Western Riverside Council of Governments
Planning Directors Committee

AGENDA

Thursday, August 9, 2018
9:00 a.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 Planning Directors 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 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 item will be available for inspection by members of the public prior to the meeting at 3390 University Avenue, Suite 450, Riverside, CA, 92501.

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

1. CALL TO ORDER (Patty Nevins, Chair)

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS

At this time members of the public can address the Planning Directors 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 agendized 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.

4. SELECTION OF PLANNING DIRECTORS COMMITTEE CHAIR, VICE-CHAIR, AND 2ND VICE-CHAIR FOR FISCAL YEAR 2018/2019 **P. 1**

<u>Requested Action</u>: *1. Select Planning Directors Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2018/2019.*

5. MINUTES

A. Summary Minutes from the June 14, 2018, Planning Directors Committee Special Meeting are Available for Consideration. **P. 3**

Requested Action: *1. Approve Summary Minutes from the June 14, 2018, Planning Directors Committee Special meeting.*

6. 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. WRCOG Committees and Agency Activities Update ***Andrea Howard*** **P. 7**

Requested Action: *1. Receive and file.*

B. Local Assistance for WRCOG Member Agencies: Grant Writing Assistance & BEYOND Program Activities Updates ***Christopher Tzeng*** **P. 25**

Requested Action: *1. Receive and file.*

C. Experience Regional Innovation Center Feasibility Analysis Update **Andrea Howard** **P. 75**

Requested Action: *1. Receive and file.*

7. REPORTS / DISCUSSION

A. Topics for Future Meetings ***Christopher Gray, WRCOG*** **P. 123**

***Requested Action*:** *1. Discuss and provide input.*

B. Western Riverside Energy Partnership Activities Update ***Anthony Segura, WRCOG*** **P. 125**

***Requested Action*:** *1. Receive and file.*

C. Fee Comparison Analysis Update ***Christopher Tzeng, WRCOG*** **P. 133**

Requested Action: *1. Receive and file.*

D. Proposed New TUMF Calculation Policy ***Daniel Ramirez-Cornejo, WRCOG*** **P. 361**

***Requested Action*:** *1. Discuss and provide input.*

E.	**TUMF Program 3,000 Square Foot Reduction for Retail and Service Uses Implementation Update**	***Daniel Ramirez-Cornejo, WRCOG***	**P. 381**

***Requested Action*:** *1. Discuss and provide input.*

8. ITEMS FOR FUTURE AGENDAS — *Members*

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

9. GENERAL ANNOUNCEMENTS — *Members*

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

10. NEXT MEETING:

The next Planning Directors Committee meeting is scheduled for Thursday, September 13, 2018, at 9:00 a.m. at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.

11. ADJOURNMENT

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Western Riverside Council of Governments
Planning Directors Committee

Staff Report

Subject: **Selection of Planning Directors 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 Planning Directors Committee Chair, Vice-Chair, and 2nd Vice-Chair positions for Fiscal Year 2018/2019.

Last year the Planning Directors Committee (PDC) 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 2018/2019, Supervisor Chuck Washington, County of Riverside District 2, has been selected as the WRCOG 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 PDC Chair, Vice-Chair, and 2nd Vice-Chair for Fiscal Year 2018/2019 would be as follows:

Chair:	Keith Gardner, County of Riverside
Vice-Chair:	Deanna Elliano, City of Hemet
2nd Vice-Chair:	Tom Merrill, 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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Planning Directors Committee **Item 5.A**
June 14, 2018
Summary Minutes

1. CALL TO ORDER

The Special Meeting of the Planning Directors Committee (PDC) was called to order at 10:05 a.m. by Chair Patty Nevins at WRCOG's Office, Citrus Conference Room.

2. SELF INTRODUCTIONS

Members present:

Patty Nevins, City of Banning (Chair)
Rebecca Deming, City of Beaumont
Tamara Campbell, City of Jurupa Valley
Richard MacHott, City of Lake Elsinore
Rick Sandzimier, City of Moreno Valley
Jeff Murphy, City of Murrieta
Steve King, City of Norco (10:13 a.m. arrival)
Doug Darnell, City of Riverside
Matt Bassi, City of Wildomar
Keith Gardner, County of Riverside
Kristin Warsinski, Riverside Transit Authority

Staff present:

Christopher Gray, Director of Transportation
Andrea Howard, Program Manager
Christopher Tzeng, Program Manager
Suzy Nelson, Administrative Assistant

3. PUBLIC COMMENTS

There were no public comments.

4. MINUTES - (Riverside / Wildomar) 8 yes; 0 no; 3 abstentions. Item 4.A was approved. The Cities of Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Menifee, Norco, Perris, San Jacinto, and Temecula, the Morongo Band of Mission Indians, and the March JPA were not present. The Cities of Banning, Jurupa Valley, and Lake Elsinore abstained.

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

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

5. CONSENT CALENDAR - (Murrieta / County) 11 yes; 0 no; 0 abstentions. Items 5.A and 5.B were approved. The Cities of Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Menifee, Norco, Perris, San Jacinto, and Temecula, the Morongo Band of Mission Indians, and the March JPA were not present.

A. WRCOG Committees and Agency Activities Update

Action: *1. Received and filed.*

B. Grant Writing Assistance Program Update

Action: *1. Received and filed.*

6. REPORTS / DISCUSSION

A. Proposed New TUMF Policy for TUMF Calculation

Christopher Gray reported that over the past few years there has been a significant increase in TUMF errors. WRCOG understands that staffing at member agencies varies and staff turnover can be frequent, and collecting any balance due is often difficult for member agencies. These issues have resulted in costs to the Program due to shortfalls in collection amounts. Just recently, a provision was added to the TUMF Administration Plan to confirm that, if jurisdictions contact WRCOG in writing and request calculations be confirmed, then that calculation is not subject to additional review.

Mr. Gray reviewed four options for calculating TUMF that have been presented to the Public Works Committee as well as the Technical Advisory Committee, explaining staff burdens and/or resources, and fee collection responsibility, for each option. Options included 1) staff calculate all project TUMF fees and verify exemptions, 2) staff calculate all non-residential TUMF fees and all categories in the Fee Calculation Handbook and verify exemptions, 3) staff calculate TUMF fees for all uses in the Fee Calculation Handbook and verify exemptions, and 4) staff verify exemptions only.

Staff has received many different opinions and suggestions and are still working on what action will be taken.

Chair Patti Nevins asked if WRCOG has settled on any of the options.

Mr. Gray responded that a specific option has not been approved. There are a few more items that staff is researching, including potential updates to the WRCOG JPA and Bylaws.

Committee member Jeff Murphy asked about the feedback from the Public Works Directors.

Mr. Gray responded that a number of Public Works Directors have expressed concern regarding potential delays to the development process.

Committee member Rick Sandzimier asked if the mistakes are leading to under or over collections.

Mr. Gray responded that there have been instances of both under and over collection.

Action: *1. Received and filed.*

B. TUMF Program Member Agency Development Agreement Review

Christopher Gray provided an update regarding WRCOG's member agency Development Agreement, and thanked all member jurisdictions that allowed WRCOG consultants to work with them in getting all agreements up to date.

Staff will be distributing the list of active Development Agreements to the members of the Planning Directors and Public Works Committees by the end of June.

Action: *1. Received and filed.*

C. SCAG Regional Transportation Plan / Sustainable Communities Strategy Data Review Assistance

Christopher Tzeng reported that in early 2018, WRCOG staff had discussed the possibility of offering technical assistance to member jurisdictions in the review of socio-economic data (SED) for the Southern California Council of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) through WRCOG's on-call planning bench. As of April 2018, staff has received nine assistance requests from jurisdictions. WRCOG has reviewed the requests and will reach out to each jurisdiction individually to determine the level of assistance WRCOG is able to provide.

Action: *1. Received and filed.*

D. Experience Regional Innovation Center Feasibility Analysis Update

Andrea Howard provided a report on the concept of "Experience," a regional innovation center that would be an outgrowth of the WRCOG Economic Development and Sustainability Framework, by promoting the sixth goal areas identified therein – economy, education, environment, health, water, and transportation – through programming and site features. Experience may feature elements such as a farm-to-table restaurant; concert, conference, and event venue; water, energy, and environmental sustainability demonstrations; an entrepreneurial 'maker space' and incubator; and more. WRCOG has contracted with consultants to perform a Feasibility Analysis that will assess the viability of bringing Experience to life.

Ms. Howard explained that a Steering Committee, composed of Executive Committee members, member agency staff, and regional stakeholders is guiding the Feasibility Analysis. The Steering Committee has met twice and will convene four more times over the next five months to provide feedback at all major milestones of the Analysis.

Ms. Howard concluded that staff will keep the Planning Directors Committee updated throughout the process.

Action: *1. Received and filed.*

6. ITEMS FOR FUTURE AGENDAS

Committee members requested to have a presentation from the California Department of Housing and Community Development on updated bills regarding Accessory Dwelling Units.

7. GENERAL ANNOUNCEMENTS

Andrea Howard announced that WRCOG is hosting an SB 743 workshop immediately following the June PDC meeting. Kick-off meetings for the Caltrans-funded Adaptation Toolkit and Captivate 2.0 would occur in June. WRCOG's 27th Annual General Assembly is taking place next week, June 22nd at the Morongo Casino, Resort & Spa.

8. NEXT MEETING: The next Planning Directors Committee meeting is scheduled for Thursday, July 12, 2018, at 9:00 a.m., at WRCOG's office located at 3390 University Avenue, Suite 450, Riverside.

9. ADJOURNMENT: The meeting of the Planning Directors Committee adjourned at 11:07 a.m.

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Item 6.A

Western Riverside Council of Governments
Planning Directors Committee

Staff Report

Subject: **WRCOG Committees and Agency Activities Update**

Contact: **Andrea Howard, Program Manager, ahoward@wrcog.us, (951) 405-6751**

Date: **August 9, 2018**

The purpose of this item *is to provide updates on noteworthy actions and discussions held in recent standing Committee meetings, and to provide general project updates.*

Requested Action:

1. Receive and file.

Attached are summaries of actions and activities from recent WRCOG standing Committee meetings that have taken place since the June 2018 Planning Directors Committee meeting.

Prior Action:

June 14, 2018: The Planning Directors Committee received and filed.

Fiscal Impact:

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

Attachments:

1. WRCOG June and July Committees Activities Matrix (Action items only).
2. Summary recaps from June and July Committee meetings.

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Item 6.A

WRCOG Committees and Agency Activities Update

Attachment 1

WRCOG June and July Committees Activities Matrix (Action items only)

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WRCOG Committees Activities Matrix (Action Items Only)	Executive Committee	Administration & Finance Committee	Technical Advisory Committee	Planning Directors Committee	Public Works Committee	Finance Directors Committee	Solid Waste Committee
Date of Meeting:	**6/4/18**	**6/13/18**	**Did not meet**	**6/14/18**	**6/14/18**	**Did not meet**	**Did not meet**
Current Programs / Initiatives:							
Regional Streetlights Program	Received and filed.	Recommended that the Executive Committee authorize the Executive Director, subject to legal counsel review and approval, to enter into an Equipment Purchase Agreement with California Electric Supply for LED fixtures and equipment procurement in an amount not to exceed $8,400,000.		n/a	n/a		
Property Assessed Clean Energy (PACE) Programs	Approved the proposed administrative changes to the WRCOG Energy Efficiency and Water Conservation Program Administrative Guidelines and Program Report and to the California HERO Program Report; 2) Adopted WRCOG Resolution Number 11-18; 3) Adopted WRCOG Resolution Number 12-18; 4) Adopted WRCOG Resolution Number 13-18; 5) Adopted WRCOG Resolution Number 14-18; 6) Adopted WRCOG Resolution Number 15-18; 7) Adopted WRCOG Resolution Number 16-18;	Recommended that the Executive Committee approve proposed changes to the PACE Program Reports and Greenworks Commercial Program Handbook to allow for PACE financing on new commercial construction projects.		n/a	n/a		
Community Choice Aggregation (CCA) / Western Community Energy	Received and filed.	Received and filed.		n/a	n/a		
TUMF	Authorized the Executive Director to execute a TUMF Reimbursement Agreement with the City of Riverside for the Planning and Engineering Phases of the Third Street Grade Separation Project in an amount not to exceed $4,000,000.	n/a		Received and filed.	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.		
Fellowship	n/a	n/a		n/a	n/a		
New Programs / Initiatives:							
EXPERIENCE	n/a	n/a		Received and filed.	n/a		

WRCOG Committees Activities Matrix (Action Items Only)	Executive Committee	Administration & Finance Committee	Technical Advisory Committee	Planning Directors Committee	Public Works Committee	Finance Directors Committee	Solid Waste Committee
Date of Meeting:	**7/2/18**	**7/11/18**	**Did not meet**	**Did not meet**	**Did not meet**	**Did not meet**	**Did not meet**
Current Programs / Initiatives:							
Regional Streetlights Program	n/a	Received and filed.					
Property Assessed Clean Energy (PACE) Programs	The Executive Committee accepted the City of Pismo Beach as an Associate Member of the Western Riverside Council of Governments; 2) approved the proposed changes to the PACE Program Reports and Greenworks Commercial Program Handbook to allow for PACE financing on new commercial construction projects; 3) adopted WRCOG Resolution Number 19-18; 4) adopted WRCOG Resolution Number 20-18; 5) adopted WRCOG Resolution Number 21-18; 6) adopted WRCOG Resolution Number 22-18; 7) adopted WRCOG Resolution Number 23-18; 8) adopted WRCOG Resolution Number 24-18; 9) adopted WRCOG Resolution Number 25-18; 10) adopted WRCOG Resolution Number 26-18; 11) adopted WRCOG Resolution Number 27-18; 12) adopted WRCOG Resolution Number 28-18; 13) adopted WRCOG Resolution Number 29-18; 14) adopted WRCOG Resolution Number 30-18; 15) adopted WRCOG Resolution Number 31-18; 16) adopted WRCOG Resolution Number 32-18; 17) adopted WRCOG Resolution Number 33-18; and 18) adopted WRCOG Resolution Number 34-18;	Recommended that the Executive Committee adopt Amended WRCOG Resolution 35-17; and 2) recommended that the Executive Committee initiate judicial foreclosure on the delinquent property participating in the SAMAS Commercial PACE Program.					
Community Choice Aggregation (CCA) / Western Community Energy	Received and filed.	Received and filed.					
TUMF	n/a	n/a					
Fellowship	n/a	Received and filed.					
New Programs / Initiatives:							
EXPERIENCE	n/a	Received and filed.					

Item 6.A

WRCOG Committees and Agency Activities Update

Attachment 2

Summary recaps from June and July Committee meetings

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Western Riverside Council of Governments
Executive Committee Meeting Recap
June 4, 2018

Following is a summary of key items discussed at the last Executive Committee meeting. To review the full agenda and staff reports for all items, click here. To review the meeting PowerPoint presentations, click here.

Active Transportation Plan Approved

- The Executive Committee approved the Western Riverside County Active Transportation Plan (Plan), which provides a roadmap for developing a robust non-motorized network throughout the WRCOG region for people who need or choose active transportation modes.
- This voluntary Plan meets Caltrans requirements for one of the critical components of the Active Transportation Program's application and as such is a ready-to-use resource for those seeking grant funding.
- The Plan developed a regional network, based on input from jurisdictional staff and stakeholders, and serves as a guiding document for how the identified projects can be implemented.

Experience Feasibility Analysis Update

- Experience is the concept of an innovation and sustainability center that would provide myriad resources supporting business growth, sustainable technology advances and deployment, and more. Attracting a broad base of visitors with its resources and programming, Experience would inspire implementation of best practices in home design, business practices, and everyday living to enhance the subregion's economic and resource sustainability.
- The Feasibility Analysis for Experience began in October 2017 and is scheduled to conclude in August 2018.
- A Steering Committee composed of members of WRCOG's Executive and technical advisory Committees, as well as stakeholders from such agencies as UCR, SoCalGas, and SCE, are meeting to guide the discussions.
- This compilation video synthesizes the first three Steering Committee meetings that have convened to date.

Western Community Energy Update

- Community Choice Aggregation (CCA) allows cities and counties to purchase energy directly from producers, enabling greater local control and often yielding cost savings.
- Western Community Energy (WCE) is the CCA Program that will service jurisdictions in Western Riverside County.
- WRCOG is working with jurisdictions to join the WCE JPA. The deadline to join the WCE JPA to further explore the possibilities – at no obligation – with the opportunity to begin service as early as 2020, is August 15, 2018.

Fiscal Year 2018/2019 Draft Agency Budget Recommended for Adoption by the General Assembly

- The Executive Committee approved the draft Fiscal Year 2018/2019 Agency Budget, which will be presented to the General Assembly on June 21, 2018, for final approval.

TUMF Program Reimbursement Agreements

- The Committee approved a TUMF Reimbursement Agreement for the planning and engineering phases of the Third Street Grade Separation Project in Riverside, in an amount not to exceed $4 M.

Regional Streetlights Program

- Through the Regional Streetlight Program, WRCOG is helping 11 jurisdictions acquire their Southern California Edison (SCE) - owned streetlights (nearly 48,000 in total) and retrofit them to energy efficient LED bulbs. LED conversion will improve community appearance, public safety and save jurisdictions millions in reduced utility usage and cost.
- WRCOG has received a transition timeline from SCE indicating the estimated timing that SCE will initiate and analyze each streetlight pole as part of the acquisition process; SCE estimates the entire region will have the streetlight transition started by October 2018.
- Based off of the anticipated timing of SCE's transition, it is anticipated that all streetlights could be converted to LED bulbs by November 2019.

Upcoming Events

- June 21, 4 p.m. to 9 p.m.: WRCOG will host its 27th Annual General Assembly & Leadership Address featuring Steve Forbes at Morongo, free for WRCOG member jurisdictions.

Next Meeting

- The next Executive Committee meeting is scheduled for Friday, June 22, 2018, at 10:00 a.m., at the Morongo Casino Resort & Spa, the Drum Room, 26th Floor.

Western Riverside Council of Governments
Administration & Finance Committee Meeting Recap
June 13, 2018

Following is a summary of major items discussed at the June 13, 2018, Administration & Finance Committee meeting. To review the full agenda and staff reports, please click here. To review the meeting PowerPoint Presentation, please click here.

Regional Streetlight Program

- Recommended the approval of California Electric Supply for LED fixtures and equipment procurement.

Amendments to Professional Services Agreement for On-Call Planning Professional Services

- Approved a First Amendment to a PSA with KOA Corporation to provide planning support and advisory services.
- Approved a First Amendment to a PSA with KTUA for additional grant writing assistance.

PACE Programs Proposal on new Commercial Construction

- Recommended approval of proposed changes to the PACE Program Reports and Greenworks Commercial Program Handbook to allow for PACE financing on new commercial construction projects. Handouts which were provided during the meeting are included at the end of this document.

Executive Committee Member Alternate Provision

- Directed staff to work with legal counsel to update the JPA to:
  - Clarify language on Agency alternate appointments
  - Remove reference to County as Treasurer and Auditor
  - Add 2nd Vice-Chair in By-Laws (already in JPA)
  - Perform a thorough review for any other needed updates

Adoption of Salary Schedule

- Recommended approval of the Salary Schedule
- Utilize a COLA to provide for future annual adjustments of the Salary Schedule

Approval of Professional Services Agreement with WSP USA

- Approved a PSA with WSP USA for technical and advisory support for the update of the RIVTAM.

Next Meeting

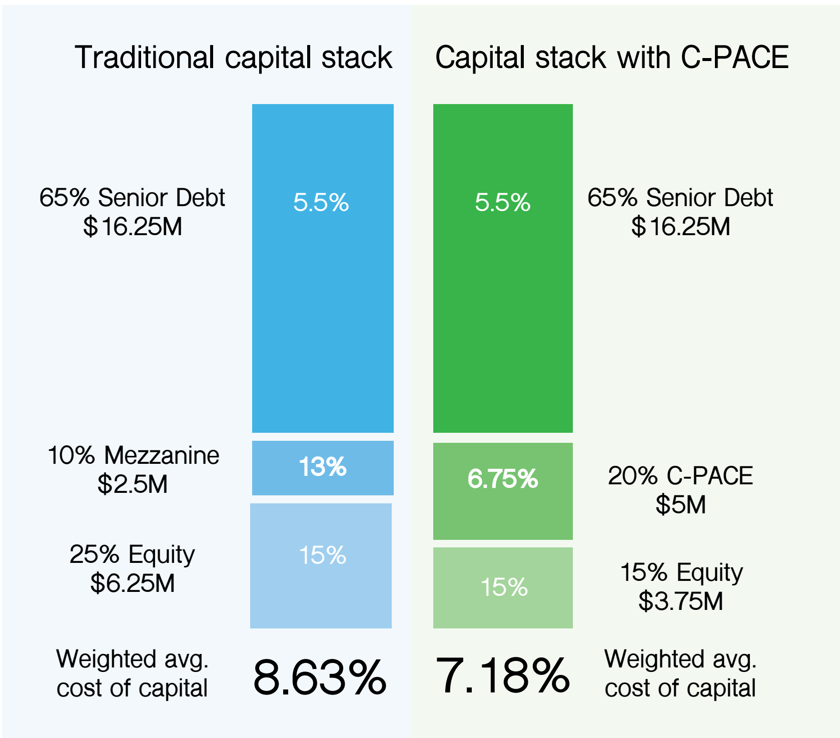
- The next Administration & Finance Committee meeting is scheduled for Wednesday, July 11, 2018, at 12:00 p.m. in WRCOG's office, located at 3390 University Avenue, Suite 450, Riverside.

INCREASE RETURN ON EQUITY & DECREASE COST OF CAPITAL

GREENWORKS LENDING

NEXT GENERATION BUSINESS BUILDING

C-PACE FOR NEW CONSTRUCTION & REDEVELOPMENT



CASE STUDY

+ 46.5%
return on equity

– 145 bps
weighted cost of capital

– $2.5M
required equity

+ $283k
annual free cash flow

Developer faced an equity shortfall requiring expensive mezzanine debt. C-PACE filled the equity gap – decreasing the weighted cost of capital, eliminating the need for mezzanine debt, and reducing required equity.

BENEFITS:

- ✓ Tax assessment structure may allow pass-through on NNN leases, room surcharges
- ✓ Non-recourse
- ✓ Obligation may transfer on sale or be prepaid
- ✓ Cannot be accelerated (called due)
- ✓ Fixed rate construction through term

PROJECT QUALIFICATIONS:

- Financing must be earmarked for above-code energy measures such as HVAC, windows, roof, lighting, controls, solar, etc.
- Funds up to 20% of as-stabilized property value
- Available for most commercial property types (including multi-family)
- Works well with tax credit structures (including HTC, NMTC projects)
- Does not work with government ownership, government ground lease, existing CMBS or SBA mortgage

COMMERCIAL PACE IN BRIEF:

- C-PACE is a public-private financing program that provides attractive financing for energy and water conservation measures
- Funding is provided by private capital providers and repaid through a voluntary, non-accelerating property tax assessment over long terms (typically 20+ years)
- Programs are spreading rapidly and are currently available in 14 states and the District of Columbia

GREENWORKS
LENDING

NEXT GENERATION BUSINESS BUILDING

CASE STUDY: HOTEL AND LODGING

HOTEL INDIGO, MADISON, WISCONSIN

ADAPTING TO LUXURY

Image: "Former Mautz Paint warehouse at 901 East Washington Avenue, Madison, WI" by Richard Hurd (https://www.flickr.com/photos/rahimageworks/) is licensed under CC BY 2.0

"A key component of this adaptive reuse project is to maintain the historic 5-story brick façade. To do that without addressing energy efficiency would be detrimental to the project. The ownership group quickly identified the Wisconsin C-PACE program and Greenworks Lending as resources that could help us make the best use of this space for the community and the environment."

- Kevin Page, of KP Property Development

YEAR ONE SAVINGS	SAVINGS OVER PROJECT LIFE
$62,528	$1,873,083

PROPERTY SUMMARY

Hotel Indigo is a historic adaptive reuse project in Madison Wisconsin that redevelops 102-year old warehouse (previously operated by Mautz Paint and vacant for 15 years) into a 144-room luxury boutique hotel. The hotel development is supported by federal and state historic preservation tax credits as well as C-PACE financing for its energy saving measures.

OPPORTUNITY

Integration of large-scale enegy saving elements into the redevelopment including building envelope, windows, lighting and HVAC.

BUSINESS TYPE	BUILDING TYPE	PROJECT TYPE	LOAN SIZE	C-PACE TERM
BOUTIQUE HOTEL	ADAPTIVE REUSE OF WAREHOUSE	ENERGY EFFICIENCY	$1,500,000	20 YEARS

WHAT IS COMMERCIAL PACE?

Commercial Property Assessed Clean Energy (C-PACE) is a public-private partnership designed to help commercial building owners upgrade the energy and water performance of their property with no money out of pocket. C-PACE provides building owners with 100% of the capital they need to complete a qualified project and owners repay the up-front cost through the property tax bill over the life of the upgrades.

C-PACE IS REVOLUTIONIZING CLEAN ENERGY

IMMEDIATE CASH FLOW

- 100% financing
- Long payback period
- Covers all hard and soft costs

FLEXIBLE AND SECURE FOR OWNERS

- No personal guarantee
- Transfers on sale
- Can pass through to tenants
- Preserves borrowing capacity

MOST PROJECTS & BUILDINGS QUALIFY

- Based on property value
- Must save energy or water
- Most commercial property types

ABOUT GREENWORKS LENDING

Greenworks Lending is the nation's leading Commercial-PACE company. Our founders formed the first successful C-PACE program and we now facilitate clean energy investment for property owners and their contractors across the nation. Greenworks' mission is to make clean energy a smart business decision.

GET STARTED

GREENWORKS LENDING

If you're ready to get started with a streamlined feasibility review of your C-PACE project or simply want to learn more about this powerful commercial finance tool, visit greenworkslending.com.

Western Riverside Council of Governments
Public Works Committee Meeting Recap
June 14, 2018

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

- Tyler Masters, WRCOG Program Manager, presented on small cells, which are low-powered cellular radio access nodes that have a range of between 10 meters and a few kilometers.
- As requested by the WRCOG Planning Directors' Committee, staff compiled a list of cities that have adopted small cell design and operations guidelines to determine if something similar can be replicated at a regional level.
- For more information, please contact Tyler Masters at tmasters@wrcog.us.

TUMF Administrative Plan – Credit for Monetary Contributions

- Christopher Gray, WRCOG Director of Transportation, presented a request by the City of Calimesa to revise the TUMF Administrative Plan to include pre-construction activities as TUMF eligible expenses for a developer to receive credit for monetary contributions to these activities.
- The Public Works Committee reviewed the request and approved the recommended revision to the TUMF Administrative Plan.
- For more information, please contact Christopher Gray at cgray@wrcog.us.

TUMF Program Member Agency Development Agreement

- Daniel Ramirez-Cornejo, WRCOG Senior Analyst, provided an update on a review of Development Agreements executed prior to the inception of the TUMF Program that provided an exemption of TUMF.
- Staff is following up with any member agency for which a Development Agreement has expired or will be expiring to ensure that TUMF is assessed on development projects moving forward.
- For more information, please contact Daniel Ramirez-Cornejo at dramirez-cornejo@wrcog.us.

Fiscal Year 2017/2018 TUMF Collection Review

- Daniel Ramirez-Cornejo, WRCOG Senior Analyst, provided an update on TUMF revenue for Fiscal Year 2017/2018 through April 2018.
- In August, staff will be providing an update on the types of service and retail developments that have received the 3,000 square foot reduction approved in 2017 by the WRCOG Executive Committee.
- For more information, please contact Daniel Ramirez-Cornejo at dramirez-cornejo@wrcog.us.

Grant Writing Assistance Program Update

- Christopher Tzeng, WRCOG Program Manager, discussed recent activities and awards associated with WRCOG's Grant Writing Assistance Program.

- The Grant Writing Assistance Program has resulted in approximately $2 million in awarded funding.
- For more information, please contact Christopher Tzeng at ctzeng@wrcog.us.

Western Riverside Council of Governments
Executive Committee Meeting Recap
July 2, 2018

Following is a summary of key items discussed at the last Executive Committee meeting. To review the full agenda and staff reports for all items, click here. To review the meeting PowerPoint presentations, click here.

PACE Program Updates

- The Executive Committee approved changes to the PACE Program Reports to:

    1. Consolidate all residential PACE provider eligible products into a single, uniform list, removing inconsistencies that previously existed between the three Residential PACE Programs WRCOG oversees; and
    2. Allow for PACE financing on new commercial construction projects for improvements which exceed minimum energy codes.

Western Community Energy Update

- Community Choice Aggregation (CCA) allows cities and counties to purchase energy directly from producers, enabling greater local control and often yielding cost savings.
- Western Community Energy (WCE) is the CCA Program that will service jurisdictions in Western Riverside County.
- WRCOG is working with jurisdictions to join the WCE JPA. The deadline to join the WCE JPA to further explore the possibilities – at no obligation – with the opportunity to begin service as early as 2020, is August 15, 2018.

Executive Director's Report

- The Lake Elsinore Storm baseball team will host a Used Oil Recycling Night on July 6th to help promote WRCOG's Used Oil Recycling Program.
- WRCOG's 27th Annual General Assembly & Leadership Address was well received and featured a dynamic presentation from Forbes Media Editor-in-Chief, Steve Forbes, followed by a candid discussion between Mr. Forbes and outgoing WRCOG Chairwoman, Debbie Franklin.

Next Meeting

- The next Executive Committee meeting is scheduled for Monday, August 6, 2018, at 2:00 p.m., at the County of Riverside Administrative Center, 1st Floor Board Chambers.

Western Riverside Council of Governments
Administration & Finance Committee Meeting Recap
July 11, 2018

Following is a summary of major items discussed at the July 11, 2018, Administration & Finance Committee meeting. To review the full agenda and staff reports, please click here. To review the meeting PowerPoint Presentation, please click here.

PACE Programs Proposal on new Commercial Construction

- Recommended that the Executive Committee 1) adopt an amended resolution revising the requirements for the implementation of the financing of seismic strengthening improvements in member or associate member jurisdictions; and 2) initiate judicial foreclosure on the delinquent property participating in the SAMAS Commercial PACE Program
- Received a presentation on the WRCOG PACE Compliance Manual which serves, among other purposes, to ensure that any agent involved in the promoting, selling, or offering of financing through WRCOG PACE Programs acts responsibly and fully understands each applicable Program and how it works.

BEYOND Program Update and Grant Writing Assistance Update

- Received an update on Round I of the BEYOND Framework Fund, in which 32 projects were funded, of which 23 have been completed, five projects granted extensions are pending completion, and four projects have been approved as multi-year efforts.
- Round II includes BEYOND Core, BEYOND Team, and BEYOND Health. Round II is funding 51 projects. To date, five projects have been completed.
- WRCOG's Grant Writing Assistance Program has allocated $700,000 toward this Program, of which, approximately $120,000 has been used, resulting in more than $1.8 million in awarded grants for the region.

Regional Streetlight Acquisition Process

- Staff is working with each jurisdiction to identify and pursue action on the Regional Program Participation Package.

4th Quarter Budget Amendment

- Recommended that the Executive Committee approve a 4th Quarter Budget Amendment.

Round III of the Public Service Fellowship Program has begun

- Fellows are currently coordinating interviews with their prospective host agency. All confirmed Fellows will begin working in member jurisdictions through March 2019.

Beaumont Settlement Agreement Revenues Distribution discussed

- WRCOG is working with Pass Zone jurisdictions and RCTC regarding distribution of revenues.

Next Meeting

- The next Administration & Finance Committee is dark during the month of August. The next Administration & Finance Committee meeting is scheduled for Wednesday, September 12, 2018, at 12:00 p.m. in WRCOG's office, located at 3390 University Avenue, Suite 450, Riverside.

