

**City of Watsonville Annual and Five-Year Report  
Development Impact Fees Report  
For Fiscal Year Ending June 30, 2024**



**Watsonville**  
**FINANCE**





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**City of Watsonville**  
**Annual Mitigation Fee Act (AB 1600) Report on Development Impact Fees**  
**Five Year Report for Fiscal Years 2019/20 through 2023/24**

**Introduction**

**LEGAL REQUIREMENTS FOR DEVELOPMENT IMPACT FEE REPORTING**

California Government Code Section 66006 (b)

California Government Code Section 66006 (b) defines the specific reporting requirements for local agencies that impose AB 1600 Development Impact Fees (DIF) on new development. Annually, for each separate fund established for the collection and expenditure of DIFs, the local agency shall, within 180 days of the close of the fiscal year, make available to the public the information shown below for the most recent fiscal year.

- A) A brief description of the type of fee in the account or fund.
- B) The amount of the fee.
- C) The beginning and ending balance of the account or fund.
- D) The amount of the fees collected, and interest earned.
- E) An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.
- F)(i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.
- F)(ii) An identification of each public improvement identified in a previous report pursuant to clause (i) and whether construction began on the approximate date noted in the previous report.
- F)(iii) For a project identified pursuant to clause (ii) for which construction did not commence by the approximate date provided in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction
- G) A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.
- H) The amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.

California Government Code Section 66001 (d)(1)

For all funds established for the collection and expenditure of DIFs, California Government Code

Section 66001 (d)(1) has additional requirements. For the fifth fiscal year following the first deposit into the fund and every five years thereafter, the local agency shall make all the following findings with respect to that portion of the fund remaining unexpended, whether committed or uncommitted:

- A) Identify the purpose to which the fee is to be put.
- B) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- C) Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).
- D) Designate the approximate dates on which the funding referred to in subparagraph (c) is expected to be deposited into the appropriate account or fund.

California Government Code Section 66013(d)

California Government Code Section 66006(b)(1) defines the specific reporting requirements for local agencies that impose Capacity Fees on new development. Annually, for each separate fund established for the collection and expenditure of Capacity Fees, the local agency shall, within 180 days of the close of the fiscal year, make available to the public the information shown below for the most recent fiscal year.

- (1) A description of the charges deposited in the fund.
- (2) The beginning and ending balance of the fund and the interest earned from investment of moneys in the fund.
- (3) The amount of charges collected in that fiscal year.
- (4) An identification of all of the following:
  - (A) Each public improvement on which charges were expended and the amount of the expenditure for each improvement, including the percentage of the total cost of the public improvement that was funded with those charges if more than one source of funding was used.
  - (B) Each public improvement on which charges were expended that was completed during that fiscal year.
  - (C) Each public improvement that is anticipated to be undertaken in the following fiscal year.

(5) A description of each interfund transfer or loan made from the capital facilities fund. The information provided, in the case of an interfund transfer, shall identify the public improvements on which the transferred moneys are, or will be, expended. The information, in the case of an interfund loan, shall include the date on which the loan will be repaid, and the rate of interest that the fund will receive on the loan.

## **Description of Impact Fee Programs**

### **221-Affordable Housing Fees**

Residential projects with fewer than 7 units and commercial/industrial developments exceeding 1,000 square feet of gross floor area are subject to an in-lieu fee. However, the developer of a residential project may elect to provide an affordable unit rather than paying the in-lieu fee.

The in-lieu fees collected pursuant to the Affordable Housing Ordinance are used to fund activities designed to support affordable housing. The amount of funds deposited into the Affordable Housing Fund is heavily dependent on a strong economy and local development activity. These funds can be used to help a wider range of income groups than federal and state programs generally finance. According to the City's Affordable Housing Ordinance, moderate and above moderate-income households can receive program benefits. These funds can be used to increase the supply of affordable housing, improve the housing supply, and reduce the cost of housing. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on affordable housing measured by the number of units or square footage depending on the type of development.

### **274-Public Art Fee**

A onetime fee to imposes a new public art requirement for private development projects and provides developers with the option of commissioning public art on the development site or making an in-lieu contribution to the City's public art account "Watsonville Cultural Fund." Deposits to the Watsonville Cultural Fund account may be used for the commission, acquisition and placement of public art throughout the City, and will be managed by the City's Parks and Community Services staff with guidance from the Public Art Advisory Committee. Artwork" includes but is not limited to paintings, drawings, murals in any media, stained glass, statues, bas-relief or other sculptures, and any creation under "new genres" as defined herein; environmental artworks or public spaces; monuments, fountains, arches or other structures intended for ornament or commemoration; integrated and functional architectural, video and other media-based elements designed by a qualified artist. For projects that involve no structures, artwork may include a combination of landscape design, natural and manufactured materials including but not limited to rocks, fountains, reflecting pools, sculptures, screens, benches, and other types of street furniture, provided they have been designed by a qualified artist. Artwork may be of a permanent or temporary nature. The term "Artwork" also includes "Public Art" which is a process that results in the incorporation of original works of art by artists in publicly accessible spaces and which serves a socio-environmental function identifiable with people; is accessible to the mind and the eye; is integral to the site and responds to the concept of place making; is integrated with the work of other design professionals; is of high quality; serves the City by enhancing the quality of life for citizens and contributes to the City's prestige; and is unique to its moment in time and place. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on availability of public art measured by the building permit valuation of development.

### ***276-Park Land Impact Fee***

Since some residential development may not involve a subdivision of land, and the Quimby Act applies only to subdivisions (including parcel maps), it is useful to establish a park land impact fee that applies to residential development projects not involving a subdivision. Local governments in California provide a critical role in the effort to set aside parkland and open space for recreational purposes. Cities and counties are authorized to require developers to set aside land, donate conservation easements, or pay fees for park improvements. The fees must be paid or land conveyed directly to the local public agencies that provide park and recreation services communitywide. The fee is based on the cost of land in the community and a standard number of park acres per thousand residents. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on parklands measured by the square footage of the development.

