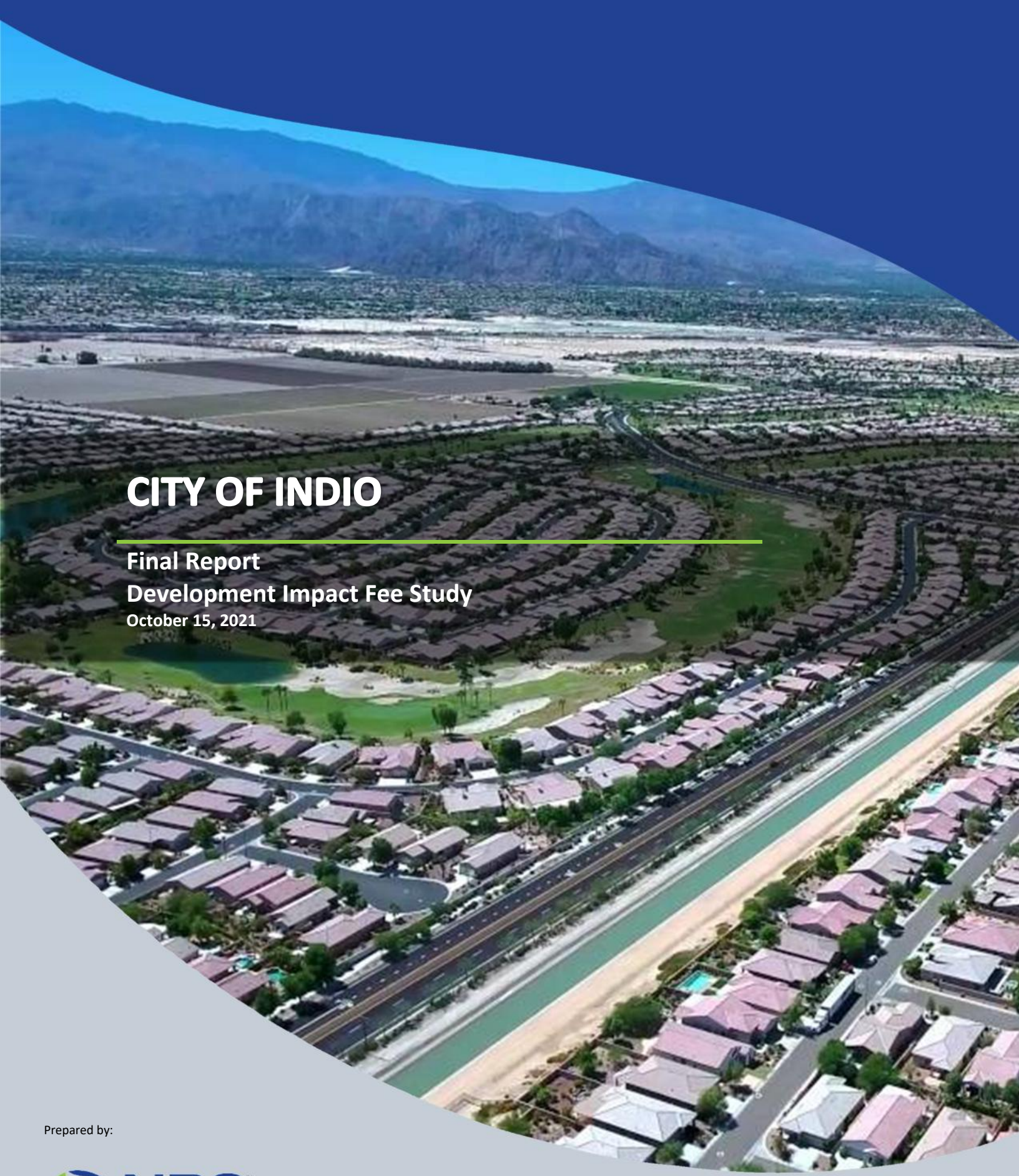


CITY OF INDIO

Final Report
Development Impact Fee Study
October 15, 2021

Prepared by:

NBS
helping communities fund tomorrow
nbsgov.com

Corporate Headquarters

32605 Temecula Parkway, Suite 100
Temecula, CA 92592
Toll free: 800.676.7516

Table of Contents

Appendices

Executive Summary

The City of Indio has retained NBS Government Finance Group to prepare this study to analyze the impacts of new development on the City's capital facilities and infrastructure and to calculate impact fees based on that analysis. The methods used in this study are intended to satisfy all legal requirements of the U. S. Constitution, the California Constitution and the California Mitigation Fee Act (Government Code Sections 66000 *et seq*.) and The Quimby Act (Government Code Section 66477) where it applies.

Organization of the Report

Chapter 1 of this report provides an overview of the legal requirements for establishing and imposing such fees, and methods that can be used to calculate impact fees.

Chapter 2 contains data on existing and future development that is used in this report.

Chapters 3 through 11 analyze the impacts of development on specific types of facilities and calculate impact fees for those facilities. The facilities addressed in this report are listed by chapter below:

Chapter 3. Park Land and Improvements
Chapter 4. Fire Protection Facilities
Chapter 5. Police Facilities
Chapter 6. Public Buildings
Chapter 7. Roads and Bridges
Chapter 8. Traffic Signals
Chapter 9. Storm Drainage Improvements
Chapter 10. Water System Improvements
Chapter 11. Administrative Fee

Chapter 12 contains recommendations for adopting and implementing impact fees, including suggested findings to satisfy the requirements of the Mitigation Fee Act.

Development Projections

Chapter 2 of this report presents estimates of existing development in Indio and projections of future development out to 2040. Because the City's population fluctuates seasonally, this study uses "full occupancy population" in the impact fee analysis. Full occupancy population assumes that all dwelling units in the City are occupied at any given time.

Future development projected in Chapter 2 indicates that the City's full occupancy population could increase by about 29% to just over 121,000, as undeveloped residential land in the City's planning area is built out. Although the planning horizon for this study is 2040, the method used to calculate impact fees in this report does not require assumptions about the rate or timing of future development.

Impact Fee Analysis

The impact fee analysis for each type of facility addressed in this report is presented in a separate chapter. In each case, the relationship between development and the need for a particular type of facility is defined in a way that allows the impact of additional development on facility needs to be quantified.

The impact fees are based on capital costs for facilities and other capital assets needed to mitigate the impacts of additional development. Tables summarizing the impact fees calculated in this report and comparing them with the City's existing impact fees are presented later in this chapter.

The following paragraphs briefly discuss the approach used to calculate impact fees for each type of facility addressed in this study.

Park Land and Improvements. Chapter 3 of this report calculates three types of fees for park land acquisition and park improvements:

- Quimby Act fees in lieu of park land dedication for residential subdivisions
- Park land acquisition impact fees for residential development not involving a subdivision
- Park improvement impact fees for all residential development

The City's existing Quimby Act ordinance (Ordinance 1325, Indio Municipal Code Sections 156-130 to 156-140) requires that residential subdivisions dedicate land for parks or pay fees in lieu of dedication. That ordinance, which was adopted in 2002, contains a formula for determining the amount of land to be dedicated and stipulates that fees in lieu of land dedication are to be based on the fair market value of the land being subdivided.

An alternative method employed by many cities is to base in-lieu fees on the estimated average cost-per-acre for park land purchased on the open market. That would allow the City to adopt a standardized schedule of in-lieu fees for all residential subdivisions. Chapter 3 shows a schedule of in-lieu fees calculated in that manner. The tables in this Executive Summary show only impact fees for park improvements, not the fees in lieu of park land dedication.

The City may continue calculating project-specific fees based on fair market value or may choose to adopt the standardized in lieu fees calculated in this report. If the City chooses to continue calculating project-specific fees based on fair market value of the land being subdivided, we recommend that the existing ordinance be reviewed and updated.

Chapter 3 also calculates park land impact fees for residential development that does not involve a subdivision. Those fees are based on the City's existing ratio of park acres to population and the estimated cost per acre for park land.

Finally, Chapter 3 calculates impact fees for park improvements. Those fees are based on Indio's existing ratio of improved park acreage to population and the estimated cost per acre for park improvements.

All of the in-lieu and impact fees in Chapter 3 are calculated as a cost per capita and then converted into fees per unit of residential development based on the estimated average population per unit for one of the four types of residential development defined in this report. Because parks and recreation facilities are intended to serve residents of the City, the park and recreation in-lieu and impact fees apply only to residential development.

Fire Protection Facilities. Chapter 4 calculates impact fees for fire protection facilities, apparatus and vehicles by allocating costs for both existing and future Fire Department facilities to both existing and future development, so that the impact fees reflect new development's proportionate share of the total capital costs.

Costs are allocated based on service population, which is a weighted composite of residents and employees. (See Chapter 2 for an explanation of service population.) The impact fees are calculated as a cost per capita of service population and then converted into fees per unit of development based on the estimated average service population per unit for each type of development defined in this report.

Fire protection impact fees are intended to apply to all new development in the City.

Police Facilities. Chapter 5 calculates impact fees for police facilities, vehicles and equipment by allocating costs for both existing and future Police Department facilities to both existing and future development, so that the impact fees reflect new development's proportionate share of the total capital costs.

Costs are allocated based on service population, which is a weighted composite of residents and employees. (See Chapter 2 for an explanation of service population.) The impact fees are calculated as a cost per capita of service population and then converted into fees per unit of development based on the estimated average service population per unit for each type of development defined in this report.

Police impact fees are intended to apply to all new development in the City.

Public Buildings. Chapter 6 calculates impact fees for Indio's public buildings including City Hall, the corporate yard, the library and several community centers and cultural facilities, as well as general government vehicles.

This fee is based on the existing level of service for these facilities, defined as the City's current per-capita investment in public buildings and general government vehicles serving the existing City. The replacement cost of existing public buildings and general government vehicles is divided by the existing service population of the City to arrive at a cost per capita of service population which represents the amount needed from each added unit of service population to maintain the existing level of service as the City grows.

The cost per capita is converted into fees per unit of development based on the estimated average service population per unit for each type of development defined in this report.

Public building impact fees are intended to apply all new development in the City.

Roads and Bridges. Chapter 7 calculates impact fees for roads and bridges using new development's share of the estimated Capital Improvement Plan (CIP) cost for future road and bridge projects in the City out to 2040. The cost of those improvements is divided by the projected increase in peak hour trips generated by new development to get a cost per peak hour trip.

The cost per peak hour trip is converted into fees per unit of development using the number of peak hour trips per unit generated by each type of development defined in this report.

Roads and bridges impact fees are intended to apply to all new development in the City.

Traffic Signals. Chapter 8 calculates impact fees for traffic signals based on a set of traffic signal improvements required to serve future development in the City out to 2040. The cost of those improvements is divided by the projected increase in peak hour trips generated by new development to get a cost per peak hour trip.

The cost per peak hour trip converted into fees per unit of development using the number of peak hour trips per unit generated by each type of development defined in this report.

Traffic signals impact fees are intended to apply to all new development in the City.

Storm Drainage Improvements. Chapter 9 calculates impact fees for storm drainage improvements identified in the City's 2019 Master Drainage Plan Update (MDPU). The cost of those improvements was allocated to both existing and future development based on the acres of impervious cover associated with various types of development.

The total cost of storm drainage system improvements identified in the MDPU was divided by the estimated total acres of impervious cover associated with all existing and future development in the City. The result was a cost per acre of impervious cover. That cost per acre and the estimated percentage of impervious coverage for each type of development was used to calculate drainage impact fees per acre for each type of development defined in the MDPU. Like the City's existing drainage impact fees, the drainage impact fees calculated in this study are per-acre fees. Those fees will recover only the share of improvement costs attributed to future development in Chapter 9.

Storm drainage impact fees are intended to apply to all new development in the City.

Water System Improvements. Chapter 10 calculates impact fees for water system improvements identified in the Indio Water Authority (IWA) 2019 Master Plan Update (MDPU). The impact fee calculations are based on the cost of improvements needed to serve future development. Those costs are divided by the added gallons per day of water demand created by future development to arrive at a cost per gallon per day.

That cost per gallon per day is multiplied by the estimated average day water demand for a single-family dwelling unit (SFDU) to get the cost per unit for that type of development. Water impact fees in this report are based on water meter size. Since the standard water meter size for a single-family unit is a ¾" meter, the impact fee for a ¾" meter is equated to the cost per SFDU. Impact fees for larger meter sizes are scaled up relative to the ¾" meter using flow factors based on meter capacity for the larger meters.

Water impact fees are intended to apply to all new development in the parts of the City served by the Indio Water Authority.

Recovery of Administrative Costs

The City incurs costs to comply with the accounting and reporting requirements of the Mitigation Fee Act, including capital budgeting, fee adjustments, mandated annual reports and periodic impact fee study updates. This study proposes that the City add a 1% administrative charge to all of the impact fees calculated in this report. Table S.2, below, shows the impact fees with that 1% charge added.

Impact Fee Summary

Table S.1 shows the impact fees calculated in this report, except for water impact fees which are shown in Table S.5. Note that drainage impact fees are not included in the Total column in the following tables because they are per-acre fees, while the other impact fees in this table are per-unit fees. Also, the development types used for drainage fees are from the Master Drainage Plan Update and are not identical to the development types used for other impact fees in this table. The drainage impact fees shown in these tables are for the closest development type match.

Table S.1 Summary of Impact Fees Calculated in This Study

Development Type	Units [1]	Parks Imprvmts	Fire	Police	Public Buildings	Roads & Bridges	Traffic Signals	**Total**	Drainage (per ac) [2]
Residential - Single Family	DU	$ 2,942	$ 500	$ 1,276	$ 1,949	$ 2,427	$ 299	**$ 9,393**	$ 2,737
Residential - Condo/Townhouse	DU	$ 2,599	$ 442	$ 1,127	$ 1,722	$ 1,373	$ 169	**$ 7,432**	$ 4,105
Residential - Apartment	DU	$ 2,599	$ 442	$ 1,127	$ 1,722	$ 1,373	$ 169	**$ 7,432**	$ 4,105
Residential - Mobile Home	DU	$ 2,746	$ 467	$ 1,191	$ 1,819	$ 1,128	$ 139	**$ 7,490**	$ 2,737
Commercial Retail	KSF		$ 734	$ 1,871	$ 2,858	$ 9,339	$ 1,152	**$ 15,954**	$ 4,926
Commercial - Office	KSF		$ 536	$ 1,367	$ 2,088	$ 2,819	$ 348	**$ 7,158**	$ 4,926
Industrial	KSF		$ 197	$ 501	$ 766	$ 1,544	$ 190	**$ 3,198**	$ 4,926

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] Development types for drainage impact fees are not identical to the development types used for other impact fees

Table S.2 shows the proposed impact fees from Table S.1 with a 1% administrative charge added as discussed in the previous section.

Table S.2 Summary of Impact Fees with 1% Administrative Charge Added

Development Type	Units [1]	Parks Imprvmts	Fire	Police	Public Buildings	Roads & Bridges	Traffic Signals	**Total**	Drainage (per ac) [1]
Residential - Single Family	DU	$ 2,972	$ 505	$ 1,289	$ 1,968	$ 2,451	$ 302	**$ 9,487**	$ 2,764
Residential - Condo/Townhouse	DU	$ 2,625	$ 446	$ 1,138	$ 1,739	$ 1,386	$ 171	**$ 7,506**	$ 4,146
Residential - Apartment	DU	$ 2,625	$ 446	$ 1,138	$ 1,739	$ 1,386	$ 171	**$ 7,506**	$ 4,146
Residential - Mobile Home	DU	$ 2,774	$ 472	$ 1,203	$ 1,837	$ 1,139	$ 140	**$ 7,564**	$ 2,764
Commercial Retail	KSF		$ 741	$ 1,890	$ 2,887	$ 9,432	$ 1,163	**$ 16,114**	$ 4,976
Commercial - Office	KSF		$ 541	$ 1,381	$ 2,109	$ 2,847	$ 351	**$ 7,229**	$ 4,976
Industrial	KSF		$ 198	$ 506	$ 773	$ 1,560	$ 192	**$ 3,230**	$ 4,976

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] Development types for drainage impact fees are not identical to the development types used for other impact fees

Table S.3 shows the City's existing impact fees. Note that the existing non-residential fees for fire, police and public buildings (shaded) have been converted from fees per acre to fees per 1,000 square feet (KSF) of building area for comparability with the proposed fees. A comparison of the impact fees shown in the table below to the cities of La Quinta, Rancho Mirage, Coachella, Desert Hot Springs and Palm Desert is included as Appendix A to this study.

Table S.3 Summary of Existing Impact Fees

Development Type	Units [1]	Parks Imprvmts	Fire [2]	Police [2]	Public Bldgs [2]	Streets	Signals	**Total**	Drainage (per acre)
Residential - Single Family	DU	$ 4,227	$ 205	$ 930	$ 1,979	$ 1,374	$ 262	**$ 8,977**	$ 8,961
Residential - Condo/Townhouse	DU	$ 3,303	$ 148	$ 672	$ 1,546	$ 816	$ 155	**$ 6,640**	$ 11,201
Residential - Apartment	DU	$ 2,774	$ 125	$ 565	$ 1,299	$ 844	$ 161	**$ 5,768**	$ 15,682
Residential - Mobile Home	DU	$ 3,303	$ 148	$ 672	$ 1,546	$ 816	$ 155	**$ 6,640**	$ 11,201
Commercial Retail	KSF	$ -	$ 60	$ 272	$ 625	$ 3,827	$ 971	**$ 5,755**	$ 20,162
Commercial - Office	KSF	$ -	$ 14	$ 62	$ 142	$ 1,520	$ 386	**$ 2,124**	$ 20,162
Industrial	KSF	$ -	$ 62	$ 282	$ 649	$ 1,000	$ 254	**$ 2,247**	$ 20,162

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] Existing fees per acre (in shaded cells) are converted to fees per KSF for this comparison using the following floor area ratios: commercial retail - 0.25, commercial office - 0.30, industrial - 0.35

Table S.4 shows the difference between the existing fees in Table S.3 and the proposed fees with the administrative charge in Table S.2. Numbers in parentheses indicate that the proposed fees are lower than the existing fees.

Table S.4 Difference Between Existing Fees and Proposed Impact Fees with Administrative Charge

Development Type	Units [1]	Parks Imprvmts	Fire	Police	Public Buildings	Roads & Bridges	Traffic Signals	**Total**	Drainage (per acre)
Residential - Single Family	DU	$ (1,255)	$ 300	$ 359	$ (11)	$ 1,077	$ 40	**$ 510**	$ (6,197)
Residential - Condo/Townhouse	DU	$ (678)	$ 298	$ 466	$ 193	$ 570	$ 16	**$ 866**	$ (7,055)
Residential - Apartment	DU	$ (149)	$ 321	$ 573	$ 440	$ 542	$ 10	**$ 1,738**	$ (11,536)
Residential - Mobile Home	DU	$ (529)	$ 324	$ 531	$ 291	$ 323	$ (15)	**$ 924**	$ (8,437)
Commercial Retail	KSF	$ -	$ 681	$ 1,618	$ 2,262	$ 5,605	$ 192	**$ 10,359**	$ (15,186)
Commercial - Office	KSF	$ -	$ 528	$ 1,319	$ 1,967	$ 1,327	$ (35)	**$ 5,106**	$ (15,186)
Industrial	KSF	$ -	$ 136	$ 224	$ 124	$ 560	$ (62)	**$ 983**	$ (15,186)

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area

Table S.5 shows existing and proposed water impact fees, which are based on water meter size. comparison of the impact fees shown in the table below to the Coachella Valley Water District, Mission Springs Water District and Desert Water Agency is included as Appendix B to this study.

Table S.5. Existing and Proposed Water Impact Fees

Meter Size	Proposed Impact Fees	Proposed Fees + 1%	Existing Impact Fee	Difference
3/4"	$ 3,990	$ 4,030	$ 4,355	$ (325)
1"	$ 6,651	$ 6,717	$ 7,403	$ (686)
1-1/2"	$ 13,301	$ 13,434	$ 13,064	$ 370
2"	$ 21,282	$ 21,495	$ 23,080	$ (1,585)
3"	$ 46,555	$ 47,020	$ 46,596	$ 424
4"	$ 79,808	$ 80,606	$ 72,724	$ 7,882
6"	$ 179,568	$ 181,364	$ 74,683	$ 106,681
8"	$ 212,821	$ 214,950	$ 75,642	$ 139,308

Chapter 1. Introduction

Purpose

The purpose of this study is to analyze the impacts of development on the need for several types of public facilities provided by the City of Indio and to calculate impact fees based on that analysis. This report documents the approach, data and methodology used in this study to calculate impact fees as well as Quimby Act park land dedication requirements and in lieu fees.

The methods used to calculate impact fees and in-lieu fees in this report are intended to satisfy all legal requirements governing such fees, including provisions of the U. S. Constitution, the California Constitution, the California Mitigation Fee Act (Government Code Sections 66000-66025), and, where applicable, the Quimby Act (Government Code Section 66477).

Legal Framework for Developer Fees

This brief summary of the legal framework for development fees is intended as a general overview. It was not prepared by an attorney and should not be treated as legal advice.

U. S. Constitution. Like all land use regulations, development exactions, including impact fees, are subject to the 5th Amendment prohibition on taking of private property for public use without just compensation. Both state and federal courts have recognized the imposition of impact fees on development as a legitimate form of land use regulation, provided the fees meet standards intended to protect against "regulatory takings." A regulatory taking occurs when regulations unreasonably deprive landowners of property rights protected by the Constitution.