Item 6.B

Western Riverside Council of Governments
Planning Directors Committee

Staff Report

Subject: **Local Assistance for WRCOG Member Agencies: Grant Writing Assistance & BEYOND Program Activities Updates**

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

Date: **August 9, 2018**

***The purpose of this item is to** provide an update on the local assistance programs WRCOG administers to provide funding for member driven projects and programming through the Grant Writing Assistance Program and BEYOND Framework Fund Program, and to provide an update on three grant opportunities that are expected to release a Notice of Funding Availability (NOFA) in the fall: the Caltrans Sustainable Transportation Planning Grant Program, the Caltrans Adaptation Planning Grant Program, and the SCAG Sustainable Transportation Planning Grant Program.*

Requested Action:

1. Receive and file.

WRCOG provides assistance to member jurisdictions to fund local projects through the BEYOND Framework Fund Program (BEYOND) and the Grant Writing Assistance Program. BEYOND provides funding directly to member jurisdictions through both competitive and non-competitive funding channels to enable member agencies to develop and implement plans and programs aimed at improving quality of life in Western Riverside County by addressing the goal areas outlined in WRCOG's Economic Development and Sustainability Framework. The Grant Writing Assistance Program covers the cost of hiring professional grant writers to develop proposals for competitive external funding for the eligible grant programs identified in the Program guidelines.

New Grant Opportunities for Fall 2018

Caltrans Sustainable Transportation Planning Grant Program. This Program provides funding to projects that develop local plans which encourages sustainable infrastructure improvements to reduce Greenhouse Gas Emissions(GHG), Vehicle Miles Traveled, and increase safety, and/or provide access to Public Transit. The Program has four main categories:

1. **Sustainable Communities Competitive:** funds projects / studies such as, but not limited to, community to school studies or safe routes to school plans, studies that advance a community's effort to address the impacts of climate change and sea-level rise, complete street plans, transit planning studies related to accessible transit, paratransit, mobility management, etc., first / last mile project development planning, and land use planning activities in coordination with a transportation project.
2. **Strategic Partnerships:** funds transportation planning studies of interregional and statewide significance in partnership with Caltrans.
3. **Strategic Partnerships Transit:** funds multi-modal planning studies with a focus on transit, in partnership with Caltrans, of regional, interregional and statewide significance.
4. **Sustainable Communities:** formula funds for Metropolitan Planning Organization (such as the Southern California Association of Governments (SCAG)).

Caltrans Adaptation Planning Grant. This Program provides funding to climate change adaptation planning. Examples of projects / studies include, but are not limited to, climate vulnerability assessments, extreme weather event evacuation planning, resilience planning, transportation infrastructure adaptation plans, natural and green infrastructure planning (e.g. wetlands restoration along transportation corridors to protect transportation infrastructure from flooding and storm impacts).

Sustainable Communities Planning Resource Program. SCAG is developing guidelines for our next Sustainable Communities Planning Resource Program (formerly Sustainability Planning Grant Program) call for proposals (anticipated for September 2018). SCAG estimates that approximately $4.9 million in planning resources will be available, and are refining the focus of this competitive program to better align with regional planning priorities and strategies. It is expected that the refined Program will provide resources for nine project types included in the Active Transportation and Integrated Land-Use & Green Region categories. Similar to previous cycles, applicants will be awarded consultant services to complete the work proposed in each funding category.

Other program refinements include:

- Sharpened program focus to develop practical, relevant strategies for meeting SB 375 GHG emissions reduction targets, and to queue jurisdictions for competitive capital project funds (e.g., Greenhouse Gas Reduction Funds).
- Development of a more streamlined, centralized, and prescribed approach for certain project types and themes to maximize limited resources and expedite the procurement process.

For this call SCAG will be asking applicants to choose from specified project types listed below:

ACTIVE TRANSPORTATION	INTEGRATED LAND USE & GREEN REGION
Community-Wide & Area Plans	VMT Baseline & Threshold Establishment
Regional Corridor Plans	Targeted Urban Forestry, and Heat Island Mitigation Linked to Transit Access
Safety Strategic Plans	Parking Pricing, Reduction, and Management Strategies
Go Human Programs • *Quick Build Projects* • *One-Day Demonstration Projects* • *Advertising Campaign Implementation*	Electric Vehicle Charging Infrastructure Planning
	Livable Corridor and Transit-Oriented Development Planning (Infill / Mixed Use Dev)

Grant Writing Assistance Program Overview

WRCOG manages a bench of consultants to help jurisdictions prepare grant applications in five program areas: Active Transportation; Caltrans Sustainable Transportation and Adaptation Planning; Affordable Housing and Sustainable Communities; electric vehicle and alternative fuel readiness, or funding related to Clean Cities activities; and any new planning grant opportunities. The Program aims to strengthen the region's overall competitiveness for statewide funding and to provide needed supplemental support to jurisdictions prevented from seeking grant funds due to limited capacity and/or resources. WRCOG has allocated $700,000 toward this Program, of which, approximately $120,000 has been used, resulting in more than $1.8 million in awarded grants for the region.

Grant Opportunities Summary Table

In addition to offering grant writing assistance, WRCOG provides regular updates on various grant opportunities that may be of interest to jurisdictions with the goal of returning as much grant funding to member agencies as possible. In the Grant Opportunities Summary Table (Attachment 1), there are two tables: Table 1 provides possible grant opportunities which WRCOG may be able to provide grant writing assistance for, while Table 2 provides additional opportunities which are not eligible for assistance through WRCOG, though they may be of interest to members. The tables list both the estimated “Level of Difficulty” to provide an indication of the level of support needed to develop applications, and the “Success Rates” indicating the number of applications awarded in relation to the number of applications submitted.

BEYOND Program Overview

Piloted in Fiscal Year (FY) 2015/2016, the BEYOND Framework Fund supports development and implementation of local projects aligned with the six goal areas outlined in WRCOG’s Economic Development and Sustainability Framework: economy, health, education, energy & environment, water & waste water, and transportation. To date, the Executive Committee has allocated a total of $4.1 million through two rounds of funding. Round I of BEYOND is funded through FY 2014/2015 Agency carryover funds, while Round II is funded through FY 2015/2016 Agency carryover funds.

BEYOND Round I Status: Round I provided $1.8 million to member jurisdictions, allocated according to a population-based formula in a single funding stream. Thirty-two projects were funded under Round I and, as of this writing, twenty-three projects have been completed, five projects granted extensions are pending completion, and four projects have been approved as multi-year efforts (the Water Task Force project, funded jointly by EMWD and WMWD, and one project each from the Cities of Corona, Riverside, and Temecula, which are combining Round I and Round II funding for the same project). Attachment 2 includes a summary of each Round I project and identifies which projects are complete.

BEYOND Round II Status: Round II is operating three funding streams: 1) BEYOND Core, a central category of funding allocating $2.05 million to WRCOG member agencies using a population-based formula; 2) BEYOND Team, a competitive fund for collaborative projects between multiple member agencies; and 3) BEYOND Health, a competitive fund for public health-promoting projects. Through these three funding streams, Round II is funding 51 projects. To date, five rojects have been completed, including the Party Pardners project from the City of Norco, which utilized BEYOND Health funding. A summary of each Round II project, noting which projects are complete, is provided as Attachment 3.

BEYOND Project Spotlight: Party Pardners

The City of Norco’s Party Pardners Program is administered by the City’s Parks, Recreation and Community Services Department, but is supported by a variety of community partners including non-profit and faith-based organizations. The Program offers monthly recreational and social activities for individuals with varying degrees of disabilities, as well as their families. These activities are offered to community members across the region, not only those living in Norco. Unfortunately, due to funding constraints, the Party Pardners Program has not been renewed by the City. Photos from 2017 Party Pardners activities, supported in-part by BEYOND Health funding, are included as Attachment 4 to this Report.

BEYOND Program Logistics

As of this writing, $2.6M of the Program’s $4M budget has yet to be requested for reimbursement. Round II projects are scheduled for completion by November 15, 2018, with final invoices and progress reports due the following month. Staff anticipate that, similar to Round I, not all Round II projects will be completed by the current deadline, therefore, the deadline will likely be extended, pending further discussions with WRCOG’s Committee structure.

Prior Action:

July 11, 2018: The Administration & Finance Committee received and filed.

Fiscal Impact:

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

Attachments:

1. Grant Opportunities Table.
2. BEYOND Round I – Project Summaries.
3. BEYOND Round II – Project Summaries.
4. BEYOND Project Spotlight: Party Pardners, Activities Photos.

Item 6.B

Local Assistance for WRCOG Member Agencies: Grant Writing Assistance & BEYOND Program Activities Updates

Attachment 1

Grant Opportunities Table

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Blais & Associates
professional grant management

Western Riverside Council of Governments
Grant Opportunities and Forecast
July 26, 2018
*(**New** is noted for grants added in the past 14 days)*

WRCOG Western Riverside Council of Governments

The grant opportunities beginning on the next page are part of WRCOG's emphasis to return as much grant funding to member agencies as possible. To that end, WRCOG may be able to assist member agencies with grant writing for the grant programs listed in Table 1. Please also see Table 2 for additional opportunities for your agency that cannot be facilitated by WRCOG, but might be of interest.

To help clarify the level of effort needed to develop the proposals, we have created a key for ready reference.

Key: Level of Difficulty (LOD)	
Simple	A simple level of difficulty indicates an application that may take 8 hours or less to develop, and can likely be accomplished "in-house" with minimal effort/allocation of internal resources.
Medium	A medium level of difficulty indicates an application process that will take a more substantial allocation of internal resources to accomplish, and might possibly require outside assistance (20-70 hours to develop application).
Complex	A complex level of difficulty indicates a VERY competitive opportunity, with a small success rate and intensive grant-development and positioning.

Additionally, we have included the "Success Rates" for each opportunity (if known). This statistic is indicated in **blue** in the "Notes" column, and provides the number of applications awarded in relation to the number of applications submitted (if known).*

*Success rates are not listed for "On the Horizon/NOFAs Not Released" section of Table 2.

Please contact Chris Tzeng, WRCOG Program Manager, at (951) 405-6711 for more information about grant writing assistance.

TABLE 1
Grant opportunities that *may* be eligible for WRCOG-assisted grant writing

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
The grants that might be eligible for WRCOG grant-writing assistance are:							
1	07/31/18 Transportation Improvements	**Active Transportation Program.** To increase the proportion of trips accomplished by biking and walking, and provide a broad spectrum of projects to benefit many types of active transportation users. Eligible Project Types: • Community-wide bicycle, pedestrian, Safe Routes to School, or active transportation plans in disadvantaged communities. • Bikeways and walkways that improve mobility, access, or safety for non-motorized users. • Improvements to existing bikeways and walkways. • Elimination of hazardous conditions on existing bikeways and walkways. • Installation of traffic control devices to improve the safety of pedestrians and bicyclists. • Safe Routes to School projects that improve the safety of children walking and bicycling to school. • Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public. • Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. **Note:** Final applications are now posted. Final Guidelines are expected in June 2018	California Transportation Commission (CTC)	State	$100 million	Not required.	http://www.catc.ca.gov/programs/atp/ **Success Rate:** 11% 456 applications received; 50 applications funded at State level. **LOD: Medium – Complex** The effort is not extremely difficult, but it is time-intensive.

TABLE 1
Grant opportunities that *may* be eligible for WRCOG-assisted grant writing

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes

2A	Expected Fall 2018
	
	Planning
		SB 1 Sustainable Transportation Planning Grant Program. To develop **local plans** that encourage sustainable infrastructure improvements to reduce GHG, Vehicle Miles Traveled, and increase safety, and/or provide access to Public Transit.
		• **Sustainable Communities:** Formula funds for MPOs.
		• **Sustainable Communities Competitive:** Eligible project types (not limited to):
		  o Community to school studies or safe routes to school plans.
		  o Studies that advance a community's effort to address the impacts of climate change and sea-level rise.
		  o Complete street plans.
		  o Transit planning studies related to accessible transit, paratransit, mobility management, etc.
		  o First Mile/Last Mile project development planning.
		  o Land use planning activities in coordination with a transportation project.
		• **Strategic Partnerships:** To fund transportation planning studies of interregional and statewide significance in partnership with Caltrans.
		• **Strategic Partnerships Transit:** Funds multimodal planning studies with a focus on transit, in partnership with Caltrans, of regional, interregional and statewide significance.
			Caltrans	State	Sustainable Comm. Comp.: Minimum: $50,000 for DAC; $100,000 for all others; Maximum: $1,000,000
					
					Strategic Partnerships including Transit: Minimum: $100,000; Maximum: $500,000 (MPO $1 million)
						11.47%	http://www.dot.ca.gov/hq/tpp/grants.html
							
							Partnerships are highly encouraged
							
							Success Rate: 34%
							127 applications were received; 43 were funded.
							
							LOD: Medium

TABLE 1
Grant opportunities that *may* be eligible for WRCOG-assisted grant writing

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
2B	Expected Fall 2018 Planning	**SB 1 Adaptation Planning Grant.** For climate change adaptation planning. Example of plans: • Climate vulnerability assessments. • Extreme weather event evacuation planning. • Resilience planning. • Transportation infrastructure adaptation plans. • Natural and green infrastructure planning (e.g. wetlands restoration along transportation corridors to protect transportation infrastructure from flooding and storm impacts). • Integration of transportation adaptation planning considerations into existing plans, such as climate mitigation or adaptation plan, Local Coastal Program (LCP), Local Hazard Mitigation Plan (LHMP), General Plan or other related planning efforts. • Evaluation of or planning for other adaptation strategies, such as: o Providing transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases. o Planning for distributed energy and storage to provide decentralized energy system for safeguarding against loss of power and impacts to electric vehicles due to climate-related grid disruptions.	Caltrans	State	Minimum: $100,000 Maximum: $1 million	11.47%	http://www.dot.ca.gov/hq/tpp/grants.html Partnerships are highly encouraged **Success Rate:** 57% 21 applications were received; 12 were funded **LOD: Medium**

TABLE 1
Grant opportunities that *may* be eligible for WRCOG-assisted grant writing

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Notes
3	Expected Fall 2018 Housing	**Affordable Housing and Sustainable Communities.** To fund projects) that result in: the reduction of GHG emissions and vehicle miles traveled (VMT) and increased accessibility of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit. Eligible <u>Capital Projects</u> in Last Round (subject to change): • Affordable Housing Development (loan) (Bricks and Mortar). • Housing-Related Infrastructure (grant) (Required as Condition of Approval). • Sustainable Transportation Infrastructure (grant). • Transit, Bike Lanes, Sidewalks. • Transportation-Related Amenities (grant). • Bike Parking, Repair Kiosks, Urban Greening, Bus Shelters. Eligible <u>Programs</u> (3 Year Grants) in Last Round: • Active Transportation Programs. • Transit Ridership Programs. • Criteria Air Pollutant Reduction Programs. Project areas must include a **Qualifying Transit**, defined as a transit line serving the public that is operated by a public entity, or operated as a grant recipient from a public entity. All Project Areas MUST also include a Transit Station/Stop, which is served by at least one Qualifying Transit line departing 2 or more times during Peak Hours.	Strategic Growth Council	State	Maximum loan or grant or combination for Project Area is $20 million with a minimum award of at least $1 million for TOD Project Areas and at least $500,000 for ICP and RIPA Project Areas. Single Developer - $40 million.	Not required	http://sgc.ca.gov/Grant-Programs/AHSC-Program.html **Success Rate:** 29% 85 full applications received; 25 applications awarded. **LOD: Complex**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
Grants which are not eligible for WRCOG grant writing assistance.							
1	Ongoing/ Reviewed quarterly Sports	**Baseball Tomorrow Fund.** • Grants are intended to provide funding for incremental programming and facilities for youth baseball and softball programs, not for normal operating expenses or as a substitute for existing funding or fundraising activities. • The funds may be used to finance a new program, expand or improve an existing program, undertake a new collaborative effort, or obtain facilities or equipment necessary for youth baseball or softball programs. • Grants are designed to be flexible to enable applicants to address needs unique to their communities.	Baseball Tomorrow Fund	Private	No maximum. Average award is $40,000	50%	www.baseballtomorrowfund.com **Success Rate:** 10% Approximately 400 applications are received annually; approximately 40 are funded. **LOD: Medium**
2	Rolling Deadline Transportation	**Accelerated Innovation Deployment (AID) Demonstration.** To accelerate the use of innovation in highway transportation projects. **NOTE:** Applications accepted on a rolling basis until funding is no longer available. Applicants should apply when the eligible project is ready to authorize within 12 months.	Federal Highway Administration	Federal	$1 million	20%	https://www.fhwa.dot.gov/innovation/grants/ **Success Rate:** Unknown at this time. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
3	Opened 09/01/17 Accepted first-come, first-served for one year. Economic Development	**CDBG Economic Development (ED) Over the Counter.** Funding to non-entitlement cities and counties. Projects consist of financial assistance to a single business or a large number of assisted businesses served by common infrastructure. The most common form of an OTC project is a single business with a single project where funds are provided as a loan from the jurisdiction/ grantee to and eligible borrower.	California Housing and Community Development	State	$10 million	Not stated.	http://www.hcd.ca.gov/grants-funding/nofas.shtml#current **Success Rate:** Unknown at this time. **LOD: Medium**
4	Ongoing Economic Development	**EDA Disaster Supplemental.** To help communities and regions devise and implement long-term economic recovery strategies through a variety of non-construction and construction projects to address economic challenges in areas where a Presidential declaration of a major disaster was issued, under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as a result of Hurricanes Harvey, Irma, and Maria, and of wildfires and other natural disasters occurring in calendar year 2017. Eligible for activities related to disaster recovery, including **economic recovery strategic planning grants** and **public works construction assistance**.	Economic Development Agency	Federal	None stated.	50%	https://www.eda.gov/programs/disaster-recovery/?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term= **Success Rate:** Unknown at this time. **LOD: Complex**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
5	First-come, first-served until 06/29/18 or until funds are exhausted. Air Quality	**Natural Gas Infrastructure Program.** To assist in the construction of natural gas refueling infrastructure within the South Coast Air Quality Management District. Examples of previously funded projects: 1. City of Los Angeles: ($350,000) To provide a time-fill CNG fueling station to provide fuel to ten (10) CNG vehicles. In addition, a limited fast-fill dispenser would be provided in order to provide "spot" fueling as needed. 2. Riverside Transit Agency ($1 million) The project consisted of three phases: 1) Planning, design, and technical specification development; 2) installation of underground gas lines; and 3) procurement, construction, and installation of station equipment.	Mobile Source Air Pollution Reduction Review Committee	State	• Maximums vary depending on the entity and fuel. • The geographical minimum is $500,000 per county.	50%	http://www.cleantransportationfunding.org/rfp/view/natural-gas-infrastructure-funding-opportunities **Success Rate:** Not applicable as this is a first-come, first-served incentive program. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
6	07/31/18 Water	**Small-Scale Water Efficiency Projects.** Small-scale on-the-ground efficiency projects. Examples of projects include, but are not limited to: • Canal Lining/Piping • Municipal Metering • Irrigation Flow Measurement • Supervisory Control and Data Acquisition (SCADA) and Automation • Irrigation Measures	Bureau of Reclamation	Federal	$75,000	50%	https://www.usbr.gov/watersmart/weeg/ssweg.html **Success Rate:** 57 projects were funded in 2017. Success rate unknown. **LOD: Medium**
7	07/30/18 Law Enforcement	**COPS School Violence Prevention Program (SVPP).** To improve security at schools and on school grounds in the grantee's jurisdiction through evidence-based school safety programs. Funding may be used for coordination with local law enforcement; training for local law enforcement officers to prevent school violence against others and self; placement and use of metal detectors, locks, lighting, and other deterrent measures; acquisition and installation of technology for expedited notification of local law enforcement during an emergency; and any other measure that, in the determination of the director of the COPS Office, may provide a significant improvement in security.	U.S. Department of Justice	Federal	$500,000	25%	https://cops.usdoj.gov/default.asp?Item=2958 **Success Rate:** Data is not available as this is a new program. Up to 60 awards are expected. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
8	08/1/18 Clean Vehicles and Mobility Strategies	**MSRC Local Government Partnership Program.** To accelerate transition to cleaner vehicles and mobility strategies. For an MSRC funding contribution greater than $50,000, the following are eligible project categories: • Light-duty Zero Emission Vehicle Purchases or Leases • Medium & Heavy-Duty Zero Emission Vehicle Purchase • Near-Zero Emission Heavy-Duty Alternative Fuel Vehicle Purchases & Repowers • Electric Vehicle Charging Infrastructure (EVSE) Installation • Alternative Fuel Refueling Infrastructure New Construction or Expansion Smaller jurisdictions are also entitled to request MSRC funds for the following additional eligible project categories: • Traffic Signal Coordination and Synchronization Projects. • Bicycle Active Transportation Projects. • First Mile/Last Mile Strategies. o When implementing a project(s) from this subsection, jurisdictions are required to provide total project co-funding of at least 50%.	Mobile Source Air Pollution Reduction Review Committee	State	This is not a competitive program. The program sets aside a pro-rata share of MSRC funding for each city and county within the South Coast AQMD who participate in the AB 2766 motor vehicle registration fee program. • The maximum amount of funding any single city or county will receive is $3,000,000.	Dollar for dollar up to $3 million in MSRC funding. However, cities and counties that receive an annual allocation of AB 2766 Subvention Funds less than $50,000 are eligible to receive an MSRC Partnership match of $50,000.	http://www.cleantransportationfunding.org/rfp/view/2017-local-government-partnership-program **Success Rate:** N/A. This is a new program. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
9	There are three deadlines • August 1, 2018 • November 1, 2018 • January 31, 2019 CA Tire Recycling	**Tire Derived Aggregate Grant Program.** To provide opportunities to divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content tire products.	CalRecycle	State	\$350,000. Very Large Projects (using over 400,000 passenger tire equivalents or 4,000 tons of TDA material) are eligible for up to \$750,000.	Not stated as required	http://www.calrecycle.ca.gov/Tires/Grants/TDA/FY201819/default.htm **Success Rate:** 2018: Five eligible applications received and five were funded. 2017: Three eligible applications received and three were funded. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
10	08/02/18	**Lead-Based Paint Hazard Reduction Grant Program.** To identify and control lead-based paint hazards in eligible privately owned rental or owner-occupied housing populations. • Minimum lead hazard control actives are 65% of award. • For rental housing, at least 50 percent of the units must be occupied by or made available to families with incomes at or below 50 percent of the area median income level and the remaining units must be occupied or made available to families with incomes at or below 80 percent of the area median income level; • For housing owned by owner-occupants, all units assisted with grants under this section must be the principal residence of families with income at or below 80 percent of the area median income level, and not less than 90 percent of the units assisted with grants under this section must be occupied by a child under the age of six years or must be units where a child under the age of six years spends a significant amount of time visiting.	Housing and Urban Development	Federal	Minimum award: $1 M LBPHR maximum award: • Large, urban jurisdictions - $3,500,000 • State and local jurisdictions - $3,000,000 • Jurisdictions that have never received LBPHC or LHRD grant - $2,000,000 Healthy Homes Supplemental funding: • Large, urban / other state/local jurisdictions - $600,000 • Jurisdictions that have never received LBPHC or LHRD grant - $300,000 Maximum: $4.1 M per project period.	10% of federal request.	https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps/fy18lbphr **Success Rate:** Data is not available. It is expected that 50 awards will be made. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
11	8/03/18 Water	**Groundwater Grant Program Round 2.** For grants, and loans, for planning and implementation projects that prevent or cleanup the contamination of groundwater that serves or has served as a source of drinking water. Examples of implementation projects include, but are not limited to: • Wellhead treatment; • Installation of extraction wells combined with treatment systems; • Centralized groundwater treatment systems; • Source area cleanup; • Groundwater recharge to prevent or reduce contamination of municipal or domestic wells; • Groundwater injection to prevent seawater intrusion; and • Groundwater well destruction.	State Water Resources Control Board	State	Planning: $100,000 to $2 million. Implementation: $500,000 to $50 million for projects that prevent or clean up contamination of an aquifer. Implementation for drinking water treatment up to $5 million and septic-to-sewer implementation projects up to $8 million if these projects directly benefit a DAC or EDA.	50%. May be waived or partially waived for DACs	https://www.waterboards.ca.gov/water_issues/programs/grants_loans/proposition1/groundwater_sustainability.shtml **Success Rate:** Data is not available. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
12	08/07/18 Recycling	***NEW:*** **Beverage Container Recycling Program.** Eligible projects must be an ongoing (with the exception of the Pilot Program) collection program and may be at the following locations: • Multi-family residential dwellings (five units or more). • Public colleges/universities, non-profit colleges/universities, and public K-12 school districts. • Curbside Residential Program locations (excluding single stream). • Parks/recreational areas • Pilot Program projects may be at any residential, commercial, or public locations that meet the conditions to operate as a Pilot Program. Priority funding from this grant program will be given to jurisdictions that are selected and approved for the Beverage Container Recycling Pilot Program (Pilot Program) as authorized by SB 458, PRC 14571.9, and associated regulations. For eligibility of this Pilot Program and the latest information about this program visit: http://www.calrecycle.ca.gov/BevContainer/Recyclers/Pilot2018/.	CalRecycle	State	Min: $75,000/ Max: $500,000	Not required.	http://www.calrecycle.ca.gov/BevContainer/Grants/BevContainer/FY201819/default.htm **Success Rate:** 19.5% **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
13	08/09/18 Arts	**Our Town.** For projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. Successful Our Town projects ultimately lay the groundwork for systemic changes that sustain the integration of arts, culture, and design into strategies for strengthening communities. To apply, choose a program area: • Place-Based Projects. Through arts engagement, cultural planning, design, and/or artist/creative industry support, these projects contribute to improved quality of life in local communities. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization. • Knowledge Building Projects. These projects build and disseminate knowledge about how to leverage arts, culture, and design as mechanisms for strengthening communities. These grants are available to arts service or design service organizations, and/or other national or regional membership, policy, or university-based organizations. These projects require a partnership that will facilitate the knowledge sharing and/or exchange.	National Endowment of the Arts	Federal	• Place-Based Projects - $25,000 to $200,000. • Knowledge Building Projects - $25,000 to $200,000.	1:1	https://www.arts.gov/grants-organizations/our-town/introduction **Success Rate:** Unknown. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
14	08/06/18 Transportation	**Bus and Bus Facilities Infrastructure Investment Program.** To assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. • Recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities. • Allowed to use up to 0.5 percent for costs associated with training at the National Transit Institute. Eligible applicants: Designated recipients that allocate funds to fixed route bus operators, and to states, and local governmental authorities that operate fixed route bus service.	Federal Transit Administration	Federal	None	20% of net project costs. Exceptions: 15% to acquire vehicles compliant with the Clean Air Act/ADA. 10% for the cost of acquiring, installing or constructing vehicle-related equipment or facilities required by the ADA of 1990, or are necessary to comply with/maintaining compliance with Clean Air Act.	https://www.transit.dot.gov/funding/applying/notices-funding/buses-and-bus-facilities-infrastructure-investment-program-fy-2018 **Success Rate:** Unknown. **LOD: Complex**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
15	10/03/18 Pavement	***NEW:*** **Rubberized Pavement Grant Program.** To divert waste tires from landfill disposal, prevent illegal tire dumping, and promote markets for recycled-content surfacing products derived from only California-generated waste tires. It is aimed at encouraging first-time or limited users of rubberized pavement in two project types – Rubberized Asphalt Concrete Hot-Mix (Hot-Mix) and Rubberized Chip Seal (Chip Seal).	CalRecycle	State	$350,000 for individual application or $500,000 for a regional application.	Not required.	http://www.calrecycle.ca.gov/Tires/Grants/Pavement/FY201819/default.htm **Success Rate:** 34 applications were submitted and funded. **LOD: Medium**
16	08/29/18 Economic Development	**Regional Innovation Strategies.** To foster connected, innovation-centric economic sectors which support the conversion of research into products and services, businesses, and ultimately jobs through entrepreneurship. • i6 Challenge: To increase entrepreneurship that is driven by innovations, ideas, intellectual property, and applied research through the process of technology commercialization and that ultimately results in new jobs. • Seed Fund Support: To provide technical assistance and operational costs that support the formation, launch, or scale of cluster-focused seed funds that will invest their capital in innovation-based startups with a potential for high growth.	Economic Development Administration	Federal	• i6 Challenge - $750,000 • Seed Fund Support- $300,000	50%	http://www.eda.gov/oie/ris/ **Success Rate:** 217 applications received; 42 applications funded. Success rate was 19%. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
17	08/31/18 Transportation – Safety	**Highway Safety Improvement Program.** To achieve a significant reduction in fatalities and serious injuries on all public roads. All proposed projects must lead to the construction of safety improvements. There are six application categories: • AC #1 – Common Benefit/Cost Ratio (BCR) Application • AC #2 – Set-aside for High Friction Surface Treatment • AC #3 – Set-aside for Guardrail Upgrades • AC #4 – Set-aside for Horizontal Curve Signing • AC #5- Set-aside for Pedestrian Crossing Enhancements • AC #6 – Set-aside for Tribes	Department of Transportation	State	Maximum per agency: • AC #1 - $10 million • AC #2 - $10 million • AC #3 - $1 million • AC #4 - $250,000 • AC #5 - $250,000 • AC #6 - $250,000 Maximum for a single project: $10 million Minimum for a single project: $100,000	10%. This ratio can be 100% if all countermeasures of the project are eligible for 100% federal reimbursement per Section 4.2 of the Local Roadway Safety Manual (LRSM).	http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_nowHSIP.htm **Success Rate:** 213 applications received; 182 applications funded. Success rate 85%. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
18	10/01/18 Habitat Preservation	**Habitat Conservation Fund.** To protect fish, wildlife, and native plant resources, to acquire or develop wildlife corridors and trails, and to provide for nature interpretation programs and other programs which bring urban residents into park and wildlife areas. There are seven activity areas: 1. Deer/Mountain Lion Habitat 2. Rare, Endangered, Threatened, or Fully-Protected Species Habitat 3. Wetlands 4. Riparian Habitat 5. Anadromous Salmonids and Trout Habitat 6. Trails 7. Wildlife Area Activities **This is the last round of funding.**	CA State Parks	State	$350,000 for individual application or $500,000 for a regional application.	50%	http://www.parks.ca.gov/?page_id=21361 **Success Rate:** Varies by program type. **LOD: Medium**
19	04/10/20 Hydrogen Fueling	**Implementation of Hydrogen Refueling Stations.** To expand the availability of hydrogen refueling infrastructure in the South Coast AQMD region by making available a source of co-funding that can be accessed by the MSRC's strategic partners. MSRC will provide funding that can be used to improve the financial viability of a candidate hydrogen refueling station that has already undergone vetting by the Energy Commission or SCAQMD, or is being proposed by a public agency or industry stakeholder that will undergo evaluation by the MSRC, Energy Commission, or SCAQMD.	Mobile Source Air Pollution Reduction Review Committee	State	Minimum $500,000 per county	Not stated.	http://cleantransportationfunding.org/node/1865 **Success Rate:** Unknown. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
20	First Come; First Served until December 31, 2020 Homelessness	**Stand Down Grant.** To support local Stand Down events that assist homeless veterans by providing a wide variety of employment, social, and health services. • Funds must be used to enhance employment and training opportunities or to promote the self-sufficiency of homeless veterans through paid work. • Basic services such as showers, haircuts, attention to health concerns, and other collaborative services. • Grant funds may only be used to support allowable SD costs such as: • The purchase of food, bottled water, clothing, sleeping bags, one-person tents, backpacks filled with non-perishable foods, hygiene care kits, and over-the-counter reading glasses; • Vouchers may be purchased for minor time-limited legal services, consumer credit counseling services, food, phone cards, and gasoline gift cards for homeless veteran participants. • Special one-time costs for the duration of the SD event such as rental facilities and/or tents, electricity, equipment, portable toilets, and communications or internet access. • The purchase of janitorial supplies.	U.S. Department of Labor	Federal	$7,000 for a one-day event and $10,000 for a multi-day event	Cost share calculations are based on the number of expected homeless veterans to be served using VETS' SD funds compared to the overall number of participants expected to be served.	https://www.dol.gov/vets/programs/StandDown/index.htm **Success Rate:** Unknown at this time. **LOD: Medium**

