreation	\$508,400	\$2,542
Parkland	\$191,000	\$955
Parks and Recreation	\$99,400	\$497
Park Capital Improvement Fund	\$218,000	\$1,090
Community Facilities	\$106,400	\$532
Community Centers	\$106,400	\$532
Other Public Facilities/ Buildings	\$73,050	\$365
Public Buildings	\$650	\$3
General Government/ Administrative	\$3,400	\$17
Government Facilities	\$69,000	\$345
Public Safety	\$190,800	\$954
Fire	\$151,200	\$756
Police/Law Enforcement	\$39,600	\$198
Schools		
Other Area/Regional Fees	\$873,600	\$4,368
Other	\$8,200	\$41
Total	\$5,625,719	\$28,129

Industrial Fee Calculations (San Jacinto)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$376,362	\$1.42
MSHCP	\$103,116	\$0.39
Water	\$103,116	\$0.39
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater	\$52,102	\$0.55
Sewer Connection	\$52,102	\$0.20
Storm Drain/ Flood Control	\$91,101	\$0.34
Flood Control	\$91,101	\$0.34
Local Transportation	\$143,747	\$0.54
Local Transportation	\$7,604	\$0.03
Streets and Traffic	\$92,805	\$0.35
Signalization Improvement	\$27,156	\$0.10
Traffic Signal	\$16,182	\$0.06
Other Public Facilities/ Buildings	\$27,361	\$0.10
Public Buildings	\$989	\$0.00
General Government/ Administrative	\$563	\$0.00
Government Facilities	\$25,810	\$0.10
Public Safety	\$43,984	\$0.17
Fire	\$13,384	\$0.05
Police/Law Enforcement	\$30,600	\$0.12
Schools	\$143,100	\$0.54
Other Area/Regional Fees	\$12,471	\$0.05
Other	\$12,471	\$0.05
Total	\$1,139,780	\$4.30

Retail Fee Calculations (San Jacinto)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$7,782	\$0.78
Water		
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater		
Sewer Connection	\$32,632	\$3.26
Storm Drain/ Flood Control		
Flood Control	\$6,876	\$0.69
Local Transportation		
Local Transportation	\$22,868	\$2.29
Streets and Traffic	\$574	\$0.06
Signalization Improvement	\$8,294	\$0.83
Traffic Signal	\$12,553	\$1.26
Other Public Facilities/ Buildings		
Public Buildings	\$1,446	\$0.14
General Government/ Administrative	\$2,430	\$0.24
Government Facilities	\$75	\$0.01
Public Safety		
Fire	\$49	\$0.00
Police/Law Enforcement	\$2,306	\$0.23
Schools		
Other Area/Regional Fees	\$3,506	\$0.35
Other	\$1,196	\$0.12
	\$2,309	\$0.23
	\$5,400	\$0.54
	\$941	\$0.09
Total	\$252,425	\$25.24

Office Fee Calculations (San Jacinto)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$8,894	\$0.44
Water		
Water Connection/ Supply	\$66,412	\$3.32
Sewer/ Wastewater		
Sewer Connection	\$122,370	\$6.12
Storm Drain/ Flood Control		
Flood Control	\$7,858	\$0.39
Local Transportation		
Local Transportation	\$26,134	\$1.31
Streets and Traffic	\$656	\$0.03
Signalization Improvement	\$9,479	\$0.47
Traffic Signal	\$14,346	\$0.72
Other Public Facilities/ Buildings		
Public Buildings	\$1,653	\$0.08
General Government/ Administrative	\$2,777	\$0.14
Government Facilities	\$85	\$0.00
Public Safety		
Fire	\$56	\$0.00
Police/Law Enforcement	\$2,635	\$0.13
Schools		
Other Area/Regional Fees	\$4,006	\$0.20
Other	\$1,367	\$0.07
	\$2,639	\$0.13
	\$10,800	\$0.54
	\$1,076	\$0.05
	\$1,076	\$0.05
Total	\$294,128	\$14.71

Assumptions and Notes (San Jacinto)

- Assumes San Jacinto Unified School District fees
- Uses City development impact fees from Area 1
- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.

Summary of Temecula Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$45,131 per Unit
Multi-Family	\$31,578 per Unit
Industrial	\$6.50 per Sq.Ft.
Retail	\$31.02 per Sq.Ft.
Office	\$18.08 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Temecula)

Fee	per unit
Regional Transportation Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Local Transportation	\$2,204
Streets and Traffic	\$1,931
Traffic Signal	\$273
Park and Recreation	\$8,951
Quimby Fees	\$4,836
Parks and Recreation	\$3,186
Trails	\$929
Community Facilities	\$849
Library	\$849
Other Public Facilities/ Buildings	\$524
Corporation Yard	\$524
Public Safety	\$942
Fire	\$663
Police/Law Enforcement	\$279
Schools	\$7,656
Total	\$45,131

Multi-Family Fee Calculations (Temecula)

Fee	Total Development (200 Unit Building)	per Unit
Regional Transportation Fees		
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees		
MSHCP	\$212,200	\$1,061
SKR	\$207,200	\$1,036
	\$5,000	\$25
Water	\$331,387	\$1,657
Water Connection/ Supply	\$331,387	\$1,657
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Local Transportation	\$308,540	\$1,543
Streets and Traffic	\$270,282	\$1,351
Traffic Signal	\$38,258	\$191
Park and Recreation	\$1,342,912	\$6,715
Quimby Fees	\$753,300	\$3,767
Parks and Recreation	\$456,542	\$2,283
Trails	\$133,070	\$665
Community Facilities	\$121,600	\$608
Library	\$121,600	\$608
Other Public Facilities/ Buildings	\$56,166	\$281
Corporation Yard	\$56,166	\$281
Public Safety	\$160,214	\$801
Fire	\$61,494	\$307
Police/Law Enforcement	\$98,720	\$494
Schools	\$904,800	\$4,524
Total	\$6,315,619	\$31,578

Industrial Fee Calculations (Temecula)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
	\$376,362	\$1.42
Habitat Mitigation Fees	\$110,721	\$0.42
MSHCP	\$103,116	\$0.39
SKR	\$7,604	\$0.03
Water	\$146,436	\$0.55
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater	\$52,102	\$0.20
Sewer Connection	\$52,102	\$0.20
Local Transportation	\$802,950	\$3.03
Streets and Traffic	\$699,600	\$2.64
Traffic Signal	\$103,350	\$0.39
Other Public Facilities/ Buildings	\$45,050	\$0.17
Corporation Yard	\$45,050	\$0.17
Public Safety	\$45,050	\$0.17
Fire	\$29,150	\$0.11
Police/Law Enforcement	\$15,900	\$0.06
Schools	\$143,100	\$0.54
Total	\$1,721,770	\$6.50

Retail Fee Calculations (Temecula)

Fee	per Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$8,356	\$0.84
SKR	\$7,782	\$0.78
	\$574	\$0.06
Water		
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater		
Sewer Connection	\$65,090	\$6.51
Local Transportation		
Streets and Traffic	\$32,632	\$3.26
Traffic Signal	\$32,632	\$3.26
Other Public Facilities/ Buildings		
Corporation Yard	\$84,300	\$8.43
Public Safety		
Fire	\$73,800	\$7.38
Police/Law Enforcement	\$10,500	\$1.05
Schools		
	\$5,100	\$0.51
	\$5,100	\$0.51
	\$4,400	\$0.44
	\$1,700	\$0.17
	\$2,700	\$0.27
Total	\$5,400	\$0.54
	\$310,179	\$31.02

Office Fee Calculations (Temecula)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees	\$43,800	\$2.19
MSHCP	\$9,550	\$0.48
SKR	\$8,894	\$0.44
	\$656	\$0.03
Water	\$66,412	\$3.32
Water Connection/ Supply	\$66,412	\$3.32
Sewer/ Wastewater	\$122,370	\$6.12
Sewer Connection	\$122,370	\$6.12
Local Transportation	\$101,200	\$5.06
Streets and Traffic	\$88,600	\$4.43
Traffic Signal	\$12,600	\$0.63
Other Public Facilities/ Buildings	\$3,800	\$0.19
Corporation Yard	\$3,800	\$0.19
Public Safety	\$3,600	\$0.18
Fire	\$2,200	\$0.11
Police/Law Enforcement	\$1,400	\$0.07
Schools	\$10,800	\$0.54
Total	\$361,532	\$18.08

Assumptions and Notes (Temecula)

- Assumes Temecula Valley Union School District fees
- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- There is no specified parkland fee associated with the City's Quimby Act requirement. Equivalent park in-lieu fees estimated assuming \$310,000 per acre and applied to single family and multi-family developments.

