

*Five-Year Economic Forecast  
and  
Revenue Projections*

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*2019-2023*

# CAPITAL REVENUE FORECAST

## MAJOR CAPITAL REVENUES

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### Overview

The major revenues that support the City of San José’s capital programs are bond proceeds, grants, transfers between funds, and a number of taxes and fees levied on construction and property resale (conveyance) activity. This document provides a five-year forecast for the following taxes and fees: Construction and Conveyance Tax; Building and Structure Construction Tax; Construction Excise Tax; various Municipal Water System Fees; Residential Construction Tax; Sanitary Sewer Connection Fee; and Storm Drainage Connection Fee.

Construction and property resale-related Capital Program revenues are generally tracking at or above expectations for 2017-2018, and in many instances are anticipated to end the year near the high levels experienced in 2016-2017. While property resale-related performance will positively influence future years, construction activity in the following five years is expected to moderate, with overall revenue estimates matching the amounts assumed in the 2018-2022 Adopted CIP (\$364.9 million). The Construction-Related Revenue chart included at the end of this section provides a year-by-year comparison of this Forecast with the 2018-2022 Adopted CIP.

### FORECAST COMPARISON SUMMARY (\$ in Thousands)

	2018-2022 CIP	2019-2023 Forecast	Difference	% Change
<b>Construction and Conveyance Tax</b>	\$176,000	\$182,000	\$6,000	3%
<b>Building and Structure Construction Tax</b>	78,000	76,000	(2,000)	(3%)
<b>Construction Excise Tax</b>	105,000	101,000	(4,000)	(4%)
<b>Municipal Water System Fees</b>	375	375	0	0%
<b>Residential Construction Tax</b>	1,000	1,000	0	0%
<b>Sanitary Sewer Connection Fee</b>	3,500	3,500	0	0%
<b>Storm Drainage Connection Fee</b>	1,000	1,000	0	0%
<b>TOTAL</b>	<b>\$364,875</b>	<b>\$364,875</b>	<b>\$0</b>	<b>0%</b>

A discussion of major construction activity trends and anticipated performance in each of the revenue categories is included in more detail on the following pages.

# CAPITAL REVENUE FORECAST

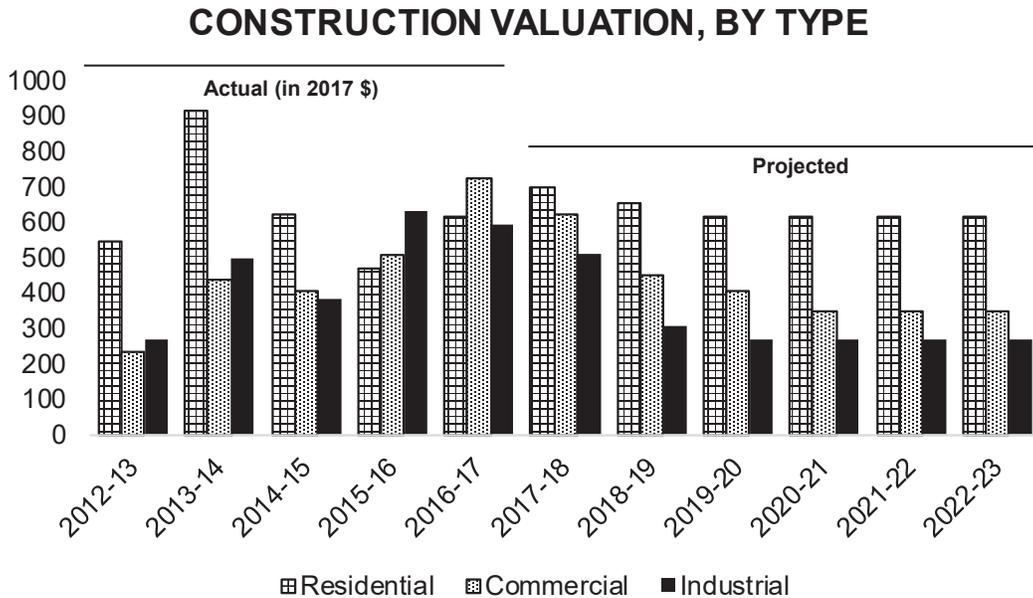
## CONSTRUCTION ACTIVITY PROJECTIONS

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With the exception of the Construction and Conveyance Tax Fund, the capital revenues described in this Forecast are construction-related taxes and fees. Revenue projections are derived from actual revenue collection patterns and construction activity estimates provided by the Planning, Building and Code Enforcement (PBCE) Department. Each year the PBCE Department provides projections of construction activity related to residential, commercial, and industrial development. The valuation figures have been adjusted to 2017 dollars per Bureau of Labor Statistics Consumer Price Index, San José-San Francisco-Oakland all items index. A more complete discussion of these estimates is provided in a technical report prepared by PBCE entitled “Development Activity Highlights and Five-Year Forecast (2019-2023)”, which is included as Appendix C.