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
****On the Horizon/NOFA not yet released.****							
1	TBD Emission Reduction	**Volkswagen Settlement Mitigation Trust**. $381 million to California for NOx mitigation. Application and program details currently under development **Workshops available in February and March.**	California Air Resource Board	Private	TBD	TBD	https://www.arb.ca.gov/msprog/vw_info/vw-diesel-info/vw-diesel-info.htm
2	Fall 2018 Trails	**Recreational Trails Program.** For both non-motorized and motorized RECREATIONAL TRAILS and trail-related facilities. Eligible projects types are: acquisition, development or a combination of acquisition and development.	California State Parks	State	$50,000 minimum/ $1.5 million maximum	12%	http://www.parks.ca.gov/?page_id=24324
3	Fall 2018 Libraries	**Copycat Grant.** Intended to help libraries easily implement tried-and-tested programs and extend the impact of previously funded LSTA projects. State Library staff will make available case studies and information about a variety of projects that are impactful and easily replicable, that can be accomplished in six to eight months, and that align with the State Library's LSTA Five Year Plan 2018-2022. Libraries will then have the opportunity to apply for funds to implement a selected project in their community.	California State Library	State	TBD	TBD	http://www.library.ca.gov/grants/

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
4	October 2018 Planning	**SB 1 Sustainable Transportation Planning Grant Program.** To encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the commission. Example Sustainable Communities Grant Project types include projects that explore and plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning. Land use planning activities in coordination with a transportation project. Examples include: • An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes. • Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes. • Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc., that are near sensitive land uses such as homes, schools, parks, etc., or potentially impacted by climate change.	CA Department of Transportation	State	Minimum: $50,000 for DAC; $100,000 for All Others Maximum: $1,000,000	11.47%	http://www.dot.ca.gov/hq/tpp/grants.html

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Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
5	October 2018 Planning	**SB Adaptation Planning Grant**. For climate change adaptation planning. Examples: • Climate vulnerability assessments. • Extreme weather event evacuation planning. • Resilience planning. • Transportation infrastructure adaptation plans. • Natural and green infrastructure planning • Integration of transportation adaptation planning considerations into existing plans, such as climate mitigation or adaptation plan, Local Coastal Program (LCP), Local Hazard Mitigation Plan (LHMP), General Plan or other related planning efforts. • Evaluation of or planning for other adaptation strategies, such as: o Providing transit shelters with shade, water, or other means of cooling in locations expected to see temperature increases. o Planning for distributed energy and storage to provide decentralized energy system for safeguarding against loss of power and impacts to electric vehicles due to climate-related grid disruptions.	CA Department of Transportation	State	Minimum: $100,000 Maximum: $1 million	11.47%	http://www.dot.ca.gov/hq/tpp/grants.html

TABLE 2
For Information Purposes Only
Grants which are not eligible for WRCOG grant writing assistance, but may be of interest

No.	Deadline	Name of Grant	Name of Agency/Type	Source of Funds	Maximum Funding	Match Requirement	Website
6	Winter 2018 Recycle	**Household Hazardous Waste – Small Projects.** To assist local governments in implementing safe HHW programs, which may include public education, source reduction, reuse, recycling, load checking and collection components.	CalRecycle	State	• $50,000 for individual applicants. • $75,000 for rural area counties (population of 200,000 or less) or regional and JPA applications.	Not required.	http://www.calrecycle.ca.gov/HomeHazWaste/Grants/30thCycle/default.htm

** Information presented is based on past guidelines. Requirements may change when new guidelines are published.

Item 6.B

Local Assistance for WRCOG Member Agencies: Grant Writing Assistance & BEYOND Program Activities Updates

Attachment 2

BEYOND Round I – Project Summaries

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Round I Project Summaries

City / Agency	Project Name	Framework Goal(s) Supported	Project Description
City of Banning	Park Facilities Improvements	Health	The City of Banning is expanding and updating facilities at Lions Park. Round I funding supported initial planning for the park improvements. Status: Completed.
City of Calimesa	Clean Energy Vehicles for Calimesa	Energy & Environment	The City of Calimesa utilized BEYOND funding as a match with AQMD AB 2766 funds to replace two vehicles in the City's hybrid/electric fleet. Status: Completed.
City of Canyon Lake	Canyon Lake Water Monitoring & Economic Development	Water	The City of Canyon Lake dedicated BEYOND funds to facilitate more frequent water testing of the Lake as necessitated by increases of run-off from El Nino storms, in addition to spurring economic development by posting monument signs, performing website maintenance, and completing land analysis for future development. Status: Completed.
City of Corona	Corona Innovation Center	Economic Dev., Energy & Environment	The City of Corona is utilizing BEYOND funds to support improvements to a previously underutilized facility for use as a business development center. Status: Multi-year project.
City of Eastvale	SRTS: Radar Display Signs	Health, Transportation	The City of Eastvale utilized BEYOND funds to support its Safe Routes to School campaign through the purchase and installation of 12 radar speed display signs. Status: Completed.
City of Hemet	Downtown Specific Plan	Economic Dev.	The City of Hemet applied BEYOND funds, in conjunction with a SCAG planning grant, to support development of the City's updated Specific Plan and related documents. Status: Completed.
City of Jurupa Valley	Farmer's Market	Health, Energy & Environment	The City of Jurupa Valley's Farmers' Market BEYOND project utilized funds to make requisite updates to the City's zoning code to allow for a Farmers' Market and will also support the establishment of the Farmer's Market. Status: Completed
	Healthy Jurupa Valley Support	Health	The City of Jurupa Valley's Healthy Jurupa Valley BEYOND project funds supported the initiative's five action teams which work to promote and implement healthy living initiatives in the city. Status: Completed.
	Pedestrian and Bicycle Mobility Improvements	Health, Transportation	The City of Jurupa Valley's Pedestrian and Bicycle Mobility Improvements BEYOND project dedicated funds to identify city arterials appropriate for walking and biking corridors. Funds will then be used to install appropriate signage and perform necessary walkway upgrades. Status: Completed.
	Chamber of Commerce Partnership	Economic Dev.	The City of Jurupa Valley's Chamber of Commerce BEYOND project supported an initiative to build a partnership with the Chamber of Commerce and to develop educational programs that will promote the City's economic vitality. Status: Completed.

Updated: July 3, 2018, 2018

Round I Project Summaries

City / Agency	Project Name	Goal Area(s) Supported	Project Description
City of Lake Elsinore	Rosetta Canyon Park - Artificial Turf	Economic Dev., Health, Water	The City of Lake Elsinore devoted BEYOND funds to finance a portion of the City's artificial turf installation at Rosetta Canyon Community Park which will include five softball/baseball fields, and one soccer/football field. Status: Completed.
City of Menifee	Citywide Branding Effort - An Economic Driver	Economic Dev.	The City of Menifee dedicated BEYOND funds to support a two-stage economic development project beginning with a comprehensive evaluation of the City's economic environment, Stakeholder attitudes and perceptions, to inform the second stage development of a citywide branding effort. Status: Completed.
City of Moreno Valley	Community Enhancement Program	Economic Dev. Water, Health, Transportation	The City of Moreno Valley divided funds between 12 initiatives including a water station installation, materials and supplies support for three Safe Routes to School events, the replacement of 38 computers at the employment resource center, and bike rack installations. Status: Completed.
City of Murrieta	Murrieta Energy Efficiency Project	Energy & Environment	The City of Murrieta utilized BEYOND funds to finance energy improvement projects identified utilizing an energy audit under the direction of the Energy Network and the Western Riverside Energy Partnership (WREP). Status: Completed
City of Norco	Two-Pronged Economic Development Marketing Strategy	Economic Dev.	The City of Norco utilized BEYOND funds to support a two-pronged branding effort highlighting Norco as a dynamic business, and friendly environment; and hospitable destination of choice focusing on equine and related attractions. Status: Completed
City of Perris	Gateway Enhancement Signage Program	Economic Dev.	The City of Perris dedicated a portion of the City's BEYOND allocation to support the Gateway Enhancement Signage program--an effort to overcome perception challenges faced by the city and to optimize economic opportunities by installing a series of entry, way finding, and branding signs throughout the City's gateway streets and places of interest. Status: Completed
	Green City Farm Program	Health	The City of Perris dedicated a portion of its BEYOND allocation to fund the Green City Farm project which will develop a Community Garden Demonstration Center exhibiting best practices in water-wise gardening, and healthy living opportunities. Status: Completed
City of Riverside	Marketplace SPOT + TOD	Transportation, Health, Energy & Environment	The City of Riverside is using BEYOND monies to fund a SPOT+TOD project which is a community-based development plan and policy framework that will plan for a pedestrian bridge from Metrolink to downtown and development of the Metrolink area as a node of activity. Status: Multi-year project.

Updated: July 3, 2018, 2018

Round I Project Summaries

City / Agency	Project Name	Goal Area(s) Supported	Project Description
City of San Jacinto	Healthy San Jacinto	Health	The City of San Jacinto is leveraged BEYOND funding to meet a portion of its required match for its Strategic Growth Council Sustainable Communities Grant, which is funding the development of a comprehensive downtown specific plan. BEYOND funds is specifically dedicated to the development of a Healthy San Jacinto Coalition which will mobilize community efforts around creating a healthy and sustainable community. Status: Pending.
City of Temecula	Global Citizens Special needs Vocation Training (Teen Job Readiness)	Economic Dev., Energy & Environment, Education	The City of Temecula dedicated a portion of its BEYOND allocation to support the Global Citizens Teens with Special Needs program which provides jobs readiness training for adults with special needs. This project includes a comprehensive curriculum training participants for jobs in the viticulture and hospitality industries. Status: Completed.
	Emergency Management - Video Vignette	Health	The City of Temecula dedicated a portion of its BEYOND allocation to support the production of a video vignette which will educate the public about best practices for local emergency preparedness efforts before, during, and after a catastrophic event. Status: Completed.
	TVE2 Stem and Youth Enrichment	Energy & Environment, Health, Water, Education	The City of Temecula dedicated a portion of its BEYOND allocation to support the TVE2 Stem and Youth Enrichment Program. BEYOND funds are being used to purchase 25 computer stations for the Junior Women's STEM Program , Future Physician Leaders , and Youth Legal Program. Status: Completed.
	Grow Temecula Valley	Economic Dev. Health, Energy & Environment	The City of Temecula dedicated a portion of its BEYOND allocation to support the Grow Temecula Valley project's effort to promote buying local food and to highlight the region for tourists. Status: Completed.
	Sixth Street Sidewalk Improvements	Transportation Health	The City of Temecula dedicated a portion of its BEYOND allocation to support the Sixth Street Sidewalk Improvements project to regrade the sidewalks and install rolled curbs, promoting mobility for all abilities. Status: Multi-year project.
City of Wildomar	Website Improvements Project	Economic Dev.	The City of Wildomar is making improvements to the City website and updating its server to enhance the user interface for business owners and developers utilizing online permitting capabilities and optimized website capabilities. Status: Pending.
RCOE	RCOE Foundation Scholars Program	Education	With BEYOND funds, the RCOE Foundation awarded scholarships to "opportunity youth"/ at-risk students enrolled in RCOE programs such as Alternative Education, Court and Community Schools, County Foster Youth programs, and Riverside County Education Academy students. Student scholarships are anticipated to range between $2,500 and $5,000 per student. Status: Completed.

Updated: July 3, 2018, 2018

City / Agency	Project Name	Goal Area(s) Supported	Description
Riverside County	District Level Projects	-	The County is splitting Round I and II funding between Districts 1, 2, 3, and 5 for a total of $72,164.08 each. These projects will be approved on a rolling basis and will be on the Round II project schedule. Status: Pending.
	Public Health: Healthy Development Checklist	Health	The County allotted $25,000 of its allocation to the Department of Public Health to support development of a "Healthy Development Checklist" that will serve as a tool for planners to make recommendations to improve County of Riverside's residents' health through community design. Status: Completed.
Eastern Municipal Water District	Diamond Valley Lake & Skinner Lake Trails	Water, Transportatio, Health	Eastern Municipal Water District is engaging WRCOG's Active Transportation Plan (ATP) consultant team to develop up to five project description sheets and photo simulations for Diamond Valley Lake & Lake Skinner trails or related active transportation facilities which will describe proposed active transportation routes, route segments, or intersections. Status: pending.
Western Municipal Water District	Customer Handbook: Using Water Efficiently in the Landscape	Water	WMWD dedicated funds to support the creation of a water wise Landscaping web-based handbook with engaging written content, photos, links, and embedded videos. WMWD anticipates water savings of 7,240 acre feet and greater per year. Status: Completed
Morongo Band of Mission Indians	Dial-A-Ride Expansion	Transportation	The Morongo Band of Mission Indians is utilizing BEYOND funding to purchase an additional vehicle and fund a new full-time employee to operate an expanded Dial-A-Ride route to support transportation to jobs, medical services, education centers and other needs. Status: Pending.
EMWD / WMWD	Water Task Force	Water	Eastern Municipal Water District and Western Municipal Water District have each dedicated a portion of their BEYOND allocation to fund the ongoing operation of the Water Task Force which may help to cover administrative costs, guest speaker expenses, marketing and meeting expenses. Multi-year project.

Item 6.B

Local Assistance for WRCOG Member Agencies: Grant Writing Assistance & BEYOND Program Activities Updates

Attachment 3

BEYOND Round II – Project Summaries

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Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
Banning	Lions Park Expansion	Health	The City of Banning is allocating BEYOND Round II Core funding and additional funding from BEYOND Health toward design and park improvements for Lions Park. The park is currently 9.12 acres consisting of 3 baseball fields, snack bar, and a playground. The City is working to expand the park to include an additional 7.46 acres, to be used for two multi-purpose fields. Round I funding was applied to a portion of the cost of the requisite CEQA analysis for the park. Additional funding is anticipated to come from the County EDA and the City's Park fund. Status: In Progress.
Calimesa	Creekside Park Fitness Facilities	Health	The City of Calimesa is allocating BEYOND Core and Health funding toward transforming Creekside Park into a Fitness Park by installing park grade fitness equipment stations. The installation will require relocation of existing fencing material to expand the park area; installation of rubberized safety surface around each fitness station; replacing existing benches, trash cans, and picnic tables to accommodate and encourage increased park usage. Status: In Progress.
Canyon Lake	Railroad Canyon Road Mobility Improvement Project	Transportation, Health	The City of Canyon Lake is allocating a portion of BEYOND funding toward the installation of pole-mounted radar speed signs. The project is in response to high auto speeds along Railroad Canyon Road, which connects to Lake Elsinore (west) and Menifee (east) where speed limits are both higher than Canyon Lake. Status: In Progress.
	Goetz Road Monument Project	Economic Development	The City of Canyon Lake is allocation BEYOND funding to branding and establishing its identity as a municipality amongst its neighboring cities. The City is utilizing a portion of BEYOND funds for a city monument at the entry point along Goetz Road, adjacent to Menifee's Audie Murphy Ranch residential development project. Status: In Progress.
	City Website	Economic Development	The City of Canyon Lake is allocating a portion of BEYOND funding to perform the annual website update to ensure the site continues to help inform, promote, and describe the City to website visitors. Status: In Progress.
Corona	Corona Innovation Center	Economic Development	The City of Corona is allocating BEYOND funding to continue work on the BEYOND RI funded Corona Innovation Center. RII funds will support physical upgrades and ADA renovations to the economic development resource center. Status: In Progress.
	Corona Health Element	Health	The City of Corona is allocating BEYOND Core funding to add a Healthy Communities Component to their General Plan document. As part of the update, the city will be evaluating existing health conditions, constraints to improving health outcomes, and identifying opportunities to improve the overall health of the community. Status: In Progress.

Updated July 3, 2018

Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
Eastvale	Bus Shelters & Appurtenances	Transportation	The City of Eastvale is allocation BEYOND Core funding toward the installation of overhead bus shelters, benches, and/or a trash container at its more than 30 bus stops along Route 2 and Route 29. Status: In Progress.
Hemet	Pending	Pending	Pending
Jurupa Valley	JV Chamber of Commerce	Economic Development	The City of Jurupa Valley is utilizing a portion of its BEYOND Core Round II funding to continue developing its partnership with the Jurupa Valley Chamber, focusing on business retention and small business development. Status: In Progress.
	Farmers Market	Energy and Environment, Health	The City of Jurupa Valley is utilizing a portion of its BEYOND Core funding to support the continued operation and enhancement of the JV Farmers Market through market expansion and establishment of an ongoing marketing campaign. Status: In Progress.
	Marketing/Branding Program	Economic Development	The City of Jurupa Valley is utilizing a portion of its BEYOND Core funding to initiate a city-wide branding program to include development of a City brochure and other informational marketing. Status: In Progress.
	Radar Display Signs	Transportation, Health	The City of Jurupa Valley is utilizing a portion of its BEYOND Core funding to install up to 6 solar powered radar speed signs to enhance safety awareness of motorists when approaching school zones. Status: In Progress.
	Rubidoux Walking Corridor	Transportation, Health	The City of Jurupa Valley is utilizing a portion of its BEYOND Core Round II funding and additional funding through BEYOND Health, for enhancements to the Rubidoux Walking Corridor, established through BEYOND RI funds. Funding will go toward construction of informational kiosks at each end of the corridor, enhancement of the Edible Path to School, and installation of murals. Status: In Progress.
Lake Elsinore	Healthy LE Program	Health	The City of Lake Elsinore is allocating a portion of its BEYOND Core funding to support the Healthy LE Program. A majority of funding will be directed to hiring a part-time Graduate Student intern to support program activities. Additional funds will go toward project materials and event programming. Status: In Progress.
	Fit-Trails Equipment	Health	The City of Lake Elsinore is allocating a portion of its BEYOND Core, plus additional BEYOND Health funding, to install fitness equipment stations at four parks throughout the city. The four parks were selected based on current activity and utilization levels, varied user types, disbursement of locations throughout the city, and existing walking path infrastructure. Status: In Progress.

Updated July 3, 2018

Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
Menifee	Communicating Menifee's Brand!	Economic Development	The City of Menifee is allocating a portion of its BEYOND Core Round II funding to build off of the RI Re-branding project to develop a marketing communication plan to include creating an independent economic development website and developing marketing materials. Status: In Progress.
	Menifee Homeless Taskforce	Economic Development, Health	The City of Menifee is allocating a portion of its BEYOND Core funding to the Southwest Homeless Alliance Coalition, specifically for creating and printing marketing materials associated with the Coalition. Status: In Progress.
Moreno Valley	Community Enhancement Program II	Health, Energy & Environment, Transportation	The City of Moreno Valley is utilizing BEYOND Core and Health funding for a multi-faceted project to promote active transportation, community engagement, and enhanced quality of life through ten tasks: (1) Community Cleanup Event, (2) Cyclocross Race, (3) Ride MoVal Community Bicycle Race, (4) 5K walk / Pet Adoption Fair Events, (5) Healthy Moreno Valley student campaign, (6) Juan Batista de Anza Trail raised crossing / SB821 Bicycle and Pedestrian Facilities from Bay Avenue to Cottonwood Street, (7) Mini-Round About Demonstration, (8) existing conditions Health Impact Assessment, (9) Community Health Element to General Plan, and (10) Exercise Equipment along Juan Bautista De Anza Trail. Status: In Progress.
Murrieta	Economic Development Site Selector Website	Economic Development	The City of Murrieta is utilizing a portion of BEYOND Core funds to develop a website in coordination with the Chamber of Commerce to provide comprehensive information to help new, expanding, and relocating businesses find the optimal location for success with the City of Murrieta. The website will utilize GIS software, real estate, demographic, workforce, and industry data to create this tool. Status: In Progress.
	HVAC Replacement at Murrieta Innovation Center	Energy and Environment	The City of Murrieta is utilizing a portion of BEYOND Core funds to replace 11 aging HVAC units and install new Title 24 compliant units. Round I funding had been programmed for this, but was reprogrammed for upgrades to the Police and Fire Department HVAC units. Status: Completed
Norco	Ensuring Safety Through Feedback Signs	Education, Health, Transportation	The City of Norco is utilizing BEYOND Core funding to purchase, install, and program 12-15 permanent speed feedback signs. Status: Completed
	Party Pardners	Health	The City of Norco is utilizing BEYOND Health funds to support the Party Pardners Program which provides activities for developmentally disabled adults eighteen and over, including dancing, wii games, arts and crafts, and social events. Status: Completed

Updated July 3, 2018

Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
Perris	Well One	Health	With funding from BEYOND Core and Health, the City of Perris, in partnership with Loma Linda University Dental School, and Lake Perris SDA Church, are organizing a bi-monthly dental clinic to serve the community to be integrated into an existing community medical and mental health clinic. Perris residents are granted first priority for appointments, but walk-ins from all areas are welcome. Funds will buy equipment and supplies. The clinic will be largely staff by volunteers, including volunteer dental students and professors. Status: Completed
	Perris green City Farm/Healthy Community50	Health, Education, Energy & Environment	Perris was one of 50 awardees for the national HealthyCommunity50 Challenge, to compete to develop practical, evidence-based strategies to improve measurable health outcomes and promote health and wellness, equity and social interaction. Perris' strategy focuses on healthy food access and is seeking funding to expand its network of community gardens. Funds will focus on developing a goal of 31 gardens. Status: In Progress.
Riverside	The Marketplace TOD & Mobility Hub Specific Plan Update	Economic Development, Transportation	The City of Riverside is combing its Round I and Round II funding allocation for development of a Marketplace TOD & Mobility Hub Specific Plan in the area around the Downtown Metrolink Station. With BEYOND funds, the City will prepare a two phased plan to (1) develop a baseline infrastructure opportunities and constraints plan, and (2) create an implementable Mobility Hub Specific Plan. The City seeks to collaborate with RTA to plan for the area. Status: In Progress.
	Green Action Plan	Energy and Environment, Health	The City of Riverside is using BEYOND Health funding to further the City's Green Action Plan, which is a tool to strengthen the integration between healthy communities and resource conservation goals. With BEYOND funding, the City plans to strengthen cross-sectoral collaborations and integrate the plan with the Sustainability Tools for Assessing and Rating Communities (STAR) system. Status: In Progress.
San Jacinto	San Jacinto General Plan Update 2040	Economic Development	The City of San Jacinto is using BEYOND funds to offset City costs for the update of the City's General Plan. Included are updates to the City's existing 7 elements and will add elements for Economic Development, Air Quality, and Environmental Justice. Status: In Progress.
Temecula	Temecula Youth Project Construct	Economic Development, Education	The City of Temecula is utilizing a portion of its BEYOND Core funding to create the Temecula Youth Construct project which aims to bridge the gap between educational attainment and vocational skills and offer an avenue, for students who do not attend college, to gain skills that will allow them to be successful within the community. Status: In Progress.

Updated July 3, 2018

Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
	Emergency Management System	Health	The City of Temecula is utilizing a portion of its BEYOND Core funding to host a one-day regional Emergency Management Summit, for the purpose of convening regional first responders, emergency managers, elected officials, businesses, and the general public to discuss emergency preparedness for the region. Status: In Progress.
	Intergenerational Horticulture Program	Education, Economic Development	The City of Temecula is utilizing a portion of its BEYOND Core funding to support the public-private partnership between the City and Our Nicholas Foundation which offers specialized vocational skill training for teens, adults, and seniors with special needs. Modeled after the RI BEYOND Funded Global Citizens Special Needs project, the Horticulture Program would be designed to teach basic skills that encompass cultivation of plants, vegetable gardening, landscaping, irrigation, and basic business practices for all ages with special needs from several communities in Western Riverside County. Status: In Progress.
	Bicycle Sharrows	Transportation, Health, Energy & Environment	The City of Temecula is utilizing a portion of its BEYOND Core funding to install 70 sharrows (or shared lane markings) divided between five areas surrounding schools in Temecula providing critical connections between local neighborhoods and schools as identified by the Trails and Bikeways Master Plan. Status: In Progress.
	Industry Sector Promotions/Site Visits & Surveys	Economic Development	The City of Temecula is utilizing a portion of its BEYOND Core funding to create marketing pieces/strategies specific to industry sectors that are growing in Temecula: craft brewing, high tech, advanced manufacturing, and specialty retail. Additionally, the City's Economic Development team will conduct in-depth site visits with existing businesses to better understand their operations and needs. Status: In Progress.
	Government Leadership Program for Youth (GLPY)	Education	The City of Temecula is utilizing a portion of its BEYOND Core funding to purchase equipment that will support the City's Government Leadership Program for Youth which facilitates interaction and communication between school districts, high school students and City staff in order to foster engagement. Status: In Progress.
	Sixth Street Sidewalk Improvements	Transportation, Health	The City of Temecula is utilizing a portion of its BEYOND Core funding to design and construct sidewalk improvements on the north side of Sixth Street, between Mercedes Street and the entrance to the Mary Philips Senior Center. Status: In Progress.
City of Wildomar	Signage Enhancement Program	Economic Development	The City of Wildomar will use a portion of its BEYOND Core funding to place new signage along roadways to be visible at city entry points and from freeways. Status: In Progress.
	Website Enhancement Part 2	Economic Development	The City of Wildomar will enhance the City website, funded through BEYOND Round I, by purchasing a business registration module. Status: In Progress.

Updated July 3, 2018

Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
County of Riverside Round I & II	District 1 Homeless Intervention and Mitigation Program	Health, Economy	District One will enter into a partnership with Path of Life to administer a homeless intervention program, providing support services that fill traditional funding gaps in rehousing individuals, including rental deposits, utility payments, and household supplies. Status: In Progress.
	District 2 Homelessness Prevention and Mitigation	Health, Economy	The Second District has allocated it's BEYOND funding toward Homeless supportive services. Status: In Progress.
	District 3 Staff Support	Education, Economic Development	The Third District has allocated $20,000 of BEYOND to the Regional Cancer Services Task Force and the remaining balance toward the staffing costs of hiring the District's Round II WRCOG Public Service Fellow as a full-time staff.
	District 5 TBD		The County of Riverside will be dividing Round I and Round II BEYOND allocations, less a total of $50,000 which has been directed to Public Health, to projects at the supervisorial district level. Each is allocated $72,164.08.
Riverside University Health Systems - Public Health	Healthy Community Strategies	Economic Development, Health	RUHS-PH is using $25,000 from the Round II County BEYOND Core allocation to expand upon and support implementation of the Bi-County Healthy Development Checklist. The County will use additional funding through the BEYOND Health set aside to support the annual Healthy Living Extravaganza. Status: In Progress.
Eastern MWD	EMWD Sustainability Center Feasibility Study	Water, Energy & Environment, Health, Economic Development, Education	EMWD is utilizing BEYOND Core funding to perform a feasibility analysis of siting a Sustainability Center near its Perris office campus. Status: In Progress.
Western MWD	Water Use Efficiency Master Plan & Conservation Outreach Plan		WMWD is utilizing BEYOND funds to update the Water Use Efficiency Master Plan (Plan) that will guide new customer programs and outreach over the next five years. Status: In Progress.
Superintendent of Schools	Meta THINK	Education	The Riverside County Office of Education is utilizing BEYOND funding to partner with Meta THINK and local school districts to address chronic absenteeism by working with parents, communities, and school administrators. The Program's aim is to improve student success as chronic absence is a strong indicator of poor performance. Status: In Progress.

Updated July 3, 2018

Round II Project Summaries

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
Morongo Band of Mission Indians	Morongo Dial-A-Ride Program	Transportation	The Morongo Band of Mission Indians is utilizing BEYOND Round II funding to support continued operation of the Dial-A-Ride program which was initiated with BEYOND Round I funding. The Program provides access within and from the Reservation to such destinations as employment, educational centers, and health care facilities. Status: In Progress.
Multiple: Cities of Lake Elsinore, Menifee, Murrieta, Temecula, and the County	Regional Cancer Services Task Force Status: Completed	Education, Economic Development	Several jurisdictions applied funding from their BEYOND Core allocations or applied competitively through BEYOND Health, to support development of a Regional Cancer Services Task Force. The Task Force hired a facilitator and perform a study to identify trends and regional needs in the area of Cancer services. Results of the assessment are intended to be used in planning for and attracting in-demand services to the region both to support health outcomes and economic development. BEYOND funding comes from Core and Health allocations. Status: Completed
BEYOND Team: City of Perris, Eastern Municipal Water District	Healthy Community 50/Perris Green City Farm	Health, Energy & Environment	The City of Perris was one of 50 awardees for the national HealthyCommunity50 Challenge, competing to develop practical, evidence-based strategies to improve measurable health outcomes and promote health, wellness, equity, and social interaction. Perris' strategy focuses on healthy food access and is seeking funding to expand its network of community gardens. Team funds would support development of 10+ new gardens; the total goal is 31 gardens. Status: In Progress.
BEYOND Team: Cities of Lake Elsinore, Menifee, Murrieta, Wildomar, and Temecula	Regional Homeless Alliance (Southwest Cities)	Economic Development, Education, Health, Transportation, Energy & Environment	The goal of the Regional Homeless Alliance is to achieve functional zero homeless. BEYOND Team funds would support development of a more comprehensive regional program by building on the existing foundation with a focus on immediate needs: beds, outreach, housing options and coordination of services. Specific activities will include (1) development of a Community Asset Assessment and Roadmap to address future needs, (2) development of formal housing navigation process, and (3) development of a replicable, coordinated entry system through outreach, housing navigation and low barrier supportive services. Specific tasks include hiring a part-time homeless outreach coordinator and part-time housing navigator, management of five full-time units for rapid rehousing, and provision of emergency shelter for an average of three individuals/families per night. Status: In Progress.
BEYOND Team: Cities of Corona, Jurupa Valley and Lake Elsinore, and	Western Riverside Homeless Alliance	Economic Development, Health, and Education	Western Riverside Homeless Collaborative' s (WRHC) main objective is to stabilize homeless people through the use of shelters, permanent housing, and assistance programs to reduce homelessness in the subregion. The WRHC aims to achieve this objective by adopting a comprehensive regional approach to programming, performing asset mapping, strategic capacity building, and coordinated placement and case management. Specific tasks to be completed include: (1) hiring Homeless Facilitators, (2) creating a subregional Leadership Committee, (3) performing Asset

Jurisdiction	Project Name	Framework Goal(s)	Project Summary
the County of Riverside			Mapping, (4) assembling a Law Enforcement Case Conferencing Team, (5) identifying faith-based and other access points for a Coordinated Entry System, (6) Responsible Compassion and love Your Neighbor Campaign, and (7) Performance Measurement. Status: In Progress.

Item 6.B

Local Assistance for WRCOG Member Agencies: Grant Writing Assistance & BEYOND Program Activities Updates

Attachment 4

BEYOND Project Spotlight: Party Pardners, Activities Photos

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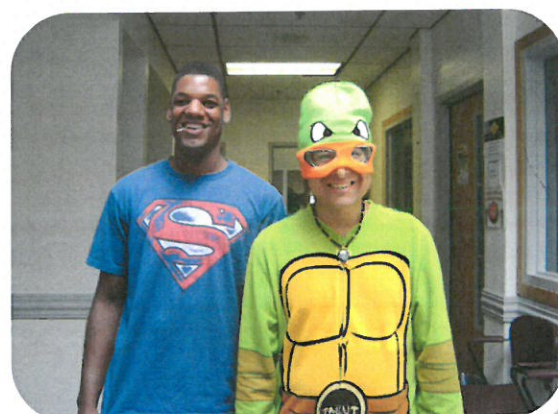
July 2017

August 2017



September 2017

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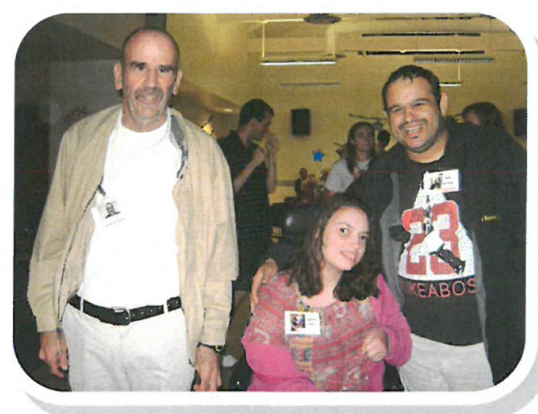

Item 6.C

Western Riverside Council of Governments
Planning Directors Committee

Staff Report

Subject: **Experience Regional Innovation Center Feasibility Analysis Update**

Contact: **Andrea Howard, Program Manager, ahoward@wrcog.us, (951) 405-6751**

Date: **August 9, 2018**

The purpose of this item is to *provide an update on the Feasibility Analysis for Experience, the concept of a regional innovation center, which would provide a host of community resources, promote sustainable practices, and showcase the assets and capabilities of the subregion.*

Requested Action:

1. Receive and file.

Background

Western Riverside County is one of the fastest growing subregions in the State of California and the United States. During past WRCOG visioning efforts, subregional leaders identified six interrelated components critically important to achieving a premier quality of life in Western Riverside County, and incorporated these into the WRCOG Economic Development & Sustainability Framework (the Framework), which serves as a guide to grow strategically and achieve a vibrant and livable community. The six Framework goal areas pertain to: 1) Economic Development; 2) Water and Wastewater; 3) Education; 4) Health; 5) Transportation; and 6) Energy and the Environment.