In two landmark cases dealing with exactions, the U. S. Supreme Court has held that when a government agency requires the dedication of land or an interest in land as a condition of development approval, or imposes ad hoc exactions as a condition of approval on a single development project that do not apply to development generally, a higher standard of judicial scrutiny applies. To meet that standard, the agency must demonstrate an "essential nexus" between such exactions and the interest being protected (See *Nollan v. California Coastal Commission,* 1987) and make an" individualized determination" that the exaction imposed is "roughly proportional" to the burden created by development (See *Dolan v. City of Tigard,* 1994).

Until recently, it was widely accepted that legislatively-enacted impact fees that apply to all development in a jurisdiction are not subject to the higher standard of judicial scrutiny flowing from the Nollan and Dolan decisions. But after the U. S. Supreme Court decision in *Koontz v. St. Johns Water Management District (2013),* state courts have reached conflicting conclusions on that issue.

In light of that uncertainty, any agency enacting or imposing impact fees would be wise to demonstrate a nexus and ensure proportionality in the calculation of those fees.

Defining the "Nexus." While courts have not been entirely consistent in defining the nexus required to justify exactions and impact fees, that term can be thought of as having the three

elements discussed below. We think proportionality is logically included as one element of that nexus, even though it was discussed separately in *Dolan v. Tigard.* The elements of the nexus discussed below mirror the three "reasonable relationship" findings required by the Mitigation Fee Act for establishment and imposition of impact fees.

Need or Impact**.** Development must create a need for the facilities to be funded by impact fees. All new development in a community creates additional demands on some or all public facilities provided by local government. If the capacity of facilities is not increased to satisfy the additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to recover the cost of development-related facilities, but only to the extent that the need for facilities is related to the development project subject to the fees.

The *Nollan* decision reinforced the principle that development exactions may be used only to mitigate impacts created by the development projects upon which they are imposed. In this study, the impact of development on facility needs is analyzed in terms of quantifiable relationships between various types of development and the demand for public facilities based on applicable level-of-service standards. This report contains all of the information needed to demonstrate compliance with this element of the nexus.

Benefit. Development must benefit from facilities funded by impact fees. With respect to the benefit relationship, the most basic requirement is that facilities funded by impact fees be available to serve the development paying the fees. A sufficient benefit relationship also requires that impact fee revenues be segregated from other funds and expended in a timely manner on the facilities for which the fees were charged. Nothing in the U.S. Constitution or California law requires that facilities paid for with impact fee revenues be available exclusively to development projects paying the fees.

Procedures for earmarking and expenditure of fee revenues are mandated by the Mitigation Fee Act, as are procedures to ensure that the fees are either expended expeditiously or refunded. Those requirements are intended to ensure that developments benefit from the impact fees they are required to pay. Thus, over time, procedural issues as well as substantive issues can come into play with respect to the benefit element of the nexus.

Proportionality. Impact fees must be proportional to the impact created by a particular development project. Proportionality in impact fees depends on properly identifying development-related facility costs and calculating the fees in such a way that those costs are allocated in proportion to the facility needs created by different types and amounts of development. The section on impact fee methodology, below, describes methods used to allocate facility costs and calculate impact fees that meet the proportionality standard.

California Constitution. The California Constitution grants broad police power to local governments, including the authority to regulate land use and development. That police power is the source of authority for local governments in California to impose impact fees on development. Some impact fees have been challenged on grounds that they are special taxes imposed without voter approval in violation of Article XIIIA. However, that objection is valid only

if the fees charged to a project exceed the cost of providing facilities needed to serve the project. In that case, the fees would also run afoul of the U. S. Constitution and the Mitigation Fee Act.

Articles XIIIC and XIIID, added to the California Constitution by Proposition 218 in 1996, require voter approval for some "property-related fees," but exempt "the imposition of fees or charges as a condition of property development."

The Mitigation Fee Act. California's impact fee statute originated in Assembly Bill 1600 during the 1987 session of the Legislature, and took effect in January, 1989. AB 1600 added several sections to the Government Code, beginning with Section 66000. Since that time, the impact fee statute has been amended from time to time, and in 1997 was officially titled the "Mitigation Fee Act." Unless otherwise noted, code sections referenced in this report are from the Government Code.

The Mitigation Fee Act does not limit the types of capital improvements for which impact fees may be charged. It defines public facilities very broadly to include "public improvements, public services and community amenities." Although the issue is not specifically addressed in the Mitigation Fee Act, it is clear both in case law and statute (see Government Code Section 65913.8) that impact fees may not be used to pay for maintenance or operating costs. Consequently, the fees calculated in this report are based on the cost of capital assets only.

The Mitigation Fee Act does not use the term "mitigation fee" except in its official title. Nor does it use the more common term "impact fee." The Act simply uses the word "fee," which is defined as "a monetary exaction, other than a tax or special assessment…that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project …."

To avoid confusion with other types of fees, this report uses the widely-accepted terms "impact fee" and "development impact fee" which both should be understood to mean "fee" as defined in the Mitigation Fee Act.

The Mitigation Fee Act contains requirements for establishing, increasing and imposing impact fees. They are summarized below. It also contains provisions that govern the collection and expenditure of fees and requires annual reports and periodic re-evaluation of impact fee programs. Those administrative requirements are discussed in the implementation chapter of this report.

Required Findings**.** Section 66001 requires that an agency establishing, increasing or imposing impact fees, must make findings to:

1. Identify the purpose of the fee;
2. Identify the use of the fee; and,
3. Determine that there is a reasonable relationship between:
   a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project. (Applies when fees are imposed on a specific project.)

Each of those requirements is discussed in more detail below.

Identifying the Purpose of the Fees. The broad purpose of impact fees is to protect public health, safety and general welfare by providing for adequate public facilities. The specific purpose of the fees calculated in this study is to fund construction of certain capital improvements that will be needed to mitigate the impacts of planned new development on City facilities, and to maintain an acceptable level of public services as the City grows.

This report recommends that findings regarding the purpose of an impact fee should define the purpose broadly, as providing for the funding of adequate public facilities to serve additional development.

Identifying the Use of the Fees. According to Section 66001, if a fee is used to finance public facilities, those facilities must be identified. A capital improvement plan may be used for that purpose but is not mandatory if the facilities are identified in a General Plan, a Specific Plan, or in other public documents. In this case, we recommend that the City Council adopt this report as the public document that identifies the facilities to be funded by the fees.

Reasonable Relationship Requirement. As discussed above, Section 66001 requires that, for fees subject to its provisions, a "reasonable relationship" must be demonstrated between:

1. the use of the fee and the type of development on which it is imposed;
2. the need for a public facility and the type of development on which a fee is imposed; and,
3. the amount of the fee and the facility cost attributable to the development on which the fee is imposed.

These three reasonable relationship requirements, as defined in the statute, mirror the nexus and proportionality requirements often cited in court decisions as the standard for defensible impact fees. The term “dual rational nexus” is often used to characterize the standard used by courts in evaluating the legitimacy of impact fees. The “duality” of the nexus refers to (1) an impact or need created by a development project subject to impact fees, and (2) a benefit to the project from the expenditure of the fees.

Although proportionality is reasonably implied in the dual rational nexus formulation, it was explicitly required by the Supreme Court in the *Dolan* case, and we prefer to list it as the third element of a complete nexus.

Development Agreements and Reimbursement Agreements. The requirements of the Mitigation Fee Act do not apply to fees collected under development agreements (see Govt. Code Section

66000) or reimbursement agreements (see Govt. Code Section 66003). The same is true of fees in lieu of park land dedication imposed under the Quimby Act (see Govt. Code Section 66477).

Existing Deficiencies. In 2006, Section 66001(g) was added to the Mitigation Fee Act (by AB 2751) to clarify that impact fees "shall not include costs attributable to existing deficiencies in public facilities,…" The legislature's intent in adopting this amendment, as stated in the bill, was to codify the holdings *of Bixel v. City of Los Angeles* (1989*), Rohn v. City of Visalia* (1989), and *Shapell Industries Inc. v. Governing Board* (1991).

That amendment does not appear to be a substantive change. It is widely understood that other provisions of law make it improper for impact fees to include costs for correcting existing deficiencies.

However, Section 66001(g) also states that impact fees "may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to *(1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan.*" (Emphasis added.)

Impact Fees for Existing Facilities. Impact fees may be used to recover costs for existing facilities to the extent that those facilities are needed to serve additional development and have the capacity to do so. In other words, it must be possible to show that fees used to pay for existing facilities meet the need and benefit elements of the nexus.

The Quimby Act. The Quimby Act (Government Code Section 66477), which pre-dates the Mitigation Fee Act, authorizes a city or county to require dedication of land, payment of fees in-lieu of dedication, or a combination of both, for park and recreational purposes as a condition of approval of a residential subdivision. The city or county must adopt an ordinance that includes definite standards for determining the proportion of the subdivision to be dedicated and the amount of the in-lieu fees to be paid.

Under the Quimby Act, land dedication and in-lieu fee requirements are based on the ratio of park acres to population in the jurisdiction. That ratio may not exceed three acres per thousand residents unless the existing ratio is higher but is limited to five acres per thousand. The population added by the subdivision is determined by the number of dwelling units and the average number of persons per household.

The population and the average number of persons per household in the city or county are to be based on the most recent federal census. Park acreage is to be based on the area of neighborhood and community parks in the city or county at the time of that census.

The land, fees, or combination thereof are to be used only for the purpose of developing new or rehabilitating existing neighborhood or community park or recreational facilities to serve the subdivision. A 2013 amendment to the Quimby Act added a provision that in-lieu fees may be used for the purpose of developing new or rehabilitating existing park or recreational facilities in a neighborhood other than the neighborhood in which the subdivision paying the fees is located, if certain conditions are met (see paragraph (a)(3)(B) of Section 66477). "Neighborhood" is not defined in the statute.

The Quimby Act requires that the legislative body adopt a general plan or specific plan containing policies and standards for parks and recreational facilities, and that the amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park and recreational facilities by future inhabitants of the subdivision.

The Quimby Act provides that if park and recreational services and facilities are provided by a public agency other than a city or county, the amount and location of park land to be dedicated or fees to be paid shall be jointly determined by that other public agency and the city or county having jurisdiction. The land or fees shall be conveyed directly to the public agency that provides park and recreational services on a communitywide level if that agency elects to accept the land or fee.

Only payment of fees may be required for subdivisions containing 50 units or less, or for condominium, stock cooperative or community apartment projects.

Recent Legislation

Several new laws enacted by the State of California in 2019 to facilitate development of affordable housing will affect the implementation of in-lieu fees and impact fees calculated in this study. Below are brief overviews of some key bills passed in 2019.

SB 330 – The Housing Crisis Act of 2019. Amendments to existing law contained in SB 330 prohibit the imposition of new approval requirements on a housing development project once a preliminary application has been submitted. That provision applies to increases in impact fees and in-lieu fees, except when the resolution or ordinance establishing the fee authorizes automatic, inflationary adjustments to the fee or exaction.

AB 1483 – Housing Data: Collection and Reporting. AB 1483 requires that a city, county or special districts must post on its website a current schedule of its fees and exactions, as well as associated nexus studies and annual reports. Updates must be posted within 30 days.

SB 13 – Accessory Dwelling Units. SB 13 prohibits the imposition of impact fees on accessory dwelling units (ADUs) smaller than 750 square feet and provides that impact fees for ADUs of 750 square feet or more must be proportional to the square footage of the primary dwelling unit. The proportionality requirement means that impact fees for ADUs of 750 square feet or more must be calculated on a case-by-case basis during the approval process.

Existing law requires a water or sewer connection fee or capacity charge for an accessory dwelling unit requiring a new or separate utility connection to be based on either the accessory dwelling unit's size or the number of its plumbing fixtures. SB 13 revises the basis for calculating the connection fee or capacity charge to either the accessory dwelling unit's square feet or the number of its drainage fixture units.

Impact Fee Calculation Methodology

Any one of several legitimate methods may be used to calculate impact fees. The choice of a particular method depends primarily on the service characteristics of, and planning requirements for, the facility type being addressed. Each method has advantages and disadvantages in a

particular situation. To some extent they are interchangeable, because they all allocate facility costs in proportion to the needs created by development.

Allocating facility costs to various types and amounts of development is central to all methods of impact fee calculation. Costs are allocated by means of formulas that quantify the relationship between development and the need for facilities. In a cost allocation formula, the impact of development is measured by some attribute of development such as added population or added vehicle trips that represent the impacts created by different types and amounts of development.

Plan-Based or Improvements-Driven Method. Plan-based impact fee calculations are based on the relationship between a specified set of improvements and a specified increment of development. The improvements are typically identified in a facility plan, while the development is identified in a land use plan that forecasts potential development by type and quantity.

Using this method, facility costs are allocated to various categories of development in proportion to the service demand created by each type of development. To calculate plan-based impact fees, it is necessary to determine what facilities will be needed to serve a particular increment of new development.

With this method, the total cost of eligible facilities is divided by the total units of additional demand to calculate a cost per unit of demand (e.g. a cost per capita for parks). Then, the cost per unit of demand is multiplied by factors representing demand per unit of development (e.g. population per unit) to arrive at a cost per unit of development.

This method is somewhat inflexible in that it is based on the relationship between a specific facility plan and a specific land use plan. If either plan changes significantly the fees will have to be recalculated.

Capacity-Based or Consumption-Driven Method. This method calculates a cost per unit of capacity based on the relationship between total cost and total capacity of a system. It can be applied to any type of development, provided the capacity required to serve each increment of development can be estimated and the facility has adequate capacity available to serve the development. Since the cost per unit of demand does not depend on the particular type or quantity of development to be served, this method is flexible with respect to changing development plans.

In this method, the cost of unused capacity is not allocated to development. Capacity-based fees are most commonly used for water and wastewater systems, where the cost of a system component is divided by the capacity of that component to derive a unit cost. However, a similar analysis can be applied to other types of facilities. To produce a schedule of impact fees based on standardized units of development (e.g. dwelling units or square feet of non-residential building area), the cost per unit of capacity is multiplied by the amount of capacity required to serve a typical unit of development in each of several land use categories.

Standard-Based or Incremental Expansion Method. Standard-based fees are calculated using a specified relationship or standard that determines the number of service units to be provided for

each unit of development. The standard can be established as a matter of policy or it can be based on the level of service being provided to existing development in the study area.

Using the standard-based method, costs are defined on a generic unit-cost basis and then applied to development according to a standard that sets the number of service units to be provided for each unit of development.

Park in-lieu and impact fees are commonly calculated this way. The level of service standard for parks is typically stated in terms of acres of parks per thousand residents. A cost-per-acre for park land or park improvements can usually be estimated without knowing the exact size or location of a particular park. The ratio of park acreage to population and the cost per acre for parks is used to calculate a cost per capita. The cost per capita can then be converted into a cost per unit of development based on the average population per dwelling unit for various types of residential development.

Facilities Addressed in this Study

Impact/in-lieu fees for the following types of facilities are addressed in this report:

- Park Land and Improvements (Chapter 3)
- Fire Facilities (Chapter 4)
- Police Facilities (Chapter 5)
- Public Buildings (Chapter 6)
- Road and Bridge Improvements (Chapter 7)
- Traffic Signals (Chapter 8)
- Storm Drainage Improvements (Chapter 9)

Chapter 2. Development Data

This chapter presents data on existing and future development that will be used to calculate impact fees in subsequent chapters of this report.

The information in this chapter may be used to establish levels of service, analyze facility needs, and/or allocate the cost of capital facilities between existing and future development and among various types of new development.

Setting

The City of Indio is located in Riverside County, approximately 120 miles east of Los Angeles and 20 miles east of Palm Springs. The City straddles Interstate 10 and is bordered by the City of La Quinta to the west, unincorporated Riverside County to the south and to the north, and the City of Coachella to the east. Indio is the largest and fastest growing city in eastern Riverside County.

Study Area

The study area for this study is the planning area defined in Indio's General Plan 2040, which includes both the existing incorporated City and the sphere of influence. The future development scenario used in this study assumes buildout of all developable land within the study area.

Time Frame

No time frame is assumed for the buildout of future development projected in this study. The methods used to calculate impact fees in this study do not require assumptions regarding the rate or timing of development.

Development Types

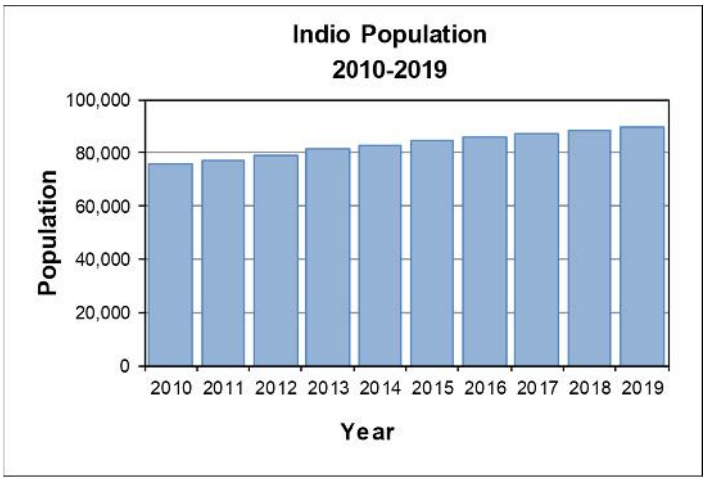
The development types defined in this study are intended to reflect actual land uses rather than zoning or general plan land use designations. The following breakdown of development types is used throughout this study:

- Residential - Single Family
- Residential – Condominium/Townhouse
- Residential – Apartment
- Residential – Mobile Home
- Commercial - Retail
- Commercial - Office
- Industrial
- Public Facilities/Schools
- Parks/Open Space

Residential Development and Population

As indicated in the list above, this study classifies residential development into four categories: single-family, condominiums and townhouses, apartments and mobile homes (in mobile home parks). Dwelling units are used as the basic measure of the amount of existing and future development in each residential category.

The graph at right shows the California Department of Finance (DOF) official January 1 population estimates for the City of Indio for the years from 2010 through 2019.



DOF's population estimate for Indio has grown at an average rate of 1.8% per year since 2010. The City's estimated January 1, 2019 population of 89,406 is an increase of 13,370 or 17.5% from a population of 76,036 at the time of the 2010 Census.

The figures shown above reflect the City's total population, including both household population and population in group quarters such as dormitories, group homes and correctional facilities. The group quarters population in Indio was estimated at 925 in 2019, which is just over 1% of the total population. For purposes of this study, only household population is used to represent impacts on public facilities.

It is important to note that the official Census Bureau and Department of Finance population estimates reflect only the City's permanent population. An estimated vacancy rate of 19.5% in Indio indicates that a significant percentage of the dwellings in Indio are occupied seasonally. That means the official population estimates understate the service demand represented by residential development in Indio.

Once a dwelling unit has been approved and constructed, the City is committed to serve the demand created by that unit, even if that demand is seasonal. The City has no control over whether or when such units are occupied.

Thus, to better represent the City's service commitments, this study uses "full-occupancy population" to represent the demand for public services and the facilities that support them. As used in this study, "full-occupancy population" means the number of people who would reside in the City if all dwelling units existing at a particular time were occupied. Unless otherwise indicated, when the term "population" is used in subsequent chapters of this report, it is intended to mean full-occupancy population.

In this study, the full-occupancy population is estimated for each category of residential development by multiplying the number of units (existing or future) in that category by the average population per unit for that type of development.

This study uses data from the U. S. Census Bureau's 2017 American Community Survey 5-year Estimates to calculate the population per dwelling unit factors for each category of residential development defined in this study. Those factors are shown in Table 2.1.

Non-Residential Development

In this study, private, non-residential development is classified into three categories: Commercial-Retail, Commercial-Office, and Industrial. For purposes of impact fee analysis, non-residential development can be measured in a number of ways. In this report, the basic unit used for commercial, office and industrial development is gross building area in thousands of square feet, which is abbreviated "KSF."

Two other categories of non-residential development are used in this study: Public Facilities and Schools, and Parks and Open Space. The amount of existing and future development in the Public Facilities category is measured in terms of net developed acres.

Demand Variables

To calculate impact fees, the relationship between facility needs and development must be quantified in cost allocation formulas. Certain measurable attributes of development (for example, added population or added vehicle trips) are used as "demand variables" in those formulas to represent the impact of different types of development on various types of facilities.

Demand variables are selected either because they directly measure the service demand created by various types of development, or because they are reasonably correlated with that demand.

For example, the need for parks in a community is typically defined in terms of the relationship between population and acres of parks. As population grows, more parks are needed to maintain that relationship. Logically, then, the increase in population related to new residential development is an appropriate yardstick, or demand variable, for use in measuring the impact of development on the need for additional parks.

Each demand variable has a specific value for each type of development defined in this study. Those values may be referred to as "demand factors." So, if the demand variable used to calculate impact fees for a particular type of facility is added population, the demand factor for single-family residential development would be the population per dwelling unit for that specific type of development.

Demand variables used in this study are discussed below. Specific demand factors can be found in Table 2.1.

Population. Resident population is used in this study to represent the need for facilities such as parks and community centers that are intended to serve residents of the City. Those facilities are impacted by the additional population associated with residential development and are not

impacted substantially by non-residential development. As discussed above, because of seasonality in Indio's population, the population used to calculate impact fees in this study is "full-occupancy population"

Service Population. Population alone does not represent all of the impacts of development on facilities that serve both residential and non-residential development. A variable called service population is commonly used to calculate impact fees for certain types of public facilities and will be used in this study.