Based on projections provided by the PBCE Department, though performing stronger than originally anticipated, construction activity valuation is anticipated to be lower than the prior year: \$1.8 billion for 2017-2018, a 5% decrease compared to \$1.9 billion in 2016-2017. This level of activity is expected to decrease to \$1.4 billion in 2018-2019 due to a decrease in commercial and industrial alterations activity, \$1.3 billion in 2019-2020, and drop to approximately \$1.2 billion annually in 2020-2023 as projects move through the development pipeline.

The following graph illustrates the level of projected construction activity by type.



# CAPITAL REVENUE FORECAST

## CONSTRUCTION ACTIVITY PROJECTIONS

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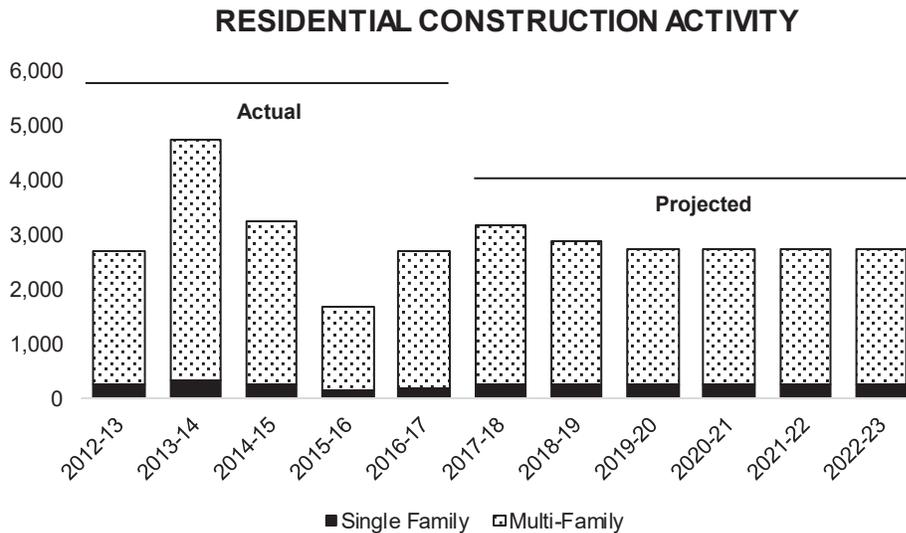
A summary of the PBCE Department construction activity projections and the corresponding revenue estimates are provided below. It should be noted that due to the highly volatile nature of the construction market, the reliability of the estimates can be expected to change over the period of the forecast. As new information becomes available, these estimates will be refined.

### A. Residential Construction Activity

A significant portion of development-related revenue in San José has traditionally been generated by residential construction. New construction activity peaked in 2013-2014 in this sector with a total of 4,724 dwelling units, decreased to 1,692 dwelling units in 2015-2016, rebounded to 2,712 new dwelling units in 2016-2017, and is expected to reach 3,175 new dwelling units in 2017-2018, an increase from the prior year of 17%.

The total value of residential construction activity projected in this Forecast is \$3.1 billion, up just slightly from the projected valuation included in the 2018-2022 Forecast. The PBCE Department expects residential construction activity to generate an estimated 2,875 new units in 2018-2019 and 2,725 new units, annually, in 2019-2020 through 2022-2023. This represents an average of 2,755 units per year or 13,775 units over the forecast period. The activity level has increased by 2% compared to the 13,550 units included in the 2018-2022 Forecast.

This forecast expects a total of 12,400 multi-family dwelling units or approximately 90% of all dwelling units (single-family and multi-family) to be constructed. This represents a 2% increase compared to the projections in the 2018-2022 Forecast. New single-family dwelling units are anticipated at 1,375 during this forecast period, which is 2% lower than the projections in the 2018-2022 Forecast. The following chart shows the number of new units, by housing type, anticipated in San José through 2022-2023.



# CAPITAL REVENUE FORECAST

## CONSTRUCTION ACTIVITY PROJECTIONS

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### **B. Commercial Construction Activity**

In 2016-2017, commercial construction activity totaled \$722 million, an increase of 45% from 2015-2016. In 2017-2018, the PBCE Department expects commercial activity to decrease 13% to \$625 million in total permit valuation due to slower construction activity in the first half of the fiscal year. Going forward, commercial activity is expected to decrease as projects move through the development pipeline and construction is completed.