Summary of Temescal Valley Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$32,935 per Unit
Industrial	\$3.05 per Sq.Ft.
Retail	\$20.34 per Sq.Ft.
Office	\$6.53 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Temescal Valley)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$6,500
Water Connection/ Supply	\$6,500
Sewer/ Wastewater	\$4,500
Sewer Connection	\$4,500
Local Transportation	\$882
Streets and Traffic	\$522
Signalization Improvement	\$360
Community Facilities	\$86
Library/Library Construction	\$86
Public Safety	\$1,737
Fire	\$609
Criminal Justice Public Facilities	\$1,129
Schools	\$7,392
Other Area/Regional Fees	\$972
Regional Park Fee	\$709
Regional Trail Fee	\$187
Regional Multiservice Centers	\$75
Total	\$32,935

Industrial Fee Calculations (Temescal Valley)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$376,362	\$1.42
MSHCP	\$103,116	\$0.39
Water	\$103,116	\$0.39
Water Connection/ Supply	\$31,442	\$0.12
Sewer/ Wastewater	\$31,442	\$0.12
Sewer Connection	\$40,672	\$0.15
Local Transportation	\$40,672	\$0.15
Streets and Traffic	\$54,159	\$0.20
Signalization Improvement	\$32,441	\$0.12
Public Safety	\$21,718	\$0.08
Fire	\$56,334	\$0.21
Criminal Justice Public Facilities	\$27,057	\$0.10
Schools	\$29,277	\$0.11
Other Area/Regional Fees	\$143,100	\$0.54
Regional Park Fee	\$1,892	\$0.01
Regional Trail Fee	\$1,791	\$0.01
	\$101	\$0.00
Total	\$807,076	\$3.05

Retail Fee Calculations (Temescal Valley)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$7,782	\$0.78
MSHCP	\$7,782	\$0.78
Water	\$23,055	\$2.31
Water Connection/ Supply	\$23,055	\$2.31
Sewer/ Wastewater	\$27,700	\$2.77
Sewer Connection	\$27,700	\$2.77
Local Transportation	\$22,305	\$2.23
Streets and Traffic	\$12,871	\$1.29
Signalization Improvement	\$9,434	\$0.94
Public Safety	\$11,794	\$1.18
Fire	\$7,752	\$0.78
Criminal Justice Public Facilities	\$4,043	\$0.40
Schools	\$5,400	\$0.54
Other Area/Regional Fees	\$506	\$0.05
Regional Park Fee	\$324	\$0.03
Regional Trail Fee	\$182	\$0.02
Total	\$203,442	\$20.34

Office Fee Calculations (Temescal Valley)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees		
MSHCP	\$8,894	\$0.44
Water		
Water Connection/ Supply	\$15,322	\$0.77
Sewer/ Wastewater		
Sewer Connection	\$18,440	\$0.92
Local Transportation		
Streets and Traffic	\$19,188	\$0.96
Signalization Improvement	\$10,933	\$0.55
Public Safety		
Fire	\$8,254	\$0.41
Criminal Justice Public Facilities	\$13,480	\$0.67
Schools		
Crimal Justice Public Facilities	\$8,859	\$0.44
Other Area/Regional Fees		
Regional Park Fee	\$4,621	\$0.23
Regional Trail Fee	\$10,800	\$0.54
	\$578	\$0.03
	\$370	\$0.02
	\$208	\$0.01
Total	\$130,502	\$6.53

Assumptions and Notes (Temescal Valley)

- Assumes Corona-Norco Union School District fees.
- Assumes Temescal Valley Water District (TVWD) as water and sewer provider.
- Includes all fees from the Riverside County's Temescal Canyon Area Plan, including Criminal Justice Public Facilities.

Summary of Wildomar Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$58,018 per Unit
Multi-Family	\$28,004 per Unit
Industrial	\$5.56 per Sq.Ft.
Retail	\$31.51 per Sq.Ft.
Office	\$16.58 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Wildomar)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$2,092
MSHCP	\$1,992
SKR	\$100
Water	\$18,843
Water Connection/ Supply	\$18,843
Sewer/ Wastewater	\$8,817
Sewer Connection	\$8,817
Storm Drain/ Flood Control	\$1,381
Drainage	\$1,381
Local Transportation	\$3,489
Streets and Traffic	\$3,088
Traffic Signal	\$401
Park and Recreation	\$5,277
Parkland Acquisition	\$597
Multi-Purpose Trails	\$754
Park Improvements	\$3,926
Community Facilities	\$474
Community Centers	\$474
Other Public Facilities/ Buildings	\$713
City Hall	\$384
Animal Shelter Facilities	\$250
Corporation Yard	\$79
Public Safety	\$667
Fire Protection	\$440
Police Facilities	\$227
Schools	\$7,392
Total	\$58,018

Multi-Family Fee Calculations (Wildomar)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF/ Other Regional Transportat	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$212,200	\$1,061
MSHCP	\$207,200	\$1,036
SKR	\$5,000	\$25
Water	\$958,250	\$4,791
Water Connection/ Supply	\$958,250	\$4,791
Sewer/ Wastewater	\$634,824	\$3,174
Sewer Connection	\$634,824	\$3,174
Storm Drain/ Flood Control	\$173,600	\$868
Drainage	\$173,600	\$868
Local Transportation	\$490,000	\$2,450
Streets and Traffic	\$433,800	\$2,169
Signalization Improvement	\$56,200	\$281
Park and Recreation	\$749,000	\$3,745
Parkland Acquisition	\$84,600	\$423
Park Capital Improvement Fund	\$557,400	\$2,787
Multi-Purpose Trails	\$107,000	\$535
Community Facilities	\$67,400	\$337
Community Centers	\$67,400	\$337
Other Public Facilities/ Buildings	\$101,200	\$506
City Hall	\$54,400	\$272
Animal Shelter Facilities	\$35,600	\$178
Corporation Yard	\$11,200	\$56
Public Safety	\$94,600	\$473
Fire Protection	\$62,400	\$312
Police Facilities	\$32,200	\$161
Schools	\$873,600	\$4,368
Total	\$5,600,874	\$28,004

Industrial Fee Calculations (Wildomar)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$376,362	\$1.42
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees	\$110,721	\$0.42
MSHCP	\$103,116	\$0.39
SKR	\$7,604	\$0.03
Water	\$51,884	\$0.20
Water Connection/ Supply	\$51,884	\$0.20
Sewer/ Wastewater	\$29,263	\$0.11
Sewer Connection	\$29,263	\$0.11
Storm Drain/ Flood Control	\$242,475	\$0.92
Drainage	\$242,475	\$0.92
Local Transportation	\$326,215	\$1.23
Local Transportation	\$288,850	\$1.09
Traffic Signal	\$37,365	\$0.14
Park and Recreation	\$77,115	\$0.29
Multi-Purpose Trails	\$77,115	\$0.29
Other Public Facilities/ Buildings	\$47,700	\$0.18
City Hall and Public Facilities	\$39,485	\$0.15
Corporation Yard	\$8,215	\$0.03
Public Safety	\$68,105	\$0.26
Fire Protection	\$45,050	\$0.17
Police Facilities	\$23,055	\$0.09
Schools	\$143,100	\$0.54
Total	\$1,472,939	\$5.56

Retail Fee Calculations (Wildomar)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees	\$8,356	\$0.84
MSHCP	\$7,782	\$0.78
SKR	\$574	\$0.06
Water	\$51,884	\$5.19
Water Connection/ Supply	\$51,884	\$5.19
Sewer/ Wastewater	\$12,779	\$1.28
Sewer Connection	\$12,779	\$1.28
Storm Drain/ Flood Control	\$12,810	\$1.28
Drainage	\$12,810	\$1.28
Local Transportation	\$106,370	\$10.64
Local Transportation	\$94,150	\$9.42
Signalization Improvement	\$12,220	\$1.22
Park and Recreation	\$5,060	\$0.51
Multi-Purpose Trails	\$5,060	\$0.51
Other Public Facilities/ Buildings	\$3,110	\$0.31
City Hall and Public Facilities	\$2,580	\$0.26
Corporation Yard	\$530	\$0.05
Public Safety	\$4,480	\$0.45
Fire Protection	\$2,950	\$0.30
Police Facilities	\$1,530	\$0.15
Schools	\$5,400	\$0.54
Total	\$315,148	\$31.51