### ***277-Park Improvement Impact Fee***

Because the park land in-lieu and impact fees cover only the cost of acquiring parkland, a park improvement impact fee is proposed to cover the cost of park improvements. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on parkland improvements measured by the square footage of the development.

### ***278-Community Center and Recreation Facilities Impact Fee***

These impact fees are imposed to ensure that community centers and recreation facilities are able to serve future development in the City. The increase of development within the City leads to an increase in the use of community centers and recreation facilities. The purpose of the fee is to develop community and recreation infrastructure and programs to accommodate the increased use. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on community and recreational infrastructure and programs measured by the square footage of the development.

### ***281-Park Development***

Local governments in California provide a critical role in the effort to set aside parkland and open space for recreational purposes. Cities and counties have been authorized since the passage of the 1975 Quimby Act to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The goal of the Quimby Act is to require developers to help mitigate the impacts of residential property improvements. The Act gives authority for passage of land dedication ordinances only to cities and counties. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services communitywide. The fee is based on the cost of land in the community and a standard number of park acres per thousand residents. There is a reasonable relationship between the fee and the purpose because the fee is calculated

in proportion to the development's impact on parklands measured by the square footage of the development.

### **311- Carbon Impact Fee**

The carbon impact fee is assessed on all applicable building projects to fund greenhouse gas-reducing projects outlined in the Climate Action Plan. The carbon fund can only be used for projects that reduce greenhouse gas emissions, and the use of funds requires City Council approval. This fee is only charged to those additions and new construction that do not install carbon-reducing technology such as solar panels to offset the energy use created by the addition and/or new development. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on carbon emissions measured by the total building permit fees of the development.

### **348-Fire Impact Fee**

The Fire Impact fee is a one-time charge established in February 2007 to be paid to the City by developers and builders applied to offset the additional public service costs of new development. Fee is for the cost of constructing, acquiring, purchasing, and providing capital fire facilities and equipment, and for no other purpose. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on fire service and infrastructure measured by the number of units or square footage depending on the type of development.

### **338- Green Valley Road/Freedom Boulevard Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Area affected is the Airport Industrial Park and Freedom Industrial Park.

### **339- Industrial Park Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Area affected is the Airport Industrial Park and Freedom Industrial Park. Improvements include traffic lights at (1) Airport Blvd, (2) Nielson Street, (3) Hangar Way or widening of Airport Boulevard and Larkin Valley Road. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Airport industrial Park and Freedom Industrial Park traffic, measured by the lineal footage of the development.

### **340- Citywide Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements to be done citywide. There is a reasonable relationship between the fee and the purpose because

the fee is calculated in proportion to the development's impact on the City's right of ways, measured by the number of trips.

**341- Pennsylvania Drive Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Areas affected include Main St, Clifford St and Green Valley Rd. Improvements include Traffic signals at (1) Pennsylvania Drive & Clifford, (2) Pennsylvania & Winding Way, (3) Pennsylvania & Hammer, and street widening of Green Valley and Freedom. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Pennsylvania Drive traffic, measured by the lineal footage of the development.

**342- Crestview Area Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Proposed improvements include traffic signals at the intersection of Freedom Boulevard and Pennsylvania & Clifford, and street widening of Green Valley Road and Freedom Blvd. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on the Crestview area traffic, measured by the lineal footage of the development.

**343-Green Valley Corridor Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements include traffic signals at intersections: (1) Green Valley Road and Quiet Meadow Drive, (2) Green Valley Road & Main Street, (3) Green Valley Road & Harkins Slough Road, (4) Green Valley Road & Freedom Blvd. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Green Valley Road traffic, measured by the lineal footage of the development.

**344- East Highway 1 Area Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Proposed work includes operational and safety improvements at the Highway 1/ Harkins Slough interchange. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on the East Highway 1 Area traffic, measured by the lineal footage of the development.

**345-Struve Slough Bridge Area Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements include

constructing a bridge at the Harkins Slough Road crossing of Struve Slough. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Struve Slough Bridge area traffic, measured by the lineal footage of the development.

**346- Watsonville Slough Area Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements include constructing a bridge at the Harkins Slough Road crossing of Watsonville Slough. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Watsonville Slough area traffic, measured by the lineal footage of the development.

**347- Errington Clifford Extension Corridor Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements proposed at Main Street & Clifford Drive, West Beach Street & Errington Road, Errington Road and Harkins Slough Road, and Pennsylvania Drive and Clifford Avenue. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Errington Clifford Extension Corridor traffic, measured by the lineal footage of the development.

**Fund 349. Public Facilities (Ordinance No. 859-91 (CM), No. 882-92 (CM)).**

Fee assessed at the time of permit issuance on all parcels for residential, commercial and industrial construction. Fees are assessed citywide. Fees shall be used for providing capital public facilities and equipment. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on public facilities, measured by the square footage of the development.

**Fund 350. Storm Drainage Facilities Fee (WMC 3-6.8).**

One time charge to construction of residential, commercial or industrial unit or structure. Fees are assessed citywide and paid at the time of building permit issuance. Fees used to develop storm drainage facilities throughout the city. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on storm drain infrastructure, measured by the acreage of the development.

**351- Zone 7 Storm Drain**

One time charge to construction of residential, commercial or industrial unit or structure. Fees are assessed citywide and paid at the time of building permit issuance. Fees used to develop storm drainage facilities within Zone 7. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the

development's impact on storm drain infrastructure within Zone 7, measured by the acreage of the development.

**352- Errington Road South Benefit Area Traffic Impact Fee.**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements include construction of a road and bridge on Errington Road (identified pre- annexation). There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on the Errington Road bridge, measured by the lineal footage of the development.

**353- Impervious Area**

Fee assessed at the time of permit issuance on improvements that result in a net increase in impervious surface area. Fees are assessed citywide, and the fee amount is adjusted annually in accordance with the CPI. Fees shall be used to fund flood protection projects necessitated by increased storm water flows resulting from the creation of additional impervious area within the Pajaro River watershed. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on impervious surface area, measured by the square footage of the development.