In 2016, staff introduced the concept of Experience, envisioned as a vibrant, regional center with a variety of visitor attractions that could also serve as a sustainability demonstration center, innovation hub, business incubator, and more. The aim of Experience is to showcase the assets and capabilities of inland southern California while serving community needs and advancing the Framework goal areas. Experience would be designed to draw audiences for a variety of purposes by including such elements as an education center, community farm, water efficient garden, walking loop, amphitheater, farm-to-fork café, and other public assets. Once at Experience, visitors would be exposed to best practices in water and energy, emerging technology, employment prospects, and more. Experience would borrow inspiration from similar concepts from across the globe including, but not limited to:

- Los Angeles Cleantech Incubator (LACI) – Los Angeles, CA
- The Frontier Project – Rancho Cucamonga, CA
- Southern California Edison Energy Education Center – Irwindale, CA
- Alegria Farms – Irvine, CA

Feasibility Analysis

On October 2, 2017, the Executive Committee authorized staff to enter into a contract not to exceed $249,823, with PlaceWorks consultants to perform a comprehensive Feasibility Analysis of the Experience concept. The Analysis scope includes thorough research of relevant models, a demand analysis for the center and program elements, analysis of up-to four potential sites, analysis of governance options and partnership opportunities, financial analysis, and a final Feasibility Analysis with recommendation(s). Additionally, the Analysis would review potential funding partners and mechanisms to ensure a viable implementation plan for Experience, should it be found feasible to move forward.

Staff and consultants held an internal kick-off meeting on October 16, 2017, to discuss the goals and visions, as well as potential sites to include in the Analysis, and the formation of an advisory Steering Committee. The Steering Committee is scheduled to convene six times during the course of the Analysis to weigh in on the process and findings through August 2018, when the Analysis is scheduled to conclude. The Steering Committee is composed of members from the Executive Committee, who volunteered to serve in this role, in response to an email solicitation to all members. Additionally, staff invited a variety of stakeholders, including member agency staff, utility partners, and university representatives, to participate on the Steering Committee.

Steering Committee Meeting #4

On Monday, June 18, 2018, the Steering Committee convened for its fourth meeting. The meeting began with a recap of an optional tour organized to the Los Angeles Cleantech Incubator (LACI) and an overview of the various types of jobs-related economic development models, including incubators, accelerators, co-working, and maker space and those activities already occurring in the subregion. The Experience consultant team then shared their initial findings from the market demand analysis, including reviewing the economic benefits and costs of potential program elements. Finally, meeting participants weighed in on the site selection criteria that will be used to assess the strength of the site hosts under consideration. Among the criteria selected, participants identified that financial sustainability, regional economic impact, and market demand as priorities for the chosen site. Meeting notes are included as Attachment 1, and the meeting presentation deck is included as Attachment 2.

Steering Committee Meeting Schedule

The Steering Committee was originally scheduled to meet for the fifth time in July, but to allow for additional analysis the next meeting has been postponed to August. The list below summarizes the topics and provides dates for each of the remaining Steering Committee meetings.

- August 20, 2018: Meeting #5, host site opportunities review and alternative governance, operations, and partnerships evaluation
- September 17, 2018: Meeting #6, Final recommendations

Educational Tours

Experience is drawing inspiration from a wide variety of programs and facilities to refine the concept of a site that will best address the opportunities and challenges unique to the WRCOG subregion. Following the presentations from three other model organizations and a tour of the Frontier Project during the February 26, 2018, Steering Committee meeting, staff arranged tours at two facilities for Steering Committee members. On May 11, 2018, immediately following an unrelated WRCOG trip to the Bay Area, staff and Committee members toured the Port Workspaces, a co-working space in Oakland that has repurposed an abandoned mall to create an affordable means for entrepreneurs to grow their small businesses. On May 16, 2018, staff arranged a tour of the Los Angeles Cleantech Incubator, which offers business mentorship and state-of-the-art equipment to bring innovations in Cleantech to market and fosters economic development for the City of Los Angeles.

Staff will provide regular updates to WRCOG Committees for the duration of the Analysis.

Prior Action:

July 11, 2018: The Administration & Finance Committee received and filed.

Fiscal Impact:

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

Attachments:

1. Steering Committee Meeting #4 Notes.
2. Steering Committee Meeting #4 Presentation Slides.

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Item 6.C

Experience Regional Innovation Center Feasibility Analysis Update

Attachment 1

Steering Committee Meeting #4 Notes

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Feasibility Study for EXPERIENCE
A Regional Innovation Center

Steering Committee Meeting #4 Summary
June 18, 2018 | 11:00 AM- 1:00 PM

Project Contact: Andrea Howard, Program Manager, ahoward@wrcog.us, (951) 405-6751

Steering Committee:
Executive Committee Members: Council Member Debbie Franklin, City of Banning; Council Member Adam Rush, City of Eastvale; Council Member Laura Roughton, City of Jurupa Valley; Mayor Rusty Bailey, City of Riverside; Council Member Kevin Bash, City of Norco; Dr. Judy White, Riverside County Superintendent of Schools;

Member Agency Staff: Grace Williams, City of Perris; Rafael Guzman, City of Riverside; Steve Massa, City of Riverside; Danielle Coates, EMWD; Melanie Nieman EMWD; Rohan Kuruppu, Riverside Transit Agency; Rick Sandzimier, City of Moreno Valley

Regional Stakeholders: Ana Aceves, Southern California Gas Company (SoCal Gas); Alexandra Orozco, University of California, Riverside (UCR)

Staff and Consultants: Chris Gray, WRCOG; Andrea Howard, WRCOG; Mike Wasgatt, WRCOG; Karen Gulley, PlaceWorks; Steve Gunnells, PlaceWorks; Eric Carbonnier, HMC Architects

Experience – Concept and Origin:
WRCOG envisions that Experience would draw audiences for a variety of purposes by including such elements as an education center, community farm, water efficient garden, walking loop, amphitheater, farm-to-fork café, and other public assets. Once at Experience, visitors would be exposed to best practices in water and energy, emerging technology, community stewardship, business operations, employment prospects, and more.

In 2010, WRCOG adopted the Economic Development & Sustainability Framework, which recognized six interrelated goal areas for achieving a high quality of life and regional economic growth: transportation, water and waste water, energy and environment,

economic development, health, and education. Experience would be a physical space to explore and grow the subregion's work to advance the Framework Goals.

Meeting #4 Review:
The Steering Committee held its fourth meeting on June 18, 2018. The agenda included a debrief from the tour of the Los Angeles Cleantech Incubator (LACI), a presentation on the findings of the market demand analysis and review of economic benefits of potential program elements, identification of site selection criteria by the Steering Committee participants. There was also an initial discussion of the different models of incubator/accelerator/co-working/maker spaces in the region. Definitions for each were presented along with what various existing organizations provide (see attached).

LACI Tour
Attendees shared their reflections of the LACI tour. The comments included:

- LACI has a 30-year lease from LAWDP for $1/year
- They utilize all their current space (indoors and out) and are branching out across the street
- They currently have 35 staff and interns working there
- LACI's "secret sauce" or greatest value added are the Executives in Residents, CEO's and CFO's who mentor the businesses
- They only accept 9% of the applications they receive to be part of LACI – an indication of potential demand
- 3.2 acre parcel, 60,000 sf under roof
- They have a wet lab, which is also needed in Riverside
- There is demand for a LACI type model in western Riverside
- There is some concern about start-up costs for a model similar to LACI
- Not all participants agree whether an incubator/accelerator model should be part of Experience

Market Demand Presentation
Steve Gunnells, Chief Economist for PlaceWorks, gave a presentation on the market demand and economic benefits of the following potential program elements:

- Entrepreneurial Support
  - Incubator/accelerator
  - Makerspace
  - Coworking/meeting space
- General office space for lease
- Event space/venue
- Food service
- Outdoor demonstration area
- Urban agriculture

For each of the elements, Mr. Gunnels walked through the economic and market issues associated with the three potential locations (Riverside, Temecula, and Perris), the expectation for revenue generation; and implications for ultimate site selection. His analysis included evaluating population and employment (existing and future), existing providers of the different program components, a general assessment of existing market demand and potential revenue for each of the three locations, and an assessment of the overall locational strengths and/or weaknesses associated with each program element in each location. This was a high- level assessment designed to inform the conversation about demand in Western Riverside and potential synergies that could be achieved between the elements and within a surrounding community. The market analysis will also be used to develop a series of alternative programs to be evaluated in the next stages of the project.

Site Selection Criteria and Ranking

The Steering Committee provided input on site selection criteria that would be used in assessing each of the potential locations for Experience. An initial list of site selection criteria was presented and meeting participants were asked for input on additional criteria to be evaluated. Finally, each of the agencies present was asked to rank their top ten criteria. The results are as follows, with 1 being ranked most important:

1. Financially sustainable
2. Regional economic impact
3. Sufficient space for “Must Haves/Like to Haves”
4. Sufficient parking either on-site or off-site
5. Alignment with previously identified Goals for Experience
6. Expansion potential
7. Competitive location for grant funding
7. (tie) Proximity to existing population and employment
9. Proximity to transit
10. Sufficient demand for “Must Haves/Like to Haves”

The ranking of all the site selection criteria is attached. The results will be used in the forthcoming site evaluation process.

Next Meeting: August 20, 2018 from 11:00 am to 1:00 pm

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Item 6.C

Experience Regional Innovation Center Feasibility Analysis Update

Attachment 2

Steering Committee Meeting #4 Presentation Slides

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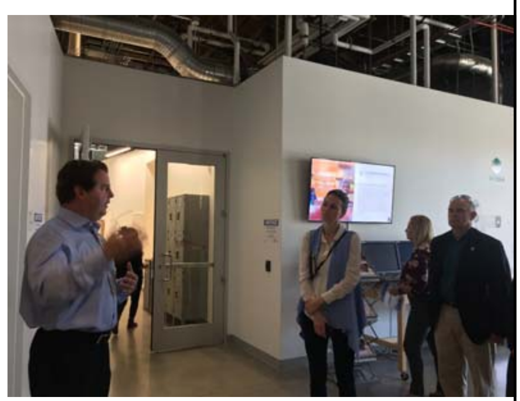
Feasibility Study for EXPERIENCE – A Regional Innovation Center

Steering Committee Meeting #4

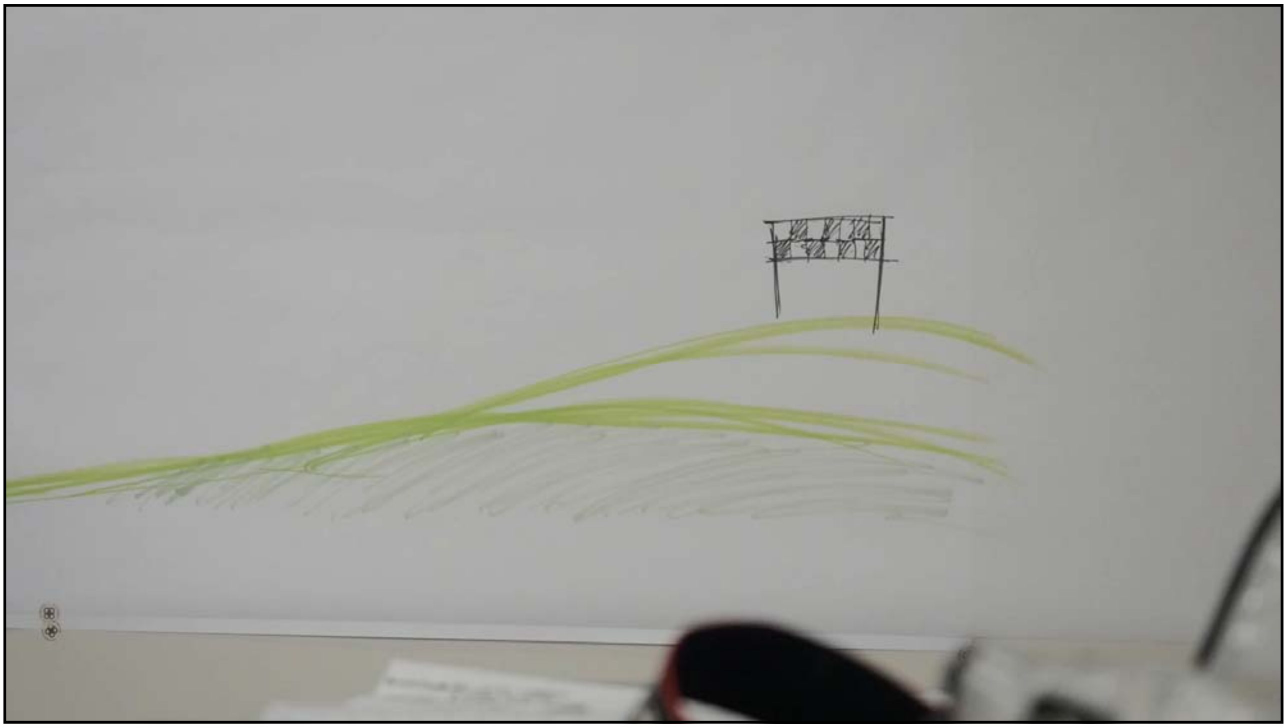
June 18, 2018

Today's Agenda

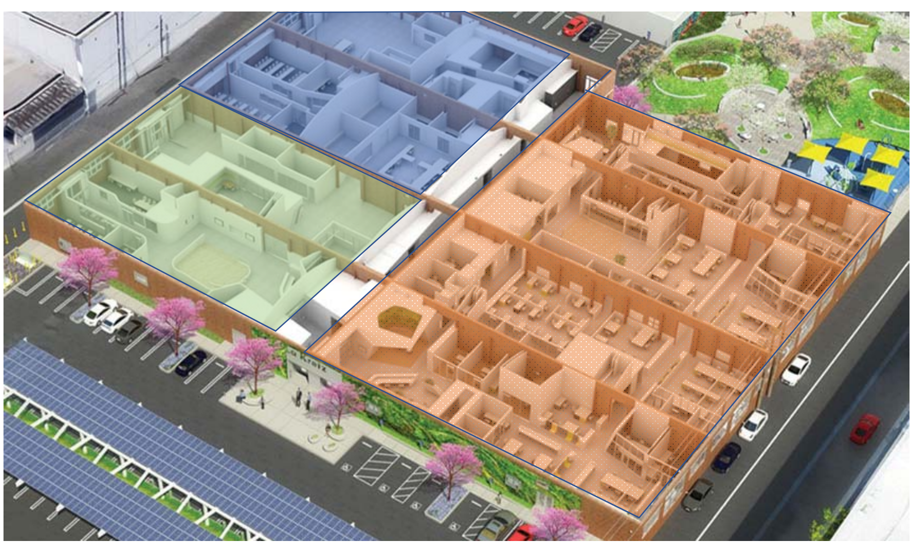
- Meeting Purpose/Summary of Meeting #3
- Debrief from Tour of Los Angeles Cleantech Incubator (LACI)
- Presentation of Market Demand and Economic Benefits of Potential Program Elements
- Site Selection Criteria and Ranking by Committee



LACI Tour



Los Angeles Cleantech Incubator



3.2 acre footprint
60,000sf under roof
230 desks
100+companies/organizations

Makerspace/Prototyping Laboratories

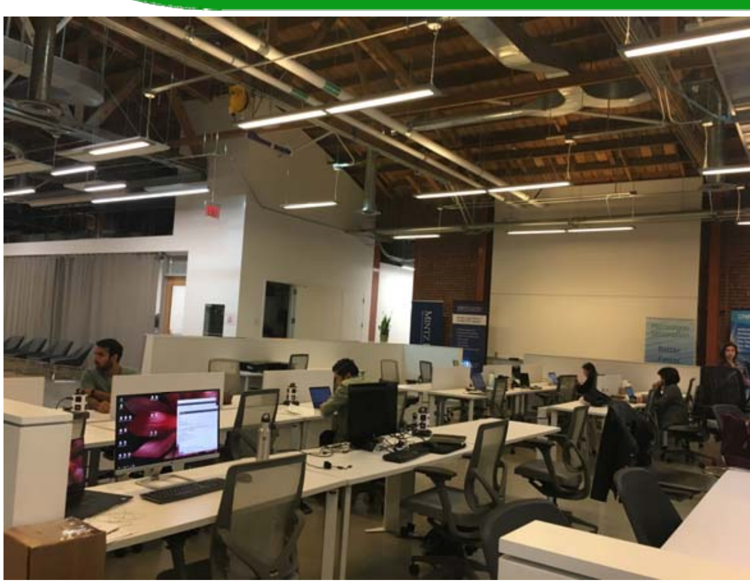
Training center

Display Area: micro-grid, UV grey water system, Smart Home

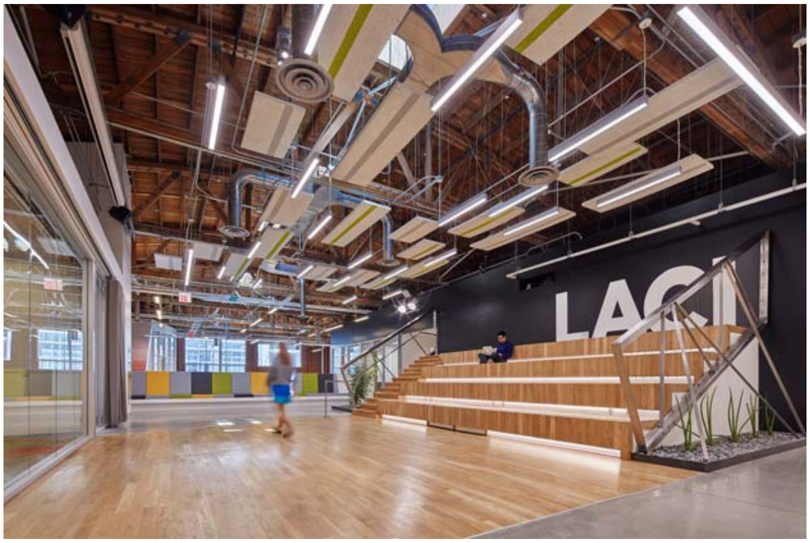
LADWP testing and certification lab

Space Organization

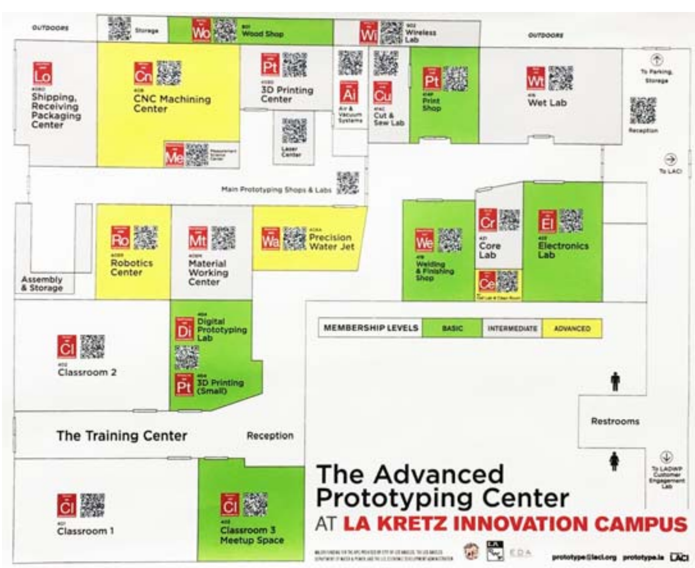
Co-Working Space



Assembly Area



LACI Program Organization



Maker Space

Cleantech Display

Construction Display

Microgrid Display

Smart Home Display



Economic and Market Assessment

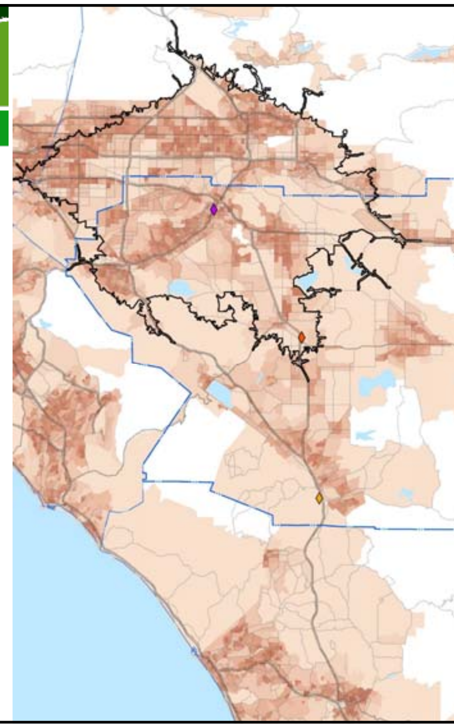
Potential Site Locations

1. Downtown Riverside
2. EMWD, Perris
3. Old Town Temecula

Potential Locations

- Population

	Riverside	EMWD	Temecula
Land Area (sq. mi.)	820	648	411
2017 Population	2,413,559	1,163,984	485,900
Pop. Growth 2017–22	109,249	74,110	38,040
Annual Pop. Growth Rate	0.89%	1.24%	1.52%
Median Age	31.6	32.9	35.6
Median Household Income	$59,497	$60,497	$77,285



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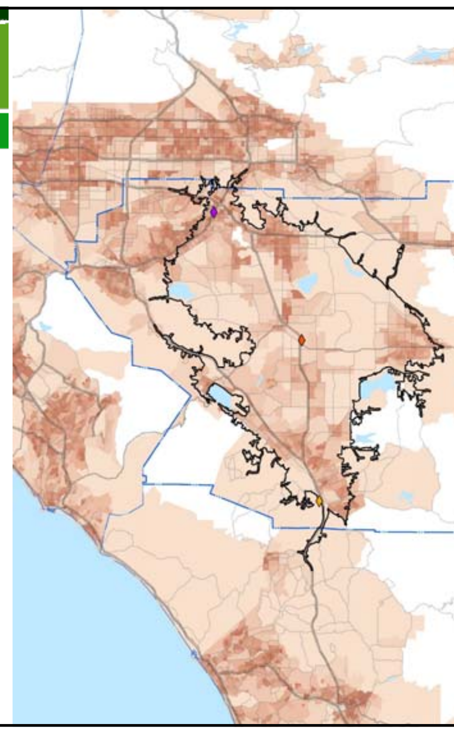

Potential Locations

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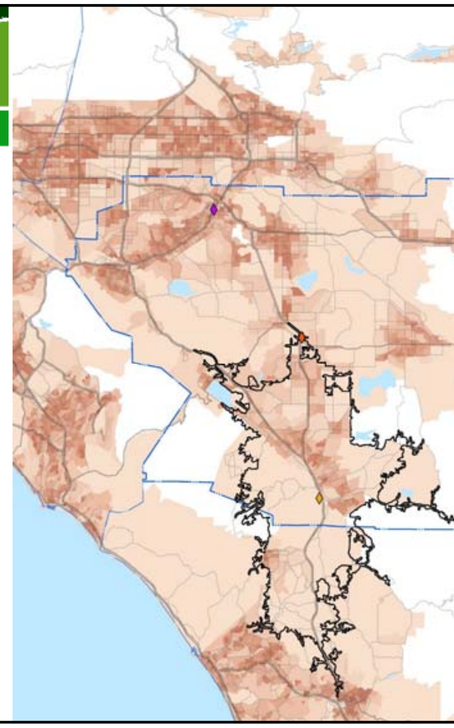
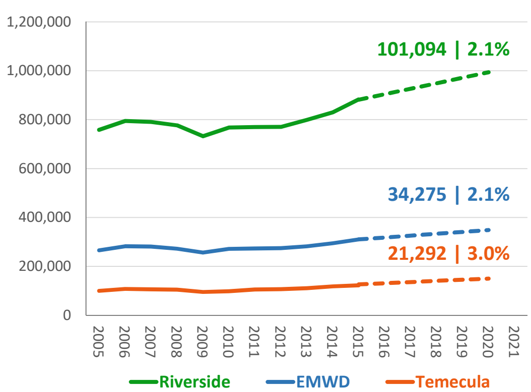
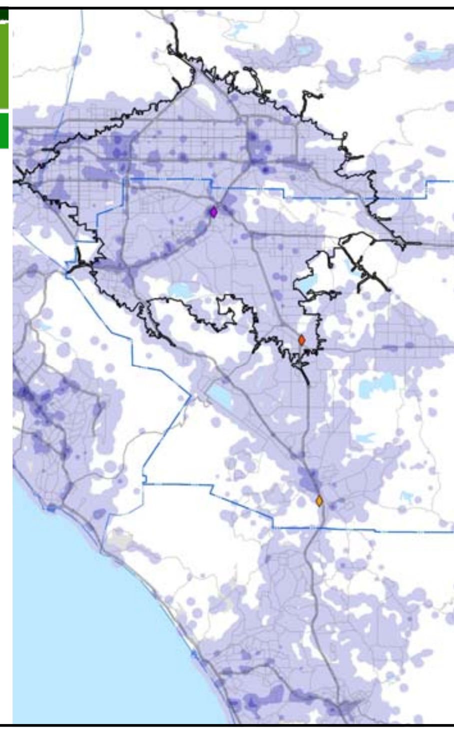


Potential Locations

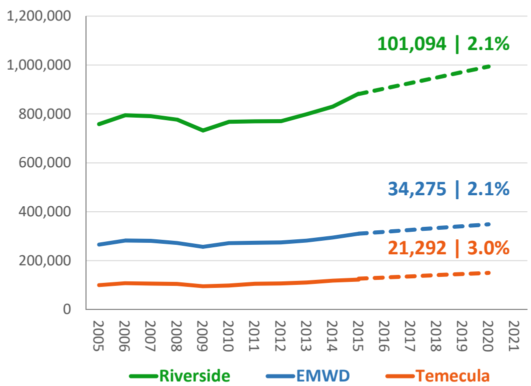
Employment

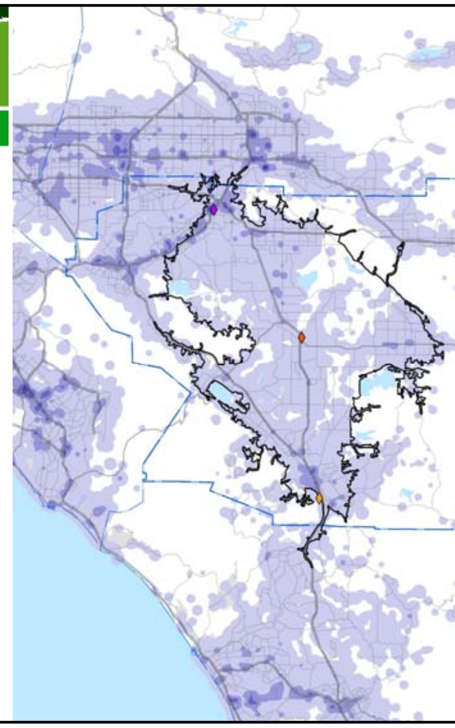




Potential Locations

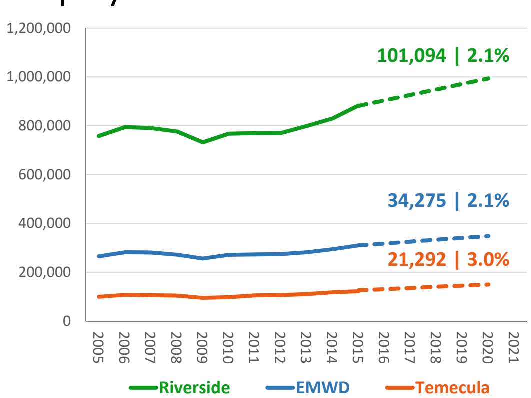
Employment

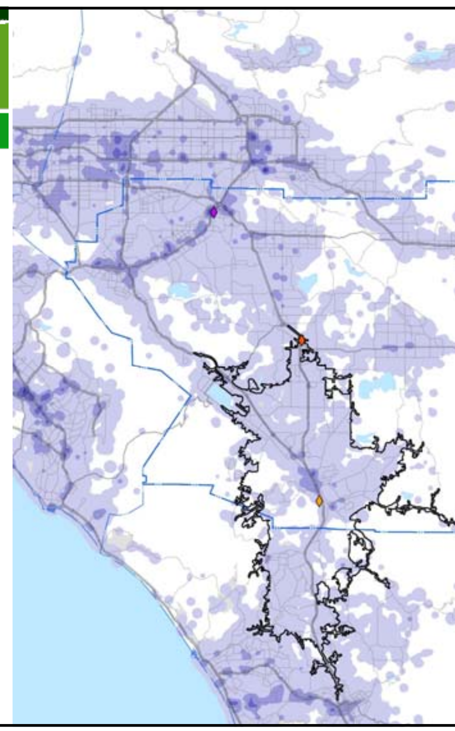




Potential Locations

Employment





Economic and Market Assessment

Topics

1. Economic and market issues
2. Expectation for revenue generation
3. Implications for site selection

Function/Use Categories

- Entrepreneurial Support
  - Incubator/accelerator
  - Makerspace
  - Coworking/meeting space
- General office space for lease
- Event space/venue
- Food service
- Outdoor demonstration area
- Urban agriculture

Entrepreneurial Support Organizations

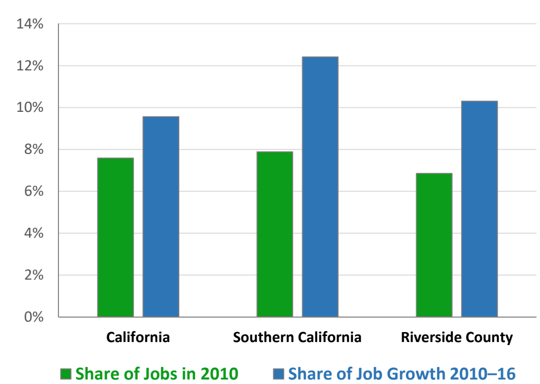
Organizations that help and support entrepreneurs in starting and building small businesses with the intent to:

- Improve and expand the local/regional economy
- Increase the number of jobs
- Build wealth

Why Entrepreneurs?

Employment at Firms with 0 to 4 Employees

	Share of Jobs in 2010	Share of Job Growth 2010–16	Difference
California	7.6%	9.6%	1.26
Southern California	7.9%	12.4%	1.57
Riverside County	6.8%	10.3%	1.50



Entrepreneurial Support Organizations

- Economic development organization
- Higher education
- Small business development centers

Entrepreneurial Support Organizations

- Economic development organization
- Higher education
- Small business development centers

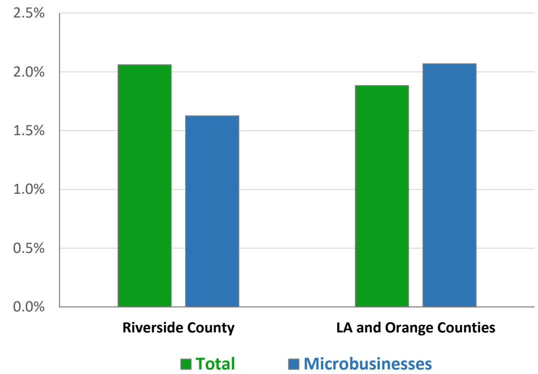
- Incubator
- Accelerator
- Makerspace
- Coworking space

Microbusiness Growth

Annual Rate of Change in Number of Businesses, 2012 to 2016

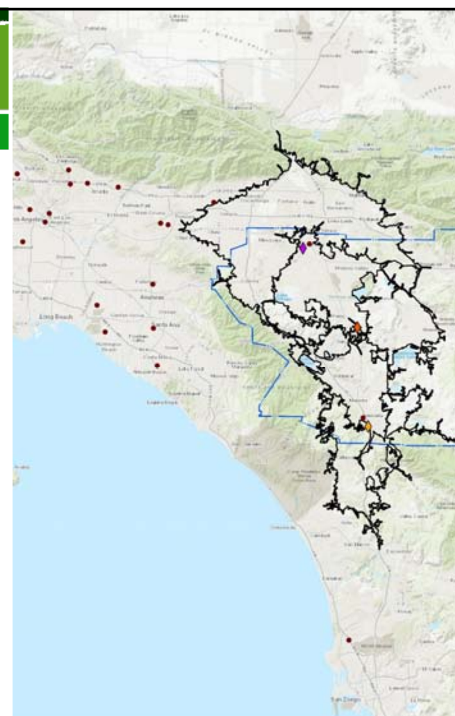
	Total	Microbusinesses
Riverside County	2.1%	1.6%
LA and Orange Counties	1.9%	2.1%

Note: Microbusinesses are firms with 0 to 4 employees.



