AGENDA

JOINT MEETING OF THE CITY COUNCIL, SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY, PUBLIC FINANCE AUTHORITY, PUBLIC UTILITY AUTHORITY, HOUSING AUTHORITY, PERRIS JOINT POWERS AUTHORITY AND PERRIS COMMUNITY ECONOMIC DEVELOPMENT CORPORATION OF THE CITY OF PERRIS

Tuesday, September 12, 2017
6:30 P.M.
City Council Chambers
(corner of San Jacinto and Perris Boulevard)
101 North “D” Street
Perris, California

ROLL CALL:

Corona, Rabb, Rogers, Burke, Vargas

CLOSED SESSION: 5:00 P.M.

A. Public Employee Performance Evaluation Government Code Section 54957 - City Manager

B. Conference with Legal Counsel – Existing Litigation – Government Code Section 54956.9(d)(2); 3 cases:

2. BAI Investor, LLC v. City of Perris, et al.

1. CALL TO ORDER: 6:30 P.M.

2. ROLL CALL:

Corona, Rabb, Rogers, Burke, Vargas
3. **INVOCATION:**

Pastor Noland Turnage  
The Grove Community Church  
227 N. "D" Street  
Perris, CA  92570

4. **PLEDGE OF ALLEGIANCE:**

Councilman Corona will lead the Pledge of Allegiance.

5. **REPORT ON CLOSED SESSION ITEMS:**

6. **PRESENTATIONS/ANNOUNCEMENTS:**

At this time, the City Council may recognize citizens and organizations that have made significant contributions to the community and it may accept awards on behalf of the City.

A. City of Perris Information Technology Update Presented by: Arturo Cervantes, Information Technology Manager.

7. **APPROVAL OF MINUTES:**


8. **CONSENT CALENDAR:**

Consent Calendar items are normally enacted in one motion. The Mayor or City Council may remove a Consent Calendar item for separate action. Public comment is limited to three (3) minutes.

A. Adopt the Second Reading of Ordinance Number (next in order) regarding General Plan Amendment 16-05031, Zone Change 16-05030, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002 for the development of a 360 unit multifamily apartment community, with a 4,482 sq. ft. recreation building and a variety of amenities on 16.9 vacant acres located at the northeast corner of "A" Street and Metz Road. (Applicant: Denny Brose).

The Second Reading of Proposed Ordinance Number (next in order) is entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING A ZONE CHANGE 16-05030 TO REZONE FIVE
PARCELS TOTALING 16.9 ACRES FROM R-6,000-MAOZ SINGLE FAMILY RESIDENTIAL TO FACILITATE A 360 UNIT APARTMENT COMMUNITY LOCATED AT THE NORTHEAST CORNER OF A STREET AND METZ ROAD AND MITIGATED NEGATIVE DECLARATION 2329, AND MAKING FINDINGS IN SUPPORT THEREOF

B. Adopt the Second Reading of Ordinance Number (next in order) and adopt Resolution Number (next in order) regarding TTM 36648 (15-05002), ZC 15-05003, GPA 15-05004, a proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000, and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan Land Use Element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Road) from the General Plan Circulation Element Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public). The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road. (Applicant: John Abel, Stratford Ranch Investors, LLC).

The Second Reading of Proposed Ordinance Number (next in order) is entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA APPROVING ZONE CHANGE 15-05003 TO RE-ZONE THE TENTATIVE TRACT MAP PROJECT AREA FROM R-10,000 TO R-6,000 AND FUTURE DETENTION BASIN AREA FROM R-10,000/CN (COMMERCIAL NEIGHBORHOOD) TO P (PUBLIC), THE TENTATIVE TRACT MAP AREA RE-ZONE IS LOCATED WEST ALONG EVANS ROAD, EAST OF THE PERRIS VALLEY STORM CHANNEL, NORTH OF RAMONA EXPRESSWAY, AND SOUTH OF MORENO VALLEY CITY LIMITS AND THE DETENTION BASIN REZONE IS LOCATED AT THE NORTHWEST CORNER OF RAMONA EXPRESSWAY AND EVANS ROAD AND MAKING FINDINGS IN SUPPORT THEREOF

C. Approve Extension of Time No. 17-05161 for Tentative Tract Map 34260, located on the north side of Flame Avenue, approximately 250 feet west of Redlands Avenue (APN: 310-021-010). (Applicant: David Jeffers).
D. Approve Final Parcel Map 37144 (FPM 17-05027), a subdivision of 1.64 acres into two lots within the Urban Village Transect of the Downtown Specific Plan. Easterly lot is developed with an existing nonconforming self-storage use. Westerly lot is vacant land fronting on D Street. Location is 505/509 North D Street, south of I-215 access ramps. (Owners: Dianne Fowler and Darlene Beukelman).

E. Adopt Resolution Numbers (next in order) regarding Annexation of Parcel Map 36266 to Landscape Maintenance District No. 1 (LMD 1). Parcel Map 36266 is a 5.12 acre retail store project located at the southwest corner of Redlands Avenue and San Jacinto Avenue. (Ownership of: WLPX Perris Triangle).

The Proposed Resolution Numbers (next in order) are entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF BENEFIT ZONE 124 (PARCEL MAP 36266) TO LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OF PRELIMINARY APPROVAL OF ENGINEER’S REPORT FOR ANNEXATION OF PARCEL MAP 36266 TO BENEFIT ZONE 124, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO BENEFIT ZONE 124, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO BENEFIT ZONE 124, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF A PARCEL MAP 36266 TO BENEFIT ZONE 124, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND
F. Adopt Resolution Numbers (next in order) regarding Annexation of Parcel Map 36266 to Maintenance District No. 84-1. Parcel Map 36266 is a 5.12 acre retail store project located at the southwest corner of Redlands Avenue and San Jacinto Avenue. (Ownership of: WLPX Perris Triangle).

The Proposed Resolution Numbers (next in order) are entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS MAINTENANCE DISTRICT NUMBER 84-1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF PARCEL MAP 36266 INTO MAINTENANCE DISTRICT NUMBER 84-1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OF PRELIMINARY APPROVAL OF ENGINEER'S REPORT FOR ANNEXATION OF PARCEL MAP 36266 TO CITY OF PERRIS MAINTENANCE DISTRICT NUMBER 84-1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO CITY OF PERRIS MAINTENANCE DISTRICT NUMBER 84-1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO MAINTENANCE DISTRICT NUMBER 84-1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF PARCEL MAP 36266 TO MAINTENANCE DISTRICT NUMBER 84-1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017

G. Adopt Resolution Numbers (next in order) regarding Annexation of CUP 16-05237 to Landscape Maintenance District No. 1 (LMD 1). The project being constructed on 0.89 acres is a Carl's Jr. Fast Food Restaurant. (Ownership of: KZ Perris LP).
The Proposed Resolution Numbers (next in order) are entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF BENEFIT ZONE 128 (CUP 16-05237) TO LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OF PRELIMINARY APPROVAL OF ENGINEER'S REPORT FOR ANNEXATION OF CUP 16-05237 TO BENEFIT ZONE 128, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO BENEFIT ZONE 128, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO BENEFIT ZONE 128, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF CUP 16-05237 TO BENEFIT ZONE 128, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017

**H.** Approve the Enchanted Heights Stop Sign Installation at Beverly Drive at Carter Drive; Diana Street at Ann Court; Diana Street at Weston Road; Barbara Drive at Mae Court and Weston Road at Bond Drive.

**I.** Approve the Contract Services Agreement with All American Asphalt and reject all other bids regarding the 2017 Pavement Rehabilitation Project involving resurfacing, re-striping and miscellaneous work for various residential tracts and collector roads within the City.
J. Approve the revised Contract Services Agreement between the City of Perris and MHM & Associates for Resource Development Services.

K. Adopt Resolution Number (next in order) adopting the Annual Health Plan Premium Adjustment for Calendar Year 2018 and Fixing the Contribution at an Equal Amount for Employees and Annuitants Under the Public Employees' Medical and Hospital Care Act.

The Proposed Resolution Number (next in order) is entitled:

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, CALIFORNIA, ADOPTING THE ANNUAL HEALTH PLAN PREMIUM ADJUSTMENT FOR CALENDAR YEAR 2018 AND FIXING THE EMPLOYER CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT

L. Approve the Agreement for Purchase and Sale of Real Property and Joint Escrow Instructions for property on Mountain Avenue, APN 330-070-009 with Southern California Railway Museum, dba Orange Empire Railway Museum.

M. Adopt Resolution Number (next in order) approving the Tentative Agreement between the City of Perris and Local 911 of the California Teamsters Public Professional and Medical Union, and to authorize the City Manager to prepare and execute a successor Memorandum of Understanding between the two parties for the term commencing July 1, 2017 through June 30, 2020, and to authorize corresponding budget appropriations and expenditures.

The Proposed Resolution Number (next in order) is entitled:


N. Approve the Proposed Transfer of the North Perris Water System from the Perris Public Utility Authority ("PPUA") to the City of Perris.

O. Approve Optimus I Traffic Control Plans prepared by A Cone Zone, Inc. on behalf of the owner.

7

9-12-17 AGENDA
P. Adopt Resolution Number (next in order) requesting Legislation from Congress supporting the Deferred Action for Childhood Arrivals ("DACA") Program.

The Proposed Resolution Number (next in order) is entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS REQUESTING LEGISLATION FROM THE CONGRESS OF THE UNITED STATES TO PERMANENTLY PROTECT YOUNG IMMigrants ELIGIBLE UNDER THE DEFERRED ACTION FOR CHILDHOOD ARRIVALS PROGRAM

9. PUBLIC HEARINGS:

The public is encouraged to express your views on any matter set for public hearing. It is our procedure to first receive the staff report, then to ask for public testimony, first from those in favor of the project followed by testimony from those in opposition to it, and if there is opposition, to allow those in favor, rebuttal testimony only as to the points brought up in opposition. To testify on the matter, you need to simply come forward to the speaker's podium at the appropriate time, give your name and address and make your statement. After a hearing is closed, you may not further speak on the matter unless requested to do so or are asked questions by the Mayor or a Member of the City Council. Public comment is limited to three (3) minutes.

A. Consideration to introduce the First Reading of Ordinance Number (next in order) and adopt Resolution Number (next in order) regarding updating the City of Perris' participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program.

The First Reading of Proposed Ordinance Number (next in order) is entitled:

AN ORDINANCE OF THE CITY OF PERRIS AMENDING AND SUPERSEDING ORDINANCE NUMBER 1114 TO UPDATE PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The Proposed Resolution Number (next in order) is entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS AMENDING THE APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) APPLICABLE TO ALL DEVELOPMENTS IN THE CITY OF PERRIS

Introduced by: Clara Miramontes, Assistant City Manager

PUBLIC COMMENT:
B. Consideration to adopt Resolution Number (next in order) regarding CDBG 2016-2017 Third Program year Consolidated Annual Performance and Evaluation Report (CAPER).

The Proposed Resolution Number (next in order) is entitled:


Introduced by: Sabrina Chavez, Director of Community Services and Housing

PUBLIC COMMENT:

C. Consideration to introduce the First Reading of Ordinance Number (next in order) amending Section 2.04 of the Municipal Code of the City of Perris established by Ordinance No. 1043 in 1997.

The Proposed First Reading of Ordinance Number (next in order) is entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, CALIFORNIA, AMENDING SECTION 2.04.020 OF CHAPTER 2.04 OF TITLE 2 OF THE CITY OF PERRIS MUNICIPAL CODE REGARDING THE MAYOR PRO TEMPORE

Introduced by: Jennifer Erwin, Director of Finance

PUBLIC COMMENT:

D. Consideration to introduce the First Reading of Ordinance Number (next in order) amending Chapter 14.08 Water Rates and 14.28 Charges and Fees (Sewer).

The First Reading of Proposed Ordinance Number (next in order) is entitled:


Introduced by: Jennifer Erwin, Director of Finance

PUBLIC COMMENT:
10. **BUSINESS ITEMS: (not requiring a “Public Hearing”):**

Public comment will be called for each non-hearing item. Please keep comments brief so that everyone who wishes to speak has the opportunity to do so. After public comment is closed, you may not further speak on the matter unless the Mayor or City Council requests further clarification of your statement. **Public Comment is limited to three (3) minutes.**

A. Discussion regarding the regulation/prohibition of Commercial Marijuana Cultivation, other Commercial Marijuana Operations and Personal Marijuana Cultivation in the City of Perris.

Introduced by: Clara Miramontes, Assistant City Manager

**PUBLIC COMMENT:**

11. **PUBLIC COMMENT/CITIZEN PARTICIPATION:**

This is the time when any member of the public may bring a matter to the attention of the Mayor and the City Council that is within the jurisdiction of the City Council. The Ralph M. Brown act limits the Mayor’s, City Council’s and staff’s ability to respond to comments on non-agendized matters at the time such comments are made. Thus, your comments may be agendized for a future meeting or referred to staff. The City Council may discuss or ask questions for clarification, if desired, at this time. **Public comment is limited to three (3) minutes.**

12. **COUNCIL COMMUNICATIONS:**

(Committee Reports, Agenda Items, Meeting Requests and Review etc.)

This is an opportunity for the Mayor and City Council members to report on their activities and the actions of the Committees upon which they sit, to bring a matter to the attention of the full Council and staff, and to request agenda items. Any matter that was considered during the public hearing portion is not appropriate for discussion in this section of the agenda. **NO ACTION CAN BE TAKEN AT THIS TIME.**

13. **CITY MANAGER’S REPORT:**

14. **ADJOURNMENT:**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Building Official (951) 443-1029. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

9-12-17 AGENDA
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Information Technology Presentation

REQUESTED ACTION: Presentation

CONTACT: Arturo Cervantes Information Technology Manager

BACKGROUND/DISCUSSION: An oral report updating the City’s technology and social media efforts will be presented by the Information Technology Manager

BUDGET (or FISCAL) IMPACT: None

Reviewed by:
City Attorney
Finance Director
Assistant City Manager

Attachments:

Consent:
Public Hearing:
Business Item:
Other:
TO: The Honorable Mayor and Members of the City Council

FROM: Nancy Salazar, City Clerk

DATE: September 12, 2017

SUBJECT: Approval of Minutes

BACKGROUND: None.

FISCAL IMPACT: None.

- RECOMMENDATION: Motion to approve the Minutes of the Regular Joint Meeting held on August 29, 2017 of the City Council, Successor Agency to the Redevelopment Agency, Public Finance Authority, Public Utility Authority, Housing Authority, Perris Community Economic Development Corporation and Perris Joint Powers Authority.

Prepared by: Judy L. Haughney, CMC, Assistant City Clerk
Approved by: Nancy Salazar, City Clerk

Attachments:
CITY OF PERRIS

MINUTES:

Date of Meeting: August 29, 2017
06:30 PM

Place of Meeting: City Council Chambers

CLOSED SESSION

Mayor Vargas called the Closed Session to order at 5:30 p.m.

ROLL CALL

Present: Burke, Corona, Rabb, Rogers, Vargas

Staff Present: City Manager Belmonte, City Attorney Dunn and City Clerk Salazar

A. Conference with Labor Negotiators - Government Code Section 54957.6 City Negotiator: Richard Belmonte, City Manager Employee Organization: Teamsters Local 911

B. Conference with Labor Negotiators - Government Code Section 54957.6 City Negotiator: Richard Belmonte, City Manager Employee Organization: City of Perris Unrepresented Managers

C. Conference with Legal Counsel - Potential Litigation - Government Code Section 54956.9 (d)(2) - 3 cases

The City Council adjourned to Closed Session at 5:31 p.m.

1. CALL TO ORDER: 6:30 P.M.

Mayor Vargas called the Regular City Council meeting to order at 6:30 p.m.

2. ROLL CALL; Burke, Corona, Rabb, Rogers, Vargas

Present: Burke, Corona, Rabb, Rogers, Vargas

Staff Members Present: City Manager Belmonte, City Attorney Dunn, City Engineer Motlagh, Assistant City Manager Madkin, Assistant City Manager Miramontes, Interim Economic Development Director Chung, Police Captain Ford, Fire Chief Barnett, Capital Improvement Project Manager Morales, Information Technology Manager Cervantes, Director of Administrative Services Carlos, Director of Community Services and Housing Chavez, Director of Finance Erwin, Director of Public Works Hartwill, Public Information Officer Vargo and City Clerk Salazar.
3. **INVOCATION:** Pastor Chris Thompson Perris Valley Community Church 3470 Nature Trail Court Perris, CA 92571

4. **PLEDGE OF ALLEGIANCE:**

Councilwoman Burke led the Pledge of Allegiance.

5. **REPORT ON CLOSED SESSION ITEMS:**

City Attorney Dunn reported that the City Council met in Closed Session to discuss the items listed on the agenda. He noted that an update was given, direction was given to staff, but no reportable action was taken.

6. **PRESENTATIONS/ANNOUNCEMENTS:**

   A. Presentation of Certificate to the family of David Josiah Lawson, who passed away on April 15, 2017.
   
   This item was added by Mayor Vargas

   B. **Certificates of Recognition presented to those who assisted with the Life Lifters International Backpack Giveaway held July 29, 2017.**

   C. **Joshua Estrada, Recreation Coordinator will introduce the following presentations:**

   1. Cassandra Campos and Marisa Barragan from Girl Scout Troop 40782 presenting Little Free Library

   2. **Live Well Hikes**

7. **APPROVAL OF MINUTES:**


   The Mayor called for a motion.

   M/S/C: Moved by Rita Rogers, seconded by David Starr Rabb to Approve the Minutes as presented.

   **AYES:** Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas

   **NOES:**
ABSENT:
ABSTAIN:

8. CONSENT CALENDAR:

The Mayor called for Public Comment. There was no Public Comment.

Regarding item 8.A. Councilmember Rogers requested that Orange Vista be added to clarify the new name of Southeast High School.

A. Adopted Resolution Numbers 5147, 5148 and 5149 regarding Annexation of the Southeast High School to Landscape Maintenance District No. 1 (LMD 1). The 59.23 acre project is located on the southeast corner of Orange Avenue and Evans Road.

Resolution Number 5147 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF BENEFIT ZONE 103 (SOUTHEAST HIGH SCHOOL) TO LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

Resolution Number 5148 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OF PRELIMINARY APPROVAL OF ENGINEER'S REPORT FOR ANNEXATION OF THE SOUTHEAST HIGH SCHOOL TO BENEFIT ZONE 103, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

Resolution Number 5149 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO BENEFIT ZONE 103, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO BENEFIT ZONE 103, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF THE SOUTHEAST HIGH SCHOOL TO BENEFIT ZONE 103, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017.
B. Adopted Resolution Number 5150 regarding Annexation of Southeast High School to Flood Control MD No. 1. The 59.23 acre project is located on the southeast corner of Orange Avenue and Evans Road.

Resolution Number 5150 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO AUTHORIZE LEVYING ASSESSMENTS UPON CERTAIN PARCELS OF REAL PROPERTY, TO ORDER ANNEXATION OF THE SOUTHEAST HIGH SCHOOL TO BENEFIT ZONE 76, FLOOD CONTROL MAINTENANCE DISTRICT NUMBER 1, PURSUANT TO THE BENEFIT ASSESSMENT ACT OF 1982; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017

C. Approved Contract Services Agreement with Action Surveys for Construction Survey and Award Contract Services Agreement with LOR Geotechnical for Geotechnical Services regarding the Perris Boulevard Widening Project.

D. Approved the Engineering and Traffic Survey prepared by Riverside County Transportation and implement the Dunlap Speed Survey.

E. Approved the expenditure of funds granted to the City regarding the Edward Byrne Memorial Justice Assistance Grant (JAG) Program and authorize the City Manager to sign the Interlocal Agreement between the cities of Banning, Cathedral City, Coachella, Corona, Desert Hot Springs, Hemet, Indio, Jurupa, La Quinta, Moreno Valley, Palm Springs, Perris, the City of Riverside and the County of Riverside.

F. Approved the Amendment to the Agreement for Law Enforcement Services with the County of Riverside Sheriff’s Department.

G. Adopted the Second Reading of Ordinance Number 1348 to amend Chapter 3.32 of the Perris Municipal Code for New Federal Grant Procurement Requirements.

The Second Reading of Ordinance Number 1348 is entitled:
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, CALIFORNIA, AMENDING ORDINANCE NO. 1341 OF THE CITY OF PERRIS MUNICIPAL CODE RELATING TO THE CITY OF PERRIS PURCHASING SYSTEM

H. Approved Contract of Service with Lynn Merrill and Associates, Inc. for a one-year base period and up to two, one-year additional years, not to exceed three years for NPDES Inspection Services and Technical Support.

I. Approved Contract with Hernandez Landscape Company, Inc. for Landscape Improvements for Parcel 34082, Benefit Zone 81.

K. Approved Amendment No. 1 extending the term of the Agreement to form the Lake Elsinore and Canyon Lake TMDL Task Force to June 30, 2020.


Resolution Number 5151 is entitled:
A RESOLUTION OF THE CITY OF PERRIS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2016-2017 PURSUANT TO ARTICLE XIIIIB OF THE CALIFORNIA CONSTITUTION

Resolution Number 5160 is entitled:
A RESOLUTION OF THE CITY OF PERRIS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2017-2018 PURSUANT TO ARTICLE XIIIIB OF THE CALIFORNIA CONSTITUTION

M. Awarded Contract Services Agreement to Calpromax Engineering, Inc. regarding the Pedestrian Countdown Head Improvements Project.

N. Approved the Memorandum of Understanding with Green Valley Recovery Acquisition LLC for Ethanac Road Improvements adjacent to the Green Valley Specific Plan bounded generally by Ethanac Road, Goetz Road, Case Road and I-215.

O. Received and Filed Quarterly Investment Report for the Quarter Ended June 30, 2017.

P. Approved the Riverside County Flood Control Cooperative Agreement. The project, Optimus I is located at the northwest corner of Webster Avenue and Ramona Expressway.

Q. Approved the City of Perris Check Register for June and July 2017.

The Mayor called for a motion.

M/S/C: Moved by Malcolm Corona, seconded by Rita Rogers to Approve the Consent Calendar as presented.

AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas

NOES:
ABSENT:
ABSTAIN:

9. PUBLIC HEARINGS:

A. Adopted Resolution Number 5152 regarding Annexation of Parcel Map 36469 to the City's Landscape Maintenance District No. 1. The 84.5 acre project is being developed for the construction of distribution warehouses located on the east side of Redlands Avenue with the Oleander Channel
along the north boundary and the Perris Valley Storm Drain Channel along the east boundary. (Ownership: Stratford Ranch, LLC [IDI Gazeley]).

Resolution Number 5152 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ORDERING THE WORK IN CONNECTION WITH ANNEXATION OF PARCEL MAP 36469 TO BENEFIT ZONE 125, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, GIVING FINAL APPROVAL OF THE ENGINEER'S REPORT, AND LEVYING THE ASSESSMENT FOR FISCAL YEAR 2017-2018

This item was presented by Roxanne Shepherd of Shepherd & Staats.

The Mayor opened the Public Hearing at 7:08 p.m. There was no Public Comment. The Mayor closed the Public Hearing at 7:08 p.m.

The Mayor asked the City Clerk to open the Ballot. City Clerk Salazar opened the Ballot and reported that it was marked YES.

The Mayor called for a motion.

M/S/C: Moved by Rita Rogers, seconded by Tonya Burke to Approve Resolution Number 5152 as presented.
AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas
NOES:
ABSENT:
ABSTAIN:

B. Adopted Resolution Numbers 5153, 5154 and 5155 regarding Annexation of a portion of Parcel Map 36512 and Parcel Map 36582 to the City's Maintenance Districts. The 68.52 acre project is being developed for the construction of a distribution warehouse located approximately 330 feet north of Ramona Expressway between Webster Avenue and the I-215 Freeway. (Ownership: RG- Optimus LLC).

Resolution Number 5153 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ORDERING THE WORK IN CONNECTION WITH ANNEXATION OF A PORTION OF PARCEL MAP 36512 AND PARCEL MAP 36582 TO CITY OF PERRIS MAINTENANCE DISTRICT NUMBER 84-1, GIVING FINAL APPROVAL OF THE ENGINEER'S REPORT, AND LEVYING THE ASSESSMENT FOR FISCAL YEAR 2017-2018

Resolution Number 5154 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ORDERING THE WORK IN CONNECTION WITH ANNEXATION OF A PORTION OF PARCEL MAP 36512 AND PARCEL MAP 36582 TO BENEFIT ZONE 126, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, GIVING FINAL APPROVAL OF THE
ENGINEER'S REPORT, AND LEVYING THE ASSESSMENT FOR FISCAL YEAR 2017-2018

Resolution Number 5155 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ORDERING THE WORK IN CONNECTION WITH ANNEXATION OF A PORTION OF PARCEL MAP 36512 AND PARCEL MAP 36582 TO BENEFIT ZONE 93, CITY OF PERRIS FLOOD CONTROL MAINTENANCE DISTRICT NUMBER 1, GIVING FINAL APPROVAL OF THE ENGINEER'S REPORT, AND LEVYING THE ASSESSMENT FOR FISCAL YEAR 2017-2018

This item was presented by Roxanne Shepherd of Shepherd & Staats.

The Mayor opened the Public Hearing at 7:13 p.m.
The following person spoke at Public Comment:
Armando Hurtado
The Mayor closed the Public Hearing at 7:16 p.m.

The Mayor asked the City Clerk to open the 3 Ballots. City Clerk Salazar opened the 3 Ballots and reported that they were marked YES.

Mayor Pro Tem Rabb left the City Council Chambers at 7:19 p.m. and returned at 7:20 p.m.

The Mayor called for a motion.

M/S/C: Moved by Malcolm Corona, seconded by Rita Rogers to Approve Resolution Numbers 5153, 5154 and 5155 as presented.
AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas
NOES:
ABSENT:
ABSTAIN:

C. Adopted Resolution Number 5156 and Introduced the First Reading of Ordinance Number 1350 regarding General Plan Amendment 16-05031, Zone Change 16-05030, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002 for the development of a 360 unit multifamily apartment community, with a 4,482 sq. ft. recreation building and a variety of amenities on 16.9 vacant acres located at the northeast corner of "A" Street and Metz Road. (Applicant: Denny Brose).
(Continued from May 30, 2017 City Council Meeting)

Resolution Number 5156 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING MITIGATED NEGATIVE DECLARATION 2329 FOR GENERAL PLAN AMENDMENT 16-05031, TENTATIVE PARCEL MAP 37181 (16-05150) AND DEVELOPMENT PLAN REVIEW 16-00002 FOR THE DEVELOPMENT OF A 360 UNIT APARTMENT COMMUNITY TO BE LOCATED AT THE NORTHEAST CORNER OF A STREET
AND METZ ROAD

The First Reading of Ordinance Number 1350 is entitled:
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA,
APPROVING A ZONE CHANGE 16-05030 TO REZONE FIVE
PARCELS TOTALING 16.9 ACRES FROM R-6,000-MAOZ SINGLE
FAMILY RESIDENTIAL TO FACILITATE A 360 UNIT APARTMENT
COMMUNITY LOCATED AT THE NORTHEAST CORNER OF A
STREET AND METZ ROAD AND MITIGATED NEGATIVE
DECLARATION 2329, AND MAKING FINDINGS IN SUPPORT
THEREOF

This item was presented by Associate Planner Perez.

The Mayor opened the Public Hearing at 7:26 p.m.

The following people spoke at Public Comment:

Fred Good
Grant Bennett
Jeremy Unger
Anthony Ugueta
Mike Naggar
Flo Cohen
Douglas Corona

Councilmember Rogers left the City Council Chambers at 7:55 p.m.
and returned at 7:58 p.m.

The following Councilmember's spoke:
Rogers
Corona
Rabb
Burke
Vargas

The Mayor closed the Public Hearing at 8:05 p.m.

Mayor Pro Tem Rabb left the City Council Chambers at 8:23 p.m. and
returned at 8:25 p.m.

The Mayor called for a motion.

M/S/C: Moved by Rita Rogers, seconded by Tonya Burke to Approve
Resolution Number 5156 and the First Reading of Ordinance Number 1350
noting that the language for Condition of Approval Number 25 should
read: "Parking Enforcement Plan: The apartment community shall adhere
to the Parking Enforcement Plan and shall be implemented by apartment management.

AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas

NOES:

ABSENT:

ABSTAIN:

D. Adopted Resolution Number 5157 regarding TTM 36989 (TTM 15-05180), TTM 36988 (TTM 15-05181) and Design Guidelines (DG) 15-00006. a proposal for Tentative Tract Map 36988 to subdivide 37.65 acres into 169 single family lots, Tentative Tract Map 36989 to subdivide 37.09 acres into 145 single family lots, within the Green Valley Specific Plan and proposed Commercial and Residential Design Guidelines for the Green Valley Specific Plan, located north of Ethanac Road and west of Murrieta Road. (Applicant: Patrick Parker, Raintree Investment Corporation).

Resolution Number 5157 is entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT, DESIGN GUIDELINES (DG) 15-00006, TTM 36988 (TTM 15-05181) AND FOR TENTATIVE TRACT MAP 36989 (TTM 15-05180) TO SUBDIVIDE 17.02 ACRES INTO 145 SINGLE FAMILY LOTS, TENTATIVE TRACT MAP 36988 (TTM 15-05181) TO SUBDIVIDE 37.65 ACRES INTO 169 SINGLE FAMILY LOTS WITHIN THE GREEN VALLEY SPECIFIC PLAN AND PROPOSED COMMERCIAL AND RESIDENTIAL DESIGN GUIDELINES FOR THE GREEN VALLEY SPECIFIC PLAN, LOCATED NORTH OF ETHANAC ROAD AND WEST OF MURIETA ROAD, AND MAKING FINDINGS IN SUPPORT THEREOF

This item was presented by Contract Planner Phung.

The Mayor opened the Public Hearing at 8:33 p.m. There was no Public Comment. The Mayor closed the Public Hearing at 8:33 p.m.

The following Councilmembers spoke:

Rabb

Corona

The Mayor called for a motion.

M/S/C: Moved by David Starr Rabb, seconded by Tonya Burke to Approve Resolution Number 5157 as presented.

AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas

NOES:

ABSENT:

ABSTAIN:

E. Introduced the First Reading of Ordinance Number 1351 and adopted
Resolution Number 5158 regarding TTM 36648 (15-05002), ZC 15-05003, GPA 15-05004. A proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000, and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan Land Use Element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Road) from the General Plan Circulation Element Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public). The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road. (Applicant: John Abel, Stratford Ranch Investors, LLC).

The First Reading of Ordinance Number 1351 is entitled:
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING ZONE CHANGE 15-05003 TO RE-ZONE THE TENTATIVE TRACT MAP PROJECT AREA FROM R-10,000 TO R-6,000 AND FUTURE DETENTION BASIN AREA FROM R-10,000/CN (COMMERCIAL NEIGHBORHOOD) TO P (PUBLIC). THE TENTATIVE TRACT MAP AREA RE-ZONE IS LOCATED WEST ALONG EVANS ROAD, EAST OF THE PERRIS VALLEY STORM CHANNEL, NORTH OF RAMONA EXPRESSWAY, AND SOUTH OF MORENO VALLEY CITY LIMITS AND THE DETENTION BASIN REZONE IS LOCATED AT THE NORTHWEST CORNER OF RAMONA EXPRESSWAY AND EVANS ROAD AND MAKING FINDINGS IN SUPPORT THEREOF.

Resolution Number 5158 is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ADOPTING MITIGATED NEGATIVE DECLARATION 2315, AND APPROVING TENTATIVE TRACT MAP 36648 TO SUBDIVIDE 65.80 GROSS ACRES INTO 270 SINGLE FAMILY LOTS AND SIX LETTERED LOTS, GENERAL PLAN AMENDMENT 15-05004 TO AMEND THE TENTATIVE TRACT MAP PROJECT AREA FROM SP (SPECIFIC PLAN) TO R-6,000 AND AMEND THE FUTURE DETENTION BASIN AREA FROM SP (SPECIFIC PLAN) TO P (PUBLIC) FROM THE CIT OF PERRIS GENERAL PLAN LAND USE ELEMENT, AND ELIMINATE A SECTION OF HARLEY KNOX BOULEVARD (FROM PERRIS VALLEY STORM CHANNEL TO EVANS ROAD) FROM THE GENERAL PLAN CIRCULATION ELEMENT. THE TENTATIVE TRACT MAP IS LOCATED WEST ALONG EVANS ROAD, EAST OF THE PERRIS VALLEY STORM CHANNEL, NORTH OF RAMONA EXPRESSWAY, AND SOUTH OF MORENO VALLEY CITY LIMITS, AND THE DETENTION BASIN REZONE IS LOCATED AT THE NORTHWEST CORNER OF RAMONA EXPRESSWAY AND EVANS ROAD AND MAKING FINDINGS IN SUPPORT THEREOF.
This item was presented by Associate Planner Perez.

The Mayor opened the Public Hearing at 8:44 p.m. There was no Public Comment. The Mayor closed the Public Hearing at 8:44 p.m.

The following Councilmember spoke:
Corona

The Mayor called for a motion.

M/S/C: Moved by Tonya Burke, seconded by Malcolm Corona to Approve the First Reading of Ordinance Number 1351 and Resolution Number 5158 as presented.
AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita Rogers, Michael Vargas
NOES: 
ABSENT: 
ABSTAIN:

F. Adopted Resolution Numbers 5159 and PJPA-022 regarding re-financing and issuance of bonds associated with Improvement Areas Nos. 4 and No. 5 of CFD No. 2001-1 (May Farms) and Improvement Area No. 4 of CFD No. 2005-1 (Perris Valley Vistas) to refund outstanding bonds. CFD No. 2001-1 Improvement Area No. 4 is generally bounded by the Perris Valley Storm Channel, to the east by Evans Road and to the north by Rider Street. CFD No. 2001-1 Improvement Area No. 5 is generally bordered to the west by the El Nido Avenue, to the east by Avalon Parkway and to the north by Rider Street. CFD No. 2005-1 Improvement Area No. 4 is generally located on the northwest corner of Murrieta Road and Orange Avenue.

Resolution Number 5159 is entitled:

Resolution Number PJPA-022 is entitled:
OF PERRIS AND COMMUNITY FACILITIES DISTRICT NO. 2005-1
(PERRIS VALLEY VISTAS) OF THE CITY OF PERRIS WITH THE
PROCEEDS OF THE AUTHORITY'S BONDS UPON CERTAIN
TERMS AND CONDITIONS AND APPROVING CERTAIN
DOCUMENTS AND OTHER ITEMS RELATING THERETO

This item was presented by James Fabian, Feldman, Rolapp &
Associates.

The Mayor opened the Public Hearing at 8:53 p.m. There was no
Public Comment. The Mayor closed the Public Hearing at 8:53 p.m.

The Mayor called for a motion.

M/S/C: Moved by Rita Rogers, seconded by David Starr Rabb to Approve
Resolution Numbers 5159 and PJPA-022 as presented.
AYES: Tonya Burke, Malcolm Corona, David Starr Rabb, Rita
Rogers, Michael Vargas
NOES:
ABSENT:
ABSTAIN:

10. BUSINESS ITEMS:

A. Status updates on the City of Perris Grants. Introduced by: Darren
Madkin, Assistant City Manager PUBLIC COMMENT:

Councilmember Corona left the City Council Chambers at 8:54 p.m.
and returned at 8:56 p.m.

This item was presented by Redevelopment Project Manager Miranda

The Mayor called for Public Comment. There was no Public
Comment.

B. Path of Life Ministries to present Homeless Outreach programs introduced
by Sabrina Chavez, Director of Community Services and Housing.
Introduced by: Sabrina Chavez, Director of Community Services and
Housing PUBLIC COMMENT:

This item was presented by Victor Beecham, Path of Life Ministries

The following Councilmember's spoke:
Burke
Corona

The Mayor called for Public Comment. There was no Public
Comment.

C. This resolution was not adopted. Consideration to adopt Resolution
Number (next in order) regarding District-Based City Council Election
under the California Voting Rights Act.
The Proposed Resolution Number (next in order) is entitled:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING ITS INTENTION TO TRANSITION FROM AT-LARGE TO DISTRICT-BASED ELECTIONS WITH A DIRECTLY-ELECTED MAYOR PURSUANT TO ELECTIONS CODE SECTION 10010 AND GOVERNMENT CODE SECTION 34886

Councilmember Rogers left the City Council Chambers at 9:07 p.m. and returned at 9:10 p.m.
Mayor Pro Tem Rabb left the City Council Chambers at 9:10 p.m. and returned at 9:11 p.m.

This item was presented by Douglas Johnson, National Demographics Corporation

The following Councilmember's spoke:
Corona
Rabb

The Mayor called for Public Comment.

The following people spoke at Public Comment:
Gilberto Esquivel
Francisco Sola
Kelly Kaus
Flo Cohen
Catherine Fields
Julie Vargas
Jessie Hardin
Deedra Corona
Mark Yarbrough

The following Councilmember's spoke:
Rogers
Burke
Rabb
Corona
Vargas

This item was not adopted.

The Mayor called for a motion.

M/S/C: Moved by Malcolm Corona, seconded by Michael Vargas to Approve
AYES: Malcolm Corona, Michael Vargas
NOES: Tonya Burke, David Starr Rabb, Rita Rogers
ABSENT:
ABSTAIN:

11. PUBLIC COMMENT/CITIZEN PARTICIPATION:

The following people spoke at Public Comment:

Bill Lamb
Tomasita Baca
Yolanda Tovar

12. COUNCIL COMMUNICATIONS:

The following Councilmember's spoke:
Rogers
Burke
Rabb
Corona
Vargas

13. CITY MANAGER’S REPORT:

14. ADJOURNMENT:

There being no further business Mayor Vargas adjourned the Regular City Council meeting at 10:54 p.m.

Respectfully Submitted,

Nancy Salazar, City Clerk
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: General Plan Amendment 16-05031, Zone Change 16-05030, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002 for the development of a 360-unit multifamily apartment community, with a 4,482 sq. ft. recreation building and a variety of amenities on 16.9 vacant acres located at the northeast corner of “A” Street and Metz Road. Applicant: Danny Brose.

REQUESTED ACTION: Adopt the Second Reading of Ordinance No. 1350 to approve Zone Change 16-05030 to change the land use of a 16.9 acre parcel from R-6,000-MAOZ (Single-Family Residential) to MFR-22-MAOZ (Multi-Family Residential) located at the northeast corner of “A” Street and Metz Road.

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSION:

On August 29, 2016, the City Council approved General Plan Amendment 16-05031, Zone Change 16-05030, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002 for the development of a 360-unit multifamily apartment community, with a 4,482 sq. ft. recreation building with 575 parking stalls on 16.9 vacant acres located at the northeast corner of “A” Street and Metz Road. Also, the City Council replaced Planning Condition no. 25 to state: Parking Enforcement Plan: The apartment community shall adhere to the Parking Enforcement Plan and shall be implemented by apartment management.

On May 17, 2017, the Planning Commission, recommended approval to the City Council to construct a 372-unit multifamily apartment community, with a 4,482 sq. ft. recreation/clubhouse building and a variety of amenities on 16.9 undeveloped acres located at the northeast corner of “A” Street and Metz Road.

Upon adoption, Ordinance Amendment 1350 (attached) will be enacted 30 days thereafter.

BUDGET (or FISCAL) IMPACT: Costs for staff preparation of this item are borne by the applicant.

Prepared by: Nathan Perez, Associate Planner

Assistant City Manager: Darren Madkin
Director of Finance: Jennifer Erwin

Consent Calendar: September 12, 2017

Attachments:
1. Ordinance 1350 with Zone Change Exhibit
2. City Council Submittal dated August 29, 2017 for First Reading of Ordinance
ORDINANCE NUMBER 1350

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, APPROVING A ZONE CHANGE 16-05030 TO REZONE FIVE PARCELS TOTALING 16.9 ACRES FROM R-6,000-MAOZ SINGLE FAMILY RESIDENTIAL TO MFR-22 MULTI FAMILY RESIDENTIAL TO FACILITATE A 360-UNIT APARTMENT COMMUNITY LOCATED AT THE NORTHEAST CORNER OF A STREET AND METZ ROAD AND MITIGATED NEGATIVE DECLARATION 2329, AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the City of Perris received an application for a Zone Change ZC 16-05030 for the development of a 360-unit multifamily apartment community to be located at the northeast corner of “A” Street and Metz Road; and

WHEREAS, the proposed location of the 360-unit apartment complex is in accordance with the objectives of the Zoning Ordinance and the purpose of the MFR-22 (Multifamily) zoning district; and

WHEREAS, the project is located on a 16.9 acre undeveloped site surrounded by vacant land to the north and west, a basin to the east, and a school storage transportation yard to the south; and

WHEREAS, On May 12, 2016, the Airport Land Use Commission (ALUC) ruled the project to be consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB ALUCP) and the Perris Valley Airport Land use Compatibility Plan (PV ALUCP); and

WHEREAS, a Planning Commission hearing was held on May 17, 2017, at which time all interested persons were given full opportunity to be heard and to present evidence; and

WHEREAS, General Plan Amendment 16-05031, Zone Change 16-05030, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002 have been duly noticed; and

WHEREAS, a City Council hearing was held on May 30, 2017 and August 29, 2017, at which time all interested persons were given full opportunity to be heard and to present evidence; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:
Section 1. The above recitals are all true and correct.

Section 2. The City Council has determined that although the proposed project could have a significant effect on the environment, there would not be an adverse effect by this project because revisions in the project have been made by or agreed to by the project proponent, and a Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA).

Section 3. Based upon the information contained within the staff report and accompanying attachments, with respect to the proposed Zone Change, the City Council hereby finds:

1. The proposed land use designation is consistent with the applicable General Plan objectives, policies, and programs.

2. The proposed land use designation is compatible with adjoining uses.

3. The proposed land use designation is a logical extension of the existing pattern.

Section 4. The City Council hereby approves Zone Change 16-05030 based on the information and findings presented in the staff report.

Section 5. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

Section 6. The Mayor shall sign this Ordinance and the City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be published and posted pursuant to the provisions of law in this regard, and this Ordinance shall take effect thirty days after its final passage.

ADOPTED, SIGNED, and APPROVED this 29th day of August 2017.

______________________________
Michael M. Vargas, Mayor

ATTEST:

______________________________
Nancy Salazar, City Clerk
STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  
CITY OF PERRIS  

I, Nancy Salazar, City Clerk of the City of Perris, do hereby certify that the foregoing Ordinance was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held on the 29th day of August 2017, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____________________________  
Nancy Salazar, City Clerk

EXHIBIT A: Zone Change 16-05030 Exhibit
Meeting Date: August 29, 2017

SUBJECT: General Plan Amendment 16-05031, Zone Change 16-05030, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002 for the development of a 360-unit multifamily apartment community, with a 4,482 sq. ft. recreation building and a variety of amenities on 16.9 vacant acres located at the northeast corner of "A" Street and Metz Road. Applicant: Danny Brose. (Continued from May 30, 2017)

REQUESTED ACTION: APPROVE Resolution No. (next in order) approving General Plan Amendment 16-05031, Tentative Parcel Map (TPM 37181) 16-05150, and Development Plan Review 16-00002, based on the findings and subject to the Conditions of Approval, and Mitigated Negative Declaration 2329.