**355 – Westside Industrial Area**

The impact fee will mitigate the impacts of developments within the Westside Industrial Area by installing signals and intersection improvements as recommended in the Barton-Aschman Traffic Analysis; constructing the Ramps and Bridge as recommended in the Barton-Aschman Traffic Analysis. The commencement of major construction within the Westside Industrial Area requires the imposition of such fees prior to issuance of a building permit or permits to developers in order to establish funding at the earliest possible time and to appraise developers of the fee imposition upon respective properties prior to issuance of building permits. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on traffic and transportation infrastructure, measured by units of the development.

**356 - Area Outside Westside Industrial Area.**

Section 7-4.04 of the Watsonville Municipal Code requires the installation of street improvements where a project requiring building permits fronts an unimproved street. Further, Section 7-4.07 provides, in certain circumstances, for the payment of a fee in lieu of actual construction, to be called the "Street Improvement In Lieu Fee." Fees collected shall be utilized solely in the benefit area in which they are located and solely for the design and construction of street improvements. The Area Outside the Westside Industrial Area is hereby designated and defined as those parcels not located within the Westside Industrial Area. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on City right of way paving, measured by the lineal foot of each unimproved street frontage as

established by resolution of the City Council or a percentage established by resolution of City Council of the actual cost of on-site project improvements whichever is less. Two rates shall be established; one rate shall be established for industrially zoned parcels and another rate shall be established for all other parcels. That such on-site improvements shall include building and private site improvements such as grading, parking and landscaping. On-site improvements shall not include development related fees including, but not limited to building fees and development impact fees or design related costs for on-site improvements.

### **357- Underground Utility In-Lieu Fee**

Watsonville Municipal Code requires the underground installation of existing overhead utilities whenever there is new construction which requires design review, use permit, minor land division, subdivision, or a building permit. A fee shall be paid in lieu of actual underground installation when an exemption is granted. The fee is a one-time charge that is assessed at the time of permit issuance. The fees can be spent on utility undergrounding projects throughout the City. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on underground installation of existing overhead utilities, measured by the lineal footage of the development.

### **358- Manabe Ow Traffic Impact Fee**

One-time charge to new development to fund planning, design, development, and construction of transportation improvements which are necessary to mitigate the impacts of future development on the City's circulation network. Improvements include providing the following: West Beach St/Walker St traffic signal; Main St/Riverside Dr improvements; Northbound Highway 1 Ramps/Riverside Dr (State Route 129) Traffic Signal; Southbound Highway 1/Riverside Dr (State Route 129) Traffic Signal; Main St (State Route 152)/Ohlone Pkwy improvements; Green Valley Rd/Main St realignment; Highway 1/Harkins Slough Rd Traffic Signal; Ohlone Pkwy/Lighthouse Dr roundabout; Ohlone Pkwy/Loma Vista Dr roundabout. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on Manabe Ow area traffic, measured by the lineal footage of the development.

### **359- Vehicle Miles Travel (VMT) In-Lieu Fee**

One-time charge to new developments if they choose to pay a VMT in-lieu fee. The California Environmental Quality Act (CEQA) requires that some new development projects measure their impact on the existing transportation system by identifying the increase in VMT and provide ways to mitigate these increases. The number of VMT that is to be mitigated is determined during the planning permit process. One way to mitigate the VMT increase is to construct facilities that decrease driving and support active transportation, such as cycling and walking. The VMT in-lieu fee funds the construction of such facilities. The city has identified specific projects that will construct these facilities and are outlined in Table 1. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on pedestrian and cyclist infrastructure measured by 1,524.21 per vehicle mile travelled.

**Table 1: VMT Banking Projects List**

Trail ID	Type	Name of Project	Description	Length/Number of Improvements	Cost Estimate
8.2	Bike/Ped	Lower Watsonville Slough Loop	Provide a new slough trail at the following segments to create a new loop: - Main Street to Ford Street - San Luis Avenue to the existing Watsonville slough loop	0.11 mi	\$9,475,000
8.5	Bike/Ped	La Brisas Connector Trail	Provide connection along San Luis Avenue & Santa Victoria Avenue to the existing trail	0.13 mi	\$4,000
8.7	Bike/Ped	Manabe-Ow Connector Trail	Provide bridge from Manabe-Ow to existing trail	0.10 mi	\$16,400,000
9.1	Bike/Ped	Upper Struve Slough Trail	Slough trail connecting Pennsylvania Drive to South Green Valley Road	0.47 mi	\$2,410,000
9.3	Bike/Ped	Rolling Hills Connector Trail	Trail loop along Eileen Street, SR 152, South Green Valley Road, and Melwood Court	0.33 mi	\$720,000
9.4	Bike/Ped	Upper Watsonville Slough	Slough trail from Main Street to Freedom Boulevard	1.05 mi	\$15,790,000
<b>Total</b>					<b>\$44,799,000</b>

Developers may choose to pay a VMT In-Lieu fee to reduce their project's impact below the applicable threshold (mitigate the impact). Essentially, the developer can choose to achieve VMT reductions and avoid a finding of significant unmitigated VMT impacts by paying the fee.

**710-Sewer Connection Fee**

Fees to obtain permission to connect to the city owned sewer system, to have flow capacity rights, and to use the trunk sewer, sewage treatment facilities and appurtenances, provided that the City's prevailing service charges have been paid. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on sewage infrastructure, measured by the number of units of the development.

**720-Water Connection Fees**

The fees and charges, if any, which relate to acquiring, constructing, equipping or expanding the capacity of the City water system for the purpose of paying or reimbursing the equitable share of the capital cost relating to such acquisition, construction, expansion or equipping of excess and unused capacity of the City water system or expansion thereof in order to serve new users of the water facilities, to the extent the same are lawfully levied, collected and pledged. There is a reasonable relationship between the fee and the purpose because the fee is calculated in proportion to the development's impact on water infrastructure, measured by the number of connections required by the development.