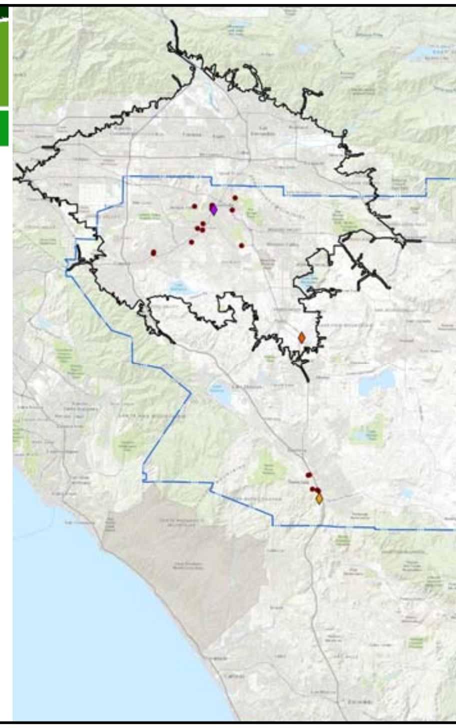
Existing Providers

- Incubators, accelerators, and makerspaces



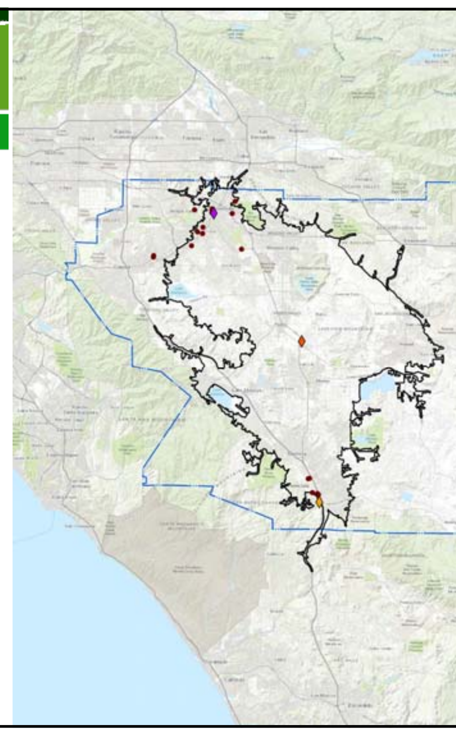
Existing Providers

- Coworking, meeting, and classroom space



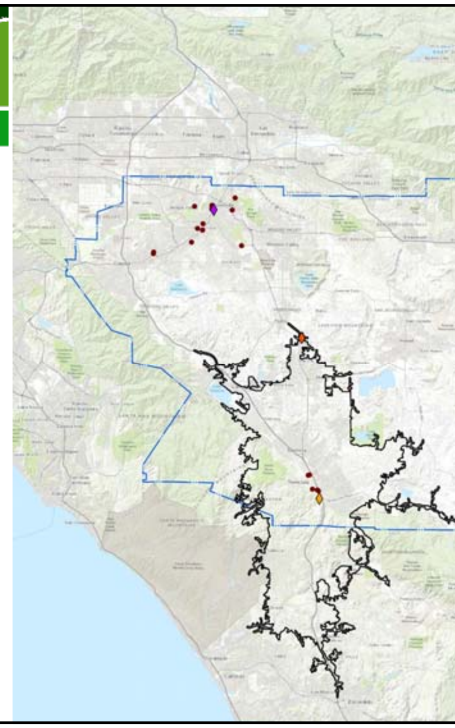
Existing Providers

- Coworking, meeting, and classroom space



Existing Providers

- Coworking, meeting, and classroom space



Incubator/Accelerator

FINDINGS

- Lower rate of business startups indicates need for entrepreneurial support organizations (incubators, accelerators, coworking space, and maker space)
- Majority of incubators/accelerators and makerspaces are in LA and Orange Counties
- UCR's experience with ExCITE demonstrates existing need

Incubator/Accelerator

LOCATIONAL STRENGTHS—RIVERSIDE

- Innovation district
- Proximity to UCR
- Downtown setting

Incubator/Accelerator

LOCATIONAL STRENGTHS— EMWD

- Water technology
- EMWD technical staff
- EMWD testing

Incubator/Accelerator

LOCATIONAL STRENGTHS— TEMECULA

- Potential San Diego—biotech focus
- Potential for tie-in with Abbott
- Old Town setting

General Office Space

- May not be critical to the vision for Experience
- Can be a revenue generator
- Potential location for businesses graduating from incubator/accelerator
- Tie-in with coworking space
- Potential transition, allows for expansion of other functions

General Office Space

- Increasing office lease rates
- Declining vacancy rates (IE overall office vacancy rate 10.7%)
- Consistent net absorption of office space
- Office market is strongest in areas with thriving downtowns

General Office Space

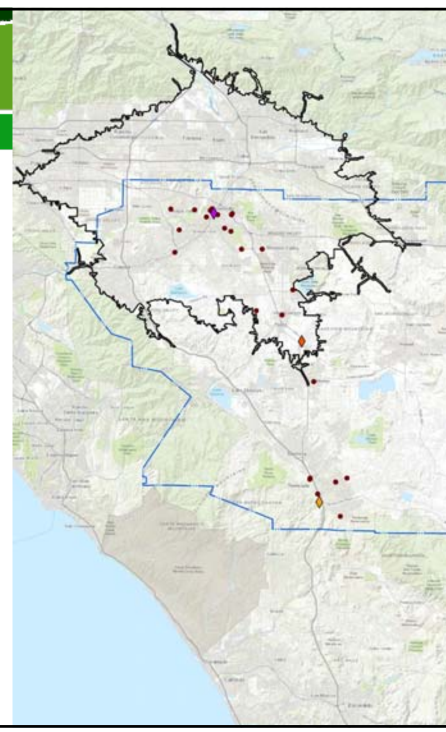
LOCATIONAL STRENGTHS

- Office-based employment projected to increase in all three areas
- Largest increases are in the Riverside area: suggests general office space is a viable consideration in the Riverside location
- Office-based employment growth in EMWD and Temecula areas in near-term does not warrant new office construction: general office space probably not a viable option

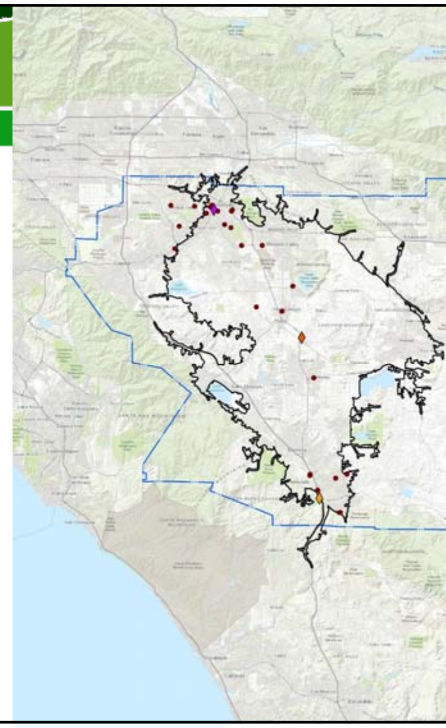
Event Space/Venue

- This category includes larger spaces for conferences, conventions, and performances
- Market for smaller spaces is well-served by existing facilities, such as banquet halls and, in some cases, meeting facilities in hotels
- There are limited facilities for larger meetings/conferences, except for Riverside Convention Center and Pechanga Resort and Casino

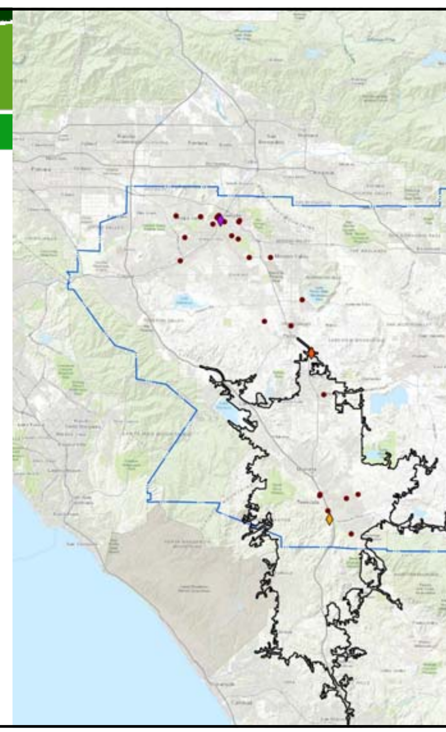
Event Space/Venue



Event Space/Venue



Event Space/Venue



Event Space/Venue

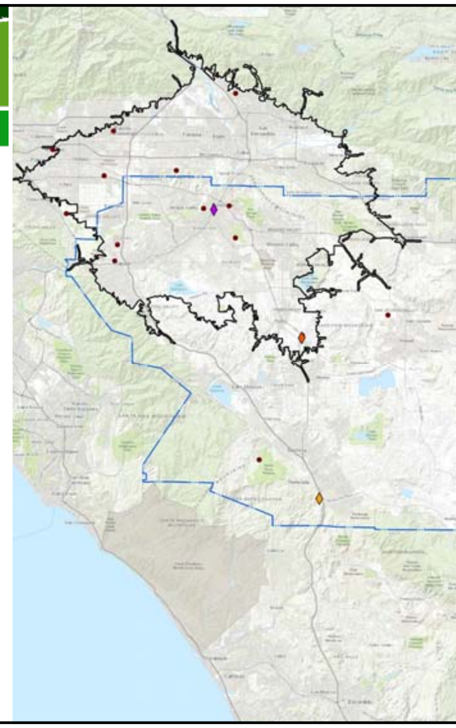
LOCATIONAL STRENGTHS

- Event and venue space may overlap with other functions
- Event and venue space is a potential revenue generator for Experience
- There are more existing facilities in proximity to Riverside location
- Few facilities in proximity to EMWD
- Limited facilities near Temecula, but many wineries may capture demand for weddings

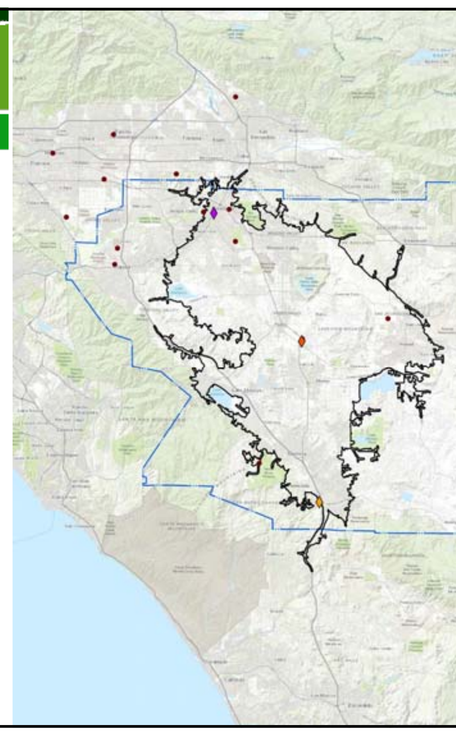
Outdoor Demonstration Areas

- Includes functions such as landscaping, habitat, water conservation and stormwater management
- It could include related outdoor activities, such as connections to bike/ped routes, outdoor gathering spaces, educational programs
- Not a quantifiable market demand for this function as the majority of these types of facilities are constructed by agencies and organizations with related jurisdiction or authority

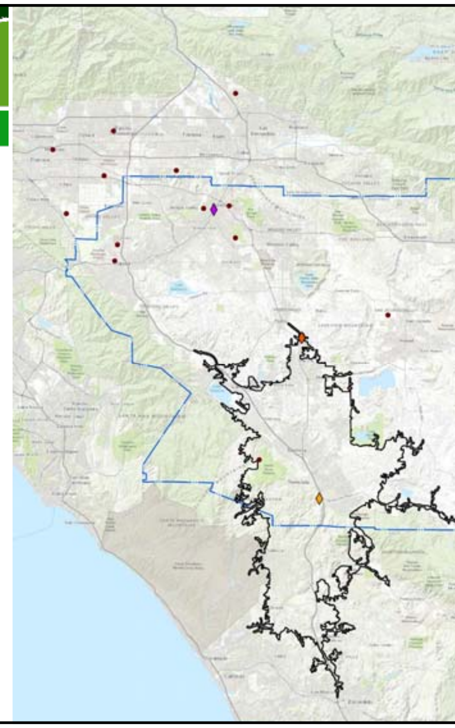
Outdoor Demonstration



Outdoor Demonstration



Outdoor Demonstration



Outdoor Demonstration Areas

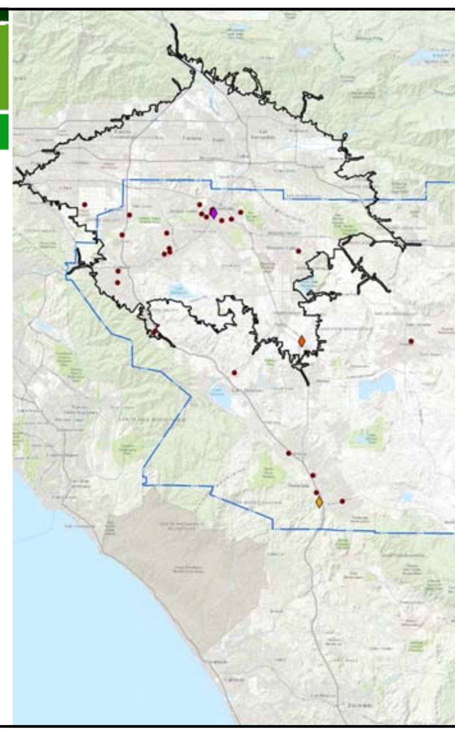
LOCATIONAL STRENGTHS

- Outdoor demonstration area not likely to generate revenue
- Relative to existing facilities, there is potential for additional outdoor demonstration areas
- From an economic standpoint, all three locations may be similarly suitable for outdoor demonstration areas, but not all of the locations would have sufficient/suitable land area

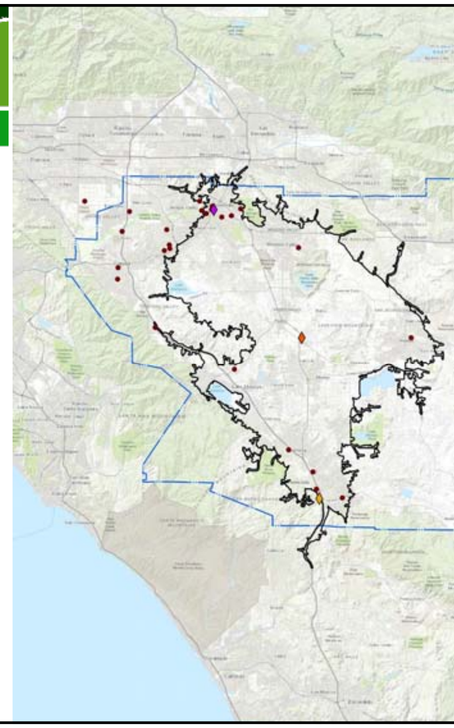
Urban Agriculture

- Agricultural functions, such as community gardens, a farmer's market, plant nursery, and a farm products store
- Existing market demand for retail in the three locations; expected to grow as the region's population grows
- The three locations have a variety of existing farmer's markets, plant nurseries, and farm products stores.
- May be opportunities to introduce new farmer's markets on alternating days
- Demand for plant nurseries and farm products stores expected to increase with population

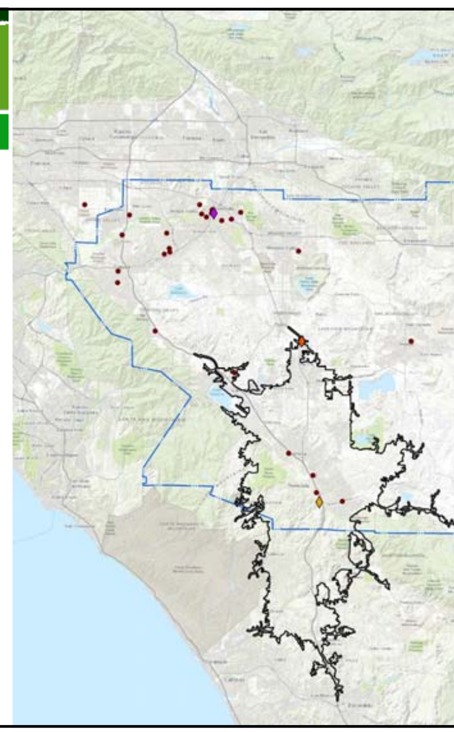
Urban Agriculture



Urban Agriculture



Urban Agriculture



Urban Agriculture

LOCATIONAL STRENGTHS

- Sufficient existing or near-term demand to support urban agriculture functions in each of the locations
- The Perris area is the least served by existing farmer's markets
- With the exception of community gardens, urban agriculture functions could be revenue generating
- Community gardens can generate user fees to cover operation and maintenance costs and therefore be revenue neutral

Implications

Incubator/Accelerator

- The Riverside location has the most economic activity and would likely be the most active
- Incubators/accelerators serve a regional market, and any location would help satisfy regional demand
- Each location would provide a unique flavor for an incubator/accelerator
- A great deal of planning and team building will be necessary at any of the locations

Implications

Makerspace

- The Riverside location has the most economic activity and would likely satisfy the most regional demand
- The potential for EMWD to partner with Experience at the EMWD and the potential for Abbott to partner with Experience at the Temecula location create unique opportunities for makerspace in these locations
- The variety of potential partners at the Riverside location would enable makerspace in this location to serve a larger variety of users

Implications

Coworking Space

- The Riverside location has the most economic activity and would likely support more coworking space, which is a potential revenue generator
- The relative dearth of existing coworking space in the EMWD and Temecula locations means that coworking space in these locations could satisfy unmet demand

Implications

General Office Space

- General office space could be a revenue generator, even though it might not be a priority function for Experience
- General office space is probably not an economically feasible option at the EMWD and Temecula locations

Implications

Event/Venue Space

- There is demand for large event and venue space in all three locations
- Event and venue space is a potential revenue generator
- Because the Riverside location has the most economic activity, event space in this location might be the most well used, but this location has the most competition across facility sizes
- There may be less wedding use at event/venue space in Temecula

Implications

Food Service

- There is sufficient market demand for restaurants in all three locations
- Because the Riverside location is an urban area, a restaurant here would have the greatest potential to attract foot traffic. Restaurants at the EMWD and Temecula locations would likely rely greatly on Experience patrons and destination diners.
- A culinary incubator at the Riverside location would have to complement Riverside Food Lab
- It is not clear that there would be sufficient demand to support a culinary incubator at the EMWD and Temecula locations

Implications

Outdoor Demonstration Areas

- Western Riverside appears to be underserved by outdoor demonstration areas, indicating that there should be demand for this function
- Outdoor demonstration areas are not likely to generate revenue, and without a funding stream, may not be revenue neutral
- The capacity to accommodate outdoor demonstration area varies from location to location and site to site

Implications

Urban Agriculture

- There should be demand to support a farmer's market, plant nursery, and a farm products store at each location
- These functions could be revenue generating
- Community gardens could be supported at each location, but this function would not likely be a revenue generator

Economic and Market Assessment

- **What's next?** Identifying site selection criteria and prioritizing
  - How important is revenue generation?
  - Is fostering business development an important benefit of investing in Experience?
  - What synergies should be achieved among the functions of experience and what synergies should exist between Experience and its neighborhood?
- **Questions**

Site Selection Evaluation Criteria

- Define Evaluation Criteria
- Prioritize Top Ten Criteria to be Used in the Final Programming for Experience and the Site Evaluation Process

Next Meeting

- Next Meeting: **July 23**, 11-1 pm
- Present Site Assessment

LACI | EMPOWERING INNOVATION FOR ENTREPRENEURS
laci.org

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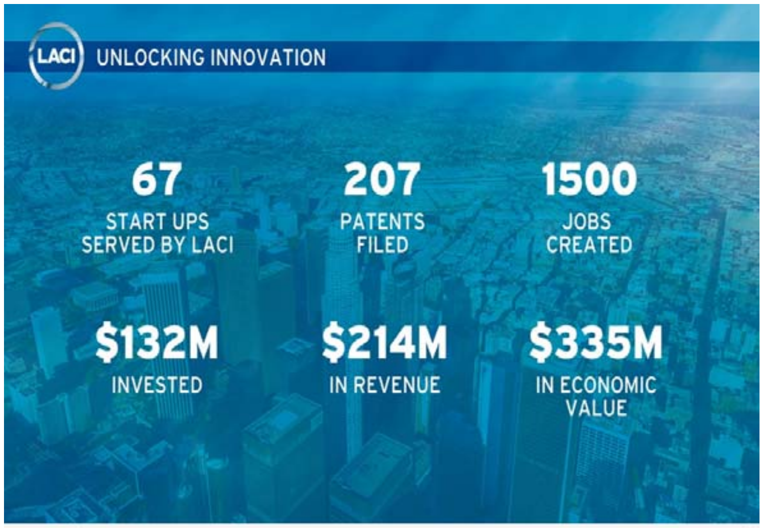
laci.org



LACI EMPOWERING INNOVATION FOR ENTREPRENEURS laci.org

History

- PPP Founded by City of LA in October 2011
- City's primary objective: To revitalize industrial core through the creation of a cleantech cluster = "Cleantech Corridor"
- Independent non-profit, run by entrepreneurs, partnering w/LADWP and the City of Los Angeles
- La Kretz Innovation Campus: 60,000sf (30,000 for LACI + 30,000 for labs/demonstration space/prototyping space + LADWP owned

LACI EMPOWERING INNOVATION FOR ENTREPRENEURS laci.org

Key Stakeholders

- City of LA Mayor's Office
- LA Department of Water & Power (LADWP)
- UCLA, USC, Caltech, JPL, Cal State Northridge (CSUN)
- Los Angeles County Economic Development Corporation (LAEDC), LA Chamber of Commerce, LA Business Council (LABC)
- Los Angeles County
- State of California
- Federal Government
- Port of Los Angeles, Metro, Metropolitan Water District (MWD), Southern California Edison (SCE)
- Industry partners
- Financial institutions (JP Morgan, Wells Fargo)

Sources of funding

- City funding
- State funding
- Federal funding
- Corporate sponsorship
- Contract for hire
- Philanthropy
- Events
- Tenant fees
- Equity stake in companies

Examples of Clean Technologies in the LACI Portfolio

- Energy efficiency
- Energy storage
- Home energy management
- Online solar marketplace
- Efficient lighting
- Advanced transportation
- Goods movement
- Water leak detection
- Electronic waste recycling
- Sustainable consumer goods
- Controlled environment agriculture

Partners

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Item 7.A

Western Riverside Council of Governments
Planning Directors Committee

Staff Report

Subject: **Topics for Future Meetings**

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

Date: **August 9, 2018**

The purpose of this item is to *discuss potential topics for presentation at future PDC meetings and identify topics that would provide the most value for PDC members.*

Requested Action:

1. Discuss and provide input.

At the August 9, 2018, Committee meeting, staff and consultants will present a listing of potential topics for presentation at future PDC meetings. WRCOG staff will lead a discussion to gather input on identified topics, and any additional topics brought forth by Committee members, with the goal of creating a listing of items for future agendas, that would be of greatest interest and benefit to Committee members.

Prior Action:

None.

Fiscal Impact:

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

Attachment:

None.

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Item 7.B

Western Riverside Council of Governments
Planning Directors 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.*

<u>Requested Action</u>:

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.

<u>2018 City Tier Updates</u>

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 CO_2 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 (BOC) Registration Form.

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Item 7.B
Western Riverside Energy Partnership Activities Update

Attachment 1
Building Operator Certification (BOC) Registration Form

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BUILDING OPERATOR CERTIFICATION

CA

ENROLL TODAY

SAVE ENERGY & MONEY TOMORROW

I LEVEL

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

WRCOG Western Riverside Council of Governments

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.

AUTHORIZED IACET PROVIDER

SPONSORS & SUPPORTERS

PG&E · Southern California Edison · The Gas Company, A Sempra Energy utility · SMUD Sacramento Municipal Utility District · SDG&E, A Sempra Energy utility · Silicon Valley Power, City of Santa Clara

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.

Western Riverside Council of Governments
Planning Directors Committee

Staff Report

Subject: **Fee Comparison Analysis Update**

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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.

<u>Next Steps</u>: 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.

<u>Prior Action</u>:

None.

<u>Fiscal Impact</u>:

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

<u>Attachment</u>:

1. 2016 Fee Comparison Analysis.

Item 7.C
Fee Comparison Analysis Update

Attachment 1
2016 Fee Comparison Analysis

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Draft Final Report

Analysis of Development Impact Fees in Western Riverside County

The Economics of Land Use

Prepared for:

Western Riverside Council of Governments (WRCOG)

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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:

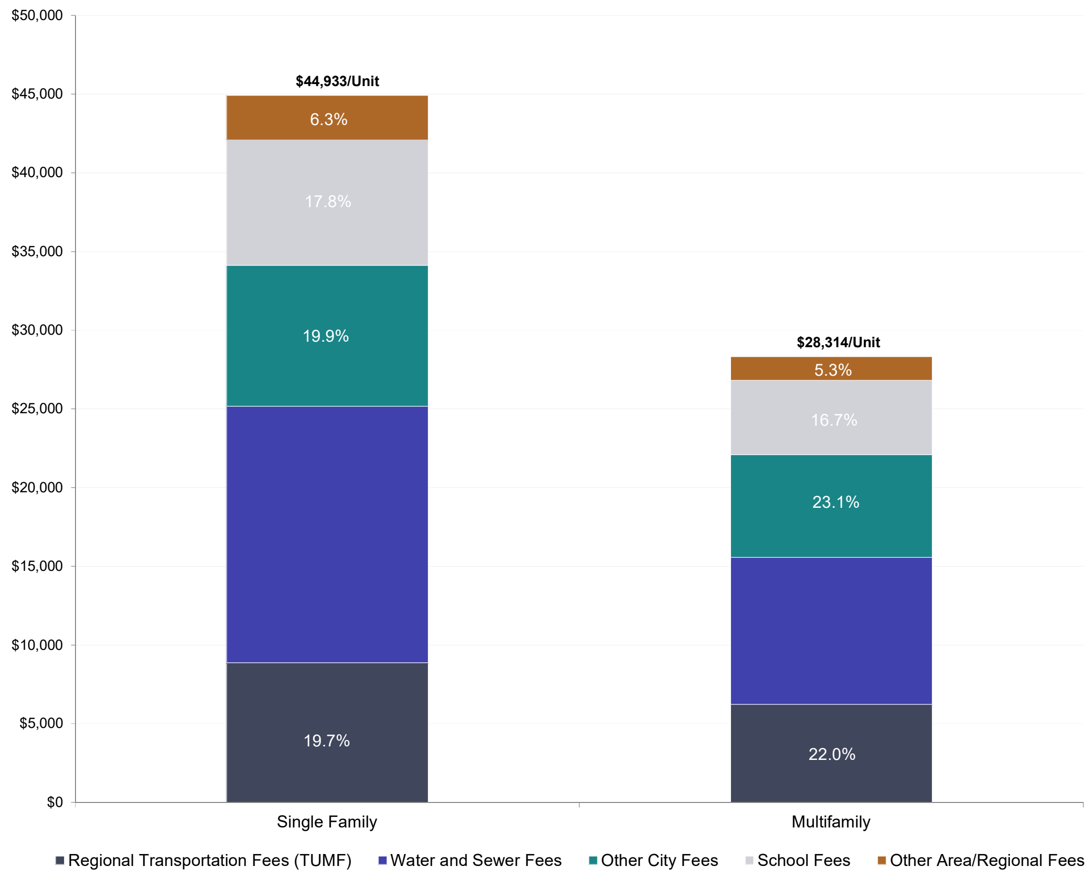
- Water and Sewer facilities
- School Facilities
- Regional Transportation Infrastructure
- Additional Local Infrastructure/Capital Facilities (local transportation, parks and recreation, public facility, community/civic facilities, and storm drain infrastructure).
- Subregional/Area Fees (habitat mitigation 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.**

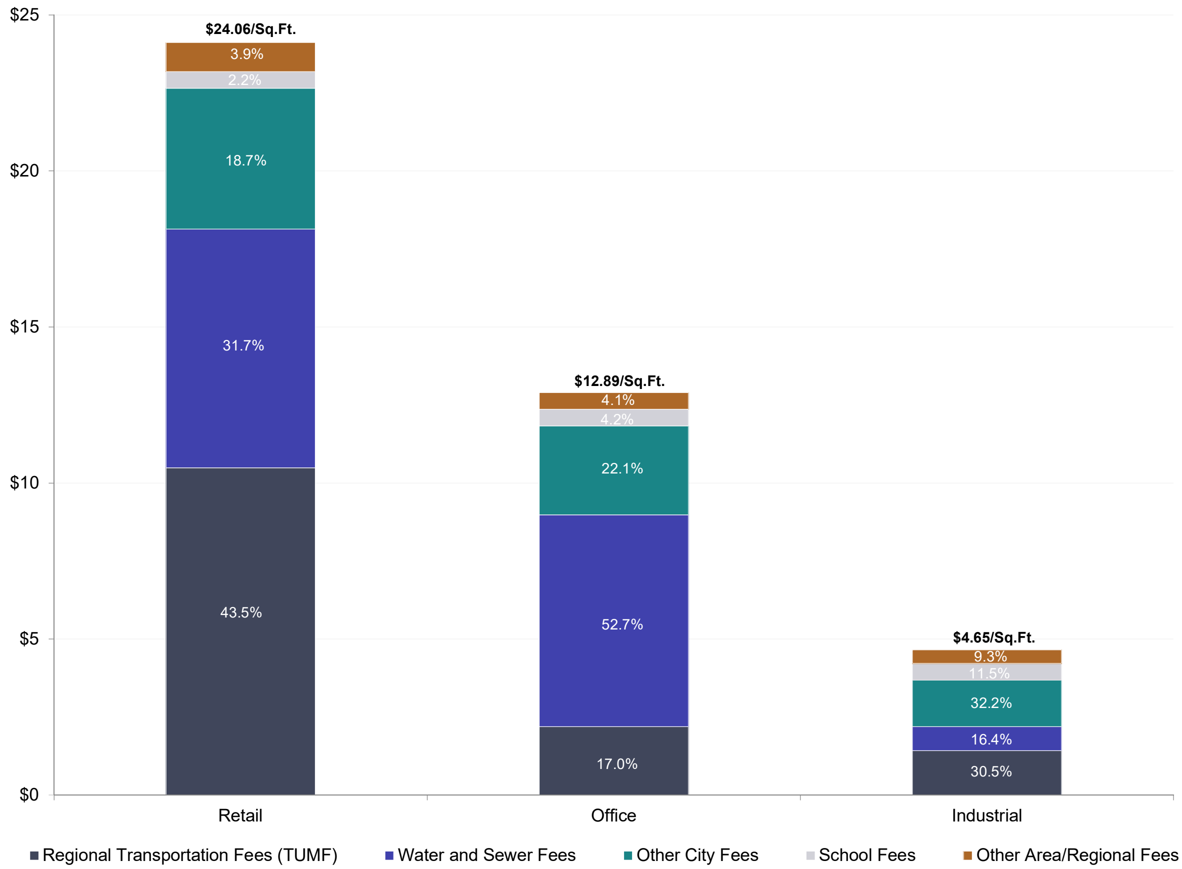
- **On average, TUMF on residential development represents about 20 percent of total development impact fees for both single family and multifamily development**. Water and sewer fees together represent the greatest proportion of residential development impact fees (33.0 percent/36.3 percent), followed 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).