The total commercial construction valuation projected in this Forecast is \$1.9 billion, an increase of 12% from the previous five-year forecast at \$1.7 billion primarily driven by new commercial construction. As discussed in the attached report provided by the PBCE Department, construction began on the Capitol Toyota in South San José, Fairfield Inn & Suites in Alviso, and various retail projects. The Forecast assumes that new commercial construction activity will taper off somewhat in the out years as existing projects move through the development pipeline. Information provided by real estate trade groups for the 4<sup>th</sup> Quarter 2017 indicated that the San José office and research and development (R&D) vacancy rate was 9.3% and the retail vacancy rate was 4.1%<sup>1</sup>.

### **C. Industrial Construction Activity**

In 2016-2017, industrial activity totaled \$590 million, a decrease of 7% from 2015-2016 due to a drop off in industrial construction. The PBCE Department expects valuation to decrease to \$510 million in 2017-2018, then drop to \$310 million in 2018-2019, and further decrease to \$270 million annually for the remainder of the forecast, to reflect a more moderate level of activity. Information provided by real estate trade groups for the 3<sup>rd</sup> Quarter 2017 indicated that the San José vacancy rate for industrial space was 4.8%<sup>1</sup>.

It should be noted that the City Council has undertaken several actions to reduce the cost of new development in San José to create a predictable and competitive environment that supports the City's economic development goals of filling industrial buildings and encouraging new workplace development. In December 2016, the Downtown High-Rise Residential Development Incentive Program was extended and waives 50% of construction taxes for any residential tower in the downtown area that breaks ground by July 2018 and is completed by December 2020. In addition, a partial suspension is currently in effect for construction taxes for building projects that fall under the land use definition of Office, Research and Development and Data Center. How these incentive programs are applied to the Building and Structure Construction Tax and the Construction Excise Tax are discussed in the following pages.

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<sup>1</sup> Cushman and Wakefield, MarketBeat Reports

# CAPITAL REVENUE FORECAST

## CONSTRUCTION ACTIVITY PROJECTIONS

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### Major Development Activity Data

As part of the attached Development Activity Highlights and Five-Year Forecast (2019-2023) document prepared by the PBCE Department, information is provided on development activity that serves as the foundation for their forecast. Data is provided on “major” projects (residential projects greater than 50 units, commercial projects greater than 25,000 square feet, and industrial projects greater than 75,000 square feet), and is broken down by the three major land use categories – residential, commercial, and industrial. The projects are further subdivided into four categories based on their status (completed, under construction, approved but construction not yet commenced, and pending City approval). In addition, the City is divided into 15 planning areas and individual maps that show the projects in all status categories submitted since January 1, 2008 are provided, except for the Calero, Coyote, and San Felipe planning areas as no major development activity has occurred and/or these areas are outside the City’s Urban Service Area and Urban Growth Boundary. These maps can be used in conjunction with the activity data to help analyze the rate, type, and location of major development activity in San José.

## CONSTRUCTION AND CONVEYANCE TAX

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The Construction Tax portion of the Construction and Conveyance Tax category is levied on most types of construction. For residential construction, the tax rate is based upon the number of units constructed and ranges from \$75 per unit located in a building containing at least 20 dwelling units to \$150 for a single-family residence. The commercial and industrial rate is eight cents per square foot of floor area constructed. The Construction Tax accounts for a very small portion (approximately 1%) of the total Construction and Conveyance Taxes collected.

The Conveyance Tax portion of the Construction and Conveyance Tax category is imposed upon each transfer of real property where the value of the property exceeds one hundred dollars. The tax is imposed at a rate of \$1.65 for each \$500 of the value of the property. The Conveyance Tax accounts for approximately 99% of the total Construction and Conveyance Taxes collected.

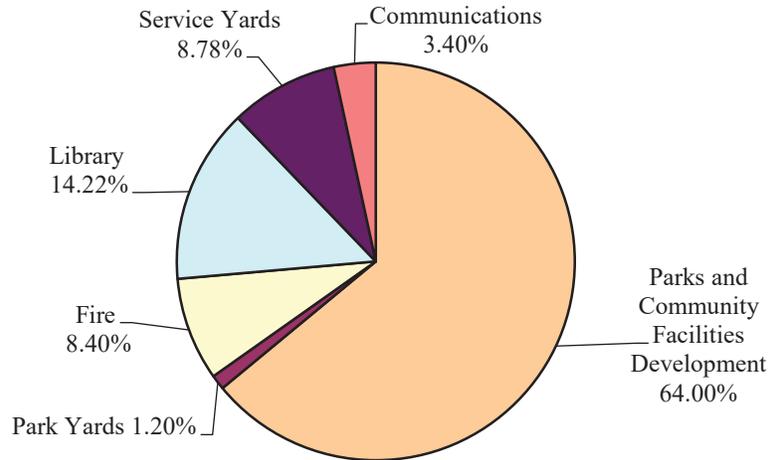
Under current ordinance, Construction and Conveyance Tax receipts are allocated to six different capital programs per the following distribution formula:

# CAPITAL REVENUE FORECAST

## CONSTRUCTION AND CONVEYANCE TAX

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### CONSTRUCTION AND CONVEYANCE TAX DISTRIBUTION



Under the current City ordinance, the combined proceeds from the Construction and Conveyance Tax may be used for facility acquisition, construction, equipment, furnishings, and limited operating and maintenance expenses.

Consistent with the Construction and Conveyance Tax Task Force recommendations adopted by the City Council in June 1989, the Parks and Community Facilities Development portion of the estimated revenues, less non-construction costs and transfers to the General Fund, is allocated for all years of the forecast using a two-to-one ratio, with two-thirds of the proceeds going to neighborhood/district park projects and one-third to city-wide park projects. Per the current City Council policy, 20% of funds for neighborhood/district projects are set aside and equally allocated to meet special needs. The balance of the funds is then distributed to district funds based on a formula using the following criteria:

- neighborhood and community-serving park acres per 1,000 population;
- developed neighborhood and community-serving park acres per 1,000 population;
- square feet of neighborhood and community-serving center space per 1,000 population; and
- developed park acres and/or facilities in good condition per 1,000 population.

The five-year projection for Construction and Conveyance Tax revenue totals \$182 million, which is higher than the estimate of \$176 million used to develop the 2018-2022 Adopted CIP. The Construction and Conveyance Tax revenue projections are based upon: 1) a review of prior year collection trends; 2) a review of year-to-date residential sales activity in San José; 3) a review of year-to-date tax receipts; and 4) projections of the future strength of the San José real estate market.

Historically, Construction and Conveyance Tax revenues have been very volatile, reflecting the impacts of the ups and downs of the local economy and particularly the real estate market. After

# CAPITAL REVENUE FORECAST

## CONSTRUCTION AND CONVEYANCE TAX

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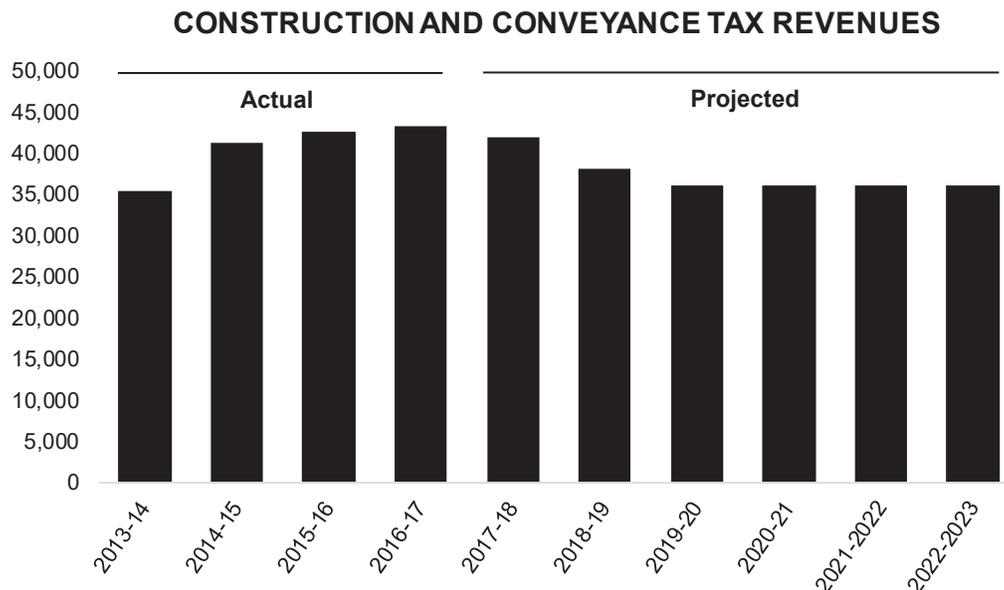
reaching a record setting high of \$49 million in 2005-2006, tax collections continuously fell for several years following the real estate slowdown and financial market crisis, dropping to \$20.5 million in 2008-2009. However, collections have rebounded in recent years with revenues expected to end 2017-2018 at \$42.0 million.