INTRODUCE First Reading of Ordinance No. (next in order) to approve Zone Change 16-05030 to change the land use of a 16.9 acre parcel from R-6,000-MAOZ (Single-Family Residential) to MFR-22-MAOZ (Multi-Family Residential) located at the northeast corner of "A" Street and Metz Road.

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSION:

On May 30, 2017, the City Council voted 5-0 to continue the “Villa Verona Apartment Community” project off-calendar. The City Council directed staff to work with the applicant to address on-site parking and hold a community meeting to receive feedback from nearby residents. The City Council expressed concerns about the potential lack of on-site parking and directed staff to look into requiring higher parking standards than the minimum required per the Zoning Code. Since then, the application has revised the site plan by adding 53 additional parking stalls which required the loss of one building (12 single bedroom units). The original site plan provided 522 parking spaces and the updated site plan provides 575 parking spaces. The revised site plan exceeds the minimum requirement by 69 parking stalls. The applicant has provided a parking enforcement plan to be implemented by the complex management. The developer also held a community meeting and notices were mailed to 210 residents between Nuevo Road and San Jacinto, westerly of the 215 freeway, including the Highland Vista Senior Community. There were 16 residents present at the meeting and City staff. The residents expressed concerns regarding insufficient on-site parking and the potential to create a problem for street parking into nearby neighborhood streets. The project has been re-noticed for re-consideration of the revised site plan proposed by the applicant. The notice was mailed to the same residents as the community meeting mailing list.

Per Council’s direction, staff has reviewed parking requirements from surrounding jurisdictions and surveyed sixteen (16) Cities and the County of Riverside to obtain parking requirements for multi-family developments. The survey is attached to this staff report as Exhibit C. The survey indicated that, on average, a minimum of 1.5 parking spaces are required for a studio/one-bedroom unit, 2 parking spaces are required for a two-bedroom unit, 2.5 parking spaces are required for three bedroom units, and one (1) guest parking space is required for every five units. Based on these parking ratio requirements, the proposed project would require a total of 763 parking spaces. This would require an additional 188 parking stalls for the proposed Villa Verona project. See parking table on next page. As a result, staff has added a condition requiring that the site plan be revised to provide a total of 763 on-site parking spaces distributed through the development or provide parking per the ratio indicated above. This would require elimination of additional units.
<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Ratio Spaces/Unit</th>
<th>Units</th>
<th>Square Footage</th>
<th>Total Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bedroom Unit</td>
<td>1.5</td>
<td>104</td>
<td>N/A</td>
<td>156</td>
</tr>
<tr>
<td>2 Bedroom Unit</td>
<td>2</td>
<td>240</td>
<td>N/A</td>
<td>480</td>
</tr>
<tr>
<td>3 Bedroom Unit</td>
<td>2.50</td>
<td>16</td>
<td>N/A</td>
<td>40</td>
</tr>
<tr>
<td>Clubhouse/Leasing Bldg</td>
<td>1:300 sq. ft.</td>
<td>N/A</td>
<td>4,482</td>
<td>15</td>
</tr>
<tr>
<td>Guest Parking</td>
<td>1 per 5 units</td>
<td>360</td>
<td>N/A</td>
<td>72</td>
</tr>
<tr>
<td>Total Parking Spaces Required per Regional Average</td>
<td></td>
<td></td>
<td></td>
<td>763</td>
</tr>
<tr>
<td>Total Parking Spaces Provided based on updated</td>
<td></td>
<td></td>
<td></td>
<td>575</td>
</tr>
</tbody>
</table>

Similar multifamily developments with one to three bedroom units have been recently approved, such as the Barrett Apartments and Coachella Valley Housing Community. The Barrett Apartments provided a total of 491 parking spaces which provided 199 additional spaces due to Airport Land Use Commission (ALUC) density restriction of 202 units. Also, the Coachella Valley Housing project provided a total of 118 parking stalls which provided no guest parking. The Coachella Valley Housing project has been in operation for two years, and to this date no parking complaints have been received by City Staff.

The project will provide market-rate apartments. Access will be provided from “A” Street and Metz Road which primary access will be provided through “A” Street. The project includes site amenities such as: Clubhouse, four (4) tot-lot areas, half basketball court facility, swimming pool, volleyball court, and several picnic areas with benches, barbeque grills.

Staff is recommending that the City Council approve the proposed project with added condition #25 requiring that the site plan be revised to provide on-site parking as follows: 1.5 parking spaces for every studio/one-bedroom unit, 2 parking spaces for every two-bedroom unit, 2.5 parking spaces for every three bedroom unit, and one (1) guest parking space for every five units. If the City Council approves the project, as proposed by the applicant, staff recommends that the conditions be revised to add that the parking enforcement plan prepared by the applicant shall be implemented by the apartment management.

BUDGET (or FISCAL) IMPACT: Costs for staff preparation of this item are borne by the applicant.

PREPARED BY: Nathan G. Perez, Associate Planner

Assistant City Manager: Darren Madkin
Director of Finance: Jennifer Erwin

Public Hearing: August 29, 2017

Attachments:
Attachment A- Revised Planning and Engineering conditions
Attachment B- Ordinance and Resolution
Attachment C- City of PERRIS recent Entitled Multifamily Parking Matrix
Attachment D- Cities Multifamily Parking Standards Survey
Attachment E- Parking Calculation (based on Survey)
Attachment F- Updated Site Plan
Attachment G- Applicant’s Parking Enforcement Plan
Attachment H- Re-noticing Exhibit
Attachment I- Planning Commission Staff Report, MND and MMRP

Initial Study and Associated Studies are on File at the Planning Department and available online at: [http://www.cityofperris.org/city-hall/departments/development/planning.html](http://www.cityofperris.org/city-hall/departments/development/planning.html)
SUBJECT: TTM 36648 (15-05002) ZC 15-05003, GPA 15-05004 - A proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000, and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan Land Use Element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the General Plan Circulation Element. Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public). The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road. Applicant: John Abel, Stratford Ranch Investors, LLC.

REQUESTED ACTION: Adopt the Second Reading of Ordinance No. 1351 to approve Zone Change 15-05003 to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public).

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSION:

On August 29, 2016, the City Council, at a regularly scheduled hearing, approved TTM 36648 (15-05002) ZC 15-05003, GPA 15-05004 - A proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000, and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan Land Use Element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the General Plan Circulation Element. Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public). The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road.

On July 19, 2017, the Planning Commission (6-0 vote) recommended that the City Council approve Stratford Ranch Residential North project, subject to the following changes: 1) Modify Engineering Condition No. 4 to specify street lighting to consist of LS3, LED lighting fixtures, subject to plans prepared by a registered electrical engineer; and 2) the addition of in-roadway lights along all crosswalks on Evans Road for pedestrian safety. An in-roadway light system is a traffic signal installed in the roadway surface that lights up to warn motor vehicles to slow down or stop at school crosswalks, marked midblock crosswalks, or any other pedestrian crossing. However, the City Engineer has found that this can conflict with yield signs, stops signs, and existing or future traffic control signals at intersections, per the Cal Trans’ Manual on Uniform Traffic Control Devices. Therefore, the City Engineer has revised the conditions to remove this requirement.

Upon adoption, Ordinance Amendment 1335 (attached) will be enacted 30 days thereafter.
City Council Item

BUDGET (or FISCAL) IMPACT: Costs for staff preparation of this item are borne by the applicant.

Prepared by: Nathan G. Perez, Associate Planner

Assistant City Manager: Darren Madkin
Director of Finance: Jennifer Erwin

Consent Calendar: September 12, 2017

Attachments:
1. Ordinance 1351 with Zoning Change Exhibit
2. City Council Submittal dated August 29, 2017 for First Reading of Ordinance
ORDINANCE NUMBER 1351

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA APPROVING ZONE CHANGE 15-05003 TO RE-ZONE THE TENTATIVE TRACT MAP PROJECT AREA FROM R-10,000 TO R-6,000 AND FUTURE DETENTION BASIN AREA FROM R10,000/CN (COMMERCIAL NEIGHBORHOOD) TO P (PUBLIC), THE TENTATIVE TRACT MAP AREA REZONE IS LOCATED WEST ALONG EVANS ROAD, EAST OF THE PERRIS VALLEY STORM CHANNEL, NORTH OF RAMONA EXPRESSWAY, AND SOUTH OF MORENO VALLEY CITY LIMITS, AND THE DETENTION BASIN REZONE IS LOCATED AT THE NORTHWEST CORNER OF RAMONA EXPRESSWAY AND EVANS ROAD AND MAKING FINDINGS IN SUPPORT THEREOF.

WHEREAS, the applicant filed Zone Change 15-05003 to 1) to rezone approximately 29.2 acres of land from R-10,000/CN to “P” (Public), and 2) to re-zone the project area from R-10,000 to R-6,000 to allow a higher density located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits; and

WHEREAS, the proposed Zone Change (“ZC”) is consistent with the goals, policies, and implementation measures set forth in the City of Perris General Plan (2030); and

WHEREAS, the proposed Zone Change 15-05003 (collectively, the “Project”) is considered a “project” as defined by the California Environmental Quality Act (“CEQA”); and

WHEREAS, On July 10, 2014, Zone Change 15-05003 (“ZC”) was considered by the Riverside County Airport Land Use Commission (ALUC) and determined to be consistent within the March Air Reserve Base/Inland Port Airport Influence Area (March AIA) Zone D (Flight Corridor Buffer) and Zone E (other Airport Environ) which complies with the 2014 March ARB/IP Land Use Compatibility Plan (March ALUCP); and

WHEREAS, on July 19, 2017, the Planning Commission conducted a duly noticed public hearing on Zone Change 15-05003 and at the meeting recommended approval of the Zone Change after considering public testimony and materials in the staff report and accompanying documents; and

WHEREAS, on August 29, 2017, the City Council conducted a duly noticed public hearing on the project, at which time all interested persons were given full opportunity to be heard to present evidence; and

WHEREAS, prior to taking action, the City Council has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record
for the above-mentioned approvals, including all oral and written evidence presented to the City during all project meetings and hearings; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, City Council of the City of Perris hereby ordains as follows:

Section 1. The above recitals are all true and correct and are incorporated herein as if set forth in full.

Section 2. The City Council finds that all of the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and the City's Local CEQA significant environmental effects of the Project have been adequately evaluated.

Section 3. The City Council further finds, based upon the information contained within the staff report and accompanying attachments, as well as all oral and written testimony made at the public hearing, with respect to the Stratford Ranch Residential North project, the following regarding Zone Change 15-05003:

A. The proposed Specific Plan Amendment will not result in a significant adverse effect on the environment and will not affect public health, safety and welfare.

B. The proposed project is consistent with the goals and policies of the Land Use Element of the General Plan, whereas the proposed change in land use designation is compatible with the surrounding area (Goal 1) and adjoining land uses to develop a community identity (Goal 3).

C. The proposed project is compatible with the existing dominant land uses in the project area and in the surrounding properties, whereas the adjoining land uses are currently designated R-6,000 to the east, and existing single family neighborhood to the north (Moreno Valley City Limits) and Specific Plan to the south.

C. The proposed project is a logical extension of the existing zoning pattern, whereas the abutting property to the east is designated residential.

Section 4. The City Council hereby approves Zone Change 15-05003 to 1) to rezone approximately 29.2 acres of land from R-10,000/CN to "P" (Public), and 2) to re-zone the project area from R-10,000 to R-6,000 to allow a higher density located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits.

Section 5. The City Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Ordinance shall remain in full force and effect.
Section 6. The Mayor shall sign this Ordinance and the City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be published and posted pursuant to the provisions of law in this regard, and this Ordinance shall take effect thirty days after its final passage.

ADOPTED, SIGNED and APPROVED this ___ day of ___, 2017.

________________________________________
Mayor, Michael M. Vargas

ATTEST:

________________________________________
City Clerk, Nancy Salazar
STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  §
CITY OF PERRIS  

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Ordinance Number (next in order) was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the ___ day of _____ 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

__________________________
City Clerk, Nancy Salazar

Attachment: Zone Change Exhibit
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: August 29, 2017

SUBJECT: TTM 36648 (15-05002) ZC 15-05003, GPA 15-05004 - A proposal to subdivide 65.80 gross acres into 270 single family lots and six (6) lettered lots (A, B, C, D and E). A General Plan Amendment to amend the Tentative Tract Map project area from SP (Specific Plan) to R-6,000, and amend the future detention basin area from SP (Specific Plan) to P (Public) from the City of Perris General Plan Land Use Element, and eliminate a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the General Plan Circulation Element. Zone Change to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public). The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel, North of Ramona Expressway and South of Moreno Valley City Limits, and the detention basin rezone is located at the northwest corner of Ramona Expressway and Evans Road. Applicant: John Abel, Stratford Ranch Investors, LLC.

REQUESTED ACTION: APPROVE Resolution No. (next in order) approving General Plan Amendment 15-05004, and Tentative Tract Map (TTM 36648) 15-05002, based on the findings and subject to the Conditions of Approval, and Mitigated Negative Declaration 2315.

INTRODUCE First Reading of Ordinance No. (next in order) to approve Zone Change 15-05003 to re-zone the Tentative Tract Map project area from R-10,000 to R-6,000 and future detention basin area from R-10,000/CN (Commercial Neighborhood) to P (Public).

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSION:

On July 19, 2017, the Planning Commission (6-0 vote) recommended that the City Council approve Stratford Ranch Residential North project, subject to the following changes: 1) Modify Engineering Condition No. 4 to specify street lighting to consist of LS3, LED lighting fixtures, subject to plans prepared by a registered electrical engineer; and 2) the addition of in-roadway lights along all crosswalks on Evans Road for pedestrian safety. An in-roadway light system is a traffic signal installed in the roadway surface that lights up to warn motor vehicles to slow down or stop at school crosswalks, marked midblock crosswalks, or any other pedestrian crossing. However, the City Engineer has found that this can conflict with yield signs, stops signs, and existing or future traffic control signals at intersections, per the Cal Trans’ Manual on Uniform Traffic Control Devices. Therefore, the City Engineer has revised the conditions to remove this requirement.

The applicant is proposing to subdivide 65.8 gross acres into 270 single family lots with a decomposed granite trail from Perris Valley Storm Channel to Evans Road. Also, Per the Perris Trail Master Plan a decomposed granite trail with a Class 1 bike lane is proposed along the project site to Ramona Expressway. The proposed single family lots range from a minimum 6,000 square feet up to 15,760 square feet with an average lot size of 6,931 square feet. The proposed density is 4.4 dwelling units per acre. The Tentative Tract Map is located west along Evans Road, east of the Perris Valley Storm Channel,
North of Ramona Expressway and South of Moreno Valley City Limits, and the future Detention Basin rezone is located at the northwest corner of Ramona Expressway and Evans Road.

Zone Change application includes the following: 1) to re-zone the 65.8 acre project area from R-10,000 to R-6,000 to allow smaller lots due to current housing market demand; 2) to rezone approximately 29.2 vacant acres of land from R-10,000/CN to "P" (Public). The applicant owns the area planned for a future detention basin located south of the project site, and the applicant has agreed to rezone the property at this time. The adopted basin is planned for a future regional basin per the Perris Valley Storm Drain Master Drainage Plan (Alternative 5) to reduce the downstream flood plain.

A General Plan Amendment is required to remove the SP (Specific Plan) land use designation from the map and the future 29.2 acre regional detention basin. An R-6000 land use designation is proposed to be applied to the tract map and, per the City’s request, the P (Public) land use designation is proposed to be applied to the vacant 29.9 acres planned for a future regional detention basin.

Also, the General Plan Amendment includes eliminating a section of Harley Knox (from Perris Storm Channel to Evans Rd) from the City of Perris General Plan Circulation Element (2030). Harley Knox was terminated at the west side of channel at the time the industrial buildings were approved. As such, there is no need to retain the Specific Plan designation or Harley Knox Blvd. east of the channel.

Staff supports the proposed Zone Change to re-designate the Tentative Tract Map project site from R-10,000 to R-6,000, and rezone of 29.2 acres from R-10,000/CN to P (Public) for a future detention basin. The proposed zone change re-designation from R-10,000 to R-6,000 also coincides with the existing adjacent land uses along Evans Road which include the following: an existing residential neighborhood north, east of the project site. The new Richmond American Steeplechase neighborhood (TM 32707) east across Evans Road, is similar in density (3.53 units/acre) and lot size range (7,215 sq. ft. to 19,281 sq. ft.). Overall, the project is compatible with all adjacent residential land uses along Evans Road and Lassalle Street in Moreno Valley.

An Initial Study was prepared for the project in accordance with the City’s guidelines implementing the California Environmental Quality Act. All potential significant effects on the environment shall be reduced to a less than significant level through mitigation measures, the design of the development, the zoning code and standard requirements of the City, therefore a Mitigated Negative Declaration (2315) has been prepared. A public notice was sent to property owners within 300 feet from the project site. As of writing of this report, no comments have been received by staff.

BUDGET (or FISCAL) IMPACT: Costs for staff preparation of this item are borne by the applicant.

PREPARED BY: Nathan G. Perez, Associate Planner
Assistant City Manager: Darren Madkin
Assistant Director of Finance: Jennifer Erwin

Public Hearing: August 29, 2017

Attachments:
Attachment 1 Planning, Engineering, Community Services, Public Works, and Fire Conditions
Attachment 2 City Council Ordinance for Zone Change
Attachment 3 City Council Resolution Approving the TTM and GPA (includes Planning, Engineering, Public Works, Fire and Building Conditions of Approval)
Attachment 4 Planning Commission Staff Report Package dated July 19, 2017

Initial Study and Associated Studies are on File at the Planning Department and available online at: http://www.cityofperris.org/city-hall/departments/development/planning.html
CITYCOUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Extension of Time No. 17-05161 for Tentative Tract Map 34260, located on the north side of Flame Avenue, approximately 250 feet west of Redlands Avenue (APN: 310-021-010). Applicant: David Jeffers

REQUESTED ACTION: APPROVE a one (1) year Extension of Time for Tract Map 34260, until October 28, 2018, for the subdivision of 3.06 vacant acres in the MFR-14 Zone into 22 residential lots for single-family residential development.

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSION:

On October 28, 2014, the City Council approved Tentative Tract Map 34260 (12-02-0019) to subdivide 3.06 vacant acres in the MFR-14 Zone into 22 residential lots for single-family residential development located on the north side of Flame Avenue approximately 250 feet west of Redlands Avenue. The average lot size is 4,456 square feet.

The final map for Tentative Tract Map 34260 has not been submitted for processing due to market conditions. The applicant is requesting the second of five possible one-year extensions, for a period of one year, to extend the expiration of Tentative Tract Map 34260 to October 28, 2018. If the subject map is not recorded or has not applied for an additional extension prior to the new expiration date, a new Tentative Tract Map application must be filed and approved by the City Council, in addition to payment of the appropriate filing fees.

FISCAL IMPACT: Cost for staff preparation of this item is covered by the applicant.

Prepared by: Diane Sbardellati, Associate Planner
Assistant City Manager: Darren Madkin
Director of Finance: Jennifer Erwin
Attachments: 1. Conditions of Approval (Planning and Engineering)
2. Tentative Tract Map 34260
Consent: September 12, 2017
CITY OF PERRIS  
DEPARTMENT OF COMMUNITY DEVELOPMENT 
PLANNING DIVISION 

FINAL CONDITIONS OF APPROVAL 

TENTATIVE TRACT MAP 34260 

Revised Tentative Tract Map 34260 (12-02-0019) October 28, 2014 

PROJECT: Proposal to amend a previously approved Tentative Tract Map 34260 to increase the number of lots from 15 to 22 lots to be more in line with the adjacent developments and allowable density; and Variance to allow up to a 22% reduction in minimum lot frontage for three (3) knuckle lots on a 3-acre parcel located on the north side of Flame Avenue approximately 250-feet west of Redlands Avenue. Applicant: Dave Jeffers, PRSRNG 15, LLC. 

1. Approval Period. In accordance with the Subdivision Map Act, the recordation of the final map shall occur within two (2) years from the approval date unless an extension is granted. The applicant may apply for a maximum of five (5) one-year extensions, to permit additional time to record the final map. A written request for extension shall be submitted to the Planning Division at least thirty (30) days prior to the expiration of Tentative Map approval. 

2. Final Map Submittal. A final map application shall be submitted to the Planning Division with payment of appropriate fees for review and approval concurrently with application to the City Engineer. 

3. City Codes. The project shall comply with all disabled access requirements of the American with Disabilities Act and title 24 of the State Code, and all local requirements of the City of Perris Municipal Code Titles 18 and 19, including MFR-14 zoning development standards. Development of the premises, building elevations, colors and materials shall be subject to a subsequent Administrative Development Review. 

4. Administrative Development Plan Review. Homes for Tentative Tract Map 34260 will be subject to review and approval of the Planning Division through the Administrative Development Plan Review process and presented before the Planning Commission as a consent calendar item for informational purposes prior to final approval. The three Variance lots (i.e. lots 6, 7 & 8) in particular will be subject to an increase front yard setback of 20-feet instead of the minimum 15-feet. Also, all garage doors will need to include decorative glass window and architectural enhancement trims over the garage doors to dress the elevation appearance. 

5. City Engineer. The proposed project shall adhere to the requirements of the City Engineer as indicated in the Conditions of Approval dated July 16, 2014. 

ATTACHMENT 2
6. **Building Official/Fire Marshal.** The proposed project shall adhere to all requirements of the Building Official/Fire Marshal. Fire hydrants shall be located on the project site pursuant to the Building Official. Water, gas, sewer, electrical transformers, power vaults and separate fire/water supply lines (if applicable) must be shown on the final set of construction plans pursuant to the requirements of the Building Official.

7. **Southern California Edison.** Prior to issuance of building permits, the applicant shall contact the area service planner (951 928-8323, Art Alvarado) for Southern California Edison (SCE) to complete the required forms prior to commencement of construction.

8. **Mitigation Monitoring Program.** The proposed project shall comply with all provisions of the adopted project Mitigation Monitoring Program.

9. **School District.** The proposed project shall adhere to the standard requirements and mitigation fees established by the Val Verde School District.

10. **ADA Compliance.** The project shall conform to all disabled access requirements in accordance with the State of California Title 24, and Federal Americans with Act (ADA).

11. **Residential Use and Development Restrictions.** Any use, activity, and/or development occurring on the site without appropriate city approvals shall constitute a code violation and shall be treated as such. Placement of any construction trailer or sales office shall require separate review and approval by the City. Development of the premises, building elevations, colors and materials shall conform substantially to the approved set of plans, or as amended by these conditions. Any deviation shall require the appropriate Planning Division review and approval.

12. **Compatibility with March Air Reserve Base (March ARB).** The project is located in March ARB Airport Influence Zone II and shall, therefore, comply with the following measures:

   a. The project shall provide an executed avigation easement to the March Joint Powers Authority as a condition of project approval. Avigation easement forms are available on the March Joint Powers Website, www.marchipsa.com. Instructions for the submittal of an executed easement are available on the website.

   b. Any model home complex used in conjunction with the sale of homes shall prominently identify the location of the March Air Reserve Base on an aerial photo clearly visible to prospective buyers within the model home complex sales office. The model home complex shall also display a “Notice of Airport in Vicinity” disclosure in an area clearly visible and in a manner that is clearly legible to prospective buyers.

   **NOTICE OF AIRPORT IN VICINTY**
   
   "This property is presently located in the vicinity of an airport, within what is
known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyance, if any are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

c. Buyers shall also be provided the “Notice of Airport in Vicinity” disclosure at the time of closing for the purchase of a home or residential lot.

e. Upgraded Sound Insulation. The applicant shall offer an optional sound insulation package (e.g., upgraded doors, windows, insulation, baffles, etc.) for homebuyers who have considered potential noise impacts from March ARB and future traffic, and wish to purchase additional sound attenuation materials. The upgraded sound insulation package is voluntary and any costs shall be borne by the purchaser. Each optional measure shall be in addition to any sound mitigation measures otherwise required to meet City of Perris standards for residential land use.

f. Prohibited Uses:

1. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take off or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

2. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

3. Any use which would generate excessive smoke or water vapor, attract large concentrations of birds, or otherwise affect safe air navigation in the area.

4. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

5. Any use involving the storage of dangerous quantities of explosives or hazardous materials.


13. Disclosure Statements – Dam Inundation Area and March Air Reserve Base. Developer shall record a disclosure and provide a disclosure to the purchaser of each unit
regarding the project’s location in a dam inundation area, and regarding potential noise impacts from March Air Reserve Base and the avigation easement granted to the City of Perris and to the March Air Reserve Base. Each disclosure shall be recorded prior to prior to Final Map.

14. **Required Approvals.** Prior to recordation of the Final Map, the developer shall obtain the following clearances or approvals:

   a. Verification from the Planning Division that all pertinent conditions of approval have been met, including any Administrative Development Plan Review approvals, as mandated by the Perris Municipal Code;

   b. Planning Commission approval of all proposed street names; and,

   c. Any other required approval from an outside agency.

15. **Plans and CC&Rs.** Prior to recordation of the Final Map, the developer shall submit and obtain approvals on the following items:

   a. Public improvement plans to the City Engineer. These plans shall include but not be limited to street, drainage, utility improvements, and dedications in accordance with Municipal Code Title 18.

   b. Any Covenants, Conditions, and Restrictions (CC&Rs) to the Planning Division and the City Attorney’s office. Approved CC&Rs shall be recorded with the final map.

   c. Grading plans to the City Engineer, demonstrating compliance with National Pollution Discharge Elimination System requirements. The plans shall include a Storm Water Pollution Prevention Plan detailing water quality management controls and identifying Best Management Practices (BMPs) to control pollutant runoff. The applicant shall identify measures specified in Supplement A of the Riverside County Drainage Area Management Plans. New Development Guidelines or other equally effective standard for implementing project BMPs, assignment of long-term maintenance responsibilities (specifying the developer, parcel owner, lessee, etc.) and shall reference the location(s) of structural BMPs.

16. **Water Resources Control Board.** Prior to issuance of Building Permits, the applicant shall submit a copy of the State Water Resources Control Board permit letter with the WDID number.

17. **Landscaping.** Prior to issuance of building permits, the developer shall submit three (3) copies of construction level Landscape and Irrigation Plans to the Planning Division, accompanied by the appropriate filing fee. The plans shall be prepared by a registered landscape architect and include the location, number, genus species, and container size of the plants. Plants shall be consistent with Section 19.70 of the Perris Municipal Code. The cover page shall identify the total square footage of the landscaped area and note that
it shall be maintained in accordance with Section 19.70 of the City Code. Use of water
efficient fixtures and drought tolerant plants is encouraged. Additional landscape
requirements include that front-yard landscaping and irrigation shall be provided for all
lots, and landscaping, irrigation, and street trees along all arterial and collector road
abutting the project. All slopes greater than two (2) feet in height shall be landscaped and
irrigated. The landscaping shall be consistent with the conceptual landscape plan. The
following shall apply:

a. **BMPs for Water Quality.** All BMPs (vegetated swales, detention basins, etc.)
shall be indicated on the landscape plans with appropriate planting and irrigation
(except of detention basins).

b. **Water Conservation.** Landscaping must comply with AB 325 for water
conservation. See Chapter 19.70 (cityofperris.org) for water conservation
calculations (MAWA).

c. **Maintenance.** All required landscaping shall be maintained in a viable growth
condition.

d. **Irrigation Rain Sensors.** Rain sensing override devices shall be required on all
irrigation systems (PMC 19.70.040.D.16.b) for water conservation. Soil moisture
sensors are required.

e. **Landscape Inspections.** The project applicant shall inform the on-site project
manager and the landscape contractor of their responsibility to call for final
landscape inspection after all the landscaping and irrigation have been installed
and is completely operational. Before calling for final inspections a "Certificate
of Compliance" form shall completed and signed by the designer/auditor
responsible for the project, and this form must be submitted to the project planner.
The project planner will need to sign off on the “Certificate of Compliance” to
signify code compliance.

18. **Walls and Fences.** Prior to issuance of building permits, the developer shall submit and
obtain approval from the Planning Division of a block wall/vinyl fence plan. At a
minimum, this plan shall include the following items:

a. A six-foot high slump stone/split face block wall with pilaster columns spaced
approximately every 50-feet along Orange Avenue.

b. A six-foot tall concrete block wall shall be provided along the interior east
property line.

c. The detention basin lots shall be screened by landscaping, trees and a low wall
with wrought iron above to secure the facility.

d. Six-foot high, u.v. protected vinyl fence on side and rear property lines interior to
the project. Split-face block walls shall be used for all returns between residences
and along all side yards adjacent to a street.

19. **Graffiti.** Graffiti located on site shall be removed within 72 hours. The site shall be
maintained in a graffiti-free state at all times.

20. **Utilities.** All utilities such as cable TV and electrical distribution lines (including those
which provide direct service to the project site and/or currently exist along public right-
of-ways) adjacent to the site shall be placed underground, except for electrical utility lines rated at 65kv or larger. All utility facilities attached to buildings, including meters and utility boxes, shall be painted to match the wall of the building to which they are affixed. These facilities shall also be screened from the public right-of-way by landscaping.

21. **Spark Arresters.** All spark arresters in the proposed tract shall be screened by sheet metal enclosures, or other material acceptable to the Building Official, and painted according to the approved paint palette.

22. **Energy Conservation.** To improve local air quality, the applicant is encouraged to incorporate any or all of the following energy-conservation features into the project:

   - Low NOX water heaters per specifications in the Air Quality Attainment Plan;
   - Heat transfer modules in furnaces;
   - Light colored water-based paint and roofing materials;
   - Passive solar cooling/heating; and,
   - Energy efficient appliances and lighting.

23. **Tract Identification.** The developer shall provide community entry statements, including theme walls, monumentation and enhance landscaping at each entrance to the tract. Theme walls and monuments shall not occur within the public right-of-way. The design of entry statements shall be subject to the review and approval of the Planning Division.

24. **Unit Identification.** Each unit in the tract shall include a lighted address fixture. This fixture shall allow for replacement of the bulbs, and shall be reviewed and approved by the Planning Division.

25. **Assessment Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The Developer shall complete all actions required to complete such annexation prior to the issuance of a certificate of occupancy. This condition shall apply only to districts existing at the time the Conditional Use Permit is approved. Such districts may include but are not limited to the following:

   a. Landscape Maintenance District No. 1;
   b. Flood Control Maintenance District No. 1 (may include Streets);
   c. Maintenance District No. 84-1 (Street Lights and Traffic Signals);
   d. North Perris Public Safety Community Facilities District (Police and Fire); and Ramona Mobility Group District (Transportation Improvements).

26. **Fees.** The developer shall pay the following fees according to the timeline noted herein:
a. Prior to the issuance of building permits, the applicant shall pay Stephen's Kangaroo Rat Mitigation Fees of $500.00 per acre;

b. Prior to the issuance of building permits, the applicant shall pay City Development Impact Fees in effect at the time of development;

c. Prior to the issuance of building permits, the applicant shall pay Multi-Species Habitat Conservation Plan fees in effect at that time;

d. Prior to issuance of building permits, the applicant will pay the statutory school fees in effect at issuance of building permits to all appropriate school districts;

e. The applicant shall pay any outstanding development processing fees.

f. The applicant shall pay Transportation Uniform Mitigation Fees (TUMF) in effect at the issuance of building permits.

27. **Construction Practices.** To reduce potential noise and air quality nuisances, the following items shall be listed as "General Notes" on the construction drawings:

a. Construction activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m. Per Zoning Ordinance, Noise Control, Section 7.34.060, it is unlawful for any persons between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in a manner as to create disturbing excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.

b. Stationary construction equipment that generates noise in excess of 65 dBA at the project boundaries must be shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.

c. Construction routes are limited to City of Perris designated truck routes.

d. Water trucks or sprinkler systems shall be used during clearing, grading, earth moving, excavation, transportation of cut or fill materials and construction phases to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.

e. A person or persons shall be designated to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. The name and telephone number of such persons shall be provided to the City.
f. Project applicants shall provide construction site electrical hook ups for electric hand tools such as saws, drills, and compressors, to eliminate the need for diesel powered electric generators or provide evidence that electrical hook ups at construction sites are not practical or prohibitively expensive.

28. **Indemnification/Hold Harmless.** The developer/applicant shall indemnify, protect, defend, and hold harmless the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning Mitigated Negative Declaration 2309, Tentative Tract Map 34260 (#12-02-0019) and Variance 13-05-0008. The City shall promptly notify the developer/applicant of any claim, action, or proceeding for which indemnification is sought and shall further cooperate fully in the defense of the action.

29. **City-Approved Waste Hauling.** The developer shall use only the City-approved waste hauler for all construction and other waste disposal.

30. **Dog Park in Detention Basin.** City staff will evaluate the viability of a dog park in one of the two detention basins. If the a dog park is a viable, then a plan will be developed to include amenities such as a dog run, benches, doggie crawl, etc.
CONDITIONS OF APPROVAL

P8-944
September 5, 2006, Revised July 16, 2014
Tr. 31260 (POS 0136)
David Jeffers Consulting, Inc.

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the land divider provide the following street improvements and/or road dedications in accordance with the City of Perris Municipal Code Title 18. It is understood that the site plan correctly shows all existing easements, traveled ways, and drainage courses with appropriate Q’s and that their omission may require the map to be resubmitted for further consideration. These Ordinances and the following conditions are essential parts and requirement occurring in ONE (1) is as binding as though occurring in all. They are intended to be complimentary and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the City Engineer’s office.

1. Drainage and flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District and the City of Perris requirements and standards. The following drainage related conditions are the requirements of this project:

   a. Onsite drainage facilities located outside of right-of-way if required shall be constructed within dedicated drainage easements.

   b. The property’s street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

DEPARTMENT OF ENGINEERING
170 WILKENSON AVE, SUITE D, PERRIS, CA 92570
TEL: 951-943-8906, FAX: 951-943-8416

ATTACHMENT 2
c. All drainage facilities with exception of nuisance drainage improvements as indicated below shall be designed to convey the 100-year storm runoff. Minimum 18" storm drain and catch basins to eliminate nuisance runoff from cross-gutter shall be installed and connected to existing storm drain facilities at intersection of Flame Avenue with Street “A” (northeast & northwest corners).

d. A detailed hydrology report and hydraulic calculation shall be submitted to the City for review and approval. The report shall address the offsite flow, accumulative onsite runoff and the impact to adjacent downstream properties.

e. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the City as part of the grading plans.

2. Sufficient right-of-way along Orange Avenue shall be dedicated to provide for 50', 1/2 width dedicated right-of-way. Existing improvements along Orange Avenue curb, gutter and sidewalk shall be cleared from weeds and any damaged improvements to be removed and replaced to the satisfaction of the City Engineer. Existing pavement along Orange Avenue (south side) from westerly tract boundary to easterly tract boundary shall be 0.15' grind and overlay.

3. Sufficient right-of-way along Flame Avenue from westerly tract boundary to easterly tract boundary shall be dedicated to provide for 30', 1/2 width dedicated right-of-way. Existing pavement along Flame Avenue (north side) from westerly tract boundary to easterly tract boundary shall be reconstructed as directed by the City Engineer due to utility connections.

4. Signage and striping shall be provided on all interior and exterior streets.

5. Street “A” shall be improved with concrete curb, gutter, and paving located 20' from either side of centerline located within 60' full-width dedicated right-of-way and to provide for future easterly extension.

6. Streetlights shall be installed along Flame Avenue, Orange Avenue, and Street “A” as approved by the City Engineer per Riverside County and Southern California Edison standards.

7. 6’ wide concrete sidewalk shall be installed throughout this project.

DEPARTMENT OF ENGINEERING
170 WILKINSON AVE., SUITE D, PERRIS, CA 92571-2200
TEL: (951) 943-8504 - FAX: (951) 943-8416
8. The proposed development is in the service area of Eastern Municipal Water District. The applicant shall provide water and sewer facilities to this development and comply with EMWD, Fire Department, and Health Department’s requirements.

9. Prior to issuance of any permit, the developer shall sign the consent and waiver forms to join the landscaping, flood control, street maintenance, and lighting districts. The developer shall maintain the landscaping for a period of one year after acceptance of these improvements and pay the 18-month advanced energy charges for streetlights. All storm drain facilities including basins, catch basins, and pipes shall be annexed to Flood Control District.

10. Additional pavement improvements shall be provided along all perimeter streets due to utility trenches as determined by City Engineer.

11. On and offsite street, drainage, water, sewer, striping, signing, streetlight, grading, and erosion control plans along with hydrology and hydraulic reports shall be submitted to the City Engineer's office for review and approval.

12. The street design and improvement concept of this project shall be coordinated with the adjacent projects.

13. All pads shall be graded to be minimum 12" above the higher of the 100-year calculated water surface elevation or adjacent existing grade.

14. Proposed sump conditions adjacent to Lot 12 shall be revised to drain Street “A” to Flame Avenue.

15. Existing power poles within the project site or along the project boundary (under 65kv), if any, shall be removed and cables undergrounded. All other utility poles, if any, shall be removed and utilities undergrounded.

16. Catch basins and minimum 18” RCP at intersection of “A” with Flame shall be installed to eliminate nuisance runoff from the cross gutter.

17. A note shall be placed on final map to advise the future homeowners of extension of Street “A” to the easement.

Habib Motlagh
Habib Motlagh
City Engineer
Meeting Date: September 12, 2017

SUBJECT: Final Parcel Map 37144 (FPM 17-05027) Subdivision of 1.64 acres into two lots within the Urban Village Transect of the Downtown Specific Plan. Easterly lot is developed with an existing nonconforming self-storage use. Westerly lot is vacant land fronting on D Street. Location is 505/509 N. D Street, south of I-215 access ramps. Owners: Dianne Fowler and Darlene Beukelman

REQUESTED ACTION: Approve Final Map 37144 to subdivide 1.64 acres into two (2) lots, subject to the Conditions of Approval.

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSION:

On September 21, 2016, the Planning Commission approved Tentative Parcel Map 37144 (FPM 17-05027) to subdivide 1.64 acres (SS Storage) into two lots within the Urban Village Transect of the Downtown Specific Plan. The easterly lot is developed with an existing nonconforming self-storage use. The westeby lot is vacant land fronting on D Street. The self-storage use was approved under Plot Plan Review 83-8 and is a legal, non-conforming use. A new solid decorative masonry wall was a Condition of Approval and has been constructed to screen the storage use from D Street view. The existing new lot with D Street frontage will be developed in the future in conformance with the Downtown Specific Plan guidelines for the Urban Village Transect. An existing driveway from D Street will continue to serve the self-storage facility, and a recorded reciprocal access easement insures access is provided to both parcels.

The Final Parcel Map submitted complies with the Downtown Specific Plan guidelines for the Urban Village Transect and the Zoning Code. The City Engineer has approved Final Parcel Map 37144 and final monuments have been set.

BUDGET (or FISCAL) IMPACT: Cost for staff preparation of this item, cost of construction and payment of impact fees are covered by the applicant.

PREPARED BY: Diane Sbardellati, Associate Planner

Assistant City Manager: Darren Madkin
Director of Finance: Jennifer Erwin

Attachments: 1. Conditions of Approval (Planning and Engineering)
              2. Final Parcel Map Exhibit

Consent: September 12, 2017
CITY OF PERRIS
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
CONDITIONS OF APPROVAL

TENTATIVE PARCEL MAP 37144

Planning Commission September 21, 2016

PROJECT: Tentative Parcel Map 37144 (TPM 16-05124) – To subdivide 1.64 acres into two into two lots on D Street, south of the I-215 access ramps, within the Downtown Specific Plan. Applicant: Dianne Fowler and Darlene Beukelman, SS Storage.

General Requirements:

1. City Ordinances and Business License. The subject business shall maintain compliance with all local and City Ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.


3. Expansion of Use. Any future expansion or change of use shall require Planning review and approval. The Downtown Specific Plan prohibits outdoor storage. The hosting or maintenance of rental trucks on the site is prohibited.

4. Future Obligation of Buyers and Lessees. All future buyers and lessees shall be informed of their obligation to comply with these Conditions of Approval. The applicant shall provide a copy of these conditions and inform the buyer or lessee of their obligation to maintain compliance with all local and City ordinances, including but not limited to an annual fire inspection and maintenance of a City business license.

5. Indemnification. The developer/applicant shall indemnify, protect, defend, and hold harmless, the City and any agency or instrumentality thereof, and/or any of its officers, employees and agents from any and all claims, actions, or proceedings against the City, or any agency or instrumentality thereof, or any of its officers, employees and agents, to attack, set aside, void, annul, or seek monetary damages resulting from an approval of the City, or any agency or instrumentality thereof, advisory agency, appeal board or legislative body including actions approved by the voters of the City, concerning Tentative Parcel Map 37144. The City shall promptly notify the developer/applicant of any claim, action, or proceeding for which indemnification is sought and shall further cooperate fully in the defense of the action.

6. Approval Period. In accordance with the Subdivision Map Act, the recordation of the final map shall occur within two (2) years from City Council approval, unless an automatic extension is granted by the State of California. The applicant may apply for a maximum of five (5) one-year extensions to permit additional time to record the final map. A written
request for an extension shall be submitted to the Planning Division at least thirty (30) days prior to the initial (and subsequent extensions) expiration of Tentative Parcel Map approval.

7. **Graffiti** located on site shall be removed within 48 hours. The site shall be maintained in a graffiti-free state at all times.

8. **Waste-Hauling.** The developer shall use only the City-approved waste hauler for all construction and other waste disposal.

**Project-Specific Requirements:**

9. **Conformance to Plot Plan Review (PPR) 83-8.** The project shall conform to the original Conditions of Approval for PPR 83-8, or current zoning requirements, as applicable.

10. **Engineering Conditions.** The project shall comply with all requirements of the City Engineer Conditions of Approval dated September 1, 2016.

11. **New Lot.** Newly created Parcel 1 fronting on D Street shall remain vacant and clear until a development proposal has been approved by the City, and appropriate building permits have been issued. The parking or storage of any vehicles, campers, rental trucks, materials, etc., is prohibited.

12. **Conformance to Approved Map and Site Plan.** The new parking area, screen wall and conceptual landscaping shall conform substantially to the approved site plan presented at the September 21, 2016 Planning Commission meeting, or as amended by these conditions. Any deviation shall require appropriate Planning Division review and approval.