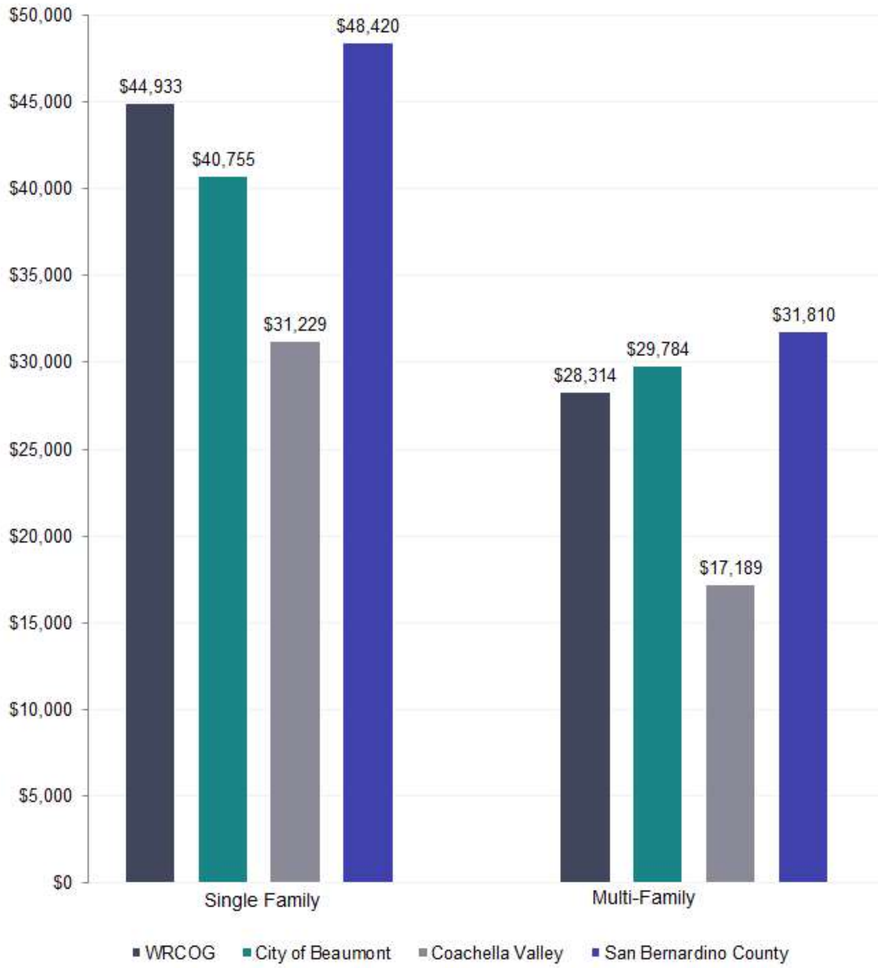
Average WRCOG Nonresidential Development Impact Fees



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

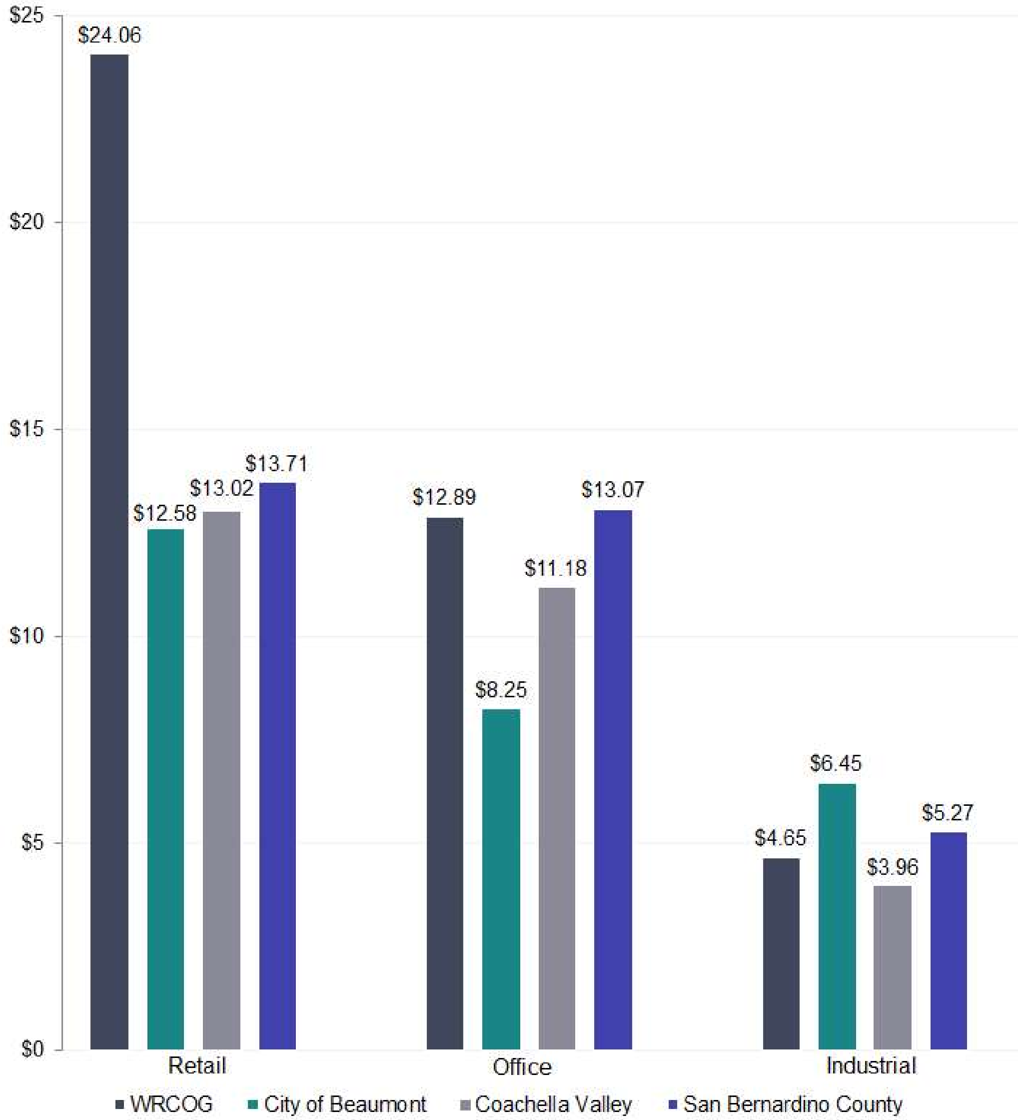
- **Average residential development impact fees for WRCOG jurisdictions are lower than the average of selected San Bernardino County cities and higher than the average of selected Coachella Valley cities**. When compared with the average of selected San Bernardino County cities (Fontana, Yucaipa, San 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 Imapct Fees	Single Family	Multifamily	Industrial	Retail	Office
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%
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.

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[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, WRCGOG 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

Example Prototype Retail Development, City of Hemet

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

Example Prototype Office Development, City of Hemet

Industrial Development
265,000 gross square foot "high cube" industrial building[4]

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	$2,829	$1,493	$0.43	$0.93	$0.53
Total	**$44,933**	**$28,314**	**$4.65**	**$24.11**	**$12.89**

Figure 4 Average Development Impact Fee Costs in WRCOG Jurisdictions

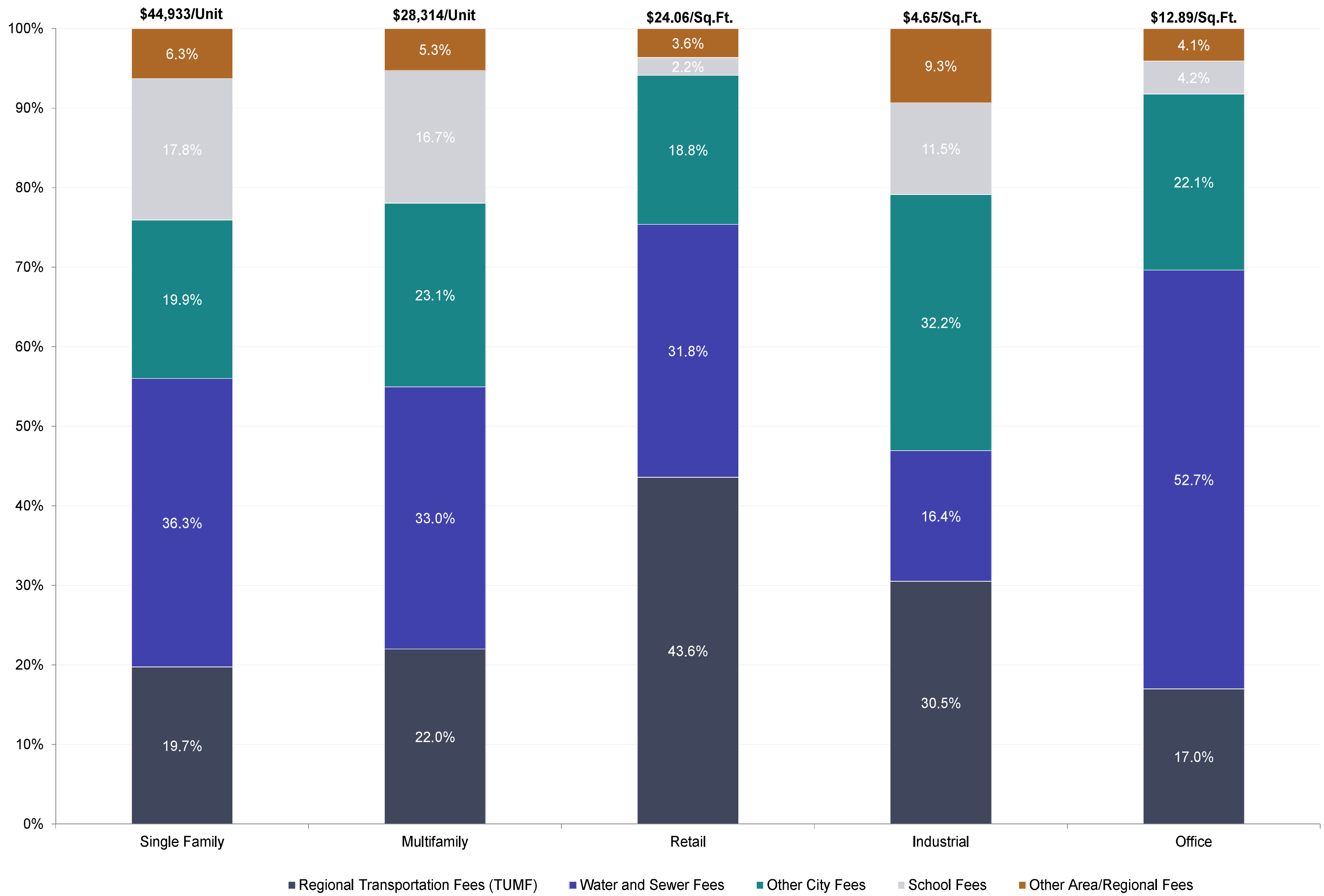


Figure 5 Unincorporated Jurisdictions/March JPA and Total Jurisdictions Comparison

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

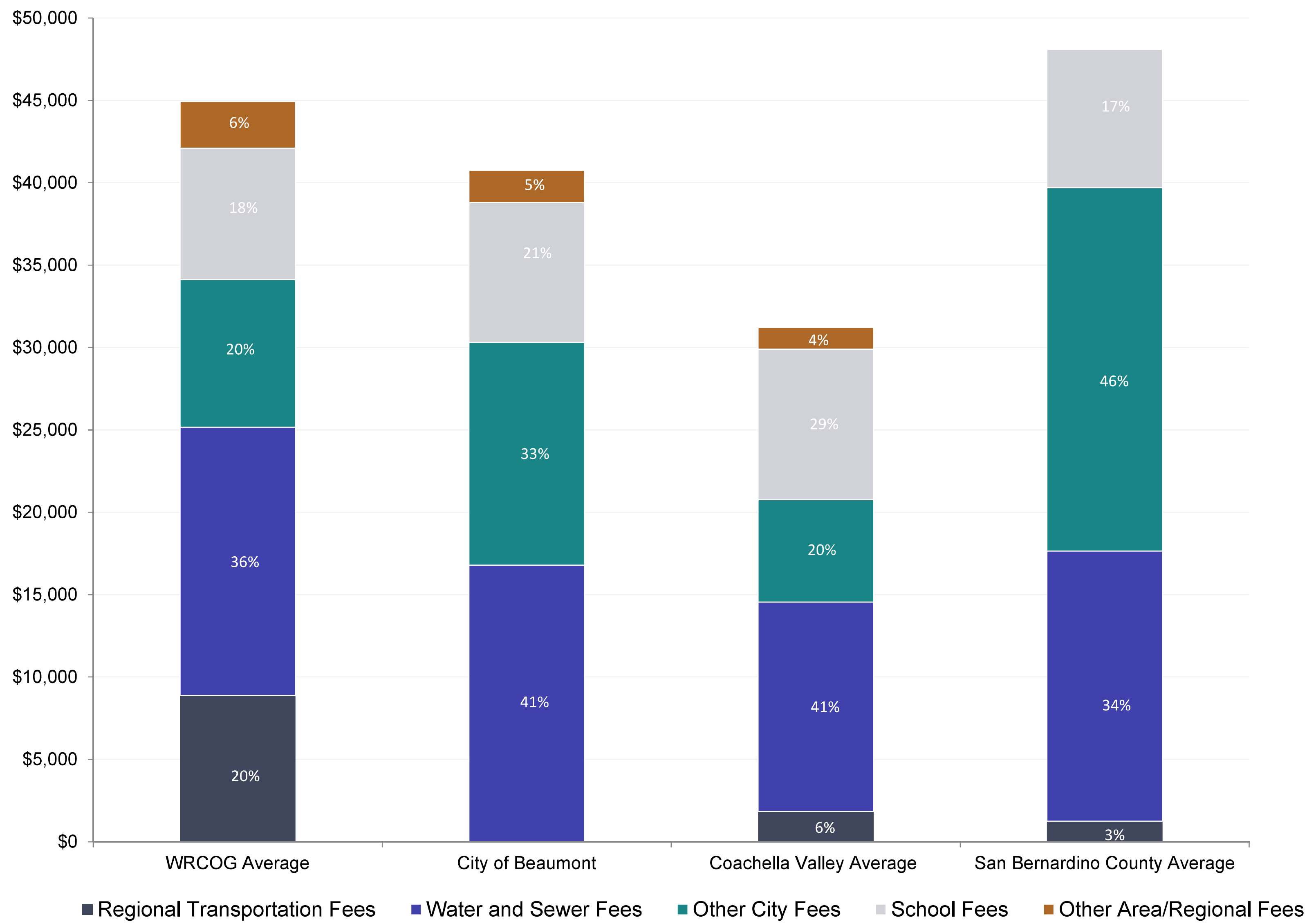


Figure 7 Average Multifamily Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

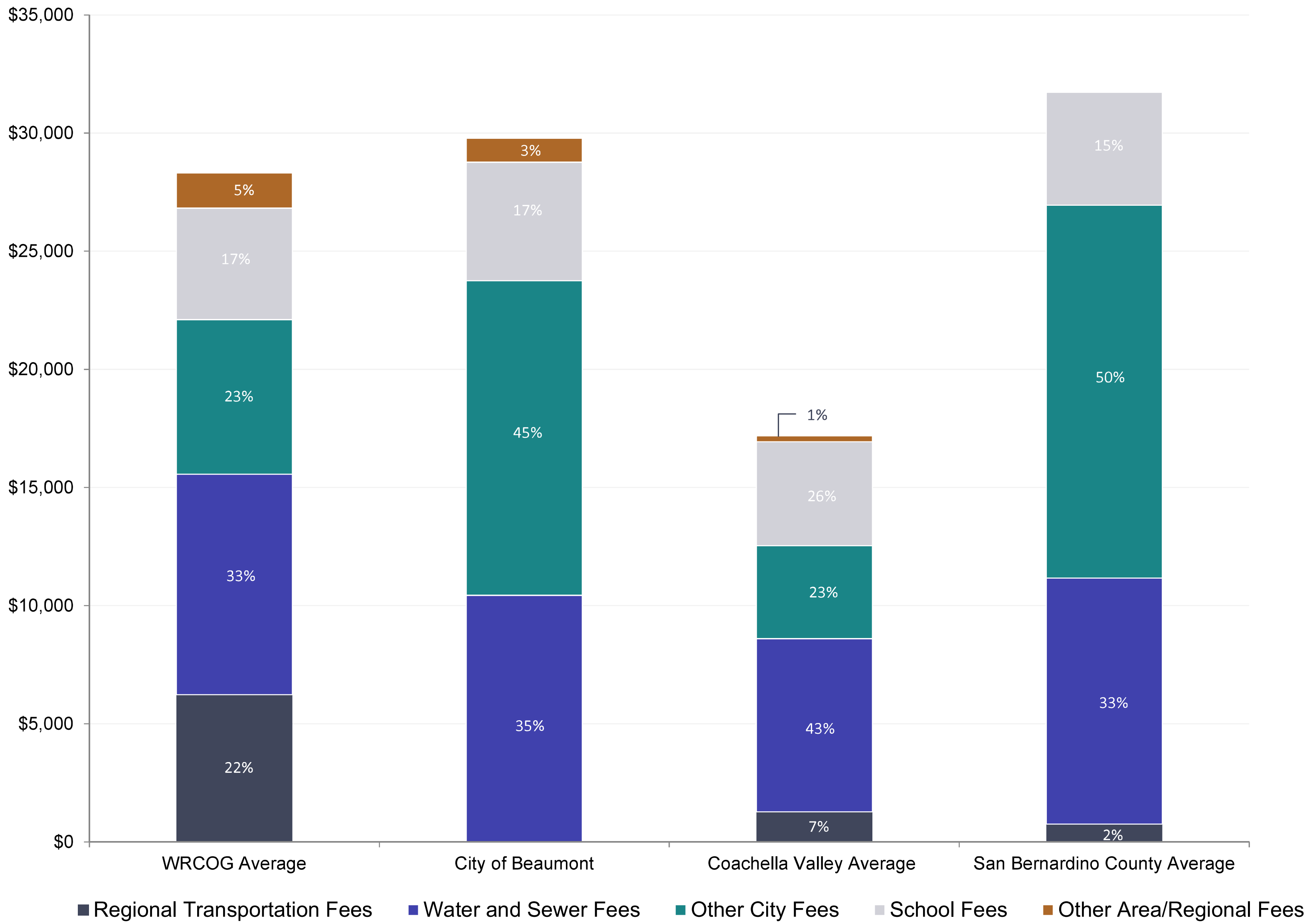


Figure 8 Average Retail Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

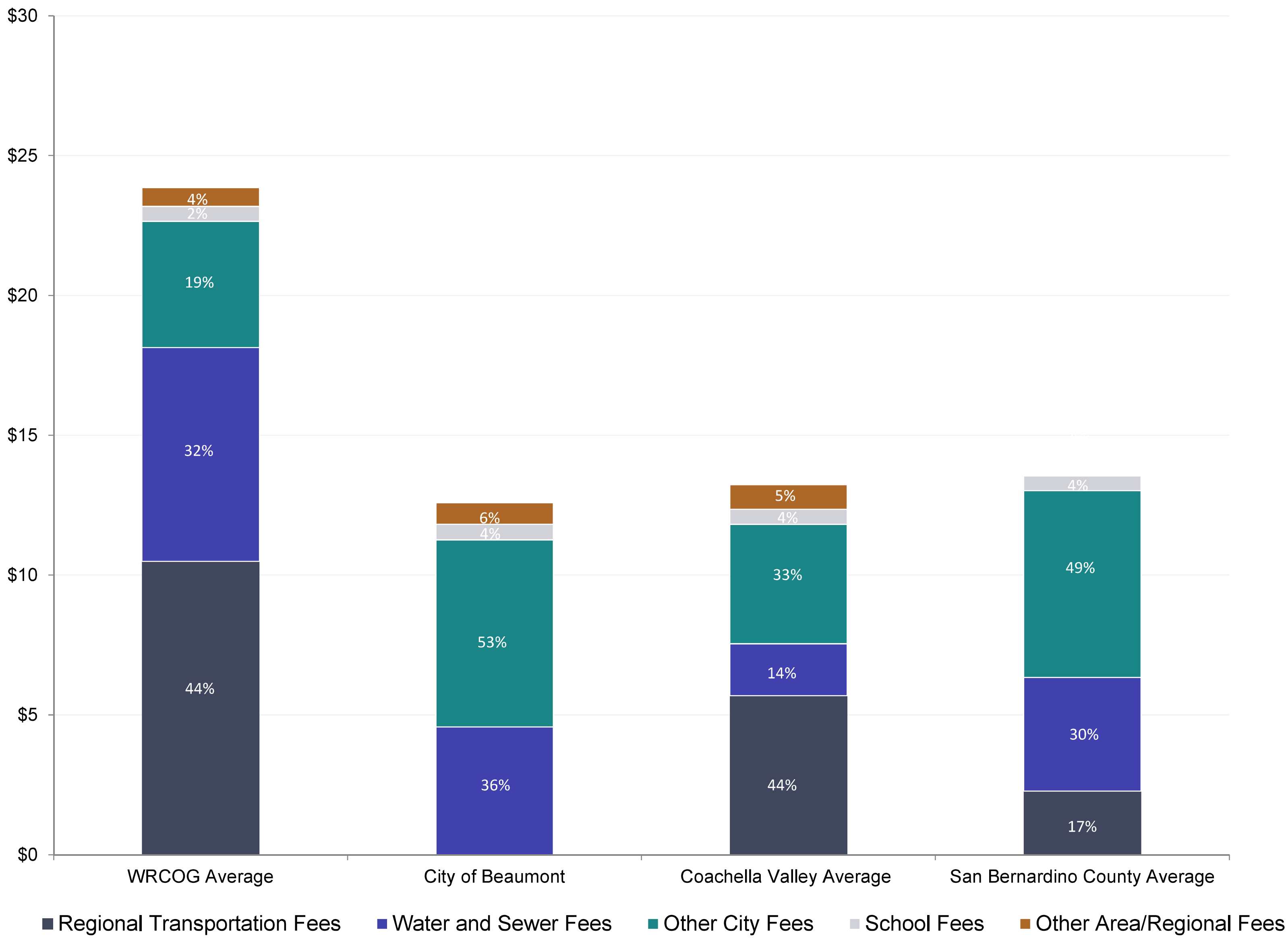


Figure 9 Average Industrial Development Impact Fee Costs and Proportions in Neighboring Jurisdictions

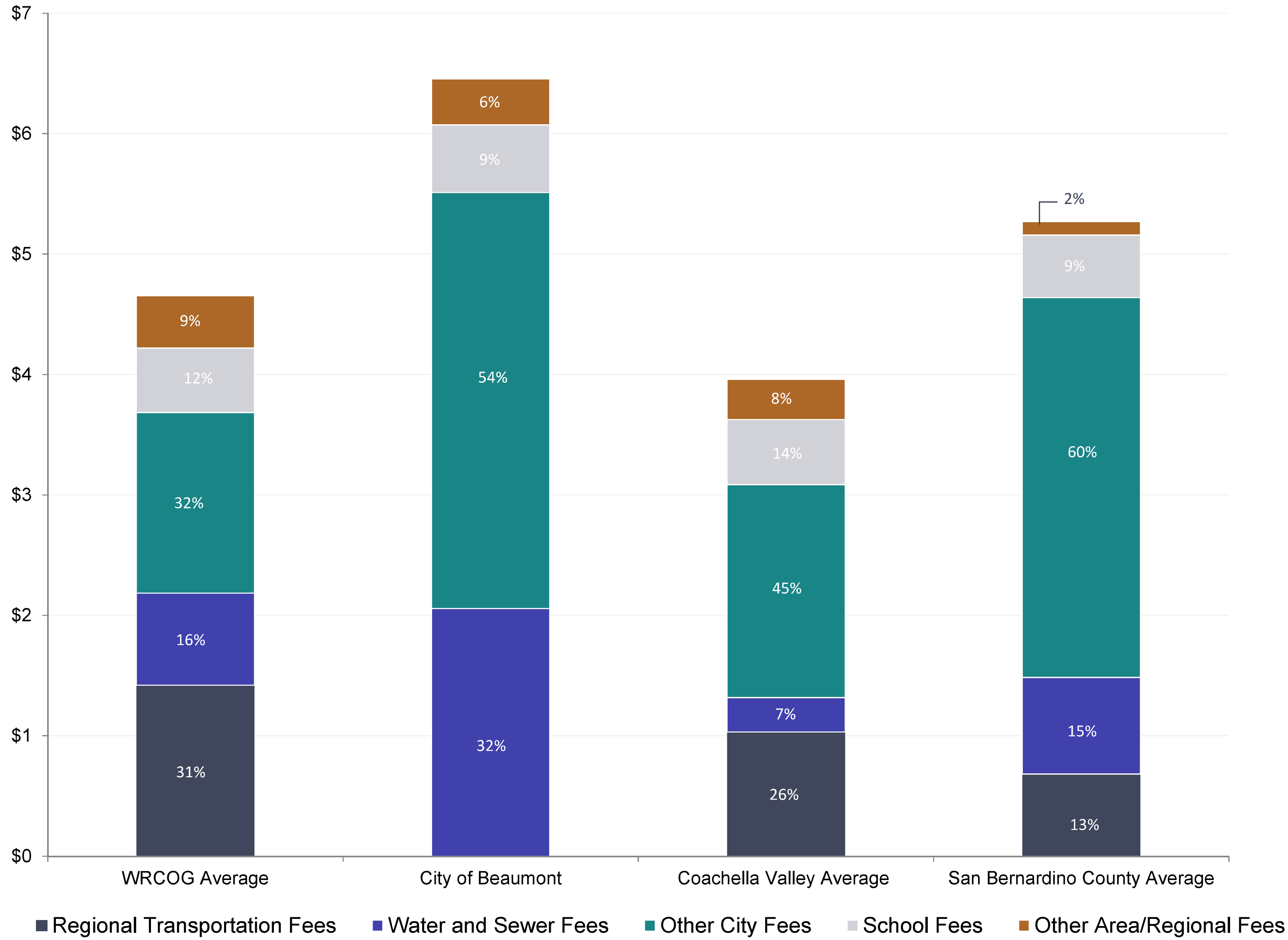
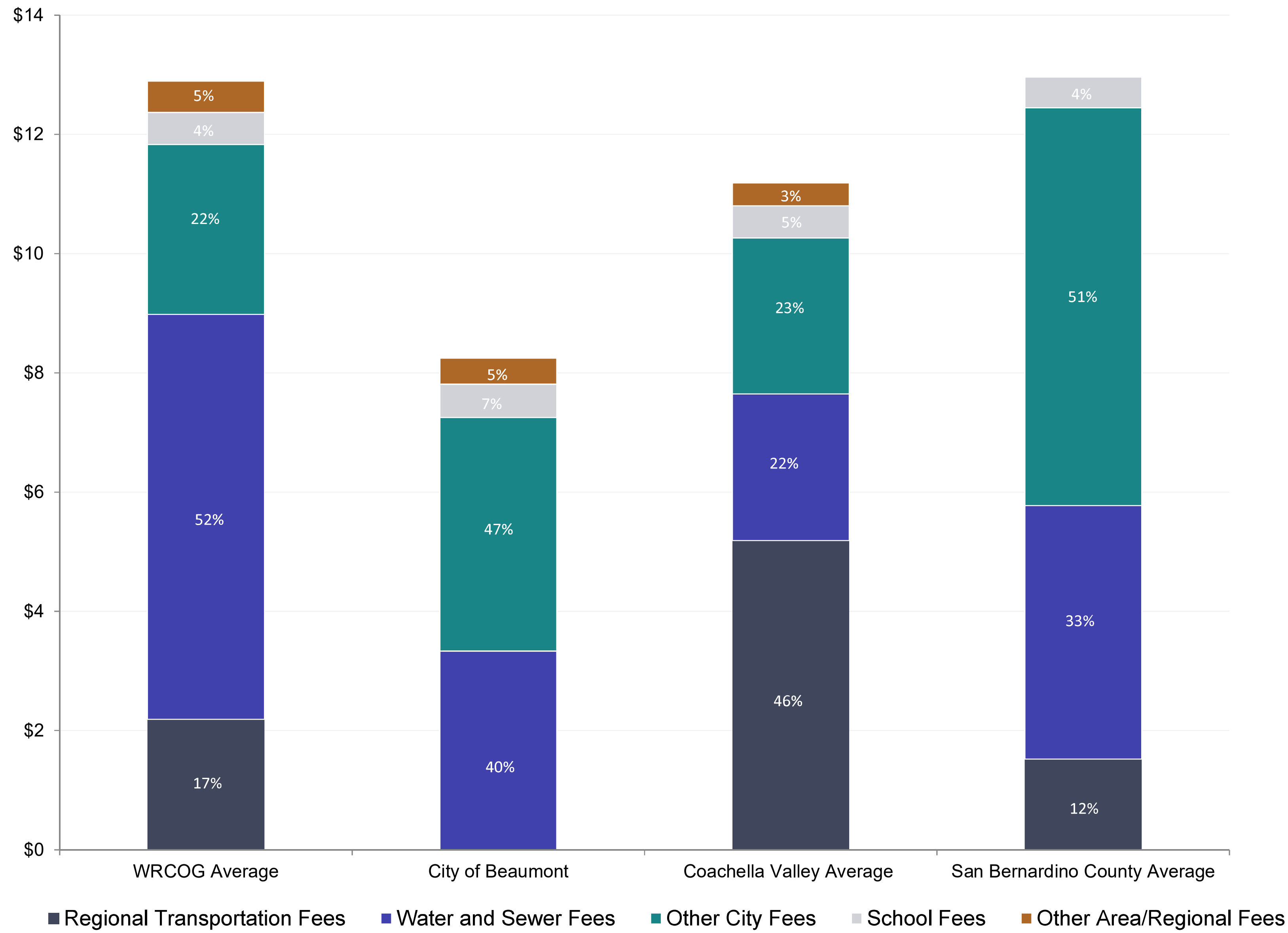


Figure 10 Average Office Development Impact Fee Costs and Proportions in Neighboring Jurisdictions



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	$183,897	$161,414	$4,573,258	$3,406
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	17,531	113,653	515	1
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.
DIRECT					
Basic Site Work/ Lot Improvements	$30,000	$9,257	$11.50	$25.00	$14.29
Direct Construction Cost	$216,000	$166,402	$36.00	$132.58	$141.93
Hard Cost Total	$246,000	$175,659	$47.50	$157.58	$156.21
INDIRECT					
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	$53,460	$40,579	$19.20	$29.62	$31.22
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
DIRECT					
Basic Site Work/ Lot Improvements	6.2%	3.0%	10.1%	8.3%	5.2%
Direct Construction Cost	44.4%	54.7%	31.7%	44.0%	51.6%
Hard Cost Total	50.6%	57.7%	41.9%	52.3%	56.7%
INDIRECT					
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	11.0%	13.3%	16.9%	9.8%	11.3%
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)