Office Fee Calculations (Wildomar)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$43,800	\$2.19
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees	\$9,550	\$0.48
MSHCP	\$8,894	\$0.44
SKR	\$656	\$0.03
Water	\$51,884	\$2.59
Water Connection/ Supply	\$51,884	\$2.59
Sewer/ Wastewater	\$100,998	\$5.05
Sewer Connection	\$100,998	\$5.05
Storm Drain/ Flood Control	\$21,360	\$1.07
Drainage	\$21,360	\$1.07
Local Transportation	\$60,620	\$3.03
Streets and Traffic	\$53,660	\$2.68
Traffic Signal	\$6,960	\$0.35
Park and Recreation	\$13,040	\$0.65
Multi-Purpose Trails	\$13,040	\$0.65
Other Public Facilities/ Buildings	\$8,040	\$0.40
City Hall and Public Facilities	\$6,660	\$0.33
Corporation Yard	\$1,380	\$0.07
Public Safety	\$11,520	\$0.58
Fire Protection	\$7,600	\$0.38
Police Facilities	\$3,920	\$0.20
Schools	\$10,800	\$0.54
Total	\$331,612	\$16.58

Assumptions and Notes (Wildomar)

- Assumes Lake Elsinore Unified School District fees.
- Assumes Elsinore Valley Municipal Water District (EVMWD) as water and sewer provider.

Summary of Winchester Fee Estimates

Land Use	per Unit of Measurement
Single Family	\$35,099 per Unit
Multi-Family	\$24,213 per Unit
Industrial	\$3.39 per Sq.Ft.
Retail	\$24.08 per Sq.Ft.
Office	\$13.87 per Sq.Ft.

Note: Includes capital facilities and infrastructure fees charged to new development. Does not include permitting and processing fees.

Single Family Fee Calculations (Winchester)

Fee	per Unit
Regional Fees	\$8,873
TUMF/ Other Regional Transportation	\$8,873
Habitat Mitigation Fees	\$1,992
MSHCP	\$1,992
Water	\$4,883
Water Connection/ Supply	\$4,883
Sewer/ Wastewater	\$8,158
Sewer Connection	\$8,158
Local Transportation	\$410
Traffic Signal	\$410
Community Facilities	\$172
Library/Library Construction	\$172
Public Safety	\$1,963
Fire	\$694
Criminal Justice Public Facilities	\$1,269
Schools	\$7,524
Other Area/Regional Fees	\$1,124
Regional Park Fee	\$852
Regional Trail Fee	\$197
Regional Multiservice Centers	\$75
Total	\$35,099

Multifamily Fee Calculations (Winchester)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	\$1,246,200	\$6,231
TUMF	\$1,246,200	\$6,231
Habitat Mitigation Fees	\$207,200	\$1,036
MSHCP	\$207,200	\$1,036
Water	\$331,387	\$1,657
Water Connection/ Supply	\$331,387	\$1,657
Sewer/ Wastewater	\$1,631,600	\$8,158
Sewer Connection	\$1,631,600	\$8,158
Local Transportation	\$57,600	\$288
Traffic Signal	\$57,600	\$288
Community Facilities	\$24,000	\$120
Library/Library Construction	\$24,000	\$120
Public Safety	\$299,200	\$1,496
Fire	\$96,200	\$481
Criminal Justice Public Facilities	\$203,000	\$1,015
Schools	\$889,200	\$4,446
Other Area/Regional Fees	\$156,200	\$781
Regional Park Fee	\$118,200	\$591
Regional Trail Fee	\$27,400	\$137
Regional Multiservice Centers	\$10,600	\$53
Total	\$4,842,587	\$24,213

Industrial Fee Calculations (Winchester)

Fee	Total Development (265,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$376,362	\$1.42
Habitat Mitigation Fees		
MSHCP	\$103,116	\$0.39
Water	\$146,436	\$0.55
Water Connection/ Supply	\$146,436	\$0.55
Sewer/ Wastewater	\$52,102	\$0.20
Sewer Connection	\$52,102	\$0.20
Local Transportation	\$21,718	\$0.08
Traffic Signal	\$21,718	\$0.08
Public Safety	\$56,334	\$0.21
Fire	\$27,057	\$0.10
Criminal Justice Public Facilities	\$29,277	\$0.11
Schools	\$142,835	\$0.54
Total	\$898,903	\$3.39

Retail Fee Calculations (Winchester)

Fee	Total Development (10,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees		
TUMF/ Other Regional Transportation	\$104,900	\$10.49
Habitat Mitigation Fees		
MSHCP	\$7,782	\$0.78
Water		
Water Connection/ Supply	\$65,090	\$6.51
Sewer/ Wastewater		
Sewer Connection	\$32,632	\$3.26
Local Transportation		
Traffic Signal	\$11,245	\$1.12
Public Safety		
Fire	\$13,761	\$1.38
Criminal Justice Public Facilities	\$9,402	\$0.94
Schools		
	\$4,360	\$0.44
Total	\$5,390	\$0.54
	\$240,802	\$24.08

Office Fee Calculations (Winchester)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	\$43,800	\$2.19
TUMF/ Other Regional Transportation	\$43,800	\$2.19
Habitat Mitigation Fees	\$8,894	\$0.44
MSHCP	\$8,894	\$0.44
Water	\$66,412	\$3.32
Water Connection/ Supply	\$66,412	\$3.32
Sewer/ Wastewater	\$122,370	\$6.12
Sewer Connection	\$122,370	\$6.12
Local Transportation	\$9,482	\$0.47
Traffic Signal	\$9,482	\$0.47
Public Safety	\$15,727	\$0.79
Fire	\$10,745	\$0.54
Criminal Justice Public Facilities	\$4,982	\$0.25
Schools	\$10,780	\$0.54
Total	\$277,466	\$13.87

Assumptions and Notes (Winchester)

- Assumes Meniffee Union (Elementary) & Perris (High) Union School District fees.
- Assumes Eastern Municipal Water District (EMWD) as water and sewer provider.
- Includes all fees from the Riverside County's Winchester Area Plan.



Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Riverside County Traffic Analysis Model (RIVTAM) Update

Contact: Christopher Gray, Director of Transportation, cgray@wrcog.us, (951) 405-6710

Date: August 9, 2018

The purpose of this item is to provide a report on the status of the RIVTAM update. WRCOG has kicked-off the project and is requesting jurisdictions provide count data to assist with the accuracy of the RIVTAM update.

Requested Action:

1. Receive and file.

As one of the agencies which regularly uses the RIVTAM, WRCOG expressed an interest in participating in an update of RIVTAM, as the last major update occurred in 2009. The procurement process commenced in Fall 2018 with the original agencies participating in the consultant selection. The project team has been selected and the project has kicked off. The project team selected to lead the RIVTAM Update will be led by WSP. WRCOG would like to request jurisdictions provide their latest-and-greatest count data for this project.

Update

A kick-off meeting for the RIVTAM update was held with the project team and WRCOG staff. The kick-off meeting went over the agreed upon Scope of Work, schedule, and expectations. Quarterly meetings will be held with the original MOU signatories (Riverside County Transportation and Land Management Agency (TLMA), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission (RCTC), Southern California Association of Governments (SCAG), and Caltrans) will be held.

In order to maximize engagement with member agencies, this Committee will be utilized for the outreach process. In the coming months, the project team will present to this Committee the goals of the project, the desired outcomes of the update, and outline key inputs needed from member agencies for the update process. WRCOG would like to ensure key inputs are provided, so the consultant team will be made available to conduct further outreach. The team is aware of the need to consider the limited resources WRCOG member agencies have to review data and results.

Data Request

One of the inputs of RIVTAM is count data. WRCOG would like to request jurisdictions provide their latest-and-greatest count data in order for the model to provide forecasts utilizing the most accurate data. WRCOG staff will follow up with the respective jurisdiction staff to inquire about the data.

Prior Action:

May 10, 2018: The Public Works Committee received and filed.

Fiscal Impact:

The RIVTAM update is included in the Agency's adopted Fiscal Year 2018/2019 Budget under the Transportation Department.