13. **Access Easement.** The existing 25 foot access easement from D Street with 20 feet of paving shall be maintained in good condition and be preserved through a recorded access agreement to ensure access to the storage facility.

14. **Screen Wall.** The proposed decorative screen wall shall be 8’ in height and built of slump stone or split face masonry block units. The rolling gate may be tubular steel or wrought iron. A knox box with knox lock is required for the access gate.

15. **Notice of Exemption.** Within three (3) days of Planning Commission approval, the applicant shall submit a check to the City Planning Division, payable to “Riverside County Clerk-Recorder” for a $50.00 check for filing of the CEQA Notice of Exemption. sought and shall further cooperate fully in the defense of the action.

**Prior to Final Map Recordation:**

16. **Final Map Application.** The Final Map application shall be submitted to the Planning Division with payment of appropriate fees for review and approval, concurrently with an application to the City Engineer. The Final Map application shall include all appropriate easements and shall include, but not be limited to, the following:

   a. The Final Map shall preserve all existing ingress and egress access easements.
b. The Final Map shall conform substantially to the City Council approved Tentative Parcel Map.

17. **Recordation of Final Map.** Prior to recordation of the Final Map, the owner shall obtain the following clearances, approvals or actions:

   a. Verification from the Planning Division that all pertinent conditions of approval have been met, as mandated by the Perris Municipal Code.
   b. Any other required approval from an outside agency.
   c. A reciprocal easement agreement shall be recorded to preserve access to both parcels.

18. **Assessment and Community Facilities Districts.** The project shall be annexed into any assessment, community facilities, or similar district that provides funding for maintenance, services, or public improvements that benefit the project. The costs and benefits shall be described in the applicable district and annexation documents. The developer shall complete all actions required to complete such annexation prior to Final Map Recordation. Such districts may include but are not limited to the following:

   a. Landscape Maintenance District No. 1;
   b. Maintenance District No. 84-1; and
   c. South Perris Community Facilities Assessment District.
CONDITIONS OF APPROVAL

P8-625
September 1, 2016
PM 37144 – SS Mini Storage

With respect to the Conditions of Approval for the above referenced project, the City of Perris requires that the developer provide the following street improvements and/or road dedication in accordance with the City of Perris Municipal Code Title 18. It is understood that the site plan correctly shows all existing and proposed easements, traveled ways, rights-of-way, and drainage courses with appropriate Q’s and that their omission may require the map to be resubmitted for further consideration. These Ordinances and the following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary and to describe the conditions for a complete design of the improvements. Unless otherwise noted, all offsite improvements as conditioned shall be installed prior to issuance of any occupancy permits. All questions regarding the true meaning of the conditions shall be referred to the City Engineer’s office.

1. This is a financing map and no new use is proposed and approved as part of the map.

2. The final map shall be prepared by a Registered Civil Engineer and/or Land Surveyor and submitted to City for review and approval.

3. Existing access as recently constructed/improved by Riverside County Transportation Commission shall remain as is unless changes are recommended by applicant’s Traffic Engineer.

Habib Motlagh
Habib Motlagh
City Engineer
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date September 12, 2017

SUBJECT: Annexation of Parcel Map 36266 to Landscape Maintenance District No. 1 (LMD 1)

REQUESTED ACTION:
1. Adoption of Resolution Ordering Preparation of the Engineer’s Report
2. Adoption of Resolution Preliminarily Approving Engineer’s Report
3. Adoption of Resolution of Intention to Annex Parcel Map 36266 to LMD 1 and setting a public hearing date of October 31, 2017

CONTACT: Habib Motlagh, City Engineer

BACKGROUND/DISCUSSION: Parcel Map 36266 is a 5.12-acre project under the ownership of WLPX Perris Triangle. The project is located at the southwest corner of Redlands Avenue and San Jacinto Avenue. Retail stores are to be constructed.

The landscaping benefit includes maintenance of the irrigation system, landscaping, and appurtenances located in public rights-of-way and easements. In general, the improvements are located in the San Jacinto Avenue parkways along the north boundary of the project and in the San Jacinto Avenue medians parallel to the north boundary of the project.

As a condition of approval, the project is required to annex into LMD 1. This district was formed to finance the annual maintenance of landscape improvements installed in conjunction with new development.

BUDGET (or FISCAL) IMPACT: The current maximum annual assessment is $4,606.16, plus inflation factors not to exceed 1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years, 2) the Southern California Edison rate increase(s) effective in subsequent years, and 3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.

Reviewed by:

Assistant City Manager

Director of Finance

City Attorney

Attachments: 1. Resolution Ordering Preparation of the Engineer’s Report
2. Engineer’s Report
3. Resolution Preliminarily Approving Engineer’s Report
4. Resolution of Intention to Annex Parcel Map 36266 to LMD 1

Consent:
RESOLUTION NUMBER XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF BENEFIT ZONE 124 (PARCEL MAP 36266) TO LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

WHEREAS, the City Council of the City of Perris (the "City") has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (the "District"), and created BENEFIT ZONE 124 therein (hereinafter referred to as the "Benefit Zone 124"); and

WHEREAS, it has been determined by the City Council of the City of Perris, County of Riverside, California, that the public interest, convenience and necessity requires the installation and planting of landscape materials and the installation and construction of an irrigation system and other facilities set forth in Section 22525 of the Streets and Highways Code, State of California, and the maintenance thereof, all within the incorporated boundaries of the City of Perris, California; and

WHEREAS, the City Council has heretofore appointed Habib Motlagh, the City Engineer for the City of Perris, as the "Engineer of Work" for Landscape Maintenance District Number 1 and Shepherd & Staats, Incorporated has heretofore been appointed for the purpose of assisting in the preparation of the written report provided for in Section 22567 of Chapter 1 of Part 2 of Division 15 of the Streets and Highways Code, State of California.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

Section 1. The above recitals are true and correct, and are incorporated herein by this reference.

Section 2. That the public interest, convenience and necessity, requires the annexation to a maintenance district for the purpose of installing, constructing and maintaining the installation and planting of landscape materials and the installation and construction of an irrigation system and other facilities authorized by Section 22525 of the Streets and Highways Code, State of California.
Section 3. That Parcel Map 36266 be defined as that area to be annexed to Benefit Zone 124, City of Perris Landscape Maintenance District Number 1.

Section 4. That the lands to be specially charged for the installation, construction, and maintenance of the facilities shall be the area within the boundaries of the annexation to the district generally indicated on the map entitled "Diagram of Annexation of Parcel Map 36266, to Benefit Zone 124, Landscape Maintenance District Number 1, City of Perris, County of Riverside, State of California."

Section 5. That the proceedings are to be conducted for said annexation to the maintenance district under and in accordance with provisions of Division 15 of the Streets and Highways Code (Landscaping and Lighting Act of 1972) of the State of California.

Section 6. That Habib Motlagh, the City Engineer for the City of Perris, is hereby appointed the "Engineer of Work" and all provisions of Division 15 applicable to the Engineer shall apply to said "Engineer of Work" and Shepherd & Staats, Incorporated, is hereby appointed for the purpose of assisting in the preparation of the written report provided for in Section 22567 of said Division 15 of the Streets and Highways Code.

Section 7. That Habib Motlagh, the City Engineer for the City of Perris, is hereby designated to sign all papers and documents in connection with the proceedings for the annexation to said maintenance district, acting in the capacity of the Engineer of Work.

Section 8. That the cost of maintaining the facilities set forth herein in subject annexation to the district shall be borne by the property owners within the subject annexation to the district, said cost to be assessed and collected in accordance with said Landscaping and Lighting Act of 1972.

Section 9. That the Engineer of Work is hereby ordered to prepare a report in accordance with Article 4 of said maintenance act, and is hereby directed to prepare and file such report with the City Clerk.
ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

__________________________
Mayor, Michael M. Vargas

ATTEST:

__________________________
City Clerk, Nancy Salazar

STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  
CITY OF PERRIS

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held 12th day of September, 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

__________________________
City Clerk, Nancy Salazar
AGENCY: City of Perris

PROJECT: Annexation of Parcel Map 36266
To Benefit Zone 124, Landscape Maintenance District No. 1

TO: City Council
City of Perris
State of California

REPORT PURSUANT TO "LANDSCAPING AND LIGHTING ACT OF 1972"

Pursuant to the direction from the City Council, submitted herewith is the "Report," consisting of the following parts, pursuant to the provisions of Division 15, Part 2 of the Streets and Highways Code of the STATE OF CALIFORNIA, being the "Landscaping and Lighting Act of 1972", as amended. This "Report" provides for the annexation into the District of additional parcels and the levy of assessments for the fiscal year commencing July 1, 2017 to June 30, 2018, for that area to be known and designated as:

"Annexation of Parcel Map 36266
To Benefit Zone 124, Landscape Maintenance District No. 1"

I do hereby assess and apportion the total amount of the costs and expenses upon the several parcels of land within said designated area liable therefor and benefited thereby, in proportion to the estimated benefits that each parcel receives, respectively, from said maintenance works of improvement and appurtenances.

Executed this 12th day of September, 2017.

______________________________
HABIB M. MOTLAGH, City Engineer
CITY OF PERRIS
STATE OF CALIFORNIA

Final approval, confirmation and levy of the annual assessment and all matters relating to annexation and the Engineer's "Report" were made on the 31st day of October, 2017, by adoption of Resolution _______ of the City Council.

______________________________
NANCY SALAZAR, City Clerk
CITY OF PERRIS
STATE OF CALIFORNIA

A copy of the Assessment Roll and Engineer's "Report" were filed in the Office of the City Clerk on the 12th day of September, 2017.

______________________________
NANCY SALAZAR, City Clerk
CITY OF PERRIS
STATE OF CALIFORNIA
PART 1. Plans and Specifications for the improvements to be maintained and/or improved for a fiscal year have been or will be designed for acceptance by the City of Perris. In general, the landscaping, irrigation, and appurtenances to be maintained are within the San Jacinto Avenue parkways and medians located parallel to Benefit Zone 124.

Reference is made to the landscaping plans and specifications prepared by Hirsch & Associates, Inc., that are entitled, "Landscape Improvements, the Commons at Perris, SEC Redlands and San Jacinto, Perris, California". For further information on the location of the improvements and the public right-of-way, reference is made to the plans and specifications prepared by Albert A. Webb Associates that are entitled, "Street Improvement Plans for Lewis Retail Centers – The Commons, TTM 36266 & CUP 10-04-0001, City of Perris, California".

Reference is also made to the landscaping plans, specifications and as-builds prepared for the San Jacinto Avenue median located parallel to Benefit Zone 124.

Upon final approval, plans and specifications for the improvements are or will be on file in the City of Perris Office of Community Development and, by reference, are hereby made a part of this report to the same extent as if said plans and specifications were attached hereto. The plans and specifications will sufficiently show and describe the general nature, location and extent of all the improvements.

It is noted that the maintenance of all facilities located within the inside property-line is the responsibility of the property owner.

PART 2. An Estimate of the cost for the improvements to be maintained and/or improved for a given fiscal year includes labor, water, electricity, materials and plant replacement, and appurtenances. Incidental costs include annual engineering, legal, City Clerk, Finance Department, and Public Works expenses, including the processing of payments and the submittal of billings to the Riverside County Auditor for placement on the tax roll.

Due to the soil, water, exposure, and pedestrian traffic, plant replacement is estimated at a 5% die-off rate at 2-feet on-center. Tree trimming is scheduled to occur every other year. Mulch is applied every three years and irrigation replacement/repairs are scheduled to occur every fifth year.

The maximum annual assessment is based on the estimated cost of maintaining the improvements at maturity. The annual assessment levied will be based on the actual annual expenses incurred by Benefit Zone 124.

A 6-month tax roll reserve provides funding for the cost of servicing and maintenance prior to the receipt of tax collections from the County of Riverside. The fiscal year begins July 1 and the first installment from the tax roll collections is usually distributed by the County of Riverside the following January. A 6-month tax roll reserve, based on the annual cost of the improvements is $2,303.28.

The annual cost for the public improvements are listed on the next page.
The annual cost for the public improvements are estimated as follows:

**Estimated Annual Cost Estimate**

### San Jacinto Avenue Parkway, Benefit Zone 124

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Annual Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance</td>
<td>3,400</td>
<td>SF</td>
<td>$0.52</td>
<td>$1,768.00</td>
</tr>
<tr>
<td>Plant Replace</td>
<td>16</td>
<td>SF</td>
<td>15.75</td>
<td>252.00</td>
</tr>
<tr>
<td>Tree Trimming</td>
<td>15</td>
<td>0.50 Each</td>
<td>80.00</td>
<td>600.00</td>
</tr>
<tr>
<td>Mulch Application</td>
<td>9.44</td>
<td>CY</td>
<td>30.00</td>
<td>283.20</td>
</tr>
<tr>
<td>Irrigation Repairs</td>
<td>680</td>
<td>SF</td>
<td>0.06</td>
<td>40.80</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$2,944.00</td>
</tr>
<tr>
<td>Contingency</td>
<td></td>
<td></td>
<td></td>
<td>294.40</td>
</tr>
<tr>
<td><strong>Total Parkway Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td>$3,238.40</td>
</tr>
</tbody>
</table>

### Median, Benefit Zone 124

<table>
<thead>
<tr>
<th>San Jacinto Avenue</th>
<th>Percent</th>
<th>Unit</th>
<th>Unit Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>50%</td>
<td>LS</td>
<td>1.200</td>
<td>600.00</td>
</tr>
</tbody>
</table>

**Subtotal** $3,838.40

**Incidentals** $767.76

**Balance to Assessment** $4,606.16

Benefit Zone 124, for the fiscal year commencing July 1, 2017 to June 30, 2018, will incur zero costs.

**PART 3.**

**The Assessment Roll** shows the proportionate amount of the assessment to be charged in proportion to the benefits to be received by each lot or parcel within the exterior boundaries of Benefit Zone 124, as shown on the Diagram, enclosed herein as Part 4.

The area within Benefit Zone 124 specifically benefits from the maintenance of the parkways and medians along the streets that provide ingress and egress to Benefit Zone 124.

The method of assessment is based on units, with the benefit units assigned to the net area within Benefit Zone 124. The current maximum annual assessment reflecting the reasonable cost of providing for the maintenance and servicing of the public improvements and appurtenant facilities is equal to $899.64 per net acre or benefit unit.

The annual assessments are subject to inflation factors not to exceed:

1) the "Common Labor, Construction Cost Index", as published by Engineering News Record in subsequent years,

2) the Southern California Edison rate increase(s) effective in subsequent years, and

3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.
For the current maximum annual assessment and the assessment for the fiscal year commencing July 1, 2017 to June 30, 2018, reference is made to the Assessment Roll included herein as Attachment No. 1.

The Benefit Units assigned, and corresponding current maximum annual assessment, per Parcel, are listed as follows:

<table>
<thead>
<tr>
<th>Parcel Map 36266</th>
<th>Benefit Units</th>
<th>Estimated Annual Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Medians</td>
</tr>
<tr>
<td>Parcel 1</td>
<td>1.18</td>
<td>$165.94</td>
</tr>
<tr>
<td>Parcel 2</td>
<td>1.25</td>
<td>175.77</td>
</tr>
<tr>
<td>Parcel 3</td>
<td>0.67</td>
<td>94.22</td>
</tr>
<tr>
<td>Parcel 4</td>
<td>1.05</td>
<td>147.66</td>
</tr>
<tr>
<td>Parcel 5</td>
<td>0.97</td>
<td>136.41</td>
</tr>
<tr>
<td>Totals</td>
<td>5.12</td>
<td>$720.00</td>
</tr>
</tbody>
</table>

The annual assessments are subject to inflation factors not to exceed:

4) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years,

5) the Southern California Edison rate increase(s) effective in subsequent years, and

6) the Eastern Municipal Water District rate increase(s) effective in subsequent years.

PART 4. A Diagram of the Annexation. The boundary of the area to be annexed is coincident with boundary of Parcel Map 36266. Said boundary is designated as “Diagram of Annexation of a Parcel Map 36266 to Benefit Zone 124, Landscape Maintenance District No. 1, City of Perris, County of Riverside, State of California”. The Diagram is included herein as Attachment No. 2, which shows the boundaries of the area of benefit. Reference is made to the County Assessor's Maps for a detailed description of the lines and dimensions of any lots or parcels. The lines and dimensions of each lot shall conform to those shown on the County Assessor's Maps for the fiscal year to which the "Report" applies.

PART 5. A Consent and Waiver for Annexation to the District has been signed by the owners of the area within the proposed annexation. Said consent and waiver are included herein as Attachment No. 3.
## Assessment Roll

### Annexation of Parcel Map 36266
To Benefit Zone 124,
Landscape Maintenance District No. 1, City of Perris

<table>
<thead>
<tr>
<th>Benefit Zone and Assessment Number</th>
<th>Assessor Parcel Number</th>
<th>Estimated Annual Assessment</th>
<th>Fiscal Year 2017/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>124</td>
<td>310-100-041</td>
<td>$00.00</td>
<td>$00.00</td>
</tr>
<tr>
<td>124</td>
<td>310-100-064</td>
<td>00.00</td>
<td>00.00</td>
</tr>
<tr>
<td>124</td>
<td>310-100-065</td>
<td>00.00</td>
<td>00.00</td>
</tr>
<tr>
<td>124</td>
<td>310-100-066</td>
<td>00.00</td>
<td>00.00</td>
</tr>
<tr>
<td>124</td>
<td>310-100-067</td>
<td>00.00</td>
<td>00.00</td>
</tr>
<tr>
<td>124</td>
<td>310-100-068</td>
<td>00.00</td>
<td>00.00</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>310-100-068</strong></td>
<td><strong>$4,606.16</strong></td>
<td><strong>$00.00</strong></td>
</tr>
</tbody>
</table>

The Estimated Annual Assessment amount is subject to inflation factors not to exceed:

1) the "Common Labor, Construction Cost Index", as published by [Engineering News Record](https://www.enr.com) in subsequent years,
2) the Southern California Edison rate increase(s) effective in subsequent years, and
3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.
CONSENT AND WAIVER TO ANNEXATION

WHEREAS, the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA, has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, said special maintenance districts known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 and MAINTENANCE DISTRICT NO. 84-1 (hereinafter referred to as the "Maintenance Districts"); and,

WHEREAS, the provisions of Article II of Chapter 2 of the Act authorize the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA to order the annexation of territory to the Maintenance Districts; and,

WHEREAS, the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA may, pursuant to said provisions of the Act, order the annexation of territory to the Maintenance Districts without notice and hearing or filing of an Engineer's "Report" as would otherwise be required by the provisions of the Act if all of the owners of property within the territory proposed to be annexed, have given written consent to the proposed annexation; and,

WHEREAS, the undersigned, the owners of all property within the territory proposed to be annexed to the Maintenance Districts, acknowledge that pursuant to the provisions of the Act, the undersigned would be entitled to notice and hearing and the preparation of an Engineer's "Report" pertaining to the annexation of the property, acknowledge that they are aware of the proposed annexation to the Maintenance Districts of the property owned by the undersigned, and waives any and all right which the undersigned may now have to notice and hearing or the filing of an Engineer's "Report" pertaining to the annexation of the undersigned's property to the Maintenance Districts.

NOW, THEREFORE, it is hereby declared by the undersigned property owners as follows:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That the undersigned, constituting the owners of the property described in Exhibit "A" attached hereto and incorporated herein by this reference and further constituting all of the property within the territory proposed to be annexed to the Maintenance Districts, hereby consent to the proposed annexation of said property to the Maintenance Districts without notice and hearing or filing of an Engineer's "Report" pertaining to such annexation.

Dated: 3/7/17

Signature
David L. Linden
Authorized Agent
WLPX Perris Triangle, a Delaware limited liability company
1156 N. Mountain Avenue
Upland, CA 91786

ATTACHMENT 3-1
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT
CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of SAN BERNARDINO

On March 17, 2017, before me, EDNA A. MONTAG, NOTARY PUBLIC,

Date

personally appeared DAVID L. LINDEN

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: ___________________________ Document Date: ___________________________
Number of Pages: _______ Signer(s) Other Than Named Above: ___________________________

Capacity(ies) Claimed by Signer(s)
Signer's Name: ____________________________________________
☐ Corporate Officer — Title(s): ____________________________
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: ____________________________
Signer Is Representing: ____________________________

Signer's Name: ____________________________________________
☐ Corporate Officer — Title(s): ____________________________
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: ____________________________
Signer Is Representing: ____________________________

©2014 National Notary Association • www.NationalNotary.org • 1-800-US NOTARY (1-800-876-6537) Item #5907
EXHIBIT "A" TO CONSENT AND WAIVER FOR
ANNEXATION OF PARCEL MAP 36266 TO BENEFIT ZONE 124
LANDSCAPE MAINTENANCE DISTRICT NO. 1

CITY OF PERRIS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

LEGEND

- - - ANNEXATION BOUNDARY

- - PARCEL BOUNDARY

1 PARCEL NUMBER, PARCEL MAP 36266

REFERENCE THE RIVERSIDE COUNTY ASSESSOR MAPS FOR A DETAILED DESCRIPTION OF PARCEL LINES AND DIMENSIONS

ATTACHMENT 3-3
RESOLUTION NUMBER XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OF PRELIMINARY APPROVAL OF ENGINEER'S REPORT FOR ANNEXATION OF PARCEL MAP 36266 TO BENEFIT ZONE 124, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

WHEREAS, the City Council of the City of Perris (the "City") has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (the "District"), and created BENEFIT ZONE 124 therein (hereinafter referred to as the "Benefit Zone 124"); and

WHEREAS, on the 12th day of September, 2017, the City Council of the City of Perris, County of Riverside, California ("the City Council") adopted its Resolution Number ______ directing the Engineer of Work to prepare and file with the City Clerk of said City a report in writing as required by Act in connection with the annexation of Parcel Map 36266 to Benefit Zone 124; and

WHEREAS, said Engineer of Work has prepared and filed with the City Clerk of said City a report (the "Engineer's Report") in writing as called for in said resolution and under and pursuant to said act, which report has been presented to this City Council for consideration; and

WHEREAS, said City Council has duly considered said report and each and every part thereof, and finds that each and every part of said report is sufficient, and that no portion of the report requires or should be modified in any respect.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

Section 1. The above recitals are true and correct, and are incorporated herein by this reference.

Section 2. That the Engineer's estimate prepared by the City Engineer of the itemized costs and expenses of said work and of the incidental expenses in connection therewith, contained in said report be, and each of them are hereby, preliminary approved and confirmed.

Section 3. That the diagram showing the District referred to and described in said report, the boundaries of the subdivisions of the land within said District as the same existed at the time of passage of said Resolution, is hereby preliminarily approved and confirmed.
Section 4. That the proposed assessment upon the subdivisions of land in said District is in proportion to the estimated benefit to be received by said subdivision, respectively, from said work and of the incidental expenses thereof, as contained in said report is hereby preliminarily approved and confirmed.

Section 5. That said report shall stand as the Engineer's Report for the purposes of all subsequent proceedings, and pursuant to the proposed District.

ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

______________________________
Mayor, Michael M. Vargas

ATTEST:

______________________________
City Clerk, Nancy Salazar

STATE OF CALIFORNIA     )
COUNTY OF RIVERSIDE    ) ss
CITY OF PERRIS         )

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held 12th day of September, 2017, by the following called vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:  

______________________________
City Clerk, Nancy Salazar
RESOLUTION NUMBER XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO BENEFIT ZONE 124, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO BENEFIT ZONE 124, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF PARCEL MAP 36266 TO BENEFIT ZONE 124, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017

WHEREAS, the City Council of the City of Perris (the "City") has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (the "District"), and created BENEFIT ZONE 124 therein (hereinafter referred to as the "Benefit Zone 124"); and

WHEREAS, the provisions of Article II of Chapter 2 of the Act authorize the City Council to order the annexation of territory to the District; and

WHEREAS, on the 12th day of September, 2017, the City Council of the City of Perris, County of Riverside, California ("the City Council") adopted its Resolution Number ___ directing the Engineer of Work to prepare and file with the City Clerk of said City a report in writing as required by the Act; and

WHEREAS, said Engineer of Work has prepared and filed with the City Clerk of said City a report (the "Engineer's Report") in writing as called for in said resolution and under and pursuant to said act, which report has been presented to this City Council for consideration; and

WHEREAS, said City Council has duly considered the Engineer's Report and each and every part thereof, and has found that each and every part of the Engineer's Report is sufficient, and that no portion of the report requires or should be modified in any respect; and
WHEREAS, the City now desires to declare its intention to annex certain property into Benefit Zone 124 of the District, pursuant to the Act and, more specifically, Section 22587 thereof, and to take certain other actions as required by the Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Perris, California, as follows:

Section 1. Recitals. The Recitals set forth above are true and correct, and are incorporated herein by this reference.

Section 2. Description of Work: That the public interest and convenience requires and it is the intention of the City Council of the City of Perris to annex Parcel Map 36266 to Benefit Zone 124 of the District, and to order the following work be done, to wit:

1. Installation, construction, maintenance, and servicing of landscaping as authorized by Section 22525 of the Streets and Highways Code, State of California.

2. Any and all work and materials appurtenant thereto or which are necessary or convenient for the maintenance and servicing thereof.

Section 3. Location of Work: The improvements to be maintained and serviced include the irrigation system, landscaping, and appurtenances benefiting Parcel Map 36266. The improvements, located in public rights-of-way and easements, are located in the San Jacinto Avenue parkways bordering Benefit Zone 124 and the San Jacinto Avenue medians parallel to Benefit Zone 124.

Section 4. Description of Assessment District: That the contemplated work, in the opinion of said City Council, is of more local than ordinary public benefit, and this City Council hereby makes the expense of said work chargeable upon a District, which said District is assessed to pay the costs and expenses thereof, and which District is described as follows:

All that certain territory of the City of Perris included within the exterior boundary lines shown upon that certain "Diagram of Annexation of Parcel Map 36266 to Benefit Zone 124, Landscape Maintenance District Number 1" heretofore approved by the City Council of said City by Resolution No ____, indicating by said boundary line the extent of the territory included within the proposed assessment district and which map is on file in the office of the City Clerk of said City.

Reference is hereby made to said map for a further, full, and more particular description of said assessment district, and the said map so on file shall govern for all details as to the extent of said assessment district.
Section 5.  Report of Engineer: The City Council of said City by Resolution Number ___ has preliminarily approved the report of the Engineer of Work which report indicated the amount of the proposed assessment, the district boundaries, assessment zones, detailed description of improvements, and the method of assessment. The report titled “Engineer’s Report for Annexation of Parcel Map 36266 to Benefit Zone 124, Landscape Maintenance District Number 1”, is on file in the office of the City Clerk of said City. Reference to said report is hereby made for all particulars for the amount and extent of the assessments and for the extent of the work.

Section 6.  Collection of Assessments: The assessment shall be collected at the same time and in the same manner as taxes for the County of Riverside are collected. The Engineer of Work shall file a report annually with the City Council of said City and said City Council will annually conduct a hearing upon said report at their regular meeting before August 10th, at which time assessments for the next Fiscal Year will be determined. That the annual assessment reflecting the reasonable cost of providing for the maintenance, servicing and operation of the public landscaping and appurtenant facilities is equal to $899.64 per Benefit Unit, plus inflation factors not to exceed 1) the “Common Labor, Construction Cost Index”. as published by Engineering News Record in subsequent years, 2) the Southern California Edison rate increase(s) effective in subsequent years, and 3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.

Section 7.  Time and Place of Public Hearing: Notice is hereby given that on October 31, 2017, at 6:30 p.m., in the City Council Chambers of the City Council of the City of Perris, California, 101 North "D" Street, in the City of Perris, State of California, is hereby fixed as the time and place for a hearing by this City Council on the question of the levying and collection of the proposed assessments. That any and all persons having any objections to the work or the extent of the annexation to the assessment district may appear and show cause why said work should not be done or carried out or why said annexation to the district should not be confirmed in accordance with this Resolution of Intention. City Council will consider all oral and written protests.

Section 8.  Landscaping and Lighting Act of 1972: All the work herein proposed shall be done and carried through in pursuance of an act of the legislature of the State of California designated the Landscaping and Lighting Act of 1972, being Division 15 of the Streets and Highways Code of the State of California.

Section 9.  Publication of Resolution of Intention: The City Clerk shall cause this Resolution of Intention to be published one time as required by 22552 of the California Streets and Highways Code, with the publication occurring no later than 10 days prior to the public hearing at which the City Council will consider levying the proposed special assessments. The published notice will encompass one-eighth of a newspaper page. The Perris City News is hereby designated as the newspaper in which the City Clerk shall publish this Resolution of Intention. Upon completion of giving notice, the City Clerk is further directed to file in her office a proof of publication setting forth compliance with the requirements for publishing.
Section 10. Mailing of Notice: The City Clerk shall also give notice by a first-class mailing to all owners of property subject to any new or increased assessments. The notice shall be mailed no later than 45 days prior to the public hearing at which the City Council will consider levying the new or increased assessments and shall be at least in 10 point type. The form of said notice shall conform in all respects with the requirements of subdivision (b) of Section 54953 of the Government Code and pursuant to subdivision (c) of that section, each notice shall contain an assessment ballot whereon the property owner may indicate support or opposition to the proposed assessment.

Section 11. Designation of Contact Person: That this City Council does hereby designate, Habib Motlagh, City Engineer of the City of Perris, (951) 943-6504 as the person to answer inquiries regarding the District and the proposed annexation thereto.

Section 12. Certification: The City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

Mayor, Michael M. Vargas

ATTEST:

City Clerk, Nancy Salazar

STATE OF CALIFORNIA  )
COUNTY OF RIVERSIDE  ) §
CITY OF PERRIS  )

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held 12th day of September, 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

City Clerk, Nancy Salazar
Meeting Date: September 12, 2017

SUBJECT: Annexation of Parcel Map 36266 to Maintenance District No. 84-1

REQUESTED ACTION:
1. Adoption of Resolution Ordering Preparation of the Engineer’s Report
2. Adoption of Resolution Preliminarily Approving Engineer’s Report
3. Adoption of Resolution of Intention to Annex Parcel Map 36266 to Maintenance District No. 84-1 and setting a public hearing date of October 31, 2017

CONTACT: Habib Motlagh, City Engineer

BACKGROUND/DISCUSSION: Parcel Map 36266 is a 5.12-acre project under the ownership of WIPX Perris Triangle. The project is located at the southwest corner of Redlands Avenue and San Jacinto Avenue. Retail stores are to be constructed. As a condition of approval, the project is required to annex into MD 84-1.

This district was formed to finance the annual maintenance of streetlights and traffic signals installed in conjunction with new development. The project specifically benefits from 3 new street lights and the traffic signal located at the intersection of Redlands Avenue and San Jacinto Avenue.

BUDGET (or FISCAL) IMPACT: The maximum annual assessment is $995.02, plus inflation factors not to exceed, 1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years, and 2) the Southern California Edison rate increase(s) effective in subsequent years.

Reviewed by:
Assistant City Manager
Director of Finance
City Attorney

Attachments: 1. Resolution Ordering Preparation of the Engineer’s Report
2. Engineer’s Report
3. Resolution Preliminarily Approving Engineer’s Report
4. Resolution of Intention to Annex Parcel Map 36266 to Maintenance District No. 84-1

Consent:
RESOLUTION NUMBER

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS MAINTENANCE DISTRICT NUMBER 84-1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF PARCEL MAP 36266 INTO MAINTENANCE DISTRICT NUMBER 84-1

WHEREAS, the City Council of the City of Perris (the “City”) has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as MAINTENANCE DISTRICT NO. 84-1 (the “District”); and

WHEREAS, it has been determined by the City Council of the City of Perris, County of Riverside, California, that the public interest, convenience and necessity requires the installation of streetlights, traffic signals and other facilities set forth in Section 22525 of the Streets and Highways Code, State of California, and the maintenance thereof, all within the incorporated boundaries of the City of Perris, California; and

WHEREAS, the City Council has heretofore appointed Habib Motlagh, the City Engineer for the City of Perris, as the “Engineer of Work” for Maintenance District Number 84-1 and Shepherd & Staats, Incorporated has heretofore been appointed for the purpose of assisting in the preparation of the written report provided for in Section 22567 of Chapter 1 of Part 2 of Division 15 of the Streets and Highways Code, State of California.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

Section 1. The above recitals are true and correct, and are incorporated herein by this reference.

Section 2. That the public interest, convenience and necessity, requires the annexation to a maintenance district for the purpose of installing, constructing and maintaining the streetlights, traffic signals and other facilities authorized by Section 22525 of the Streets and Highways Code, State of California.

Section 3. That Parcel Map 36266 be defined as that area to be annexed to the City of Perris Maintenance District Number 84-1.
Section 4. That the lands to be specially charged for the installation, construction, and maintenance of the facilities shall be the area within the boundaries of the annexation to the district generally indicated on the map entitled “Diagram of Annexation of Parcel Map 36266 to Maintenance District Number 84-1, City of Perris, County of Riverside, State of California.”

Section 5. That the proceedings are to be conducted for said annexation to the maintenance district under and in accordance with provisions of Division 15 of the Streets and Highways Code (Landscaping and Lighting Act of 1972) of the State of California.

Section 6. That Habib Motlagh, the City Engineer for the City of Perris, is hereby appointed the “Engineer of Work” and all provisions of Division 15 applicable to the Engineer shall apply to said “Engineer of Work” and Shepherd & Staats, Incorporated, is hereby appointed for the purpose of assisting in the preparation of the written report provided for in Section 22567 of said Division 15 of the Streets and Highways Code.

Section 7. That Habib Motlagh, the City Engineer for the City of Perris, is hereby designated to sign all papers and documents in connection with the proceedings for the annexation to said maintenance district, acting in the capacity of the Engineer of Work.

Section 8. That the cost of maintaining the facilities set forth herein in subject annexation to the district shall be borne by the property owners within the subject annexation to the district, said cost to be assessed and collected in accordance with said Landscaping and Lighting Act of 1972.

Section 9. That the Engineer of Work is hereby ordered to prepare a report in accordance with Article 4 of said maintenance act, and is hereby directed to prepare and file such report with the City Clerk.

ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

__________________________________________
Mayor, Michael M. Vargas

ATTEST:

__________________________________________
City Clerk, Nancy Salazar
STATE OF CALIFORNIA    
COUNTY OF RIVERSIDE   §
CITY OF PERRIS        

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number ___ was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 12th day of September, 2017, by the following called vote:

Ayes:  
Noes:  
Absent: 
Abstain: 

______________________________
City Clerk, Nancy Salazar
AGENCY: City of Perris

PROJECT: Annexation of Parcel Map 36266
To Maintenance District No. 84-1

TO: City Council
City of Perris
State of California

REPORT PURSUANT TO "LANDSCAPING AND LIGHTING ACT OF 1972"

Pursuant to the direction from the City Council, submitted herewith is the "Report," consisting of the following parts, pursuant to the provisions of Division 15, Part 2 of the Streets and Highways Code of the STATE OF CALIFORNIA, being the "Landscaping and Lighting Act of 1972", as amended. This "Report" provides for the annexation into the District of additional parcels and the levy of assessments for the fiscal year commencing July 1, 2017 to June 30, 2018, for that area to be known and designated as:

"Annexation of Parcel Map 36266
to Maintenance District No. 84-1"

I do hereby assess and apportion the total amount of the costs and expenses upon the several parcels of land within said designated area liable therefore and benefited thereby, in proportion to the estimated benefits that each parcel receives, respectively, from said maintenance works of improvement and appurtenances.

Executed this 12th day of September, 2017.

HABIB M. MOTLAGH, City Engineer
CITY OF PERRIS
STATE OF CALIFORNIA

Final approval, confirmation and levy of the annual assessment and all matters relating to annexation and the Engineer's "Report" were made on the 31st day of October, 2017, by adoption of Resolution _____ of the City Council.

NANCY SALAZAR, City Clerk
CITY OF PERRIS
STATE OF CALIFORNIA

A copy of the Assessment Roll and Engineer's "Report" were filed in the Office of the City Clerk on the 12th day of September, 2017.

NANCY SALAZAR, City Clerk
CITY OF PERRIS
STATE OF CALIFORNIA
PART 1. Plans and Specifications. Generally, the work to be performed consists of the annual energy and maintenance costs for 3 new streetlights. The new street lights to be maintained are identified on the plans and specifications being prepared by Albert A Webb Associates that are entitled, "Street Light Plans for Lewis Retail Centers – The Commons, TTM 36266 & CUP 10-04-0001, City of Perris, California".

The site of Parcel Map 36266 is shown on the Diagram within Part 4. In addition to the street lights, this area benefits from existing and future traffic signals. Of specific benefit is the traffic signal at the intersection of Redlands Avenue and San Jacinto Avenue.

The plans and specifications for all facilities are or will be on file in the City of Perris Office of Community Development and, by reference, are hereby made a part of this report to the same extent as if said plans and specifications were attached hereto. The plans and specifications sufficiently show and describe the general nature, location and extent of the improvements.

The street light improvements are owned by Southern California Edison (SCE) and, upon construction, will be as shown on the SCE Street Light Atlas Maps. The traffic signals are owned by the City of Perris and are shown on the City of Perris Traffic Signal Location Map. Said Map and Atlas are on file in the City of Perris Office of Community Development and are made a part of this report to the same extent as if said documents were attached hereto.

It is noted that the City of Perris is transitioning ownership of the street lights from SCE to the City of Perris. This pending change in ownership and LED conversion in no manner negates the benefit received.

PART 2. An Estimate of the cost for the improvements to be maintained and/or improved for a given fiscal year includes labor, materials, electricity, and appurtenances. Incidental costs include engineering, legal, City Clerk, and administration expenses, including the processing of payments and the submittal of billings to the Riverside County Auditor for placement on the tax roll.

The estimated annual cost for maintenance of the facilities is listed as follows:

<table>
<thead>
<tr>
<th>Facility</th>
<th>Quantity</th>
<th>Annual Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Lights</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9500 Lumen</td>
<td>0</td>
<td>$150.32</td>
<td>$00.00</td>
</tr>
<tr>
<td>22000 Lumen</td>
<td>3</td>
<td>204.28</td>
<td>612.84</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redlands Avenue &amp; San Jacinto Avenue</td>
<td>20.00%</td>
<td>8,367.55</td>
<td>1,673.51</td>
</tr>
</tbody>
</table>

Subtotal: $2,286.35

Incidental Costs: 457.27

City Contribution for Street Lights 3  -53.96 -161.88
Resolution 5117 Adjustment

Balance to Assessment: $995.02
Zero costs will be incurred by the area within this annexation for the fiscal year commencing July 1, 2017 to June 30, 2018.

PART 3.

The Assessment Roll shows the proportionate amount of the assessment to be charged in proportion to the benefits to be received by each lot or parcel within the exterior boundaries of the Diagram, enclosed herein as Part 4.

Street lighting and the orderly circulation of traffic directly benefits the area to be annexed to Maintenance District No. 84-1. Any share of the benefits received that does not provide a special benefit to the assessed properties is a general benefit provided by the improvements. The cost of the general benefit is not to be assessed to the properties in the district.

The cost of the general benefit is to be contributed by the City. This cost for lights is equal to the unit cost difference between a 9,500 lumen light and a 22,000 (or greater) lumen light. A 9,500 lumen light is the standard required on a local street. Other streets require a standard greater than 9,500 lumens in order to service a capacity greater than the local traffic.

Reference is made to the FY 2017/2018 annual proceedings for Maintenance District No. 84-1, as confirmed and set forth in Resolution 5117 approved on June 13, 2017. Under these proceedings, the benefit for the annual maintenance of streetlight and traffic signals is equal to $46.28 per Benefit Unit, or single family home. For the purposes of this report, this assessment determines the net specific street light and traffic signal benefit.

As a condition of approval, the developer is required by the City to provide certain standard street lighting for the area within the development; and the energy costs for the initial 18-month period. No newly annexed area or portion thereof is assessed prior to the completion of the initial 18-month period.

The method of assessment is based on units, with a residential dwelling or condominium equal to one benefit unit. The relationship between residential lots and non-residential development has been established at 4.2 residential lots to one assessed acre based on the general density of the City as a whole. The assessed acreage is the net acreage of Parcel Map 36266.

The current annual assessment reflecting the reasonable cost of providing for the maintenance and servicing of the improvements and appurtenant facilities is equal to $46.28 per benefit unit, shown as follows:

\[
\frac{1.0 \text{ Assessed Acre}}{4.2 \text{ Benefit Units}} \times \$995.02 = \frac{46.28}{5.12 \text{ AC}}
\]

Plus inflation factors not to exceed:

1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years, and

2) the Southern California Edison rate increase(s) effective in subsequent years.

The assessment, by Parcel, is listed on the following page.
The assessment, by Parcel, is as follows:

<table>
<thead>
<tr>
<th>Parcel Map 36266</th>
<th>Net Acreage</th>
<th>Benefit Units</th>
<th>Estimated Annual Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcel 1</td>
<td>1.18</td>
<td>4.96</td>
<td>$229.55</td>
</tr>
<tr>
<td>Parcel 2</td>
<td>1.25</td>
<td>5.25</td>
<td>242.97</td>
</tr>
<tr>
<td>Parcel 3</td>
<td>0.67</td>
<td>2.81</td>
<td>130.05</td>
</tr>
<tr>
<td>Parcel 4</td>
<td>1.05</td>
<td>4.41</td>
<td>204.09</td>
</tr>
<tr>
<td>Parcel 5</td>
<td>0.97</td>
<td>4.07</td>
<td>188.36</td>
</tr>
<tr>
<td>Totals</td>
<td>5.12</td>
<td>21.50</td>
<td>$995.02</td>
</tr>
</tbody>
</table>

For the current maximum annual assessment and the assessment for the fiscal year commencing July 1, 2017 to June 30, 2018, reference is made to the Assessment Roll included herein as Attachment No. 1.

PART 4. A Diagram of the Annexation. The boundary of the area to be annexed is coincident with the boundary of Parcel Map 36266. Said boundary is designated as "Diagram of Annexation of Parcel Map 36266 to Maintenance District No. 84-1, City of Perris, County of Riverside, State of California." The Diagram is included herein as Attachment No. 2, which shows the boundaries of the area of annexation and benefit. Reference is made to the County Assessor's Maps for a detailed description of the lines and dimensions of any lots or parcels. The lines and dimensions of each lot shall conform to those shown on the County Assessor's Maps for the fiscal year to which the "Report" applies.