Service population is a composite variable that includes both residents of the City and employees of businesses in Indio. Population is included to represent the impacts of residential development and employees are included to represent the impacts of non-residential development, such as retail, office and industrial development.

Because the impact of one new resident is not necessarily the same as the impact of one new employee, each component of the service population is given a weight relative to a base weight of 1.0.

Service population is intended to approximate the number of people present in the City at a particular time, usually as a weekly average. It is difficult to estimate that number precisely for several reasons. Some residents work in the City, some residents commute to work outside the City, and some residents don't work at paid jobs. Non-residents may be present in the City for work, shopping, recreation, or any number of other reasons.

In this study, the base weight of 1.0 is assigned to residents. Weights for employees associated with different types of development are based on estimates of the number of hours per week businesses of a certain type are in operation.

Our estimate of the average number of hours per week that residents spend in the City is based in part on an analysis of how many residents commute to work outside the City. We also assume the average resident spends four hours a week outside the City for activities like shopping and recreation.

Census Bureau American Community Survey data for 2017 show that 73.7% of Indio residents between ages 20 and 64 are employed, and that 72% of employed residents work outside the City. Assuming that out-commuters spend 47.5 hours a week (9.5 hours per day) outside the City for work and commuting, and that all residents spend 4 hours a week outside the City for shopping and recreation, leads us to the conclusion that out-commuters spend an average of 116.5 (168 – 47.5 – 4) hours per week in the City. If other residents spend 164 (168-4) hours per week in the City, the weighted average for all residents is 151.1. Dividing that number by 168 hours per week gives us a weight of 0.899 for all residents.

This study assumes that retail businesses operate 12 hours a day, 7 days a week (84 hours) and that other businesses operate only 9 hours a day, 5 days a week (45 hours). The weights assigned to employees of business associated with various types of non-residential development are based on the hours per week of operation divided by 168 total hours per week.

Table 2.1 shows the service population per unit weights and the service population per unit factors used in this study.

Peak Hour Trips. The demand variable used to calculate impact fees for roads, bridges and traffic signals in this report is peak hour vehicle trips per weekday. Peak hour trips-per-unit-per-day for each type of development defined in this study are shown in Table 2.1.

Demand Factors

Table 2.1 shows the values of demand factors used in this study, by development type.

Table 2.1 Demand Factors

Development Type	Unit Type	Pop per Unit [1]	Empl per Unit [2]	Svc Pop Weight [3]	Svc Pop per Unit [4]	Pk Hr Trips per Unit [5]	Water Use (GPD) [6]
Residential - Single Family	DU	3.00		0.899	3.00	0.99	580
Residential - Condo/Townhse	DU	2.65		0.899	2.65	0.56	445
Residential - Apartment	DU	2.65		0.899	2.65	0.56	445
Residential - Mobile Home	DU	2.80		0.899	2.80	0.46	445
Commercial Retail	KSF		2.2	2.000	4.40	3.81	105
Commercial - Office	KSF		3.0	1.071	3.21	1.15	105
Industrial	KSF		1.1	1.071	1.18	0.63	30
Public Facilities/Schools	Acre		6.9	1.071	7.39	8.00	1,130
Parks/Open Space	Acre		0.0	N/A	0.00	0.19	1,570

[1] Average population per unit based on analysis of data from the U. S. Census Bureau American Community Survey (2017, 5-Year Estimate), Tables B25032 and B25033

2 Employees per unit for retail, office and industrial estimated by NBS based on a study of employment density conducted by the Natelson Co. for the Southern California Association of Governments (SCAG); employees per unit for public facilities/schools based on acreage from the General Plan and employees from the General Plan Update EIR traffic model database

[3] Service population weight; see discussion in text

[4] Service population per unit = population or employees per unit X service population weight

[5] Peak hour trips per unit per day based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 10th Edition

[6] Estimated water demand in gallons per day per unit based on data from the Indio Water Authority (IWA) 2019 Water Master Plan Update

Existing and Forecasted Development

Summaries of existing and forecasted development by development type in Indio's planning area are presented in Tables 2.2 through 2.4.

The numbers presented in the following tables indicate that Indio currently has about 77% of its projected 2040 population. As of 2019, single-family residential units make up approximately 65% of all residential units in the City. That number is not projected to change significantly to 2040, although the mix of other residential unit types is projected to change somewhat.

Table 2.2 on the next page shows estimated existing development in the City as of January 1, 2019, in terms of units, population, service population and weighted peak hour trips.

Table 2.2 Existing Development as of January 1, 2019

Development	Type	Unit Type [1]	No. of Units [2]	Popula-tion [3]	Emplo-yees [4]	Service Pop [5]	Peak Hour Trips [6]	Water Use (MGD) [7]
Residential - Single Family		DU	21,956	65,868		65,868	21,736	12.734
Residential - Condo/Townhouse		DU	1,344	3,562		3,562	753	0.598
Residential - Apartment		DU	5,783	15,325		15,325	3,238	2.573
Residential - Mobile Home		DU	3,191	8,935		8,935	1,468	1.420
Commercial Retail		KSF	3,061.4		6,735	13,470	11,664	0.321
Commercial - Office		KSF	999.3		2,998	3,212	1,149	0.105
Industrial		KSF	2,097.3		2,307	2,472	1,321	0.063
Public Facilities/Schools		Acre	615.0		4,260	4,547	4,920	0.695
Parks/Open Space		Acre	1,926.0		N/A	N/A	366	3.024
Totals				**93,690**	**16,300**	**117,390**	**46,615**	**21.534**

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area; Acre = net developed acre

[2] Number of existing residential units based on the Department of Finance (DOF) January 2019 E-5 report; commercial and industrial units estimated by NBS based on employment data from the traffic model database used to prepare the General Plan Update EIR; acres of public facilities/schools and parks/open space from the General Plan Update Table 3-1

[3] Population = number of residential units X population per unit from Table 2.1; see discussion of full occupancy population in text

[4] Employees based on the traffic model database used to prepare the General Plan Update EIR

[5] Service population = number of units X service population per unit from Table 2.1

[6] Peak hour trips = number of units X peak hour trips per unit from Table 2.1

[7] Water use in millions of gallons per day (MGD) = number of units X water use per unit in gallons per day / 1,000,000

Table 2.3 shows forecasted future development in Indio's planning area out to 2040.

Table 2.3 Future Development to 2040

Development	Type	Unit Type	No. of Units	Popula-tion	Emplo-yees	Service Pop	Peak Hour Trips	Water Use (MGD)
Residential - Single Family		DU	5,144	15,432		15,432	5,093	2.984
Residential - Condo/Townhouse		DU	1,991	5,276		5,276	1,115	0.886
Residential - Apartment		DU	2,556	6,773		6,773	1,432	1.137
Residential - Mobile Home		DU	0	0		0	0	0.000
Commercial Retail		KSF	1,706.7		3,755	7,510	6,502	0.179
Commercial - Office		KSF	256.0		768	823	295	0.027
Industrial		KSF	816.7		898	963	515	0.025
Public Facilities/Schools		Acre	187.8		2,965	1,388	1,502	0.212
Parks/Open Space		Acre	82.4		N/A	N/A	16	0.129
Totals				**27,481**	**8,387**	**38,165**	**16,469**	**5.579**

Note: all figures in Table 2.3 represent the difference between the 2040 development in Table 2.4 and existing development in Table 2.2

Table 2.4 shows projected total 2040 development.

Table 2.4 Projected Total 2040 Development

Development	Type	Unit Type [1]	No. of Units [2]	Popula-tion [3]	Emplo-yees [4]	Service Pop [5]	Peak Hour Trips [6]	Water Use (MGD) [7]
Residential - Single Family		DU	27,100	81,300		81,300	26,829	15.718
Residential - Condo/Townhouse		DU	3,335	8,838		8,838	1,868	1.484
Residential - Apartment		DU	8,339	22,098		22,098	4,670	3.711
Residential - Mobile Home		DU	3,191	8,935		8,935	1,468	1.420
Commercial Retail		KSF	4,768		10,490	20,980	18,166	0.501
Commercial - Office		KSF	1,255		3,766	4,035	1,444	0.132
Industrial		KSF	2,914		3,205	3,434	1,836	0.087
Public Facilities/Schools		Acre	803		7,225	5,935	6,422	0.907
Parks/Open Space		Acre	2,008		N/A	N/A	382	3.153
Totals				**121,171**	**24,687**	**155,555**	**63,084**	**27.113**

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area; Acre = net developed acre

[2] 2040 dwelling units projected by NBS based on 2040 population from the General Plan Update traffic model land use database and expected shares of dwelling unit growth by category; 2040 commercial and industrial units projected by NBS based on future employment by category from the General Plan Update traffic model land use database

[3] 2040 potential population = number of residential units X population per unit from Table 2.1; see discussion of potential population in text

[4] 2040 employees based on data from the General Plan Update traffic model land use database

[5] Service population = number of units X service population per unit from Table 2.1

[6] Peak hour trips at buildout = number of units X peak hour trips per unit from Table 2.1

[7] Water use in millions of gallons per day (MGD) = number of units X water use per unit in gallons per day / 1,000,000

Chapter 3. Park Land and Improvements

This chapter updates three different types of fees available to fund park land and improvements to serve the added population associated with new residential development in Indio.

1. **Quimby Act In-Lieu Fees** - The Quimby Act (Government Code 66477) authorizes the City to require that residential subdivisions dedicate land for parks or pay fees in lieu of dedication. This chapter calculates the in-lieu fees, which apply only to residential projects that involve a subdivision.
2. **Park Land Impact Fees** – Impact fees for park land acquisition apply to residential projects that do not involve a subdivision and, thus, are not subject to Quimby Act in-lieu fees.
3. **Park Improvement Impact Fees**. Impact fees to fund park improvements apply to all residential development projects.

Demand Variable

A demand variable is an attribute of development that is used to represent the impact of development on a particular type of facility. The need for parks is almost universally defined in terms of the population to be served, so the demand variable used to calculate both in-lieu fees and impact fees in this chapter is added population.

Because the impact of development on the need for parks is created by an increase in population associated with new residential development, the fees calculated in this chapter will apply only to new residential development.

Service Area

Indio's parks serve the entire City, so in-lieu fees and impact fees for park land acquisition and park improvements will apply to all new residential development in the City.

Existing Facilities

Both Quimby Act in-lieu fee and park impact fee calculations in this chapter reference a list of the City's existing parks as part of their basis. Table 3.1 lists Indio's existing parks and breaks down the acreage of each park into city-owned and city-improved acres.

Table 3.1: Existing Parks

Park Name	Park Type	City-Owned Acres	City-Improved Acres
Miles Avenue Park	Community	17.80	17.80
North Jackson Park	Community	5.60	5.60
South Jackson Park	Community	2.00	2.00
Davis Field	Community	9.50	9.50
Burr Street Park	Mini/Nbhd	1.97	1.97
Doug York Plaza	Mini/Nbhd	0.50	0.50
Shields Park	Mini/Nbhd	1.10	1.10
Station 87 Dog Park	Mini/Nbhd	0.90	0.90
Marshall Parkway	Mini/Nbhd	0.90	0.90
Cahuilla Park	Neighborhood	4.80	4.80
Dominguez Park	Neighborhood	3.20	3.05
Dr Carreon Park	Neighborhood	6.30	6.30
George S. Patton Park	Neighborhood	4.20	4.20
Hjorth Park	Neighborhood	3.70	3.70
Mulligan Dog Park	Neighborhood	1.80	1.80
Yucca Park	Neighborhood	1.40	1.40
Indio Sports Complex	Community	51.80	-
South Jackson Soccer Park	Community	10.50	10.50
Municipal Golf Course	Special Use	46.00	46.00
Jacqueline Cochran Park	Community	16.40	-
Tingman Park	Mini/Nbhd	0.50	0.50
9/11 Memorial Park (CIP)	Mini/Nbhd	0.50	-
Total		**191.37**	**122.52**

Source: City of Indio parks inventory

Quimby Act Fees in Lieu of Park Land Dedication

Fees in lieu of park land dedication are authorized by the Quimby Act and apply only to residential subdivisions. The calculation of Quimby Act in-lieu fees differs in a number of ways from park impact fees, which are discussed later in this chapter.

The Quimby Act (Government Code Section 66477) authorizes municipalities to impose a requirement on residential subdivisions (including parcel maps) that they dedicate land for parks or pay fees in lieu of park land dedication. The statute requires use of population data from the most recent available federal census, which at the time of this study is the 2010 Census.

Under the Quimby Act, park land dedication requirements and in-lieu fees should be based on the 2010 ratio of park acreage to population if that ratio is between 3.0 acres per thousand and 5.0 acres per thousand. If the 2010 ratio is lower than 3.0 acres per thousand, the requirement for land dedication or in-lieu fees may be based on 3.0 acres per thousand.

As shown in Table 3.2, Indio's 2010 ratio was below 3.0 acres per thousand. Consequently, the park land in-lieu fees calculated later in this chapter are based on the minimum ratio of 3.0 acres per thousand.

Indio's Existing Quimby Act Ordinance

Per Ordinance 1325 (Indio Municipal Code Sections 156-130 to 156-140), Quimby Act parkland acquisition in-lieu fees "…shall be based on the fair market value of land within a subdivision." As such, the City calculates these fees on a case-by-case basis, depending on the fair market value of the land being subdivided at the time the project is approved using the following formula to determine the fee:

Quimby Act Park Land Acquisition In-lieu fee =

Number of dwelling units

x

Population per dwelling unit by development type (Occupancy Factor)

x

.003 acres per capita

x

market value of land per acre

x

75% cost recovery level

It is important to note that the 75% cost recovery level specified in the City's existing Quimby Act ordinance is not required by the Quimby Act. It represents a policy choice by the City at the time the ordinance was adopted.

Standardized Quimby Act In-Lieu Fees

Although a number of cities in California determine park land in-lieu fees on a case-by-case basis like Indio, most adopt a standardized in-lieu fee schedule based on an estimated average cost per acre for park land in the City. Later in this chapter, we calculate a schedule of standardized in-lieu fees for consideration by the City.

The City may continue calculating project-specific fees based on fair market value or may choose to adopt the standardized in lieu fees calculated in this report. If the City chooses to continue calculating project-specific fees based on fair market value of the land being subdivided, we recommend that the existing ordinance be reviewed and updated.

Existing Level of Service

Table 3.2 calculates the existing level of service in acres-per-capita and acres per thousand residents for three types of fees addressed in this chapter: (1) Quimby Act in-lieu fees which apply only to residential subdivisions; (2) park land impact fees which apply only to non-subdivision projects; and, (3) park improvement impact fees which apply to all residential development.

Note that the level of service for Quimby Act in-lieu fees in Table 3.2 is based on 2010 conditions and is less than 3.0 acres per thousand. Consequently, as provided in the Quimby Act, a standard of 3.0 acres per thousand (0.003 acres per capita) will be used to calculate standardized Quimby Act in-lieu fees later in this chapter.

Because of the 2019 California Court of Appeals decision in *Boatworks, LLC v. City of Alameda*, the acres-per-capita factor used to calculate park land impact fees for non-subdivision projects is based only on improved park acreage rather than on total acres of City-owned park land.

Table 3.2: Existing Level of Service

Facility	Existing Acres [1]	Existing Population [2]	Acres per Capita [3]	Acres per 1000 [4]
Park Land In-Lieu Fees (Subdivisions)	76.52	76,036	0.00101	1.006
Park Land Impact Fees (Non-Subdivision)	122.52	93,690	0.00131	1.308
Park Improvement Impact Fees	122.52	93,690	0.00131	1.308

[1] Existing acres for park land in-lieu fees based on 2010 conditions; existing acres for other fees based on 2019 park acreage as shown in table 3.1

[2] Existing population for park land in-lieu fees is from the 2010 Census; population for other fees is the 2019 population from Table 2.2

[3] Acres per capita = existing acres / existing population

[4] Acres per 1,000 population = acres per capita X 1,000

Cost per Capita

Table 3.3 calculates the cost per capita for the three types of fees calculated in this chapter. The acres-per-capita standards used for the park land impact fee for non-subdivision projects and the park improvement impact fees are from Table 3.2. The acres per capita standard for the park land in-lieu fees is 3.0 acres per thousand (0.003 acres per capita) as provided in the Quimby Act.

Table 3.3: Cost per Capita

Fee Type	Cost per Acre[1]	Acres per Capita [2]	Cost per Capita[3]
Park Land In-Lieu Fees (Subdivisions)	$ 192,500	0.00300	$ 577.50
Park Land Impact Fees (Non-Subdivision)	$ 192,500	0.00131	$ 251.74
Park Improvement Impact Fees	$ 750,000	0.00131	$ 980.79

[1] Park land acquisition cost per acre and park improvement cost per acre estimated by the City of Indio

[2] See Table 3.2; acres per capita for park land in-lieu fees based on 3.0 acres per 1,000 as provided in the Quimby Act; acres per capita for other fees based on improved park acres per capita

[3] Cost per capita = cost per acre X acres per capita

[4] Acres per 1,000 population = acres per capita X 1,000

In-Lieu Fees and Impact Fees per Unit

The next three tables calculate fees per unit by development type for each of the three types of in-lieu fees and impact fees covered in this chapter.

Quimby Act In-Lieu Fees per Unit (Subdivisions). Table 3.4 calculates standardized Quimby Act park land acquisition in-lieu fees per dwelling unit for residential subdivisions based on the cost per capita from Table 3.3 and the population per dwelling unit from Table 2.1. No in-lieu fees per unit are shown for the apartment or mobile home development types because they normally do not involve a subdivision.

Table 3.4: Park Land In-Lieu Fees per Unit (Subdivisions)

Development Type	Units [1]	Cost per Capita [2]	Population per DU [3]	In-Lieu Fee per Unit [4]
Residential - Single Family	DU	$577.50	3.00	$1,732.50
Residential - Condo/Townhouse	DU	$577.50	2.65	$1,530.38

[1] Units of development: DU = dwelling unit

[2] See Table 3.3

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X population per dwelling unit

Park Land Impact Fees per Unit (Non-Subdivision Projects). Table 3.5 calculates park land impact fees per dwelling unit for residential development not involving a subdivision. Those fees are based on the cost per capita from Table 3.3 and the population per dwelling unit from Table 2.1. The Condo/Townhouse development type is omitted from this table because that type of development would always involve a subdivision. The single-family residential development type is included in this table because single-family units may be built on existing lots. However, it is

important to note that this fee should not be collected if a park land in-lieu fee was collected when the lot was originally subdivided.

Table 3.5: Park Land Impact Fees per Unit (Non-Subdivisions Projects)

Development Type	Units [1]	Cost per Capita [2]	Population per DU [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$251.74	3.00	$755.21
Residential - Apartment	DU	$251.74	2.65	$667.10
Residential - Mobile Home	DU	$251.74	2.80	$704.86

[1] Units of development: DU = dwelling unit

[2] See Table 3.3

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X population per dwelling unit

Park Improvement Impact Fees per Unit (All Residential Development). Table 3.6 calculates park improvement impact fees per dwelling unit based on the cost per capita from Table 3.3 and the population per dwelling unit from Table 2.1.

Table 3.6: Park Improvement Impact Fees per Unit

Development Type	Units [1]	Cost per Capita [2]	Population per DU [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$980.79	3.00	$2,942.36
Residential - Condo/Townhouse	DU	$980.79	2.65	$2,599.09
Residential - Apartment	DU	$980.79	2.65	$2,599.09
Residential - Mobile Home	DU	$980.79	2.80	$2,746.21

[1] Units of development: DU = dwelling unit

[2] See Table 3.3

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X population per dwelling unit

Projected Revenue

The next three tables show revenue projections for the three types of fees calculated in this chapter. Those projections assume that future development occurs as projected in this report.

Quimby Act In-Lieu Fees per Unit (Subdivisions). Table 3.7 shows projected revenue from the Quimby Act in-lieu fees calculated in this chapter, based on the in-lieu fee per unit from Table 3.4 and the number of future units from Table 2.3.

Table 3.7: Projected Revenue from Park Land In-Lieu Fees

Development Type	Units [1]	In-Lieu Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$1,732.50	5,144	$ 8,911,980
Residential - Condo/Townhouse	DU	$1,530.38	1,991	$ 3,046,977
Total				**$ 11,958,957**

[1] Units of development: DU = dwelling unit

[2] See Table 3.4

[3] See Table 2.3

[4] Projected revenue = fee per unit X future units

Park Land Impact Fees per Unit (Non-Subdivisions). Table 3.8 shows projected revenue from the park land impact fees calculated in this chapter, based on the impact fee per unit from Table 3.5 and the number of future units from Table 2.3.

No revenue is shown in Table 3.8 for single-family residential units because the number of such units that might be constructed without involving a new subdivision is unknown and probably insignificant. No future mobile home units are planned in the City at this time, so no revenue is shown for that development type.

Table 3.8: Projected Revenue from Park Land Impact Fees

Development Type	Units [1]	Impact Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Apartment	DU	$667.10	2,556	$ 1,705,105
Residential - Mobile Home	DU	$704.86	0	$ 0
Total				**$ 1,705,105**

[1] Units of development: DU = dwelling unit

[2] See Table 3.5

[3] See Table 2.3

[4] Impact fee per unit = cost per capita X population per dwelling unit

Park Improvement Impact Fees per Unit (All Residential Development). Table 3.9 shows projected revenue from the park improvement impact fees calculated in this chapter, based on the impact fee per unit from Table 3.6 and the number of future units from Table 2.3.