Attachment:

None.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: Proposed New TUMF Calculation Policy

Contact: Daniel Ramirez-Cornejo, Program Manager, dramirez-cornejo@wrcog.us, (951) 405-6712

Date: August 9, 2018

The purpose of this item is to request input on proposed changes to WRCOG's TUMF calculation methodology.

Requested Action:

1. Discuss and provide input.
-

WRCOG's Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County. Each of WRCOG's member jurisdictions and the March JPA participates in the Program through an adopted ordinance, collects fees from new development, and remits the fees to WRCOG. WRCOG, as administrator of the TUMF Program, allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, the Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).

TUMF Calculation Review

At the May 10, 2018, Public Works Committee (PWC) meeting, staff presented two preferred options related to a potential change in the calculation of TUMF for new development projects. Options included WRCOG calculating all or a portion of all TUMF obligations for new development in the subregion or WRCOG verifying all TUMF exemptions. The PWC recommended that WRCOG review, not calculate, all TUMF obligations for new development and verify all TUMF exemptions. Additionally, the PWC requested that staff review the potential option of WRCOG calculating and collecting all TUMF obligations for new development.

Staff also presented this item at the May 17, 2018, Technical Advisory Committee (TAC) meeting and provided the comments and recommendations made by the PWC. Members of the TAC suggested that WRCOG should verify all TUMF collections by member agencies. Additionally, several TAC members expressed interest in having WRCOG take responsibility for fee calculation and collection.

WRCOG is pursuing this potential policy change as the result of a comprehensive review of TUMF Remittance Reports submitted by member agencies for Fiscal Year (FY) 2017/2018. As a result of this review for FY 2017/2018 through May, staff determined that developers are eligible for over \$300,000 in refunds due to miscalculations and/or misinterpretation of the TUMF Fee Calculation Handbook. Additionally, a number of issues were identified, including, but not limited to, gas station calculation errors, land use misidentification, lack of 3,000 square foot deductions for retail and service uses, and the use of old fee rates.

Besides the technical errors noted above, staff has also determined that the current process has led to several, significant disputes between WRCOG and its member agencies. When these disputes occur, they can take years and significant expenditures in legal expenses and staff time to resolve. For example, the dispute

between the City of Lake Elsinore and WRCOG required over four years to fully resolve with both agencies incurring significant legal costs and requiring considerable staff time. It is staff's view that, had alternative procedures been in place, the time and cost to resolve issues related to the City of Beaumont would have been reduced significantly. In addition to these disputes being costly, it also creates significant ill will between the parties. These disputes also place our member agencies in an uncomfortable position of having to serve as an intermediary between WRCOG and a developer, causing a dispute which should be bilateral to become trilateral, further complicating matters. These disputes sometimes rise to a level where they spill over into other WRCOG activities, damaging the relationship between the agency and WRCOG based on a single WRCOG program.

As such, staff has determined that it is appropriate to significantly revise the TUMF calculation and collection process with the only outstanding question being the manner in which this revision occurs.

WRCOG Calculation and Collection Feasibility

As a result of the discussions of the PWC and TAC, staff requested that legal counsel review whether WRCOG can calculate and/or collect TUMF on behalf of its member agencies. Legal counsel has prepared a memo, included as Attachment 3 to this Staff Report; a summary is provided as follows:

The Mitigation Fee Act does not prohibit WRCOG from calculating, verifying or collecting TUMF on behalf of its member agencies.

Legal counsel has advised that the TUMF Model Ordinance is broad enough to allow either WRCOG or member agencies to calculate TUMF obligations for new development. Having WRCOG staff calculate TUMF for member agencies would require an amendment to the Administrative Plan, which would be subject to approval of the Executive Committee, but would not require approval by the governing boards of member agencies.

Staff was also advised by legal counsel that WRCOG may calculate and collect TUMF on behalf of its member agencies, subject to approval by each member agency's governing body and the WRCOG Executive Committee. In order to do so, WRCOG would be required to revise the Administrative Plan and adopt an amendment to the TUMF Model Ordinance. The governing body of each member agency would then be required to adopt the amended Ordinance with the revised methodology.

TUMF Calculation Process

Based on input received at the May and June PWC meetings, staff have refined three potential options for WRCOG verification of TUMF calculations prior to fee collection. Staff have developed two draft worksheets that could be used by member agencies to provide information on projects and exemptions.

For each of the options discussed below, staff and legal counsel have determined that the TUMF Administrative Plan would need to be revised to include language regarding the member agency's confirmation that all information pertinent to the development is accurate. Staff, in coordination with legal counsel, is proposing that the following information be added to the TUMF Administrative Plan (Section III.A, Calculation of the TUMF) with regard to accurate project details and description:

In submitting a development project for TUMF calculation, the member agency is hereby certifying that all information related to the development project (i.e., square footage, TUMF land use, type of development, etc.) is accurate, as approved by the agency's building and safety, or equivalent, department. Any balance in TUMF obligation due to incorrect development project information would be the responsibility of the member agency.

Staff will present these options through the WRCOG Committee structure for discussion in August, and in September for action, beginning with the Public Works and Planning Directors Committees.

Option #1 - WRCOG calculates fees: Following a model similar to a number of school district fees for new development, agencies would be responsible for verifying certain project-specific information, but would not be

responsible for calculating fee levels. Agencies would be required to complete the applicable attached worksheet(s), with modification to remove the specific calculations, certifying key project information such as square footage, TUMF land use classification, and type of development, but would not need to collect the TUMF fees at this time. Completed worksheets would then be submitted to WRCOG staff to calculate fees based on square footage and other project-specific information and provide responses to the agencies with the TUMF that will be collected. WRCOG staff would provide all calculations within 48 hours, or no longer than one week for projects that require additional review such as those associated with any exemption. All of the worksheets and calculations would be completed electronically. Once calculated, agencies would be responsible for collecting and remitting fees to WRCOG.

Option #2 - WRCOG calculates and collects for some agencies: As in Option 1, agencies would complete project worksheets providing project-specific details and submit this information to WRCOG staff to calculate the fee. However, under this option, WRCOG staff would also collect fees on behalf of agencies that elect to have WRCOG staff take this responsibility.

This would significantly streamline the process by removing much of the back-and-forth between agency staff and WRCOG staff for agencies that elect to have WRCOG calculate and collect fees. It would also simplify the monthly remittance report process for those agencies, as WRCOG staff would only review development permits issued by agencies against the worksheets utilized for fee calculations. Additionally, there would be no annual reviews under this arrangement for agencies that elect to have WRCOG calculate and collect fees.

It is possible that Option 2 could be implemented for a subset of member agencies before a full implementation of WRCOG TUMF fee collection. This would allow for additional insight into the potential challenges and opportunities of this method as well as refinement of the process.

Option #3 - WRCOG calculates and collects fees for all agencies: This option would be substantially similar to Option 2; however, all agencies would be required to have WRCOG staff calculate and collect fees. As in Option 2, there would be significant time savings to both agency and WRCOG staff.

WRCOG has sufficient staff to complete calculations in a timely manner and anticipates that calculations would be made in as little as 48 hours and no longer than one week, or no longer than one week for projects that require additional review such as those associated with any exemption.

TUMF Fee Calculator

Staff has also received a draft of the fee calculator tool and are testing for functionality and accuracy. The online fee calculator tool will allow stakeholders to input project-specific information and receive fee obligation estimates for development projects. Staff anticipates that the tool will be available for use in the fall.

Staff will present the calculator to the Committee for comment and will distribute the link for member agencies to provide comments for potential revision prior to full implementation with all stakeholders.

Prior Actions:

May 17, 2018: The Technical Advisory Committee 1) recommended that the Executive Committee approve an option that would have WRCOG verify all project TUMF fees and verify exemptions; 2) directed staff to complete a comprehensive update to the TUMF Calculator Tool by August 2018; 3) directed staff to complete the TUMF Administrative Plan update with the process for implementing an option that would have WRCOG calculate all project TUMF fees and verify exemptions by August 2018.

May 10, 2018: The Public Works Committee 1) recommended that the Executive Committee approve an option that would have WRCOG verify all project TUMF fees and verify exemptions; 2) directed staff to complete a comprehensive update to the TUMF Calculator Tool by August 2018; 3) directed staff to complete the TUMF Administrative Plan update with the

process for implementing an option that would have WRCOG verify all project TUMF fees and verify exemptions by August 2018.