## FEE SCHEDULE

<b>A. CITY-WIDE TRAFFIC IMPACT FEE</b>			
Single Family detached	14 trips per unit	\$228.00	per trip
Multi-Family (apartments, townhouses, co-c	10 trips per unit	\$228.00	per trip
Non-Residential (remodel/addition)	trips based on use	\$117.00	per trip
Non-Residential (other)	trips based on use	\$173.00	per trip
<b>B. SANITARY SEWER CONNECTION FEE</b>			
Residential and all others		\$2,303.25	per unit
Commercial & Industrial: Sum of following, but not less than		\$2,303.25	minimum
Based on peak month discharge of flow		\$6.41	per gpd
BOD (Biochemical oxygen demand)		\$407.29	lb/day BOD
SS (suspended solids)		\$514.38	lb/day SS
<b>C. WATER SERVICE</b>			
Connection Fee (residential)		\$2,976.34	per connection
<b>D. STORM DRAINAGE FEE</b>			
Additions to Existing (per acre of new impermeable area)		\$15,360.65	per acre
New Development Projects:			
Low residential (4.5 units/acre)		\$6,183.09	per acre
Med. Residential (4.5-7.5 units /acre)		\$7,686.06	per acre
High residential (7.5 units/acre)		\$9,213.92	per acre
Commercial & Industrial		\$12,293.47	per acre
<b>E. ZONE 7 DRAINAGE FEE</b>			
Area "C" (NE of City, S of Corralitos & Salsipuedes Creeks)		\$32,253.02	per acre
<b>F. IMPERVIOUS AREA IMPACT FEE</b>			
per square foot of new impervious area		\$0.50	per sq. ft.

**G. PUBLIC FACILITIES IMPACT FEE**

New detached structures or additions over 1,000 sq. ft.  
Calculated on total square footage. \$0.40 per sq. ft.

**H. FIRE IMPACT FEE**

Residential new construction \$1,136.00 per unit  
Residential addition \$0.50 per sq. ft.  
Commercial & Industrial \$0.50 per sq. ft.

**I. AFFORDABLE HOUSING ORDINANCE - IN LIEU FEES**

Residential  
    Single-Family detached \$15,491.00 per unit  
    Accessory dwelling unit (14-46.050 exceptions) \$0.00  
    Multi-Family (townhouses, co-op, condos all for sale) \$7,746.00 per unit  
Commercial  
    0-1,000 sq. ft. \$0.00 per sq. ft.  
    1,001 sq. ft. or more \$3.85 per sq. ft.

**J. STREET IMPROVEMENT IN-LIEU FEES**

**Westside Industrial Area and everything outside of the Westside Industrial Area**  
Industrially Zoned Parcels \$128.00 per lineal ft  
fee per lineal foot of street frontage or 5% of actual on-site project improvements whichever is less  
Other Parcels \$213.00 per lineal ft  
fee per lineal foot of street frontage or 10% of actual on-site project improvements whichever is less

**K. CARBON FUND IMPACT FEE**

Carbon fund fee is based on a percentage of the total building permit fees paid including engineering pan check and review fees. Building permit fees do not include planning permit fees, inspection fees, utility fees or impact fees.  
New residential and nonresidential construction 50% of total building permit fee  
Multi family residential & nonresidential additions and alterations 30% of total building permit fee  
Single family residential additions of 500 SF or greater 30% of total building permit fee

**L. UNDERGROUND UTILITY IN-LIEU FEE**

\$83.00 per lineal ft  
fee per lineal foot of frontage or 1.25% of actual project improvement whichever is less

**M. PARK LAND & DEVELOPMENT IMPACT FEE (PER UNIT)**

<600 SF	\$1,397.00 per unit
600-900 SF	\$2,438.00 per unit
>900-1200 SF	\$3,465.00 per unit
>1200-2100 SF	\$4,377.00 per unit
>2100 SF	\$4,845.00 per unit

**N. PARK IMPROVEMENT IMPACT FEES (PER UNIT)**

<600 SF	\$1,696.00 per unit
600-900 SF	\$2,961.00 per unit
>900-1200 SF	\$4,208.00 per unit
>1200-2100 SF	\$5,316.00 per unit
>2100 SF	\$5,884.00 per unit

**O. COMMUNITY CENTERS AND RECREATION FACILITIES IMPACT FEES (PER UNIT)**

<600 SF	\$234.00 per unit
600-900 SF	\$408.00 per unit
>900-1200 SF	\$579.00 per unit
>1200-2100 SF	\$732.00 per unit
>2100 SF	\$810.00 per unit

M through O:

1. Fees are calculated on the fair market value per acre valuation of the project
2. Total includes the park land impact fee rather than the park land in-lieu fee; only one of the two fees would be charged to a single project, depending on whether it involves a subdivision.

**P. WATSONVILLE PUBLIC ART PROGRAM ALLOCATION FEE**

New Residential Development, Commercial, Industrial, and Public Development Projects involving 2,000 SF or more of new floor area with a building construction valuation of \$500,000 or more shall be subject to pay .75% of building permit valuation and not more than \$75,000.

Exterior and interior modifications and additions that include all remodeling of existing buildings of five or more units and all remodeling of existing commercial, industrial and public buildings exceeding \$250,000 excluding rehabilitation required for seismic safety shall be subject to pay .75% of building permit valuation and not more than \$75,000.

Buildings designed and dedicated primarily to nonprofit performing arts spaces or museum uses shall not be required to meet the Watsonville Public Art Program Allocation requirement for as long as the performing arts or museum uses are maintained with these buildings.

Multiple building permits issued within a three-year period for a single project shall be considered in the aggregate in determining the Watsonville Public Art Program Allocation.

**Q. WATER SERVICES**

Meter Size	Connection Fee	Construction Charge*** (Inside City)	Construction Charge*** (Outside City)	Meter Drop-in
3/4"	2,976.34			\$690.00
1" combo				\$1,150.00
1"	7,441.33			\$805.00
1 1/2"	14,884.15			estimate
2"	23,815.62			estimate
3"	47,631.23			estimate
4"	74,030.56			estimate
6"	148,848.35			estimate
8"	341,068.92			estimate
10"	422,677.66			estimate

Master Meter \$2,088.14 additional connections to multi residential meters

Groundwater Impact fee \$529.66 per bedroom of each new connection

Fire Flow Test \$495.62 per test

\*\*\*Watsonville no longer constructs water services for builders or developers. New water service may be constructed under permit by prequalified Contractors

**R. PENNSYLVANIA DRIVE IMPACT FEE**

Fee imposed upon parcels of .0493 per square foot of gross land area basis composing such parcel, excluding street area.