Table 3.9: Projected Revenue from Park Improvement Impact Fees

Development Type	Units [1]	Impact Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$2,942.36	5,144	$ 15,135,516
Residential - Condo/Townhouse	DU	$2,599.09	1,991	$ 5,174,783
Residential - Apartment	DU	$2,599.09	2,556	$ 6,643,267
Residential - Mobile Home	DU	$2,746.21	0	$ 0
Total				**$ 26,953,566**

[1] Units of development: DU = dwelling unit

[2] See Table 3.6

[3] See Table 2.3

[4] Impact fee per unit = cost per capita X population per dwelling unit

Updating the Fees

The in-lieu fees and impact fees calculated in this chapter are based on the current estimated cost of park land and improvements. We recommend that the fees be reviewed periodically and adjusted as needed using local cost data or an index such as the *Engineering News Record* Construction Cost Index (CCI)

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the “rational nexus” and “rough proportionality” standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see “Legal Framework for Impact Fees” in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to mitigate the impact of new development on the need for parks in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to provide additional parks to mitigate the impacts of new development in the City.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to provide additional parks to serve the needs of added population associated with new residential development in Indio.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. New development increases the need for parks to maintain the existing level of service, as described earlier in this chapter. Without additional parks, the increase in population associated with new residential development would result in a reduction in the level of service provided to all residents of the City.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the park in-lieu fees and impact fees charged to a residential development project will depend on the increase in population associated with that project. The fees per unit of development calculated in this chapter for each type of residential development are based on the estimated average population per unit for that type of development in Indio. Thus, the fee charged to a development project reflects the impact of that project on the need for parks in the City.

Chapter 4. Fire Protection Facilities

This chapter calculates impact fees for Indio's fire protection facilities. The City contracts with the Riverside County Fire Department for fire protection, fire prevention, rescue, and emergency medical services. The City owns the fire stations in Indio. Those stations are part of an integrated system of fire protection facilities used by the Riverside County Fire Department to provide fire protection to Indio.

There are five existing fire stations in the City and preliminary plans call for a Public Safety Campus to replace Fire Station 1, as well as for expansion of Fire Station 3. These improvements will be needed to service existing and future development in the City. This study assumes that the cost of the Public Safety Campus will be shared between the Fire and Police facility impact fee bases.

Firefighting apparatus assigned to fire stations in Indio is owned by the County and the City contributes to the cost of apparatus through its contract payments to Riverside County Fire Department. The City owns part of a ladder truck, the cost of which is shared between three local cities, as well as a fleet of ambulances and vehicles associated with fire operations. The costs for apparatus are not included in the cost basis for impact fees in this chapter, however the costs of part of the ladder truck as well as City-owned vehicles and ambulances are included.

Methodology

The method used to calculate impact fees in this chapter is the plan-based method discussed in Chapter 1. That method calculates impact fees by allocating the cost of specific facilities to the development served by those facilities. In this case, the cost of existing and future fire stations will be allocated to existing and future development so that all development in the City will share proportionately in the cost of those facilities. The fire protection impact fees calculated in this chapter represent new development's proportionate share of the cost of Indio's fire protection facilities.

Demand Variable

A demand variable is an attribute of development that is used to represent the impact of development on a particular type of facility. See Chapter 2 for a general discussion of demand variables and demand factors.

Indio's Fire Department provides services to both residential and non-residential development in the City, so the demand variable used to calculate impact fees for those facilities is service population, which represents both residential and non-residential development. See Chapter 2 for a detailed explanation of service population.

Level of Service

The critical measure of level of service for fire protection and emergency medical services is emergency response time. The number of fire stations needed to serve a particular area with acceptable response times is determined by specific conditions within the area. In this case, the number and general location of existing and future fire stations needed to provide an acceptable level of service within the City have been identified by the Indio Fire Department. Those fire stations and their associated apparatus, vehicles and equipment are shown in the tables included within this Chapter.

Service Area

Although individual fire stations are assigned to provide the initial emergency response in a specific area, resources from multiple fire stations are often needed to provide an adequate response to an emergency call. A first alarm response to a small structure fire can require resources from as many as five fire stations. So it makes sense to treat the entire City as a single service area for purposes of calculating fire protection impact fees.

That approach is further supported by the fact that calculating separate impact fees for individual fire stations could result in substantially different impact fees for development in different parts of the City receiving essentially the same level of service. This analysis will allocate costs for fire protection facilities citywide, so the impact fees for a particular type of development will be the same throughout the City.

Facility Needs

Table 4.1 on the next page lists existing and planned future fire protection facilities in Indio with estimated building construction cost for future buildings, depreciated replacement cost for existing buildings, and estimated land cost (for future facilities) or land value (for existing facilities). Estimated building cost or replacement cost includes site development and furniture, fixtures and equipment.

Table 4.1: Existing and Future Fire Stations

Facility	Constr Date	Building Sq Ft [1]	Site Acres [2]	Bldg Cost/ Repl Cost [3]	Useful Life [4]	Est Land Cost [5]	Depr Building Repl Cost [6]	Impact Fee Cost Basis [7]
Fire Station 3 (Madison St)	1980	4,590	1.200	$ 2,991,992	50	$231,000	$ 658,238	$ 889,238
Fire Station 4 (Avenue 40)	2007	7,200	1.830	$ 3,043,779	50	$352,275	$ 2,313,272	$ 2,665,547
Fire Station 5 (Golf Center Pkwy)	2009	7,200	2.000	$ 4,102,830	50	$385,000	$ 3,282,264	$ 3,667,264
Fire Station 3 Expansion	Future	2,000	0.000	$ 1,303,700	50	$ -	$ 1,303,700	$ 1,303,700
New Public Safety Campus:								
Fire Station 1 Replacement	Future	13,267		$12,648,728	50	$ -	$12,648,728	$12,648,728
New PSS Building (12.5%) [8]	Future	2,750		$ 2,288,338	50	$ -	$ 2,288,338	$ 2,288,338
Public Safety Campus Site (25%) [9]	Future		2.16			$414,838	$ -	$ 414,838
Site Development (25%) [10]	Future		2.16			$606,375	$ -	$ 606,375
Total								**$24,484,027**

[1] Building square feet provided by the City of Indio

[2] Site acres provided by the City of Indio

[3] Building cost for Stations 4 & 5 is actual cost; building replacement cost for other existing fire stations based on $651.85 per square foot including furniture, fixtures and building equipment; building cost for future Public Safety Campus provided by City of Indio

[4] Useful Life for Fire Station based on City of Indio Finance Department asset records

[5] Cost or value of site estimated based on $192,500 per acre; provided by City of Indio

[6] Depreciated building replacement cost for existing stations using straight-line depreciation over the useful life of the asset

[7] Impact fee cost basis = sum of building, FF&E and site cost or value

[8] The Fire Department will occupy an estimated 12.5% of the 22,000 square foot PSS Admin Building

[9] Fire Department facilities will occupy an estimated 25% of the 8.62 acre Public Safety Campus

[10] Fire Department facilities will require approximately 25% of the estimated site development budget

Table 4.2 on the next page shows the replacement cost and depreciated replacement cost for the City's existing ambulances and vehicles. As mentioned above, the City does not own any apparatus besides a portion of a ladder truck. Many items shown in the table are fully depreciated so their cost will not be reflected in the impact fee calculations.

Table 4.2: Existing Fire Apparatus and Vehicles

Model Year	Description	Useful Life (Yrs)	Replacement Cost [1]	Depr Repl Cost [2]	Impact Fee Cost Basis [3]
2002	Pick up	7	$ 24,000	$ -	$ -
2005	Multi Function Fire/Ladder Truck (50%)	7	$ 500,000	$ -	$ -
2006	Pick up	7	$ 28,000	$ -	$ -
2008	Pick up	7	$ 97,000	$ -	$ -
2007	Ambulance	7	$ 225,000	$ -	$ -
2003	Ambulance	7	$ 225,000	$ -	$ -
2008	Pick up	7	$ 24,000	$ -	$ -
2009	Pick up	7	$ 28,000	$ -	$ -
2014	Ambulance	7	$ 225,000	$ 32,143	$ 32,143
2014	Ambulance	7	$ 225,000	$ 32,143	$ 32,143
2014	All Terrain Vehicle	7	$ 14,000	$ 2,000	$ 2,000
2014	All Terrain Vehicle	7	$ 14,000	$ 2,000	$ 2,000
2016	Ambulance	7	$ 225,000	$ 96,429	$ 96,429
2017	Ambulance	7	$ 225,000	$ 128,571	$ 128,571
2017	All Terrain Vehicle	7	$ 19,500	$ 11,143	$ 11,143
Total			**$ 2,098,500**	**$ 304,429**	**$ 304,429**

[1] Replacement cost provided by the City of Indio Fleet Department

[2] Depreciated replacement cost using straight-line depreciation over the useful life of the asset

[3] Impact fee cost basis equals the depreciated replacement cost

Table 4.3 shows the estimated cost of planned future fire apparatus and vehicles. Those estimated costs are used as the impact fee cost basis for those items.

Table 4.3: Future Fire Apparatus, Vehicles and Equipment

Description	No. of Units [1]	Cost per Unit [1]	Impact Fee Cost Basis [2]
Ambulance	2	$ 225,000	$ 450,000
Ladder Truck (50%)	1	$ 700,000	$ 700,000
Total			**$ 1,150,000**

[1] Information provided by the City of Indio Fire Department

[2] Impact fee cost basis = number of units X cost per unit

Table 4.4 summarizes the impact fee cost basis figures from the three previous tables. The total cost from Table 4.4 will be used to calculate impact fee calculations in the next section.

Table 4.4: Impact Fee Cost Basis - Existing and Future Assets

Component	Total Cost Basis [1]
Existing and Future Fire Stations	$ 24,484,027
Existing Fire Apparatus and Vehicles	$ 304,429
Future Fire Apparatus and Vehicles	$ 1,150,000
Total Cost	**$ 25,938,456**

[1] See Tables 4.1, 4.2 and 4.3

Cost per Capita of Service Population

As discussed in Chapter 2, service population is used as the demand variable for the impact fee calculations in this report. Table 4.5 calculates an average cost per capita of service population by dividing the total impact fee cost basis from Table 4.4 by the total 2040 service population of the City, as shown in Table 2.4 in Chapter 2.

Table 4.5: Cost per Capita of Service Population

Total Cost Basis[1]	2040 Service Population [2]	Cost per Capita [3]
$25,938,456	155,555	$166.75

[1] See Table 4.4

[2] See Table 2.4

[3] Cost per capita of service population = total cost basis/ 2040 service population

Impact Fee per Unit of Development

Impact fees per unit of development by development type are calculated using the cost per capita of service population from Table 4.5 and the service population per unit from Table 2.1. Table 4.6 shows those calculations.

Even though this analysis accounts for service population related to development in the Public Facilities/Schools and Parks/Open Space categories, no impact fees are shown for those categories in Table 4.6 because the City cannot normally collect impact fees for that type of development.

Table 4.6 Impact Fee per Unit

Development Type	Units [1]	Cost per Capita [2]	Svc Pop per Unit [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$166.75	3.00	$ 500.24
Residential - Condo/Townhouse	DU	$166.75	2.65	$ 441.88
Residential - Apartment	DU	$166.75	2.65	$ 441.88
Residential - Mobile Home	DU	$166.75	2.80	$ 466.89
Commercial Retail	KSF	$166.75	4.40	$ 733.69
Commercial - Office	KSF	$166.75	3.21	$ 535.98
Industrial	KSF	$166.75	1.18	$ 196.52
Public Facilities/Schools	Acre	$166.75	7.39	$ 1,232.74
Parks/Open Space	Acre	$166.75	0.00	$ 0.00

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area

[2] Cost per capita of service population; see Table 4.5

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X service population per unit

Projected Revenue

Table 4.7 projects the total revenue from the impact fees calculated in this chapter. That projection assumes that future development occurs as forecasted in this study. Revenue is projected by applying the impact fee per unit from Table 4.6 to added units from Table 2.3 in Chapter 2. No revenue is shown for Public Facilities/Schools or Parks/Open Space because the City normally cannot collect impact fees from those types of development. The total projected revenue shown in Table 4.7 amounts to about 36% of the cost of the planned future facilities listed in Table 4.4.

Table 4.7 Projected Revenue

Development Type	Units [1]	Cost per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$ 500.24	5,144	$ 2,573,252
Residential - Condo/Townhouse	DU	$ 441.88	1,991	$ 879,787
Residential - Apartment	DU	$ 441.88	2,556	$ 1,129,450
Residential - Mobile Home	DU	$ 466.89	0	$ 0
Commercial Retail	KSF	$ 733.69	1,707	$ 1,252,203
Commercial - Office	KSF	$ 535.98	256	$ 137,234
Industrial	KSF	$ 196.52	817	$ 160,504
Total				**$ 6,132,429**

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area

[2] See Table 4.6

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X service population per unit

Use of the Impact Fees

The impact fees calculated in this chapter will be used to pay for new development's share of the cost of the future fire facilities described earlier, as well as the acquisition of additional vehicles needed to serve new development in the City.

Updating the Fees

The impact fees calculated in this chapter are based in part on the cost of existing facilities and in part on the estimated cost of future facilities. Over time those costs can change, so we recommend that these fees be reviewed periodically and adjusted if necessary to reflect actual costs.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for new development's proportionate share of the cost of providing fire protection facilities to serve development in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for future fire protection facilities needed to provide a reasonable level of coverage for the City.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for new development's proportional share of the fire protection facilities needed to serve all development in Indio.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. The impact fees calculated in this chapter will pay for additional fire protection facilities needed serve anticipated development through buildout of the area within the existing corporate boundaries of Indio.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the fire protection impact fees charged to a development project will depend on the amount of added developed service population associated with that project. The fees per unit of development calculated in this chapter for each type of development are based on the estimated service population per unit for that type of development in Indio. Thus, the fee charged to a development project reflects that project's proportionate share of the cost of fire protection facilities in the City.

Chapter 5. Police Facilities

This chapter calculates impact fees for Indio's Police facilities. The Indio Police Department (IPD) is staffed with 76 sworn officers and 41 professional staff, as well as 26 Citizens Helping Indio Police (CHIP) volunteers, 14 police cadets and three chaplains.

The department is currently housed in a one-story building of approximately 18,000 square feet located at 48600 Jackson Street in Indio. The City plans to replace that building as part of development of a new Public Safety Campus.

Methodology

The method used to calculate impact fees in this chapter is the plan-based method discussed in Chapter 1. That method calculates impact fees by allocating the cost of specific facilities to the development served by those facilities. In this case, the cost of new Police facilities, including a new dispatch center, will be allocated to both existing and future development so that all development in the City will share proportionately in the cost of those facilities. The Police impact fees calculated in this chapter represent new development's proportionate share of the cost of those facilities.

Demand Variable

A demand variable is an attribute of development that is used to represent the impact of development on a particular type of facility. See Chapter 2 for a general discussion of demand variables and demand factors.

Indio's Police Department provides services to both residential and non-residential development in the City, so the demand variable used to calculate impact fees for those facilities is service population, which represents both residential and non-residential development. See Chapter 2 for a detailed explanation of service population.

Level of Service

The standard used to calculate impact fees for police facilities in this chapter is the 2040 level of service, defined as the relationship between the cost of Indio's planned police facilities and the 2040 service population. The level of service for police vehicles is the relationship between the cost of the City's existing police vehicles and the existing service population. Table 5.2 later in this chapter shows each of those standards as a cost per capita of service population. Appendix D to this study provides a detailed list of the existing vehicles and equipment.

Service Area

The Indio Police Department serves the entire City, so the impact fees calculated in this chapter will apply to all new development in the City.

Facility Needs

Table 5.1 lists Indio's planned future Police facilities with estimated building construction cost and land cost. Estimated building cost or replacement cost includes site development and furniture, fixtures and equipment.

Table 5.1: Future Police Facilities

Facility	Constr Date	Building Sq Ft [1]	Site Acres [2]	Est Bldg Cost [3]	Est Land Cost [4]	Impact Fee Cost Basis [5]
New PSS Building (87.5%) [6]	Future	19,250		$16,018,363		$16,018,363
New Dispatch Center	Future	7,318		$ 9,275,988		$ 9,275,988
New Police HQ Building	Future	40,000		$32,325,000		$32,325,000
Public Safety Campus Site (75%)	Existing		6.47		$1,244,513	$ 1,244,513
Site Development (75%) [7]	Future		6.47		$1,819,125	$ 1,819,125
Total				**57,619,351**	**3,063,638**	**$60,682,988**

[1] Building square feet provided by the City of Indio and Holt Architecture

[2] Public safety campus acreage = 8.62; Police Department share = 75%

[3] Estimated Police Department share of cost; cost estimate by Holt Architecture

[4] Land cost provided by City of Indio; site development cost estimated by Holt Architecture

[5] Impact fee cost basis = sum of estimated building cost and estimated site value

[6] The Police Department will occupy an estimated 87.5% of the 15,000 square foot PSS Bulding

[7] Police Department facilities will occupy an estimated 75% of the 8.62 acre Public Safety Campus

Cost per Capita of Service Population

Table 5.2 on the next page calculates two cost per capita figures, one for future police facilities and one for police vehicles. The cost per capita for future police facilities is calculated using the 2040 service population because those facilities will serve both existing and future development. The cost per capita for police vehicles is calculated using the existing service population because those vehicles serve only the existing City. The sum of those two numbers is used to calculate the Police impact fees in the next section.

Table 5.2: Cost per Capita of Service Population

Cost Component	PD Facilities Cost Basis [1]	Existing Vehicles Cost [2]	Service Population [3]	Cost per Capita [4]
Future Police Facilities	$60,682,988		155,555	$ 390.11
Existing Police Vehicles		$4,132,082	117,390	$ 35.20
Total				**$ 425.31**

[1] See Table 5.1

[2] Existing Police Department vehicles acquisition cost; see the appendix for a detailed list of vehicles

[3] See Table 2.4 (2040 service population) for police facilities and Table 2.2 (existing service population) for existing police vehicles

[4] Cost per capita of service population = cost / service population

Impact Fees per Unit of Development

Impact fees per unit of development by development type are calculated using the total cost per capita of service population from Table 5.2 and the service population per unit from Table 2.1. Table 5.3 shows those calculations.

Table 5.3 Police Impact Fees per Unit

Development Type	Units [1]	Cost per Capita [2]	Svc Pop per Unit [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$425.31	3.00	$ 1,275.92
Residential - Condo/Townhouse	DU	$425.31	2.65	$ 1,127.06
Residential - Apartment	DU	$425.31	2.65	$ 1,127.06
Residential - Mobile Home	DU	$425.31	2.80	$ 1,190.86
Commercial Retail	KSF	$425.31	4.40	$ 1,871.35
Commercial - Office	KSF	$425.31	3.21	$ 1,367.05
Industrial	KSF	$425.31	1.18	$ 501.25
Public Facilities/Schools	Acre	$425.31	7.39	$ 3,144.23
Parks/Open Space	Acre	$425.31	0.00	$ 0.00

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area; acre = net developed acre

[2] Cost per capita of service population; see Table 5.2

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X service population per unit

Projected Revenue

Table 5.4 projects the total revenue from the impact fees calculated in this chapter. That projection assumes that future development occurs as forecasted in this study. Revenue is

projected by applying the impact fees per unit from Table 5.3 to added units from Table 2.3 in Chapter 2. No revenue is shown for Public Facilities/Schools or Parks/Open Space because the City normally cannot collect impact fees from those types of development. The total projected revenue shown in Table 5.4 amounts to about 26% of the cost of the planned future police facilities listed in Table 5.1.

Table 5.4 Projected Revenue - Police Impact Fees

Development Type	Units [1]	Impact Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$ 1,275.92	5,144	$ 6,563,322
Residential - Condo/Townhouse	DU	$ 1,127.06	1,991	$ 2,243,978
Residential - Apartment	DU	$ 1,127.06	2,556	$ 2,880,767
Residential - Mobile Home	DU	$ 1,190.86	0	$ 0
Commercial Retail	KSF	$ 1,871.35	1,706.7	$ 3,193,861
Commercial - Office	KSF	$ 1,367.05	256.0	$ 350,029
Industrial	KSF	$ 501.25	816.7	$ 409,379
Total				**$ 15,641,337**

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area

[2] See Table 5.3

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X service population per unit

Use of the Impact Fees

The impact fees calculated in this chapter will be used to pay for new development's share of the cost of the future police facilities described earlier, as well as the acquisition of additional police vehicles needed to serve new development in the City.

Updating the Fees

The impact fees calculated in this chapter are based in large part on estimated costs for planned future facilities. Over time those costs can change, so we recommend that these fees be reviewed periodically and adjusted if necessary to reflect changes in costs.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;
b. The need for the facility and the type of development on which the fee is imposed; and
c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for new development's proportionate share of the cost of providing police facilities, vehicles and equipment to serve development in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for new development's share of police facilities, vehicles and equipment needed to serve development in the City.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for new development's proportional share of the cost of police facilities, vehicles and equipment needed to serve development in Indio.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. All new development creates a need for additional police facilities, vehicles and equipment. The impact fees calculated in this chapter will pay for new development's proportionate share of police facilities, vehicles and equipment needed to serve development in Indio through 2040.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the police impact fees charged to a development project will depend on the amount of added service population associated with that project. The fees per unit of development calculated in this chapter for each type of development are based on the estimated service population per unit for that type of development in Indio. Thus, the fee charged to a development project reflects that project's proportionate share of the cost of additional police facilities, vehicles and equipment needed to serve new development in the City.