PART 5. A Consent and Waiver for Annexation to the District has been signed by the owners of the area within the proposed annexation. Said consent and waiver is included herein as Attachment No. 3.
## Assessment Roll

**Annexation of Parcel Map 36266 to Maintenance District No. 84-1**

City of Perris

<table>
<thead>
<tr>
<th>Assessment Number</th>
<th>Assessor Parcel Number</th>
<th>Estimated Annual Assessment</th>
<th>Fiscal Year 2017/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>310-100-041</td>
<td></td>
<td>$00.00</td>
</tr>
<tr>
<td>1</td>
<td>310-100-064</td>
<td></td>
<td>00.00</td>
</tr>
<tr>
<td>1</td>
<td>310-100-065</td>
<td></td>
<td>00.00</td>
</tr>
<tr>
<td>1</td>
<td>310-100-066</td>
<td></td>
<td>00.00</td>
</tr>
<tr>
<td>1</td>
<td>310-100-067</td>
<td></td>
<td>00.00</td>
</tr>
<tr>
<td>1</td>
<td>310-100-068</td>
<td></td>
<td>00.00</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td><strong>$995.02</strong></td>
<td><strong>$00.00</strong></td>
</tr>
</tbody>
</table>

The Estimated Annual Assessment amount is subject to inflation factors not to exceed:

1) the "Common Labor, Construction Cost Index", as published by Engineering News Record in subsequent years, and

2) the Southern California Edison rate increase(s) effective in subsequent years.
DIAGRAM OF ANNEXATION OF PARCEL MAP 36266 TO MAINTENANCE DISTRICT 84-1

CITY OF PERRIS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

LEGEND

- - - - - ANNEXATION BOUNDARY
- - - - - PARCEL BOUNDARY
1 PARCEL NUMBER, PARCEL MAP 36266

REFERENCE THE RIVERSIDE COUNTY ASSESSOR MAPS FOR A DETAILED DESCRIPTION OF PARCEL LINES AND DIMENSIONS

ATTACHMENT 2
CONSENT AND WAIVER TO ANNEXATION

WHEREAS, the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA, has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, said special maintenance districts known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 and MAINTENANCE DISTRICT NO. 84-1 (hereinafter referred to as the "Maintenance Districts"); and,

WHEREAS, the provisions of Article II of Chapter 2 of the Act authorize the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA to order the annexation of territory to the Maintenance Districts; and,

WHEREAS, the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA may, pursuant to said provisions of the Act, order the annexation of territory to the Maintenance Districts without notice and hearing or filing of an Engineer's "Report" as would otherwise be required by the provisions of the Act if all of the owners of property within the territory proposed to be annexed, have given written consent to the proposed annexation; and,

WHEREAS, the undersigned, the owners of all property within the territory proposed to be annexed to the Maintenance Districts, acknowledge that pursuant to the provisions of the Act, the undersigned would be entitled to notice and hearing and the preparation of an Engineer's "Report" pertaining to the annexation of the property, acknowledge that they are aware of the proposed annexation to the Maintenance Districts of the property owned by the undersigned, and waives any and all right which the undersigned may now have to notice and hearing or the filing of an Engineer's "Report" pertaining to the annexation of the undersigned's property to the Maintenance Districts.

NOW, THEREFORE, it is hereby declared by the undersigned property owners as follows:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That the undersigned, constituting the owners of the property described in Exhibit "A" attached hereto and incorporated herein by this reference and further constituting all of the property within the territory proposed to be annexed to the Maintenance Districts, hereby consent to the proposed annexation of said property to the Maintenance Districts without notice and hearing or filing of an Engineer's "Report" pertaining to such annexation.

Dated: 3/17/17

Signature
David L. Linden
Authorized Agent
WLPX Perris Triangle, a Delaware limited liability company
1156 N. Mountain Avenue
Upland, CA 91786

ATTACHMENT 3-1
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of SAN BERNARDINO

On March 17, 2017, before me, EDNA A. MONTAG, NOTARY PUBLIC, personally appeared DAVID L. LINDEN, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

EDNA A. MONTAG
Commission # 2110378
Notary Public - California
San Bernardino County
My Comm. Expires Jun 4, 2019

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: __________________________ Document Date: __________________________
Number of Pages: ________ Signer(s) Other Than Named Above: __________________________

Capacity(ies) Claimed by Signer(s)
Signer's Name: __________________________
□ Corporate Officer — Title(s): __________________________
□ Partner — □ Limited □ General
□ Individual □ Attorney in Fact
□ Trustee □ Guardian or Conservator
□ Other: __________________________
Signer Is Representing: __________________________

Signer's Name: __________________________
□ Corporate Officer — Title(s): __________________________
□ Partner — □ Limited □ General
□ Individual □ Attorney in Fact
□ Trustee □ Guardian or Conservator
□ Other: __________________________
Signer Is Representing: __________________________

©2014 National Notary Association • www.NationalNotary.org • 1-800-US NOTARY (1-800-876-6827) Item #6907

ATTACHMENT 3-2
EXHIBIT "A" TO CONSENT AND WAIVER FOR ANNEXATION OF PARCEL MAP 36266 TO MAINTENANCE DISTRICT NO. 84-1

CITY OF PERRIS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

LEGEND

- ANNEXATION BOUNDARY
- PARCEL BOUNDARY

1 PARCEL NUMBER, PARCEL MAP 36266

REFERENCE THE RIVERSIDE COUNTY ASSESSOR MAPS FOR A DETAILED DESCRIPTION OF PARCEL LINES AND DIMENSIONS

ATTACHMENT 3-3
RESOLUTION NUMBER

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PERRIS, COUNTY OF RIVERSIDE, STATE OF
CALIFORNIA, OF PRELIMINARY APPROVAL OF
ENGINEER'S REPORT FOR ANNEXATION OF PARCEL
MAP 36266 TO CITY OF PERRIS MAINTENANCE
DISTRICT NUMBER 84-1

WHEREAS, the City Council of the City of Perris (the "City") has previously
formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act
of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of
California, including the special maintenance district known and designated as MAINTENANCE
DISTRICT NO. 84-1 (the "District"); and

WHEREAS, on the 12th day of September, 2017, the City Council of the City of
Perris, County of Riverside, California (“the City Council”) adopted its Resolution Number ___
directing the Engineer of Work to prepare and file with the City Clerk of said City a report in
writing as required by the Act in connection with the annexation of Parcel Map 36266; and

WHEREAS, said Engineer of Work has prepared and filed with the City Clerk of
said City a report (the "Engineer’s Report") in writing as called for in said resolution and under
and pursuant to said act, which report has been presented to this City Council for consideration;
and

WHEREAS, said City Council has duly considered said report and each and every
part thereof, and finds that each and every part of said report is sufficient, and that no portion of
the report requires or should be modified in any respect.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of
Perris as follows:

Section 1. The above recitals are true and correct, and are incorporated herein
by this reference.

Section 2. That the Engineer’s estimate prepared by the City Engineer of the
itemized costs and expenses of said work and of the incidental expenses in connection therewith,
contained in said report be, and each of them are hereby, preliminary approved and confirmed.

Section 3. That the diagram showing the District referred to and described in
said report, the boundaries of the subdivisions of the land within said District as the same existed
at the time of passage of said Resolution, is hereby preliminarily approved and confirmed.
Section 4. That the proposed assessment upon the subdivisions of land in said District is in proportion to the estimated benefit to be received by said subdivision, respectively, from said work and of the incidental expenses thereof, as contained in said report is hereby preliminarily approved and confirmed.

Section 5. That said report shall stand as the Engineer's Report for the purposes of all subsequent proceedings, and pursuant to the proposed District.

ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

________________________________________
Mayor, Michael M. Vargas

Attest:

________________________________________
City Clerk, Nancy Salazar

STATE OF CALIFORNIA  )
COUNTY OF RIVERSIDE  )
CITY OF PERRIS  ) §

I, Nancy Salazar, City CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number _____ was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 12th day of September, 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

________________________________________
City Clerk, Nancy Salazar
RESOLUTION NUMBER

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO CITY OF PERRIS MAINTENANCE DISTRICT NUMBER 84-1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO MAINTENANCE DISTRICT NUMBER 84-1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF PARCEL MAP 36266 TO MAINTENANCE DISTRICT NUMBER 84-1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017

WHEREAS, the City Council of the City of Perris (the "City") has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as MAINTENANCE DISTRICT NO. 84-1 (hereinafter referred to as the "District"); and

WHEREAS, the provisions of Article II of Chapter 2 of the Act authorize the City Council to order the annexation of territory to the District; and

WHEREAS, on the 12th day of September, 2017, the City Council of the City of Perris, County of Riverside, California ("the City Council") adopted its Resolution Number ___ directing the Engineer of Work to prepare and file with the City Clerk of said City a report in writing as required by the Act; and

WHEREAS, said Engineer of Work has prepared and filed with the City Clerk of said City a report (the "Engineer's Report") in writing as called for in said resolution and under and pursuant to said act, which report has been presented to this City Council for consideration; and

WHEREAS, said City Council has duly considered the Engineer's Report and each and every part thereof, and has found that each and every part of the Engineer's Report is sufficient, and that no portion of the report requires or should be modified in any respect; and

WHEREAS, the City now desires to declare its intention to annex certain property into the District, pursuant to the Act and, more specifically, Section 22587 thereof, and to take certain other actions as required by the Act;
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Perris, California, as follows:

Section 1. Recitals. The Recitals set forth above are true and correct, and are incorporated herein by this reference.

Section 2. Description of Work: That the public interest and convenience requires and it is the intention of the City Council of the City of Perris to annex Parcel Map 36266 to the District, and to order the following work be done, to wit:

1. Installation, construction, maintenance, and servicing of streetlight and traffic signal facilities as authorized by Section 22525 of the Streets and Highways Code, State of California.

2. Any and all work and materials appurtenant thereto or which are necessary or convenient for the maintenance and servicing thereof.

Section 3. Location of Work: The improvements to be maintained and serviced consist of the streetlights and traffic signals within said annexation.

Section 4. Description of Assessment District: That the contemplated work, in the opinion of said City Council, is of more local than ordinary public benefit, and this City Council hereby makes the expense of said work chargeable upon a District, which said District is assessed to pay the costs and expenses thereof, and which District is described as follows:

All that certain territory of the City of Perris included within the exterior boundary lines shown upon that certain "Diagram of Annexation of Parcel Map 36266 to Maintenance District Number 84-1" heretofore approved by the City Council of said City by Resolution No. ____, indicating by said boundary line the extent of the territory included within the proposed assessment district and which map is on file in the office of the City Clerk of said City.

Reference is hereby made to said map for a further, full, and more particular description of said assessment district, and the said map so on file shall govern for all details as to the extent of said assessment district.

Section 5. Report of Engineer: The City Council of said City by Resolution Number ____ has preliminarily approved the report of the Engineer of Work which report indicated the amount of the proposed assessment, the district boundaries, assessment zones, detailed description of improvements, and the method of assessment. The report titled "Engineer's Report for Annexation of Parcel Map 36266, to Maintenance District Number 84-1", is on file in the office of the City Clerk of said City. Reference to said report is hereby made for all particulars for the amount and extent of the assessments and for the extent of the work.
Section 6. Collection of Assessments: The assessment shall be collected at the same time and in the same manner as taxes for the County of Riverside are collected. The Engineer of Work shall file a report annually with the City Council of said City and said City Council will annually conduct a hearing upon said report at their regular meeting before August 10th, at which time assessments for the next Fiscal Year will be determined. That the annual assessment reflecting the reasonable cost of providing for the maintenance, servicing and operation of the streetlights and traffic signals and appurtenant facilities is $46.28 per Benefit Unit (single family home), plus an inflation factor not to exceed 1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years, and 2) the Southern California Edison rate increase(s) effective in subsequent years.

Section 7. Time and Place of Public Hearing: Notice is hereby given that on October 31, 2017, at 6:30 p.m., in the City Council Chambers of the City Council of the City of Perris, California, 101 North "D" Street, in the City of Perris, State of California, is hereby fixed as the time and place for a hearing by this City Council on the question of the levying and collection of the proposed assessments. That any and all persons having any objections to the work or the extent of the annexation to the assessment district may appear and show cause why said work should not be done or carried out or why said annexation to the district should not be confirmed in accordance with this Resolution of Intention. City Council will consider all oral and written protests.

Section 8. Landscaping and Lighting Act of 1972: All the work herein proposed shall be done and carried through in pursuance of an act of the legislature of the State of California designated the Landscaping and Lighting Act of 1972, being Division 15 of the Streets and Highways Code of the State of California.

Section 9. Publication of Resolution of Intention: The City Clerk shall cause this Resolution of Intention to be published one time as required by Section 22552 of the California Streets and Highways Code, occurring no later than 10 days prior to the public hearing at which the City Council will consider levying the proposed special assessments. The published notice will encompass one-eighth of a newspaper page. The Perris City News is hereby designated as the newspaper in which the City Clerk shall publish this Resolution of Intention. Upon completion of giving notice, the City Clerk is further directed to file in her office a proof of publication setting forth compliance with the requirements for publishing.

Section 10. Mailing of Notice: The City Clerk shall also give notice by a first-class mailing to all owners of property subject to any new or increased assessments. The notice shall be mailed no later than 45 days prior to the public hearing at which the City Council will consider levying the new or increased assessments and shall be at least in 10 point type. The form of said notice shall conform in all respects with the requirements of subdivision (b) of Section 53753 of the Government Code and pursuant to subdivision (c) of that section, each notice shall contain an assessment ballot whereon the property owner may indicate support or opposition to the proposed assessment.
Section 11. Designation of Contact Person: That this City Council does hereby designate, Habib Motlagh, City Engineer of the City of Perris, (951) 943-6504 as the person to answer inquiries regarding the District and the proposed annexation thereto.

Section 12. Certification: The City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

Mayor, Michael M. Vargas

Attest:

City Clerk, Nancy Salazar

STATE OF CALIFORNIA  )
COUNTY OF RIVERSIDE  ) §
CITY OF PERRIS  )

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 12th day of September, 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

City Clerk, Nancy Salazar
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date September 12, 2017

SUBJECT: Annexation of CUP 16-05237 to Landscape Maintenance District No. 1 (LMD 1)

REQUESTED ACTION:
1. Adoption of Resolution Ordering Preparation of the Engineer’s Report
2. Adoption of Resolution Preliminarily Approving Engineer’s Report
3. Adoption of Resolution of Intention to Annex CUP 16-05237 to LMD 1 and setting a public hearing date of October 31, 2017

CONTACT: Habib Motlagh, City Engineer

BACKGROUND/DISCUSSION: CUP 16-05237 is a 0.89-acre project under the ownership of KZ Perris LP. The project is located at the northwest corner of Brennan Avenue and the Ramona Expressway. A Carl’s Jr. fast food restaurant is to be constructed.

The landscaping benefit includes maintenance of the irrigation system, landscaping, and appurtenances located in public rights-of-way and easements. In general, the improvements are located in the Ramona Expressway median parallel to the south boundary of the project.

As a condition of approval, the project is required to annex into LMD 1. This district was formed to finance the annual maintenance of landscape improvements installed in conjunction with new development.

BUDGET (or FISCAL) IMPACT: The current maximum annual assessment is $185.74, plus inflation factors not to exceed 1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years, 2) the Southern California Edison rate increase(s) effective in subsequent years, and 3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.

Reviewed by:
Assistant City Manager
Director of Finance
City Attorney

Attachments: 1. Resolution Ordering Preparation of the Engineer’s Report
2. Engineer’s Report
3. Resolution Preliminarily Approving Engineer’s Report
4. Resolution of Intention to Annex CUP 16-05237 to LMD 1

Consent:
RESOLUTION NUMBER XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, INITIATING PROCEEDINGS, APPOINTING THE ENGINEER OF WORK, ORDERING THE PREPARATION OF A DISTRICT MAP INDICATING THE PROPOSED BOUNDARIES OF AN ANNEXATION TO THE CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, AND FOR PROVIDING OTHER ENGINEERING SERVICES IN THE MATTER OF THE ANNEXATION OF BENEFIT ZONE 128 (CUP 16-05237) TO LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

WHEREAS, the City Council of the City of Perris (the "City") has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (the "District"), and created BENEFIT ZONE 128 therein (hereinafter referred to as the "Benefit Zone 128"); and

WHEREAS, it has been determined by the City Council of the City of Perris, County of Riverside, California, that the public interest, convenience and necessity requires the installation and planting of landscape materials and the installation and construction of an irrigation system and other facilities set forth in Section 22525 of the Streets and Highways Code, State of California, and the maintenance thereof, all within the incorporated boundaries of the City of Perris, California; and

WHEREAS, the City Council has heretofore appointed Habib Motlagh, the City Engineer for the City of Perris, as the "Engineer of Work" for Landscape Maintenance District Number 1 and Shepherd & Staats, Incorporated has heretofore been appointed for the purpose of assisting in the preparation of the written report provided for in Section 22567 of Chapter 1 of Part 2 of Division 15 of the Streets and Highways Code, State of California.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

Section 1. The above recitals are true and correct, and are incorporated herein by this reference.

Section 2. That the public interest, convenience and necessity, requires the annexation to a maintenance district for the purpose of installing, constructing and maintaining the installation and planting of landscape materials and the installation and construction of an irrigation system and other facilities authorized by Section 22525 of the Streets and Highways Code, State of California.
Section 3. That CUP 16-05237 be defined as that area to be annexed to Benefit Zone 128, City of Perris Landscape Maintenance District Number 1.

Section 4. That the lands to be specially charged for the installation, construction, and maintenance of the facilities shall be the area within the boundaries of the annexation to the district generally indicated on the map entitled “Diagram of Annexation of CUP 16-05237, to Benefit Zone 128, Landscape Maintenance District Number 1, City of Perris, County of Riverside, State of California.”

Section 5. That the proceedings are to be conducted for said annexation to the maintenance district under and in accordance with provisions of Division 15 of the Streets and Highways Code (Landscaping and Lighting Act of 1972) of the State of California.

Section 6. That Habib Motlagh, the City Engineer for the City of Perris, is hereby appointed the “Engineer of Work” and all provisions of Division 15 applicable to the Engineer shall apply to said “Engineer of Work” and Shepherd & Staats, Incorporated, is hereby appointed for the purpose of assisting in the preparation of the written report provided for in Section 22567 of said Division 15 of the Streets and Highways Code.

Section 7. That Habib Motlagh, the City Engineer for the City of Perris, is hereby designated to sign all papers and documents in connection with the proceedings for the annexation to said maintenance district, acting in the capacity of the Engineer of Work.

Section 8. That the cost of maintaining the facilities set forth herein in subject annexation to the district shall be borne by the property owners within the subject annexation to the district, said cost to be assessed and collected in accordance with said Landscaping and Lighting Act of 1972.

Section 9. That the Engineer of Work is hereby ordered to prepare a report in accordance with Article 4 of said maintenance act, and is hereby directed to prepare and file such report with the City Clerk.
ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

__________________________
Mayor, Michael M. Vargas

ATTEST:

__________________________
City Clerk, Nancy Salazar

STATE OF CALIFORNIA  )
COUNTY OF RIVERSIDE    ) §
CITY OF PERRIS          )

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held 12th day of September, 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

__________________________
City Clerk, Nancy Salazar
AGENCY: City of Perris

PROJECT: Annexation of CUP 16-05237
To Benefit Zone 128, Landscape Maintenance District No. 1

TO: City Council
City of Perris
State of California

REPORT PURSUANT TO "LANDSCAPING AND LIGHTING ACT OF 1972"

Pursuant to the direction from the City Council, submitted herewith is the "Report," consisting of the following parts, pursuant to the provisions of Division 15, Part 2 of the Streets and Highways Code of the STATE OF CALIFORNIA, being the "Landscaping and Lighting Act of 1972", as amended. This "Report" provides for the annexation into the District of additional parcels and the levy of assessments for the fiscal year commencing July 1, 2017 to June 30, 2018, for that area to be known and designated as:

"Annexation of CUP 16-05237
To Benefit Zone 128, Landscape Maintenance District No. 1"

I do hereby assess and apportion the total amount of the costs and expenses upon the several parcels of land within said designated area liable therefor and benefited thereby, in proportion to the estimated benefits that each parcel receives, respectively, from said maintenance works of improvement and appurtenances.

Executed this 12th day of September, 2017.

HABIB M. MOTLAGH, City Engineer
CITY OF PERRIS
STATE OF CALIFORNIA

Final approval, confirmation and levy of the annual assessment and all matters relating to annexation and the Engineer's "Report" were made on the 31st day of October, 2017, by adoption of Resolution _____ of the City Council.

NANCY SALAZAR, City Clerk
CITY OF PERRIS
STATE OF CALIFORNIA

A copy of the Assessment Roll and Engineer's "Report" were filed in the Office of the City Clerk on the 12th day of September, 2017.

NANCY SALAZAR, City Clerk
CITY OF PERRIS
STATE OF CALIFORNIA
PART 1. Plans and Specifications for the improvements to be maintained and/or improved for a fiscal year have been or will be designed for acceptance by the City of Perris. In general, the landscaping, irrigation, and appurtenances to be maintained are within the Ramona Expressway median located parallel to Benefit Zone 128.

Reference is made to the landscaping plans, specifications and as-builts prepared for the Ramona Expressway median located parallel to Benefit Zone 128, on file in the City of Perris Office of Community Development and, by reference, are hereby made a part of this report to the same extent as if said plans and specifications were attached hereto. The plans and specifications will sufficiently show and describe the general nature, location and extent of all the improvements.

It is noted that the maintenance of all facilities located within the inside property-line is the responsibility of the property owner.

PART 2. An Estimate of the cost for the improvements to be maintained and/or improved for a given fiscal year includes labor, water, electricity, materials and plant replacement, and appurtenances. Incidental costs include annual engineering, legal, City Clerk, Finance Department, and Public Works expenses, including the processing of payments and the submittal of billings to the Riverside County Auditor for placement on the tax roll.

Due to the soil, water, exposure, and pedestrian traffic, plant replacement is estimated at a 5% die-off rate at 2-feet on-center. Tree trimming is scheduled to occur every other year. Mulch is applied every three years and irrigation replacement/repairs are scheduled to occur every fifth year.

The maximum annual assessment is based on the estimated cost of maintaining the improvements at maturity. The annual assessment levied will be based on the actual annual expenses incurred by Benefit Zone 128.

The annual cost for the public improvements are estimated as follows:

<table>
<thead>
<tr>
<th>Estimated Annual Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramona Expressway Median, Benefit Zone 128</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Factor</th>
<th>Annual Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Utilities</td>
<td>109</td>
<td>LF</td>
<td>$14.20</td>
<td>10%</td>
<td>$154.78</td>
</tr>
<tr>
<td>Incidentals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30.96</td>
</tr>
<tr>
<td>Balance to Assessment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$185.74</td>
</tr>
</tbody>
</table>

Benefit Zone 128, for the fiscal year commencing July 1, 2017 to June 30, 2018, will incur zero costs. With the improvement of the parcel, the initial annual assessment will be levied the following fiscal year, being July 1, 2018 to June 30, 2019.
A 6-month tax roll reserve provides funding for the cost of servicing and maintenance prior to the receipt of tax collections from the County of Riverside. The fiscal year begins July 1 and the first installment from the tax roll collections is usually distributed by the County of Riverside the following January. A 6-month tax roll reserve, based on the annual cost of the improvements is $92.87.

PART 3. The Assessment Roll shows the proportionate amount of the assessment to be charged in proportion to the benefits to be received by each lot or parcel within the exterior boundaries of Benefit Zone 128, as shown on the Diagram, enclosed herein as Part 4.

The area within Benefit Zone 128 specifically benefits from the maintenance of the medians along the streets that provide ingress and egress to Benefit Zone 128.

The method of assessment is based on units, with one benefit unit assigned to the net area within Benefit Zone 128. The current maximum annual assessment reflecting the reasonable cost of providing for the maintenance and servicing of the public improvements and appurtenant facilities is equal to $185.74 per benefit unit.

The annual assessments are subject to inflation factors not to exceed:

1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years,

2) the Southern California Edison rate increase(s) effective in subsequent years, and

3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.

For the current maximum annual assessment and the assessment for the fiscal year commencing July 1, 2017 to June 30, 2018, reference is made to the Assessment Roll included herein as Attachment No. 1.

PART 4. A Diagram of the Annexation. The boundary of the area to be annexed is coincident with boundary of CUP 16-05237. Said boundary is designated as “Diagram of Annexation of a CUP 16-05237 to Benefit Zone 128, Landscape Maintenance District No. 1, City of Perris, County of Riverside, State of California”. The Diagram is included herein as Attachment No. 2, which shows the boundaries of the area of benefit. Reference is made to the County Assessor’s Maps for a detailed description of the lines and dimensions of any lots or parcels. The lines and dimensions of each lot shall conform to those shown on the County Assessor’s Maps for the fiscal year to which the "Report" applies.

PART 5. A Consent and Waiver for Annexation to the District has been signed by the owners of the area within the proposed annexation. Said consent and waiver are included herein as Attachment No. 3.
Assessment Roll
Annexation of CUP 16-05237
To Benefit Zone 128,
Landscape Maintenance District No. 1, City of Perris

<table>
<thead>
<tr>
<th>Benefit Zone and Assessment Number</th>
<th>Assessor Parcel Number</th>
<th>Estimated Annual Assessment</th>
<th>Fiscal Year 2017/2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>128</td>
<td>302-260-077</td>
<td>$185.74</td>
<td>$00.00</td>
</tr>
</tbody>
</table>

The Estimated Annual Assessment amount is subject to inflation factors not to exceed:

1) the "Common Labor, Construction Cost Index", as published by Engineering News Record in subsequent years,
2) the Southern California Edison rate increase(s) effective in subsequent years, and
3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.
ATTACHMENT 2
CONSENT AND WAIVER TO ANNEXATION

WHEREAS, the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA, has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, said special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (hereinafter referred to as the "Maintenance District"); and,

WHEREAS, the provisions of Article II of Chapter 2 of the Act authorize the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA to order the annexation of territory to the Maintenance District; and,

WHEREAS, the CITY COUNCIL of the CITY OF PERRIS, CALIFORNIA may, pursuant to said provisions of the Act, order the annexation of territory to the Maintenance District without notice and hearing or filing of an Engineer's "Report" as would otherwise be required by the provisions of the Act if all of the owners of property within the territory proposed to be annexed, have given written consent to the proposed annexation; and,

WHEREAS, the undersigned, the owners of all property within the territory proposed to be annexed to the Maintenance District, acknowledge that pursuant to the provisions of the Act, the undersigned would be entitled to notice and hearing and the preparation of an Engineer's "Report" pertaining to the annexation of the property, acknowledge that they are aware of the proposed annexation to the Maintenance District of the property owned by the undersigned, and waives any and all right which the undersigned may now have to notice and hearing or the filing of an Engineer's "Report" pertaining to the annexation of the undersigned's property to the Maintenance District.

NOW, THEREFORE, it is hereby declared by the undersigned property owners as follows:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That the undersigned, constituting the owners of the property described in Exhibit "A" attached hereto and incorporated herein by this reference and further constituting all of the property within the territory proposed to be annexed to the Maintenance District, hereby consent to the proposed annexation of said property to the Maintenance District without notice and hearing or filing of an Engineer's "Report" pertaining to such annexation.

Assessor Parcel Number: 302-260-077
Property Owner: KZ PERRIS, LP
Mailing Address: 18818 Teller Avenue Suite 100, Irvine CA 92612

KZ PERRIS, L.P.
a California limited partnership

By: KZ Net Financial, LLC,
A California limited liability company
General Partner of KZ Perris, LP

By: Mark E. Zimmerman
Manager of KZ Net Financial, LLC

Dated: 8-16-17
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of ORANGE

On August 16, 2017 before me, DONA E. KEENE, notary public,

(personal name)

personally appeared MARK E. ZIMMERMAN

(name of signer)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Signature of Notary Public]

[Notary Seal]

DONA E. KEENE
Commission # 2068230
Notary Public - California
Orange County
EXHIBIT "A" TO CONSENT AND WAIVER FOR
ANNEXATION OF CUP 16-05237 TO BENEFIT ZONE 128
LANDSCAPE MAINTENANCE DISTRICT NO. 1

CITY OF PERRIS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

WEBSTER AVENUE

RAMONA EXPRESSWAY

BRENNAN AVENUE

LEGEND

- - - ANNEXATION BOUNDARY
- - - PARCEL BOUNDARY

REFERENCE THE RIVERSIDE COUNTY ASSESSOR MAPS FOR A DETAILED DESCRIPTION OF PARCEL LINES AND DIMENSIONS

ATTACHMENT 3-3
RESOLUTION NUMBER XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OF PRELIMINARY APPROVAL OF ENGINEER’S REPORT FOR ANNEXATION OF CUP 16-05237 TO BENEFIT ZONE 128, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1

WHEREAS, the City Council of the City of Perris (the “City”) has previously formed special maintenance districts pursuant to the terms of the "Landscaping and Lighting Act of 1972" (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (the “District”), and created BENEFIT ZONE 128 therein (hereinafter referred to as the "Benefit Zone 128"); and

WHEREAS, on the 12th day of September, 2017, the City Council of the City of Perris, County of Riverside, California ("the City Council") adopted its Resolution Number _____ directing the Engineer of Work to prepare and file with the City Clerk of said City a report in writing as required by Act in connection with the annexation of CUP 16-05237 to Benefit Zone 128; and

WHEREAS, said Engineer of Work has prepared and filed with the City Clerk of said City a report (the "Engineer’s Report") in writing as called for in said resolution and under and pursuant to said act, which report has been presented to this City Council for consideration; and

WHEREAS, said City Council has duly considered said report and each and every part thereof, and finds that each and every part of said report is sufficient, and that no portion of the report requires or should be modified in any respect.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

Section 1. The above recitals are true and correct, and are incorporated herein by this reference.

Section 2. That the Engineer’s estimate prepared by the City Engineer of the itemized costs and expenses of said work and of the incidental expenses in connection therewith, contained in said report be, and each of them are hereby, preliminary approved and confirmed.

Section 3. That the diagram showing the District referred to and described in said report, the boundaries of the subdivisions of the land within said District as the same existed at the time of passage of said Resolution, is hereby preliminarily approved and confirmed.
Section 4. That the proposed assessment upon the subdivisions of land in said District is in proportion to the estimated benefit to be received by said subdivision, respectively, from said work and of the incidental expenses thereof, as contained in said report is hereby preliminarily approved and confirmed.

Section 5. That said report shall stand as the Engineer's Report for the purposes of all subsequent proceedings, and pursuant to the proposed District.

ADOPTED, SIGNED and APPROVED this 12th day of September, 2017.

Mayor, Michael M. Vargas

ATTEST:

City Clerk, Nancy Salazar

STATE OF CALIFORNIA )
COUNTY OF RIVERSIDE  ) ss
CITY OF PERRIS        )

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held 12th day of September, 2017, by the following called vote:

AYES: 
NOES: 
ABSENT: 
ABSTAIN:

City Clerk, Nancy Salazar
RESOLUTION NUMBER XXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DECLARING INTENTION TO ORDER THE ANNEXATION TO BENEFIT ZONE 128, CITY OF PERRIS LANDSCAPE MAINTENANCE DISTRICT NUMBER 1, DECLARING THE WORK TO BE OF MORE LOCAL THAN ORDINARY PUBLIC BENEFIT; SPECIFYING THE EXTERIOR BOUNDARIES OF THE AREA TO BE ANNEXED TO BENEFIT ZONE 128, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1 AND TO BE ASSESSED THE COST AND EXPENSE THEREOF; DESIGNATING SAID ANNEXATION AS ANNEXATION OF CUP 16-05237 TO BENEFIT ZONE 128, LANDSCAPE MAINTENANCE DISTRICT NUMBER 1; DETERMINING THAT THESE PROCEEDINGS SHALL BE TAKEN PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972; AND OFFERING A TIME AND PLACE FOR HEARING OBJECTIONS THERETO ON OCTOBER 31, 2017

WHEREAS, the City Council of the City of Perris (the “City”) has previously formed special maintenance districts pursuant to the terms of the “Landscaping and Lighting Act of 1972” (the "Act"), being Division 15, Part 2 of the Streets and Highways Code of the State of California, including the special maintenance district known and designated as LANDSCAPE MAINTENANCE DISTRICT NO. 1 (the “District”), and created BENEFIT ZONE 128 therein (hereinafter referred to as the "Benefit Zone 128"); and

WHEREAS, the provisions of Article II of Chapter 2 of the Act authorize the City Council to order the annexation of territory to the District; and

WHEREAS, on the 12th day of September, 2017, the City Council of the City of Perris, County of Riverside, California ("the City Council") adopted its Resolution Number ___ directing the Engineer of Work to prepare and file with the City Clerk of said City a report in writing as required by the Act; and

WHEREAS, said Engineer of Work has prepared and filed with the City Clerk of said City a report (the "Engineer's Report") in writing as called for in said resolution and under and pursuant to said act, which report has been presented to this City Council for consideration; and

WHEREAS, said City Council has duly considered the Engineer’s Report and each and every part thereof, and has found that each and every part of the Engineer’s Report is sufficient, and that no portion of the report requires or should be modified in any respect; and
WHEREAS, the City now desires to declare its intention to annex certain property into Benefit Zone 128 of the District, pursuant to the Act and, more specifically, Section 22587 thereof, and to take certain other actions as required by the Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Perris, California, as follows:

Section 1. Recitals. The Recitals set forth above are true and correct, and are incorporated herein by this reference.

Section 2. Description of Work: That the public interest and convenience requires and it is the intention of the City Council of the City of Perris to annex CUP 16-05237 to Benefit Zone 128 of the District, and to order the following work be done, to wit:

1. Installation, construction, maintenance, and servicing of landscaping as authorized by Section 22525 of the Streets and Highways Code, State of California.

2. Any and all work and materials appurtenant thereto or which are necessary or convenient for the maintenance and servicing thereof.

Section 3. Location of Work: The improvements to be maintained and serviced include the irrigation system, landscaping, and appurtenances benefiting CUP 16-05237. The improvements, within public rights-of-way and easements, are located in the Ramona Expressway median parallel to the south boundary of Benefit Zone 128.

Section 4. Description of Assessment District: That the contemplated work, in the opinion of said City Council, is of more local than ordinary public benefit, and this City Council hereby makes the expense of said work chargeable upon a District, which said District is assessed to pay the costs and expenses thereof, and which District is described as follows:

All that certain territory of the City of Perris included within the exterior boundary lines shown upon that certain “Diagram of Annexation of CUP 16-05237 to Benefit Zone 128, Landscape Maintenance District Number 1” heretofore approved by the City Council of said City by Resolution No ____, indicating by said boundary line the extent of the territory included within the proposed assessment district and which map is on file in the office of the City Clerk of said City.

Reference is hereby made to said map for a further, full, and more particular description of said assessment district, and the said map so on file shall govern for all details as to the extent of said assessment district.
Section 5. Report of Engineer: The City Council of said City by Resolution Number ___ has preliminarily approved the report of the Engineer of Work which report indicated the amount of the proposed assessment, the district boundaries, assessment zones, detailed description of improvements, and the method of assessment. The report titled “Engineer’s Report for Annexation of CUP 16-05237 to Benefit Zone 128, Landscape Maintenance District Number 1”, is on file in the office of the City Clerk of said City. Reference to said report is hereby made for all particulars for the amount and extent of the assessments and for the extent of the work.

Section 6. Collection of Assessments: The assessment shall be collected at the same time and in the same manner as taxes for the County of Riverside are collected. The Engineer of Work shall file a report annually with the City Council of said City and said City Council will annually conduct a hearing upon said report at their regular meeting before August 10th, at which time assessments for the next Fiscal Year will be determined. That the annual assessment reflecting the reasonable cost of providing for the maintenance, servicing and operation of the public landscaping and appurtenant facilities is equal to $185.74 per Benefit Unit, plus inflation factors not to exceed 1) the “Common Labor, Construction Cost Index”, as published by Engineering News Record in subsequent years, 2) the Southern California Edison rate increase(s) effective in subsequent years, and 3) the Eastern Municipal Water District rate increase(s) effective in subsequent years.

Section 7. Time and Place of Public Hearing: Notice is hereby given that on October 31, 2017, at 6:30 p.m., in the City Council Chambers of the City Council of the City of Perris, California, 101 North "D" Street, in the City of Perris, State of California, is hereby fixed as the time and place for a hearing by this City Council on the question of the levying and collection of the proposed assessments. That any and all persons having any objections to the work or the extent of the annexation to the assessment district may appear and show cause why said work should not be done or carried out or why said annexation to the district should not be confirmed in accordance with this Resolution of Intention. City Council will consider all oral and written protests.

Section 8. Landscaping and Lighting Act of 1972: All the work herein proposed shall be done and carried through in pursuance of an act of the legislature of the State of California designated the Landscaping and Lighting Act of 1972, being Division 15 of the Streets and Highways Code of the State of California.

Section 9. Publication of Resolution of Intention: The City Clerk shall cause this Resolution of Intention to be published one time as required by 22552 of the California Streets and Highways Code, with the publication occurring no later than 10 days prior to the public hearing at which the City Council will consider levying the proposed special assessments. The published notice will encompass one-eighth of a newspaper page. The Perris City News is hereby designated as the newspaper in which the City Clerk shall publish this Resolution of Intention. Upon completion of giving notice, the City Clerk is further directed to file in her office a proof of publication setting forth compliance with the requirements for publishing.
Section 10. Mailing of Notice: The City Clerk shall also give notice by a first-class mailing to all owners of property subject to any new or increased assessments. The notice shall be mailed no later than 45 days prior to the public hearing at which the City Council will consider levying the new or increased assessments and shall be at least in 10 point type. The form of said notice shall conform in all respects with the requirements of subdivision (b) of Section 54953 of the Government Code and pursuant to subdivision (c) of that section, each notice shall contain an assessment ballot whereon the property owner may indicate support or opposition to the proposed assessment.

Section 11. Designation of Contact Person: That this City Council does hereby designate, Habib Motlagh, City Engineer of the City of Perris, (951) 943-6504 as the person to answer inquiries regarding the District and the proposed annexation thereto.

Section 12. Certification: The City Clerk shall certify to the adoption of this Resolution.

ADOPTEED, SIGNED and APPROVED this 12th day of September, 2017.

__________________________
Mayor, Michael M. Vargas

ATTEST:

__________________________
City Clerk, Nancy Salazar

STATE OF CALIFORNIA )
COUNTY OF RIVERSIDE ) §
CITY OF PERRIS )

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number XXX was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held 12th day of September, 2017, by the following called vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

__________________________
City Clerk, Nancy Salazar
Meeting Date: September 12, 2017

SUBJECT: Enchanted Heights Stop Sign Installation

REQUESTED ACTION: Authorize Installation of Stop Signs for Enchanted Heights Areas (Various Locations)

CONTACT: Habib Motlagh, City Engineer

BACKGROUND/DISCUSSION:

The Enchanted Heights community consists of several local, neighborhood roads. Some of the intersections within the community are lacking stop signage.

Staff recommends Council to authorize Engineering to coordinate installation of signs for the Enchanted Heights area as part of the City’s upcoming 2017 Pavement Rehabilitation Project even though a typical traffic warrant report/study has not been completed. These signs should approve safety.

The intersections include Beverly Drive @ Carter Drive, Diana Street @ Ann Court, Diana Street @ Weston Road, Barbara Drive @ Mae Court, and Weston Road @ Bond Drive.

BUDGET (or FISCAL) IMPACT:

Adopted Capital Improvements Program Sheet S002 identifies adequate funds to install signs.

Reviewed by:

City Attorney
Assistant City Manager
Director of Finance

Attachments: CIP Sheets S002
Enchanted Heights Exhibit

Consent: Yes
Public Hearing: Business Item: Other:
CITY OF PERRIS  
Capital Improvement Program Project Details

Project Number: 5002  
Project Title: Annual Slurry Seal & Street & Grind Overlay Program  
Managing Department: City Engineer

Project Description and/or Justification: Crack Treatment and Slurry Seal of selected streets Citywide on an annual ongoing cycle. Grind and Overlay, and/or Resurfacing of selected Streets Citywide on an annual basis. Also, the paving of Murrieta and F�anca.

Original Budget: 10,118,153  
Budget Amendments: 279,749  
Total Project Costs: 8,169,485  
Available Funds: 2,228,417

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Measure A</td>
<td>142</td>
<td>2,228,416</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,228,416</td>
</tr>
<tr>
<td>State Grants-Prop 1 B 119</td>
<td>119</td>
<td>$1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIF Transportation</td>
<td>163</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1</td>
</tr>
<tr>
<td>External Contributions</td>
<td>157</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>2,228,417</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>2,228,417</strong></td>
</tr>
</tbody>
</table>

**Budget Amendment Notes**

<table>
<thead>
<tr>
<th>Date</th>
<th>Description / Action</th>
<th>Adopted Budget</th>
<th>Amendment</th>
<th>Amended Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>Amendment Measure A</td>
<td>250,000</td>
<td>250,000</td>
<td></td>
</tr>
<tr>
<td>2007/08</td>
<td>Adopted Measure A</td>
<td>400,000</td>
<td>650,000</td>
<td></td>
</tr>
<tr>
<td>2007/08</td>
<td>Xfr from 5003 Measure A Street Imp</td>
<td>500,000</td>
<td>(48,825)</td>
<td>1,101,175</td>
</tr>
<tr>
<td>2008/09</td>
<td>Adopted Measure A</td>
<td>1,890,740</td>
<td>2,991,915</td>
<td></td>
</tr>
<tr>
<td>2009/10</td>
<td>Adopted Measure A</td>
<td>200,000</td>
<td>3,191,915</td>
<td></td>
</tr>
<tr>
<td>2009/10</td>
<td>Budget Prop 1 B State Grants</td>
<td>250,000</td>
<td>3,441,915</td>
<td></td>
</tr>
<tr>
<td>2009/10</td>
<td>Budget Dif Transportation Fee</td>
<td>900,000</td>
<td>4,441,915</td>
<td></td>
</tr>
<tr>
<td>2010/11</td>
<td>Adopted Measure A</td>
<td>900,000</td>
<td>4,941,915</td>
<td></td>
</tr>
<tr>
<td>2010/11</td>
<td>Prop 1 B Xfr from 5071</td>
<td>500,000</td>
<td>5,845,816</td>
<td></td>
</tr>
<tr>
<td>2011/12</td>
<td>Adopted Measure A</td>
<td>903,901</td>
<td>5,845,816</td>
<td></td>
</tr>
<tr>
<td>2011/12</td>
<td>Prop 1 B Xfer from 5051</td>
<td>462,085</td>
<td>6,307,902</td>
<td></td>
</tr>
<tr>
<td>2011/12</td>
<td>xfr to 5051 Measure A</td>
<td>(200,000)</td>
<td>6,107,902</td>
<td></td>
</tr>
<tr>
<td>2012/13</td>
<td>Adopted Measure A</td>
<td>900,000</td>
<td>7,007,902</td>
<td></td>
</tr>
<tr>
<td>2012/13</td>
<td>xfr to 5051 Measure A</td>
<td>(120,000)</td>
<td>6,887,902</td>
<td></td>
</tr>
<tr>
<td>2012/13</td>
<td>External Contribution (check from Har-Bro)</td>
<td>10,000</td>
<td>6,887,902</td>
<td></td>
</tr>
<tr>
<td>2013/14</td>
<td>Budget Amendment Measure A</td>
<td>900,000</td>
<td>7,797,902</td>
<td></td>
</tr>
<tr>
<td>2013/14</td>
<td>Xfr to 5007</td>
<td>(100,000)</td>
<td>7,697,902</td>
<td></td>
</tr>
<tr>
<td>2014/15</td>
<td>Adopted Measure A</td>
<td>900,000</td>
<td>8,597,902</td>
<td></td>
</tr>
<tr>
<td>2015/16</td>
<td>Prop 1 B Amendment</td>
<td>111,426</td>
<td>8,709,326</td>
<td></td>
</tr>
<tr>
<td>2015/16</td>
<td>Measure A Amendment</td>
<td>900,000</td>
<td>9,497,902</td>
<td></td>
</tr>
<tr>
<td>2016/17</td>
<td>Measure A Amendment</td>
<td>900,000</td>
<td>10,397,902</td>
<td></td>
</tr>
</tbody>
</table>

Total: $10,118,153 $279,749 $10,397,902

As of 12/26/2016
CITY COUNCIL/REDEVELOPMENT AGENCY
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: 2017 Pavement Rehabilitation Project

REQUESTED ACTION: Adopt the Plans and Specifications for the 2017 Pavement Rehabilitation Project, Award Contract to All American Asphalt and Reject All Other Bids

CONTACT: Habib Motlagh, City Engineer

BACKGROUND/DISCUSSION:

On August 31, 2017, bids were received via Active Bidder for the 2017 Pavement Rehabilitation Project. Bids ranged from $1,587,280 and $1,827,420. The low bid was submitted by All American Asphalt.