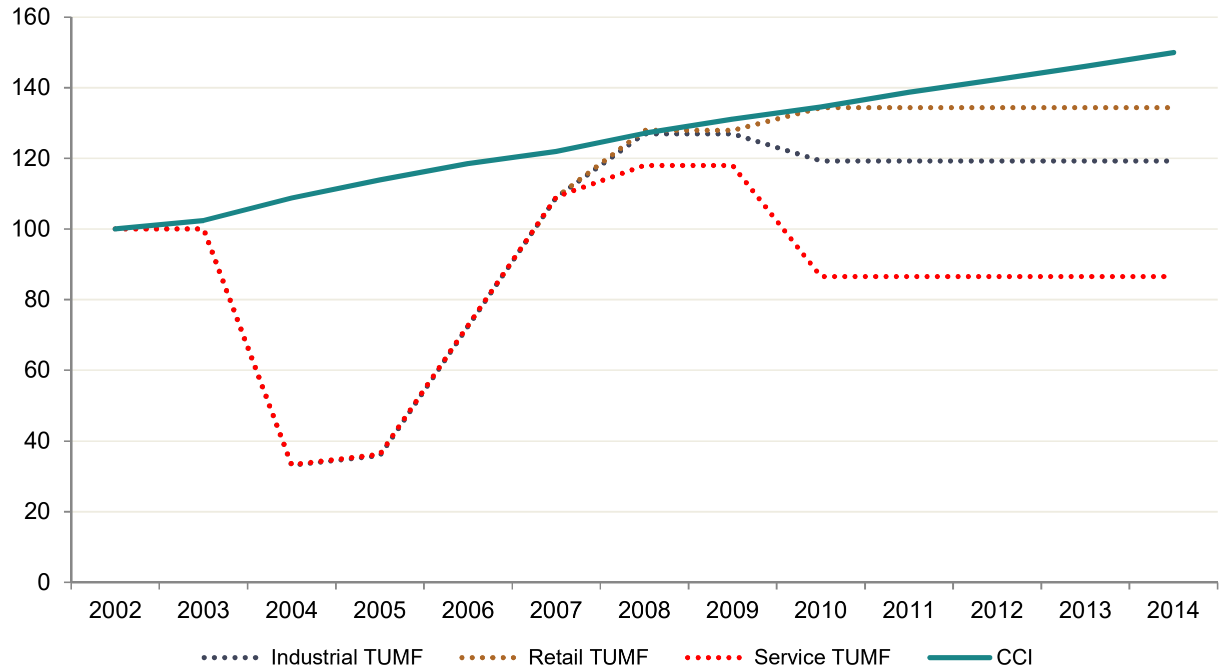


Figure 17 TUMF and Consumer Price Index (CPI) Comparison (Residential)

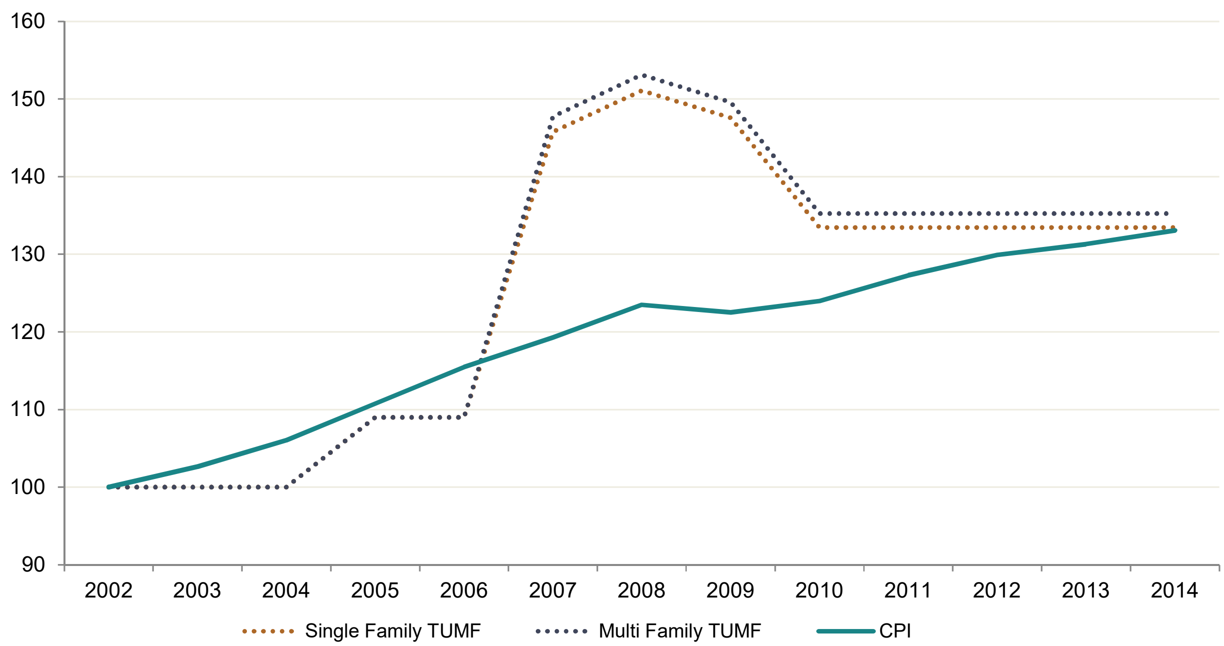


Figure 18 TUMF and Consumer Price Index (CPI) Comparison (Nonresidential)

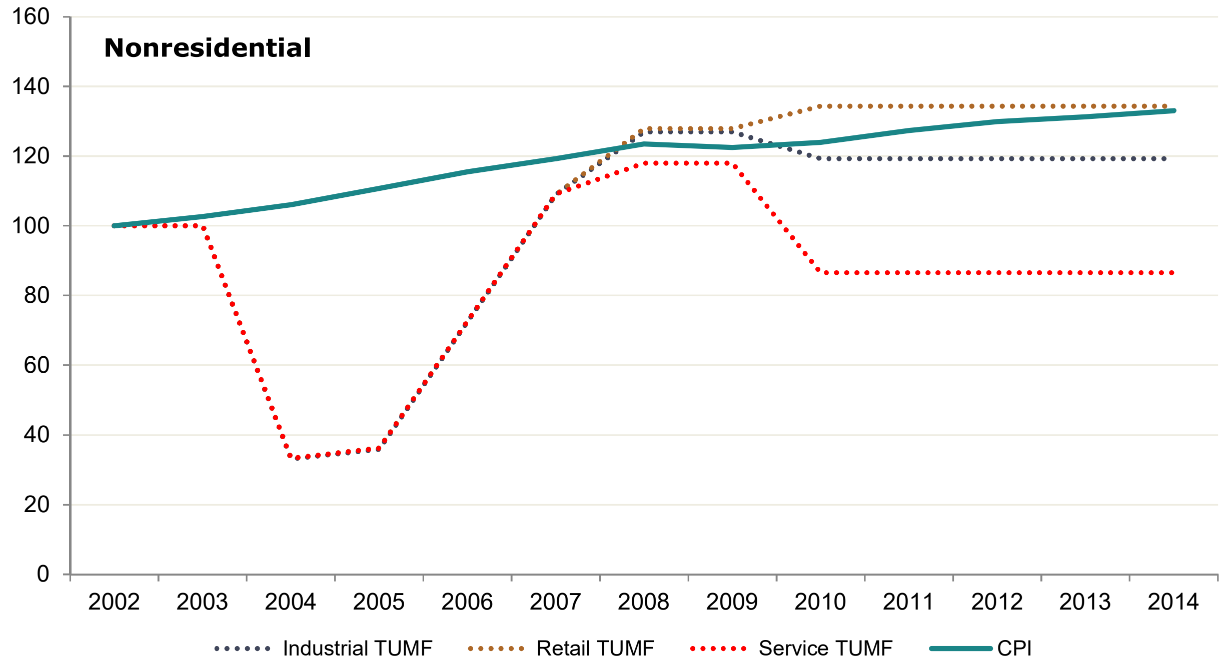
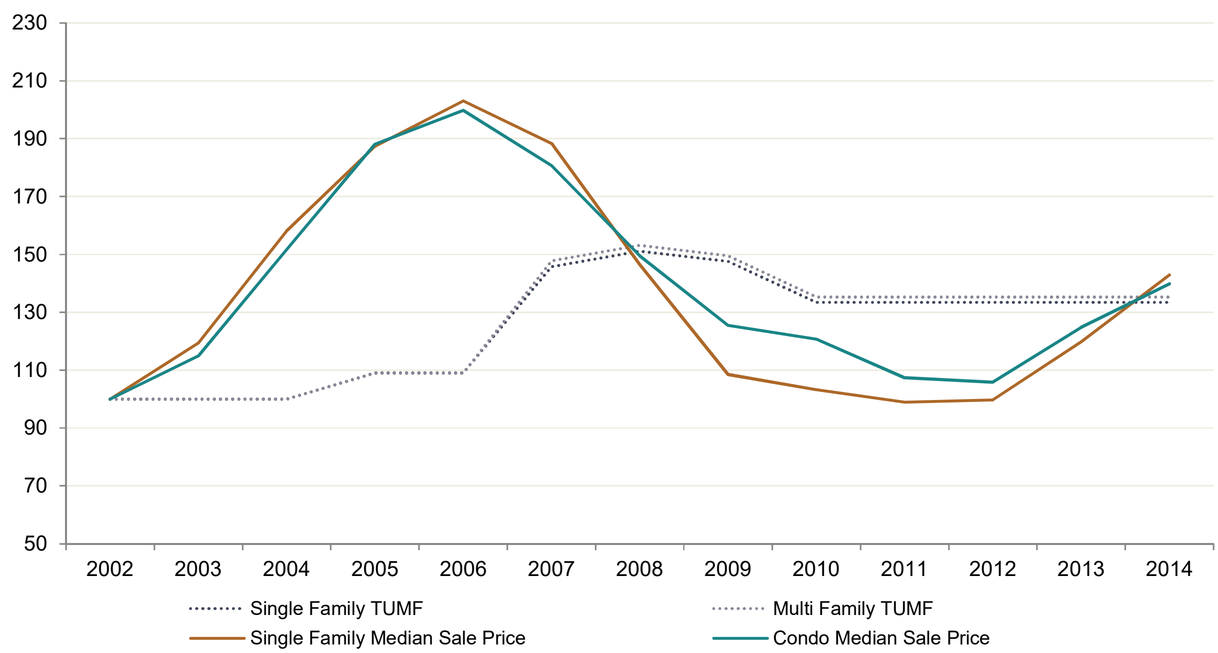


Figure 19 TUMF and SF/Condo Median Sale Price Comparison (Residential)



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	$73,100,000	58.7%
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	5,300	$199,000,000	$376,400,000	$657,000,000
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	180	$6,633,000	$12,547,000	$21,900,000
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	30,000	$1,124,600,000	$2,127,100,000	$3,712,800,000
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	1,000	$37,500,000	$70,900,000	$123,800,000
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)

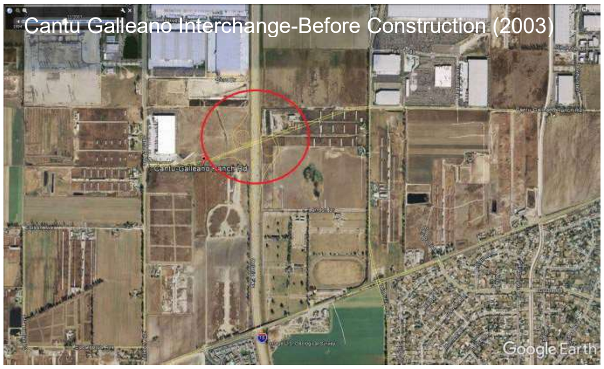
Impact Type	Employment	Labor Income	Value Added	Output (1)
TOTAL				
Direct Effect	58,700	$2,814,700,000	$3,730,200,000	$10,382,700,000
Indirect Effect	19,600	$823,300,000	$1,398,400,000	$2,578,100,000
Induced Effect	17,600	$660,400,000	$1,249,100,000	$2,180,200,000
Total Effect	**95,900**	**$4,298,400,000**	**$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	600	$22,000,000	$41,600,000	$72,700,000
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).

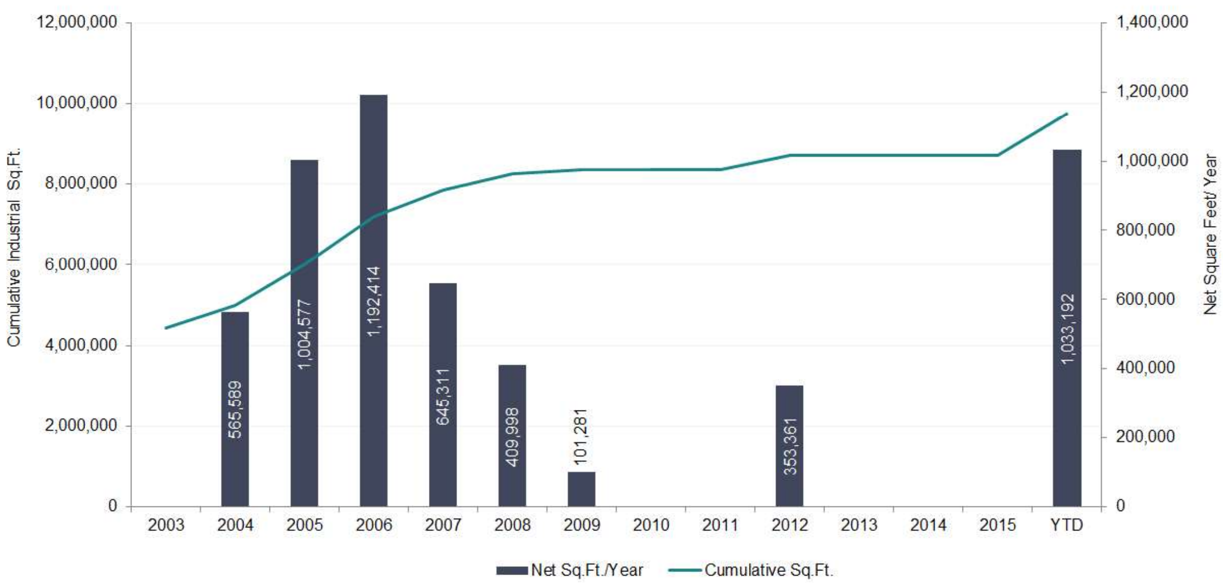
Source: IMPLAN; WRCOG TUMF Nexus Study, 2015; and Economic and Planning Systems, Inc.

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)	210,000	23%	$14,700,000,000	22%
Total Goods Movement-Related	271,000	30%	$20,500,000,000	30%
Non-Goods Movement Related Industries (2)	627,000	70%	$47,800,000,000	70%
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:	Retail Building
No. of Acres:	1.15 Acres
Rentable Square Feet:	10,000 Sq.Ft.
FAR:	0.2
No. of Stories:	1
Water Meter Sizes:	One 2 Inch Meter
Roof Area:	10,000 Sq.Ft.
Lot Width:	223.6 Ft.
Lot Depth:	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*		

DIRECT					
Basic Site Work/ Lot Improvements	$30,000	Per Lot	$1,500,000	$30,000	6.2%
Direct Construction Cost	$80	Cost/SF (GBA)	$10,800,000	$216,000	44.4%
Hard Cost Total			$12,300,000	$246,000	50.6%
INDIRECT					
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	$2,673,000	$53,460	11.0%
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	--
DIRECT					
Basic Site Work	$5	per site SF	$1,851,300	$9,257	3%
Direct Construction Cost	$128	Cost/SF (GBA)	$33,280,407	$166,402	55%
Hard Cost Total			$35,131,707	$175,659	58%
INDIRECT					
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	$40,579	13%
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	per square foot (GBA)	$5,893,998	$29,470	10%
	$693,000	per acre			

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	--

DIRECT					
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%
INDIRECT					
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	$5,087,017	$19.20	16.9%
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	
DIRECT					
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%
INDIRECT					
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	$296,197	$29.62	10%
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	--

DIRECT					
Basic Site Work	$5	per site SF	$285,714	$14.29	5%
Direct Construction Cost	$142	Cost/SF (GBA)	$2,838,521	$142	52%
INDIRECT					
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		$31.22	11%
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	$1,952	$1,327	$328
Total Fees	**$40,755**	**$31,229**	**$48,420**

[1]Average for Indio, Palm Desert, and Palm Springs.
[2]Average 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**

[1]Average for Indio, Palm Desert, and Palm Springs.
[2]Average 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**

[1]Average for Indio, Palm Desert, and Palm Springs.
[2]Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

Retail Prototype (Per Building Sq.Ft.)

Fee	City of Beaumont	Coachella Valley[1]	San Bernardino County[2]
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	$0.76	$0.67	$0.17
Total Fees	**$12.58**	**$13.02**	**$13.71**

[1]Average for Indio, Palm Desert, and Palm Springs.
[2]Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

Office Prototype Fees (Per Building Sq.Ft.)

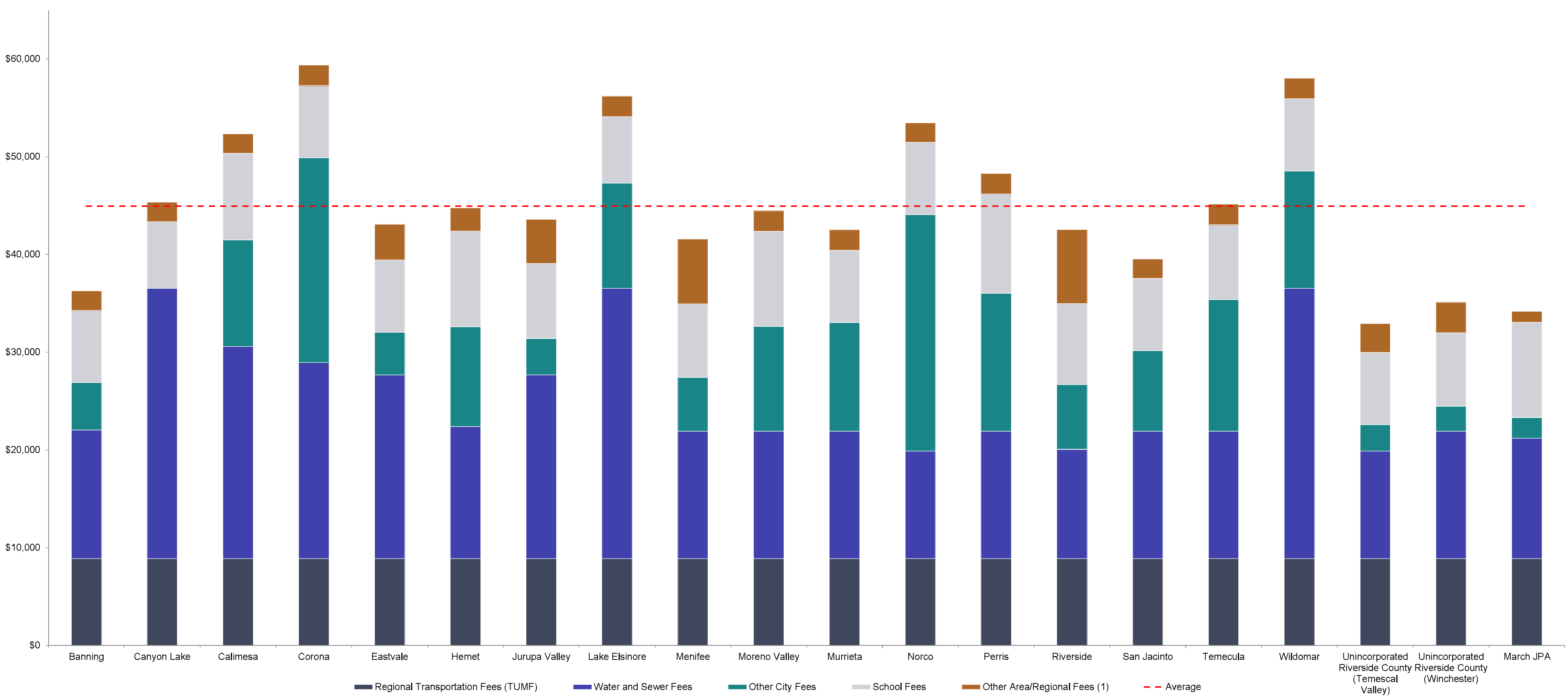
Fee	City of Beaumont	Coachella Valley[1]	San Bernardino County[2]
Regional Transportation Fees	$0.00	$5.19	$1.52
Water and Sewer Fees	$3.33	$2.46	$4.25
Other City Fees	$3.92	$2.62	$6.67
School Fees	$0.56	$0.54	$0.52
Other Area/Regional Fees	$0.44	$0.38	$0.11
Total Fees	**$8.25**	**$11.18**	**$13.07**

[1]Average for Indio, Palm Desert, and Palm Springs.
[2]Average for Fontana, Yucaipa, San Bernardino, Ontario, Chino and Rialto.

APPENDIX E:

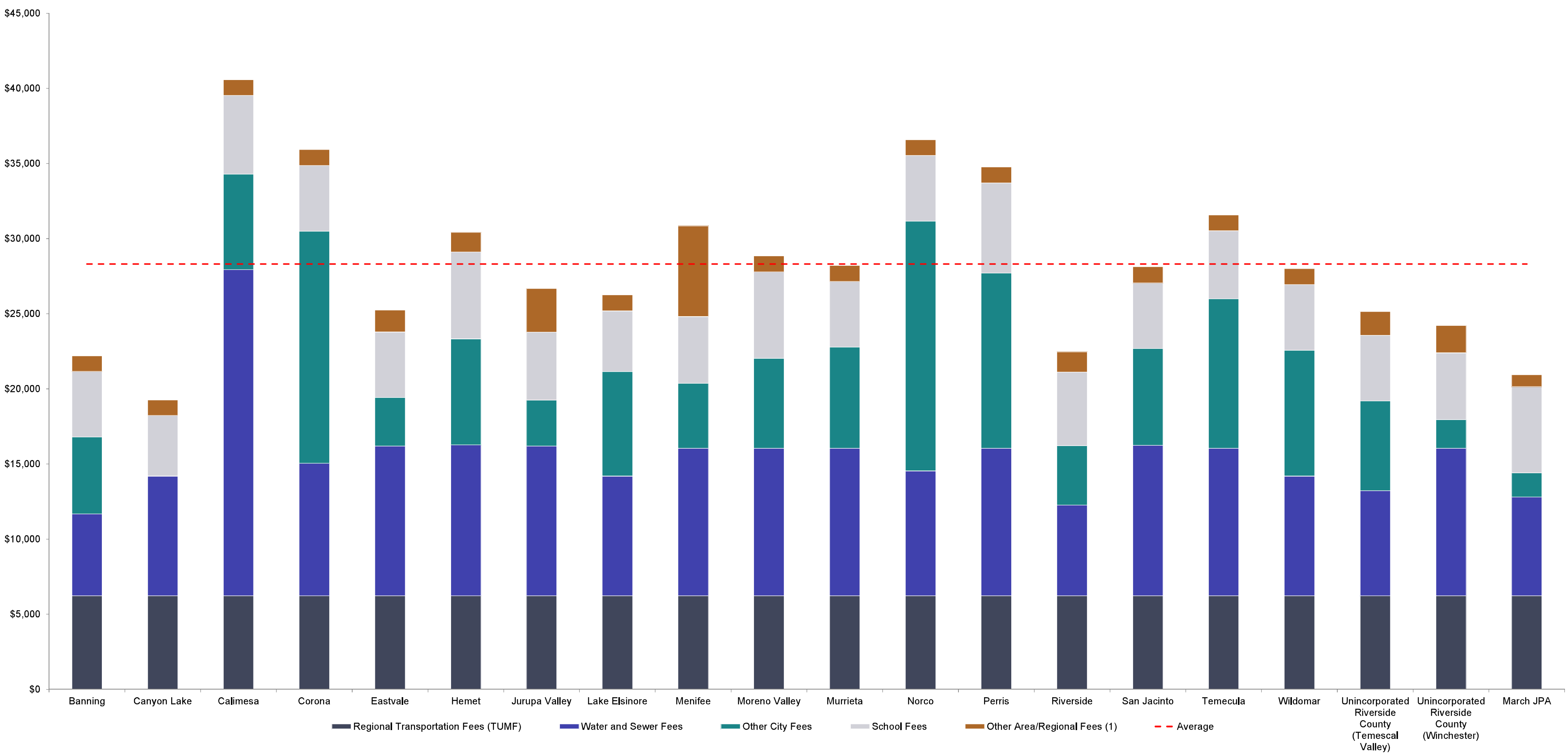
Fee Comparison Summaries and Estimations for WRCOG Jurisdictions

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



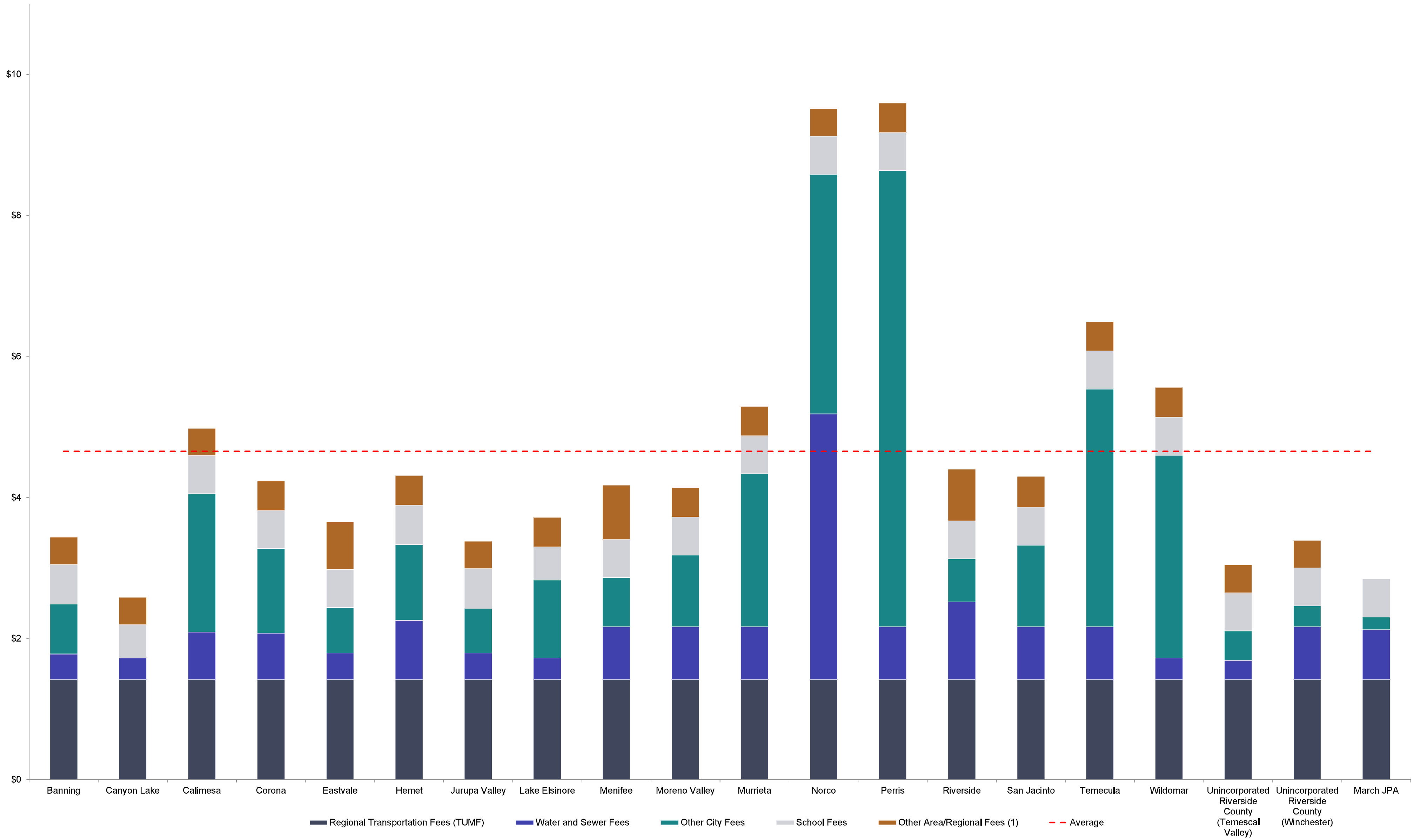
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/ Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation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

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



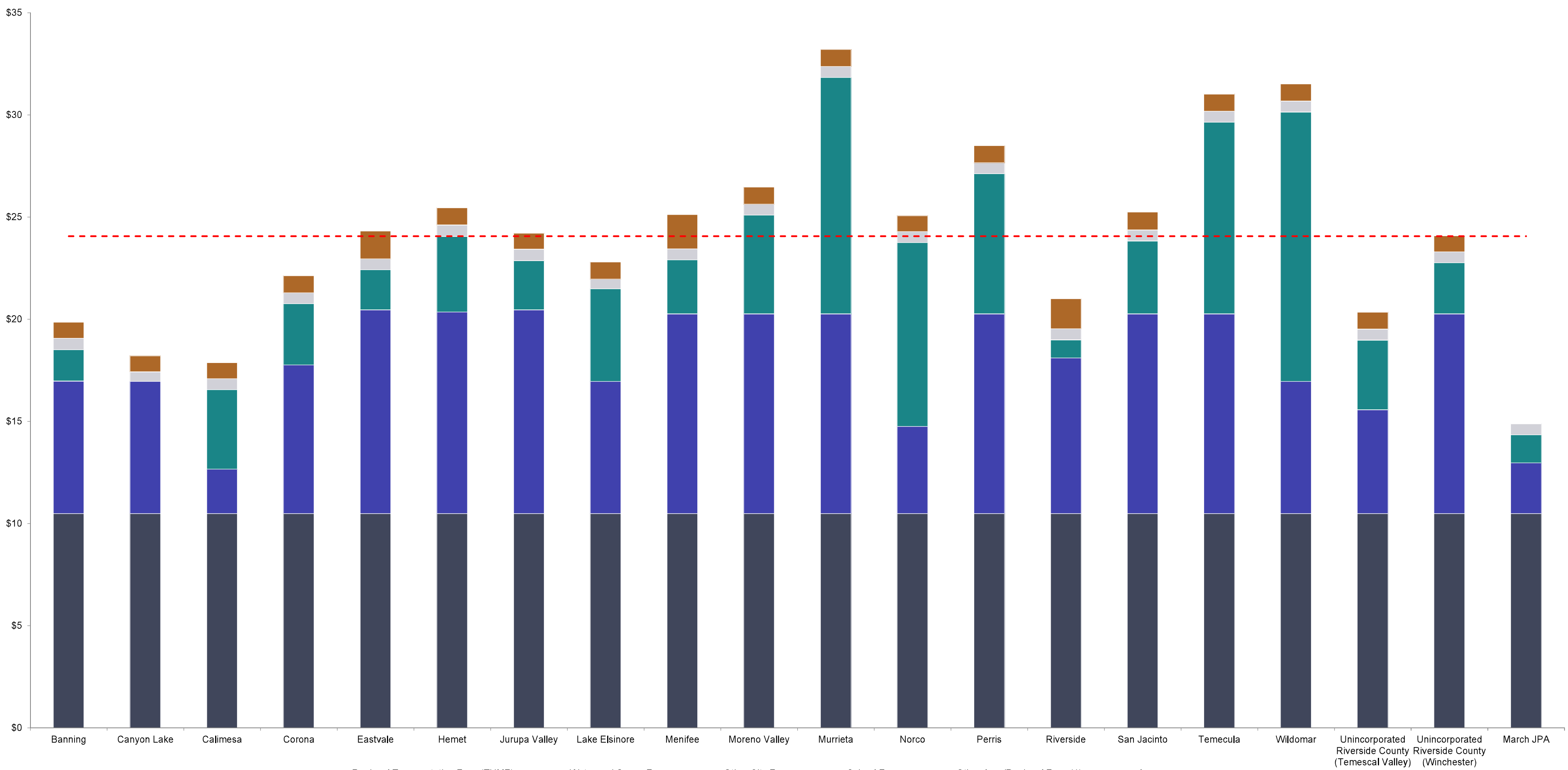
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/ Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation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