Chapter 6. Public Buildings

This chapter calculates impact fees for Indio's public buildings, including City Hall, the corporate yard, the library and several community centers and cultural facilities, as well as general government vehicles.

Methodology

The method used to calculate impact fees in this chapter is the standard-based method discussed in Chapter 1. The standard used to calculate impact fees in this chapter is the existing level of service defined below.

Demand Variable

A demand variable is an attribute of development that is used to represent the impact of development on a particular type of facility. See Chapter 2 for a general discussion of demand variables and demand factors.

Indio's public buildings and vehicles provide services to both residential and non-residential development in the City, so the demand variable used to calculate impact fees for those facilities is service population, which represents both residential and non-residential development. See Chapter 2 for a detailed explanation of service population.

Level of Service

The standard used to calculate impact fees in this chapter is the existing level of service defined as the relationship between the replacement cost of Indio's existing public buildings and vehicles and the City's existing service population. Table 6.3 later in this chapter shows that standard as a cost per capita of service population.

Service Area

Indio's public buildings and vehicles serve the entire City, so the impact fees calculated in this chapter will apply to all new development in the City.

Existing Facilities

Table 6.1 on the next page lists the City's existing public buildings with their estimated replacement cost and land value. Building replacement cost is used here because it will be necessary for the City to build additional public buildings to maintain the existing level of service as the City grows. The per-capita replacement cost of existing public buildings and vehicles (see Table 6.3) is used here as an indication of the cost of maintaining the existing level of service as the City grows.

Table 6.1: Existing Public Buildings

Facility	Building Sq Ft [1]	Site Acres [2]	Est Bldg Repl Cost [3]	Est Land Value [4]	Impact Fee Cost Basis [5]
City Hall	15,420	1.8	$ 5,546,048	$ 346,500	$ 5,892,548
Indio Branch Library	21,725	1.5	$ 2,485,000	$ 288,750	$ 2,773,750
Coachella Valley Art Center	12,206	0.5	$ 1,994,455	$ 96,250	$ 2,090,705
Indio Perfoming Arts Center	22,000	1.4	$ 2,756,671	$ 269,500	$ 3,026,171
Teen Center	17,690	3.4	$ 9,324,960	$ 654,500	$ 9,979,460
Senior Center	21,200	2.0	$ 9,718,138	$ 385,000	$ 10,103,138
Boys and Girls Club	24,282	0.4	$ 12,799,812	$ 77,000	$ 12,876,812
CVHM Smiley/Tyler House	2,995	1.6	$ 1,272,856	$ 308,000	$ 1,580,856
CVHM Smiley/Tyler Pavilion	155	Included	$ 65,488		$ 65,488
CVHM LaLonde Bldg	400	Included	$ 169,106		$ 169,106
CVHM Smiley/Tyler Art Studio	520	Included	$ 101,019		$ 101,019
CVHM Archive	2,340	Included	$ 351,000		$ 351,000
Chamber of Commerce Bldg	3,515	0.7	$ 617,969	$ 134,750	$ 752,719
Corporate Yard	39,613	7.1	$ 18,905,396	$ 1,366,750	$ 20,272,146
Emergency Operations Center	8,800	0.5	$ 1,892,301	$ 96,250	$ 1,988,551
Future Library Site		1.8		$ 346,500	$ 346,500
Total					**$ 72,369,969**

[1] Building square feet from the City of Indio fixed asset schedule

[2] Site acres provided by the City of Indio

[3] Estimated building replacement cost from City property schedule

[4] Land value based on $192,500 per acre

[5] Impact fee cost basis = sum of estimated building replacement cost and estimated site value

Table 6.2 lists the City's existing general government vehicles with their replacement cost. As with public buildings, the per-capita replacement cost of existing (see Table 6.3) is used here as an indication of the cost of maintaining the existing level of service as the City grows. Appendix D to this study provides a detailed list of the existing vehicles and equipment.

Table 6.2: Existing General Government Vehicles/ Equipt

Department	Impact Fee Cost Basis [1]
Building Safety	$ 226,657.73
Public Works	$ 3,429,252.66
Other Departments	$ 234,408.39
Total	**$ 3,890,318.78**

[1] Impact fee cost basis = replacement cost; see appendix for a detailed list of vehicles and equpment for each department

Cost per Capita of Service Population

Table 6.3 shows the existing cost per capita of service population for public buildings and general government vehicles and equipment based on the impact fee cost bases from Tables 6,1 and 6.2 and the existing service population from Table 2.2. The total cost per capita shown in Table 6.3 is the overall existing level of service for the assets addressed in this chapter and is the standard used to calculate impact fees for those assets.

Table 6.3: Cost per Capita of Service Population

Cost Component	Impact Fee Cost Basis[1]	Existing Service Pop [2]	Cost per Capita [3]
Existing Public Buildings	$ 72,369,969.00	117,390	$ 616.49
Existing Vehicles & Equipment	$ 3,890,318.78	117,390	$ 33.14
Total			**$ 649.63**

[1] See Tables 6.1 and 6.2

[2] See Table 2.2

[3] Cost per capita of service population = impact fee cost basis/ existing service population

Impact Fees per Unit of Development

Impact fees per unit of development by development type are calculated using the cost per capita of service population from Table 6.3 and the service population per unit from Table 2.1. Table 6.4 shows those calculations.

Even though this analysis accounts for service population related to development in the Public Facilities/Schools and Parks/Open Space categories, no impact fees are shown for those categories in Table 6.4 because the City cannot normally collect impact fees for that type of development.

Table 6.4 Public Building Impact Fees per Unit

Development Type	Units [1]	Cost per Capita [2]	Svc Pop per Unit [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$649.63	3.00	$ 1,948.90
Residential - Condo/Townhouse	DU	$649.63	2.65	$ 1,721.53
Residential - Apartment	DU	$649.63	2.65	$ 1,721.53
Residential - Mobile Home	DU	$649.63	2.80	$ 1,818.97
Commercial Retail	KSF	$649.63	4.40	$ 2,858.38
Commercial - Office	KSF	$649.63	3.21	$ 2,088.10
Industrial	KSF	$649.63	1.18	$ 765.64

[1] DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] Cost per capita of service population; see Table 6.3

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X service population per unit

Projected Revenue

Table 6.5 projects the total revenue from the impact fees calculated in this chapter. That projection assumes that future development occurs as forecasted in this study. Revenue is projected by applying the impact fees per unit from Table 6.4 to added units from Table 2.3 in Chapter 2. No revenue is shown for Public Facilities/Schools or Parks/Open Space because the City normally cannot collect impact fees from those types of development.

Table 6.5 Projected Revenue - Public Bulidings Impact Fees

Development Type	Units [1]	Impact Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$ 1,948.90	5,144	$ 10,025,129
Residential - Condo/Townhouse	DU	$ 1,721.53	1,991	$ 3,427,559
Residential - Apartment	DU	$ 1,721.53	2,556	$ 4,400,221
Residential - Mobile Home	DU	$ 1,818.97	0	$ 0
Commercial Retail	KSF	$ 2,858.38	1,706.72	$ 4,878,455
Commercial - Office	KSF	$ 2,088.10	256.05	$ 534,651
Industrial	KSF	$ 765.64	816.71	$ 625,305
Total				**$ 23,891,320**

[1] DU = dwelling unit; KSF = 1,000 gross square feet of building area

[2] See Table 6.4

[3] See Table 2.1

[4] Impact fee per unit = cost per capita X service population per unit

Use of the Impact Fees

The impact fees calculated in this chapter will be used to pay for new development's share of the cost of new City Hall and Library buildings.

Updating the Fees

The impact fees calculated in this chapter are based on the replacement cost of existing facilities, vehicles and equipment. Over time those costs can change, so we recommend that these fees be reviewed periodically and adjusted, if necessary, to reflect actual costs.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;
b. The need for the facility and the type of development on which the fee is imposed; and
c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for the cost of public buildings and general government vehicles needed to mitigate the impact of new development in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for future public buildings and general government vehicles needed to serve additional development in the City.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for the cost of public buildings and general government vehicles needed to maintain the existing level of service in Indio as the City grows.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. All development creates a need for additional public buildings and general government vehicles. The impact fees calculated in this chapter will pay for additional assets needed to maintain the existing level of service in the City.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the public buildings and vehicles impact fees charged to a development project will depend on the amount of added service population associated with that project. The fees per unit of development calculated in this chapter for each type of development are based on the estimated service population per unit for that type of development in Indio. Thus, the fee charged to a development project reflects that project's proportionate share of the cost of the City's public buildings and general government vehicles.

Chapter 7. Roads and Bridges

This chapter calculates impact fees for road and bridge improvements in the City of Indio. The improvement costs used in the impact fee calculations are taken from the City's Capital Improvement Program (CIP). The portion of project costs to be funded by other agencies or programs, including CVAG's Transportation Uniform Mitigation Fee (TUMF) program, are excluded from the costs used in this analysis, so only the City's share of those costs is considered in the impact fee calculations. Road diet projects are also excluded from the list of projects addressed in the impact fee calculations. A complete list of development-related CIP road and bridge improvements and costs is contained in Appendix C to this report.

Methodology

The method used to calculate impact fees in this chapter is the plan-based method discussed in Chapter 1. That method calculates impact fees by allocating the cost of certain facilities to the development served by those facilities.

In this chapter, improvement costs are apportioned between existing and future development based on the number of peak hour trips contributed by each of those components at the point where all future development projected out to 2040 is built out. That approach means that impact fees will cover only about 26% of the City's cost for future road and bridge improvements.

Service Area

The service area for improvements addressed in this chapter is Indio's General Plan planning area, including both the existing incorporated City and the sphere of influence.

Level of Service

The Mobility Element of Indio's General Plan 2040 does not adopt traditional level of service standards for streets and intersections. The Mobility Element adopts a "complete streets" approach to accommodate pedestrians, cyclists, golf carts and transit as well as private vehicles. It envisions a variety of street configurations to accommodate the mix of transportation modes appropriate to particular types of streets.

Demand Variable

The demand variable used in this analysis is peak hour trips per unit of development. Table 2.1 in Chapter 2 shows the number of peak hour trips per unit generated by each type of development addressed in this study.

Facility Needs

Table 7.1 summarizes the improvement costs used to calculate impact fees in this chapter. The list of projects is broken down into street projects, bridge projects and freeway interchange projects, and the costs shown for each type of project are the total project cost, the City's share of the total costs and new development's share of the City's cost share. A detailed list of projects

is contained in Appendix C. Additional detail on individual projects is available from the City of Indio Engineering Department.

The percentage used to determine new development's share of the City's cost is calculated as the number of peak hour trips generated by future development (see Table 2.3) divided by total 2040 peak hour trips (see Table 2.4). That calculation is: 16,469 / 63,084 = 26.1%.

Table 7.1: Summary of Roads and Bridges Improvement Costs

Improvement Type	Project Cost	City Share	New Dev %	New Dev Cost Share
Street Projects	$ 154,759,110	$ 52,811,641	26.1%	$ 13,787,498
Bridge Projects	$ 255,249,296	$ 49,071,321	26.1%	$ 12,811,015
Freeway Interchange Projects	$ 211,000,000	$ 52,750,000	26.1%	$ 13,771,405
Total	**$ 621,008,406**	**$ 154,632,962**	**26.1%**	**$ 40,369,918**

Source: 2019 City of Indio Capital Improvement Program Cost Summary; see the appendix for a detailed list of projects and costs

Cost per Peak Hour Trip

Table 7.2 calculates an average cost per peak hour trip by dividing new development's share of costs from Table 7.1 by the number of peak hour trips added by new development from Table 2.3.

Table 7.2: Cost per Peak Hour Trip

New Development Cost Share [1]	Added Peak Hour Trips [2]	Cost per Peak Hour Trip [3]
$40,369,918	16,469	$2,451.21

[1] See Table 7.1

[2] See Table 2.3

[3] Cost per peak hour trip = new development cost share / added peak hour trips

Impact Fee per Unit of Development

In Table 7.3, impact fees per unit of development by development type are calculated using the cost per peak hour trip from Table 7.2 and the peak hour trips per unit from Table 2.1 Even though this analysis accounts for peak hour trips generated by development in the Public Facilities/Schools and Parks/Open Space categories, no impact fees are shown for those categories in Table 7.3 because the City cannot normally collect impact fees for those development types.

Table 7.3: Roads and Bridges - Impact Fees per Unit

Development Type	Units [1]	Cost per Pk Hr Trip [2]	Pk Hr Trips per Unit [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$2,451.21	0.99	$ 2,426.70
Residential - Condo/Townhouse	DU	$2,451.21	0.56	$ 1,372.68
Residential - Apartment	DU	$2,451.21	0.56	$ 1,372.68
Residential - Mobile Home	KSF	$2,451.21	0.46	$ 1,127.56
Commercial Retail	KSF	$2,451.21	3.81	$ 9,339.10
Commercial - Office	KSF	$2,451.21	1.15	$ 2,818.89
Industrial	KSF	$2,451.21	0.63	$ 1,544.26

[1] Units of development; DU = dwelling unit; KSF = 1,000 gross sq. feet of building area

[2] See Table 7.2

[3] Peak hour trips per unit; see Table 2.1

[4] Cost per unit = cost per peak hour trip X peak hour trips per unit

Projected Revenue

Table 7.4 projects revenue from the impact fees shown in Table 7.3. The revenue projection assumes that future development occurs as forecasted in this study. Revenue is projected by applying the impact fee per unit from Table 7.3 to added units from Table 2.3 in Chapter 2.

Table 7.4: Roads and Bridges Impact Fees - Projected Revenue

Development Type	Units [1]	Impact Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$ 2,426.70	5,144	$ 12,482,922
Residential - Condo/Townhouse	DU	$ 1,372.68	1,991	$ 2,732,999
Residential - Apartment	DU	$ 1,372.68	2,556	$ 3,508,561
Residential - Mobile Home	KSF	$ 1,127.56	0	$ 0
Commercial Retail	KSF	$ 9,339.10	1,707	$ 15,939,216
Commercial - Office	KSF	$ 2,818.89	256	$ 721,766
Industrial	KSF	$ 1,544.26	817	$ 1,261,215
Total				**$ 36,646,678**

[1] Units of development; DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] Impact fee per unit excluding administrative charge; see Table 7.3

[3] See Table 2.3

[4] Projected revenue = impact fee per unit X future units

Updating the Fees

The impact fees calculated in this chapter are based on the cost of planned road and bridge improvements. Over time those costs can change, so we recommend that these fees be reviewed periodically and adjusted if necessary to reflect actual costs.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for new development's proportionate share of the cost of providing roads and bridges improvements to serve development in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for new development's share of roads and bridges improvements needed to serve development in the City.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for new development's proportional share of the cost of roads and bridges needed to serve development in Indio.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. All new development generates traffic that impacts the City transportation system. The impact fees calculated in this chapter will pay for roads and bridges improvements needed to serve additional development in Indio through 2040.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the road and bridge impact fees calculated in this chapter depends on the number of peak hour trips per day associated with a particular project. Thus, the fee charged to a development project reflects that project's proportionate share of the cost of roads and bridges needed to serve development in the City.

Chapter 8. Traffic Signals

This chapter calculates impact fees for traffic signal improvements in the City of Indio. The improvement costs used in the impact fee calculations are taken from the City's Capital Improvement Program (CIP). A complete list of development-related CIP traffic signal projects and costs is contained in Appendix C to this report.

Methodology

The method used to calculate impact fees in this chapter is the plan-based method discussed in Chapter 1. That method calculates impact fees by allocating the cost of certain facilities to the development served by those facilities.

In this chapter, improvement costs are apportioned between existing and future development based on the number of peak hour trips contributed by each of those components at the point where all future development projected out to 2040 is built out. That approach means that impact fees will pay for only about 26% of the City's cost for future traffic signal improvements.

Service Area

The service area for improvements addressed in this chapter is Indio's General Plan planning area, including both the existing incorporated City and the sphere of influence.

Level of Service

The traffic signal improvements shown in the City's CIP are those for which the City has projected a need and which are expected to meet signal warrants within the next 20 years.

Demand Variable

The demand variable used in this analysis is peak hour trips per unit of development. Table 2.1 in Chapter 2 shows the number of peak hour trips per unit generated by each type of development addressed in this study.

Facility Needs

Table 8.1 summarizes the traffic signal improvement costs used to calculate impact fees in this chapter. The costs shown are the total project cost, the City's share of the total costs and new development's share of the City's cost share. Only one of the signal projects in the CIP is projected to receive funding from an outside agency.

The percentage used to determine new development's share of the City's cost is calculated as the number of peak hour trips generated by future development (see Table 2.3) divided by total 2040 peak hour trips (see Table 2.4). That calculation is: 16,469 / 63,084 = 26.1%.

Table 8.1: Summary of Traffic Signals Costs

Improvement Type	Project Cost	City Share	New Dev %	New Dev Cost Share
Traffic Signal Projects	$19,643,000	$19,071,300	26.1%	$4,978,931

Source: 2019 City of Indio Capital Improvement Program Cost Summary; see the appendix for a detailed list of projects and costs

Cost per Peak Hour Trip

Table 8.2 calculates an average cost per peak hour trip by dividing new development's share of costs from Table 8.1 by the number of peak hour trips added by new development from Table 2.3.

Table 8.2: Cost per Peak Hour Trip

New Development Cost Share [1]	Added Peak Hour Trips [2]	Cost per Peak Hour Trip [3]
$4,978,931	16,469	$302.31

[1] See Table 8.1

[2] See Table 2.3

[3] Cost per peak hour trip = new development cost share / added peak hour trips

Impact Fee per Unit of Development

In Table 8.3, impact fees per unit of development by development type are calculated using the cost per peak hour trip from Table 8.2 and the peak hour trips per unit from Table 2.1 Even though this analysis accounts for peak hour trips generated by development in the Public Facilities/Schools and Parks/Open Space categories, no impact fees are shown for those categories in Table 8.3 because the City cannot normally collect impact fees for those types of development.

Table 8.3: Traffic Signals Impact Fees per Unit

Development Type	Units [1]	Cost per Pk Hr Trip [2]	Pk Hr Trips per Unit [3]	Impact Fee per Unit [4]
Residential - Single Family	DU	$302.31	0.99	$ 299.29
Residential - Condo/Townhouse	DU	$302.31	0.56	$ 169.30
Residential - Apartment	DU	$302.31	0.56	$ 169.30
Residential - Mobile Home	KSF	$302.31	0.46	$ 139.06
Commercial Retail	KSF	$302.31	3.81	$ 1,151.82
Commercial - Office	KSF	$302.31	1.15	$ 347.66
Industrial	KSF	$302.31	0.63	$ 190.46

[1] Units of development; DU = dwelling unit; KSF = 1,000 gross sq. feet of building area

[2] See Table 8.2

[3] Peak hour trips per unit; see Table 2.1

[4] Impact fee per unit = cost per peak hour trip X peak hour trips per unit

Projected Revenue

Table 8.4 projects revenue from the impact fees shown in Table 8.3. The revenue projection assumes that future development occurs as forecasted in this study. Revenue is projected by applying the impact fee per unit from Table 8.3 to added units from Table 2.3 in Chapter 2.

Table 8.4: Traffic Signals Impact Fees - Projected Revenue

Development Type	Units [1]	Adj Impact Fee per Unit [2]	Future Units [3]	Projected Revenue [4]
Residential - Single Family	DU	$ 299.29	5,144	$ 1,539,552
Residential - Condo/Townhouse	DU	$ 169.30	1,991	$ 337,068
Residential - Apartment	DU	$ 169.30	2,556	$ 432,720
Residential - Mobile Home	KSF	$ 139.06	0	$ 0
Commercial Retail	KSF	$ 1,151.82	1,707	$ 1,965,826
Commercial - Office	KSF	$ 347.66	256	$ 89,017
Industrial	KSF	$ 190.46	817	$ 155,549
Total				**$ 4,519,734**

[1] Units of development; DU = dwelling unit; KSF = 1,000 gross sq ft of building area

[2] See Table 8.3

[3] See Table 2.3

[4] Projected revenue = impact fee per unit X future units

Updating the Fees

The impact fees calculated in this chapter are based on the cost of planned traffic signals. Over time those costs can change, so we recommend that these fees be reviewed periodically and adjusted if necessary to reflect actual costs.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for new development's proportionate share of the cost of providing traffic signals to serve development in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for new development's share of traffic signals needed to serve development in the City.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for new development's proportional share of the cost of traffic signals needed to serve development in Indio.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. All new development generates traffic that impacts the need for traffic signals. The impact fees calculated in this chapter will pay for traffic signals needed to serve additional development in Indio through 2040.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the road and bridge impact fees calculated in this chapter depends on the number of peak hour trips per day associated with a particular project. Thus, the fee charged to a development project reflects that project's proportionate share of the cost of traffic signals needed to serve development in the City.

Chapter 9. Storm Drainage Improvements

This chapter calculates impact fees for improvements to Indio's storm drainage system. The impact fees calculated in this chapter are based on the City's Master Drainage Plan Update (MDPU) that was completed in November 2019 by Albert A. Webb Associates.