The local real estate market is seeing growth in home prices compared to prior year levels. The median single-family home price in December 2017 totaled \$1.1 million, which is an increase of 32.1% from the \$863,000 median single-family home price in December 2016. The number of new listings for single-family and multi-family dwellings has also increased (27.7%), from 235 listings in December 2016 to 300 listings in December 2017. In addition, it took less time to sell these homes, with the average days on the market for single-family and multi-family dwellings in December 2017 totaling 16 days, a 49.2% decrease from December 2016 totaling 34 days.

However, the December 2017 number of property transfers totaled 467, a decrease of 16.8% compared to the 561 sales that occurred in December 2016. In 2017, a total of 7,791 property transfers occurred, which was down 1% from the 7,849 property transfers in 2016.

Due to increased home prices coupled with lower inventory and property transfers, collections in 2017-2018 are projected to end the year at \$42 million. This collection level is 3% below the actual receipts received in 2016-2017 (\$43.3 million), but is substantially higher than the \$36 million estimated in the 2018-2022 Adopted CIP. Based on recent collection trends and real estate activity, collections in this extremely volatile revenue category are forecasted to drop to \$38 million in 2018-2019, decrease to \$36 million in 2019-2020, and remain constant through the remainder of the forecast period

The graph below shows actual and projected revenues for the combined Construction and Conveyance Tax revenues over a 10-year period.



## CAPITAL REVENUE FORECAST

### CONSTRUCTION VALUATION TAX RATES

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The primary ongoing revenue stream for the Traffic Capital Program, which rehabilitates and improves the City’s transportation infrastructure, is supplied by taxes levied on the valuation of private new construction and alteration activity. The two main taxes are the Building and Structure Construction Tax and the Construction Excise Tax. To balance the need to promote San José’s job growth and economic development with necessary investment in transportation infrastructure, these tax rates have seen temporary suspensions regarding the definition of commercial and industrial classification of uses over the past several years. The three tables below display the permanent tax rates without suspensions, and the rates in effect through March 31, 2024 with partial suspensions resulting from the identification of specific uses as approved by the City Council at its meeting on April 4, 2017.

#### Permanent Tax Rates without Partial Suspension:

	Percentage Tax Based on Building Official’s Valuation		
Category	Building and Structure Construction Tax	Construction Excise Tax	Combined Tax Rate
Residential	1.75 % (of 88% of valuation)	2.75 % (of 88% of valuation)	4.5% (of 88% of valuation)
Commercial	1.5%	3.0%	4.5%
Industrial	1.0%	-	1.0%

#### Tax Rates with Partial Suspension from April 1, 2017 through March 31, 2019:

	Percentage Tax Based on Building Official’s Valuation		
Category	Building and Structure Construction Tax	Construction Excise Tax	Combined Tax Rate
Residential	1.75 % (of 88% of valuation)	2.75 % (of 88% of valuation)	4.5% (of 88% of valuation)
Commercial	1.5%	3.0%	4.0%
Office, Research and Development	1.0%	-	1.0%
Data Centers	1.0%	-	1.0%
Industrial	1.0%	-	1.0%

## CAPITAL REVENUE FORECAST

### CONSTRUCTION VALUATION TAX RATES

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#### Tax Rates with Partial Suspension from April 1, 2019 through March 31, 2024:

Category	Percentage Tax Based on Building Official's Valuation		
	Building and Structure Construction Tax	Construction Excise Tax	Combined Tax Rate
Residential	1.75 % (of 88% of valuation)	2.75 % (of 88% of valuation)	4.5% (of 88% of valuation)
Commercial	1.5%	3.0%	4.0%
Office, General Business	1.5%	0.5%	2.0%
Office, Research and Development	1.5%	0.5%	2.0%
Data Centers	1.0%	-	1.0%
Industrial	1.0%	-	1.0%

In addition to the partial suspensions listed above, a separate program, the Downtown High-Rise Residential Development Incentive Program, waives 50% of construction taxes for any residential tower in the downtown area that breaks ground by July 2018 and is completed by December 2020. It is anticipated that several major residential projects in Downtown will be started in 2017-2018.

### BUILDING AND STRUCTURE CONSTRUCTION TAX

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The Building and Structure Construction Tax is imposed upon the construction, repair or improvement of any building or structure where a building permit is required. The proceeds from the Building and Structure Construction Tax are restricted by ordinance for use for traffic capital improvements on major arterials and collectors. These improvements can include the acquisition of land and interest in land and the construction, reconstruction, replacement, widening, modification and alteration (but not maintenance) of City streets. This tax revenue provides the Traffic Capital program with funds to complete major street infrastructure projects, particularly those that improve the Level of Service (LOS). LOS refers to the efficiency with which streets and roadways accommodate peak level traffic.