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



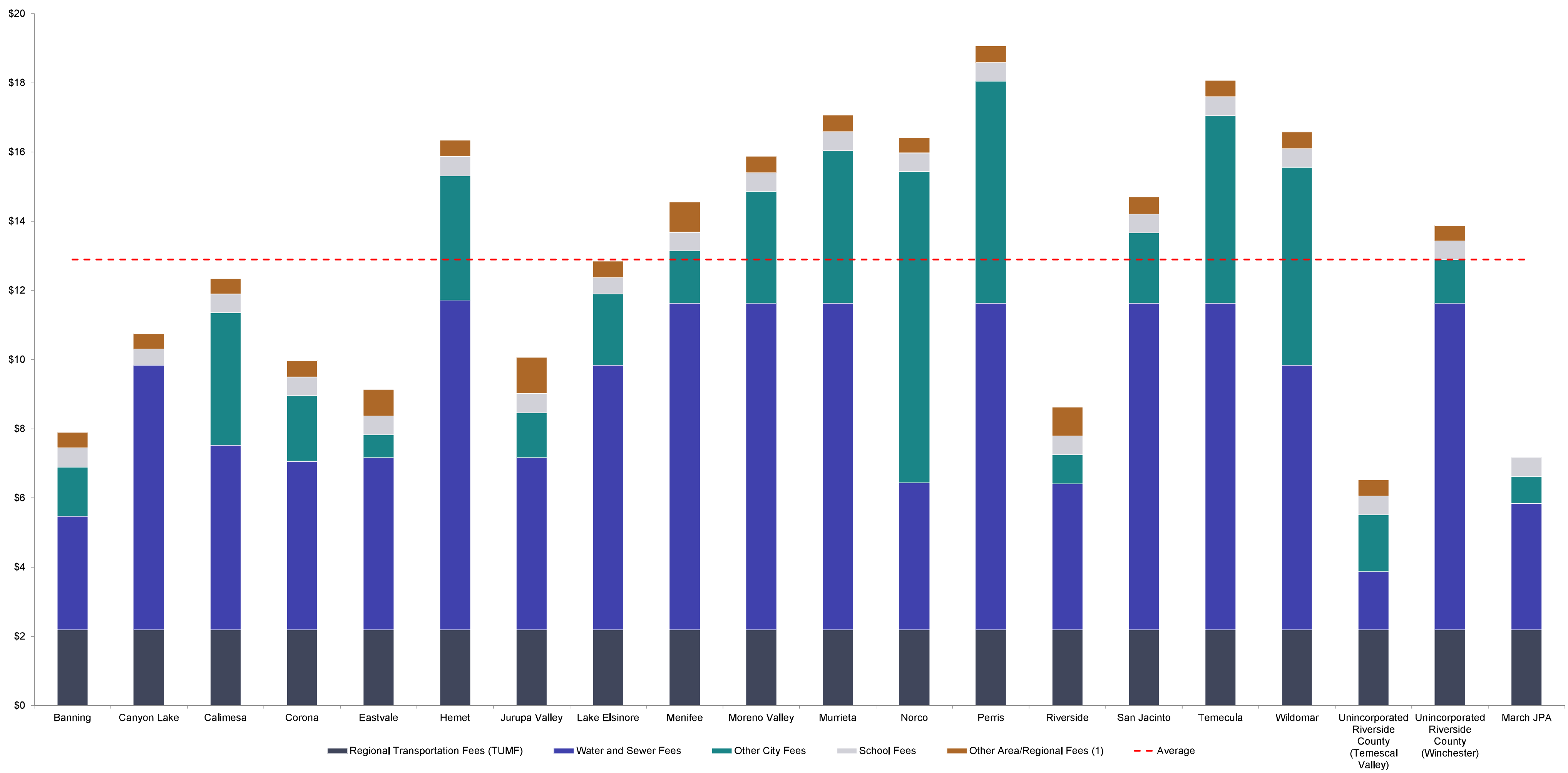
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/ Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation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

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



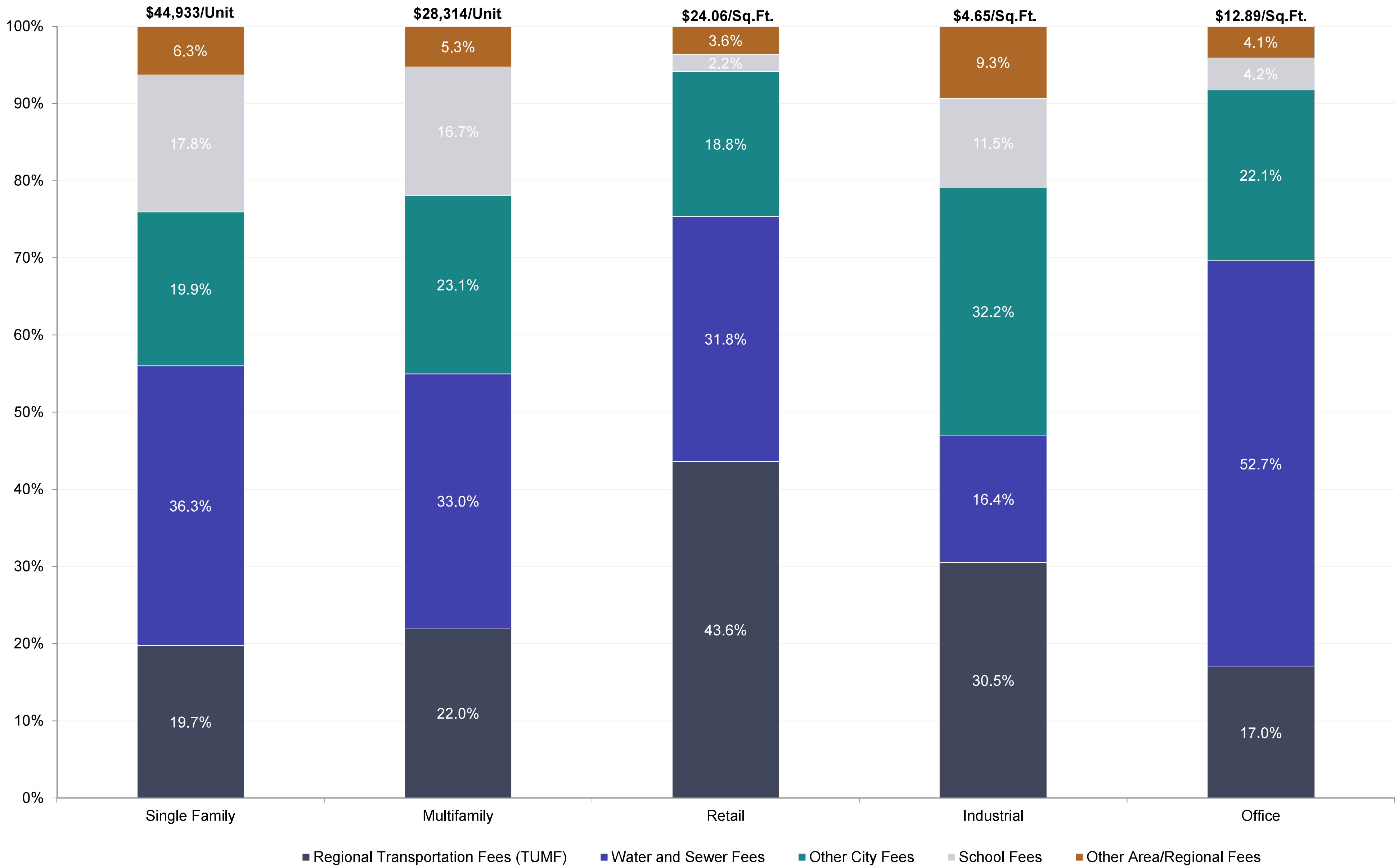
* Fee estimates for specified development prototypes as of July 2016. Actual fees will vary based on project specifics and any fee updates.
(1) "Other Area Fees/ Regional Fees" include, but are not limited to, regional parks, trails, multiservice center fees, area specific fees, and habitat mitigation 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	**$1,246,200**	**$6,231**
TUMF	$1,246,200	$6,231
Habitat Mitigation Fees	**$207,200**	**$1,036**
MSHCP	$207,200	$1,036
Water	**$779,473**	**$3,897**
Water Connection/ Supply	$779,473	$3,897
Sewer/ Wastewater	**$309,485**	**$1,547**
Sewer Connection	$309,485	$1,547
Local Transportation	**$34,400**	**$172**
Streets and Traffic	$34,400	$172
Park and Recreation	**$433,600**	**$2,168**
Parkland	$433,600	$2,168
Other Public Facilities/ Buildings	**$106,000**	**$530**
General Government/ Administrative	$106,000	$530
Public Safety	**$449,600**	**$2,248**
Fire	$267,000	$1,335
Police/Law Enforcement	$182,600	$913
Schools	**$873,600**	**$4,368**
Total	**$4,439,559**	**$22,198**

Industrial Fee Calculations (Banning)

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	**$58,678**	**$0.22**
Water Connection/ Supply	$58,678	$0.22
Sewer/ Wastewater	**$37,149**	**$0.14**
Sewer Connection	$37,149	$0.14
Other Public Facilities/ Buildings	**$44,520**	**$0.17**
City Hall and Public Facilities	$44,520	$0.17
Public Safety	**$143,365**	**$0.54**
Fire	$124,020	$0.47
Police/Law Enforcement	$19,345	$0.07
Schools	**$148,400**	$0.56
Total	**$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	$6,190	$0.62
Police/Law Enforcement	$1,170	$0.12
Schools	**$5,400**	**$0.54**
Total	**$178,681**	**$17.87**

Office Fee Calculations (Calimesa)

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	**$46,476**	**$2.32**
Water Connection/ Supply	$46,476	$2.32
Sewer/ Wastewater	**$60,154**	**$3.01**
Sewer Connection	$60,154	$3.01
Storm Drain/ Flood Control	**$3,840**	**$0.19**
Storm Drain	$3,840	$0.19
Local Transportation	**$45,200**	**$2.26**
Streets and Traffic	$45,200	$2.26
Other Public Facilities/ Buildings	**$6,520**	**$0.33**
General Government/ Administrative	$6,520	$0.33
Public Safety	**$21,100**	**$1.06**
Fire	$17,740	$0.89
Police/Law Enforcement	$3,360	$0.17
Schools	**$10,800**	$0.54
Total	**$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	**$188,181**	**$0.71**
TUMF/ Other Regional Transportation	$188,181	$0.71
Habitat Mitigation Fees	**$103,116**	**$0.39**
MSHCP	$103,116	$0.39
Water	**$51,884**	**$0.20**
Water Connection/ Supply	$51,884	$0.20
Sewer/ Wastewater	**$29,263**	**$0.11**
Sewer Connection	$29,263	$0.11
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	**$52,450**	**$5.25**
TUMF/ Other Regional Transportation	$52,450	$5.25
Habitat Mitigation Fees	**$7,782**	**$0.78**
MSHCP	$7,782	$0.78
Water	**$51,884**	**$5.19**
Water Connection/ Supply	$51,884	$5.19
Sewer/ Wastewater	**$12,779**	**$1.28**
Sewer Connection	$12,779	$1.28
Schools	**$4,700**	$0.47
Total	**$129,595**	**$12.96**

Office Fee Calculations (Canyon Lake)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Fees	**$21,900**	**$1.10**
TUMF/ Other Regional Transportation	$21,900	$1.10
Habitat Mitigation Fees	**$8,894**	**$0.44**
MSHCP	$8,894	$0.44
Water	**$51,884**	**$2.59**
Water Connection/ Supply	$51,884	$2.59
Sewer/ Wastewater	**$100,998**	**$5.05**
Sewer Connection	$100,998	$5.05
Schools	**$9,400**	**$0.47**
Total	**$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	**$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	**$1,020,120**	**$5,101**
Water Connection/ Supply	$1,020,120	$5,101
Sewer/ Wastewater	**$743,040**	**$3,715**
Sewer Connection	$743,040	$3,715
Storm Drain/ Flood Control	**$60,600**	**$303**
Storm Drain	$60,600	$303
Local Transportation	**$647,600**	**$3,238**
Streets and Traffic	$647,600	$3,238
Park and Recreation	**$2,063,000**	**$10,315**
Parkland	$1,784,800	$8,924
Landscape Improvements	$278,200	$1,391
Community Facilities	**$153,400**	**$767**
Community Centers	$13,600	$68
Aquatic Center	$27,000	$135
Library	$69,200	$346
Public Meeting Facilities	$43,600	$218
Public Safety	**$166,400**	**$832**
Fire	$93,200	$466
Police/Law Enforcement	$73,200	$366
Schools	**$873,600**	**$4,368**
Total	**$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	**$104,900**	**$10.49**
TUMF/ Other Regional Transportation	$104,900	$10.49
Habitat Mitigation Fees	**$8,356**	$0.84
MSHCP	$7,782	$3,891.18
SKR	$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	**$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	**$51,006**	**$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 (RBBD)	$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	**$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	**$62,704**	**$3.14**
Water Connection/ Supply	$62,704	$3.14
Sewer/ Wastewater	**$36,946**	**$1.85**
Sewer Connection	$36,946	$1.85
Schools	**$10,800**	**$0.54**
Other Area/Regional Fees	**$6,559**	**$0.33**
Mira Loma Road and Bridge Benefit District (RBB	$6,559	$0.33
Other	**$13,080**	**$0.65**
DIF Program	$13,080	$0.65
Total	**$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	**$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	**$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	**$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	**$65,990**	**$6.60**
Water Connection/ Supply	$65,090	$6.51
Water Holding and Distribution	$900	$0.09
Sewer/ Wastewater	**$32,632**	**$3.26**
Sewer Connection	$32,632	$3.26
Storm Drain/ Flood Control	**$6,201**	**$0.62**
Storm Drain	$4,020	$0.40
Retention Basin Capacity	$2,181	$0.22
Local Transportation	**$24,600**	**$2.46**
Bridge Crossing	$24,600	$2.46
Park and Recreation	**$430**	**$0.04**
Landscape Improvements	$430	$0.04
Other Public Facilities/ Buildings	**$1,160**	**$0.12**
Public Buildings	$1,160	$0.12
Public Safety	**$4,630**	**$0.46**
Fire	$2,400	$0.24
Police/Law Enforcement	$2,230	$0.22
Schools	**$5,600**	$0.56
Total	**$254,500**	**$25.45**

Office Fee Calculations (Hemet)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation 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	**$68,212**	**$3.41**
Water Connection/ Supply	$66,412	$3.32
Water Holding and Distribution	$1,800	$0.09
Sewer/ Wastewater	**$122,370**	**$6.12**
Sewer Connection	$122,370	$6.12
Storm Drain/ Flood Control	**$10,532**	**$0.53**
Storm Drain	$8,040	$0.40
Retention Basin Capacity	$2,492	$0.12
Local Transportation	**$49,200**	**$2.46**
Bridge Crossing	$49,200	$2.46
Park and Recreation	**$492**	**$0.02**
Landscape Improvements	$492	$0.02
Other Public Facilities/ Buildings	**$2,320**	**$0.12**
City Hall and Public Facilities	$2,320	$0.12
Public Safety	**$9,260**	**$0.46**
Fire	$4,800	$0.24
Police/Law Enforcement	$4,460	$0.22
Schools	**$11,200**	**$0.56**
Total	**$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 (RBBD) (Zone E)	$227,800	$1,139
Regional Park Fee (JARPD)	$94,400	$472
Regional Trail Fee (JARPD)	$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	**$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
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	**$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	**$51,884**	**$5.19**
Water Connection/ Supply	$51,884	$5.19
Sewer/ Wastewater	**$12,779**	**$1.28**
Sewer Connection	$12,779	$1.28
Local Transportation	**$38,400**	**$3.84**
Streets and Traffic	$38,400	$3.84
Park and Recreation	**$1,000**	**$0.10**
Park Capital Improvement Fund	$1,000	$0.10
Other Public Facilities/ Buildings	**$1,080**	**$0.11**
City Hall and Public Facilities	1,080	0
Public Safety	**$4,890**	**$0.49**
Fire	$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	**$43,800**	**$2.19**
TUMF/ Other Regional Transportation	$43,800	$2.19
Other Regional Transportation		$0.00
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
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 Mutltiservice Centers	$75
Total	**$34,174**

Multi-Family Fee Calculations (March JPA)

Fee	Total Development (200 Unit Building)	per Unit
Regional Fees	**$1,246,200**	**$6,231**
TUMF	$1,246,200	$6,231
Water	**$493,150**	**$2,466**
Water Connection/ Supply	$493,150	$2,466
Sewer/ Wastewater	**$819,000**	**$4,095**
Sewer Connection	$819,000	$4,095
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	**$1,149,200**	**$5,746**
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	**$4,186,950**	**$20,935**

Industrial Fee Calculations (March JPA)

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
Water	**$75,803**	**$0.29**
Water Connection/ Supply	$75,803	$0.29
Sewer/ Wastewater	**$111,618**	**$0.42**
Sewer Connection	$111,618	$0.42
Public Safety	**$47,208**	**$0.18**
Fire	$17,931	$0.07
Criminal Justice Public Facilities	$29,277	$0.11
Schools	**$143,100**	**$0.54**
Total	**$754,091**	**$2.85**

Retail Fee Calculations (March JPA)

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
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	**$43,800**	**$2.19**
TUMF/ Other Regional Transportation	$43,800	$2.19
Water	**$24,384**	**$1.22**
Water Connection/ Supply	$24,384	$1.22
Sewer/ Wastewater	**$48,600**	**$2.43**
Sewer Connection	$48,600	$2.43
Public Safety	**$15,727**	**$0.79**
Fire	$10,745	$0.54
Criminal Justice Public Facilities	$4,982	$0.25
Schools	**$10,800**	**$0.54**
Total	**$143,311**	**$7.17**

Assumptions and Notes (March JPA)

- Assumes Moreno Valley School 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	**$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	**$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	**$16,783**	**$0.84**
Local Transportation	$7,639	$0.38
Signalization Improvement	$9,145	$0.46
Other Public Facilities/ Buildings	**$7,098**	**$0.35**
Public Buildings	$6,773	$0.34
General Government/ Administrative	$325	$0.02
Public Safety	**$6,400**	**$0.32**
Fire	$6,400	$0.32
Schools	**$10,780**	**$0.54**
Other Area/Regional Fees	**$7,833**	**$0.39**
Mira Loma Road and Bridge Benefit District (RE	$6,172	$0.31
Other	$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	**$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
Schools	**$1,149,200**	**$5,746**
Other	**$1,198,500**	**$5,993**
DIF Program	$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	**$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
Schools	**$143,100**	**$0.54**
Other	**$269,240**	**$1.02**
DIF Program	$269,240	$1.02
Total	**$1,097,960**	**$4.14**

Retail Fee Calculations (Moreno Valley)

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
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	**$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	**$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	**$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
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	**$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
Storm Drain/ Flood Control	**$62,950**	**$0.24**
Storm Drain	$62,950	$0.24
Schools	**$143,100**	**$0.54**
Other	**$511,450**	**$1.93**
DIF Program	$511,450	$1.93
Total	**$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	**$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	**$66,412**	**$3.32**
Water Connection/ Supply	$66,412	$3.32
Sewer/ Wastewater	**$122,370**	**$6.12**
Sewer Connection	$122,370	$6.12
Storm Drain/ Flood Control	**$5,430**	**$0.27**
Storm Drain	$5,430	$0.27
Schools	**$10,800**	**$0.54**
Other	**$83,000**	**$4.15**
DIF Program	$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	**$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	**$479,845**	**$1.81**
Water Connection/ Supply	$479,650	$1.81
Water and Sewer Connection	$195	$0.00
Sewer/ Wastewater	**$518,075**	**$1.96**
Sewer Facility	$518,075	$1.96
Storm Drain/ Flood Control	**$73,405**	**$0.28**
Storm Drain	$73,405	$0.28
Local Transportation	**$666,740**	**$2.52**
Streets and Traffic	$666,740	$2.52
Park and Recreation	**$87,185**	**$0.33**
Parks and Recreation	$87,185	$0.33
Other Public Facilities/ Buildings	**$36,835**	**$0.14**
Government Facilities	$36,835	$0.14
Public Safety	**$36,570**	**$0.14**
Fire	$30,740	$0.12
Animal Control	$5,830	$0.02
Schools	**$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	**$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	**$51,915**	**$2.60**
Water Connection/ Supply	$51,720	$2.59
Water and Sewer Connection	$195	$0.01
Sewer/ Wastewater	**$33,060**	**$1.65**
Sewer Facility	$33,060	$1.65
Storm Drain/ Flood Control	**$8,080**	**$0.40**
Storm Drain	$8,080	$0.40
Local Transportation	**$146,840**	**$7.34**
Streets and Traffic	$146,840	$7.34
Park and Recreation	**$9,260**	**$0.46**
Parks and Recreation	$9,260	$0.46
Other Public Facilities/ Buildings	**$3,900**	**$0.20**
Government Facilities	$3,900	$0.20
Public Safety	**$11,840**	**$0.59**
Fire	$11,220	$0.56
Animal Control	$620	$0.03
Schools	**$10,800**	**$0.54**
Total	**$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	**$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
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	**$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
Storm Drain/ Flood Control	**$134,979**	**$0.51**
Storm Drain	$134,979	$0.51
Local Transportation	**$1,386,480**	**$5.23**
Local Transportation	$1,386,480	$5.23
Park and Recreation	**$42,930**	**$0.16**
Parks and Recreation	$42,930	$0.16
Community Facilities	**$31,535**	**$0.12**
Community Centers	$31,535	$0.12
Other Public Facilities/ Buildings	**$86,655**	**$0.33**
General Government/ Administrative	$3,180	$0.01
Government Facilities	$83,475	$0.32
Public Safety	**$31,535**	**$0.12**
Fire	$27,030	$0.10
Police/Law Enforcement	$4,505	$0.02
Schools	**$143,100**	**$0.54**
Total	**$2,542,834**	**$9.60**

Retail Fee Calculations (Perris)

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
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	**$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	**$66,412**	**$3.32**
Water Connection/ Supply	$66,412	$3.32
Sewer/ Wastewater	**$122,370**	**$6.12**
Sewer Connection	$122,370	$6.12
Storm Drain/ Flood Control	**$11,642**	**$0.58**
Storm Drain	$11,642	$0.58
Local Transportation	**$104,640**	**$5.23**
Local Transportation	$104,640	$5.23
Community Facilities	**$6,300**	**$0.32**
Community Centers	$6,300	$0.32
Other Public Facilities/ Buildings	**$3,480**	**$0.17**
General Government/ Administrative	$240	$0.01
Government Facilities	$3,240	$0.16
Public Safety	**$2,380**	**$0.12**
Fire	$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	**$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	**$50,406**	**$5.04**
Water Connection/ Supply	$50,406	$5.04
Sewer/ Wastewater	**$25,745**	**$2.57**
Sewer Connection	$25,745	$2.57
Storm Drain/ Flood Control	**$2,238**	**$0.22**
Storm Drain	$2,238	$0.22
Local Transportation	**$2,500**	**$0.25**
Streets and Traffic	$2,500	$0.25
Park and Recreation	**$4,126**	**$0.41**
Parks and Recreation	$4,037	$0.40
Trails	$90	$0.01
Schools	**$5,400**	**$0.54**
Other Area/Regional Fees	**$6,312**	**$0.63**
Regional Park Fee	$6,312	$0.63
Total	**$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	**$1,246,200**	**$6,231**
TUMF	$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	**$873,600**	**$4,368**
Other Area/Regional Fees	**$8,200**	**$41**
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	**$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	**$146,436**	**$0.55**
Water Connection/ Supply	$146,436	$0.55
Sewer/ Wastewater	**$52,102**	**$0.20**
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	**$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	**$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	**$6,876**	**$0.69**
Flood Control	$6,876	$0.69
Local Transportation	**$22,868**	**$2.29**
Local Transportation	$574	$0.06
Streets and Traffic	$8,294	$0.83
Signalization Improvement	$12,553	$1.26
Traffic Signal	$1,446	$0.14
Other Public Facilities/ Buildings	**$2,430**	**$0.24**
Public Buildings	$75	$0.01
General Government/ Administrative	$49	$0.00
Government Facilities	$2,306	$0.23
Public Safety	**$3,506**	**$0.35**
Fire	$1,196	$0.12
Police/Law Enforcement	$2,309	$0.23
Schools	**$5,400**	$0.54
Other Area/Regional Fees	**$941**	**$0.09**
Other	$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	**$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
Storm Drain/ Flood Control	**$7,858**	**$0.39**
Flood Control	$7,858	$0.39
Local Transportation	**$26,134**	**$1.31**
Local Transportation	$656	$0.03
Streets and Traffic	$9,479	$0.47
Signalization Improvement	$14,346	$0.72
Traffic Signal	$1,653	$0.08
Other Public Facilities/ Buildings	**$2,777**	**$0.14**
Public Buildings	$85	$0.00
General Government/ Administrative	$56	$0.00
Government Facilities	$2,635	$0.13
Public Safety	**$4,006**	**$0.20**
Fire	$1,367	$0.07
Police/Law Enforcement	$2,639	$0.13
Schools	**$10,800**	**$0.54**
Other Area/Regional Fees	**$1,076**	**$0.05**
Other	$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	**$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	**$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	**$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	**$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	**$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	**$84,300**	**$8.43**
Streets and Traffic	$73,800	$7.38
Traffic Signal	$10,500	$1.05
Other Public Facilities/ Buildings	**$5,100**	**$0.51**
Corporation Yard	$5,100	$0.51
Public Safety	**$4,400**	**$0.44**
Fire	$1,700	$0.17
Police/Law Enforcement	$2,700	$0.27
Schools	**$5,400**	$0.54
Total	**$310,179**	**$31.02**

Office Fee Calculations (Temecula)

Fee	Total Development (20,000 Sq.Ft. Building)	per Sq.Ft.
Regional Transportation 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	**$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 Mutltiservice Centers	$75
Total	**$32,935**

Industrial Fee Calculations (Temescal Valley)

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	**$31,442**	**$0.12**
Water Connection/ Supply	$31,442	$0.12
Sewer/ Wastewater	**$40,672**	**$0.15**
Sewer Connection	$40,672	$0.15
Local Transportation	**$54,159**	**$0.20**
Streets and Traffic	$32,441	$0.12
Signalization Improvement	$21,718	$0.08
Public Safety	**$56,334**	**$0.21**
Fire	$27,057	$0.10
Criminal Justice Public Facilities	$29,277	$0.11
Schools	**$143,100**	**$0.54**
Other Area/Regional Fees	**$1,892**	**$0.01**
Regional Park Fee	$1,791	$0.01
Regional Trail Fee	$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	**$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	**$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	**$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	**$15,322**	**$0.77**
Water Connection/ Supply	$15,322	$0.77
Sewer/ Wastewater	**$18,440**	**$0.92**
Sewer Connection	$18,440	$0.92
Local Transportation	**$19,188**	**$0.96**
Streets and Traffic	$10,933	$0.55
Signalization Improvement	$8,254	$0.41
Public Safety	**$13,480**	**$0.67**
Fire	$8,859	$0.44
Criminal Justice Public Facilities	$4,621	$0.23
Schools	**$10,800**	**$0.54**
Other Area/Regional Fees	**$578**	**$0.03**
Regional Park Fee	$370	$0.02
Regional Trail Fee	$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 Transportatic	$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	**$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	**$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 Mutltiservice 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	**$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	**$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	**$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	**$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	**$11,245**	**$1.12**
Traffic Signal	$11,245	$1.12
Public Safety	**$13,761**	**$1.38**
Fire	$9,402	$0.94
Criminal Justice Public Facilities	$4,360	$0.44
Schools	**$5,390**	**$0.54**
Total	**$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 Menifee 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
Planning Directors 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. The 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.

<u>Option #1 - WRCOG calculates fees</u>: 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 feel 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 7.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

☐ Multi-Family Residential

☐ Industrial

☐ Retail

☐ Service

☐ Class A & Class B Office

TUMF CALCULATION HANDBOOK CATEGORIES

☐ Transit Oriented Development

☐ Active Senior Living

☐ Fuel Filling Station

☐ Congregate Care/Nursing Home

☐ Mini-Warehouse/Rental Storage

☐ Golf Course

☐ Wholesale Nursery

☐ Retail Nursery

☐ High-Cube Warehouse/Distribution Center

☐ Winery

☐ Electric Vehicle Supply Equipment Charging Station

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: __________

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 7.D

Proposed New TUMF Calculation Policy

Attachment 2

Draft TUMF Worksheet for Exemptions

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TUMF Calculation Worksheet
EXEMPTIONS

Project Title: ________________________________

Project Address: ________________________________

Permit Number: ________________________________

Agency: ________________________________

Date: ________________________________

EXEMPTION TYPE	DOCUMENTATION REQUIRED
☐ Low-Income Residential Housing	☐ *Rental Housing:* Restriction to lower-income households for period of 55-years after issuance of Certificate of Occupancy ☐ *For-Sale Units:* 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 (*must be on WRCOG-approved list)*	☐ 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 7.D

Proposed New TUMF Calculation Policy

Attachment 3

TUMF Calculation and Collection Memo

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BEST BEST & KRIEGER LLP
ATTORNEYS AT LAW

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:

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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]

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[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.[5][6]

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. **<u>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.</u>**

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

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[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.

Item 7.E

Western Riverside Council of Governments
Planning Directors 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.

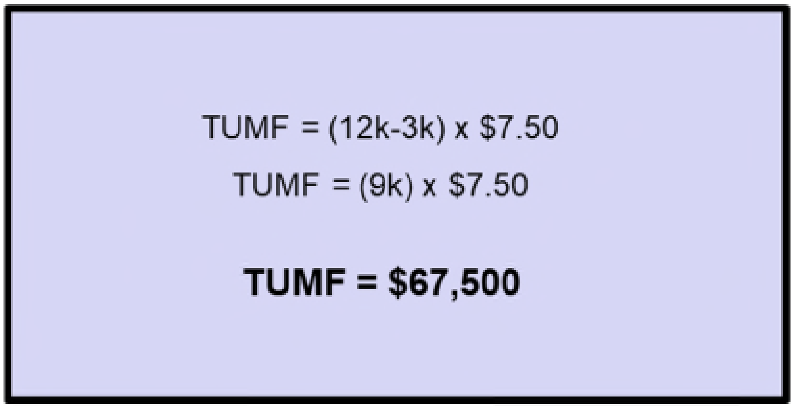
Since approval of the policy on August 7, 2017, project applicants are not required to pay TUMF fees on the first 3,000 sq. ft. of retail and service space. Therefore, no TUMF is paid if a retail or service project is less than 3,000 sq. ft. and the fee is reduced if a retail or service project is more 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.

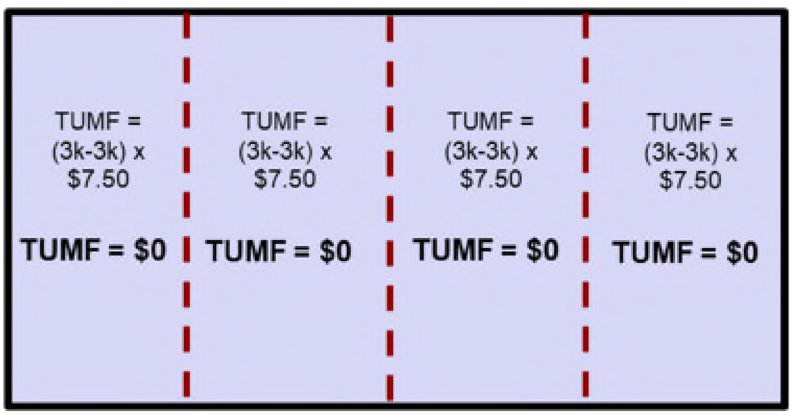
For multi-use projects or projects with multiple tenants, the 3,000 sq. ft. reduction would apply to each individual use or each individual tenant. Since each tenant is independent of one another, they are viewed as separate uses. As such, a single 12,000 sq. ft. building divided into four tenant spaces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

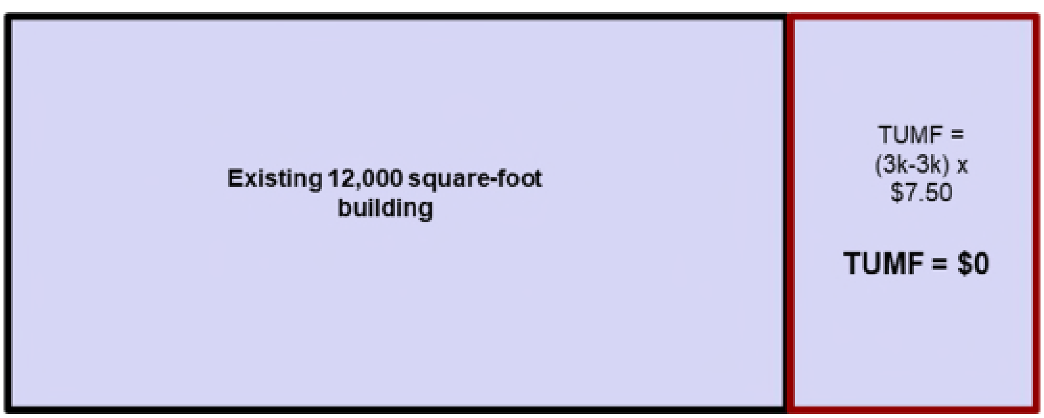
Scenario #1: A 12,000 sq. ft. retail building that will be occupied by one tenant would only pay TUMF on 9,000 sq. ft.



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



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



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.