All American Asphalt has a batch plant in City and has completed similar slurry seal and pavement rehabilitation projects for the City and their work was considered good by the City Engineer's office. This project will involve resurfacing, re-stripping, and miscellaneous work for various residential tracts and collector roads within the City.

Construction is planned to begin early October and 80 calendar days have been allotted to complete the project. This project is funded by Measure "A" and Gas Tax funds. Staff recommends Council adopt the plans and specifications, award the project to All American Asphalt and authorize a construction contingency of 20%.

The City Clerk’s office maintains copy of the plans and specifications for review.

BUDGET (or FISCAL) IMPACT:

Adopted Capital Improvements Project Sheets S002 and S091 identify adequate funds to complete project including 20% construction contingency.

Reviewed by:

City Attorney
Assistant City Manager
Director of Finance

Attachments: CIP Sheets S002 & S091
Bid Results
Project Exhibits

Consent: Yes
Public Hearing:
Business Item:
Other:
# CITY OF PERRIS
## Capital Improvement Program Project Details

**Project Number:** 5002  
**Project Title:** Annual Slurry Seal & Street & Grind Overlay Program  
**Managing Department:** City Engineer

**Project Description and/or Justification:** Crack Treatment and Slurry Seal of selected streets Citywide on an annual ongoing cycle. Grind and Overlay, and/or Resurfacing of selected streets Citywide on an annual basis. Also, the paving of Murrieta and Placentia.

<table>
<thead>
<tr>
<th>Original Budget:</th>
<th>10,118,153</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget Amendments:</td>
<td>279,749</td>
</tr>
<tr>
<td>Total Project Costs:</td>
<td>8,169,485</td>
</tr>
<tr>
<td>Available Funds:</td>
<td>2,228,417</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Measure A</td>
<td>2,228,416</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Grants-Prop 1 &amp; 119</td>
<td>119</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>DIF Transportation</td>
<td>163</td>
<td>1</td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>External Contributions</td>
<td>157</td>
<td></td>
<td></td>
<td></td>
<td>$</td>
</tr>
<tr>
<td>Total</td>
<td>2,228,417</td>
<td></td>
<td></td>
<td></td>
<td>$2,228,417</td>
</tr>
</tbody>
</table>

## Budget Amendment Notes

<table>
<thead>
<tr>
<th>Date</th>
<th>Description / Action</th>
<th>Adopted Budget</th>
<th>Amendment</th>
<th>Amended Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>Amendment Measure A</td>
<td>250,000</td>
<td>250,000</td>
<td></td>
</tr>
<tr>
<td>2007/08</td>
<td>Adopted Budget Measure A</td>
<td>400,000</td>
<td>650,000</td>
<td></td>
</tr>
<tr>
<td>2007/08</td>
<td>Xfr from S003 Measure A Street Imp</td>
<td>500,000</td>
<td>1,150,000</td>
<td></td>
</tr>
<tr>
<td>2008/09</td>
<td>Adopted Budget Measure A</td>
<td>(48,825)</td>
<td>1,101,175</td>
<td></td>
</tr>
<tr>
<td>2009/10</td>
<td>Adopted Budget Measure A</td>
<td>1,890,740</td>
<td>2,991,915</td>
<td></td>
</tr>
<tr>
<td>2009/10</td>
<td>Budget Prop 1 B State Grants</td>
<td>200,000</td>
<td>3,191,915</td>
<td></td>
</tr>
<tr>
<td>2009/10</td>
<td>Budget DIF Transportation Fee</td>
<td>250,000</td>
<td>3,441,915</td>
<td></td>
</tr>
<tr>
<td>2010/11</td>
<td>Adopted Budget Measure A</td>
<td>900,000</td>
<td>4,441,915</td>
<td></td>
</tr>
<tr>
<td>2010/11</td>
<td>Prop 1 B Xfr from S071</td>
<td>500,000</td>
<td>4,941,915</td>
<td></td>
</tr>
<tr>
<td>2011/12</td>
<td>Adopted Budget Measure A</td>
<td>903,901</td>
<td>5,845,816</td>
<td></td>
</tr>
<tr>
<td>2011/12</td>
<td>Prop 1 B Xfer from S051</td>
<td>462,086</td>
<td>6,307,902</td>
<td></td>
</tr>
<tr>
<td>2011/12</td>
<td>xfr to S051 Measure A</td>
<td>(200,000)</td>
<td>6,107,902</td>
<td></td>
</tr>
<tr>
<td>2012/13</td>
<td>Adopted Budget Measure A</td>
<td>900,000</td>
<td>7,007,902</td>
<td></td>
</tr>
<tr>
<td>2012/13</td>
<td>xfr to S051 Measure A</td>
<td>(120,000)</td>
<td>6,887,902</td>
<td></td>
</tr>
<tr>
<td>2012/13</td>
<td>External Contribution (check from Har-Bra)</td>
<td>10,000</td>
<td>6,897,902</td>
<td></td>
</tr>
<tr>
<td>2013/14</td>
<td>Budget Amendment Measure A</td>
<td>900,000</td>
<td>7,797,902</td>
<td></td>
</tr>
<tr>
<td>2013/14</td>
<td>Xfr to S007</td>
<td>(100,000)</td>
<td>7,697,902</td>
<td></td>
</tr>
<tr>
<td>2014/15</td>
<td>Adopted Budget Measure A</td>
<td>900,000</td>
<td>8,597,902</td>
<td></td>
</tr>
<tr>
<td>2015/16</td>
<td>Prop 1 B Amendment</td>
<td>111,426</td>
<td>8,709,328</td>
<td></td>
</tr>
<tr>
<td>2015/16</td>
<td>Measure A Amendment</td>
<td>500,000</td>
<td>9,497,902</td>
<td></td>
</tr>
<tr>
<td>2016/17</td>
<td>Measure A Amendment</td>
<td>900,000</td>
<td>10,397,902</td>
<td></td>
</tr>
<tr>
<td>Total:</td>
<td>$10,118,153</td>
<td>$279,749</td>
<td>$10,397,902</td>
<td></td>
</tr>
</tbody>
</table>

As of 12/26/2016
CITY OF PERRIS
Capital Improvement Program Project Details

Project Number: 5091
Project Title: Redlands Avenue Pavement Rehabilitation
Managing Department: City Engineer

Project Description and/or Justification: Pavement rehabilitation along Redlands Avenue from San Jadinto Avenue to Rider Street.

Original Budget: 50,000
Budget Amendments: 800,000
Total Project Costs: 36,581
Available Funds: 813,419

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal STP Grant</td>
<td>120</td>
<td>312,400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ 312,400</td>
</tr>
<tr>
<td>Gas Tax</td>
<td>136</td>
<td>201,019</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ 501,019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ -</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ -</td>
</tr>
</tbody>
</table>

Total: 513,419

<table>
<thead>
<tr>
<th>Date</th>
<th>Description / Action</th>
<th>Adopted Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013/2014</td>
<td>Gas Tax Budget Amendment</td>
<td>50,000</td>
</tr>
<tr>
<td>2014/15</td>
<td>Gas Tax Budget Amendment</td>
<td>187,000</td>
</tr>
<tr>
<td>2014/15</td>
<td>Federal STP Grant</td>
<td>313,000</td>
</tr>
<tr>
<td>2016/17</td>
<td>Gas Tax Budget Amendment</td>
<td>300,000</td>
</tr>
</tbody>
</table>

Amendment: 50,000
Amended Budget: 850,000

Total: $ 50,000 $ 800,000 $ 850,000

As of 12/31/2016

Project Dates:
Begin: FY 13/14
Completion: 

Total Proposed Budget Additions (Deletions): 380,000
<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Company</th>
<th>Address</th>
<th>Phone</th>
<th>Amount</th>
<th>Submitted</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Luer, Mark</td>
<td>All American Asphalt</td>
<td>400 E 6th St.</td>
<td>(951) 736-7800</td>
<td>$1,587,280</td>
<td>08/31/2017</td>
<td>Apparent</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corona, Corona</td>
<td>92878-2229</td>
<td></td>
<td></td>
<td>13:41:48</td>
<td>Low Bidder</td>
</tr>
<tr>
<td>2</td>
<td>Stone, Lyle</td>
<td>American Asphalt South, Inc.</td>
<td>14436 Santa Ana Avenue, Fontana, California 92337</td>
<td>(909) 273-8276</td>
<td>$1,536,745</td>
<td>08/31/2017</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13:37:20</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>De longh, Jennifer</td>
<td>R.J. Noble Company</td>
<td>15505 E. LINCOLN AVENUE, ORANGE, CA 92865</td>
<td>714-637-1550</td>
<td>$1,827,420</td>
<td>08/31/2017</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13:18:00</td>
<td></td>
</tr>
</tbody>
</table>
SUBJECT: Approval of a revised Contract Services Agreement between the City of Perris and MHM & Associates for Resource Development Services

REQUESTED ACTION: City Council approval of a revised contract services agreement with MHM & Associates.

CONTACT: Darren Madkin, Assistant City Manager

BACKGROUND:

MHM & Associates presented a Resource and Development Plan (P&D Plan) to pursue grants for projects and programs based on the City’s needs on February 28, 2017. MHM & Associates proposed to use the Resource and Development Plan (R&D Plan) to pursue grants for projects and programs for the City.

On March 14, 2017, the City Council approved a contract services agreement with MHM & Associates. After approval of the contract, the City requested revisions to the scope of work provided by MHM and Associates to eliminate project management services for all Federal grant opportunities. All other terms that were previously approved have remained the same. With the revisions completed to the scope of services it is now recommended that the City Council approve the revised contract services agreement to formally engage MHM & Associates to provide resource development services.

FISCAL IMPACT: The total cost for participation in the program is $140,000 spread out over two years. The first year’s cost is $65,000; and the second year’s cost is $75,000. There is sufficient funding in the Fiscal Year 2017-2018 budget for MHM & Associates services.

Prepared by: Rebecca Miranda, Project Manager

City Attorney: N/A
Director of Finance

Attachments: Proposal from MHM & Associates
Contract Services Agreement

Consent: x
Public Hearing:
Business Item:
Workshop:
M.H.M. & Associates Enterprise, Inc.

Premier Client Resource Development/Forecast Cost Proposal/Bid

Prepared For: The City of Perris for Execution September 12, 2017

Proposer: M.H.M. & Associates Enterprise, Inc. (MHM)

Contract Cost: The Actual Cost/Value for services is $65,000 for the first year and $75,000 for the second year. Total Contract Cost to the City of Perris: $140,000. Payment is due for year one (1) upon execution of agreement and payment for Year (2) is due and payable September 12, 2018.

Term: Beginning September 12, 2017 to September 30, 2019


Scope of Work

MHM will work with the National Resource Development Council of Local Governments (NRDC-LG) and its strategic partners in preparing and carrying out the e3p3 Model City program scope-of-work services (specified in the R&D plan). Services will begin immediately with completion of interviews with key staff, contractors and members of the City Council. Upon completion of said interviews, and upon execution of agreement, the City of Perris will become an e3p3 Model City. Key activities to be provided by MHM include:

1st Quarter:
- Identify gaps and needs in programs and services being provided or planned
- Create a chart of resources needed and desired to guide applications identified and pursued.
- Provide City of Perris with checklist of items needed to be effective in building logical models and/or submitting grant proposals; retrieve checklist items in a timely manner
- Establish necessary CCR and grants.gov portals; ensure current and operational
- Present two (2) year Resource Development (RD) Plan/Forecast to the City of Perris that covers projected level of resources to be requested
- Share findings with Mayor/City Manager regarding finding of the Resource Development (RD) Plan

2nd Quarter:
- Provide Department Heads with necessary Logic Models for consideration of approval for grants being considered
- Receive approvals for moving forward with select opportunities
- Ensure services support execution of the R&D plan in all four areas: local, foundation, and federal
- Begin pursuing grants (this can occur sooner if a strong opportunity is identified during the 1st quarter)
- Obtain city approval for facilitating Community Collaborative “clusters” that provide needed supportive services that could be beneficial in reaching the specified goals / objectives for the city and various departments within the city.
3rd Quarter
- Continue pursuing grants at capacity as stated in the Strategic Plan's expressed full capacity
- Obtain needed approval for all grants prior to submittal
- Ongoing efforts of creating and obtaining approval for new and innovative program models (that are fundable)
- Present to the City Council a plan for 'empowering' area non-profit community and faith-based organizations (referred to as Community Collaborative "Clustering") that prepares area agencies for inclusion in grants being submitted for the city (as strategic partners), thus expanding resources for direct social services being provided by area agencies.
- Upon approval, execute the 'City of Perris' 'Clustering' program that promotes local empowerment. Note: This plan maintains the City of Perris as the 'Lead Agency' for all grants being submitted unless specifically deferred by the City to another agency to serve in this capacity.

4th Quarter
- Continue pursuing grants at 100% of the Strategic Plan's expressed full capacity for each department
- Continue pursuing grants at 100% of the Strategic Plan's expressed capacity for 'cluster' projects that include area community and faith-based organizations (if the cluster model is approved)

Year 2 - Will be reflective of the 3rd and 4th quarter of Year 1.

Conditions – MHM will not provide Project Management services for any Federal procurement and nonprocurement transactions during the term of this agreement. If project Management services are to be provided by MHM, it will be brought before the City for approval on a case-by-case basis. These services will be carried out by MHM at a cost agreed to by City and MHM prior to submittal with the full cost of these services included in the grant. The services include grants and project compliance management, reporting, and sustainability of the funded model(s). Cost for these services will be fully covered the grant(s) awarded and will be carried out at 12% of the grant award. This does not negate having NRDC-LG industry experts or Solution Team Experts serve in carrying out specific services as if warranted in the grant as covered by the grant (as will be encouraged by MHM).

Evaluation – This service is optional and is determined on a case-by-case basis. The standard percentage for MHM to provide Evaluation is between 5% - 12.5%. Grant project 'evaluation' may be carried out by MHM if the City of Perris requires and requests said services of MHM. This cost for services will be dictated by the scope of the evaluation, the funding agencies and/or their guidelines. This cost will be agreed to and approved by the City of Perris, prior to each submittal when warranted.

Upon satisfactory performance of MHM, as solely determined by the City of Perris, an automatic extension will be granted to continue said services in two (2) year increments.
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Resolution to Adopt the Annual Health Plan Premium Adjustment for Calendar Year 2018 and Fixing the Employer Contribution at an Equal Amount for Employees and Annuitants Under the Public Employees’ Medical and Hospital Care Act

REQUESTED ACTION: Approve a Resolution Adopting the Annual Health Plan Premium Adjustment.

CONTACT: Jennifer Erwin, Director of Finance

BACKGROUND/DISCUSSION:

The Memorandum of Understanding between the City and Teamsters Local 911 (representing general unit employees) obligates the City to “pay the median amount of all medical insurance offered for medical insurance premiums for the employee and two dependents” (Fringe Benefits, Section 30.1). Such insurance shall be offered through a contract with Public Employees Retirement system (Fringe Benefits, Section 30.2)

Per California Public Employees’ Retirement Law, the City of Perris, as a contracting agency with the State Employees Retirement System, is required to adopt a resolution approving premium changes to health plans offered to its employees. Some plans offered through the Public Employees Retirement System have decreased their premium rates from 2% to 11% and some have increased their premium rates from 3% to 13% for the calendar year 2018. Overall, this increases the median amount from $1,680 to $1,724 per month.

BUDGET (or FISCAL) IMPACT:
Approximate increase in expenditures of up to $18,297 for six months (January-June 2018) is dependent upon the level of employee participation and choice of health plan.

Reviewed by:

Assistant City Manager
Director of Finance

Attachments: Resolution
Calculation of median amount

Consent: 9/12/2017
RESOLUTION NUMBER ____________

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, CALIFORNIA, ADOPTING THE ANNUAL HEALTH PLAN PREMIUM ADJUSTMENT FOR CALENDAR YEAR 2018 AND FIXING THE EMPLOYER CONTRIBUTION AT AN EQUAL AMOUNT FOR EMPLOYEES AND ANNUITANTS UNDER THE PUBLIC EMPLOYEES’ MEDICAL AND HOSPITAL CARE ACT

WHEREAS, City of Perris is a contracting agency under Government Code Section 22920 and subject to the Public Employees’ Medical and Hospital Care Act (the “Act”); and

WHEREAS, Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and

WHEREAS, Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed under Section 22892(b) of the Act, and

WHEREAS, the City of Perris is a local agency under the Act.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris as follows:

That the employer contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan up to a maximum of:

<table>
<thead>
<tr>
<th>CODE</th>
<th>BARGAINING UNIT</th>
<th>CONTRIBUTION PER MONTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>General Unit</td>
<td>$1,724</td>
</tr>
</tbody>
</table>

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

Section 1. That City of Perris has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further

Section 2. That the participation of the employees and annuitants of the City of Perris shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that the City of Perris would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final
Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.

Section 3. That the executive body appoint and direct, and it does hereby appoint and direct, the Senior Accounting Specialist to file with the Board a verified copy of this resolution, and to perform on behalf of the City of Perris all functions required of it under the Act.

Section 4. All eligible employees may elect not to participate in the City-paid health care benefit plan if said employee has proof of medical coverage from another source.

Section 5. Upon written documentation to the Finance Director, such employee receives one-half of the monthly median amount that would have been provided for City-paid health care benefits, payable on the first payroll of each month, not to exceed $862 (calendar year 2018).

Section 6. Should employee require future City-paid health care coverage, employee must wait until the next open enrollment period to elect coverage.

Section 7. That Resolution Number 5042 is repealed in its entirety.

ADOPTED, SIGNED and APPROVED this 12th day of September 2017.

MAYOR OF THE CITY OF PERRIS
MICHAEL VARGAS

ATTEST:

Nancy Salazar, City Clerk
STATE OF CALIFORNIA    
COUNTY OF RIVERSIDE    §
CITY OF PERRIS

I, Nancy Salazar, CITY CLERK OF THE CITY OF PERRIS, DO HEREBY CERTIFY that the foregoing Resolution Number ________ was duly adopted by the City Council of the City of Perris at a regular meeting of said Council on the 12th day of September, 2017, and that it was so adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

______________________________  
Nancy Salazar, City Clerk

Attachment: Median Insurance Calculation 2018
## City of Perris

**Median Insurance Calculation**

**2018**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSCare</td>
<td>1,517.36</td>
<td>2,580.79</td>
<td>1,659.37</td>
<td>1,709.03</td>
<td>1,979.90</td>
<td>2,085.82</td>
<td>1,907.10</td>
</tr>
<tr>
<td>Blue Shield Access+</td>
<td>1,305.02</td>
<td>1,674.22</td>
<td>1,412.35</td>
<td>1,556.52</td>
<td>1,702.66</td>
<td>2,023.97</td>
<td>1,809.52</td>
</tr>
<tr>
<td>PERS Choice</td>
<td>1,333.18</td>
<td>1,589.38</td>
<td>1,591.85</td>
<td>1,545.44</td>
<td>1,777.65</td>
<td>1,857.52</td>
<td>1,817.30</td>
</tr>
<tr>
<td>Kaiser</td>
<td>1,368.09</td>
<td>1,453.27</td>
<td>1,567.25</td>
<td>1,507.48</td>
<td>1,573.13</td>
<td>1,558.80</td>
<td>1,733.68</td>
</tr>
<tr>
<td>Blue Shield NetValue</td>
<td>1,161.37</td>
<td>1,430.08</td>
<td>1,188.64</td>
<td>1,458.83</td>
<td>1,732.51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PERS Select</td>
<td>2,452.48</td>
<td>1,160.87</td>
<td>1,524.43</td>
<td>1,522.51</td>
<td>1,625.52</td>
<td>1,647.00</td>
<td>1,702.32</td>
</tr>
<tr>
<td>Anthem Select</td>
<td>1,650.35</td>
<td>1,713.48</td>
<td>1,715.19</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anthem Traditional</td>
<td>1,848.05</td>
<td>2,077.79</td>
<td>1,911.21</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health Net Salud y Mas</td>
<td>1,393.55</td>
<td>1,231.00</td>
<td>1,200.06</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health Net SmartCare</td>
<td>1,552.15</td>
<td>1,396.72</td>
<td>1,579.97</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UnitedHealthcare</td>
<td>1,284.37</td>
<td>1,429.38</td>
<td>1,603.32</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Median Value**

|        | 1,350.64 | 1,521.33 | 1,545.84 | 1,533.98 | 1,650.35 | 1,680.24 | 1,724.44 |

*Note: The table represents the median insurance values for different plans from 2012 to 2018.*
CITY COUNCIL / SUCCESSOR AGENCY
AGENDA SUBMITTAL
Meeting Date: September 12, 2017

SUBJECT: Agreement for Purchase and Sale of Real Property and Joint Escrow Instructions for property on Mountain Avenue, APN 330-070-009

REQUESTED ACTION: Successor Agency of the former City of Perris Redevelopment Agency Approve the Agreement for Purchase and Sale of Real Property and Joint Escrow Instructions for property on Mountain Avenue, APN 330-070-009 with Southern California Railway Museum, dba Orange Empire Railway Museum

CONTACT: Michele Ogawa, Management Analyst

BACKGROUND/DISCUSSION:

Staff is presenting for consideration an Agreement for Purchase and Sale of Real Property and Joint Escrow Instructions ("Agreement") for the property on Mountain Avenue, APN 330-070-009 to Southern California Railway Museum, dba Orange Empire Railway Museum ("OERM")

Pursuant to Section 34177 (e) of the California Health and Safety Code, the Successor Agency of the former City of Perris Redevelopment Agency is required to dispose of assets and properties of the former redevelopment agency as directed by the Oversight Board.

The Oversight Board adopted Resolution No. OSB-033 directing and approving the sale of the property on Mountain Avenue, APN 330-070-009 to the OERM on January 25, 2017. The State of California Department of Finance ("DOF") subsequently approved the sale on May 5, 2017.

The terms of the Agreement between the Successor Agency and OERM include the following:

- **Property:** 4.76 acre property also known as 3330-070-009;

- **Escrow:** Open within three (3) business days after the City’s receipt of the fully executed agreement. Escrow to close within 90 days;

- **Purchase Price:** Three hundred eighty-five thousand dollars and zero cents ($385,000), or $1.86/sf, of which a deposit of thirty-eight thousand five hundred dollars ($38,500) will be made into Escrow within five (5) days of the effective date;

- **Title Insurance:** Successor Agency (land sale proceeds) to pay for the cost of CLTA policy. OERM to pay for ALTA Policy and survey.
• Land Sale Proceeds: Net land sale proceeds will be remitted to the Riverside County Auditor-Controller to be distributed to the affected taxing entities, per California Health and Safety Code 34188. The City will not receive any amount of funds as a result of this sale.

BUDGET (or FISCAL) IMPACT: None

Prepared By:
Michele Ogawa, Management Analyst

Reviewed by:
Assistant City Manager, Darren Madkin
Director of Finance, Jennifer Erving

Attachments:
Attachment No. 1: Agreement for Purchase and Sale of Real Property and Joint Escrow Instructions for Mountain Avenue, APN 330-070-009
Attachment No. 2: Oversight Board Resolution No. OSB-033
Attachment No. 3: Oversight Board Action Determinations (California State Department of Finance)

Consent Calendar: September 12, 2017
AGREEMENT FOR PURCHASE AND SALE
OF REAL PROPERTY AND JOINT ESCROW INSTRUCTIONS
[MOUNTAIN AVENUE - APN 0330-070-009]

THIS AGREEMENT FOR PURCHASE AND SALE OF REAL PROPERTY AND
JOINT ESCROW INSTRUCTIONS ("Agreement") is made this 12th day of September, 2017
("Effective Date") by and between the SUCCESSOR AGENCY OF THE DISSOLVED
REDEVELOPMENT AGENCY OF THE CITY OF PERRIS, a public body, corporate and
politic ("Seller"), and SOUTHERN CALIFORNIA RAILWAY MUSEUM, INC., a California
corporation dba ORANGE EMPIRE RAILWAY MUSEUM ("Buyer"), collectively the
"Parties."

RECITALS:

Seller is the owner of approximately 4.96 acres of unimproved real property located on
Mountain Avenue adjacent to the railroad right-of-way in the City of Perris, County of Riverside,
State of California, referred to as Assessor's Parcel Number ("APN") 0330-070-009 and which is
legally described on Exhibit "A" and depicted on Exhibit "B" attached hereto and incorporated
herein by this reference ("Property").

Seller desires to sell and Buyer desires to purchase the Property (further defined below)
pursuant to the terms and conditions of this Agreement.

DEFINITIONS:

"Business Days" - shall mean calendar days excluding weekends and holidays.

"Buyer" - shall mean Southern California Railway Museum, Inc., dba Orange Empire
Railway Museum.

"Calendar Days" - shall mean consecutive calendar days excluding recognized federal
and state holidays.

"City" - shall mean the City of Perris, a municipal corporation formed and existing under
the laws of the State of California. The term City also includes any assignee of, or successor to,
its rights, powers, and responsibilities.

"Closing" - shall mean the exchange of money and documents, and shall be deemed to
have occurred when all conditions to closing have been satisfied or waived, Seller's Deed to
Buyer has been recorded, the Escrow Holder holds and can record and deliver the remaining
documents described in the Agreement, the Title Company is irrevocably and unconditionally
committed to issue the Title Policy, and Buyer has delivered the Purchase Price in immediately
available funds to Escrow Holder.

"Escrow Holder" - shall mean Menifee Valley Escrow, Inc.
“Property” - shall mean that certain Seller-owned real property, referred to as Assessor’s Parcel Number (“APN”) 0330-070-009, and consisting of approximately 4.96 acres, and more particularly described in Exhibit “A” of this Agreement.

“Seller” or “Successor Agency” - shall the Successor Agency of the Dissolved Redevelopment Agency of the City of Perris.

“Title Company” - shall mean Stewart Title of California, Inc..

NOW, THEREFORE, in consideration of the mutual covenants set forth herein, the parties hereto agree as follows:

TERMS AND CONDITIONS

1. PURCHASE AND SALE OF PROPERTY.

For good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, and subject to and on the terms and conditions herein set forth, Buyer hereby agrees to purchase from Seller, and Seller agrees to sell, assign and convey to Buyer the Property herein described, together with:

(a) All privileges, rights, easements, appurtenances belonging to the Property excepting any dedications, easements or other rights-of-way reserved to or required by Seller or other entity as set forth in the Deed and/or approved title exceptions;

(b) All development rights and air rights relating to the Property; and

(c) All minerals, oil, gas, and other hydrocarbon substances on and under the Property subject to any exceptions set forth on the Deed or recorded against Property; all right, title and interest of Seller in and to any streets, alleys, passages, water and sewer taps, sanitary or storm drain capacity or reservations and rights under utility agreements subject to Section 1(a) above, and other easements and rights-of-way including in, adjacent to or used in connection with the beneficial use and enjoyment of the Property.

Seller shall sell, assign, and convey to Buyer the Property in its condition, AS-IS, WHERE IS, at the Close of Escrow. Should a conflict arise between this Agreement and the Grant Deed, the provision or term most restrictive and beneficial to Seller shall prevail.

2. OPENING OF ESCROW.

Within three (3) business days after Seller’s receipt of a copy of the fully executed (by both Buyer and Seller) Agreement, the parties shall open an escrow (“Escrow”) with the Escrow Holder by causing an executed copy of this Agreement to be deposited with Escrow Holder. Escrow shall be deemed open on the date the executed Agreement is delivered to Escrow Holder ("Opening of Escrow"). The Escrow Holder shall be Menifee Valley Escrow, Inc., 28005 Bradley Road, Suite B, Menifee, CA 92586. The Escrow Officer shall be Laurie Buchanan who can be contacted at 951-679-2343.
3. **PAYMENT OF PURCHASE PRICE.**

3.1 **Deposit.**

Upon execution of this Agreement, Buyer shall make a deposit of Thirty-eight Thousand Five Hundred Dollars ($38,500) ("Deposit") into Escrow within five (5) business days of the Effective Date. Should Buyer terminate this Agreement for any reason during the Due Diligence Period, Buyer shall be entitled to a refund of the Deposit, less reasonable Escrow fees. However, upon completion of the Due Diligence Period, the Deposit shall become non-refundable such that should Escrow terminate as the result of any Buyer default, the Deposit shall be paid to Seller as liquidated damages or compensation, as the case may be, under this Agreement and such payment to Seller shall be the sole and exclusive remedy of or compensation to Seller, as the case may be, as a result of the Buyer’s default under or termination of this Agreement. Should Seller default in performance of this Agreement, Buyer shall be entitled to a refund of the Deposit, and Seller shall be responsible for any Escrow fees. Should Escrow close, the Deposit shall be applied towards the Purchase Price.

3.2 **Amount of Purchase Price.**

The purchase price for the Property shall be Three Hundred Eighty-five Thousand Dollars and Zero Cents ($385,000) ("Purchase Price").

3.3 **Payment of Purchase Price.**

On the day preceding Close of Escrow, Buyer shall deposit the balance of the Purchase Price with Escrow Holder in "good funds." "Good funds" shall mean a wire transfer of funds, cashier's or certified check drawn on or issued by the offices of a financial institution located in the State of California, or cash. Escrow Holder shall disburse the cash amount of the Purchase Price to Seller after recordation of the grant deed transferring title to the Property. The total compensation to be paid by Buyer to Seller is all-inclusive of Seller’s interest in the Property.

4. **ADDITIONAL FUNDS AND DOCUMENTS REQUIRED FROM BUYER AND SELLER.**

4.1 **Buyer.**

Buyer agrees that on or before 12:00 noon on the date preceding the Closing Date, Buyer will deposit with Escrow Holder all additional funds and/or documents (executed and acknowledged, if appropriate) which are necessary to comply with the terms of this Agreement.

4.2 **Seller.**

Seller agrees that on or before 12:00 noon on the business day preceding the Closing Date, Seller will deposit with Escrow Holder an executed and recordable grant deed ("Grant Deed"), substantially in the form as provided in Exhibit "C", conveying the Property to Buyer, together with such funds and other items and instruments as may be necessary in order for the Escrow Holder to comply with this Agreement. Escrow Holder will cause the Grant Deed to be recorded when (but in no event after the date specified in Section 5.1 below) it can issue the Title
Policy in the form described in Article 6 below, and holds for the account of Seller the items described above to be delivered to Seller through Escrow, less costs, expenses and disbursements chargeable to Seller pursuant to the terms hereof.

5. **CLOSING DATE; TIME OF ESSENCE.**

5.1 **Closing Date.**

The Parties desire that the Escrow close no later than ninety (90) days following the Opening of Escrow unless otherwise extended by mutual written agreement. The terms "Close of Escrow" and/or "Closing" and/or "Closing Date" are used herein to mean the time that Seller's Grant Deed is filed for recording by the Escrow Holder in the Office of the County Recorder of San Bernardino County, California.

5.2 **Possession.**

Possession and occupancy shall be delivered to Buyer at 5:00 p.m. on the Closing Date.

5.3 **Time of Essence.**

Buyer and Seller specifically understand that time is of the essence and Buyer and Seller each specifically agrees to strictly comply and perform its obligations herein in the time and manner specified and waives any and all rights to claim such compliance by mere substantial compliance with the terms of this Agreement.

6. **TITLE POLICY.**

6.1 **Approval of Title.**

Promptly following execution of this Agreement, but in no event later than ten (10) calendar days following Opening of Escrow, Seller shall furnish Buyer with a Preliminary Title Report ("PTR") issued through the Title Company, describing the state of title of the Property, together with copies of all exceptions specified therein and a map plotting all easements specified therein. The Title Company shall be Stewart Title of California, Inc., 11870 Pierce Street, Suite 100, Riverside, CA 92505. The Title Officer shall be Kaz Bernath, who may be contacted at 951-276-2700, and/or other appropriate personnel of the Title Company authorized and qualified to provide title services. Buyer shall notify Seller in writing ("Buyer's Title Notice") of Buyer's approval of all matters contained in the PTR or of any objections Buyer may have to title exceptions or other matters ("Disapproved Exceptions") contained in the PTR within ten (10) calendar days of receiving the PTR. If Buyer fails to deliver Buyer's Title Notice within said period, Buyer shall be conclusively deemed to have approved the PTR and all matters shown therein.

(a) In the event Buyer delivers Buyer's Title Notice rejecting certain title matters contained in the PTR, Seller shall have a period of ten (10) calendar days after receipt of Buyer's Title Notice in which to notify Buyer of Seller's election to either (i) agree to attempt to remove the Disapproved Exceptions prior to the Close of Escrow; or (ii) decline to remove any such Disapproved Exceptions ("Seller's Notice"), provided, however, if the exception was caused
by Seller or can be removed by Seller at no or minimal cost, Seller shall remove the Exception. Seller's failure to deliver Seller's Notice within said ten (10) calendar day period shall be deemed Seller's election to decline to remove the Disapproved Exceptions. If Seller notifies Buyer of its election to decline to remove the Disapproved Exceptions, if Seller is deemed to have elected to decline to remove the Disapproved Exceptions, or if Seller is unable to remove the Disapproved Exceptions, Buyer may elect either to terminate this Agreement and the Escrow or to accept title to the Property subject to the Disapproved Exception(s). Buyer shall exercise such election by delivery of written notice to Seller and Escrow Holder within five (5) calendar days following the earlier of (i) the date of written advice from Seller that such Disapproved Exception(s) cannot be removed; or (ii) the date Seller declines or is deemed to have declined to remove such Disapproved Exception(s).

(b) Upon the issuance of any amendment or supplement to the PTR which adds additional exceptions, the foregoing right of review and approval shall also apply to said amendment or supplement, provided, however, that Buyer's initial period of review and approval or disapproval of any such additional exceptions shall be limited to ten (10) calendar days following receipt of notice of such additional exceptions. Notwithstanding the foregoing, Buyer's Title Notice and Review period shall automatically terminate three (3) business days prior to Close of Escrow and Buyer's failure to tender Buyer's Title Notice to Seller shall be deemed Buyer's automatic and conclusive approval of the PTR.

6.2 Title Policy.

At the Close of Escrow, the Escrow Holder shall furnish Buyer with an American Land Title Association ("ALTA") Owner's Policy of Title Insurance ("Title Policy") for the Buyer's interest, wherein the Title Company shall insure that title to the Property shall be vested in Buyer, containing no exception to such title which has not been approved or waived by Buyer in accordance with this Section. The Title Policy shall include any available title insurance, extended coverage or endorsements that Buyer has reasonably requested. Seller shall pay the cost that would be required for a California Land Title Association Title Policy. Buyer shall pay the additional cost for the ALTA Title Policy and survey. The premiums for any extended title coverage or endorsements requested by Buyer shall be borne solely by Buyer.

7. DUE DILIGENCE.

7.1 Review of Documents.

Within ten (10) calendar days of Opening of Escrow, Seller shall make available to Buyer true, correct and complete copies of all contracts which relate to the Property (together with any amendments or modifications thereto); the PTR including underlying documents; all reports or other documents in Seller's possession respecting the physical condition of or prior uses of the Property, if any, including, but not limited to, building plans, site plans, ALTA survey, soils and geotechnical studies, and structural studies; and any other information in Seller's possession or control reasonably requested by Buyer regarding the Property. Seller's failure to provide Buyer with a complete copy of each document required to be delivered to Buyer pursuant to this Section shall automatically toll the Due Diligence Period (described below) one day for each day that Seller fails to satisfy its obligations set forth in this Section. Seller's failure to provide the
documents referenced herein to Buyer within the Due Diligence Period shall vest with Buyer the option to terminate this Agreement as set forth in Section 10.5 and thus be entitled to a full refund of the Deposit.

7.2 **Scope of Due Diligence.**

Buyer, until the date that is sixty (60) days after Effective Date ("Due Diligence Period"), shall have the right to make an analysis of the Property including such engineering, feasibility studies, soils tests, environmental studies, surveys and other investigations as Buyer in its sole discretion may desire, to permit Buyer to determine the suitability of the Property for Buyer's contemplated uses and to conduct such other review and investigation which Buyer deems appropriate to satisfy itself to acquire the Property. Buyer shall further have the right to make an examination of all permits, approvals and governmental regulations which affect the Property, including zoning and land use issues and conditions imposed upon the Property by governmental agencies.

7.3 **Entry for Investigation.**

(a) Subject to the conditions hereafter stated, Seller grants to Buyer, its agents and employees a limited license to enter upon any portion of the Property for the purpose of conducting engineering surveys, soil tests, investigations or other studies reasonably necessary to evaluate the condition of the Property, which studies, surveys, investigations and tests shall be done at Buyer's sole cost and expense.

(b) As a condition to Buyer's entry, inspection or testing, Buyer shall keep the Property free and clear of all materialmen's liens, lis pendens and other liens arising out of the entry and work performed under this Agreement.

(c) Buyer shall obtain or cause its consultants to obtain, at Buyer's sole cost and expense prior to commencement of any investigative activities on the Property, a policy of commercial general liability insurance covering any and all liability of Buyer and Seller with respect to or arising out of any investigative activities. Such insurance policy shall name Seller, its successors and assigns as an additional insured.

7.4 **Approval of Due Diligence Matters.**

Buyer shall notify Seller in writing ("Buyer's Due Diligence Notice") on or before expiration of the Due Diligence Period of Buyer's approval or disapproval of the condition of the Property and Buyer's investigations with respect thereto (excluding title matters which are to be approved or disapproved pursuant to Section 6.1 above), which approval may be withheld in Buyer's sole and absolute discretion. Buyer's failure to deliver Buyer's Due Diligence Notice on or before expiration of the Due Diligence Period shall be conclusively deemed Buyer's approval thereof. Buyer's written disapproval of said matters shall vest in the Buyer, in its sole and absolute discretion, the option of terminating this Agreement as set forth in Section 10.5 of this Agreement.

7.5 **Condition and Delivery of Premises.**
Upon Close of Escrow and completion of Buyer's Due Diligence, the Property will be purchased and delivered in an AS-IS, WHERE IS condition.

8. CONDITIONS PRECEDENT TO CLOSE OF ESCROW.

8.1 Condition to Buyer's Obligations.

The obligations of Buyer under this Agreement shall be subject to the satisfaction or written waiver, in whole or in part, by Buyer of each of the following conditions precedent:

(a) Title Company will issue the ALTA Title Policy as required by Section 6 of this Agreement insuring title to the Property vested in Buyer.

(b) Buyer has approved in writing the condition to title of the Property on or before the date provided in Section 6.1 above.

(c) Buyer has approved in writing all Due Diligence matters on or before the expiration of the Due Diligence Period.

(d) Escrow Holder holds and will deliver to Buyer the instruments and funds, if any, accruing to Buyer pursuant to this Agreement.

(e) Seller has deposited an executed and recordable Grant Deed into Escrow.

8.2 Condition to Seller's Obligations.

The obligations of Seller under this Agreement shall be subject to the satisfaction or written waiver, in whole or in part, by Seller of the following condition precedent:

(a) Escrow Holder holds and will deliver to Seller the instruments and funds accruing to Seller pursuant to this Agreement.

8.3 Termination for Failure of a Condition.

If Buyer's closing conditions or Seller's closing conditions, as the case may be, have not been previously approved or waived, this Agreement may be terminated by the party in whose favor the closing conditions run by written notice to the other. If this Agreement is so terminated, the parties shall have no further obligation or liability under this Agreement, except as provided that Escrow Holder must return all amounts deposited by Buyer into Escrow, to Buyer. Any cancellation fee or other costs of the Escrow Holder and Title Company shall be borne equally by Buyer and Seller and each party shall pay its own expenses.

9. REPRESENTATIONS AND WARRANTIES.

9.1 Representations and Warranties - Buyer.
(a) Buyer hereby warrants and represents that, as of the Effective Date, this Agreement and the performance of Buyer's obligations under it and all the documents executed by Buyer that are to be delivered to Seller at the Closing are, or on the Closing Date shall be, duly authorized, executed, and delivered by Buyer and are, or at the Closing Date shall be, legal, valid, and binding obligations of Buyer, and do not, and on the Closing Date shall not, violate any provisions of any agreement or judicial order to which Buyer is a party or to which Buyer or the Property is subject. No consent of any partner, shareholder, creditor, investor, judicial or administrative body, government agency, or other party is required for Buyer to enter into or to perform Buyer's obligations under this Agreement, except as has already been obtained.

(b) Until the Closing, Buyer shall not do anything which would impair Seller's title to any of the Property.

9.2 **Effect of Representations and Warranties.**

Each representation and warranty in this Article 9: (a) is material and being relied on by the party to which the representation and warranty is made; (b) is true in all respects as of the Effective Date; (c) shall be true in all respects on the Closing Date; and (d) shall survive the Closing, except as otherwise provided in this Agreement.

10. **ESCROW PROVISIONS.**

10.1 **Escrow Instructions.**

This Agreement, when signed by Buyer and Seller, shall also constitute Escrow instructions to Escrow Holder. If required by Escrow Holder, Buyer and Seller agree to execute Escrow Holder's standard escrow instructions, provided that the same are consistent with and do not conflict with the provisions of this Agreement. In the event of any such conflict, the provisions of this Agreement shall prevail.