Methodology

The method used to calculate impact fees in this chapter is the plan-based method discussed in Chapter 1. That method calculates impact fees by allocating the cost of specific facilities to the development served by those facilities. The City has an extensive system of existing storm drainage facilities. The MDPU identifies additional facilities needed both to correct some existing deficiencies and to accommodate future development.

In this chapter, the cost of drainage system improvements identified in the MDPU will be allocated to both existing and future development so that impact fees paid by future development are not used to pay for correcting deficiencies in the City's existing stormwater drainage system.

Service Area

The area served by the drainage system outlined in the MDPU is the planning area identified in the City's 2019 General Plan Update.

Level of Service

Level of service for storm drainage facilities is defined in large part by the size of storm the system is designed to handle without flooding. The design standards used in the MDPU are set forth in Chapter 1 of that document.

Demand Variable

A demand variable is some measurable attribute of development that is used in impact fee calculation formulas to represent the impacts created by different types of development. The demand variable used in this chapter to calculate drainage impact fees is acres of impervious cover. Impervious cover refers to the portion of a development site occupied by hard surfaces, such as roofs and paving that prevent absorption of stormwater by the soil and thereby increase runoff into drainage facilities.

Existing and Future Development

Tables 9.1 shows estimated acres of existing development by development type, along with the estimated acres of impervious cover for each type of development. Acres of impervious cover by development type were estimated using factors from the MDPU, which are shown as "impervious cover %" in the table.

Table 9.1 Existing Development - Acres by Impervious Cover Classification

Classification/ Development Type	Acres [1]	Impervious Cover % [2]	Impervious Cover Acres [3]
Open Space/Recreation/Horse Facilities	1,926	10%	192.6
Rural Residential	472	10%	47.2
Existing Parks	190	10%	19.0
Single-Family Residential	3,913	50%	1,956.5
Multi-Family Residential	220	75%	165.0
Mobile Home Parks	450	75%	337.5
Public Facilities	615	75%	461.3
Commercial	1,029	90%	926.1
Office	204	90%	183.6
Industrial	958	90%	862.2
Transportation/Communication/Utilities	4,954	90%	4,458.6
Total	**14,931**		**9,609.6**

[1] 2019 City of Indio General Plan, Table 3-1

[2] See 2019 City of Indio Master Drainage Plan Update, page 1-11

[3] Impervious cover acres = acres X impervious cover %

Table 9.2 on the next page shows estimated acres of future development by development type, along with the estimated acres of impervious cover for each type of development.

Table 9.2 Future Development - Acres by Impervious Cover Classification

Classification/ Development Type	Acres [1]	Impervious Cover % [2]	Impervious Cover Acres [3]
Parks and Open Space	3,004	10%	300.4
Festival District	667	10%	66.7
Desert Estate Neighborhood	1,800	10%	180.0
Suburban Neighborhood	8,591	50%	4,295.5
Resource Recovery	39	50%	19.5
Schools	7	50%	3.5
Connected Neighborhood	1,326	75%	994.5
Midtown	179	75%	134.3
Mixed Use Neighborhood	877	75%	657.8
Downtown	77	90%	69.3
Neighborhood Center	143	90%	128.7
Regional Commercial	530	90%	477.0
Public and Institutional	771	90%	693.9
Workplace Employment District	1,215	90%	1,093.5
Total	**19,226**		**9,114.5**

[1] Acres of future development provided by the City of Indio and Albert A. Webb Associates, Master Drainage Plan Consultants

[2] See 2019 City of Indio Master Drainage Plan, page 1-11

[3] Impervious cover acres = acres X impervious cover %

Cost per Acre of Impervious Cover

Table 9.3 calculates the cost of drainage improvements per acre of impervious cover. In that table, the estimated cost of drainage system improvements from the MDPU is divided by the total acres of impervious cover for existing and future development from Tables 9.1 and 9.2. The resulting cost per acre is used to calculate impact fees per acre by development type.

Table 9.3: Cost per Acre of Impervious Cover

Estimated Cost of MDP Improvements [1]	Total Acres of Impervious Cover [2]	Cost per Acre of Impervious Cover [3]
$102,490,000	18,724.05	$5,473.71

[1] Estimated cost of improvments from the City of Indio November 2019 Final Master Drainage Plan, page 6-1, including alternates

[2] Total acres of existing and future impervious cover from Tables 9.1 and 9.2

[3] Cost per acre of impervious cover = estimated cost of Master Drainage Plan improvements / total acres of existing and future impervious cover

Impact Fees per Net Acre of Development

Table 9.4 shows the impact fee per net acre of development by development type. The development types in Table 9.4 are taken from the Master Drainage Plan Update and differ from the categories used for other impact fees in this study.

For each type of development in Table 9.4, the average improvement cost per acre of impervious cover is multiplied by the impervious cover percentage for that type of development to arrive at the impact fee per net acre of development. These impact fees should be applied to the entire net developed acreage of a project.

Table 9.4: Storm Drainage Impact Fees per Acre by Development Type

Development Type	Cost per Acre Imperv Cover [1]	Impervious Cover % [2]	Impact Fee per Acre [3]
Desert Estate Neighborhood	$5,473.71	10%	$ 547.37
Suburban Neighborhood	$5,473.71	50%	$ 2,736.85
Connected Neighborhood	$5,473.71	75%	$ 4,105.28
Mixed Use Neighborhood	$5,473.71	75%	$ 4,105.28
Midtown	$5,473.71	75%	$ 4,105.28
Downtown	$5,473.71	90%	$ 4,926.34
Festival District	$5,473.71	10%	$ 547.37
Neighborhood Center	$5,473.71	90%	$ 4,926.34
Regional Commercial	$5,473.71	90%	$ 4,926.34
Workplace Employment District	$5,473.71	90%	$ 4,926.34
Resource Recovery	$5,473.71	50%	$ 2,736.85
Parks and Open Space	$5,473.71	10%	$ 547.37
Public and Institutional	$5,473.71	90%	$ 4,926.34
Schools	$5,473.71	50%	$ 2,736.85

[1] See Table 9.3

[2] See 2019 City of Indio Master Drainage Plan, page 1-11

[3] Impact fee per net developed acre = cost per acre of impervious cover X impervious cover %

The impact fees calculated for the Parks and Open Space, Public and Institutional and Schools categories in Table 9.4 are shown for completeness. However, since those types of development are sponsored by public agencies, they produce no revenue to the City. Consequently, those categories do not appear in the revenue projections in the next section.

Projected Revenue

Table 9.5 projects the potential revenue from impact fees calculated in this chapter. These projections assume that future development occurs as forecasted in this study. Revenue is projected by applying the impact fee per acre from Table 9.4 to acres of future development from Table 9.2.

Table 9.5: Projected Revenue - Storm Drainage Impact Fees

Development Type	Acres of Future Dev [1]	Impact Fee per Acre [2]	Projected Revenue [3]
Desert Estate Neighborhood	1,800	$ 547.37	$ 985,268
Suburban Neighborhood	8,591	$ 2,736.85	$ 23,512,317
Connected Neighborhood	1,326	$ 4,105.28	$ 5,443,604
Mixed Use Neighborhood	877	$ 4,105.28	$ 3,600,332
Midtown	179	$ 4,105.28	$ 734,845
Downtown	77	$ 4,926.34	$ 379,328
Festival District	667	$ 547.37	$ 365,096
Neighborhood Center	143	$ 4,926.34	$ 704,466
Regional Commercial	530	$ 4,926.34	$ 2,610,959
Workplace Employment District	1,215	$ 4,926.34	$ 5,985,501
Resource Recovery	39	$ 2,736.85	$ 106,737
Total			**$ 44,428,453**

[1] See Table 9.2

[2] See Table 9.4

[3] Projected revenue = acres of future development X impact fee per acre

Updating the Fees

The impact fees calculated in this chapter are based on estimated costs from the City's 2019 Drainage Master Plan Update. We recommend that these fees be reviewed periodically and adjusted if necessary to reflect changes in costs. An index such as the *Engineering News Record* Construction Cost Index can be used for that purpose.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;

b. The need for the facility and the type of development on which the fee is imposed; and

c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for new development's proportionate share of the cost of providing drainage system improvements to serve development in Indio.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for future drainage system improvements identified in the City of Indio 2019 Drainage Master Plan Update.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for new development's proportional share of the cost of drainage system improvements needed to serve all development in Indio.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. All development generates runoff, including runoff from additional streets and sidewalks needed to serve new development. The impact fees calculated in this chapter will pay for new development's proportionate share of drainage system improvements needed to serve development in Indio through 2040.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the drainage impact fees charged to a development project will depend on the acres of added impervious cover associated with that project. The fees per acre of development calculated in this chapter for each type of development are based on the estimated acres of impervious cover associated with that type of development.

Chapter 10. Water System Improvements

This chapter calculates impact fees for improvements to the Indio Water Authority (IWA) water system. Much of the information used to calculate impact fees in this chapter is based on the IWA 2019 Master Plan Update by Hazen and Sawyer.

Service Area

IWA serves water to most of the City of Indio. The northwestern portion of the City (north of I-10 and West of Madison Street) is served by the Coachella Valley Water District and small mutual water districts serve some parts of the City, either from private wells or with water purchased from IWA. The impact fees calculated in this chapter will apply to those parts of the City served by IWA.

Methodology

The method used to calculate impact fees in this chapter is the plan-based method discussed in Chapter 1. That method calculates impact fees by allocating the cost of specific improvements to the development served by those improvements.

In this chapter, the cost of water system improvements identified in the 2019 IWA Master Plan Update which are needed to serve future development in the IWA service area will be allocated to future development based on average daily water demand.

Level of Service

Level of service for a water system involves a number of considerations related to water supply, water quality, water pressure, storage, and reliability. All of those factors are considered in the IWA 2019 Master Plan Update in determining what water system improvements will be needed to serve future development in the IWA service area.

Demand Variable

A demand variable is some measurable attribute of development that is used in impact fee calculation formulas to represent the impacts created by different types of development. The demand variable used in this chapter to allocate improvement costs in the calculation of water impact fees is average daily water demand in gallons per day (GPD).

Water System Improvements

Table 10.1 on the next page lists the water system improvement projects needed to serve future development in the IWA service area and shows their costs. This list is taken from the IWA 2020-21 to 2039-40 Capital Improvement Program. The total estimated cost of all CIP projects was approximately $100 million at July 2019 price levels. The costs listed in Table 10.1 represent future development's proportionate share of those costs. Those costs have been escalated to July 2021.

Table 10.1: Water System Improvements for Future Development

Improvement Project	Improvement Cost
Indio Hills Main Zone 3.5 MG Reservoir	$ 6,949,692
New Main Zone Indio Hills Reservoir Pipeline	$ 8,757,084
Madison Avenue Pipe Looping	$ 2,931,392
Jefferson Street Pipe Looping 1	$ 1,663,520
Avenue 50 and Madison St Pipe Installation	$ 2,853,836
Calhoun Well Drilling and Equipping	$ 3,934,000
Madison and Monroe Pipe Looping	$ 1,328,568
Well 13B Equipping	$ 1,150,976
Wellhead Treatment - Hexavalent Chromium (DIF Share)	$ 8,809,350
Total	**$ 38,378,418**

Source: Indio Water Authority Capital Improvement Program; costs escalated by 12.4% from July 2019 based on the increase in the *Engineering News Record* Building Cost Index

Table 10.2 calculates the cost per gallon per day for the improvements shown in Table 10.1 by dividing the total cost of those improvements by the estimated development-related increase in average day water demand from Table 2.3 in Chapter 2.

Table 10.2: Cost per Gallon per Day (GPD)

New Development Improvement Cost [1]	Added Water Use (GPD) [2]	Cost per GPD [3]
$38,378,418	5,579,186	$6.88

[1] See Table 10.1

[2] Added water use in gallons per day (GPD) = 1,000,000 X added water water use in MGD from Table 2.3

[3] Cost per GPD = new development improvement cost / added water use in GPD

Cost per Single-Family Dwelling Unit

Table 10.3 calculates the improvement cost per single-family dwelling unit by multiplying the cost per GPD from Table 10.2 by the gallons per day of water use for a single-family dwelling unit from Table 2.1 in Chapter 2.

In the next section impact fees are calculated based on meter size using a ¾" meter as the baseline. The average daily water use for a ¾ '' meter is equated to the demand created by a single-family dwelling unit.

Table 10.3: Cost per Single Family Dwelling Unit

Average Day Demand per SFDU (GPD) [1]	Cost per GPD [2]	Cost per SFDU (3/4" Meter) [3]
580	$6.88	$3,990.40

[1] Average day demand per single family dwelling unit (SFDU) from Table 2.1

[2] See Table 10.2

[3] Cost per single family dwelling unit with a 3/4"" meter = average day demand per SFDU in GPD X cost per GPD

Impact Fees by Meter Size

Table 10.4 shows water impact fees by water meter size, starting with a ¾" meter. The impact fee for a ¾" meter is based on the cost per single-family dwelling unit (SFDU) from Table 10.3. Water impact fees for larger meters are scaled up relative to the ¾" meter using flow factors based on meter capacity for the larger meters.

Table 10.4: Water Impact Fees by Meter Size

Meter Size	Capacity (GPM) [1]	Flow Factor [2]	Cost per 3/4" Meter Equiv [3]	Impact Fee [4]
3/4"	30	1.00	$3,990.40	$ 3,990.40
1"	50	1.67	$3,990.40	$ 6,650.67
1-1/2"	100	3.33	$3,990.40	$ 13,301.33
2"	160	5.33	$3,990.40	$ 21,282.13
3"	350	11.67	$3,990.40	$ 46,554.67
4"	600	20.00	$3,990.40	$ 79,808.00
6"	1350	45.00	$3,990.40	$ 179,568.00
8"	1600	53.33	$3,990.40	$ 212,821.33

[1] Meter capacity in gallons per minute based on data from the American Water Works Association (AWWA)

[2] Flow factor = meter capacity /3/4" meter capacity

[3] See Table 10.3; demand for one single family dwelling unit is equated to a 3/4" meter

[4] Impact fee = flow factor X cost per 3/4" meter equivalent

Projected Revenue

It is not possible to know what mix of meter sizes will be required by future development out to 2040, and since these impact fees are based on meter size, no revenue projections are included here.

Updating the Fees

The impact fees calculated in this chapter are based on estimated costs from the IWA Capital Improvement Program. We recommend that these fees be reviewed periodically and adjusted, if necessary, to reflect changes in estimated costs.

Nexus Summary

As discussed in Chapter 1 of this report, Section 66001 of the Mitigation Fee Act requires that an agency establishing, increasing or imposing impact fees, must make findings to:

Identify the purpose of the fee;

Identify the use of the fee; and,

Determine that there is a reasonable relationship between:

a. The use of the fee and the development type on which it is imposed;
b. The need for the facility and the type of development on which the fee is imposed; and
c. The amount of the fee and the facility cost attributable to the development project.

Satisfying those requirements also ensures that the fees meet the "rational nexus" and "rough proportionality" standards enunciated in leading court decisions bearing on impact fees and other exactions. (For more detail, see "Legal Framework for Impact Fees" in Chapter 1.)

The following paragraphs explain how the impact fees calculated in this chapter satisfy those requirements.

Purpose of the Fee: The purpose of the impact fees calculated in this chapter is to pay for new development's proportionate share of the cost of providing water system improvements needed to serve new development served by the Indio Water Authority.

Use of the Fee. Impact fees calculated in this chapter will be used to pay for water system improvements identified in the Indio Water Authority Capital Improvement Plan.

As provided by the Mitigation Fee Act, revenue from impact fees may also be used for temporary loans from one impact fee fund or account to another.

Reasonable Relationship between the Use of the Fee and the Development Type on Which It Is Imposed. The impact fees calculated in this chapter will be used to pay for water system improvements needed to serve new development served by the Indio Water Authority.

Reasonable Relationship between the Need for the Facilities and the Type of Development on Which the Fee Is Imposed. All new development requires water service. The impact fees calculated in this chapter will pay for the cost of water system improvements needed to serve new development in Indio through 2040.

Reasonable Relationship between the Amount of the Fee and the Facility Cost Attributable to the Development Project. The amount of the water impact fees charged to a development project will depend on the added water demand associated with that project, as reflected in the size(s) of the water meter(s) serving that project.

Chapter 11. Administrative Fee

This chapter provides a cost-of-service analysis to substantiate an administrative fee that is added to each impact fee (see Executive Summary). This charge recovers the cost of accounting, reporting and other administrative activities required by the Mitigation Fee Act, as well as the cost of periodic updates to the impact fee study. The following table establishes a one percent Administration Fee for the impact fee program.

Administrative Costs of the Impact Fee Program

Annual Administrative Costs for CIF funds	$	80,052	[1]
Annualized Fee Study Costs	$	10,000	[2]
Total Annual Costs	**$**	**90,052**	
Projected Revenue	$	196,591,936	[3]
Annualized Revenue	$	9,361,521	[4]
Fee Program Administration as Percent of Fees		**1.00%**	

[1] Cost Allocation Plan 2017 prepared by NBS; costs adjusted annually by CPI to 2019

[2] Estimated and amortized cost of fee/nexus every five years,

[3] Estimated revenue collected from impact fees through 2040/buildout

[4] 21 year annualized revenue for analysis purposes

In 2017, NBS completed a Citywide Cost Allocation Plan (CAP) analysis for the City of Indio. CAP analyses are widely utilized by local governments nationwide for purposes of establishing a fair and reasonable allocation of centralized administrative costs to various funds, departments, and/or divisions within the organization that provide services to the public. Common applications of the results of a CAP analysis include use as a tool in recovering overhead costs from special and/or enterprise revenue funds, calculating fully burdened hourly rates for use in billing or calculating fees for service, and recovering administrative costs from various grants or inter-agency funding agreements. In fact, use of a CAP analysis as a tool for justifying recovery of administrative costs from impact fee funds was most recently supported by the *Walker v. City of San Clemente* decision made by the California Court of Appeals on August 28, 2015.

The table above includes the allocated costs of program administration as established by the CAP analysis, and the annualized costs of completing a comprehensive impact fee analysis every five years. The projected and annualized revenue assumptions were developed throughout the various chapters included in the body of this report. Two percent of the impact fee amount is a widely implemented administrative fee in California for impact fee programs. A one percent fee for the City of Indio's program is well within the range of similar fees charged for other California local government agencies.

Chapter 12. Implementation

This chapter of the report contains recommendations for adoption and administration of impact fees, and for the interpretation and application of the development impact fees and in-lieu fees calculated in this study. It was not prepared by an attorney and is not intended as legal advice.

Statutory requirements for the adoption and administration of fees imposed as a condition of development approval (impact fees) are found in the Mitigation Fee Act (Government Code Sections 66000 *et seq.*). Requirements for park land dedication and fees in lieu of dedication are governed by the Quimby Act (Government Code 66477).

Adoption

The form in which development impact fees are enacted should be determined by the City attorney. The specific requirements are different for impact fees under the Mitigation Fee Act, and for park land dedication and in-lieu fees under the Quimby Act. The latter requirements must be adopted by ordinance, and are subject to the same noticing and public hearing procedures as any ordinance.

Procedures for adoption of fees subject to the Mitigation Fee Act, including notice and public hearing requirements, are specified in Government Code Sections 66016 and 66018. It should be noted that Section 66018 refers to Government Code Section 6062a, which requires that the public hearing notice be published at least twice during the 10-day notice period. Government Code Section 66017 provides that fees subject to the Mitigation Fee Act do not become effective until 60 days after final action by the governing body.

Actions establishing or increasing fees subject to the Mitigation Act require certain findings, as set forth in Government Code Section 66001 and discussed below and in Chapter 1 of this report.

Establishment of Fees. Pursuant to the Mitigation Fee Act, Section 66001(a), when an agency establishes fees to be imposed as a condition of development approval, it must make findings to:

1. Identify the purpose of the fee;
2. Identify the use of the fee; and
3. Determine how there is a reasonable relationship between:
    a. The use of the fee and the type of development project on which it is imposed;
    b. The need for the facility and the type of development project on which the fee is imposed

Examples of findings that could be used for impact fees calculated in this study are shown below. The specific language of such findings should be provided by the City Attorney. A more complete discussion of the nexus for each fee can be found in individual chapters of this report.

Sample Finding: Purpose of the Fee. The City Council finds that the purpose of the impact fees hereby enacted is to protect the public health, safety and welfare by requiring new development to contribute to the cost of public facilities needed to mitigate the impacts of new development.

Sample Finding: Use of the Fee. The City Council finds that revenue from the impact fees hereby enacted will be used to provide public facilities needed to mitigate the impacts of new development in the City and identified in the 2021 City of Indio Development Impact Fee Study by NBS. [1]

Sample Finding: Reasonable Relationship: Based on analysis presented in the 2021 City of Indio Development Impact Fee Study by NBS, the City Council finds that there is a reasonable relationship between:

a. The use of the fees and the types of development projects on which they are imposed; and,

b. The need for facilities and the types of development projects on which the fees are imposed.

Administration

The California Mitigation Fee Act (Government Code Sections 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. References to code sections in the following paragraphs pertain to the California Government Code.