Fiscal Impact:

Transportation Department activities are included in the Agency's adopted Fiscal Year 2017/2018 Budget under the Transportation Department.

Attachments:

1. Draft TUMF Worksheet for Calculations.
2. Draft TUMF Worksheet for Exemptions.
3. TUMF Calculation and Collection Memo.

Item 8.D

Proposed New TUMF Calculation
Policy

Attachment 1

Draft TUMF Worksheet for
Calculations

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Project Title: _____

Project Address: _____

Permit Number: _____

Project Square Footage/# of Units: _____

Exemption: ☐

Agency: _____

Date: _____

STANDARD PROJECT TYPES

☐ Single-Family Residential

☐ Retail

☐ Multi-Family Residential

☐ Service

☐ Industrial

☐ Class A & Class B Office

TUMF CALCULATION HANDBOOK CATEGORIES

☐ Transit Oriented Development

☐ Wholesale Nursery

☐ Active Senior Living

☐ Retail Nursery

☐ Fuel Filling Station

☐ High-Cube Warehouse/Distribution Center

☐ Congregate Care/Nursing Home

☐ Winery

☐ Mini-Warehouse/Rental Storage

☐ Electric Vehicle Supply Equipment Charging Station

☐ Golf Course

SUPPORTING DOCUMENTATION

☐ Exemption Worksheet (**Required for all exemptions**)

☐ Project Plans/Description (Optional)

☐ Building Permit (Optional, if available)

CERTIFICATION

Under penalty of perjury, I certify that the above is a true and accurate calculation of TUMF.

Name: _____

Signature: _____

Date: _____

TUMF Calculation Worksheet
DEFINED LAND USE CATEGORIES

Project Name and Number: _____

PROJECT TYPE	DOCUMENTATION REQUIRED
☐ Transit Oriented Development	Site plan showing: ☐ Residential use of not less than 50% of total floorspace; ☐ Maximum number of parking spaces. Location Map showing: ☐ One convenience retail store selling food within ½ mile of development; ☐ Seven eligible diverse uses within ½ mile of development, including previously described food retail store.
☐ Active Senior Living	☐ Documentation showing a minimum 20 dwelling units in community; ☐ Local zoning/governing documents characterizing development as senior citizen housing pursuant to Cal. Civ. Code §51.11; ☐ Occupancy restriction statement pursuant to Cal. Bus. & Prof. Code §11010.05 [2016].
☐ Fuel Filling Station	Total number of fuel filling positions: _____ Note: number of "fuel filling positions" = number of cars that can be fueled at the same time Total gross floor area of buildings: _____
☐ Congregate Care/Nursing Home	Total number of beds: _____
☐ Mini-Warehouse/Rental Storage	Total site area (acres): _____
☐ Golf Course	Total number of holes: _____ Total gross floor area of buildings (SF): _____
☐ Wholesale or Retail Nursery	Total site area (acres): _____ Total gross floor area of buildings (SF): _____
☐ High-Cube Warehouse/ Distribution Center	Total gross floor area of buildings (SF): _____
☐ Winery	Total gross floor area of tasting room and/or associated ancillary uses (SF): _____ Total gross floor area of all buildings (SF): _____
☐ Electric Vehicle Supply Equipment Charging Station	Total number of publicly accessible ESVE units: _____

Item 8.D

Proposed New TUMF Calculation
Policy

Attachment 2

Draft TUMF Worksheet for
Exemptions

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EXEMPTIONS**Project Title:** _____**Project Address:** _____**Permit Number:** _____**Agency:** _____**Date:** _____

EXEMPTION TYPE	DOCUMENTATION REQUIRED
☐ Low-Income Residential Housing	☐ <u>Rental Housing</u> : Restriction to lower-income households for period of 55-years after issuance of Certificate of Occupancy ☐ <u>For-Sale Units</u> : Restriction to ownership by persons and families of low or moderate income for at least 45-years after issuance of Certificate of Occupancy
☐ Government/Public Buildings, Schools, or Facilities	☐ Proof of payment of prevailing wage rates for project construction ☐ Copy of Long-term lease with a government agency ☐ Copy of deed restriction limiting use to government/public facility for minimum 20 years
☐ Development Agreement (<i>must be on WRCOG-approved list</i>)	☐ Copy of Development Agreement
☐ Rehabilitation/Reconstruction of Habitable Structures	☐ Proof of existence prior to January 1, 2000 ☐ Project plans/description, showing replacement in-kind
☐ "Guest Dwellings" and "Detached Second Units"	☐ Lot zoned for and contains existing single-family residence ☐ Second dwelling located on same lot as existing dwelling
☐ Additional Single-Family Residential Units on the Same Parcel as Existing	☐ Copy of agricultural zoning classifications ☐ Site plan, showing existing single-family unit
☐ Kennels and Catteries on Existing Single Family Residence	☐ Site plan, showing existing single-family unit
☐ Non-Revenue Generating Sanctuary/Activity at House of Worship	☐ Project description
☐ Non-Profit Corporation/Organization Offering Full-Time Day School	☐ Proof of organization's 501(c)(3) status/documentation that no profit will be generated by the use
☐ New Single-Family Homes for Veterans	☐ Proof of organization's 501(c)(3) status

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Item 8.D

Proposed New TUMF Calculation Policy

Attachment 3

TUMF Calculation and Collection Memo

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Memorandum

To: Christopher Gray, Director of Transportation
Western Riverside Council of Governments
From: Best Best & Krieger LLP, General Counsel
Date: July 5, 2018
Re: Transportation Uniform Mitigation Fee Collection Procedures

QUESTION PRESENTED

1. Can the Western Riverside Council of Governments (“WRCOG”) calculate and/or collect Transportation Uniform Mitigation Fees (“TUMF”) on behalf of its member agencies? If yes, what must WRCOG and the member agencies do to implement such change?
2. As an alternative, can WRCOG instead calculate the TUMF on behalf of its member agencies, or alternatively require its member agencies to calculate the TUMF and submit such calculations for approval by WRCOG? If yes, what must WRCOG and its member agencies do to implement such a policy?

SHORT ANSWER

1. Yes, WRCOG may calculate and collect the TUMF on behalf of its member agencies, subject to approval of each member agency’s governing body, and the WRCOG Executive Committee.

WRCOG will be required to revise the Administrative Plan (the “Plan”) and adopt an amendment to the Model Ordinance (the “Ordinance”). Therefore, the revised methodology is subject to approval by member agency representatives on WRCOG’s Executive Committee.¹ Each

¹ Section 7 of the Ordinance provides that WRCOG, as TUMF Administrator, “shall use the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time, for the purpose of calculating a developer’s TUMF obligation. However, section III.A of the Plan provides that each member agency “shall calculate and to collect the TUMF from new development projects as outlined in the Fee Calculation portion of the Transportation Handbook as well as the most recent Ordinance and Fee Resolutions. While VIII of the Plan provides that WRCOG, as TUMF Program Administrator, “shall receive all fees generated from the TUMF as collected by local jurisdictions and review permits for correct land-use type assessment and proper remittance of TUMF,” there is no specific provision authorizing WRCOG to calculate the TUMF on behalf of its member agencies. Therefore, the most prudent

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member agency will then be required to adopt the amended Ordinance with the revised methodology, thus requiring each member agency's governing body to approve and adopt the revised Ordinance.

2. Yes, WRCOG may either calculate the TUMF on behalf of its member agencies, or require its member agencies to calculate the TUMF and submit the calculations for approval by WRCOG, subject to only the approval of the WRCOG Executive Committee.

While the Plan places responsibility for calculating the TUMF onto the member agencies, Section 7 of the Ordinance provides that WRCOG, as TUMF Administrator, "shall use the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time, for the purpose of calculating a developer's TUMF obligation" pursuant to the "detailed administrative procedures concerning implementation of [the] Ordinance...contained in the...Plan." The Ordinance is broad enough to encompass either alternative methods of calculating the TUMF, and WRCOG can specify the desired alternative in the Plan. Amendments to the Plan are subject to approval of the WRCOG Executive Committee, and will not require approval by the governing boards of the member agencies.