**S. GREEN VALLEY CORRIDOR**

Fees specific to certain assessors parcel number

18-401-16	17,736
18-401-17	21,988
18-421-02	8,644
18-421-03	13,184
18-421-04	29,512
16-251-ALL	130,377

**T. CRESTVIEW IMPACT FEE**

Fee imposed upon parcels of \$0.05 per square foot of land area composing such parcel, excluding street area.

**U. INDUSTRIAL PARK AREA**

Fee imposed upon parcels of \$0.135 per square foot of land area composing such parcel.

**V. Vehicle Miles Travel (VMT) In-Lieu Fee**

Cost per VMT - \$1,524.2

Developers may choose to pay a VMT In-Lieu fee to reduce their project's impact below the applicable threshold (mitigate the impact). Essentially, the developer can choose to achieve VMT reductions and avoid a finding of significant unmitigated VMT impacts by paying the fee. The fee is not imposed on projects but is rather an option that is available to developers should they choose to use it

**W. Errington Road/Clifford Drive Corridor, East Highway 1 Area, Struve Slough Bridge Area, Watsonville Slough Area, Green Valley Road/Freedom Blvd**

Single Family detached	14 trips per unit	\$228.00	per trip
Multi-Family (apartments, townhouses, co-c	10 trips per unit	\$228.00	per trip
Non-Residential (remodel/addition)	trips based on use	\$117.00	per trip
Non-Residential (other)	trips based on use	\$173.00	per trip

**X. Manabe Ow Traffic Area Fee**

Single Family detached	14 trips per unit	\$228.00	per trip
Multi-Family (apartments, townhouses, co-c	10 trips per unit	\$228.00	per trip
Non-Residential (remodel/addition)	trips based on use	\$117.00	per trip
Non-Residential (other)	trips based on use	\$173.00	per trip

Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>0274</b>				
	PUBLICART FEE				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES					227,250
MISCELLANEOUS REVENU					
GRANTS					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST					7,417
<b>TOTAL REVENUE</b>					<b>234,667</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS					
CONTRACT SERVICES					10,440
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN					-
<b>TOTAL EXPENDITURES</b>					<b>10,440</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>					<b>224,227</b>
<b>BEGINNING FUND BALANCE</b>					<b>-</b>
<b>ENDING FUND BALANCE</b>					<b>224,227</b>
(1) Fund Balance for FY 2023/24 is unaudited					







Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>281</b>				
	PARKS DEVELOPMENT				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	30,689	6,519	68,253	12,465	257,229
MISCELLANEOUS REVENUE	4,000	52,973			
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	26,351	960	4,994	49,036	19,467
<b>TOTAL REVENUE</b>	<b>61,041</b>	<b>60,451</b>	<b>73,247</b>	<b>61,501</b>	<b>276,696</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	81,952	69,620	38,307	1,010,696	83,528
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES		(90,675)			
SALARIES & BENEFITS					
TRANSFERS IN/ OUT	-	-			
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>81,952</b>	<b>(21,055)</b>	<b>38,307</b>	<b>1,010,696</b>	<b>83,528</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(20,911)</b>	<b>81,506</b>	<b>34,940</b>	<b>(949,194)</b>	<b>193,168</b>
<b>BEGINNING FUND BALANCE</b>	<b>1,346,849</b>	<b>1,325,937</b>	<b>1,407,443</b>	<b>1,442,383</b>	<b>493,189</b>
<b>ENDING FUND BALANCE</b>	<b>1,325,937</b>	<b>1,407,443</b>	<b>1,442,383</b>	<b>493,189</b>	<b>686,357</b>
(1) Fund Balance for FY 2023/24 is unaudited					



Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>338</b>				
	IMPACT: GREEN VALLEY/FREEDOM				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 22/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES					
MISCELLANEOUS REVENU					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	1,872	69	350		4,530
<b>TOTAL REVENUE</b>	<b>1,872</b>	<b>69</b>	<b>350</b>	<b>-</b>	<b>4,530</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS					
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-		-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>1,872</b>	<b>69</b>	<b>350</b>	<b>-</b>	<b>4,530</b>
<b>BEGINNING FUND BALANCE</b>	<b>96,755</b>	<b>98,627</b>	<b>98,696</b>	<b>99,046</b>	<b>99,046</b>
<b>ENDING FUND BALANCE</b>	<b>98,627</b>	<b>98,696</b>	<b>99,046</b>	<b>99,046</b>	<b>103,576</b>
(1) Fund Balance for FY 2023/24 is unaudited					



Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>340</b>				
	IMPACT: CITY-WIDE TRAFFIC				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	182,640	392,078	342,908	17,891	488,292
MISCELLANEOUS REVENUE	-	-			
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	21,055	913	4,977	-	96,679
<b>TOTAL REVENUE</b>	<b>203,695</b>	<b>392,992</b>	<b>347,885</b>	<b>17,891</b>	<b>584,971</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	-	270,065	7,516	17,091	1,400
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>270,065</b>	<b>7,516</b>	<b>17,091</b>	<b>1,400</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>203,695</b>	<b>122,927</b>	<b>340,369</b>	<b>800</b>	<b>583,571</b>
<b>BEGINNING FUND BALANCE</b>	<b>1,067,740</b>	<b>1,271,435</b>	<b>1,394,361</b>	<b>1,734,730</b>	<b>1,735,530</b>
<b>ENDING FUND BALANCE</b>	<b>1,271,435</b>	<b>1,394,361</b>	<b>1,734,730</b>	<b>1,735,530</b>	<b>2,319,102</b>
(1) Fund Balance for FY 2023/24 is unaudited					







Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>344</b>				
	IMPACT: EAST HIGHWAY 1 AREA				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE	-	-			
IMPACT FEES	-	-	76,040	23,399	19,098
MISCELLANEOUS REVENUE					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	56,108	2,050	9,842	57,393	11,096
<b>TOTAL REVENUE</b>	<b>56,108</b>	<b>2,050</b>	<b>85,881</b>	<b>80,792</b>	<b>30,194</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	94,167	46,964	1,044,822	1,557,242	26,863
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES	-	(150,982)			
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>94,167</b>	<b>(104,018)</b>	<b>1,044,822</b>	<b>1,557,242</b>	<b>26,863</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(38,059)</b>	<b>106,068</b>	<b>(958,940)</b>	<b>(1,476,450)</b>	<b>3,331</b>
<b>BEGINNING FUND BALANCE</b>	<b>2,918,229</b>	<b>2,880,170</b>	<b>2,986,238</b>	<b>2,027,297</b>	<b>550,847</b>
<b>ENDING FUND BALANCE</b>	<b>2,880,170</b>	<b>2,986,238</b>	<b>2,027,297</b>	<b>550,847</b>	<b>554,179</b>
(1) Fund Balance for FY 2023/24 is unaudited					





Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>348</b>				
	IMPACT: FIRE CAPITAL IMPROVEM				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	11,092	9,884	91,265	4,824	26,352
MISCELLANEOUS REVENU					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	-	-	-	1,698	2,295
<b>TOTAL REVENUE</b>	<b>11,092</b>	<b>9,884</b>	<b>91,265</b>	<b>6,523</b>	<b>28,647</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS					
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES	-	-			
SALARIES & BENEFITS					
TRANSFERS IN/ OUT	-	-			
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>11,092</b>	<b>9,884</b>	<b>91,265</b>	<b>6,523</b>	<b>28,647</b>
<b>BEGINNING FUND BALANCE</b>	<b>(73,781)</b>	<b>(62,689)</b>	<b>(52,805)</b>	<b>38,460</b>	<b>44,983</b>
<b>ENDING FUND BALANCE</b>	<b>(62,689)</b>	<b>(52,805)</b>	<b>38,460</b>	<b>44,983</b>	<b>73,630</b>
(1) Fund Balance for FY 2023/24 is unaudited					

Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>349</b>				
	IMPACT: PUBLIC FACILITIES				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	1,936	6,378	80,787	1,196	98,423
MISCELLANEOUS REVENUE	-	-			
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	3,195	59	280	6,383	9,228
<b>TOTAL REVENUE</b>	<b>5,131</b>	<b>6,437</b>	<b>81,068</b>	<b>7,579</b>	<b>107,651</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	114,795	715	10,904	-	
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>114,795</b>	<b>715</b>	<b>10,904</b>	<b>-</b>	<b>-</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(109,664)</b>	<b>5,723</b>	<b>70,164</b>	<b>7,579</b>	<b>107,651</b>
<b>BEGINNING FUND BALANCE</b>	<b>187,569</b>	<b>77,906</b>	<b>83,628</b>	<b>153,792</b>	<b>161,371</b>
<b>ENDING FUND BALANCE</b>	<b>77,906</b>	<b>83,628</b>	<b>153,792</b>	<b>161,371</b>	<b>269,022</b>
(1) Fund Balance for FY 2023/24 is unaudited					

Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>350</b>				
	IMPACT: STORM DRAIN IMPROVEME				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	14,445	26,163	41,489	2,038	4,166
MISCELLANEOUS REVENU					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	27,237	1,021	5,217	62,725	56,314
<b>TOTAL REVENUE</b>	<b>41,682</b>	<b>27,184</b>	<b>46,706</b>	<b>64,763</b>	<b>60,480</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	-	-			
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS	-	-			
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>41,682</b>	<b>27,184</b>	<b>46,706</b>	<b>64,763</b>	<b>60,480</b>
<b>BEGINNING FUND BALANCE</b>	<b>1,400,966</b>	<b>1,442,648</b>	<b>1,469,832</b>	<b>1,516,538</b>	<b>1,581,301</b>
<b>ENDING FUND BALANCE</b>	<b>1,442,648</b>	<b>1,469,832</b>	<b>1,516,538</b>	<b>1,581,301</b>	<b>1,641,781</b>
(1) Fund Balance for FY 2023/24 is unaudited					



Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>353</b>				
	IMPACT: IMPERVIOUS AREA				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	10,750	2,083	98,832	3,340	192,605
MISCELLANEOUS REVENU					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	26,527	986	5,001	62,536	63,548
<b>TOTAL REVENUE</b>	<b>37,277</b>	<b>3,068</b>	<b>103,833</b>	<b>65,875</b>	<b>256,153</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	-	-			
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>37,277</b>	<b>3,068</b>	<b>103,833</b>	<b>65,875</b>	<b>256,153</b>
<b>BEGINNING FUND BALANCE</b>	<b>1,367,016</b>	<b>1,404,293</b>	<b>1,407,361</b>	<b>1,511,193</b>	<b>1,577,069</b>
<b>ENDING FUND BALANCE</b>	<b>1,404,293</b>	<b>1,407,361</b>	<b>1,511,193</b>	<b>1,577,069</b>	<b>1,833,222</b>
(1) Fund Balance for FY 2023/24 is unaudited					

Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>355</b>				
	WESTSIDE INDUSTRIAL AREA				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES	-	-			
FED INTERGOV REVENUE	-	-			
IMPACT FEES					
MISCELLANEOUS REVENUE					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	1,757	65	328	3,842	3,439
<b>TOTAL REVENUE</b>	<b>1,757</b>	<b>65</b>	<b>328</b>	<b>3,842</b>	<b>3,439</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS					
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>1,757</b>	<b>65</b>	<b>328</b>	<b>3,842</b>	<b>3,439</b>
<b>BEGINNING FUND BALANCE</b>	<b>90,810</b>	<b>92,567</b>	<b>92,631</b>	<b>92,960</b>	<b>96,802</b>
<b>ENDING FUND BALANCE</b>	<b>92,567</b>	<b>92,631</b>	<b>92,960</b>	<b>96,802</b>	<b>100,241</b>
(1) Fund Balance for FY 2023/24 is unaudited					







Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>359</b>				
	VMT BANKING PROGRAM				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					114,315
IMPACT FEES					
MISCELLANEOUS REVENUE					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST					4,753
<b>TOTAL REVENUE</b>	-	-	-	-	119,068
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS					
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AND					-
<b>TOTAL EXPENDITURES</b>	-	-	-	-	-
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>					119,068
<b>BEGINNING FUND BALANCE</b>					-
<b>ENDING FUND BALANCE</b>	-	-	-	-	119,068
(1) Fund Balance for FY 2023/24 is unaudited					



Statement of Revenue, Expenditures , and Changes in Fund Balance					
Five Years, Ending June 30, 2024					
	<b>0720</b>				
	WATER CONNECTION FEES				
	<u>FY 2019/20</u>	<u>FY 2020/21</u>	<u>FY 2021/22</u>	<u>FY 2022/23</u>	<u>FY 2023/24</u>
<b>REVENUES</b>					
CHARGES FOR SERVICES					
FED INTERGOV REVENUE					
IMPACT FEES	316,364	91,022	685,299	90,701	328,723
MISCELLANEOUS REVENU					
GRANTS					
OTHER CHARGES & FEES					
TRANSFERS IN/ OUT					
INTEREST	-	-	-	-	-
<b>TOTAL REVENUE</b>	<b>316,364</b>	<b>91,022</b>	<b>685,299</b>	<b>90,701</b>	<b>328,723</b>
<b>EXPENDITURES</b>					
CAPITAL IMPROVEMENTS	316,364	91,022	685,299		419,424
CONTRACT SERVICES					
MATERIALS & SUPPLIES					
OTHER CHARGES					
SALARIES & BENEFITS					
TRANSFERS IN/ OUT					
UTILITIES TRAVEL AN	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>316,364</b>	<b>91,022</b>	<b>685,299</b>	<b>-</b>	<b>419,424</b>
<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>90,701</b>	<b>(90,701)</b>
<b>BEGINNING FUND BALANCE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>90,701</b>
<b>ENDING FUND BALANCE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>90,701</b>	<b>-</b>
(1) Fund Balance for FY 2023/24 is unaudited					

IMPACT FEE	IMPROVEMENT NAME	COMMENCE DATE	TOTAL PROJECT		2023/24 IMPACT FEE
			FY 2023/24	COST	EXPENDITURES AS OF % OF TOTAL PROJECT COST
221- AFFORDABLE HOUSING	Jurisdictional Contribution To Coc (Continuum Of Care) For The Homeless Services	FY 18/19	246,580	328,000	75%
	Landlord Incentive Program		53,618	80,000	67%
274 -PUBLIC ART FEE	Public Arts Master Plan	FY 23/24	10,440	85,000	12%
281-PARKS DEVELOPMENT	Ramsay Park Renovation & City Plaza Restroom Improvement	Ongoing	83,528	2,367,815	4%
290-GREEN BUILDING FEE	Community Development Training	Ongoing	5,000	5,000	100%
311-CARBON FUND	Electric Charge Point - subscription for dual ct4000 includes hardware /software	Ongoing	7,090	7,090	100%
340-IMPACT: CITY-WIDE TRAFFIC	Main Street / Riverside Dr Traffic Signal Modifications	Ongoing	1,400	98,600	1%
344-IMPACT: EAST HIGHWAY 1 AREA	HWY 1/Harkins Slough Rd/Pedestrain Plan, Construct Improvements and Bike/Ped	Ongoing	26,863	3,376,635	1%
357-UNDERGROUND UTILITY	Underground Utilities Lake Avenue	Ongoing	1,242	674,000	0.2%
710-SEWER CONNECTION FEES	Sanitary Sewer Main Replacement Project	Ongoing	272,055	272,055	100.0%
720-WATER CONNECTION FEES	Main Water Replacement Project	Ongoing	419,424	419,424	100.0%
			<u>435,759</u>		

All projects began on time and there were delays.

No projects funded by sewer connection fees were completed this past Fiscal Year.

No projects funded by water connection fees were completed this past Fiscal Year.

### **Interfund Transfers or Loans**

66006(b)(1)(G) and 66013(d)(5)

Section 66006(b)(1)(G) of the Mitigation Fee Act requires a description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended; and, in the case of an interfund loan, the terms of the loan, including the repayment schedule for the loan, and the rate of interest that the account or fund will receive on the loan.

In the fiscal year ending June 30, 2024, there were no interfund transfers or loans made from any of the impact fees and connection fees.

### **Summary of Refunds**

66006(b)(1)(H)

Section 66006(b)(1)(H) of the Mitigation Fee Act requires a summary of any refunds made, and their respective amount, due to sufficient funds being collected to complete financing of schedule public improvements and the amount of reallocation of funds made due to administrative costs of refunding unexpended revenues exceeding the amount to be refunded.

In the fiscal year ending June 30, 2024, there were no refunds made from any of the impact fees and connection fees.

## **FIVE-YEAR REPORT AND FINDINGS**

California Government Code Section 66001(d)(1) requires the City to make findings every fifth year with respect to that portion of each impact fee account that remains unexpended, whether encumbered to a specific project or remaining unencumbered in an impact fee fund. As of June 30, 2020, the five-year revenue tests (included as part of Table 9, Table 11, Table 13, Table 15, and Table 17) indicate that each of the City's development impact fee funds has unexpended funds that have been held past the fifth year of first deposit. Therefore, the City is reporting the following findings relating to each of the fee programs.

- 66001(d)(1)(A): Identify the purpose to which the fee is to be put.
- 66001(d)(1)(B): Demonstrate a reasonable relationship between the fee and purpose for which it is charged.
- 66001(d)(1)(C): Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.
- 66001(d)(1)(D): Designate the approximate dates on which the funding is expected to be deposited into the appropriate account or fund.