10.2 **General Escrow Provisions.**

Escrow Holder shall deliver the Title Policy to the Buyer and instruct the Riverside County Recorder to mail the Grant Deed to Buyer at the address set forth in Section 14.4 after recordation. All funds received in this Escrow shall be deposited in one or more general escrow accounts of the Escrow Holder with any bank doing business in Riverside County, California, and may be disbursed to any other general escrow account or accounts. All disbursements shall be made by Escrow Holder's check. This Agreement and any modifications, amendments, or supplements thereto may be executed in counterparts and shall be valid and binding as if all of the parties' signatures were on one document.

10.3 **Proration of Real Property Taxes.**

All non-delinquent general and special real property taxes shall be pro-rated to the Close of Escrow on the basis of a thirty (30) day month and a three hundred sixty (360) day year.

10.4 **Payment of Costs.**
Seller shall pay documentary transfer fees and taxes, the premium charges for the CLTA Title Policy, the cost for preparation of a Natural Hazard Zone Disclosure ("NHD") report, the cost to record the Grant Deed, if any, and one-half of the Escrow fees. Buyer shall pay one-half of the Escrow fees and any non-standard coverage, including ALTA premiums or endorsements, requested by Buyer. If Buyer may in its sole discretion desire extended coverage under the Title Policy, Buyer shall pay the additional premiums for such coverage. All other costs of Escrow not otherwise specifically allocated by this Agreement shall be apportioned between the parties in a manner consistent with the custom and usage of Escrow Holder.

10.5 **Termination and Cancellation of Escrow.**

Time is of the essence in this Agreement. If Escrow fails to close as provided above, Escrow shall terminate automatically without further action by Escrow Holder or any party, and Escrow Holder is instructed to return all funds, plus accrued interest, and documents then in Escrow to the respective depositor of the same with Escrow Holder. Cancellation of Escrow, as provided herein, shall be without prejudice to whatever legal rights Buyer or Seller may have against each other arising from the Escrow or this Agreement.

10.6 **Information Report.**

Escrow Holder shall file and Buyer and Seller agree to cooperate with Escrow Holder and with each other in completing any report ("Information Report") and/or other information required to be delivered to the Internal Revenue Service pursuant to Internal Revenue Code Section 6045(e) regarding the real estate sales transaction contemplated by this Agreement, including without limitation, Internal Revenue Service Form 1099-B as such may be hereinafter modified or amended by the Internal Revenue Service, or as may be required pursuant to any regulation now or hereinafter promulgated by the Treasury Department with respect thereto. Buyer and Seller also agree that Buyer and Seller, their respective employees and attorneys, and Escrow Holder and its employees, may disclose to the Internal Revenue Service, whether pursuant to such Information Report or otherwise, any information regarding this Agreement or the transactions contemplated herein as such party reasonably deems to be required to be disclosed to the Internal Revenue Service by such party pursuant to Internal Revenue Code Section 6045(e). The parties further agree that neither Buyer nor Seller shall seek to hold the other party liable for the disclosure to the Internal Revenue Service of any such information.

11. **BROKERAGE COMMISSIONS.**

Buyer and Seller each represent and warrant to the other that no third party is entitled to a broker's commission and/or finder's fee with respect to the transaction contemplated by this Agreement. Buyer and Seller each agree to indemnify and hold the other party harmless from and against all liabilities, costs, damages and expenses, including, without limitation, attorneys' fees, resulting from any claims or fees or commissions, based upon agreements by it, if any, to pay a broker's commission and/or finder's fee.

12. **RISK OF PHYSICAL LOSS.**

Risk of physical loss to the Property shall be borne by Seller prior to the Close of Escrow and by Buyer thereafter. In the event that the Property shall be damaged by fire, flood,
earthquake or other casualty, Buyer shall have the option to terminate this Agreement, provided notice of such termination is delivered to Seller within thirty (30) days following the date Buyer learns of the occurrence of such casualty or Close of Escrow, whichever occurs sooner. If Buyer fails to terminate this Agreement pursuant to the foregoing sentence within said period, Buyer shall complete the acquisition of the Property, in which case Seller shall assign to Buyer the interest of Seller in all insurance proceeds relating to such damage. Seller shall consult with Buyer regarding any proposed settlement with the insurer and Buyer shall have the reasonable right of approval thereof. Seller shall hold such proceeds until the Close of Escrow. In the event this Agreement is terminated for any reason, Buyer shall have no right to any insurance proceeds.

13. **DEFAULT.**

13.1 **Buyer’s Default.**

Buyer shall be deemed to be in Default under this Agreement if Buyer fails, for any reason other than Seller's default under this Agreement or the failure of a condition precedent to Buyer's obligation to perform under this Agreement, to meet, comply with, or perform any covenant, agreement, or obligation required on its part within the time limits and in the manner required in this Agreement, or a material breach shall have occurred of any representation or warranty (made by Buyer) by reason of Buyer's actual fraud or intentional misrepresentation; provided, however, that no such Default shall be deemed to have occurred unless and until Seller has given Buyer written notice of the Default, and Buyer has failed to cure such Default within five (5) days after the receipt of such notice (but in any event before the Closing Date, unless such Default occurs after Closing).

13.2 **Seller’s Default.**

Seller shall be deemed to be in Default under this Agreement if Seller fails, for any reason other than Buyer's Default under this Agreement or the failure of a condition precedent to Seller's obligation to perform under this Agreement, to meet, comply with, or perform any covenant, agreement, or obligation required on its part within the time limits and in the manner required in this Agreement, or a material breach shall have occurred of any representation or warranty (made by Seller) by reason of Seller's actual fraud or intentional misrepresentation; provided, however, that no such Default shall be deemed to have occurred unless and until Buyer has given Seller written notice of the Default, and Seller has failed to cure such Default within five (5) days after receipt of such notice (but in any event before the Closing Date, unless such Default occurs after Closing).

14. **MISCELLANEOUS.**

14.1 **No Conflict of Interest.**

No officer or employee of the Seller shall have any financial interest, direct or indirect, in this Agreement nor shall any such officer or employee participate in any decision relating to the Agreement which affects his financial interest or the financial interest of any corporation, partnership or association in which he is, directly or indirectly, interested, in violation of any
State statute or regulation. Buyer warrants that it has not paid or given and will not pay or give any third party, any money or other consideration for obtaining this Agreement.

14.2 Assignment.

Buyer shall not have the right to assign this Agreement or any interest or right hereunder or under the Escrow without the prior written consent of the Seller at Seller’s absolute and sole discretion. Subject to the foregoing, this Agreement shall be binding upon and shall inure to the benefit of Buyer and Seller and their respective heirs, personal representatives, successors and assigns. Buyer will provide written notice to Seller and Escrow Holder of any assignment and/or vesting designation as may be required so as to not delay Close of Escrow.

14.3 Attorneys’ Fees.

In any action between the parties hereto seeking enforcement of any of the terms and provisions of this Agreement or the Escrow, or in connection with the Property, the prevailing party in such action shall be entitled to have and to recover from the other party its reasonable attorneys’ fees and other reasonable expenses in connection with such action or proceeding, in addition to its recoverable court costs.

14.4 Notices.

Any notice which either party may desire to give to the other party or to the Escrow Holder must be in writing and may be given by personal delivery, facsimile or by mailing the same by U.S. mail to the party to whom the notice is directed at the address of such party hereinafter set forth, or such other address and to such other persons as the parties may hereinafter designate:

To Seller: Successor Agency of the Dissolved Redevelopment Agency of the City of Perris 101 North D Street Perris, CA 92570 Attn: City Manager

To Buyer: Southern California Railway Museum 2201 South A Street Perris, CA 92570-9318 Attn: Chief Executive Officer

Copy To: Aleshire & Wynder, LLP 3880 Lemon Street, Suite 520 Riverside, California 92501 Attn: Eric L. Dunn, Esq.
14.5 **Interpretation; Governing Law.**

This Agreement shall be construed according to its fair meaning and as if prepared by both parties hereto. This Agreement shall be construed in accordance with the laws of the State of California in effect at the time of the execution of this Agreement. Titles and captions are for convenience only and shall not constitute a portion of this Agreement. As used in this Agreement, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates.

14.6 **No Waiver.**

No delay or omission by either party hereto in exercising any right or power accruing upon the compliance or failure of performance by the other party hereto under the provisions of this Agreement shall impair any such right or power or be construed to be a waiver thereof. A waiver by either party hereto of a breach of any of the covenants, conditions or agreements hereof to be performed by the other party shall not be construed as a waiver of any succeeding breach of the same or other covenants, agreements, restrictions or conditions hereof.

14.7 **Modifications.**

Any alteration, change or modification of or to this Agreement, in order to become effective, shall be made by written instrument or endorsement thereon and in each such instance executed on behalf of each party hereto.

14.8 **Severability.**

If any term, provision, condition or covenant of this Agreement or the application thereof to any party or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this instrument, or the application of such term, provisions, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

14.9 **Merger of Prior Agreements and Understandings.**

This Agreement and other documents incorporated herein by reference contain the entire understanding between the parties relating to the transaction contemplated hereby and all prior to contemporaneous agreements, understandings, representations and statements, oral or written, are merged herein and shall be of no further force or effect.

14.10 **No Withholding Because Non-Foreign Seller.**

Seller represents and warrants to Buyer that Seller is not, and as of the Close of Escrow will not be, a foreign person within the meaning of Internal Revenue Code Section 1445 or an out-of-state seller under California Revenue and Tax Code Section 18805 and that it will deliver to Buyer on or before the Close of Escrow (i) a non-foreign affidavit on Escrow Holder's standard form pursuant to Internal Revenue Code Section 1445(b)(2) and the Regulations promulgated thereunder and (ii) a California Form 590-RE.
14.11 **Time.**

Time is of the essence in the performance of the Parties' respective obligations under this Agreement.

14.12 **Non-Liability of Officials or Employees.**

No officer, official or employee of either party shall be personally liable to the other, or any successor in interest of such other party, in the event of any default or breach or for any amount which may become due hereunder, or on any obligations under the terms of this Agreement.

14.13 **Continuing Cooperation.**

Each party shall execute and deliver such other reasonable documents requested by the other party or by Escrow Holder to consummate the transactions described herein.

14.14 **Execution in Counterparts.**

This Agreement may be executed in several counterparts, and all so executed shall constitute one agreement binding on all parties hereto, notwithstanding that all parties are not signatories to the original or the same counterpart.

[SIGNATURES ON FOLLOWING PAGE]
IN WITNESS WHEREOF, the parties hereto have executed this Agreement for Purchase and Sale of Real Property and Escrow Instructions as of the date set forth above.

"SELLER"

SUCCESSOR AGENCY OF THE DISSOLVED REDEVELOPMENT AGENCY OF THE CITY OF PERRIS

By: Richard Belmudez
Its: Executive Director

ATTEST:

Nancy Salazar, Secretary

APPROVED AS TO FORM:

Aleshire & Wynder, LLP

Eric L. Dunn
Agency Counsel

"BUYER"

SOUTHERN CALIFORNIA RAILWAY MUSEUM, INC., a California Corporation

By: Barry Busch
Its: President/CEO
EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

THAT PORTION OF THE NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SECTION 6;

THENCE NORTH 89°43'21" EAST ALONG THE NORTH LINE OF SAID NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER, A DISTANCE OF 17.50 TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 89°43'21" EAST, A DISTANCE OF 20.22 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, RADIAL TO SAID LINE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 49.00 FEET, SAID POINT BEING THE MOST WESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO THE CITY OF PERRIS BY DEED RECORDED MARCH 18, 1988 AS INSTRUMENT NO. 72085, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG THE BOUNDARY LINE OF SAID PARCEL SO CONVEYED AND ALONG SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 103°38'40", AN ARC DISTANCE OF 88.64 FEET;

THENCE NORTH 76°04'40" EAST ALONG SAID BOUNDARY LINE, A DISTANCE OF 50.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 100.00 FEET;

THENCE EASTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 13°38'40", AN ARC DISTANCE OF 23.81 FEET;

THENCE NORTH 89°43'21" EAST ALONG SAID BOUNDARY LINE, A DISTANCE OF 159.04 FEET;

THENCE SOUTH 00°35'37" WEST, A DISTANCE OF 630.25 FEET TO THE SOUTH LINE OF SAID NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 6;

THENCE SOUTH 89°44'12" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 330.00 FEET;

THENCE NORTH 00°35'37" EAST, A DISTANCE OF 550.29 FEET;

THENCE NORTH 09°23'05" EAST, A DISTANCE OF 114.48 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING 4.76 ACRES, MORE OR LESS.
EXHIBIT "B"

MAP OF THE PROPERTY

[SEE NEXT PAGE]
EXHIBIT "C"

GRANT DEED

FREE RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

SUCCESSOR AGENCY OF THE DISSOLVED
REDEVELOPMENT AGENCY OF THE CITY OF PERRIS
Attn: Executive Director
101 N. D. Street
Perris, California 92570

(Space Above This Line For Recorder's Office Use Only)
(Exempt from Recording Fee per Gov. Code §6103)

GRANT DEED

FOR VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged,
SUCCESSOR AGENCY OF THE DISSOLVED REDEVELOPMENT AGENCY OF THE
CITY OF PERRIS, a public body, corporate and politic ("Grantor"), hereby grants to
SOUTHERN CALIFORNIA RAILWAY MUSEUM, INC., a California corporation dba
ORANGE EMPIRE RAILWAY MUSEUM ("Grantee"), the real property hereinafter referred to
as the "Property," in the City of Perris, County of Riverside, State of California, as more
particularly described in Attachment "1" attached hereto and incorporated herein by this
reference, and subject to the restrictions contained herein.

As conditions of this conveyance, the Grantee covenants by and for itself and any
successors in interest for the benefit of the Grantor and the City of Perris ("City"), as follows:

1. Governing Documents. The Property is conveyed pursuant to that certain
Agreement for Purchase and Sale of Real Property and Joint Escrow Instructions ("Agreement")
entered into by Grantor and Grantee dated September 12, 2017. Grantee covenants and agrees
for itself and its successors and assigns to use, operate and maintain the Property in accordance
with the Agreement and this Deed. In the event of any conflict between this Deed and the
Agreement, the provisions of the Agreement shall control.

2. Mortgage Protection. No violation or breach of the covenants, conditions,
restrictions, provisions or limitations contained in this Grant Deed shall defeat or render invalid
or in any way impair the lien or charge of any mortgage, deed of trust or other financing or
security instrument permitted by the Agreement; provided, however, that any successor of
Grantee to the Property shall be bound by such remaining covenants, conditions, restrictions,
limitations and provisions, whether such successor’s title was acquired by foreclosure, deed in
lieu of foreclosure, trustee’s sale or otherwise.
3. **Covenants to Run With the Land.** The covenants contained in this Grant Deed shall be construed as covenants running with the land and not as conditions which might result in forfeiture of title, and shall be binding upon Grantee, its heirs, successors and assigns to the Property, whether their interest shall be fee, easement, leasehold, beneficial or otherwise.

4. **Counterparts.** This Grant Deed may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute one and the same.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on its behalf by its officers or agents hereunto as of the date written below.

"GRANTOR": SUCCESSOR AGENCY OF THE DISSOLVED REDEVELOPMENT AGENCY OF THE CITY OF PERRIS, a public body, corporate and politic

Date: ____________________________

By: Richard Belmudez
Its: Executive Director
ATTACHMENT “I”

LEGAL DESCRIPTION OF THE PROPERTY

THAT PORTION OF THE NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SECTION 6;

THENCE NORTH 89°43'21" EAST ALONG THE NORTH LINE OF SAID NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER, A DISTANCE OF 17.50 TO THE TRUE POINT OF BEGINNING;

THENCE NORTH 89°43'21" EAST, A DISTANCE OF 20.22 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, RADIAL TO SAID LINE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 49.00 FEET, SAID POINT BEING THE MOST WESTERLY CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO THE CITY OF PERRIS BY DEED RECORDED MARCH 18, 1988 AS INSTRUMENT NO. 72085, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTHERLY, SOUTHEASTERLY AND EASTERLY ALONG THE BOUNDARY LINE OF SAID PARCEL SO CONVEYED AND ALONG SAID CURVE, TO THE LEFT, THROUGH A CENTRAL ANGLE OF 103°38'40", AN ARC DISTANCE OF 88.64 FEET;

THENCE NORTH 76°04'40" EAST ALONG SAID BOUNDARY LINE, A DISTANCE OF 50.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE SOUTH, HAVING A RADIUS OF 100.00 FEET;

THENCE EASTERLY ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 13°38'40", AN ARC DISTANCE OF 23.81 FEET;

THENCE NORTH 89°43'21" EAST ALONG SAID BOUNDARY LINE, A DISTANCE OF 159.04 FEET;

THENCE SOUTH 00°35'37" WEST, A DISTANCE OF 630.25 FEET TO THE SOUTH LINE OF SAID NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 6;

THENCE SOUTH 89°44'12" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 330.00 FEET;

THENCE NORTH 00°35'37" EAST, A DISTANCE OF 550.29 FEET;

THENCE NORTH 09°23'05" EAST, A DISTANCE OF 114.48 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINING 4.76 ACRES, MORE OR LESS.
RESOLUTION NUMBER OSB-033

A RESOLUTION OF THE OVERSIGHT BOARD TO THE SUCCESSOR AGENCY TO THE DISSOLVED REDEVELOPMENT AGENCY OF THE CITY OF PERRIS DIRECTING AND APPROVING THE SALE OF APN 330-070-009

WHEREAS, pursuant to Health and Safety Code Section 34173(d), the Successor Agency to the Dissolved Redevelopment Agency of the City of Perris ("Successor Agency") is the successor agency to the dissolved Redevelopment Agency of the City of Perris, confirmed by City of Perris Resolution No. 4383; and

WHEREAS, the Oversight Board of the Successor Agency ("Oversight Board") has been established to direct the Successor Agency to take certain actions to wind down the affairs of the Dissolved Redevelopment Agency of the City of Perris; and

WHEREAS, pursuant to Health and Safety Code Section 34181(a), the Oversight Board is authorized to direct the Agency to transfer assets used for governmental purposes; and

WHEREAS, governmental purposes include but are not limited to roads, buildings, parks, parking lots, police and fire stations; and

WHEREAS, the property was acquired by the Agency within a failed development agreement; and

WHEREAS, A recent appraisal valued the property at $385,000; and

WHEREAS, The Sales price is $385,000 with the proceeds to be transferred to the County auditor-controller for distribution as property tax proceeds.

NOW THEREFORE, the Oversight Board does resolve as follows:

Section 1. The above recitals are all true and correct and incorporated herein.

Section 2. The Oversight Board hereby approves and directs the Agency to sell the referenced property to the Orange Empire Railway Museum and that the proceeds to be transferred to the County auditor-controller for distribution as property tax proceeds.

Section 3. The Oversight Board declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect. The Oversight Board declares that the Oversight Board would have adopted this resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 4. The Oversight Board Secretary shall certify to the adoption of this Resolution.
ADOPTED, SIGNED and APPROVED this 25th day of January, 2017.

Michael M. Vargas  
Oversight Board Chairperson

ATTEST:  
Judy L. Haughney, Oversight Board Secretary

Oversight Board of the City of Perris
STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  §
CITY OF PERRIS  

I, Judy L. Haughney, SECRETARY OF THE OVERSIGHT BOARD OF THE SUCCESSOR AGENCY TO THE DISSOLVED REDEVELOPMENT AGENCY OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number OSB-033 was duly and regularly adopted by the Oversight Board of the Successor Agency to the Dissolved Redevelopment Agency of the City of Perris at a special meeting held the 25th day of January, 2017, by the following called vote:

AYES: CORTES DE PAVON, MOTTE, REINES, VARGAS
NOES: NONE
ABSENT: HURTADO, TILLQUIST, SULLIVAN
ABSTAIN: NONE

[Signature]
Judy L. Haughney, Oversight Board Secretary
May 5, 2017

Mr. Michael McDermott, Redevelopment and Economic Manager
City of Perris
101 North D Street
Perris, CA 92570

Dear Mr. McDermott:

Subject: Oversight Board Action Determinations

The City of Perris Successor Agency (Agency) notified the California Department of Finance (Finance) of its January 25, 2017 Oversight Board (OB) resolutions on January 26, 2017. Pursuant to Health and Safety Code (HSC) section 34179 (h), Finance has completed its review of the OB actions.

Based on our review and application of the law, Finance has made the following determinations:

OB Resolution No. OSB-031

This OB Resolution, approving and directing the transfer of property located on 303 North D Street, Assessor's Parcel Number (APN) 311-120-007, to the City of Perris (City), is not approved.

HSC section 34181 (a) (1) gives the OB the authority to direct the Agency to transfer ownership of assets that were constructed and used for a government purpose to the appropriate public jurisdiction. The Agency desires to transfer the property to the City as an addition to the adjacent park and City Hall campus. However, based on our review, the property is currently an undeveloped parcel, and the Agency did not provide documentation to support the current use of the property is for governmental purpose. Therefore, the property does not meet the definition of governmental use pursuant to HSC Section 34181 (a) and is ineligible for transfer to the City.

OB Resolution No. OSB-032

This OB Resolution, approving and directing the transfer of property located on 1093 Harley Knox Boulevard, APN 314-153-078, to the City, is not approved.

The Agency desires to transfer the property to the City for the continued use in support of the City's Public Works operations; in which the City's future intentions include updating the utilities and structural support of the existing building and utilizing the location as a facility for the City's animal control services. However, the Agency did not provide sufficient documentation to support the property is currently in operation as a public works yard. Therefore, the property
does not meet the definition of governmental use pursuant to HSC Section 34181 (a) and is ineligible for transfer to the City.

OB Resolution No. OSB-033

This OB Resolution, approving and directing the sale of property located on Mountain Avenue, APN 330-070-009, is approved.

HSC section 34177 (e) directs agencies to dispose of assets expeditiously and in a manner aimed at maximizing value. The Agency desires to sell the property located on Mountain Avenue to the Orange Empire Railway Museum at the appraised value of $385,000, and intends to remit the sale proceeds to the County Auditor-Controller to be distributed to the affected taxing entities. Based on our review, the property sale is in compliance with HSC section 34177 (e), and therefore allowed.

As authorized by HSC section 34179 (h), Finance is returning OB Resolution Nos. OSB-031 and OSB-031 to the board for reconsideration. However, the Agency can move forward with the resolution approved by Finance.

Please direct inquiries to Cindie Lor, Supervisor, or Amy Xu, Lead Analyst, at (916) 322-2985.

Sincerely,

JUSTYN HOWARD
Program Budget Manager

cc: Mr. Richard Belmudez, City Manager, City of Perris
    Ms. Pam Ellas, Chief Accountant Property Tax Division, Riverside County
CITY COUNCIL AGENDA SUBMITTAL

Meeting Date: September 12, 2017


REQUESTED ACTION: To adopt the Resolution Number (next in order) approving the Tentative Agreement between the City of Perris and Local 911 of the California Teamsters Public, Professional and Medical Union, and to authorize the City Manager to prepare and execute a successor Memorandum of Understanding between the two parties for the term commencing July 1, 2017 through June 30, 2020, and to authorize corresponding budget appropriations and expenditures.

CONTACT: Richard Belmudez, City Manager

BACKGROUND/DISCUSSION:

The current Memorandum of Understanding ("MOU") between the City of Perris and Local 911 of the California Teamsters Public, Professional And Medical Employees Union ("Union") expired by its own terms on June 30, 2017.

The expired MOU stipulated that the City conduct an advisory salary survey on July 5, 2016. The City Council previously authorized the City Manager on September 27, 2016 to engage in the advisory salary survey and approved an agreement with Cooperative Personnel Services, doing business as CPS HR Consulting, for the purpose of conducting a comprehensive classification and compensation study. The reports with recommendations on the classification and compensation study implementation conducted by CPS HR Consulting ("Classification and Compensation Study") were delivered to the City and the Union on April 6, 2017 and August 1, 2017, respectively. However, the classification specifications, which are part of the Classification and Compensation Study, are pending final review and not yet available for formal approval.

Under the Meyers-Millas-Brown Act ("MMBA"), the City has the duty to participate in labor discussions with the Union to negotiate matters within the scope of representation. The City’s Municipal Employee Relations Representative ("MERR") and the Union have met and conferred
in good faith on the wages, hours, terms and conditions of employment reaching a Tentative Agreement for a successor MOU, which incorporates the recommendations of the Class and Compensation Study. The Union membership ratified the Tentative Agreement on August 30, 2017.

The Tentative Agreement, hereto attached as Exhibit “A” to the proposed Resolution, incorporates the agreed upon deal terms and constitutes a joint recommendation by the MERR and the Union, including the recommended successor MOU changes and is herewith presented for determination and approval by the City Council.

As provided for under the MMBA (Gov’t Code Section 3505.1), City Council will have 30 days to vote to accept or reject the Tentative Agreement. Furthermore, as provided by the Government Code, Staff recommends that the economic terms be implemented as presented in the Tentative Agreement by means of approval of the proposed Resolution. If the City Council approves the Tentative Agreement, the parties shall then jointly prepare a written Memorandum of Understanding for formal approval and adoption by the City Council in a subsequent meeting. The existing expired MOU shall continue as modified by the terms of the Tentative Agreement and until superseded and replaced by the City Council adopted successor MOU.

The Tentative Agreement addresses the following deal points which are effective September 12, 2017 upon City Council approval of the proposed Resolution:

**Deal Point #1 – Salary and Wage Increases:**
- Teamsters will receive a salary increase of 2% effective with the first full payroll after September 12, 2017
- Teamsters will receive a salary increase of 2% effective with the first full payroll after July 1, 2018
- Teamsters will receive a salary increase of 2% effective with the first full payroll after July 1, 2019

**Deal Point #2 – Sick Leave Cash Out Provision:**
The City will provide annual sick leave cash out up to 80 hours provided that the employee has reached an annual sick leave balance of 200 hours. This sick leave cash out provision is not subject to any contingencies with related sick leave usage during any rolling 12 month period.

**Deal Point #3 – Sick Leave at Separation Provision:**
Following completion of five (5) years of consecutive City service and upon retirement or separation of employment, represented employees will be eligible to receive cash distribution of 50% of their sick leave balance.

**Deal Point #4 – Deferred Compensation Benefit:**
The City will offer up to a maximum of a two percent (2%) dollar to dollar match of gross monthly salary to those represented employees voluntarily contributing to their elective 457 deferred compensation plan.

**Deal Point #5 – Stand-By Compensation:**
The City will increase its Stand-By compensation provision from $150.00 to $200.00.
Deal Point #6 – Uniforms (Work Shoe Allowance):
The City will increase its Work Shoe (Boot) Allowance provision from $150.00 to $250.00.

Deal Point #7 – Educational Reimbursement:
The City will increase its educational tuition reimbursement from $1,500 to $2,000, per fiscal year per eligible represented employee.

Deal Point #8 – Bachelor Degree Incentive Pay:
Represented employees who hold a verified Bachelor degree from an Accredited University, whose classification does not require a Bachelor’s degree as a minimum qualification, will be eligible to receive a 5% educational incentive pay.

Deal Point #9 – Master Degree Incentive Pay:
Represented employees who hold a verified Master degree from an Accredited University, whose classification does not require a Master’s degree as a minimum qualification, will be eligible to receive a 2% educational incentive pay.

Deal Point #10 – Hours of Work:
The City will eliminate furloughs and return to a 5/40 work week schedule effective the first full pay period after January 1, 2018. The City will be authorized to stagger employee shifts to provide coverage on all days of the week as necessary for delivery of approved services and programs, including weekends with standard hours from 8:00 a.m. to 6:00 p.m. Monday through Friday.

Deal Point #11 – Term:
The successor MOU shall be for a three (3) year term covering the period from July 1, 2017 through June 30, 2020, but with changes effectuated by the Tentative Agreement not becoming effective until the first full payroll after September 12, 2017.

Deal Point #12 – CPS-HR Consulting Classification and Compensation Study:
The City agrees to implement the recommendations provided by 2016-2017 Classification and Compensation Study conducted by CPS-HR Consulting and to list this item as a re-opener in the successor MOU to further discuss the principles and methodology used by the consulting firm.

As part of the Tentative Agreement, parties have agreed to implement the recommendations of the Classification and Compensation Study for Union employees effective with the first full payroll period following City Council approval of the Tentative Agreement. As aforementioned, the classification specifications, which are part of the Study, are pending final review and not yet available for formal approval. As such, Staff will subsequently bring back for formal approval a comprehensive agenda item encompassing the specific changes and impacts of the Classification and Compensation Study, subject to any meet and confer obligations under the MMBA or any other applicable law. In addition, the successor MOU will list the Classification and Compensation Study as a reopener for discussions with the Union, primarily to provide clarification on the principles and methodology used by the Consultant in preparing the final reports and related recommendations.
In order to facilitate effective and consistent City operations and services, the proposed
Resolution provides for non-represented Confidential employees to receive all economic benefits
provided to Union employees under the proposed Tentative Agreement. In addition, the
Resolution provides for non-represented Management staff including the City Manager to
receive the same salary and wage increases and any other applicable provision such as Hours of
Work as those offered to City employees who are covered by the MOU.

The proposed deal terms will cost approximately $3,428,723 over the course of the three-year
term of the successor MOU for City-wide implementation. An additional budget appropriation
for Fiscal Year 2017-2018 of $1,085,265 is requested to cover the costs of the initial MOU
implementation. This amount excludes the costs associated with the implementation of the
Classification and Compensation Study, which were previously approved with the 2017-2018
Fiscal Year budget.

Staff respectfully recommends that the City Council adopt the attached Resolution approving the
Tentative Agreement with Local 911 of the California Teamsters and to authorize corresponding
budget appropriations and expenditures for its implementation as presented herein.

________________________________________
BUDGET (or FISCAL) IMPACT:

The 2017-2018 fiscal impact to implement the Tentative Agreement and proposed successor
MOU and applicable benefits is approximately $1,085,265.

Prepared by: Isabel Carlos, Director of Administrative Services

Reviewed by:

City Attorney: 
Assistant City Manager: 
Director of Finance: 

Attachments: Resolution Number (Next in Order)
             Exhibit "A"

Consent  September 12, 2017
RESOLUTION NUMBER (NEXT IN ORDER)


WHEREAS, the current Memorandum of Understanding ("MOU") between the City of Perris ("City") and the California Teamsters Public, Professional, and Medical Employees Union, Local 911 ("Union"), effective July 1, 2014 through June 30, 2017, has expired on June 30, 2017; and

WHEREAS, the current MOU between the City and the Union, effective July 1, 2014 through June 30, 2017, stipulated that the City conduct an advisory salary survey; and

WHEREAS, the City Council authorized the City Manager on September 27, 2016 to engage such advisory salary survey and approved an agreement between Cooperative Personnel Services, doing business as CPS HR Consulting, and the City for a comprehensive classification and compensation study; and

WHEREAS, the reports with recommendations on the classification and compensation study implementation conducted by CPS HR Consulting ("Classification and Compensation Study") were delivered to the City and the Union on April 6, 2017 and August 1, 2017; respectively, and

WHEREAS, the City’s Municipal Employee Relations Representative ("MERR"), through his designated representatives, and the Union have successfully met and conferred in good faith to negotiate a successor MOU for the three (3) year term beginning July 1, 2017 through June 30, 2020, pursuant to the Meyers-Millaire-Brown Act ("MMBA") (Government Code Sections 3500-3511); and

WHEREAS, the MERR and the Union authorized representatives have reached a Tentative Agreement, attached hereto as Exhibit "A," regarding the proposed successor MOU, which includes the implementation of the Classification and Compensation Study recommendations; and
WHEREAS, the Tentative Agreement for a successor MOU constitutes a joint recommendation by the MERR and the Union of agreed upon matters within the scope of representation; and

WHEREAS, the Union has ratified the terms of the Tentative Agreement have been ratified by the Union on August 30, 2017; and

WHEREAS, in accordance with Government Code Section 3505.1, if a Tentative Agreement is reached by the authorized representatives of the public agency and a recognized employee organization, then the governing body shall vote to accept or reject the Tentative Agreement within 30 days of the date it is first considered at a duly noticed public meeting; and

WHEREAS, if the Tentative Agreement is accepted, then the City and the Union shall jointly prepare a written successor Memorandum of Understanding to replace the current MOU; and

WHEREAS, if the Tentative Agreement is accepted, the City wishes to facilitate effective and consistent City operations and services, by providing for its non-represented Confidential employees to receive all economic benefits as those offered to employees who are covered by the MOU; and

WHEREAS, for the same reasons furthermore the City wishes to provide for non-represented Management staff including the City Manager to receive the same Salary and Wage increases and any other applicable provision such as Hours of Work as those offered to City employees who are covered by the MOU.

NOW, THEREFORE BE IT RESOLVED, DECLARED, DETERMINED AND ORDERED by the City Council of the City of Perris as follows:

Section 1. That the recitals set forth above are true and correct and incorporated herein by this reference.

Section 2. That the City Council does hereby approve and adopt the Tentative Agreement for a successor MOU between the City and the Union for the three (3) year term beginning July 1, 2017 through June 30, 2020, but with the changes to the prior MOU becoming effective beginning with the first full payroll after September 12, 2017, a copy of said Tentative Agreement being attached hereto as “Exhibit A” and by this reference made a part hereof.

Section 3. That the City Council does hereby acknowledge that the Classification and Compensation Study is incomplete and that implementation and adoption of the complete Classification and Compensation Study will be conducted pursuant to applicable law, including, without limitation, any meet and confer obligations under the MMBA.
Section 4. That the City Council does hereby approve and authorize the economic terms as specified in this Resolution to be implemented for its non-represented Confidential employees and non-represented Management employees including the City Manager, effective beginning with the first full payroll after September 12, 2017.

Section 5. That the City Council does hereby approve and authorize supplemental appropriations of $1,085,265 to fund the Fiscal Year (“FY”) 2017-2018 Budget due to the increased compensation contemplated by the Tentative Agreement.

Section 6. This resolution shall be effective on September 12, 2017. The City Clerk shall certify to the adoption of this resolution.

ADOPTED, SIGNED AND APPROVED THIS 12th Day of September 2017

Michael M. Vargas, Mayor

Resolution Number (next in order)

Attest:

City Clerk

State of California )
County of Riverside ) ss
City of Perris )

I, Nancy Salazar, City Clerk of the City of Perris, California, do hereby certify that the foregoing Resolution Number (next in order) was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held the 12th day of September 2017, by the following vote.

__________________________________________
Nancy Salazar, City Clerk
TENTATIVE AGREEMENT BETWEEN
THE CITY OF PERRIS AND LOCAL 911
OF THE CALIFORNIA TEAMSTERS PUBLIC,
PROFESSIONAL AND MEDICAL
EMPLOYEES UNION

The following represents the Tentative Agreement for a successor Memorandum of
Understanding (‘MOU”) between the City of Perris (“City”) and Teamsters Local 911 (“Union”),
wherein the terms below have been ratified by the Union on August 30, 2017, but remain
subject to approval and adoption by the Perris City Council. The economic impacts of the
Tentative Agreement will be made effective immediately beginning with the first full payroll
period after September 12, 2017 or as otherwise explicitly stated below, whichever comes
later. All other terms and conditions of the previous MOU shall remain in place except for the
amendments as set forth below.

Deal Point #1 – Term and Salary and Wage Increases
Teamsters shall receive a salary increase of 2% effective with the first full payroll after
September 12, 2017; Teamsters shall receive a salary increase of 2% effective with the first full
payroll after July 1, 2018, and Teamsters shall receive a salary increase of 2% effective with the
first full payroll after July 1, 2019.

Deal Point #2 – Sick Leave Cash Out Provision
The City shall provide annual sick leave cash out up to 80 hours provided that the employee has
reached an annual sick leave balance of 200 hours. This sick leave cash out provision shall not
be subject to any contingencies with related sick leave usage during any rolling 12 month
period.

Deal Point #3 – Sick Leave at Separation Provision
Following completion of five (5) years of consecutive City service and upon retirement or
separation of employment, employees shall be eligible to receive cash distribution of 50% of
their sick leave balance.

Deal Point #4 – Deferred Compensation Benefit
The City will offer up to a maximum of a two percent (2%) dollar to dollar match of gross
monthly salary to those employees voluntarily contributing to their elective 457 deferred
compensation plan.

Deal Point #5 – Stand-By Compensation:
The City shall increase its Stand-By compensation provision from $150.00 to $200.00.

Deal Point #6 – Uniforms (Work Shoe Allowance)
The City shall increase its Work Shoe (Boot) Allowance provision from $150.00 to $250.00.
TENTATIVE AGREEMENT BETWEEN THE CITY OF PERRIS AND TEAMSTERS LOCAL 911

**Deal Point #7 – Educational Reimbursement**
The City shall increase its educational tuition reimbursement from $1,500 to $2,000, per fiscal year per eligible employee.

**Deal Point #8 – Bachelor Degree Incentive Pay**
Employees who hold a verified Bachelor degree from an Accredited University, whose classification does not require a Bachelor degree as a minimum qualification, will be eligible to receive a 5% educational incentive pay.

**Deal Point #9 – Master Degree Incentive Pay**
Employees who hold a verified Master degree from an Accredited University, whose classification does not require a Master degree as a minimum qualification, will be eligible to receive a 2% educational incentive pay.

**Deal Point #10 – Hours of Work**
The City shall eliminate furloughs and return to a 5/40 work week schedule effective the first full pay period after January 1, 2018. The City shall be authorized to stagger employee shifts to provide coverage on all days of the week as necessary for delivery of approved services and programs, including weekends with standard hours from 8:00 a.m. to 6:00 p.m. Monday through Friday.

**Deal Point #11 – Term**
The successor MOU shall be an approximately three (3) year term starting July 1, 2017 through June 30, 2020, but with the changes effectuated by this Tentative Agreement not becoming effective until the first full payroll after September 12, 2017.

**Deal Point #12 – CPS-HR Consulting Classification and Compensation Study**
The City agrees to implement the recommendations provided by 2016-2017 Classification and Compensation Study conducted by CPS-HR Consulting and to list this item as a re-opener in the successor MOU to further discuss the principles and methodology used by the consulting firm.

IT IS SO AGREED:

**Teamsters Local 911:**

Gregorio Daniel  
Business Representative  
9/7/17  
Date

**City of Perris:**

Darren Madkin  
Chief Negotiator  
9/7/17  
Date

Richard Belmontz  
City Manager/Municipal Employee Relations Officer  
9/7/17  
Date
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Proposed Transfer of the North Perris Water System from the Perris Public Utility Authority ("PPUA") to the City

REQUESTED ACTION: It is recommended that the City Council and PPUA Board of Directors approve the terms of the Asset and Real Property Purchase Agreement between the City and the PPUA.

CONTACT: Eric Dunn, City Attorney

BACKGROUND/DISCUSSION:

At its July 11, 2017, meeting the City Council approved resolutions that submit to voters the question of whether to sell the City's water systems to Liberty Utilities. The election will be held on November 7, 2017. At the same meeting the City Council also approved the terms of an Asset Purchase Agreement with Liberty Utilities for the sale of the systems, which will be subject to voter approval ("Liberty Agreement").

The North Perris Water System was originally acquired from the McCanna Ranch Water Company by the City, but the original purchase agreement was assigned to the PPUA. The Liberty Agreement is premised on the water systems being owned by the City. The proposed Asset and Real Property Purchase Agreement between the PPUA and the City ("PPUA Agreement") would fulfill that prerequisite by transferring the North System from the PPUA to the City in order to accommodate the sale.

Recommended Action

The PPUA Agreement is attached in draft form. Staff recommends that the City Council and PPUA Board approve the general terms of the PPUA Agreement, authorize and direct the City Manager and City Attorney to finalize it, and authorize and direct the Mayor to execute it when it is in final form. If there are any substantive changes to the PPUA Agreement, the PPUA Agreement will be brought back to the City Council and PPUA Board for further consideration.

BUDGET (or FISCAL) IMPACT

None.
Reviewed by:
City Attorney X
Assistant City Manager Darren Madkin
Director of Finance Jennifer Erwin

Attachments:
1. Draft Asset and Real Property Purchase Agreement

Consent: X
Public Hearing:
Business Item:
Other:
ASSET AND REAL PROPERTY PURCHASE AGREEMENT

This Asset and Real Property Purchase Agreement ("Agreement") is made and entered into as of this 12th day of September, 2017 ("Agreement Date") by and among CITY OF PERRIS, a California municipal corporation ("City") and the PERRIS PUBLIC UTILITY AUTHORITY, a California joint powers authority ("PPUA").

RECATALS

A. On December 12, 2008, City entered into an Asset and Real Property Purchase Agreement ("Original Purchase Agreement") with McCanna Ranch Water Company ("MRWC"), a public utility, for the purchase of substantially all of the real property and assets owned by MRWC related to the North Perris Water System ("System" or "NPWS").

B. The Original Purchase Agreement was concurrently assigned to the PPUA which has operated the System continuously since the purchase. The PPUA now desires to transfer to City and City desires to acquire the System.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises, representations, warranties covenants contained herein and the consideration specified below the parties agree as follows:

1. Incorporation of Recitals. The Recitals are true and correct and are an integral part of this Agreement and incorporated herein.

2. Transfer.

2.1 Purchase and Sale of Real Property and Assets. Upon the terms and subject to the conditions of this Agreement, City agrees to purchase from PPUA, and PPUA agrees to sell, transfer, convey and deliver to City (i) all of the land, and all buildings, fixtures and improvements thereon and all real property interests (including, but not limited to, easements, profits a pendre agreements, etc.) owned by PPUA, as more particularly described in Exhibit A-1 attached hereto ("Real Property"); and (ii) all of the personal property assets, both tangible and intangible, owned by PPUA, including, without limitation, all of the assets listed in Exhibit A-2 attached hereto ("Personal Property") (collectively, "Assets"). The parties agree to execute documents reasonably necessary to carry out the foregoing transaction and transfer of the Assets to the City.

2.2 Condition Subsequent. City has entered into an agreement with a third party for the sale of City’s water systems, including the Assets, subject to approval of the voters at a special election being held for that purpose. The parties acknowledge and agree that in the event the voters at the special election do not approve the City’s transfer of the Assets to the third party purchaser, City shall have the right to elect to transfer the Assets back to PPUA and PPUA shall accept such transfer upon the same terms as City acquired the Assets pursuant to this Agreement. City may exercise this right by written notice to PPUA. Thereafter the parties shall execute all documents reasonably required to effect the return of the Assets to PPUA.
2.3 **Limited Assumption of Liabilities.** City is not assuming and will not have any responsibility whatsoever with respect to any obligation or liability of PPUA, whether or not arising out of or relating to the Assets, regardless of amount, character or description, or whether accrued, contingent or otherwise, except for the obligations specifically identified in the Assignment and Assumption Agreement in the form attached hereto as Exhibit D ("Assignment and Assumption Agreement").