ANALYSIS

WRCOG is a joint powers authority comprising the County of Riverside and 18 cities located in Western Riverside County. WRCOG developed and administers a transportation mitigation program on behalf of its member agencies for the purpose of mitigating impacts of new development on traffic. Specifically, WRCOG analyzes and determines the financial need to administer a traffic mitigation program, and establishes a TUMF fee schedule based on such analysis to fairly and proportionally allocate the costs associated with new development. Because WRCOG is not the land use authority, each member agency is required to adopt the TUMF by way of the Ordinance based on the TUMF fee schedule and analysis provided by WRCOG. Each member agency imposes the TUMF on new development and remits the proceeds to WRCOG.

I. The Mitigation Fee Act Does Not Prohibit WRCOG From Calculating And/Or Collecting The TUMF On Behalf Of Its Member Agencies.

TUMF are development impact fees designed to mitigate the effects of new development on traffic, and are therefore subject to the Mitigation Fee Act. The Mitigation Fee Act, commencing with Government Code section 66000, establishes both procedural and substantive requirements for the imposition, collection, expenditure, accounting, and reporting of development impact fees such as TUMF. Substantively, prior to imposing development impact fees, a local agency must do all of the following:

approach will be to consider both a determination to calculate and collect the TUMF on behalf of member agencies as a new methodology subject to approval by the Executive Committee.

- (1) Identify the purpose of the fee;
- (2) Identify the use to which the fee is to be put;
- (3) Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
- (4) Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed; and
- (5) Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.²

Procedurally, local agencies imposing development impact fees must comply with ongoing accounting and reporting requirements. When an agency imposes a development impact fee, the agency must deposit proceeds of the fee in a separate capital facilities account or fund with other fees collected for the same purpose.³ For each account, the agency must make certain information available to the public within 180 days after the last day of each fiscal year, including:

- (1) A brief description of the type of fee in the account;
- (2) The amount of the fee;
- (3) The beginning and ending balance of the account or fund;
- (4) The amount of the fees collected and the interest earned;
- (5) Each public improvement on which fees were expended, and the amount of the expenditures on each public improvement in total (including the percentage from the development impact fees);
- (6) An identification of the approximate date by which the construction of the improvements will commence;
- (7) A description of any interfund loans or transfers; and
- (8) The amount of refunds due to over-collection or fees that are no longer needed.⁴

² Cal. Gov. c. §66001(a).

³ Cal. Gov. c. §§66001(c), 66006(a)

⁴ Cal. Gov. c. §66006(b)

Lastly, on the fifth anniversary following first deposit into the account for the development impact fees, and each 5 years thereafter, the agency must make the following findings:

- (1) Identify the purpose for which the fee is to be put;
- (2) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
- (3) Identify all sources and amounts of funding to complete financing incomplete improvements; and
- (4) Designate the approximate dates on which the funding described above is expected to be deposited into the appropriate fund or account.⁵⁶

Technically, WRCOG's member agencies, as the local agencies imposing the TUMF, are subject to the requirements set forth above. However, the Mitigation Fee Act does not specify how a local agency must comply with these requirements, and does not prohibit assigning such responsibilities to another agency, or appointing another agency to act as the local agency's agent. As such, the Plan and the Ordinance require that each member agency appoint WRCOG as TUMF administrator, responsible for receiving, expending TUMF, and ensuring TUMF is accounted for and spent in accordance with the Mitigation Fee Act.⁷ As administrator, WRCOG conducts audits to show collection and expenditures of TUMF proceeds are in accordance with the Mitigation Fee Act, and that the above requirements are met.⁸

So long as the requirements described above are met, there is nothing under the Mitigation Fee Act otherwise restricting or mandating particular methods of collection or calculating the amount of development impact fees to be collected, or otherwise restricting WRCOG from doing so on behalf of its member agencies.

II. In Order To Calculate And Collect The TUMF On Behalf Of Member Agencies, The Plan And Ordinance Must Be Amended By The WRCOG Executive Committee, And Each Member Agency's Governing Board, Respectively.

WRCOG adopted its most recent version of the Plan on December 4, 2017, and its most recent version of the Fee Calculation portion of the Transportation Handbook (the "Handbook") on August 10, 2017. In addition, each member agency adopts a TUMF Ordinance

⁵ Cal. Gov. c. §66001(d)

⁶ As used in the provisions above, a "local agency" includes a county, city, city and county, school district, special district, authority, agency, and other municipal public corporation or district, or other political subdivision of the state. Cal. Gov. c. §66000(c)

⁷ Ordinance, §7

⁸ Plan, §VIII.A.1

implementing the most recent TUMF, and providing for administration of the TUMF program through WRCOG. Together, the Plan, Handbook, and Ordinance govern participation of member agencies in the TUMF program. Currently, the Plan requires that each member agency “calculate and collect the TUMF from new development projects outlined in the Fee Calculation portion of the Transportation Handbook as well as the most recent TUMF Ordinances and Fee Resolutions.”⁹ Each member agency is required to remit all TUMF proceeds, along with a Remittance Report, by the 10th day of the close of each month, for the previous month in which the TUMF were collected.¹⁰

Because the Plan and the Ordinance require the member agency to collect (and likely calculate) the TUMF, the Plan and the Ordinance must be amended to allow WRCOG to calculate and collect the TUMF on the member agencies’ behalf. The Plan may be amended by approval of the WRCOG Executive Committee.¹¹ The WRCOG Executive Committee comprises the mayor from each of the member cities, four members of the Riverside County Board of Supervisors, the President of each water district, and the Tribal Chairman of the Morongo Band of Mission Indians, subject to determination by a member agency to appoint a different elected official.¹² The Executive Committee may only act upon a majority of a quorum, which consists of a majority of the voting members of the Executive Committee.¹³ In addition, amendments to the Ordinance must be approved by the Executive Committee upon a majority of a quorum.¹⁴ Once approved by the Executive Committee, member agencies are required to adopt the amended Ordinance within 90 days.¹⁵

In sum, although the Mitigation Fee Act does not restrict WRCOG from amending its Plan and Ordinance to include a new methodology allowing WRCOG to calculate and/or collect the TUMF from its member agencies, the member agencies will still have to approve the methodology through representatives on the WRCOG Executive Committee. In addition, and perhaps the more significant challenge, each member agency’s governing body will be required to approve the change in practice by adopting a revised Ordinance.

III. Only The WRCOG Executive Committee Will Be Required To Approve An Amendment To The Plan To Allow WRCOG To Calculate The TUMF On Behalf Of Member Agencies, Or Confirm Member Agencies Calculations,

Section 7 of the Ordinance provides for calculation of the TUMF by the TUMF Administrator (WRCOG), subject to more specific procedures in the Plan. Section III.A of the

⁹ *Plan*, §III.A

¹⁰ *Ordinance*, §6.C

¹¹ *Plan*, §XII

¹² *WRCOG Bylaws*, Art. III, §1.A

¹³ *WRCOG Bylaws*, Art. III, §4

¹⁴ *Plan*, §III, §XII; *WRCOG Bylaws*, Art. III, §4

¹⁵ *Plan*, §III.



Plan, however, provides that each member agency is responsible for calculation of the TUMF. As such, in order to ensure WRCOG is authorized to either calculate the TUMF on behalf of member agencies, or confirm member agency calculations of the TUMF, the Plan should be amended to provide procedures for such practice. Given the broad language cited above from the Ordinance allowing the TUMF Administrator to take responsibility for calculating the TUMF, only the Plan will need to be amended. Plan amendments are subject to approval from the Executive Committee, and no action will need to be taken by the governing bodies of the member agencies.

CONCLUSION

In conclusion, WRCOG may revise the methodology set forth in the Plan and Ordinance to allow WRCOG to calculate and collect the TUMF on behalf of its member agencies. However, WRCOG will need to first receive majority approval from representatives of its member agencies on its Executive Committee, and additionally, the revised Ordinance must be adopted by each member agency. WRCOG already administers TUMF proceeds in compliance with the Mitigation Fee Act, and so long as reporting and accounting provisions are adhered to, the Mitigation Fee Act does not otherwise restrict the proposed methodology of collecting TUMF.

Alternatively, should WRCOG seek only to calculate the TUMF on behalf of member agencies, or require member agencies to submit TUMF calculations to WRCOG for confirmation, WRCOG will only need to amend the Plan. This requires approval from representatives of each member agency on the WRCOG governing body, but will not require a new ordinance be adopted by member agencies.