In 2017-2018, Building and Structure Construction Tax receipts through January totaled \$13.9 million, down 4% from the \$14.5 million collected through the same period last year, and on target to exceed the 2017-2018 Adopted Budget estimate of \$18 million. Based on strong collections through January, tax receipts are anticipated to end the fiscal year at least \$20 million, exceeding the current budget estimate by \$2 million.

Based on the construction activity forecasts supplied by the PBCE Department and an analysis of actual collection patterns, the five-year projection for the Building and Structure Construction Tax collections total \$76 million, slightly below the estimate included in the 2018-2022 Adopted Capital Improvement Program (CIP). It is projected that collections will drop from the 2017-2018

## CAPITAL REVENUE FORECAST

### BUILDING AND STRUCTURE CONSTRUCTION TAX

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estimate of \$20 million to \$16 million in 2018-2019 and to \$15 million for the remainder of the forecast period as projects are completed and activity levels slightly decrease.

In 2005, the City Council adopted the North San José Area Development Policy (Policy), which established a policy framework to guide the ongoing development of the area as an important employment center for San José. In order to provide public infrastructure requirements and to fund roadway improvements to mitigate the impacts of increased traffic generated by new development under the Policy, the City Council adopted the North San José Traffic Impact Fee to fund these improvements. In January 2012, the City Council adopted the North San José Traffic Impact Fee Incentive Program which reduced the traffic impact fee imposed on industrial development projects. This Program was amended in February 2013 and again in December 2013, further reducing the traffic impact fee to entice commercial/job-oriented development in North San José. With the lowering of the impact fees and the loss of San Jose Redevelopment Agency contributions, a large traffic infrastructure funding gap was created. In June 2014, as part of the Mayor's June Budget Message for Fiscal Year 2014-2015, as approved by the City Council, Manager's Budget Addendum #8 described a new funding strategy to address the funding gap. The approved funding strategy dedicates future Building and Structure Construction Tax revenues generated from new development in North San José to be held in reserve for North San José transportation projects. It is anticipated that there will be several new major projects under construction in the North San José area during the 2019-2023 forecast period. As the budget for the 2019-2023 Traffic Capital Program is developed, an estimate of the tax revenue from these projects will be set aside so that funding is available for the construction of North San José and Route 101/Mabury Road transportation improvement projects.

A comparison of the five-year forecast with actual collections in previous years for the Building and Structure Construction Tax is shown in the chart that follows the discussion of Construction Excise Tax performance.

### CONSTRUCTION EXCISE TAX

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The Construction Excise Tax (also referred to as the Commercial-Residential-Mobile Home Park Building Tax) is imposed upon the construction, alteration, repair or improvement of any building or structure that is for residential or commercial purposes or is associated with a mobile home. This general purpose tax may be used for any "usual current expenses" of the City. However, the City Council has historically used the majority of these funds for traffic improvements that cannot be funded by the Building and Structure Construction Tax or grants. Typical projects funded with this tax include street maintenance and resurfacing, streetlights, bicycle and pedestrian facilities, and most strategic planning programs, which improve the City's ability to obtain State and federal grants for transportation projects. A portion of these taxes has also been used as a budget balancing solution to address General Fund shortfalls in prior years.

In 2017-2018, tax receipts through January for the Construction Excise Tax Fund totaled \$18.9 million, 2% below the \$19.3 million collected through the same period last year and on target to exceed the 2017-2018 Adopted Budget estimate of \$24 million. Based on collections through