Imposition of Fees. Pursuant to the Mitigation Fee Act, Section 66001(a), when an agency imposes an impact fee upon a specific development project, it must make essentially the same findings adopted upon establishment of the fees to:

1. Identify the purpose of the fee;
2. Identify the use of the fee; and
3. Determine how there is a reasonable relationship between:
    a. The use of the fee and the type of development project on which it is imposed;
    b. The need for the facility and the type of development project on which the fee is imposed

[1] According to Gov't Code Section 66001 (a) (2), the use of the fee may be specified in a capital improvement plan, the General Plan, or other public documents that identify the public facilities for which the fee is charged. The findings recommended here identify this impact fee study as the source of that information.

Per Section 66001 (b), at the time when an impact fee is imposed on a specific development project, the City is also required to make a finding to determine how there is a reasonable relationship between:

> c. The amount of the fee and the facility cost attributable to the development project on which it is imposed.

In addition, Section 66006 (f) provides that a local agency, at the time it imposes a fee for public improvements on a specific development project, "... shall identify the public improvement that the fee will be used to finance." The required notification could refer to the improvements identified in this study.

Section 66020 (d) (1) requires that the agency, at the time it imposes an impact fee, provide a written statement of the amount of the fee and written notice of a 90-day period during which the imposition of the fee can be protested. Failure to protest imposition of the fee during that period may deprive the fee payer of the right to subsequent legal challenge.

Section 66022 (a) provides a separate procedure for challenging the establishment of an impact fee. Such challenges must be filed within 120 days of enactment.

Collection of Fees. Section 66007 (a) provides that a local agency shall not require payment of fees by developers of residential projects prior to the date of final inspection, or issuance of a certificate of occupancy, whichever occurs first.

However, "utility service fees" (not defined) may be collected upon application for utility service. In a residential development project of more than one dwelling unit, Section 66007 (a) allows the agency to choose to collect fees either for individual units or for phases upon final inspection, or for the entire project upon final inspection of the first dwelling unit completed.

Section 66007 (b) provides two exceptions when the local agency may require the payment of fees from developers of residential projects at an earlier time: (1) when the local agency determines that the fees “will be collected for public improvements or facilities for which an account has been established and funds appropriated and for which the local agency has adopted a proposed construction schedule or plan prior to final inspection or issuance of the certificate of occupancy” or (2) the fees are “to reimburse the local agency for expenditures previously made.”

Statutory restrictions on the time at which fees may be collected do not apply to non-residential development.

Notwithstanding the foregoing restrictions, many cities routinely collect impact fees for all facilities at the time building or grading permits are issued and builders often find it convenient to pay the fees at that time.

In cases where the fees are not collected upon issuance of building permits, Sections 66007 (c) (1) and (2) provide that the City may require the property owner to execute a contract to pay the fee, and to record that contract as a lien against the property until the fees are paid.

Earmarking and Expenditure of Fee Revenue. Section 66006 (a) mandates that fees be deposited "with other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected." Section 66006 (a) also requires that interest earned on the fee revenues be placed in the capital account and used for the same purpose.

The language of the law is not clear as to whether depositing fees "with other fees for the improvement" refers to a specific capital improvement or a class of improvements (e.g., street improvements).

We are not aware of any municipality that has interpreted that language to mean that funds must be segregated by individual projects. And, as a practical matter, that approach would be unworkable in any event because it would mean that no pay-as-you-go project could be constructed until all benefiting development had paid the fees. Common practice is to maintain separate funds or accounts for impact fee revenues by facility category (i.e., streets, park improvements), but not for individual projects.

Impact Fee Exemptions, Reductions, and Waivers. In the event that a development project is found to have no impact on facilities for which impact fees are charged, such project must be exempted from the fees.

If a project has characteristics that will make its impacts on a particular public facility or infrastructure system significantly and permanently smaller than the average impact used to calculate impact fees in this study, the fees should be reduced accordingly. Per Section 66001 (b), there must be a reasonable relationship between the amount of the fee and the cost of the public facility attributable to the development on which the fee is imposed. The fee reduction is required if the fee is not proportional to the impact of the development on relevant public facilities.

In some cases, the agency may desire to voluntarily waive or reduce impact fees that would otherwise apply to a project as a way of promoting goals such as affordable housing or economic development. Such a waiver or reduction may not result in increased costs to other development projects, so the effect of such policies is that the lost revenue must be made up from sources other than impact fees.

Credit for Improvements Provided by Developers. If the City requires a developer, as a condition of project approval, to dedicate land or construct facilities or improvements for which impact fees are charged, the City should ensure that the impact fees are adjusted so that the overall contribution by the developer does not exceed the impact created by the development.

In the event that a developer voluntarily offers to dedicate land, or construct facilities or improvements in lieu of paying impact fees, the City may accept or reject such offers, and may negotiate the terms under which such an offer would be accepted. Excess contributions by a developer may be offset by reimbursement agreements.

Credit for Existing Development. If a project involves replacement, redevelopment or intensification of previously existing development, impact fees should be applied only to the portion of the project that represents a net increase in demand for relevant City facilities, applying the measure of demand used in this study to calculate that particular impact fee.

Annual Report. Section 66006 (b) (1) requires that once each year, within 180 days of the close of the fiscal year, the local agency must make available to the public the following information for each separate account established to receive impact fee revenues:

1. A brief description of the type of fee in the account or fund;
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 interest earned;
5. Identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the percentage of the cost of the public improvement that was funded with fees;
6. Identification of the approximate date by which the construction of a public improvement will commence, if the City determines sufficient funds have been collected to complete financing of an incomplete public improvement;
7. A description of each inter-fund transfer or loan made from the account or fund, including interest rates, repayment dates, and a description of the improvement on which the transfer or loan will be expended;
8. The amount of any refunds or allocations made pursuant to Section 66001, paragraphs (e) and (f).

The annual report must be reviewed by the City Council at its next regularly scheduled public meeting, but not less than 15 days after the statements are made public, per Section 66006 (b) (2).

Refunds under the Mitigation Fee Act. Prior to 1996, The Mitigation Fee Act required that a local agency collecting impact fees was required to expend or commit impact fee revenue within five years, or make findings to justify a continued need for the money. Otherwise, those funds had to be refunded. SB 1693, adopted in 1996 as an amendment to the Mitigation Fee Act, changed that requirement in material ways.

Now, Section 66001 (d) requires that, for the fifth fiscal year following the first deposit of any impact fee revenue into an account or fund as required by Section 66006 (b), and every five years thereafter, the local agency shall make all of the following findings for any fee revenue that remains unexpended, whether committed or uncommitted:

1. Identify the purpose to which the fee will be put;

2. Demonstrate the reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing of incomplete improvements for which impact fees are to be used;
4. Designate the approximate dates on which the funding necessary to complete financing of those improvements will be deposited into the appropriate account or fund.

Those findings are to be made in conjunction with the annual reports discussed above. If such findings are not made as required by Section 66001, the local agency could be required to refund the moneys in the account or fund, per Section 66001 (d).

Once the agency determines that sufficient funds have been collected to complete financing on incomplete improvements for which impact fee revenue is to be used, it must, within 180 days of that determination, identify an approximate date by which construction of the public improvement will be commenced (Section 66001 (e)). If the agency fails to comply with that requirement, it must refund impact fee revenue in the account according to procedures specified in Section 66001 (d).

Refunds under the Quimby Act. The Quimby Act, Section a.(6)(A) requires that a City, County or other agency to which park land or in-lieu fees are conveyed or paid shall develop a schedule "specifying how, when and where it will use the land or fees or both to develop park or recreational facilities to serve residents of the subdivision…. Any fees collected under the ordinance shall be committed within five years after the payment of the fees or the issuance of building permits on one-half of the lots created by the subdivision, whichever occurs later. Any fees not committed within five years must be refunded.

Annual Update of the Capital Improvement Plan. Section 66002 (b) of the Mitigation Fee Act provides that if a local agency adopts a capital improvement plan to identify the use of impact fees, that plan must be adopted and annually updated by a resolution of the governing body at a noticed public hearing. The alternative, per Section 66001 (a) (2) is to identify improvements by applicable general or specific plans or in other public documents.

In most cases, the CIP identifies projects for a limited number of years and may not include all improvements needed to serve future development covered by the impact fee study. We recommend that the City Council cite this development impact fee study as the public document identifying the use of the fees.

Indexing of In-Lieu/Impact Fees. Where impact fees calculated in this report are based on current costs, those costs should, if possible, be adjusted periodically to account for changes in the cost of facilities or other capital assets that will be funded by the impact fees. That adjustment is intended to account for escalation in costs for land, construction, vehicles and other relevant capital assets. We recommend the *Engineering News Record* Building Cost Index as the primary basis for indexing construction costs. Where land costs are covered by an impact fee or in-lieu fee, land costs should be adjusted based on changes in local land prices.

Training and Public Information

Effective administration of an impact fee program requires considerable preparation and training. It is important that those responsible for collecting the fees, and for explaining them to the public, understand both the details of the fee program and its supporting rationale.

Before fees are imposed, a staff training workshop is highly desirable if more than a handful of employees will be involved in collecting or accounting for fees.

It is also useful to pay close attention to handouts that provide information to the public regarding impact fees. Impact fees should be clearly distinguished from other fees, such as user fees for application processing, and the purpose and use of particular impact fees should be made clear.

Finally, anyone responsible for accounting, capital budgeting, or project management for projects involving impact fees must be fully aware of the restrictions placed on the expenditure of impact fee revenues. Some fees recommended in this report are tied to specific improvements and cost estimates. Fees must be expended accordingly and the City must be able to show that funds have been properly expended.

Recovery of Study Costs and Administrative Costs

To recover the cost of periodic impact fee update studies and ongoing staff costs for managing those updates and preparing annual reports and five-year updates required by the Mitigation Fee Act, an administrative charge may be added to the impact fees calculated in this report.

APPENDIX A

Comparative Fee Survey – Development Impact Fees

City of Indio
Development Impact Fee Study 2019
Fee Comparison

City of Indio					Comparative Agencies				
Fee No.	**Fee Description**	**Fee Type / Unit**	**Current Fee**	**Proposed Fee**	**City of La Quinta [2]**	**City of Rancho Mirage**	**City of Coachella [1,5,7]**	**City of Desert Hot Springs [6,8]**	**City of Palm Desert**
1	Roads & Bridge Crossing				Transportation	Transportation		Streets, Traffic Signals and Bridges	
	RESIDENTIAL								
	SFD	per DU	$ 1,374	$ 2,451	$ 2,842	$ 7,867		$ 2,165	
	Condo/Townhouse	per DU	$ 816	$ 1,386	$ 1,745	$ 4,847	*no comparison available*	$ 2,891	*no comparison available*
	Mobile Homes	per DU	$ 816	$ 1,139	*no comparison available*	*no comparison available*		$ 2,265	
	Apartment	per DU	$ 844	$ 1,386	$ 1,745	$ 4,847		$ 2,891	
	COMMERCIAL								
	Office	per KSF	$ 1,520	$ 2,847	$ 4,645	$ 12,784		$ 4,670	
	Retail	per KSF	$ 3,827	$ 9,432	$ 5,679	$ 10,747	*no comparison available*	$ 4,670	*no comparison available*
	Industrial	per KSF	$ 1,000	$ 1,560	$ 5,679	$ 1,686		$ 2,830	
2	Traffic Signal				Street Maint Fac.		Streets and Trans.	Streets, Traffic Signals and Bridges	
	RESIDENTIAL								
	SFD	per DU	$ 262	$ 302	$ 116		$ 2,686	$ 2,165	
	Condo/Townhouse	per DU	$ 155	$ 171	$ 71	*no comparison available*	$ 1,391	$ 2,891	*no comparison available*
	Mobile Homes	per DU	$ 155	$ 140	*no comparison available*		*no comparison available*	$ 2,265	
	Apartment	per DU	$ 161	$ 171	$ 116		$ 1,391	$ 2,891	
	COMMERCIAL								
	Office	per KSF	$ 386	$ 351	$ 190		$ 4,365	$ 4,670	
	Retail	per KSF	$ 971	$ 1,163	$ 232	*no comparison available*	$ 3,693	$ 4,670	*no comparison available*
	Industrial	per KSF	$ 254	$ 192	$ 232		$ 2,998	$ 2,830	
3	Public Building Fee [3]								
	RESIDENTIAL								
	SFD	per DU	$ 1,979	$ 1,968	$ 1,415	$ 3,679	$ 2,935	$ 1,881	
	Condo/Townhouse	per DU	$ 1,546	$ 1,739	$ 1,269	$ 2,878	$ 2,466	$ 1,630	*no comparison available*
	Mobile Homes	per DU	$ 1,546	$ 1,837	*no comparison available*	*no comparison available*	*no comparison available*	$ 1,080	
	Apartment	per DU	$ 1,299	$ 1,739	$ 1,269	$ 2,878	$ 2,466	$ 1,630	
	COMMERCIAL								
	Office	per KSF	$ 142	$ 2,109	$ 373	$ 745	$ 235	"No Fee"	
	Retail	per KSF	$ 625	$ 2,887	$ 373	$ 571	$ 179	"No Fee"	*no comparison available*
	Industrial	per KSF	$ 649	$ 773	$ 373	$ 277	$ 93	"No Fee"	
4	Fire Facility								
	RESIDENTIAL								
	SFD	per DU	$ 205	$ 505	$ 433	$ 451	$ 1,750	$ 362	$709 per unit - low density
	Condo/Townhouse	per DU	$ 148	$ 446	$ 206	$ 354	$ 1,470	$ 207	$306 per unit - medium density
	Mobile Homes	per DU	$ 148	$ 472	*no comparison available*	*no comparison available*	*no comparison available*	$ 760	$182 per unit - high density
	Apartment	per DU	$ 125	$ 446	$ 206	$ 354	$ 1,470	$ 207	
	COMMERCIAL								
	Office	per KSF	$ 14	$ 541	$ 171	$ 845	$ 502	$ 80	$ 220
	Retail	per KSF	$ 60	$ 741	$ 172	$ 647	$ 381	$ 80	$ 210
	Industrial	per KSF	$ 62	$ 198	$ 172	$ 314	$ 199	$ 110	$ 220

City of Indio
Development Impact Fee Study 2019
Fee Comparison

City of Indio					Comparative Agencies				
Fee No.	**Fee Description**	**Fee Type / Unit**	**Current Fee**	**Proposed Fee**	**City of La Quinta [2]**	**City of Rancho Mirage**	**City of Coachella [1,5,7]**	**City of Desert Hot Springs [6,8]**	**City of Palm Desert**
5	Park & Recreation [4]								
	RESIDENTIAL								
	SFD	per DU	$ 4,227	$ 2,972	$ 2,048	$ 2,180	$ 7,857	$ 1,881	*no comparison available*
	Condo/Townhouse	per DU	$ 3,303	$ 2,625	$ 2,048	$ 1,705	$ 1,679	$ 1,630	
	Mobile Homes	per DU	$ 3,303	$ 2,774	*no comparison*	*no comparison*	*no comparison*	$ 1,080	
	Apartment	per DU	$ 2,774	$ 2,625	$ 2,048	$ 1,705	$ 1,679	$ 1,630	
	COMMERCIAL								
	Office	per KSF	$ -	$ -	n/a	n/a	n/a	n/a	n/a
	Retail	per KSF	$ -	$ -					
	Industrial	per KSF	$ -	$ -					
6	Police Facility								
	RESIDENTIAL								
	SFD	per DU	$ 930	$ 1,289	*no comparison available*	*no comparison available*	$ 307	$ 362	*no comparison available*
	Condo/Townhouse	per DU	$ 672	$ 1,138			$ 307	$ 1,652	
	Mobile Homes	per DU	$ 672	$ 1,203			*no comparison available*	*no comparison available*	
	Apartment	per DU	$ 565	$ 1,138			$ 257	$ 378	
	COMMERCIAL								
	Office	per DU	$ 62	$ 1,381	*no comparison available*	*no comparison available*	$ 31	$ 4,490	*no comparison available*
	Retail	per DU	$ 272	$ 1,890			$ 23		
	Industrial	per DU	$ 282	$ 506			$ 12	$ 700	
7	Storm Drain Facility Fee								
	RESIDENTIAL								
	SFD	per acre	$ 8,961	$ 2,764	*no comparison available*	*no comparison available*	*no comparison available*	$789 per DU	*no comparison available*
	Condo/Townhouse	per acre	$ 11,201	$ 4,146				$460.59 per DU	
	Mobile Homes	per acre	$ 11,201	$ 2,764				$132.63 per DU	
	Apartment	per acre	$ 15,682	$ 4,146				$461 per DU	
	COMMERCIAL								
	Office	per acre	$ 20,162	$ 4,976	*no comparison available*	*no comparison available*	*no comparison available*	$ 8,712	*no comparison available*
	Retail	per acre	$ 20,162	$ 4,976				$ 8,712	
	Industrial	per acre	$ 20,162	$ 4,976				$ 6,970	

[Notes]

1 *Coachella: Commercial rates were included as "Retail".*
2 *La Quinta Development Impact Fee rate increase went to Council on October 1, 2019. Increase has not been implemented as of December 13, 2019.*
3 *La Quinta Public Building Residential includes fee components for Civic Center, Libraries, and Community Centers.*
4 *Rancho Mirage Public Building Residential includes fee components for General Gov't Facilities, Park and Rec Facilities, and Library Facilities.*
5 *Coachella Public Building Residential includes fee components for General Gov't and Library.*
6 *Desert Hot Springs Public Building Residential includes fee components for Community Centers and Aquatic Center Facilities.*
7 *Coachella Park & Recreation Residential includes fee components for Park and Improvement and Park Land.*
8 *Desert Hot Springs Park & Recreation Residential includes fee components for Community Centers and Aquatic Center Facilities.*

APPENDIX B

Comparative Fee Survey – Water Development Impact Fees

City of Indio
Water Development Impact Fee Study 2019
Fee Comparison

City of Indio					Comparative Agencies [1]					
Fee No.	Fee Description	Fee Type / Unit	Current Fee	Proposed Fee	City of La Quinta - CVWD [1]	City of Rancho Mirage - CVWD [1]	City of Coachella - CVWD and CWA [1]	City of Desert Hot Springs - MSWD and DWA	City of Desert Hot Springs - DWA [2,3]	City of Palm Desert - DWA [2,3]
	Water Development Impact Fee									
1	Meter Size (inches)				Coachella Valley Water District	Coachella Valley Water District	Coachella Valley Water District	Mission Springs Water District	Desert Water Agency	Desert Water Agency
	3/4"	per meter	$ 4,355	$ 4,030	Residential: $3,600 Commercial: $4,240	Residential: $3,600 Commercial: $4,240	Residential: $3,600 Commercial: $4,240	$ 4,353	$ 2,055	$ 2,055
	1"	per meter	$ 7,403	$ 6,717	Residential: $3,910 Commercial: $4,600	Residential: $3,910 Commercial: $4,600	Residential: $3,910 Commercial: $4,600	$ 7,270	$ 2,135	$ 2,135
	1.5"	per meter	$ 13,064	$ 13,434	Residential: $4,790 Commercial: $5,650	Residential: $4,790 Commercial: $5,650	Residential: $4,790 Commercial: $5,650	$ 14,495	$ 2,330	$ 2,330
	2"	per meter	$ 23,080	$ 21,495	Residential: $4,940 Commercial: $5,800	Residential: $4,940 Commercial: $5,800	Residential: $4,940 Commercial: $5,800	$ 23,201	$ 3,935	$ 3,935
	3"	per meter	$ 46,596	$ 47,020	Varies depending on project	Varies depending on project	Varies depending on project	$ 43,530	*no comparison*	*no comparison*
	4"	per meter	$ 72,724	$ 80,606				$ 72,565		
	6"	per meter	$ 74,683	$ 181,364				$ 145,085		
	8"	per meter	$ 75,642	$ 214,950				*no comparison*		

[Notes]
1 *Served by Coachella Valley Water District.*
2 *Served by Desert Water Agency.*
3 *A fee of $70 per foot of the frontage of the property applies to all new water connections. This serves as reimbursement for the cost of the main.*