Western Riverside Council of Governments Public Works Committee

Staff Report

Subject: TUMF Program 3,000 Square Foot Reduction for Retail and Service Uses Implementation Update

Contact: Daniel Ramirez Cornejo, Program Manager, dramirez-cornejo@wrcog.us, (951) 405-6712

Date: August 9, 2018

The purpose of this item is to provide an update on implementation and fiscal impacts of the 3,000 square foot deduction for retail and service uses approved by the Executive Committee on August 7, 2017.

Requested Action:

1. Discuss and provide input.

As part of the 2016 TUMF Nexus Study update, member jurisdictions expressed concerns about the impacts of TUMF on retail uses and directed staff to evaluate potential exemptions for said uses. In response, WRCOG staff convened a TUMF Ad Hoc Committee to explore options for exempting locally serving retail and service uses. The TUMF Ad Hoc Committee met on July 25, 2017, and recommended that WRCOG exempt the first 3,000 sq. ft. of retail and service uses.

During the August 2017 Executive Committee meeting, the Committee directed staff to implement a policy to exempt the first 3,000 sq. ft. of retail and service uses (both for new development and for modifications to existing development) from TUMF assessments. The Executive Committee also requested that staff report on implementation of this policy within one year, specifically regarding implementation challenges, if any, among stakeholders and jurisdictions and the fiscal impacts from implementation of this policy.

Implementation of the Reduction

The policy enacted in August 2017 provided a 3,000 sq. ft. reduction to all retail and service uses, not only to those uses that are 3,000 sq. ft. and below. As the retail and service industries go through their cycles, the need to expand an existing use comes up fairly often; as such, this option also benefits existing uses that are taking a risk to expand their use and provide more economic development.

Since approval of the policy on August 7, 2017, project applicants are not required to pay TUMF fees on the first 3,000 sq. ft. of retail and service space. Therefore, no TUMF is paid if a retail or service project is less than 3,000 sq. ft. and the fee is reduced if a retail or service project is more than 3,000 sq. ft. Staff have also interpreted this policy to include the Class A and Class B office buildings.

Staff has received a number of questions related to applicability of the 3,000 sq. ft. reduction; however, staff has uniformly applied the deduction to all retail and service uses, whether the proposed uses are standard fee calculations or based on the unique fee calculation worksheets in the TUMF Calculation Handbook.

For multi-use projects or projects with multiple tenants, the 3,000 sq. ft. reduction would apply to each individual use or each individual tenant. Since each tenant is independent of one another, they are viewed as separate uses. As such, a single 12,000 sq. ft. building divided into four tenant spaces of 3,000 sq. ft. each,

would not be required to pay TUMF because each space would be awarded a 3,000 sq. ft. reduction. It is important to note that, in the situation of a single building divided into multiple tenant spaces, the division into multiple tenant spaces must be documented on project plans to be awarded the deduction per tenant space. If a developer were to pay TUMF on their whole undivided 12,000 sq. ft. building and later decided to divide the building, staff would not retroactively refund this developer as this would constitute a tenant improvement.

Staff has developed the below scenarios regarding the 3,000 sq. ft. reduction when the developer pays TUMF:

Scenario #1: A 12,000 sq. ft. retail building that will be occupied by one tenant would only pay TUMF on 9,000 sq. ft.

$$\begin{aligned} \text{TUMF} &= (12\text{k}-3\text{k}) \times \$7.50 \\ \text{TUMF} &= (9\text{k}) \times \$7.50 \\ \text{TUMF} &= \$67,500 \end{aligned}$$

Scenario #2: A 12,000 sq. ft. retail building that that will be occupied by four tenants would not pay TUMF.

$$\begin{aligned} \text{TUMF} &= (3\text{k}-3\text{k}) \times \$7.50 \\ \text{TUMF} &= \$0 \end{aligned}$$

$$\text{TUMF} = \$0$$

$$\begin{aligned} \text{TUMF} &= (3\text{k}-3\text{k}) \times \$7.50 \\ \text{TUMF} &= \$0 \end{aligned}$$

$$\text{TUMF} = \$0$$

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$$\text{TUMF} = \$0$$

$$\begin{aligned} \text{TUMF} &= (3\text{k}-3\text{k}) \times \$7.50 \\ \text{TUMF} &= \$0 \end{aligned}$$

$$\text{TUMF} = \$0$$

Scenario #3: An existing 12,000 sq. ft. retail building that will expand building footprint by 3,000 sq. ft. would not pay TUMF.

Existing 12,000 square-foot building

$$\begin{aligned} \text{TUMF} &= (3\text{k}-3\text{k}) \times \$7.50 \\ \text{TUMF} &= \$0 \end{aligned}$$

Fiscal Impact

Since the first full month of implementation in September 2017, through May 2018, approximately \$3 million has been collected from retail, service, and Class A and B office uses combined. This is lower than the amount collected in the previous fiscal year, in part due to the reduction of approximately \$3/ sq. ft. for the retail TUMF land use. Staff has determined that the reduction in the TUMF rate for the retail land use has resulted in revenue loss of approximately \$950 thousand.

Reduction of the first 3,000 sq. ft. of all retail and service uses has resulted in a direct revenue loss of approximately \$900,000. Staff will continue to monitor revenue loss and development trends and recommend continued implementation of the 3,000 sq. ft. reduction without major changes to implementation.

Combined, the reduction in the TUMF retail land use rate and the implementation of the 3,000 sq. ft. reduction has resulted in a loss of approximately \$1.8M, or 2% of all total revenue collections for Fiscal Year 2017/2018.

Prior Actions:

August 7, 2017: The Executive Committee directed staff to exempt the first 3,000 sq. ft. of retail and service uses.

July 25, 2017: The TUMF Ad Hoc Committee 1) concluded that exempting the first 3,000 sq. ft. of retail and service uses was preferable; 2) requested that staff identify a method to allow this option to be implemented expeditiously and also conduct outreach efforts with jurisdiction staff to facilitate its implementation; and 3) discussed the need to monitor this approach and provide a report within one year on its implementation and any recommended changes.

Fiscal Impact:

Transportation related activities are included in the Agency's adopted Fiscal Year 2018/2019 Budget under the Transportation Department.

Attachment:

None.

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Western Riverside Council of Governments

Public Works Committee

Staff Report

Subject: Western Riverside Energy Partnership Activities Update

Contact: Anthony Segura, Staff Analyst, asegura@wrcog.us, (951) 405-6733

Date: August 9, 2018

The purpose of this item is to provide information on the 2018 City Tier Updates / City Council presentations, 2018 LED Holiday Light Exchange and Energy Efficiency Kit-Giveaway, and the Building Operator Certification (BOC) Training opportunity for Western Riverside County.

Requested Action:

1. Receive and file.

The Western Riverside Energy Partnership (WREP) responds to Executive Committee direction for WRCOG, Southern California Edison (SCE), and Southern California Gas Company (SoCal Gas) to seek ways to improve marketing and outreach to the WRCOG subregion regarding energy efficiency. WREP is designed to help local governments set an example for their communities to increase energy efficiency, reduce greenhouse gas emissions, increase renewable energy usage, and improve air quality.

2018 City Tier Updates

One of the main goals of the Partnership is to assist participating member cities in identifying and implementing qualified energy efficiency measures within municipal facilities and, by doing so, saving energy and reducing their utility bills. The more energy a member jurisdiction saves, the further it progresses in the tier structure developed by SCE. The tier structure is comprised of four levels: Value, Silver, Gold, and Platinum.

All jurisdictions start at Value level. In order to move on up in tier level status, member cities must complete several community outreach requirements and implement energy efficiency projects to help reach their goal kWh savings. As members progress through the tiers, they unlock additional incentives and rebate opportunities when implementing energy efficiency projects. While SoCal Gas does not operate a tier structure to provide member jurisdictions additional incentives for projects, they do provide member jurisdictions enhanced incentives for participating in the Partnership. The incentives for gas projects are based off of project type, cost, and savings.

In April 2018, the following Cities achieved an advance in tier status:

- City of Hemet advanced from Gold to Platinum
- City of Murrieta advanced two tier levels from Value – through Silver – to Gold
- City of Wildomar advanced from Silver to Gold

The table below shows the new tier level of these jurisdictions, along with energy savings achieved and measures implemented.