## CAPITAL REVENUE FORECAST

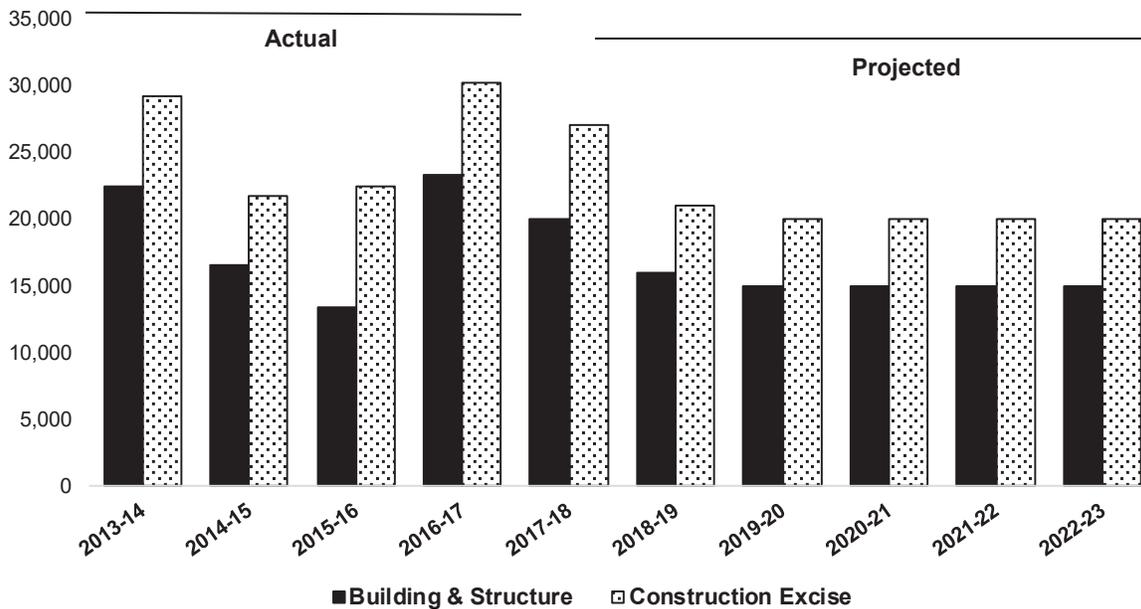
### CONSTRUCTION EXCISE TAX

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January, collection levels are anticipated to end the fiscal year at \$27 million, exceeding the current budgeted estimate by \$3 million.

Based upon the construction projections provided by the PBCE Department and actual collections on this tax, Construction Excise Tax collections are projected to total \$101 million over the five-year forecast period, with proceeds estimated at \$21 million in 2018-2019, and decreasing to \$20 million in 2019-2020 through 2022-2023. This collection level represents a slight decrease of \$4 million (4%) from the 2018-2022 Adopted CIP. A comparison of the five-year forecast with actual collections in previous years for the Construction Excise Tax is shown in the chart that follows.

### MAJOR CONSTRUCTION-RELATED TAX REVENUES



### MUNICIPAL WATER SYSTEM FEES

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Various Municipal Water System fees are charged for connecting to the City’s water system. These fees include the Advance System Design Fee, Meter Installation Fee, and Service Connection Fee. Advance System Design Fees are charged to developers to cover engineering and inspection costs for water facilities required in new developments. Meter Installation Fees are charged to developers to recover costs based on the size of the meter and/or fire hydrant installation necessary. Service Connection Fees are charged to developers to recover the actual costs associated with the construction of water main or fire hydrant installations when improvements are constructed by the City.

Based on projected activity and collection trends, the Municipal Water System fees are projected to remain at \$375,000 over the Forecast period. These fees are detailed in the chart below.

# CAPITAL REVENUE FORECAST

## MUNICIPAL WATER SYSTEM FEES

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### MUNICIPAL WATER SYSTEM FEES

(\$ in Thousands)

	2018-2022	2019-2023		%
	CIP	Forecast	Difference	Change
Advance System Design Fee	125	125	-	0%
Meter Installation Fee	125	125	-	0%
Service Connection Fee	125	125	-	0%
<b>TOTAL</b>	<b>375</b>	<b>375</b>	<b>-</b>	<b>0%</b>

## RESIDENTIAL CONSTRUCTION TAX

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The Residential Construction Tax is imposed upon the construction of residential dwelling units and mobile home lots in the City. The rates are imposed on each dwelling unit and differ according to the number of units located in the building. Rates vary from \$99 for each unit in a building of at least 20 dwelling units to \$180 for a single-family residence.

This tax is collected and placed in the Residential Construction Tax Contribution Fund and is used to reimburse developers that have constructed a wider arterial street than their residential development required. The funds are also used to construct median island landscaping and other street improvements.

In 2017-2018, receipts are projected to total \$200,000 based on year-to-date activity levels. This collection level is on target to meet budget of \$200,000 due strong residential development activity. Based upon construction estimates by the PBCE Department and the actual collection pattern for this tax, collections are expected to remain at \$200,000 in the forecast as a result of development remaining strong. A total of \$1 million is expected over the five-year period of this forecast, which is equal to the total in the 2018-2022 Adopted CIP of \$1 million.