**TABLE  
ESTIMATE FUTURE PROJECTS**

PROJECT DESCRIPTION	FUNDING SOURCE DESCRIPTION	Project Cost	ESTIMATED DATE OF FUNDS DEPOSIT	ESTIMATE DATE OF PROJECT COMMENCEMENT	Project Status
PERMANENT LOCAL HOUSING	221-AFFORDABLE HOUSING	\$ 328,000	FY 23/24	FY 23/24	Project
	PERMANENT LOCAL HOUSING ALLOCATION	\$ 1,546,047			
		\$ 1,874,047			
PUBLIC ART MASTER PLAN	0274 - PUBLIC ART FEE	\$ 85,000	FY 23/24	FY 24/25	Project
PUBLIC ART PROJECTS - BASED ON MASTER PLAN	0274 - PUBLIC ART FEE	\$ 140,000		FY 25/26	
RAMSAY PARK RENOVATIONS	276-PARK LAND IMPACT FEE	\$ 273,963	FY 22/23	FY 22/23	Project started on
	901 - CIP	\$ 1,140,000			
	905 - Grant	\$ 1,221,526			
		\$ 2,635,489			
RAMSAY PARK RENOVATIONS	281-PARKS DEVELOPMENT	\$ 686,357	FY 18/19	FY 22/23	Project started on
RAMSAY PARK RESTROOM RENOVATIONS	276-PARK LAND IMPACT FEE	\$ 350,000	FY 24/25	FY 25/26	begin 24/25
RAMSAY PARK RESTROOM & PARKING LOT RENOVATION	277- PARK IMPROVEMENT IMPACT	\$ 421,375	FY 24/25	FY 25/26	Design to begin 24/25
RAMSAY FAMILY CENTER RENOVATION	278 - COMM/ REC CENTER IMPACT	\$ 60,000	FY 22/23	FY 25/26	begin 24/25
IMPLEMENTATION OF BIKE SHARE PROGRAM	0311-CARBON FUND	\$ 929,105	FY 22/23	FY 24/25	Pending
PEDESTRIAN IMPROVEMENT DOWN TOWN	0311-CARBON FUND	\$ 100,000	FY 22/23	FY 25/26	Pending
ROAD RECONSTRUCTION	0338-IMPACT: GREEN VALLEY/FREEDOM	\$ 103,576	FY 23/24	FY 24/25	Pending
ROAD RECONSTRUCTION	340-IMPACT: CITY-WIDE TRAFFIC	\$ 2,209,585	FY 18/19	FY 24/25	Pending
MAIN STREET AT RIVERSIDE DR OPER	340-IMPACT: CITY-WIDE TRAFFIC	\$ 109,517	FY 18/19	FY 17/18	Project started on
ROAD RECONSTRUCTION	0341-IMPACT: PENNSYLVANIA DR. AREA	\$ 1,569	FY 23/24	FY 24/25	Pending
ROAD RECONSTRUCTION	0343 - IMPACT: GREEN VALLEY CORRIDOR	\$ 166,818	FY 18/19	FY 24/25	Pending
HWY 1/HARKINS SLOUGH RD/PEDESTRIAN	344-IMPACT: EAST HIGHWAY 1 AREA	\$ 554,179	FY 18/19	FY 25/26	Pending
	0260-905 : GRANT	\$ 161,186			Project
GENERAL UNDERGROUND UTILITIES WORK	0347- IMPACT: ERRINGTON/CLIFFORD	\$ 170,685	FY 18/19	FY 25/26	Pending
KME/ TDA 100' TILLER AERIAL QUINT	348- IMPACT: FIRE CAPITAL IMPROVEMENT	\$ 2,450,000	FY 22/23	FY 25/26	Pending
PLACER INTERNATIONAL TYPE 3 ENGINE VEHICLE	348- IMPACT: FIRE CAPITAL IMPROVEMENT	\$ 500,000	FY 22/23	FY 24/25	Pending
	348- IMPACT: FIRE CAPITAL IMPROVEMENT	\$ 80,000	FY 22/23	FY 24/25	Pending
GENERAL FACILITIES REPAIRS	0349-IMPACT: PUBLIC FACILITIES	\$ 269,022	FY 22/23	FY 25/26	Pending
STORM DRAIN REPLACEMENT & INFRASTRUCTURE IMPROVEMENT	350 - IMPACT: STORM DRAIN IMPROVEMENT	\$ 1,641,781	FY 22/23	FY 26/27	Pending

PROJECT DESCRIPTION	FUNDING SOURCE DESCRIPTION	Project Cost	ESTIMATED DATE OF FUNDS DEPOSIT	ESTIMATE DATE OF PROJECT COMMENCEMENT
STORM DRAIN REPLACEMENT & INFRASTRUCTURE IMPROVEMENT	351-IMPACT: ZONE 7 - STORM DRAINS	\$ 38,371	FY 22/23	FY 26/27
STORM DRAIN REPLACEMENT & INFRASTRUCTURE IMPROVEMENT	353- IMPACT: IMPERVIOUS AREA	\$ 1,833,222	FY 22/23	FY 26/27
ROAD RECONSTRUCTION	0355 - WESTSIDE INDUSTRIAL AREA	\$ 100,241	FY 23/24	FY 25/26
ROAD RECONSTRUCTION	0356 - AREA OUTSIDE WESTSIDE INDUSTRIAL	\$ 137,440	FY 23/24	FY 25/26
UNDERGROUND UTILITIES LAKE AVENUE	0357- UNDERGROUND UTILITY	\$ 48,945	FY 21/22	FY 24/25
GENERAL UNDERGROUND UTILITIES WORK	0357- UNDERGROUND UTILITY	\$ 624,715	FY 21/22	FY 25/26
ROAD AND TRAFFIC UPGRADES	0358 - MANABE OW IMPACT FEE	\$ 331,413	FY 22/23	FY 25/26
TRAIL CONNECTOR	0359 - VMT BANKING PROGRAM	\$ 119,068	FY 23/24	FY 28/29