Jurisdiction	Tier Level	Energy Savings (kWh)	Measures Implemented
Hemet	Platinum	58,061	Interior / Exterior LED lighting
Murrieta	Gold	183,755	LED Safety Light retrofit & Interior / Exterior LED lighting
Wildomar	Gold	5,020	Interior / Exterior LED lighting

Projects that assisted these cities with achieving higher tier levels include the installation of interior / exterior LED lighting, LED safety light retrofits, and installation of occupancy sensors in municipal facilities. In total, all three member cities combined saved over 240,000 kWh. This savings amount is equivalent to the CO₂ emissions of approximately 27 homes' electricity use for a full year (data from EPA Greenhouse Gas Equivalencies Calculator <https://www.epa.gov/>). WREP will continue to work with jurisdictional staff throughout 2018 to continue identifying / implementing energy projects and assist with community outreach programs to help each member move up the SCE tier level in order to receive higher incentives.

During the months of July and August, WRCOG staff are attending each City who has elevated in tier status to provide them with their new SCE Tier level award along with a short presentation to their City Council. Staff have presented at the City of Hemet with their Platinum level award on July 10, 2018 and the City of Murrieta received their Gold tier level award on July 17, 2018. The City of Wildomar will receive their Gold tier level award on August 8, 2018.



WRCOG staff & SCE staff with City of Hemet City Council



City of Murrieta Mayor and staff (right)

2018 LED Holiday Light Exchange and Energy Efficiency Kit Giveaway

WRCOG is the process of developing its 5th Annual LED Holiday Light Exchange and Energy Efficiency Starter Kit Giveaway. This Program is in coordination with WREP partners, SCE and SoCal Gas. In 2017, the Partnership team attended five holiday-themed community events across Western Riverside County to provide residents with new LED holiday lights and energy efficiency kits (which included a low-flow shower head and three faucet aerators). Staff provided over 900 holiday lights and over 80 energy efficiency kits, which equates to assistance for over 450 households.

The Program originated in 2014, and allows residents within SCE territory to exchange their old incandescent

holiday lights for new, energy efficient LEDs. SoCal Gas joined the Program in 2016 to promote their energy efficiency kits to their customers. To date, staff has attended 20 holiday community events, exchanged over 2,300 holiday lights, and provided 150 energy efficiency starter kits. This equates to benefits provided to over 1,100 households within Western Riverside County.

Jurisdictions interested in participating in this year's Program, should contact Anthony Segura at asegura@wrcog.us for more information.

Building Operator Certification (BOC) Training

The WREP Partnership is collaborating with the Northwest Energy Efficiency Council (NEEC) to conduct a series of trainings within the subregion. These training workshops, known as Building Operator Certification (BOC), will provide the enrolled participants with a continued educational experience to gain skills, through hands on training, and receive a professional credential in energy efficient building maintenance.

This training opportunity will be provided to the members of WRCOG and, through the Partnership, one staff member's enrollment for each WREP member will be covered. The BOC training will begin on September 12, 2018, and run through December 2018. The BOC training flyer (Attachment 1) provides additional information on the course schedule, times, and location of the training.

Please contact Anthony Segura at asegura@wrcog.us for additional information on this training opportunity. The deadline to enroll for this opportunity is August 29, 2018.

Prior Action:

June 4, 2018: The Executive Committee received and filed.

Fiscal Impact:

This item is for informational purposes only; therefore, there is no fiscal impact.

Attachment:

1. Building Operator Certification Registration Form.

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Item 8.F

Western Riverside Energy
Partnership Activities Update

Attachment 1

Building Operator Certification
Registration Form

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ENROLL TODAY

SAVE ENERGY & MONEY TOMORROW



SPECIAL OFFER FOR WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS MEMBER JURISDICTIONS

WRCOG is pleased to offer a Building Operator Certification course in Moreno Valley at **NO CHARGE** for Member Agency Staff.

COURSE BEGINS SEPTEMBER 12, 2018.

Building Operator Certification (BOC®) helps building engineers, maintenance supervisors and others in the skilled trades advance their skills and careers in energy efficient operation of commercial buildings. Since 1996 BOC has equipped building operators with the know-how to reduce building-related energy consumption and occupant comfort complaints.

Participants will gain essential skills through hands-on training and receive a professional credential in energy efficient building maintenance. BOC training includes documentation of building equipment, systems and controls; benchmarking a building's performance; updating occupancy profiles; reviewing HVAC systems and operation; and mapping a facility's electrical distribution system.

BOC Level I is designed for operators with two or more years of experience in building operation and maintenance who wish to broaden their knowledge of the total building system. Completion of Level I requires a time commitment of 74 hours which includes seven classes, work-site projects, and open-book tests.

BOC Level II is designed for experienced facility staff who have earned their BOC Certification or a Level I Training Certificate of Completion (TCOC) and want more advanced training. Completion of Level II requires a time commitment of 61 hours which includes six classes, work-site projects, and open-book tests.



GSA

Contract Holder
FBPTA-Aligned

MORENO VALLEY BOC LEVEL I SCHEDULE

All classes are held from 8:30am to 4:30pm.

BOC 1001-A / Energy Efficient Operation of Building HVAC Systems	9/12/18
BOC 1001-B / Energy Efficient Operation of Building HVAC Systems	9/13/18
BOC 1002 / Measuring and Benchmarking Energy Performance	10/4/18
BOC 1003 / Efficient Lighting Fundamentals	10/18/18
BOC 1004 / HVAC Controls Fundamentals	11/1/18
BOC 1005 / Indoor Environmental Quality	11/15/18
BOC 1006 / Common Opportunities for Low-Cost Operational Improvements	12/4/18
BOC 1008 / Operation & Maintenance Practices for Sustainable Buildings	12/13/18

PROGRAM COMPLETION REQUIREMENTS

To earn the BOC Training Certificate of Completion (TCOC), eligible participants must successfully complete seven classes and tests, and five project assignments. To become BOC-certified, participants must meet eligibility requirements, register for and pass the BOC Certification Exam.

COURSE LOCATION

City of Moreno Valley City Hall
(2nd Floor Training Room)
14177 Frederick Street
Moreno Valley, CA 92553



REGISTRATION FEE

Standard Course Registration Fee.....\$1,895

WRCOG Member Agency Staff..... **No Charge**

REGISTRATION INFORMATION

To register for this BOC series fill out this form completely and submit to Anthony Segura at asegura@wrcog.us prior to August 29, 2018.



SPONSORS & SUPPORTERS



MORENO VALLEY REGISTRATION FORM

REGISTRATION DEADLINE: AUGUST 29, 2018

To register for this BOC series fill out this form completely and submit to Anthony Segura at asegura@wrcog.us prior to August 29, 2018.

For Complete Course Descriptions go to: www.theboc.info/h-course-descriptions

LEVEL I - MORENO VALLEY

■ Standard Registration Fee.....\$1,895

■ WRCOG Member Agency Staff.....No Charge



REGISTRANT'S INFORMATION

Name		Title		Gender: ☐ Male ☐ Female	
Employer					
Address		City	State	ZIP	
Phone	Fax	E-mail			
Supervisor's Name		Phone			
Supervisor's E-mail		Facility Size (sq. ft.)			

UTILITY COMPANY SERVING YOUR FACILITY

(Check all that apply)

- | | |
|--|---|
| ☐ Pacific Gas & Electric | ☐ Southern California Edison |
| ☐ Sacramento Municipal Utility District | ☐ Southern California Gas |
| ☐ San Diego Gas & Electric | |
| ☐ Other (describe) _____ | |

INDUSTRY SECTOR

(Check one that applies)

- | | | |
|---|--|--|
| ☐ College/University | ☐ Healthcare | ☐ Military |
| ☐ Government (federal) | ☐ Hospitality | ☐ Property Management |
| ☐ Government (state) | ☐ K-12 School | ☐ Retail |
| ☐ Government (city/county) | ☐ Manufacturing | |
| ☐ Other (describe) _____ | | |

QUESTIONS?

Phone: 1-877-850-4793 / E-mail: bocinfo@theBOC.info / Web site: www.theboc.info

Substitution, Transfer and Cancellation Policy. If you are unable to attend the course for which you have registered, you may substitute another person in your place, or transfer your registration to another date and location without penalty. Visit our BOC Program Website to view a schedule of other dates and locations. No refunds will be provided for registrations canceled within 3 business days of the first course date. A \$150 service charge will be assessed for registrations canceled less than 15 days prior to the first course date. The examination fee is nontransferable but is refundable (minus a \$50 processing fee) if the candidate notifies NEEC of the test cancellation and refund request in writing no later than 14 days prior to the last class date.

Registration fees shown are valid for this course only.