## SANITARY SEWER CONNECTION FEE

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The Sanitary Sewer Connection Fee is charged for connecting undeveloped parcels to the City's sewer system. The fees collected may only be used for the construction and reconstruction, including land acquisition, of the San José sanitary sewer system. The fee is based on the number of single and multi-family residential units built and the acres developed on commercial and industrial properties.

In 2017-2018, receipts are projected to total \$700,000 based on year-to-date activity levels, which is equal to the budgeted estimate of \$700,000. Annual collections are expected to remain at \$700,000 in the forecast. The 2019-2023 Forecast projection for this fee is \$3.5 million, which is equal to the 2018-2022 Adopted CIP estimate of \$3.5 million.

## CAPITAL REVENUE FORECAST

### STORM DRAINAGE CONNECTION FEE

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The Storm Drainage Connection Fee is charged to developers as a connection fee for any project that will discharge storm water, surface water or ground water runoff into the City's storm drainage system. The fees are charged by acreage or lot and vary by land use and by the number of units located in the development. Storm Drainage Connection Fees may only be used for the construction, reconstruction, land acquisition and maintenance of the San José storm drainage system.

In 2017-2018, receipts are projected to total \$200,000 based on year-to-date activity levels, which is equal to the budgeted estimate of \$200,000. The five-year forecast for Storm Drainage Connection Fees totals \$1 million, with annual receipts of \$200,000 for the period from 2018-2019 to 2022-2023. This collection level is equal to the estimate included in the 2018-2022 Adopted CIP of \$1 million.

**ATTACHMENT A**

**CONSTRUCTION-RELATED REVENUE  
2019-2023 FORECAST  
(in \$ thousands)**

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5 Yr Total
<b>Construction and Conveyance Tax</b>							
2018-2022 Adopted CIP	36,000	35,000	35,000	35,000	35,000	N/A	176,000
2019-2023 FORECAST	42,000	38,000	36,000	36,000	36,000	36,000	182,000
Difference	6,000	3,000	1,000	1,000	1,000	N/A	6,000
<b>Building and Structure Construction Tax*</b>							
2018-2022 Adopted CIP	18,000	15,000	15,000	15,000	15,000	N/A	78,000
2019-2023 FORECAST	20,000	16,000	15,000	15,000	15,000	15,000	76,000
Difference	2,000	1,000	-	-	-	N/A	(2,000)
<b>Construction Excise Tax*</b>							
2018-2022 Adopted CIP	24,000	21,000	20,000	20,000	20,000	N/A	105,000
2019-2023 FORECAST	27,000	21,000	20,000	20,000	20,000	20,000	101,000
Difference	3,000	-	-	-	-	N/A	(4,000)
<b>Municipal Water Advance System Design Fee</b>							
2018-2022 Adopted CIP	25	25	25	25	25	N/A	125
2019-2023 FORECAST	25	25	25	25	25	25	125
Difference	-	-	-	-	-	N/A	-
<b>Municipal Water Meter Installation Fee</b>							
2018-2022 Adopted CIP	25	25	25	25	25	N/A	125
2019-2023 FORECAST	25	25	25	25	25	25	125
Difference	-	-	-	-	-	N/A	-
<b>Municipal Water Service Connection Fee</b>							
2018-2022 Adopted CIP	25	25	25	25	25	N/A	125
2019-2023 FORECAST	25	25	25	25	25	25	125
Difference	-	-	-	-	-	N/A	-
<b>Residential Construction Tax</b>							
2018-2022 Adopted CIP	200	200	200	200	200	N/A	1,000
2019-2023 FORECAST	200	200	200	200	200	200	1,000
Difference	-	-	-	-	-	N/A	-
<b>Sanitary Sewer Connection Fee</b>							
2018-2022 Adopted CIP	700	700	700	700	700	N/A	3,500
2019-2023 FORECAST	700	700	700	700	700	700	3,500
Difference	-	-	-	-	-	N/A	-
<b>Storm Drainage Connection Fee</b>							
2018-2022 Adopted CIP	200	200	200	200	200	N/A	1,000
2019-2023 FORECAST	200	200	200	200	200	200	1,000
Difference	-	-	-	-	-	N/A	-
<b>TOTAL</b>							
2018-2022 Adopted CIP	79,175	72,175	71,175	71,175	71,175	N/A	364,875
2019-2023 FORECAST	90,175	76,175	72,175	72,175	72,175	72,175	364,875
Difference	11,000	4,000	1,000	1,000	1,000	N/A	-
% Change from 2018-2022 CIP	14%	6%	1%	1%	1%	N/A	0%

\* Please refer to the Capital Revenue Forecast for Development of the 2019-2023 Capital Improvement Program memorandum for additional information regarding these development-related construction taxes.