It is specifically understood and agreed that City is **not** assuming any responsibility for:

a. The Promissory Note (as defined in the Original Purchase Agreement).

b. Any employees of PPUA or any obligations with respect to any employees.

PPUA indemnifies and agrees to hold City harmless from any of the non-assumed obligations.

2.4 **Purchase Price.** The purchase price for the Assets is One Dollar ($1.00) ("Purchase Price"). The Purchase Price is the fair value of the Assets as of the Agreement Date as determined by the parties considering the following factors:

(i) the Assets are being transferred to City in AS-IS condition and with only limited representations or warranties set forth in this Agreement;

(ii) the Real Property is being conveyed only by a quitclaim deed and no title insurance policy is being issued to City; and

(iii) City is aware that the System has been operating at an annual deficit and will be responsible for all ongoing obligations for the operation of the System.

3. **Closing.**

3.1 **Closing.** Provided City does not terminate this Agreement pursuant to Section 7, the parties shall consummate this transaction at a meeting in the City’s offices on a day mutually agreeable to the parties but, in no event, later than thirty (30) days from the Agreement Date ("Closing").

3.2 **Deliveries and Procedures at Closing.** At the Closing, the parties shall deliver the documents and funds as follows:

3.2.1 **City Deliveries.** At the Closing, City shall deliver the following to PPUA:

a. Two (2) copies of the Assignment and Assumption Agreement.

b. A check payable to PPUA for the Purchase Price.

3.2.2 **PPUA Deliveries.** At the Closing, PPUA shall deliver the following to City:

a. Bill of Sale;
b. Two (2) copies of the Assignment and Assumption Agreement.

c. All documents (including books and records) pertaining to the Assets and the operation of the Water System.

d. An executed and acknowledged Quit Claim Deed in the form of Exhibit D ("Quit Claim Deed").

e. A check payable to City for prorations of any amounts due to City under the Management Agreement to the Closing Date.

3.2.3 Completion of Documents. At the Closing, the Bill of Sale and Assignment and Assumption Agreement shall be dated as of the Closing Date. Each party shall receive a fully executed copy of the Assignment and Assumption Agreement. PPUA shall receive a copy of the executed Quit Claim Deed and Bill of Sale.

3.3 Recordation. Promptly after the Closing, City will execute and attach a Certificate of Acceptance to the Quit Claim Deed which shall be promptly recorded in the Official Records of Riverside County. After recordation, City shall deliver a copy of the recorded Quit Claim Deed to PPUA.

3.4 Costs. Any costs involved with the consummation of the transfer pursuant to this Agreement including the recordation of the Quit Claim Deed, shall be borne by City. However, each party shall be solely responsible for their own attorney fees incurred in the drafting of this Agreement and the consummation of this transaction.

3.5 Post-Closing Cooperation Covenant. After the Closing, the parties covenant to reasonably cooperate with each other to effect the transfer contemplated by this Agreement including, but not limited to, execution of any documents reasonably requested by the other party and delivery of any funds which may be properly due to the other party after the Closing.

3.6 Risk of Loss. Until the Closing, PPUA shall maintain all current property, casualty, liability, and other insurance policies in effect as of the Agreement Date. After the Closing, City shall be responsible to secure all insurance coverages as it may determine to be reasonable.

4. No Title Insurance; Possession.

4.1 No Title Insurance. The parties agree that no title insurance will be provided to City at Closing and City understands the risk of such decision.

4.2 Possession. Upon consummation of the Closing, PPUA shall deliver possession of the Property to City free and clear of any possessory interests.

5. Representations and Warranties. Except as set forth or otherwise disclosed in this Agreement or by written notice delivered to City prior to the Closing, PPUA represents and warrants to City that, as of the Agreement Date:
a. PPUA has provided to City true, correct and complete copies of all books, records and documents related to the Assets.

b. PPUA has not received notice of violation of any applicable law, ordinance, regulation, order or requirement relating to PPUA’s operation or use of the Assets.

c. Except as disclosed by PPUA in writing to City, there is no litigation pending or threatened against or by PPUA or the Assets which relates to, or if decided adversely, could have a material adverse effect upon, the Assets (including condemnation or similar proceedings).

d. Except as disclosed in this Agreement, the Assets are not subject to any operating, maintenance or repair contract or other agreements that will bind the Assets or the City after the Closing.

No representation, statement or warranty by PPUA contained in this Agreement contains or will contain any untrue statements or omits, or will omit, a material fact necessary to make the statement of fact therein recited not misleading. If, after PPUA’s execution hereof and prior to the Closing, any event occurs or condition exists of which Seller becomes aware which renders any of the representations contained herein untrue or misleading, PPUA shall promptly notify City in writing. PPUA’s representations and warranties in this Section 5 shall survive Closing.

6. **Due Diligence.**

6.1 **Delivery of Documents.** Within three (3) days of the Agreement Date, PPUA shall deliver to City true, correct and complete copies of all documents related to the Assets.

6.2 **Entry onto Real Property.** Commencing as of the Agreement Date, PPUA grants to City, its agents and employees a limited license to enter upon the Real Property for the purpose of conducting engineering surveys, soil tests, investigations or other studies reasonably necessary to evaluate the condition of the Real Property, which studies, surveys, investigations and tests shall be done at City’s sole cost and expense. As a condition to City’s entry, inspection or testing, City shall keep the Real Property free and clear of all materialmen’s liens, lis pendens and other liens arising out of the entry and work performed under this Agreement.

6.3 **Books and Records.** Commencing as of the Agreement Date, PPUA will permit City, its agents and employees access to all books, records and documents related to the Assets.

6.4 **Right to Terminate.** Prior to the Closing, City shall make its own investigation of the Assets as it may reasonably require. If City disapproves the condition of the Assets, City shall have the right to terminate this Agreement by delivering written notice of termination to PPUA within ten (10) days from the Agreement Date.

7. **Miscellaneous.**

7.1 **Entire Agreement.** This Agreement and the exhibits and schedules hereto contain the entire agreement between the parties relating to this transaction and supersede any prior agreements between City and PPUA.
7.2 **Modification or Amendment.** This Agreement may be modified, amended or supplemented only by a written instrument duly executed by all the parties hereto. Any oral representations or modifications concerning this instrument shall be of no force and effect.

7.3 **Notices.** All notices, requests, demands and other communications under this Agreement shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given or within three (3) business days if mailed to the party to whom notice is to be given, by first class mail, registered, or certified, postage prepaid and properly addressed to the address below:

If to PPUA: Perris Public Utility Authority
Perris, CA 92570
Attention:

With a copy to:

Attention:

If to City: City of Perris
101 North D Street
Perris, CA 92570
Attention: Richard Belmudez, City Manager

With a copy to: Aleshire & Wynder, LLP
3880 Lemon Street Suite 520
Riverside, CA 92501
Attention: Eric Dunn, Esq.

7.4 **Attorneys’ Fees.** In the event of any arbitration, litigation or judicial action in connection with this Agreement or the enforcement thereof or the enforcement of any obligation hereunder, the prevailing party in any such litigation or judicial action shall be entitled to recover all costs and expenses of any such judicial action or litigation (including, but not limited to, reasonable attorneys’ fees, costs, expenditures and fees) from the other party.

7.5 **Severability.** The provisions of this Agreement shall be deemed severable and the invalidity or unenforceability of any one or more of the provisions hereof shall not affect the validity and enforceability of the other provisions hereof.

7.6 **Captions.** All captions and headings contained in this Agreement are for convenience of reference only and shall not be construed to limit or extend the terms or conditions of this Agreement.

7.7 **Further Assurances.** Each party hereto will execute, acknowledge and deliver any further assurances, documents and instruments reasonably requested by any other party hereto for the purpose of giving effect to the transactions contemplated herein or the intentions of the parties with respect thereto.
7.8 **Assignment.** This Agreement shall not be assigned by either party hereto without the prior written consent of the other party. Subject to the foregoing, this Agreement and all of the provisions hereof shall be binding upon and inure to the benefit of the parties hereto and their respective successors, assigns, heirs, executors and personal representatives.

7.9 **Counterparts.** This Agreement may be signed in counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument, with the same force and effect as though each of the parties executed the same document.

7.10 **No Broker’s Fees.** Each party represents and warrants that no broker, finder, or any other person or entity has any claim for any brokerage commissions or fees in connection with any of the transactions contemplated by this Agreement. Each party shall indemnify the other against any claim or loss suffered as a result of any claim for brokerage commissions or fees payable, or claimed to be payable, on the basis of any actions in connection with this Agreement.

7.11 **Applicable Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of California.

7.12 **Incorporation of Exhibits.** Exhibits A-1, A-2, B, C and D attached hereto are incorporated herein by reference

IN WITNESS WHEREOF, the parties hereto have executed this Asset and Real Property Purchase Agreement as of the Agreement Date.

**PPUA:**

PERRIS PUBLIC UTILITY AUTHORITY, a California joint powers authority

By: ____________________________
Name: __________________________
Title: __________________________

**CITY:**

CITY OF PERRIS, a California municipal corporation

By: ____________________________
Name: Michael M. Vargas, Mayor

**ATTEST:**

By: ____________________________
Name: Nancy Salazar, City Clerk

**APPROVED AS TO FORM:**

__________________________

**APPROVED AS TO FORM:**

__________________________

By: ____________________________
Name: __________________________

By: ____________________________
Name: Eric Dunn, City Attorney
EXHIBIT A-1

LEGAL DESCRIPTION OF REAL PROPERTY

That certain real property in the City of Perris, County of Riverside, State of California, legally described as follows:

PARCEL 1: (APN: 303-370-003-1)

LOT 17 OF TRACT NO. 22831, AS SHOWN BY MAP ON FILE IN BOOK 244 PAGES 77 THROUGH 89 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 2: (APN: 308-233-034-0)

LOT G OF TRACT NO. 22836, AS SHOWN BY MAP ON FILE IN BOOK 245 PAGES 5 THROUGH 10 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 3: (APN: 308-323-058-0)

LOT H OF TRACT NO. 22838, AS SHOWN BY MAP ON FILE IN BOOK 291 PAGES 34 THROUGH 39 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 4: (APN: 303-443-043-2)

LOT G OF TRACT NO. 22841, AS SHOWN BY MAP ON FILE IN BOOK 322 PAGES 68 THROUGH 73 OF MAPS AND AS SHOWN ON AMENDED MAP ON FILE IN BOOK 382, PAGES 33 THROUGH 35 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.
PARCEL 5:

ALL BUILDINGS, FIXTURES AND IMPROVEMENTS ON PARCELS 1, 2, 3 AND 4 DESCRIBED ABOVE, INCLUDING, WITHOUT LIMITATION, A PUMP AND ELECTRICAL BUILDING, FIVE WELLS AND ASSOCIATED FACILITIES, WELL PUMPS, BOOSTER PUMPS, ALL PIPES AND RELATED DISTRIBUTION IMPROVEMENTS, TWO WELDED STEEL RESERVOIRS, A GENERATOR, AN EMERGENCY CONNECTION TO EASTERN MUNICIPAL WATER DISTRICT, TRANSMISSION AND DISTRIBUTION MAINS, METERS, SERVICES, HYDRANTS, AND ALL OTHER ITEMS ASSOCIATED WITH THE DISTRIBUTION FACILITIES.

PARCEL 6:

ALL IMPROVEMENTS CONSTITUTING REAL PROPERTY INSTALLED OR CONSTRUCTED PURSUANT TO RIGHTS GRANTED TO MCCANNA RANCH WATER COMPANY UNDER THAT CERTAIN ORDINANCE NUMBER 1105 AS ADOPTED, SIGNED AND APPROVED BY THE MAYOR OF THE CITY OF PERRIS ON JUNE 25, 2002.

PARCEL 7:


PARCEL 8:

ALL RIGHTS AND BENEFICIAL INTEREST IN ALL EASEMENTS OWNED, HELD BY, OR IN FAVOR OF MCCANNA RANCH WATER COMPANY, AND MCCANNA RANCH WATER COMPANY’S INTEREST IN ALL FIXTURES AND IMPROVEMENTS OWNED BY OR INSTALLED FOR THE BENEFIT OF MCCANNA RANCH WATER COMPANY THAT ARE LOCATED WITHIN SUCH EASEMENTS.
EXHIBIT A-2

ASSETS

Equipment. All equipment, machinery, fixtures, furnishings, trucks, trailers, automobiles, furniture and any other tangible personal property which is not otherwise defined on this Exhibit A-2.

Inventory. All items of inventory of raw materials, work in process, repair and replacement parts, finished goods, supplies and any other materials to be consumed in operating the NPWS.

Contracts and Commitments. PPUA’s rights, benefits and interests in any and all Contracts.

Intellectual Property. All Intellectual Property used by PPUA or owned, developed or licensed by PPUA, and all other Intellectual Property rights as described in the Agreement, including, but not limited to, all rights under licenses and sublicenses granted or obtained with respect thereto, and all claims arising with respect to any past or future infringement thereof.

Records. All books and records, including, without limitation, accounting books, records and ledgers, budgets, personnel records, customer lists, credit information, vendor lists, other customer and supplier records, correspondence, files, data, documents and printed materials.

Promotional and Marketing Materials. All advertising, sales, promotional and creative materials, literature, artwork and photography; marketing, sales, and strategic plans, studies and reports.

Design and Production Information. All know-how, technical information, formulae, drawings, bills of materials, developmental work, parts lists, models and phototypes, process sheets and other product-related information.

Accounts Receivable and Other Claims. All accounts, notes and other receivables, causes of action, choses in action, rights of recovery, rights of setoff, rights of recoupment and all documents, records, data, and other materials and information evidencing or otherwise related to any of the foregoing.

Prepaid Assets and Security Deposits. All prepaid assets and security deposits reflected on PPUA’s books or otherwise, if any, including any prepaid tuition and materials fees.

Permits. All Permits.

Goodwill. All goodwill associated with the Assets.

Current Assets. All other current assets not previously listed or described on this Exhibit A-2.
EXHIBIT B

BILL OF SALE

This Bill of Sale ("Bill of Sale") is made as of ______________, 2017 ("Effective Date") by PERRIS PUBLIC UTILITY AUTHORITY, a California joint powers authority ("PPUA") in favor of CITY OF PERRIS, a municipal corporation ("City") in connection with the sale and transfer of all right, title and interest in and to the assets listed on Schedule 1 attached hereto (collectively, the "Assets") pursuant to that certain Asset and Real Property Purchase Agreement dated as of ______________, 2017 ("Purchase Agreement").

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, PPUA agrees as follows:

1. **Conveyance.** As of the Effective Date, PPUA hereby sells, assigns, transfers and conveys to City forever all of PPUA’s right, title and interest in and to the Assets.

2. **Authority.** PPUA represents and warrants to City that, as of the Effective Date, it has authority to transfer the Assets pursuant to this Bill of Sale.

3. **Covenant.** PPUA further covenants and agrees that it shall execute such other and further instruments and documents as City may reasonably request to carry into effect or to evidence further the transfer of the Assets to City.

4. **Condition.** EXCEPT AS OTHERWISE SPECIFIED IN THE PURCHASE AGREEMENT, THE ASSETS ARE HEREBY CONVEYED TO ASSIGNEE IN AN "AS IS," "WHERE IS," "WITH ALL FAULTS" CONDITION AND PPUA DOES NOT WARRANT, AND HEREBY EXPRESSLY DISCLAIMS, ANY AND ALL WARRANTIES OF TRANSFER, QUALITY, FITNESS AND MERCHANTABILITY RELATING TO ANY OF THE ASSETS, INCLUDING, WITHOUT LIMITATION, THE CONDITION OF THE ASSETS OR THE FITNESS OF ANY OF THE ASSETS CONVEYED HEREBY FOR A PARTICULAR USE OR PURPOSE OR FOR CITY’S INTENDED USE OR PURPOSE.

5. **Purchase Agreement.** In the event of a conflict between this Bill of Sale and the Purchase Agreement, the Purchase Agreement shall control.

6. **Successor and Assigns.** The provisions of this Bill of Sale shall bind and benefit the legal representatives, successors and assigns of City and PPUA.

7. **Governing Law.** This Bill of Sale shall be governed by and construed in accordance with the laws of the State of California.

8. **Counterparts.** This Bill of Sale may be executed in counterparts, each of which, when taken together, shall constitute fully executed originals.

[SIGNATURES ON FOLLOWING PAGE]
IN WITNESS WHEREOF, the parties have executed this Bill of Sale as of __________, 2017.

PPUA:

PERRIS PUBLIC UTILITY AUTHORITY,
a California joint powers authority

By: __________________________
Name: _________________________
Title: __________________________

ATTEST:

By: ___________________________

______________________________

APPROVED AS TO FORM:

______________________________

By: __________________________

______________________________
SCHEDULE 1

ASSETS

Equipment. All equipment, machinery, fixtures, furnishings, trucks, trailers, automobiles, furniture and any other tangible personal property which is not otherwise defined on this Schedule 1.

Inventory. All items of inventory of raw materials, work in process, repair and replacement parts, finished goods, supplies and any other materials to be consumed in operating the Business.

Contracts and Commitments. PPUA’s rights, benefits and interests in contracts, purchase orders, customer orders, leases, indentures, mortgages, instruments, security interests, guarantees, commitments and all other agreements.

Intellectual Property. All Intellectual Property used by PPUA or owned, developed or licensed by PPUA, and all other Intellectual Property rights as described in the Agreement, including, but not limited to, all rights under licenses and sublicenses granted or obtained with respect thereto, and all claims arising with respect to any past or future infringement thereof.

Records. All books and records, including, without limitation, accounting books, records and ledgers, budgets, personnel records, customer lists, credit information, vendor lists, other customer and supplier records, correspondence, files, data, documents and printed materials.

Promotional and Marketing Materials. All advertising, sales, promotional and creative materials, literature, artwork and photography; marketing, sales, and strategic plans, studies and reports.

Design and Production Information. All know-how, technical information, formulae, drawings, bills of materials, developmental work, parts lists, models and phototypes, process sheets and other product-related information.

Accounts Receivable and Other Claims. All accounts, notes and other receivables, causes of action, chooses in action, rights of recovery, rights of setoff, rights of recoupment and all documents, records, data, and other materials and information evidencing or otherwise related to any of the foregoing.

Prepaid Assets and Security Deposits. All prepaid assets and security deposits reflected on PPUA’s books or otherwise, if any, including any prepaid tuition and materials fees.

Permits. All Permits.

Current Assets. All other current assets not previously listed or described on this Schedule 1.
EXHIBIT C

QUIT CLAIM DEED

FREE RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

CITY OF PERRIS
101 N. D Street
Perris, CA 92570
Attn: City Manager

APNs. 303-370-003-1, 308-233-034-0, 308-323-058-0, and 303-443-043-2. (Space Above This Line for Recorder's Office Use Only)
Exempt from Recording Fee per Gov. Code §6103.

THE UNDERSIGNED GRANTOR DECLARES that no
documentary transfer tax is due pursuant to R&T Code §11932.

QUIT CLAIM DEED

FOR A VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged and
subject to the covenants specified below, the PERRIS PUBLIC UTILITY AUTHORITY, a California
joint powers authority ("Grantor") remises, releases and quit claims forever to the CITY OF PERRIS,
a California municipal corporation ("Grantee") that certain real property in the City of Perris, County of
Riverside, State of California, as more particularly legally described in Schedule A attached hereto and
incorporated herein by this reference ("Property").

A. Covenant of Non-Discrimination. Grantee agrees to refrain from restricting the rental, sale, or
lease of any portion of the Property on the basis of race, color, creed, religion, sex, marital status, age,
ancestry, or national origin of any person. All such deeds, leases, or contracts shall contain or be subject
to substantially the following nondiscrimination or non-segregation clauses:

(a) Deeds: In deeds the following language shall appear: "The grantee herein covenants
by and for itself, its heirs, executors, administrators, and assigns, and all persons claiming under or
through them, that there shall be no discrimination against or segregation of any person or group of
persons on account of race, color, creed, religion, sex, marital status, age, ancestry, or national
origin in the sale, lease, rental, sublease, transfer, use, occupancy, tenure, or enjoyment of the land
herein conveyed, nor shall the grantee itself, or any persons claiming under or through it, establish
or permit any such practice or practices of discrimination or segregation with reference to the
selection, location, number, use, or occupancy of tenants, lessees, subtenants, sublessees, or
vendees in the land herein conveyed. The foregoing covenants shall run with the land."

(b) Leases: In leases the following language shall appear: "The lessee herein covenants by
and for itself, its heirs, executors, administrators, successors, and assigns, and all persons claiming
under or through them, and this lease is made and accepted upon and subject to the following
conditions:
That there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, age, ancestry, or national origin in the leasing, subleasing, renting, transferring, use, occupancy, tenure, or enjoyment of the land herein leased nor shall the lessee itself, or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, sublessees, subtenants, or vendees in the land herein leased."

(c) Contracts: In contracts pertaining to conveyance of the realty the following language shall appear: "There shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, age, ancestry, or national origin in the sale, lease, rental, sublease, transfer, use, occupancy, tenure, or enjoyment of the land, nor shall the transferee itself, or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, subtenants, sublessees, or vendees of the land."

The foregoing covenants shall remain in effect in perpetuity.

IN WITNESS WHEREOF, Grantor has caused this Quit Claim Deed to be executed on its behalf by its officers or agents hereunto as of the date below.

GRANTOR

PERRIS PUBLIC UTILITY AUTHORITY,
a California joint powers authority

By: ________________________________
Name: ______________________________
Title: ______________________________

ATTEST:

By: ________________________________

APPROVED AS TO FORM:

By: ________________________________
CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the Quit Claim Deed dated ______________, 2017, from the PERRIS PUBLIC UTILITY AUTHORITY, a California joint powers authority, is hereby accepted by the undersigned officer on behalf of CITY OF PERRIS pursuant to authority conferred by City Council of City of Perris pursuant to that certain Asset and Real Property Purchase Agreement approved on ______________, 2017, and Grantee consents to recordation thereof by its duly authorized officer.

Dated: ______________, 2017

GRANTEE:

CITY OF PERRIS, a municipal corporation

By: _______________________

Richard Belmudez, City Manager
SCHEDULE A

LEGAL DESCRIPTION OF PROPERTY

That certain real property in the City of Perris, County of Riverside, State of California, legally described as follows:

PARCEL 1: (APN: 303-370-003-1)

LOT 17 OF TRACT NO. 22831, AS SHOWN BY MAP ON FILE IN BOOK 244 PAGES 77 THROUGH 89 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 2: (APN: 308-233-034-0)

LOT G OF TRACT NO. 22836, AS SHOWN BY MAP ON FILE IN BOOK 245 PAGES 5 THROUGH 10 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 3: (APN: 308-323-058-0)

LOT H OF TRACT NO. 22838, AS SHOWN BY MAP ON FILE IN BOOK 291 PAGES 34 THROUGH 39 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 4: (APN: 303-443-043-2)

LOT G OF TRACT NO. 22841, AS SHOWN BY MAP ON FILE IN BOOK 322 PAGES 68 THROUGH 73 OF MAPS AND AS SHOWN ON AMENDED MAP ON FILE IN BOOK 382, PAGES 33 THROUGH 35 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING AND RESERVING TO THE STATE ALL OIL, OIL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBON, BY WHATSOEVER NAME KNOWN, AND ALL OTHER MINERALS AND MINERAL RIGHTS, WHETHER OR NOT SIMILAR TO THOSE HEREIN MENTIONED WITHOUT THE RIGHT OF SURFACE ENTRY.

PARCEL 5:
ALL BUILDINGS, FIXTURES AND IMPROVEMENTS ON PARCELS 1, 2, 3 AND 4 DESCRIBED ABOVE, INCLUDING, WITHOUT LIMITATION, A PUMP AND ELECTRICAL BUILDING, FIVE WELLS AND ASSOCIATED FACILITIES, WELL PUMPS, BOOSTER PUMPS, ALL PIPES AND RELATED DISTRIBUTION IMPROVEMENTS, TWO WELDED STEEL RESERVOIRS, A GENERATOR, AN EMERGENCY CONNECTION TO EASTERN MUNICIPAL WATER DISTRICT, TRANSMISSION AND DISTRIBUTION MAINS, METERS, SERVICES, HYDRANTS, AND ALL OTHER ITEMS ASSOCIATED WITH THE DISTRIBUTION FACILITIES.

PARCEL 6:

ALL IMPROVEMENTS CONSTITUTING REAL PROPERTY INSTALLED OR CONSTRUCTED PURSUANT TO RIGHTS GRANTED TO MCCANNA RANCH WATER COMPANY UNDER THAT CERTAIN ORDINANCE NUMBER 1105 AS ADOPTED, SIGNED AND APPROVED BY THE MAYOR OF THE CITY OF PERRIS ON JUNE 25, 2002.

PARCEL 7:


PARCEL 8:

ALL RIGHTS AND BENEFICIAL INTEREST IN ALL EASEMENTS OWNED, HELD BY, OR IN FAVOR OF MCCANNA RANCH WATER COMPANY, AND MCCANNA RANCH WATER COMPANY'S INTEREST IN ALL FIXTURES AND IMPROVEMENTS OWNED BY OR INSTALLED FOR THE BENEFIT OF MCCANNA RANCH WATER COMPANY THAT ARE LOCATED WITHIN SUCH EASEMENTS.
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA )
   ) ss.
COUNTY OF RIVERSIDE )

On _____________, 2017 before me, ____________________________, a notary public, personally appeared ____________________________ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____________________________________________________
Notary Public

SEAL:
EXHIBIT D

ASSIGNMENT AND ASSUMPTION AGREEMENT

This Assignment and Assumption Agreement ("Assignment"), dated as of _______, 2017 ("Effective Date"), is made by and between PERRIS PUBLIC UTILITY AUTHORITY, a California joint powers authority ("Assignor") and CITY OF PERRIS, a California municipal corporation ("Assignee").

RECITALS

A. Assignor and Assignee are parties to that certain Asset and Real Property Purchase Agreement dated as of ________________, 2017 ("Purchase Agreement").

B. Pursuant to the Purchase Agreement, Assignor has agreed to assign and transfer to Assignee and Assignee has agreed to acquire and assume all the contracts described on Schedule 1 attached hereto ("Contracts").

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged and agreed, the parties hereto hereby, agree as follows:

AGREEMENT

1. Defined Terms. All capitalized terms not otherwise defined in this Assignment shall have the meanings assigned to such terms in the Purchase Agreement.

2. Assignment. As of the Effective Date, Assignor grants, bargains, sells, transfers, assigns and delivers unto Assignee, all of Assignor's right, title and interest in, to and under the Contracts. Assignor shall remain responsible for performance of all obligations under the Contracts prior to the Effective Date.

3. Assumption. As of the Effective Date, Assignee agrees to assume, perform, pay and discharge all of Assignor's covenants and obligations under the Contracts that arise after the Effective Date.

4. Enforcement. To the extent permitted by law or by the express terms of any warranties and guarantees included in the Contracts, Assignee shall have the right in its own name to enforce, make a claim under, or file a suit on any warranty or guaranty assigned hereby.

5. Purchase Agreement Unaffected. This Assignment does not in any manner terminate, amend, modify, enlarge or limit any representations, covenants, agreements, warranties or indemnities of either party hereto contained in the Purchase Agreement and each of the representations, covenants, agreements, warranties and indemnities in the Purchase Agreement survive the execution of this Assignment.

6. Successors and Assigns. All of the terms and provisions of this Assignment shall be binding upon each party hereto and their respective successors and assigns, and shall inure to the benefit of each party hereto and their respective successors and assigns.
7. **Notices.** All notices, requests, and approvals that may be given in connection with this Assignment shall be in writing and addressed/directed to the other party in accordance with the notice provisions of the Purchase Agreement.

8. **Counterparts.** This Assignment may be executed and delivered by the parties hereto in any number of counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Assignment and Assumption Agreement as of the Effective Date.

**PPUA:**

PERRIS PUBLIC UTILITY AUTHORITY, a California joint powers authority

By: __________________________
Name: _______________________
Title: _________________________

ATTEST:

By: __________________________

**CITY:**

CITY OF PERRIS, a California municipal corporation

By: ___________________________
Michael M. Vargas, Mayor

ATTEST:

By: ___________________________
Nancy Salazar, City Clerk

**APPROVED AS TO FORM:**

_____________________________

By: ___________________________

**APPROVED AS TO FORM:**

ALESHIRE & WYNDER, LLP

By: ___________________________
Eric Dunn, City Attorney
SCHEDULE 1

CONTRACTS

[Attach list of all service contracts and warranties to be assigned to City]
SUBJECT: Optimus I, Traffic Control Plans

REQUESTED ACTION: Adopt Traffic Control Plans Prepared by A Cone Zone, Inc. on Behalf of the Owner

CONTACT: Habib Motlagh, City Engineer

BACKGROUND/DISCUSSION:

This item was previously approved by City Council on June 13, 2017, however after field verification and site meeting with Storm Drain Contractor, it was determined the traffic control plans as submitted at that time were in error and not feasible as proposed.

The revised plans require closure of 2 lanes along Ramona Expressway east bound during night time, leaving one functional lane at night and 2 lanes during the day time. This work is estimated to take 60 working days.

Work on Webster Avenue and Patterson Avenue including intersection of Patterson and Harley Knox also include traffic control and flagging. The owner/contractor are responsible to meet with residents and business owners along Webster / Patterson to discuss this plan and provide safe and reasonable access to all.

The owner/contractor are also responsible to provide the services of a Traffic Engineer to monitor and make changes as needed to traffic control devices.

All other terms and conditions stated in enclosed staff report dated June 13, 2017 remain the same.

BUDGET (or FISCAL) IMPACT:

All construction costs associated with this permit shall be paid by developer.

Reviewed by:

City Attorney
Assistant City Manager
Director of Finance

Attachments: Staff Report dated 6/13/17
Traffic Control Plan
Letter from Traffic Control Contractor

Consent: Yes
Public Hearing: Business Item:
Other:
September 5, 2017

Michael F. Mitchell
Project Manager
Fullmer Construction
1725 S. Grove Avenue
Ontario, CA 91761

Ref: Fullmer Optimus

Dear Mike:

Per both yours and Michael Sajjadi’s request and instructions, I have outlined below the traffic control and description for the above referenced project.

Ramona Expressway (Eastbound Side) – All work concerning the installation of the storm drain along Ramona Expressway will take place during the hours of 9PM to 5AM. During the night time work activities, the Eastbound traffic will be reduced to a single lane, with no lane restrictions on the Westbound side. During non-working/daytime hours (5AM to 9PM), the Eastbound traffic will be reduced to two lanes.

Webster Ave & Ramona Expressway Intersection – All work concerning the installation of the storm drain within the intersection of Webster Ave and Ramona Expressway will take place during the hours of 9PM to 5AM. During the night time work activities, lane restrictions will affect both the East & Westbound directions of travel. Please note, that a minimum of one through lane of traffic in each direction will be maintained at all times. During non-working/daytime hours (5AM to 9PM), all lanes of traffic, in each direction will be open, no lane restrictions. Please note that the daytime setup has been modified to allow normal flow of traffic at the intersection, in addition to allowing the signal to operate as normal.

Ramona Expressway (Westbound Side) - All work concerning the installation of the storm drain along Ramona Expressway will take place during the hours of 9PM to 5AM. During the night time work activities, westbound traffic will be reduced to either one or two lanes (with a minimum of one through lane of traffic maintained at all times). During non-working/daytime hours (5AM to 9PM), all westbound lanes will be open, no restrictions.

Webster Ave – All work concerning the installation of the storm drain along Webster Ave will take place during daytime working hours. Due to the location of proposed storm drain, no lane restrictions (either day or night) will be required.

Regards,

Michael Reeve
Sales Representative
RAMONA EXPRESSWAY LEFT LANE CLOSURE FOR PROPOSED STORM DRAIN (PHASE 3A)

No. of Days to Complete: 58

LEGEND

- CONE DR
- CONE SIGN
- TYPE I BARRICADE
- WI SIGN
- FLAG TREE
- WI VINYL SIGN
- SIGNALIZED INTERSECTION

WORK AREA 1

PHASE 3A

NIGHTTIME SETUP
9PM - 5AM
(WORKING)
FLAGGING SETUP FOR
PATTERSON AVE

LEGEND

- CONE OR DELINERATOR
- PROP. STREET
- TYPE I BARRICADE
- DIRECTIONAL
- STREET
- IMPROVEMENT
- W SIGN
- ARROW
- FLAGGER
- "TU1 1" ARRAY

PHASE 11

MARKHAM ST.
POSTED SPEED: 35 MPH

WORK ZONE
(LENGTH AS INDICATED)

PATTERSON AVE.
POSTED SPEED: 45 MPH

WORK ZONE
(LENGTH AS INDICATED)

STEEL PLATES SHALL BE PLACED AND ROAD WILL BE OPENED TO TRAFFIC AT END OF EACH WORK DAY.

PHASE 12

MARKHAM ST.
POSTED SPEED: 35 MPH

WORK ZONE
(LENGTH AS INDICATED)

PATTERSON AVE.
POSTED SPEED: 45 MPH

WORK ZONE
(LENGTH AS INDICATED)

STEEL PLATES SHALL BE PLACED AND ROAD WILL BE OPENED TO TRAFFIC AT END OF EACH WORK DAY.

WORK AREA 2
PHASES 11 & 12

GRAPHIC SCALE
1 in. = 20 ft

CONTRACTOR
Fuller Construction
1725 S. Grove Ave.
Ontario, CA 91761
(909) 347-8642
Contact: Matt Meenath

TRAFFIC CONTROL
Webster Ave & Ramona Expressway
Storm Drain and Street Improvements
12 of 17

PREPARED BY
A Cone Zone Inc.
1940 Market Street
Connes, CA 92320
(951) 734-6526
License B501905

REVISED:

Del 09-06-17

[Other information not relevant to the natural text]
PHASE 13

STEEL PLATES SHALL BE PLACED AND ROAD WILL BE OPENED TO TRAFFIC AT END OF EACH WORK DAY.

LEGEND

- CONE OR DELINETER
- TYPE I BARRICADE
- W/SIGN
- FLAGGER
- "TU11" ARRAY

PHASE 14

STEEL PLATES SHALL BE PLACED AND ROAD WILL BE OPENED TO TRAFFIC AT END OF EACH WORK DAY.

WORK AREA 2
PHASES 13 & 14
NARROW LANE SETUP FOR ADA RAMP INSTALLATION

STELL PLATES SHALL BE PLACED AND ROAD WILL BE OPENED TO TRAFFIC AT END OF EACH WORK DAY.

WORK AREA 3

WORK AREA 4

PHASE 1

GRAPHIC SCALE

0 10 20 30
0 100 200 300

300' to 1 Mile

Tempe, AZ

Legend

CONES OR
DELINERATOR

WORK AREA

TYPE I BARRICADE

W/ SIGN

PROP. STREET

IMPROVEMENT

FLAGSTAFF

PROP. VEHICLE

DETECTOR LOOP

DIRECTIONAL

ARROW

SIGNALIZED

INTERSECTION

FLASHING

ARROW SIGN

NARROW LANE SETUP FOR STREET

IMPROVEMENTS/VEHICLE

DETECTION ZONE INSTALLATION

WESTERN WAY,
05:20 AM SPEED LIMIT: 25 MPH

WESTERN WAY,
05:20 AM SPEED LIMIT: 25 MPH

HARLEY KNOX BLVD.
POSTED SPEED: 45 MPH

HARLEY KNOX BLVD.
POSTED SPEED: 45 MPH
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Resolution Requesting Legislation from Congress Supporting the Deferred Action for Childhood Arrivals ("DACA") Program

REQUESTED ACTION: That the City Council consider Resolution No. (next in order) entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS REQUESTING LEGISLATION FROM THE CONGRESS OF THE UNITED STATES TO PERMANENTLY PROTECT YOUNG IMMIGRANTS ELIGIBLE UNDER THE DEFERRED ACTION FOR CHILDHOOD ARRIVALS PROGRAM

CONTACT: Richard Belmudez, City Manager

BACKGROUND/DISCUSSION:

On June 15, 2012 former President Obama announced the Deferred Action for Childhood Arrivals (DACA) program to protect and benefit young undocumented immigrants who arrived in the United States as children (aka "Dreamers"). There are nearly 800,000 DACA recipients in the United States, over 200,000 in California, and over 30,000 DACA-eligible immigrants in Riverside County. DACA granted several protections and benefits to Dreamers, such as administrative relief from deportation, a Social Security Number, and a work permit.

On September 5, 2017 President Trump formally rescinded the DACA program. According to the Center for American Progress, DACA's termination could reduce the nation's GDP by an estimated $460.3 billion over the next 10 years, including a reduction of $11.6 billion in California alone.

The attached resolution would request Congress to pass legislation permanently protecting DACA-eligible Dreamers.

BUDGET (or FISCAL) IMPACT

None.
Reviewed by:
City Attorney    X
Assistant City Manager Darren Madkin
Director of Finance Jennifer Erwin

Attachments:
1. Resolution

Consent:
Public Hearing:
Business Item:
Other:
RESOLUTION NO. _________

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS REQUESTING LEGISLATION FROM THE CONGRESS OF THE UNITED STATES TO PERMANENTLY PROTECT YOUNG IMMIGRANTS ELIGIBLE UNDER THE DEFERRED ACTION FOR CHILDHOOD ARRIVALS PROGRAM

WHEREAS, on June 15, 2012 former President Obama announced the Deferred Action for Childhood Arrivals (DACA) program to protect and benefit young undocumented immigrants who arrived in the United States as children (Dreamers); and

WHEREAS, DACA granted several protections and benefits to Dreamers, such as administrative relief from deportation, a Social Security Number, and a work permit; and

WHEREAS, there are nearly 800,000 DACA recipients in the United States, over 200,000 in California, and over 30,000 DACA-eligible immigrants in Riverside County; and

WHEREAS, DACA permitted Dreamers to pursue an education and earn a living which otherwise would have been denied to them, resulting in adverse effects on Dreamers and their families; and

WHEREAS, DACA’s termination will reduce the nation’s GDP by an estimated $460.3 billion over the next 10 years, including a reduction of $11.6 billion in California alone, according to the Center for American Progress; and

WHEREAS, DACA kept families together that would otherwise have been torn apart; and

WHEREAS, many DACA recipients and DACA-eligible immigrants fled violence and persecution in their countries of origin and would be endangered by deportation; and

WHEREAS, it would be unfair to deprive Dreamers of DACA’s protections and benefits; and

WHEREAS, on September 5, 2017 President Trump formally rescinded the DACA program; and

01006.0001/406848.3
WHEREAS, the City desires to support and work with other local agencies and schools in their efforts to maintain policies that protect Dreamers.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris:
1. The foregoing recitals are incorporated by reference as if set forth in full.
2. The City Council opposes President Trump's rescission of DACA, and requests that the United States Congress pass legislation to permanently protect DACA-eligible Dreamers.

PASSED, APPROVED, AND ADOPTED, this ____ day of _____________ 2017 by the following:

________________________________________
Michael M. Vargas, Mayor

ATTEST:

________________________________________
Nancy Salazar, City Clerk
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Update its participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program

REQUESTED ACTION: Introduce the first reading of an Ordinance to amend and update the City of Perris TUMF program

Adopt a Resolution to amend an updated fee schedule applicable under the TUMF program

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND:

The City of Perris is a Member Jurisdiction of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and eighteen (18) cities located in Western Riverside County. Acting in concert, in 2002-2003 the WRCOG Member Jurisdictions developed a plan whereby the shortfall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials due to new development in Western Riverside County could be made up in part by a Transportation Uniform Mitigation Fee ("TUMF") on future residential, commercial and industrial development. As a Member Jurisdiction of WRCOG and as a TUMF Participating Jurisdiction, the City participated in the preparation of a "Western Riverside County Transportation Uniform Fee Nexus Study," ("2002 Nexus Study") later adopted by the WRCOG Executive Committee. Based on the 2002 Nexus Study, the City adopted and implemented an ordinance authorizing the City's participation in a TUMF Program.

Pursuant to the Mitigation Fee Act (Gov. Code §§ 66000 et seq.), WRCOG has prepared a new nexus study ("2016 Nexus Study") to update the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and recommended TUMF Participating Jurisdictions update their fees by amending their applicable TUMF ordinance to reflect changes in the TUMF network and the cost of construction.

DISCUSSION:

The attached Ordinance provides the legal basis for a revised TUMF schedule. The actual TUMF schedule will be established through the attached Resolution.

In accordance with the Mitigation Fee Act, the proposed Ordinance and 2016 Nexus Study: (i) identify the purpose of the revised fees; (ii) identify the use to which the revised fees is to be put, including identification of any facilities to be financed; (iii) determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed; (iv) determine how there is a reasonable relationship between the need for the public facilities and the type of development project upon which the fees are imposed; and (v) determine how there is a reasonable relationship between the amount of the fees and the cost of the public facilities or portion or the public facility attributable to the development on which the fees are imposed.
The resolution will establish the Fee Schedule for TUMF as follows:

(1) $9,418.00 per single family residential unit
(2) $6,134.00 per multi-family residential unit
(3) $1.77 per square foot of an industrial project
(4) $7.50 per square foot of a retail commercial project
(5) $4.56 per square foot of a service commercial project
(6) $2.19 per square foot of a service Class A and B Office

Staff is recommending that the City Council adopt the TUMF fee ordinance and adopt a resolution to update the fee schedule applicable under the updated TUMF program. By continuing its participation in the TUMF program, it allows the City of Perris to provide adequate facilities in the western portion of Riverside County.

FISCAL IMPACT: The updated TUMF schedule will have no financial impact to the City.

PREPARED BY: Veronica Arana, Counter Services Supervisor
REVIEWED BY: Clara Miramontes, Assistant City Manager

Assistant City Attorney: Darren Madkin
Director of Finance: Jennifer Erwin

Attachments: Ordinance and Resolution

Public Hearing: September 12, 2017
ORDINANCE NO. ______

AN ORDINANCE OF THE CITY OF PERRIS AMENDING AND SUPERCEDING ORDINANCE NO. 1114 TO UPDATE PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The City Council of the City of Perris, California "(City") ordains as follows:

Section 1. Title.

This Ordinance shall be known as the “Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2017” (“Ordinance”).

Section 2. Findings.

A. The City is a member agency of the Western Riverside Council of Governments (“WRCOG”), a joint powers agency comprised of the County of Riverside and 18 cities located in Western Riverside County. Acting in concert, the WRCOG Member Agencies developed a plan whereby the shortfall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials in Western Riverside County (the “Regional System”) could be made up in part by a Transportation Uniform Mitigation Fee (“TUMF”) on future residential, commercial and industrial development. A map depicting the boundaries of Western Riverside County and the Regional System is attached hereto as Exhibit “A” and incorporated herein. As a Member Agency of WRCOG and as a TUMF Participating Jurisdiction, the City participated in the preparation of a certain “Western Riverside County Transportation Uniform Fee Nexus Study,” dated October 18, 2002 (the “2002 Nexus Study”) prepared in compliance with the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) and adopted by the WRCOG Executive Committee. Based on the 2002 Nexus Study, the City adopted and implemented an ordinance authorizing the City's participation in a TUMF Program.