APPENDIX C

City of Indio CIP Roads and Bridges Improvements and Costs

CIP Roads and Bridges Improvements and Costs

Project #	Project Title/Description	Project Total Cost	City of Indio Shares
	Street Projects		
ST503C	Madison Street Improvements from Highway 111 to Avenue 48	$ 2,928,200.00	$ 732,050.00
ST1202	Shields Road Connection South of Highway 111	$ 633,600.00	$ 633,600.00
ST1506P	Jackson Street Widening from Odlum Drive to Avenue 50	$ 2,926,000.00	**$ 731,500.00**
ST1507P	Avenue 50 Widening from Jefferson Street to Eastern City Limits	$ 36,575,000.00	**$ 9,143,750.00**
ST1508P	Clinton Street Widening from Miles Avenue to De Oro Avenue	$ 1,463,000.00	$ 1,463,000.00
ST1509P	Avenue 44 Widening from Apache Street to Golf Center Parkway	$ 2,926,000.00	**$ 731,500.00**
ST1604P	Burr Street Improvements from Avenue 42 to Avenue 43	$ 213,598.00	$ 213,598.00
ST1605P	Youngs Lane Improvements from Highway 111 to Sandels Court	$ 226,853.00	$ 226,853.00
ST1607P	Adams Street Improvements from Avenue 38 to Avenue 40	$ 2,048,200.00	$ -
ST1608P	Avenue 38 Improvements from Adams Street to Madison Street	$ 3,657,500.00	$ 3,657,500.00
ST1609P	Avenue 40 Widening from Varner Road to Jefferson Street	$ 4,096,400.00	$ 4,096,400.00
ST1612P	Dillon Road Widening from Avenue 44 to Northern City Limits	$ 2,870,406.00	**$ 717,601.50**
ST1616P	Highway 111 Median Landscaping Improvements	$ 501,600.00	$ 501,600.00
ST1702P	Madison Street Improvements from Avenue 38 to Avenue 40	$ 1,463,000.00	$ 1,463,000.00
ST1708P	Madison Street Connection from Fred Waring Drive to Miles Avenue	$ 33,571,461.00	**$ 8,392,865.25**
ST1709P	Madison Street Widening from Indio Boulevard to Paludosa Drive	$ 1,463,000.00	$ 1,463,000.00
ST1711P	Jackson Street Widening from Interstate 10 to Avenue 44	$ 2,700,698.00	**$ 675,174.50**
ST1712P	Indio Boulevard Widening from the Interstate 10 Interchange to Jefferson Street	$ 1,024,100.00	**$ 256,025.00**
ST1714P	Jefferson Street Improvements from Avenue 38 to Avenue 39	$ 2,926,000.00	**$ 731,500.00**
ST1716P	Avenue 44 Improvements from Golf Center Parkway to Dillon Road	$ 6,030,486.00	**$ 1,507,621.50**
ST1802P	Monroe Street Widening from Colby Way to Avenue 42	$ 1,463,000.00	**$ 365,750.00**
ST1804P	Avenue 42 Widening from Clinton Street to Monroe Street	$ 4,389,000.00	**$ 1,097,250.00**
ST1806P	Avenue 42 Widening from Monroe Street to Jackson Street	$ 5,852,000.00	**$ 1,463,000.00**
ST1808P	Varner Road/Avenue 42 Widening from Jefferson Street to Clinton Street	$ 16,612,365.00	**$ 4,153,091.25**

CIP Roads and Bridges Improvements and Costs

Project #	Project Title/Description	Project Total Cost	City of Indio Shares
ST1811P	Jefferson Street Widening from Avenue 40 to Varner Road	$ 5,648,643.00	$ 1,412,160.75
ST1812P	Avenue 40 Improvements from Jefferson Street to Madison Street	$ 1,760,000.00	$ 1,760,000.00
ST1813P	Monroe Street Widening from Interstate 10 to Avenue 44	$ 1,529,000.00	$ 382,250.00
ST1815P	Oasis Street Improvements from Indio Boulevard to Avenue 48	$ 1,760,000.00	$ -
ST1816P	Golf Center Parkway Widening from Avenue 45 to Highway 111	$ 880,000.00	$ 220,000.00
ST1901P	Jackson Street Improvements from Desert Trace Way to Avenue 42	$ 528,000.00	$ 528,000.00
ST1902P	Hjorth Street Improvements from Avenue 49 to Avenue 50	$ 792,000.00	$ 792,000.00
ST1903P	Van Buren Street Widening from Indio Boulevard to Avenue 48	$ 836,000.00	$ 836,000.00
ST1904P	Doctor Carreon Boulevard Street Improvements from Jackson Street to Van Buren Street	$ 1,936,000.00	$ 1,936,000.00
ST1905P	Clinton Street Improvements from Indio Boulevard to Fred Waring Drive	$ 528,000.00	$ 528,000.00
	34	**$ 154,759,110**	**$ 52,811,641**
	Bridge Projects		
BR0109	Jackson Street Bridge over the Coachella Valley Storm Water Channel Seismic Retrofit	$ 2,770,644.80	$ -
BR0801	Indio Boulevard Northbound Bridge over the Coachella Valley Storm Water Channel Seismic Retrofit and Scour Protection	$ 3,199,131.32	$ -
BR0802	Indio Boulevard Southbound Bridge over the Coachella Valley Storm Water Channel Scour Countermeasures	$ 541,120.00	$ -
BR1101	Avenue 44 Bridge over the Coachella Valley Storm Water Channel	$ 19,230,000.00	$ 551,421.00
BR1601P	Avenue 42 Bridge over the All American Canal Widening	$ 11,704,000.00	$ 2,926,000.00
BR1602P	Monroe Street Bridge over the All American Canal Replacement	$ 17,556,000.00	$ 17,556,000.00
BR1606P	Indio Boulevard Northbound Bridge over Union Pacific Railroad Replacement	$ 14,630,000.00	$ -
BR1607P	Indio Boulevard Southbound Bridge over Union Pacific Railroad Replacement	$ 14,630,000.00	$ -
BR1608P	Jackson Street Bridge over Indio Boulevard and Union Pacific Railroad Replacement	$ 43,890,000.00	$ -
BR1612P	Monroe Street Bridge over Indio Boulevard and Union Pacific Railroad Widening	$ 14,630,000.00	$ -
BR1701P	Madison Street Bridge over Interstate 10	$ 73,150,000.00	$ 18,287,500.00
BR1705P	Golf Center Parkway Bridge over Indio Boulevard and Union Pacific Railroad Widening	$ 14,960,000.00	$ 3,740,000.00
BR1706P	Avenue 44 Bridge over the All American Canal Wasteway 3 Widening	$ 1,760,000.00	$ 440,000.00

CIP Roads and Bridges Improvements and Costs

Project #	Project Title/Description	Project Total Cost	City of Indio Shares
BR1707P	Dillon Road Bridge over the All American Canal Widening	$ 3,520,000.00	$ 880,000.00
BR1708P	Indio Boulevard Bridge over the Coachella Valley Storm Water Channel Deck Lights	$ 70,400.00	$ 70,400.00
BR1709P	Fred Waring Drive Bridge over the Coachella Valley Storm Water Channel Bearing Pad Replacement and Hinge Rehabilitation	$ 528,000.00	$ -
BR1801P	Avenue 42 Bridge over the Thousand Palms Canyon Wash	$ 18,480,000.00	$ 4,620,000.00
		17 $ 255,249,296.12	$ 49,071,321.00
	Freeway Interchange Projects		
ST0801	Monroe Street and Interstate 10 Interchange Widening	$ 101,000,000.00	$ 25,250,000.00
ST0701	Jackson Street and Interstate 10 Interchange Widening	$ 110,000,000.00	$ 27,500,000.00
		2 $ 211,000,000	$ 52,750,000
	Traffic Signal Projects		
TS1605P	Avenue 50 and Jackson Street Traffic Signal Installation	$ 400,000.00	$ 100,000.00
TS1606P	Avenue 48 and Oasis Street Traffic Signal Installation	$ 400,000.00	$ 400,000.00
TS1701P	Traffic Signal Central Master Upgrade at City Yard	$ -	$ -
TS1702P	Fred Waring Drive Traffic Signal Interconnect from Jefferson Street to Monroe Street	$ 457,600.00	$ 457,600.00
TS1703P	Jefferson Street Traffic Signal Interconnect from Indio Boulevard to Avenue 48	$ 543,400.00	$ 271,700.00
TS1704P	Citywide Upgrade of Safety Lights at Traffic Signals	$ 528,000.00	$ 528,000.00
TS1705P	Citywide Upgrade of Internally Illuminated Street Name Signs at Traffic Signals	$ 633,600.00	$ 633,600.00
TS1707P	Citywide Annual Traffic Signal Installation Program	$ 15,800,400.00	$ 15,800,400.00
TS1709P	Indio Boulevard Traffic Signal Interconnect Installation	$ 880,000.00	$ 880,000.00
		9 $ 19,643,000.00	$ 19,071,300.00

APPENDIX D

City of Indio ***Vehicle and Equipment Inventory***

City of Indio Vehicle and Equipment Inventory

Asset #	Year	Description	Make	Model	Cost
Police					
217	2002	Golf Cart	EZ-GO	Western Golf Car	$ 6,884.00
265	1997	Police SWAT	General Motors	PE	$ 105,000.00
297	1991	Trailer Safety Checkpoint with Generator	Vintage	Utility Trailer	$ 4,006.00
340	2004	Police Administrative	Ford	Crown Victoria	$ 28,600.00
354	2003	Police Patrol	Ford	Crown Victoria	$ 24,132.00
365	2000	Police Patrol	Chevrolet	IMPALA	$ 19,433.42
509	2004	Police Patrol	Ford	Crown Victoria	$ 24,995.00
510	2004	Police Patrol CHIP	Ford	Crown Victoria	$ 24,995.00
511	2005	Police Patrol CHIP	Ford	Explorer	$ 36,806.00
624	2005	Police Patrol	Ford	Crown Victoria	$ 23,894.00
625	2005	Police Patrol	Ford	Crown Victoria	$ 23,894.00
626	2005	Police Patrol	Ford	Crown Victoria	$ 23,894.00
648	2006	Police SWAT	Ford	F-350	$ 37,420.56
651	2006	Police Patrol	Ford	Crown Victoria	$ 37,959.00
673	2007	Police Patrol CHIP	Ford	Ranger	$ 20,005.00
674	2007	Police Code Enforcement	Ford	F-150	$ 38,194.00
678	2007	Police Detective	Ford	Crown Victoria	$ 24,937.00
679	2007	Police Detective	Ford	Crown Victoria	$ 24,937.00
680	2006	Police Detective	Ford	Crown Victoria	$ 24,937.00
682	2007	Police Detective	Ford	F-150	$ 22,630.07
690	2007	Police Patrol	Ford	Crown Victoria	$ 25,125.56
691	2007	Police Code Enforcement	Ford	F-150	$ 22,630.07
700	2007	Police Detective	Ford	Crown Victoria	$ 22,520.74
745	2006	Police Code Enforcement Graffiti	Ford	E450	$ 138,245.41
749	2008	Police Detective	Ford	Crown Victoria	$ 22,452.00
750	2008	Police Detective	Ford	Crown Victoria	$ 22,452.00
751	2008	Police Detective	Ford	Crown Victoria	$ 22,452.00
753	2008	Police Detective	Ford	Crown Victoria	$ 22,452.00
763	2007	Police Traffic Safety	Honda	Motorcycle	$ 25,167.87
764	2007	Police Traffic Safety	Honda	Motorcycle	$ 25,167.87
765	2007	Police Traffic Safety	Honda	Motorcycle	$ 28,211.67
767	2007	Police Traffic Safety	Honda	Motorcycle	$ 25,839.35
789	2007	Police Detective	Ford	Crown Victoria	$ 26,717.05
791	2008	All Terrain Vehicle 4 – WD	Kawasaki	Mule 3010 KAF950E8	$ 10,274.00
792	2008	All Terrain Vehicle 4 – WD	Kawasaki	Mule 3010 KAF950E8	$ 10,274.00
793	2008	Police Patrol	Ford	Crown Victoria	$ 35,462.22
795	2008	Police Patrol	Ford	Crown Victoria	$ 23,717.63
820	2008	Solar Programmable Message Board with Radar	Traffic Advisor	96L SOLAR	$ 19,384.22
833	2008	Police Patrol	Ford	Crown Victoria	$ 36,138.45
851	2008	Police Detective	Ford	Crown Victoria	$ 29,477.71
891	2009	Police Detective	Ford	Expedition (SSV) 4X4	$ 27,842.73
907	2009	Police Patrol	Ford	Police Interceptor	$ 33,769.29
909	2009	Police Detective	Ford	Expedition (SSV) 4X4	$ 48,471.31
910	2009	Police Patrol	Ford	Police Interceptor	$ 29,090.24
915	2008	Police Patrol	Ford	Police Interceptor	$ 44,840.43
938	2010	Police Patrol	Ford	Police Interceptor	$ 43,965.51
944	2010	Police Patrol	Ford	Police Interceptor	$ 43,113.20

City of Indio Vehicle and Equipment Inventory

Asset #	Year	Description	Make	Model	Cost
Police					
950	2010	Police Detective	Ford	Crown Victoria	$ 38,610.50
958	2010	Police Patrol	Ford	Crown Victoria	$ 23,772.54
991	2010	Police Code Enforcement	Ford	F-150	$ 46,728.89
992	2010	Police Code Enforcement	Ford	F-150	$ 47,947.09
993	2010	Police Code Enforcement	Ford	F-150	$ 47,947.09
1062	2014	Police Detective	Ford	Fusion	$ 48,519.70
1094	2014	Police Code Enforcement	Ford	Police Interceptor	$ 61,766.74
1095	2014	Police Code Enforcement	Ford	Police Interceptor	$ 61,747.74
1103	2014	Police Patrol	Ford	Police Interceptor	$ 59,614.95
1104	2014	Police Patrol	Ford	Police Interceptor	$ 60,092.90
1105	2014	Police Patrol	Ford	Police Interceptor	$ 60,092.90
1111	2014	Police Patrol	Ford	Police Interceptor	$ 58,234.05
1112	2014	Police Patrol	Ford	Police Interceptor	$ 58,448.35
1113	2014	Police Patrol	Ford	Police Interceptor	$ 59,389.52
1171	2016	Police Code Enforcement	Ford	Police Interceptor	$ 60,114.47
1172	2013	Police Patrol CHIP	Ford	Taurus	$ 37,281.23
1175	2016	Police Patrol	Ford	Police Interceptor	$ 61,061.05
1176	2016	Police Patrol	Ford	Police Interceptor	$ 61,061.05
1177	2016	Police Patrol	Ford	Police Interceptor	$ 61,061.06
1178	2016	Police Patrol	Ford	Police Interceptor	$ 61,061.05
1246	2016	Police Detective	Ford	Taurus	$ 44,337.90
1247	2016	Police Detective	Ford	Taurus	$ 44,439.48
1250	2016	Police Detective	Ford	Taurus	$ 45,271.85
1251	2016	Police Detective	Ford	Taurus	$ 45,271.82
1272	2017	Police Patrol	Ford	Police Interceptor	$ 61,124.03
1273	2017	Police Patrol	Ford	Police Interceptor	$ 60,783.93
1274	2017	Police Patrol	Ford	Police Interceptor	$ 60,730.52
1275	2017	Police Patrol	Ford	Police Interceptor	$ 60,830.96
1276	2013	Police Detective	Ford	Taurus	$ 44,469.86
1279	2017	Police Patrol	Ford	Police Interceptor	$ 60,904.35
1280	2017	Police Patrol	Ford	Police Interceptor	$ 60,904.35
1281	2017	Police Patrol	Ford	Police Interceptor	$ 60,904.35
1289	2017	Police Patrol	Ford	Police Interceptor	$ 61,583.07
1291	2017	Police Patrol	Ford	Police Interceptor	$ 61,583.07
1292	2017	Police Patrol	Ford	Police Interceptor	$ 61,164.08
1293	2017	Police Patrol	Ford	Police Interceptor	$ 61,470.48
1294	2017	Police Administrative	Ford	Taurus	$ 49,756.42
1295	2017	Police Detective	Ford	Taurus	$ 49,756.42
1296	2017	Police Administrative	Ford	Taurus	$ 49,756.42
1317	2017	Police Detective	Ford	Police Interceptor	$ 56,418.63
1346	2016	Police Traffic Safety	Honda	Motorcycle	$ 39,592.70
1377	2019	Police Patrol K-9 Unit	Ford	Police Interceptor	$ 74,353.36
1378	2019	Police Patrol K-9 Unit	Ford	Police Interceptor	$ 74,353.36
1396	2019	Transit (8 Passenger Van)	Ford	Transit 350 MR	$ 47,299.57
1408	2019	Police Administrative	Ford	Fusion SE	$ 25,874.82
1409	2019	Police Administrative	Ford	Fusion SE	$ 25,873.72
1411	2020	Police Administrative	Chevrolet	Tahoe	$ 75,164.67
1413	2020	Police Administrative	Chevrolet	Tahoe	$ 75,294.29
1415	2020	Police Administrative	Chevrolet	Tahoe	$ 75,453.08
	Police Total				**$4,132,082.01**

City of Indio Vehicle and Equipment Inventory

Asset #	Year	Description	Make	Model		Cost
Building Safety						
256	2002	Pick up	Ford	F-150	$	25,000.00
528	2005	Pick up	Ford	Ranger	$	37,128.19
887	2009	Pick up	Ford	F-150	$	39,247.68
1324	2018	SUV	Ford	Explorer	$	40,645.70
1325	2018	Pick up	Ford	F-150	$	40,318.08
1326	2018	Pick up	Ford	F-150	$	40,318.08
1392	2007	SUV	Chevrolet	Suburban	$	4,000.00
	Building Safety Total				**$**	**226,657.73**

Asset #	Year	Description	Make	Model		Cost
Public Works						
234	1995	Aerial Boom Truck 30 feet	Ford	F450	$	35,000.00
240	2002	Pick up	Ford	F250	$	34,076.00
242	2002	Pick up	Ford	F150	$	34,076.00
244	2002	Pick up	Ford	F150	$	34,076.00
249	2000	Pick up	Ford	F150	$	34,076.00
257	2001	Pick up	Ford	F350 XL	$	38,842.00
299	1995	Equipment Trailer	Zieman	2725	$	18,000.00
373	2002	Golf Cart	GEM	EL	$	3,073.00
375	2001	Skid Steer Loader	Caterpillar	248	$	48,126.00
377	1986	Farm Agricultural Tractor	Ford	4610	$	20,000.00
385	1997	Stake bed Truck	GMC	3500	$	12,000.00
498	2004	Pick up with arrow board and lift gate	GMC	2500	$	22,396.83
501	2004	Vibratory Compaction Roller	Ingersoll Rand	DD-24	$	40,049.60
526	2005	Stencil Truck	Ford	F450	$	65,008.53
658	2007	Pick up	Ford	F150 4X4 Super cab	$	38,194.00
660	2007	Patch Truck	International	4400	$	37,860.00
661	2008	Utility Body with Crane	Ford	F450 4X2 Super Cab	$	38,162.00
666	2007	Field Groomer	Toro	Sand Pro 3040	$	15,315.00
675	2007	Utility Body Truck	Ford	F350 XL 4WD	$	31,504.00
693	2007	Pick up	Ford	F150 XLT	$	23,856.41
694	2007	Pick up	Ford	F150 XLT	$	38,255.00
729	2007	Service Truck	Ford	F350 Super Cab 4WD	$	42,583.95
736	2005	Mini Van	Toyota	Sienna	$	14,028.57
737	2006	Portable Air Compressor (49 Hp.)	Ingersoll Rand	Air Source 185	$	11,954.87
752	2008	Utility Body	Ford	F350 Super Duty 4WD	$	56,015.55
761	2008	Pick up	Ford	F150 4X4 XL Crew Cab	$	28,718.65
762	2008	Warehouse Sweeper	Tennant	M800	$	62,159.32
786	2008	Pick up with arrow board and lift gate	Ford	F250 4WD	$	48,396.40
788	2008	Pick up with arrow board and lift gate	Ford	F250 4WD	$	48,396.40
865	2009	10 yard dump truck	International	7600 6X4	$	125,988.68
866	2008	3/4 Ton Utility Body	GMC	Sierra 2500	$	47,735.22
879	2008	Backhoe	John Deere	410J	$	100,974.02
890	2008	5 yard dump truck	International	7400 4X2	$	90,524.89
894	2009	Sign Repair Truck	Ford	F-450 4 X 2	$	54,536.67
898	2008	Water truck four thousand gallon	International	7500 SBA 6 X 2	$	108,958.88
953	2009	Ariel Boom Truck 45 foot	GMC	GMC 6500	$	164,164.09
1048	2012	Street Sweeper Mechanical	Freightliner	Business Class M2	$	313,740.00
1239	2016	Vacuum and Rodder Truck	Kenworth T880	Vactor Plus 2100	$	489,243.65
1271	2012	Flat bed truck	Eco Centre	Eco Truck	$	14,939.60
1285	2012	Van	Eco Centre	Eco Van	$	14,351.31
1290	2011	Water truck four thousand gallon	International	8600 SBA 6X4	$	60,511.00
1323	2018	Pick up	Ford	F150 4WD Super Cab	$	40,318.08
1327	2018	Pick up	Ford	F150 4WD Super Cab	$	40,318.08
1328	2018	Pick up	Ford	F150 4WD Super Cab	$	40,318.08

City of Indio Vehicle and Equipment Inventory

Asset #	Year	Description	Make	Model		Cost
Public Works						
1331	2018	Pick up	Ford	F150 4WD Super Cab	$	40,318.08
1347	2017	Front End Loader 3 Cubic Yard	John Deere	544K-II	$	233,291.61
1348	2017	F350 Utility Body 4X2 Super Duty (Class 3)	Ford	F350 SRW Super Cab	$	51,472.44
1349	2017	Utility Body	Ford	F350 SRW Super Cab	$	51,472.44
1353	2018	Street Sweeper Regenerative	Freightliner	Business Class M2	$	357,259.49
T21	2012	Light Tower Towable	Wacker	LTN6	$	9,655.48
T7665	2007	Equipment trailer 5 ton tilt top	Big Tex	10FT-20	$	4,960.79
	Public Works Total				**$**	**3,429,252.66**

Asset #	Year	Description	Make	Model		Cost
Other Departments						
250	2000	Pick up	Ford	F150	$	24,998.00
388	2003	Sedan	Honda	Civic	$	34,782.00
696	2007	10 Passenger Van	Ford	E150	$	38,281.00
735	2008	SUV	Ford	Expedition	$	38,281.00
805	2008	Pick up	Ford	Ranger	$	21,486.83
1282	2017	10 Passenger Van	Ford	Transit	$	38,289.78
1283	2017	10 Passenger Van	Ford	Transit	$	38,289.78
	Other Departments Total				**$**	**234,408.39**