B. WRCOG, with the assistance of TUMF Participating Jurisdictions, has prepared an updated nexus study entitled “Transportation Uniform Mitigation Fee Nexus Study: 2016 Update” (“2016 Nexus Study”) pursuant to California Government Code sections 66000 et seq. (the Mitigation Fee Act), for the purpose of updating the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and TUMF Program and recommended TUMF Participating Jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program.

C. Consistent with its previous findings made in the adoption of Ordinance No. 1114 dated April 8, 2003, the City Council has been informed and advised, and hereby finds, that if the capacity of the Regional System is not enlarged and unless development contributes to the cost of improving the Regional System, the result will be substantial traffic congestion in all parts of Western Riverside County, with unacceptable Levels of Service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare. Therefore, continuation of a TUMF Program is essential.

D. The City Council finds and determines that there is a reasonable and rational relationship between the use of the TUMF and the type of development projects on which the fees are imposed because the fees will be used to construct the transportation improvements that are necessary for the
safety, health and welfare of the residential and non-residential users of the development in which the TUMF will be levied.

E. The City Council finds and determines that there is a reasonable and rational relationship between the need for the improvements to the Regional System and the type of development projects on which the TUMF is imposed because it will be necessary for the residential and non-residential users of such projects to have access to the Regional system. Such development will benefit from the Regional System improvements and the burden of such developments will be mitigated in part by payment of the TUMF.

F. The City Council finds and determines that the cost estimates set forth in the new 2016 Nexus Study are reasonable cost estimates for constructing the Regional System improvements and the facilities that compromise the Regional System, and that the amount of the TUMF expected to be generated by new development will not exceed the total fair share cost to such development.

G. The fees collected pursuant to this Ordinance shall be used to help pay for the design, planning, construction of and real acquisition for the Regional System improvements and its facilities as identified in the 2016 Nexus Study. The need for the improvements and facilities is related to new development because such development results in additional traffic and creates the demand for the improvements.

H. By notice duly given and published, the City Council set the time and place for a public hearing on the 2016 Nexus Study and the fees proposed thereunder and at least ten (10) days prior to this hearing, the City Council made the 2016 Nexus Study available to the public.

I. At the time and place set for the hearing, the City Council duly considered data and information provided by the public relative to the cost of the improvements and facilities for which the fees are proposed and all other comments, whether written or oral, submitted prior to the conclusion of the hearing.

J. The City Council finds that the 2016 Nexus Study proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements and facilities to the Regional system.

K. The City Council hereby adopts the 2016 Nexus Study and its findings. The 2016 Nexus Study is attached and incorporated herein as Exhibit “B.”

L. The City Council hereby adopts this Ordinance to amend and supersede the provisions of Ordinance No. 1114.

Section 3. Definitions.

For the purpose of this Ordinance, the following words, terms and phrases shall have the following meanings:

A. “Class ‘A’ Office” means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class ‘A’ Office shall be as follows: (i) minimum of three stories (exception will be made for March JPA, where height requirements exist); (ii) minimum of 10,000 square feet per floor; (iii) steel frame construction; (iv) central, interior lobby; and (v) access to
suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/exits for commercial uses within the building.

B. “Class ‘B’ Office” means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class ‘B’ Office shall be as follows: (i) minimum of two stories; (ii) minimum of 15,000 square feet per floor; (iii) steel frame, concrete or masonry shell construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/exits for commercial uses within the building.

C. “Development Project” or “Project” means any project undertaken for the purposes of development, including the issuance of a permit for construction.

D. “Gross Acreage” means the total property area as shown on a land division of a map of record, or described through a recorded legal description of the property. This area shall be bounded by road rights of way and property lines.

E. “Habitable Structure” means any structure or part thereof where persons reside, congregate or work and which is legally occupied in whole or part in accordance with applicable building codes, and state and local laws.


G. “Low Income Residential Housing” means “Residential Affordable Units”: (A) for rental housing, the units shall be made available, rented and restricted to “lower income households” (as defined in Health and Safety Code Section 50079.5) at an “affordable rent” (as defined in Health and Safety Code Section 50053), ). Affordable units that are rental housing shall be made available, rented, and restricted to lower income households at an affordable rent for a period of at least fifty-five (55) years after the issuance of a certificate of occupancy for new residential development. and (B) for for-sale housing, the units shall be sold to “persons or families of low or moderate income” (as defined in Health and Safety Code Section 50093) at a purchase price that will not cause the purchaser’s monthly housing cost to exceed “affordable housing cost (as defined in Health and Safety Code Section 50052.5)

Affordable units that are for-sale housing units shall be restricted to ownership by persons and families of low or moderate income for at least forty-five (45) years after the issuance of a certificate of occupancy for the new residential development.

H. “Multi-Family Residential Unit” means a development project that has a density of greater than eight (8) residential dwelling units per gross acre.

I. “Non-Residential Unit” means retail commercial, service commercial and industrial development which is designed primarily for non-dwelling use, but shall include hotels and motels.
J. "Recognized Financing District" means a Financing District as defined in the TUMF Administrative Plan as may be amended from time to time.

K. "Residential Dwelling Unit" means a building or portion thereof used by one (1) family and containing but one (1) kitchen, which is designed primarily for residential occupancy including single-family and multi-family dwellings. "Residential Dwelling Unit" shall not include hotels or motels.

L. "Retail Commercial Project" means any development project that proposes any retail commercial activity use not defined as a service commercial project allowed in the following Ordinance No. 348 zoning classifications: R-1, R-R, R-R-O, R-I-A, R-A, R-2, R-2-A, R-3, R-3-A, R-T, R-T-R, R-4, R-5, R-6, C-I/C-P, C-T, C-P-S, C-R, C-O, R-V-C, C-V, W-2, R-D, N-A, W-2-M, W-1, or SP with one of the aforementioned zones used as the base zone, which can include any eating/dining facility residing on the retail commercial development premises.

M. "Service Commercial Project" means any development project that is predominately dedicated to business activities associated with professional or administrative services, and typically consists of corporate offices, financial institutions, legal, and medical offices eating/dining facilities, and other uses related to personal or professional services.

N. "Single Family Residential Unit" means each residential dwelling unit in a development that has a density of eight (8) units to the gross acre or less.

O. "TUMF Participating Jurisdiction" means a jurisdiction in Western Riverside County which has adopted and implemented an ordinance authorizing participation in the TUMF Program and complies with all regulations established in the TUMF Administrative Plan, as adopted and amended from time to time by the WRCOG.

P. "Disabled Veteran" means any veteran who is retired or is in process of medical retirement from military service who is or was severely injured in a theatre of combat operations and has or received a letter of eligibility for the Veterans Administration Specially Adapted Housing (SAH) Grant Program.

Q. Government/public buildings, public schools, and public facilities means any owned and operated facilities by a government entity in accordance with Section G. Exemptions, Subsection 2. of this Ordinance. A new development that is subject to a long-term lease with a government agency for government/public buildings, public schools, and public facilities shall apply only if all of the following conditions are met:

(a) The new development being constructed is subject to a long-term lease with a government agency.

(b) The project shall have a deed restriction placed on the property that limits the use to government/public facility for the term of the lease, including all extension options, for a period of not less than 20 years. Any change in the use of the facility from government shall trigger the payment of the TUMF in effect at the time of the change is made.

(c) No less than ninety percent of the total square footage of the building is leased to the government agency during the term of deed restriction the long term and any extensions thereof.

(d) The new development is constructed at prevailing wage rates.

(e) A copy of the lease is provided to the applicable jurisdiction and to WRCOG.

(f) Based on the facts and circumstances WRCOG determines that the intent of the lease is to provide for a long-term government use, and not to evade payment of TUMF.
R. "Non-profit Organization" means an organization operated exclusively for exempt purposes set forth in section 501(c)(3) of the Internal Revenue Code, and none of its earnings may inure to any private shareholder or individual. In addition, it may not be an action organization, i.e., it may not attempt to influence legislation as a substantial part of its activities and it may not participate in any campaign activity for or against political candidates. For the purposes of the TUMF Program, the non-profit may be a 501(c) (3) charitable organization as defined by the Internal Revenue Service.

S. "Long-Term Lease" as used in the TUMF Program, a "long-term lease" shall mean a lease with a term of no less than twenty years.

T. "Mixed-Use Development" as used in the TUMF Program, means Developments with the following criteria: (1) three or more significant revenue-producing uses, and (2) significant physical and functional integration of project components.

U. "Guest Dwellings" and "Detached Second Units" according to the State of California legal definition as following: 1) The second unit is not intended for sale and may be rented; 2) The lot is zoned for single-family dwellings; 3) The lot contains an existing single-family dwelling; 4) The second unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling; and 5) Are ministerially amended by each jurisdiction's local codes.

V. "TUMF Administrative Plan" means that the TUMF Administration Plan adopted by the WRCOG Execution Committee May 5, 2003, as amended, setting forth detailed administration procedures and requirements for the TUMF program.

Section 4. Establishment of the Transportation Uniform Mitigation Fee.

A. Adoption of TUMF Schedule. The City Council shall adopt an applicable TUMF schedule through a separate resolution, which may be amended from time to time.

B. Fee Calculation. The fees shall be calculated according to the calculation methodology fee set forth in the WRCOG TUMF Fee Calculation Handbook adopted July 14, 2003, as amended from time to time. In addition to data in the Fee Calculation Handbook, WRCOG Staff and the local agency may consider the following items when establishing the appropriate fee calculation methodology:

- Underlying zoning of the site
- Land-use classifications in the latest Nexus Study
- Project specific traffic studies
- Latest Standardized reference manuals such as the Institute of Traffic Engineers Trip Generation Manual
- Previous TUMF calculations for similar uses
- WRCOG staff shall approve final draft credit / reimbursement agreement prior to execution

WRCOG shall have final determination regarding the appropriate methodology to calculate the fee based on the information provided. In case of a conflict between the applicant, WRCOG, and/or the local agency regarding the fee calculation methodology, the dispute resolution process in the TUMF Administrative Plan will apply.
C. **Fee Adjustment.** The fee schedule may be periodically reviewed and the amounts adjusted by the WRCOG Executive Committee. By amendment to the Resolution reference is subsection A, above, the fees may be increased or decreased to reflect the changes in actual and estimated costs of the Regional System including, but not limited to, debt service, lease payments and construction costs. The adjustment of the fees may also reflect changes in the facilities required to be constructed, in estimated revenues received pursuant to this Ordinance, as well as the availability or lack thereof of other funds with which to construct the Regional System. WRCOG shall review the TUMF Program no less than every four (4) years after the effective date of this Ordinance.

D. **Purpose.** The purpose of the TUMF is to fund those certain improvements to the Regional System as depicted in Exhibit “A” and identified in the 2016 Nexus Study, Exhibit “B.”

E. **Applicability.** The TUMF shall apply to all new development within the City, unless otherwise exempt hereunder.

F. **Exemptions.** The following types of new development shall be exempt from the provisions of this Ordinance and in TUMF Administrative Plan:

1. Low income residential housing as described in Section 3 Definitions, Subsection G of this Ordinance and in the TUMF Administrative Plan.
2. Government/public buildings, public schools, and public facilities as described in Section 3. Definitions, Subsection Q of this Ordinance and in the TUMF Administrative Plan. Airports that are public use airports and are appropriately permitted by Caltrans or other state agency.
3. Development Projects which are the subject of a Public Facilities Development Agreement entered into pursuant to Government Code section 65864 et seq, prior to the effective date of Ordinance this, wherein the imposition of new fees are expressly prohibited, provided that if the term of such a Development Agreement is extended by amendment or by any other manner after the effective date of this Ordinance, the TUMF shall be imposed.
4. The rehabilitation and/or reconstruction of any habitable structure in use on or after January 1, 2000, provided that the same or fewer traffic trips are generated as a result thereof.
5. Guest Dwellings and Detached Second Units as described in this Ordinance in Section 3. Definitions, Subsection U. and in the Administrative Plan
6. Kennels and Catteries established in connection with an existing single family residential unit.
7. Any sanctuary, or other activity under the same roof of a church or other house of worship that is not revenue generating and is eligible for a property tax exemption (excluding concert venues, coffee/snack shops, book stores, for-profit pre-school day-cares, etc., which would be assessed TUMF.)
8. Any nonprofit corporation or nonprofit organization offering and conducting full-time day school at the elementary, middle school or high school level for students between the ages of five and eighteen years.
9. New single-family homes, constructed by non-profit organizations, specially adapted and designed for maximum freedom of movement and independent living for qualified Disabled Veterans.”
10. Other uses may be exempt as determined by the WRCOG Executive Committee as further defined in the TUMF Administrative Plan.
G. **Credit.** Regional System improvements may be credited toward the TUMF in accordance with the TUMF Administrative Plan and the following:

**Regional Tier**

i. **Arterial Credits:** If a developer constructs arterial improvements identified on the Regional System, the developer shall receive credit for all costs associated with the arterial component based on approved Nexus Study for the Regional System effective at the time the credit agreement is entered into. WRCOG staff must pre-approve any credit agreements that deviate from the standard WRCOG approved format.

ii. **Other Credits:** In special circumstances, when a developer constructs off-site improvements such as an interchange, bridge, or railroad grade separation, credits shall be determined by WRCOG and the City in consultation with the developer. All such credits must have prior written approval from WRCOG.

iii. The amount of the development fee credit shall not exceed the maximum amount determined by the Nexus Study for the Regional System at the time the credit agreement is entered into or actual costs, whichever is less.

**Local Tier**

i. The local jurisdictions shall compare facilities in local fee programs against the Regional System and eliminate any overlap in its local fee program except where there is a Recognized Financing District has been established.

ii. If there is a Recognized Financing District established, the local agency may credit that portion of the facility identified in both programs against the TUMF in accordance with the TUMF Administrative Plan.

Section 5. **Reimbursements.**

Should the developer construct Regional System improvements in excess of the TUMF fee obligation, the developer may be reimbursed based on actual costs or the approved Nexus Study effective at the time the agreement was entered into, whichever is less. Reimbursements shall be enacted through an agreement between the developer and the City, contingent on funds being available and approved by WRCOG. In all cases, however, reimbursements under such special agreements must coincide with construction of the transportation improvements as scheduled in the five-year Zone Transportation Improvement Program’s adopted annually by WRCOG.

Section 6. **Procedures for the Levy, Collection and Disposition of Fees.**

A. **Authority of the Building Department.** The Director of Building & Safety, or his/her designee, is hereby authorized to levy and collect the TUMF and make all determinations required by this Ordinance in a manner consistent with the TUMF Administrative Plan.

B. **Payment.** Payment of the fees shall be as follows:

i. The fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first (the "Payment Date"). However this section should not be construed to prevent payment of the fees prior to issuance of an occupancy permit or final inspection. Fees may be paid at the issuance of a building permit, and the fee payment shall be calculated based on the fee in effect at that time, provided the developer tenders the full amount of his/her TUMF obligation. If the developer makes only a partial payment prior to the Payment Date, the amount of the fee due shall be based on the TUMF fee schedule in place on the Payment Date. The fees shall be calculated according to fee schedule

ii. The fees required to be paid shall be the fee amounts in effect at the time of payment is due under this Ordinance, not the date the Ordinance is initially adopted. The City shall not enter into a development agreement which freezes future adjustments of the TUMF.

iii. If all or part of any development project is sold prior to payment of the fee, the property shall continue to be subject to the requirement for payment of the fee. The obligation to pay the fee shall run with the land and be binding on all the successors in interest to the property.

iv. Fees shall not be waived.

C. Disposition of Fees. All fees collected hereunder shall be transmitted to the Executive Director of WRCOG along with a corresponding Remittance Report by the tenth (10) day of the close of the month for the previous month in which the fees were collected for deposit, investment, accounting and expenditure in accordance with the provisions of this Ordinance, TUMF Administrative Plan, and the Mitigation Fee Act.

D. Appeals. Appeals shall be filed with WRCOG in accordance with the provisions of the TUMF Administrative Plan. Appealable issues shall be the application of the fee, application of credits, application of reimbursement, application of the legal action stay and application of exemption.

E. Reports to WRCOG. The Director of Building and Safety, or his/her designee, shall prepare and deliver to the Executive Director of WRCOG, periodic reports as will be established under Section 7 of this Ordinance.

Section 7. Appointment of the TUMF Administrator.

WRCOG is hereby appointed as the Administrator of the Transportation Uniform Mitigation Fee Program. WRCOG is hereby authorized to receive all fees generated from the TUMF within the City, and to invest, account for and expend such fees in accordance with the provisions of this Ordinance and the Mitigation Fee Act. The detailed administrative procedures concerning the implementation of this Ordinance shall be contained in the TUMF Administrative Plan. Furthermore, the TUMF Administrator shall use the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time, for the purpose of calculating a developer’s TUMF obligation. In addition to detailing the methodology for calculating all TUMF obligations of different categories of new development, the purpose of the Fee Calculation Handbook is to clarify for the TUMF Administrator, where necessary, the definition and calculation methodology for uses not clearly defined in the respective TUMF ordinances.

WRCOG shall expend only that amount of the funds generated from the TUMF for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities and in no case shall the funds expended for salaries and benefits exceed one percent (1%) of the revenue raised by the TUMF Program. The TUMF Administrative Plan further outlines the fiscal responsibilities and limitations of the Administrator.

Section 8. Effect.

No provisions of this Ordinance shall entitle any person who has already paid the TUMF to receive a refund, credit or reimbursement of such payment. This Ordinance does not create any new TUMF.

Section 9. Severability.
If any one or more of the terms, provisions or sections of this Ordinance shall to any extent be judged invalid, unenforceable and/or voidable for any reason whatsoever by a court of competent jurisdiction, then each and all of the remaining terms, provisions and sections of this Ordinance shall not be affected thereby and shall be valid and enforceable.

Section 10. No Procedural Defenses.

Prohibition of Jurisdictions from raising procedural defenses, including without limitation a statute of limitations, laches, the California Government Tort Claims Act, and necessary parties in a dispute with WRCOG regarding the matters set forth herein.

Section 11. Judicial Review.

In accordance with State law, any judicial action or proceeding to attack, review, set aside, void or annul this Ordinance shall be commenced within ninety (90) days of the date of adoption of this Ordinance.

Section 12. Ordinance No. 1114

This Ordinance supersedes the provisions of Ordinance No. 1114 provided this Ordinance is not declared invalid or unenforceable by a court of competent jurisdiction. If, for whatever reason, this Ordinance is declared invalid or unenforceable by a court of competent jurisdiction, Ordinance No. 1114 and all other related ordinances and polices shall remain in full force and effect.

Section 13. Effective Date.

This Ordinance shall take effect thirty (30) days after the second reading.

MOVED AND PASSED upon this ____ day of ____ 2017, by the following vote:
AYES:
NOES:
ABSTAIN:
ABSENT:

______________________________
Mayor, Michael M. Vargas

ATTEST:

______________________________
City Clerk, Nancy Salazar
EXHIBIT "A"
MAP OF REGIONAL SYSTEM

SEE ATTACHED MAP
Regional System of Highways and Arterials (RSHA)
Transportation Uniform Mitigation Fee Program | Figure 4.4
TRANSPORTATION UNIFORM MITIGATION FEE
NEXUS STUDY
2016 UPDATE

FINAL REPORT

Prepared for the Western Riverside Council of Governments

In Cooperation with

The City of Banning
The City of Beaumont
The City of Calimesa
The City of Canyon Lake
The City of Corona
The City of Eastvale
The City of Hemet
The City of Jurupa Valley
The City of Lake Elsinore
The City of Menifee
The City of Moreno Valley
The City of Murrieta
The City of Norco
The City of Perris
The City of Riverside
The City of San Jacinto
The City of Temecula
The City of Wildomar
The County of Riverside
Eastern Municipal Water District
March Joint Powers Authority
Morongo Band of Mission Indians
Riverside County Superintendent of Schools
Riverside Transit Agency
Western Municipal Water District

Prepared by WSP

As adopted by the WRCOG Executive Committee, July 10, 2017
TABLE OF CONTENTS

TABLE OF CONTENTS .............................................................................................................i
LIST OF TABLES ................................................................................................................ii
ES.0 Executive Summary ....................................................................................................... iii
ES.1 Introduction and Purpose of the Nexus Study .............................................................. iii
ES.2 Future Growth .............................................................................................................. iv
ES.3 Need for the TUMF ....................................................................................................... vi
ES.4 The TUMF Network ..................................................................................................... viii
ES.5 TUMF Nexus Analysis ................................................................................................. x
ES.6 Fair-Share Fee Calculation ........................................................................................... x
ES.7 Conclusions ............................................................................................................... xi
1.0 INTRODUCTION AND PURPOSE OF THE NEXUS STUDY ........................................... 1
  1.1 Background .................................................................................................................. 1
  1.2 TUMF Nexus Study History ........................................................................................ 2
  1.3 TUMF Nexus Study Process ....................................................................................... 4
    1.3.1. Establish the TUMF Network Project List ............................................................. 6
    1.3.2. Determine the TUMF Network Project Costs ....................................................... 7
    1.3.3. Determine the TUMF Transit Component .............................................................. 8
    1.3.4. Computing the Fee for Residential Developments .............................................. 8
    1.3.5. Computing the Fee for Non-Residential Developments .................................... 9
2.0 FUTURE GROWTH ........................................................................................................ 12
  2.1 Recent Historical Trend ............................................................................................... 12
  2.2 Available Demographic Data ...................................................................................... 12
  2.3 Demographic Assumptions Used for the Nexus Study Analysis .................................. 13
3.0 NEED FOR THE TUMF ................................................................................................ 19
  3.1 Future Highway Congestion Levels ............................................................................. 19
  3.2 Future Transit Utilization Levels .................................................................................. 22
  3.3 The TUMF Concept ..................................................................................................... 23
4.0 THE TUMF NETWORK................................................................................................... 25
  4.1 Identification of the TUMF Roadway Network ............................................................ 25
  4.2 Backbone Network and Secondary Network ............................................................. 28
  4.3 Future Roadway Transportation Needs ....................................................................... 31
  4.4 Public Transportation Component of the TUMF System ........................................... 36
  4.5 Existing Obligated Funding ........................................................................................ 39
  4.6 Unfunded Existing Improvement Needs ..................................................................... 39
  4.7 Maximum TUMF Eligible Cost ................................................................................... 41
  4.8 TUMF Network Evaluation ........................................................................................ 51
5.0 TUMF NEXUS ANALYSIS ............................................................................................ 53
  5.1 Future Development and the Need for Improvements ................................................ 53
  5.2 Application of Fee to System Components ................................................................ 54
  5.3 Application of Fee to Residential and Non-Residential Developments ...................... 57
6.0 FAIR-SHARE FEE CALCULATION ............................................................................ 58
  6.1 Residential Fees ......................................................................................................... 58
  6.2 Non-Residential Fees ................................................................................................. 59
7.0 CONCLUSIONS .......................................................................................................... 61
8.0 APPENDICES .............................................................................................................. 62

WRCOG
TUMF Nexus Study – 2016 Program Update

Adopted WRCOG Executive Committee
July 10, 2017
LIST OF TABLES

Table ES.1 - Transportation Uniform Mitigation Fee for Western Riverside County .............. xii
Table 2.1 - Base Year Socioeconomic Estimates for Western Riverside County ............... 13
Table 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County .......... 15
Table 2.3 - Population, Households and Employment in Western Riverside County (2012 to 2040) .................................................................................................................. 16
Table 2.4 - Population, Households and Employment in Western Riverside County (Existing to Future Change Comparison) ........................................................................ 18
Table 3.1 - Regional Highway System Measures of Performance (2012 Baseline to 2040 No-Build) .............................................................................................................. 20
Table 4.1 - Unit Costs for Arterial Highway and Street Construction ............................... 34
Table 4.2 - Forecasted Daily Traffic in Western Riverside County ................................ 34
Table 4.3 - Unit Costs for Transit Capital Expenditures ................................................ 38
Table 4.4 - TUMF Network Cost Estimates ................................................................... 44
Table 4.5 - TUMF Transit Cost Estimates ...................................................................... 51
Table 4.6 - Regional Highway System Measures of Performance (2012 Baseline and 2040 No-Build Scenarios to 2040 TUMF Build Scenario) ........................................ 52
Table 5.1 - 2040 Peak Period Vehicle Trips By WRCOG Zone ..................................... 55
Table 5.2 - 2040 Percent Peak Period Vehicle Trips By WRCOG Zone ......................... 55
Table 5.3 - Backbone-Secondary Network Share Calculation ....................................... 56
Table 5.4 - Peak Period VMT Growth by Trip Purpose for Western Riverside County (2012 - 2040) ........................................................................................................ 57
Table 6.1 - Fee Calculation for Residential Share ......................................................... 59
Table 6.2 - Fee Calculation for Non-Residential Share ................................................ 60
Table 7.1 - Transportation Uniform Mitigation Fee for Western Riverside County ........ 61

LIST OF FIGURES

Figure ES.1 - Flowchart of Key Steps in the TUMF Nexus Study Process ...................... v
Figure ES.2 - Population, Households and Employment in Western Riverside County (2012 to 2040) ............................................................................................................ vii
Figure ES.3 - Regional System of Highways and Arterials-TUMF Network Improvements . ix
Figure 1.1 - Flowchart of Key Steps in the TUMF Nexus Study Process ....................... 5
Figure 2.1 - Base Year Socioeconomic Estimates for Western Riverside County ............ 14
Figure 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County ........ 15
Figure 2.3 - Population, Households and Employment in Western Riverside County (2012 to 2040) .............................................................................................................. 17
Figure 2.4 - Population, Households and Employment in Western Riverside County (Existing to Future Change Comparison) ................................................................. 18
Figure 4.1 - Regional System of Highways and Arterials for Western Riverside County ...... 27
Figure 4.2 - The Backbone Network of Highways and Arterials for Western Riverside County .............................................................................................................................. 29
Figure 4.3 - Western Riverside County Area Planning Districts (TUMF Zones) .............. 30
Figure 4.4 - Regional System of Highways and Arterials-TUMF Network Improvements ... 43
ES.0 EXECUTIVE SUMMARY

ES.1 Introduction and Purpose of the Nexus Study

Western Riverside County includes 18 incorporated cities and the unincorporated county covering an area of approximately 2,100 square miles. Through the mid 2000's, this portion of Riverside County was growing at a pace exceeding the capacity of existing financial resources to meet increasing demand for transportation infrastructure. Although the economic recession of the late 2000’s, and the associated crises in the mortgage and housing industries, has slowed this rate of growth, the region is expected to rebound and the projected growth in Western Riverside County is expected to increase. This increase in growth could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements.

In February 1999, the cities of Temecula, Murrieta and Lake Elsinore, the Western Riverside Council of Governments (WRCOG), the Riverside County Transportation Commission (RCTC) and the Building Industry Association (BIA) met to discuss the concept of a Transportation Uniform Mitigation Fee (TUMF) for southwest Riverside County. In August 2000, the concept was expanded to include the entire WRCOG sub-region.

The TUMF Program is implemented through the auspices of WRCOG. As the council of governments for Western Riverside County, WRCOG provides a forum for representatives from 18 cities, the Riverside County Board of Supervisors, the Eastern and Western Municipal Water Districts, the Riverside County Superintendent of Schools, the March Joint Powers Authority, the Riverside Transit Agency and the Morongo Band of Mission Indians to collaborate on issues that affect the entire subregion, such as air quality, solid waste, transportation and the environment. While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on regional transportation infrastructure. Funding accumulated through the TUMF Program will be used to construct transportation improvements that will be needed to accommodate future travel demand in Western Riverside County. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers and in turn new county residents and employees will effectively contribute their “fair share” toward sustaining the regional transportation system.

This TUMF Draft Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California. The initial WRCOG TUMF Nexus Study was completed in October 2002 and adopted by the WRCOG Executive Committee in November 2002. The results of the first review of the Program were
documented in the TUMF Nexus Study 2005 Update adopted by the WRCOG Executive Committee on February 6, 2006. A second comprehensive review of the TUMF Program was conducted in 2008 and 2009 in part to address the impacts of the economic recession on the rate of development within the region and on transportation project costs. The findings of the 2009 review of the program were adopted by the WRCOG Executive Committee on October 5, 2009.

A third comprehensive review of the TUMF Program was conducted in 2014 and 2015 leading to a Draft Nexus Study document being distributed for review in August 2015. The WRCOG Executive Committee subsequently considered comments related to the Draft Nexus Study 2015 Update at the meeting held on September 14, 2015 where it was resolved to “delay finalizing the Nexus Study for the TUMF Program Update until the 2016 Southern California Association of Governments’ 2016 Regional Transportation Plan / Sustainable Communities Strategy growth forecast is available for inclusion in the Nexus Study”. The Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016 enabling WRCOG staff to proceed with finalizing the update of the TUMF Nexus Study.

The overall process for establishing the TUMF nexus is illustrated in Figure ES.1. Each technical step is denoted with a number on the flow chart with the numbers correlating to the detailed description of each step provided in Section 1.3 of the Nexus Study Report. The flow chart also incorporates color coding of the steps to indicate those steps that involved the application of the Riverside County Traffic Analysis Model (RivTAM), steps that utilized other input data, steps that are computations of various inputs, and steps that required specific actions of the various WRCOG committees to confirm major variables. Where appropriate, the flow chart also includes specific cross references to the sections or tables included in the Nexus Study document that correlate to the particular step.

This version of the WRCOG TUMF Nexus Study Report documents the final results of the third comprehensive review of the TUMF Program to incorporate the revisions completed during 2016. This version of the document also incorporates revisions in response to comments received during the 45 day review of the earlier Draft TUMF Nexus Study 2016 Update. The findings of this report were ultimately adopted by the WRCOG Executive Committee on July 10, 2017.
ES.2 Future Growth

For earlier versions of the TUMF Nexus Study, the primary available source of consolidated demographic information for Western Riverside County was provided by the Southern California Association of Governments (SCAG). Recognizing the need to develop a more comprehensive source of socioeconomic data for Riverside County, the Riverside County Center for Demographic Research (RCCDR) was established under the joint efforts of the County of Riverside, the Western Riverside Council of Governments, the Coachella Valley Association of Governments, and the University of California, Riverside in 2005. RCCDR provided demographic estimates and forecasts for Riverside County as input to the SCAG regional forecasts as well as providing the demographic basis for the Riverside County Traffic Analysis Model (RivTAM). RCCDR data was used as the basis for the TUMF Nexus Study 2009 Update.

As directed by the WRCOG Executive Committee, the SCAG 2016 RTP/SCS demographics forecasts were utilized as the basis for this 2016 Update of the TUMF Nexus Study. A major distinction between RCCDR data used for the TUMF Nexus Study 2009 Update and the SCAG 2016 RTP/SCS data used for this 2016 Update is the change in the base year from 2007 to 2012, as well as the change in the horizon year from 2035 to 2040. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation.

The population of Western Riverside County is projected to increase by 37% in the period between 2012 and 2040. During the same period, employment in Western Riverside County is anticipated to grow by 87%. Figure ES.2 illustrates the forecast growth in population, household and employment for Western Riverside County.

ES.3 Need for the TUMF

The WRCOG TUMF study area was extracted from the greater regional model network for the purpose of calculating measures for Western Riverside County only. Peak period performance measures for the TUMF study area included total vehicle miles of travel (VMT), total vehicle hours of travel (VHT), total combined vehicle hours of delay (VHD), and total VMT experiencing unacceptable level of service (LOS E).

As a result of the new development and associated growth in population and employment in Western Riverside County, additional pressure will be placed on the transportation infrastructure, particularly the arterial roadways, with the peak period VMT on the TUMF Network estimated to increase by 63% between 2012 and 2040. By 2040, 57% of the total VMT on the TUMF Network is forecast to be traveling on facilities experiencing peak period LOS E or worse. Without improvements to the arterial highway system, the total vehicle hours of delay (VHD) experienced by area motorists on the TUMF Network will increase over 4.9% per year. The need to improve these roadways and relieve future congestion is therefore directly linked to the future development which generates the travel demand.
As population and employment in Western Riverside County grows as a result of new development, demand for regional transit services in the region is also expected to grow. Weekday system ridership for RTA bus transit services is approximately 31,016 riders per day in Western Riverside County in 2015. By 2025, bus transit services are forecast to serve approximately 46,572 riders per weekday. This represents an average increase of 1,414 weekday riders each year. Based on this rate of ridership growth, weekday ridership is estimated to increase by 41,011 riders per weekday between 2012 and 2040.

The idea behind a uniform mitigation fee is to have new development throughout the region contribute equally to paying the cost of improving the transportation facilities that serve these longer-distance trips between communities. Thus, the fee should be used to improve transportation facilities that serve trips between communities within the region (primarily arterial roadways) as well as the infrastructure for public transportation.
The fee should be assessed proportionately on new residential and non-residential development based on the relative impact of each use on the transportation system.

ES.4 The TUMF Network

The Regional System of Highways and Arterials (also referred to as the TUMF Network) is the system of roadways that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. Transportation facilities in Western Riverside County that generally satisfied select performance guidelines were identified, and a skeletal regional transportation framework evolved from facilities where multiple guidelines were observed. This framework was reviewed by representatives of all WRCOG constituent jurisdictions and private sector stakeholders, and endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, TUMF Policy Committee and the WRCOG Executive Committee.

The TUMF Network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance". The Facilities of Regional Significance have been identified as the "backbone" highway network for Western Riverside County. Facilities of Zonal Significance (the "secondary" network) represent the balance of the Regional System of Highways and Arterials for Western Riverside County. A portion of the TUMF is specifically designated for improvement projects on the backbone system and on the secondary network within the zone in which it is collected.

Figure ES.3 illustrates the TUMF improvements to the Regional System of Highways and Arterials.

The total cost of improving the TUMF system is $3.76 billion. Accounting for obligated funds and unfunded existing needs, the estimated maximum eligible value of the TUMF Program is $2.96 billion. The maximum eligible value of the TUMF Program includes approximately $2.71 billion in eligible arterial highway and street related improvements and $92.6 million in eligible transit related improvements. An additional $43.3 million is also eligible as part of the TUMF Program to mitigate the impact of eligible TUMF related arterial highway and street projects on critical native species and wildlife habitat, while $112.2 million is provided to cover the costs incurred by WRCOG to administer the TUMF Program.
ES.5 TUMF Nexus Analysis

There is a reasonable relationship between the future growth and the need for improvements to the TUMF system. These factors include:

- Western Riverside County is expected to continue growing as a result of future new development.
- Continuing new growth will result in increasing congestion on arterial roadways.
- The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County.
- Capacity improvements to the transportation system will be needed to mitigate the cumulative regional impacts of new development.
- Roads on the TUMF network are the facilities that merit improvement through this fee program.
- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.

The split of fee revenues between the backbone and secondary highway networks is related to the proportion of highway vehicle travel that is relatively local (between adjacent communities) and longer distance (between more distant communities but still within Western Riverside County). To estimate a rational fee split between the respective networks, the future travel forecast estimates were aggregated to a matrix of peak period trips between zones. The overall result is that 50.7% of the regional travel is attributable to the backbone network and 49.3% is assigned to the secondary network.

In order to establish the approximate proportionality of the future traffic impacts associated with new residential development and new non-residential development, peak period growth in VMT between 2012 and 2040 was derived from RivTAM and aggregated by trip purpose. It was concluded that home-based person trips represent 71.0% of the total future person trips, and the non-home-based person trips represent 29.0% of the total future person trips.

ES.6 Fair-Share Fee Calculation

The balance of the unfunded TUMF system improvement needs is $2.96 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCOG region, and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments [and indirectly on new residents and new employees to Western Riverside County], these transportation system users are assigned their “fair share” of the
costs to address the cumulative impacts of additional traffic they will generate on the regional transportation system.

Of the $2.96 billion in unfunded future improvement needs, 71.0% ($2.10 billion) will be assigned to future new residential development and 29.0% ($858.7 million) will be assigned to future new non-residential development.

ES.7 Conclusions

Based on the results of the Nexus Study evaluation, it can be demonstrated that there is reasonable relationship between the cumulative regional transportation impacts of new land development projects in Western Riverside County and the need to mitigate these transportation impacts using funds levied through the proposed TUMF Program. Factors that reflect this reasonable relationship include:

- Western Riverside County is expected to continue growing as a result of future new development.
- Continuing new growth will result in increasing congestion on arterial roadways;
- The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County;
- Capacity improvements to the transportation system will be needed to mitigate the cumulative impacts of new development;
- Roads on the TUMF network are the facilities that merit improvement through this fee program;
- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automotive travel.

The Nexus Study evaluation has established a proportional “fair share” of the improvement cost attributable to new development based on the impacts of existing development and the availability of obligated funding through traditional sources. The fair share fee allocable to future new residential and non-residential development in Western Riverside County is summarized for differing use types in Table ES.1.
<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Development Change</th>
<th>Fee Per Unit</th>
<th>Total Revenue ($ million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Residential</td>
<td>DU</td>
<td>173,043</td>
<td>$9,418</td>
<td>$1,629.8</td>
</tr>
<tr>
<td>Multi Family Residential</td>
<td>DU</td>
<td>77,039</td>
<td>$6,134</td>
<td>$472.5</td>
</tr>
<tr>
<td>Industrial</td>
<td>SF GFA</td>
<td>64,710,138</td>
<td>$1.77</td>
<td>$114.8</td>
</tr>
<tr>
<td>Retail</td>
<td>SF GFA</td>
<td>17,920,500</td>
<td>$12.31</td>
<td>$220.5</td>
</tr>
<tr>
<td>Service</td>
<td>SF GFA</td>
<td>105,211,915</td>
<td>$4.56</td>
<td>$480.0</td>
</tr>
<tr>
<td>Government/Public</td>
<td>SF GFA</td>
<td>2,696,349</td>
<td>$16.08</td>
<td>$43.4</td>
</tr>
<tr>
<td><strong>MAXIMUM TUMF VALUE</strong></td>
<td></td>
<td></td>
<td></td>
<td>$2,961.0</td>
</tr>
</tbody>
</table>
1.0 INTRODUCTION AND PURPOSE OF THE NEXUS STUDY

1.1 Background

Western Riverside County includes 18 incorporated cities and the unincorporated county covering an area of approximately 2,100 square miles. Through the mid 2000’s, this portion of Riverside County was growing at a pace exceeding the capacity of existing financial resources to meet increasing demand for transportation infrastructure. Although the economic recession of the late 2000’s and the associated crises in the mortgage and housing industries, slowed this rate of growth, the regional economy is continuing to rebound and the projected rate of development in Western Riverside County is expected to increase. This increase in growth could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements. Development exactions only provide improvements near the development site, and the broad-based county-level funding sources (i.e., Riverside County’s half-cent sales tax known as Measure A) designate only a small portion of their revenues for arterial roadway improvements.

In anticipation of the continued future growth projected in Riverside County, several county-wide planning processes were initiated in 1999. These planning processes include the Riverside County General Plan Update, the Community Environmental Transportation Acceptability Process (CETAP) and the Multi-Species Habitat Conservation Plan (MSHCP). Related to these planning processes is the need to fund the mitigation of the cumulative regional transportation impacts of future new development.

Regional arterial highways in Western Riverside County are forecast to carry significant traffic volumes by 2040. While some localized fee programs exist to mitigate the local impacts of new development on the transportation system in specific areas, and while these programs are effective locally, they are insufficient in their ability to meet the regional demand for transportation infrastructure. Former Riverside County Supervisor Buster recognized the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways. The need to establish a comprehensive funding source for arterial highway improvements has evolved into the development of the Transportation Uniform Mitigation Fee (TUMF) for Western Riverside County.

In February 1999, the cities of Temecula, Murrieta and Lake Elsinore, the Western Riverside Council of Governments (WRCOG), the Riverside County Transportation Commission (RCTC) and the Building Industry Association (BIA) met to discuss the concept of a TUMF. The intent of this effort was to have the southwest area of Western Riverside County act as a demonstration for the development of policies and a process for a regional TUMF Program before applying the concept countywide. From February 1999 to September 2000, the Southwest Area Transportation Infrastructure System
Funding Year 2020 (SATISFY 2020) Program progressed with policy development, the identification of transportation improvements, traffic modeling, cost estimates, fee scenarios and a draft Implementation Agreement.

In May 2000, Riverside County Supervisor Tavaglione initiated discussions in the northwest area of Western Riverside County to determine the level of interest in developing a TUMF for that area of the county. Interest in the development of a northwest area fee program was high. In August 2000, the WRCOG Executive Committee took action to build upon the work completed in the southwest area for the SATISFY 2020 program and to develop a single consolidated mitigation fee program for all of Western Riverside County. This action was predicated on the desire to establish a single uniform mitigation fee program to mitigate the cumulative regional impacts of new development on the regional arterial highway system, rather than multiple discrete and disparate fee programs with varying policies, fees and improvement projects. A TUMF Policy Committee comprising regional elected officials was formed to recommend and set policies for staff to develop the TUMF Program and provide overall guidance to all other staff committees.

While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future new development will contribute toward addressing its indirect cumulative traffic impacts on regional transportation infrastructure. Funding accumulated through the TUMF Program will be used to construct transportation improvements such as new arterial highway lanes, reconfigured freeway interchanges, railroad grade separations and new regional express bus services that will be needed to accommodate future travel demand in Western Riverside County. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers and in turn new county residents and employees will effectively contribute their “fair share” toward sustaining the regional transportation system.

This TUMF Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act), which governs imposing development impact fees in California. The Mitigation Fee Act requires that all local agencies in California, including cities, counties, and special districts follow two basic rules when instituting impact fees. These rules are as follows:

1) Establish a nexus or reasonable relationship between the development impact fee’s use and the type of project for which the fee is required.
2) The fee must not exceed the project’s proportional “fair share” of the proposed improvement and cannot be used to correct current problems or to make improvements for existing development.

1.2 TUMF Nexus Study History

The TUMF Program is implemented through the auspices of WRCOG. As the council of governments for Western Riverside County, WRCOG provides a forum for
representatives from 18 cities, the Riverside County Board of Supervisors, the Eastern and Western Municipal Water Districts, the Riverside County Superintendent of Schools, the March Joint Powers Authority, the Riverside Transit Agency and the Morongo Band of Mission Indians to collaborate on issues that affect the entire subregion, such as air quality, solid waste, transportation and the environment. A current list of the standing WRCOG TUMF related committees and committee membership is included in Appendix A.

The initial WRCOG TUMF Nexus Study was completed in October 2002 and adopted by the WRCOG Executive Committee in November 2002. Its purpose was to establish the nexus or reasonable relationship between new land development projects in Western Riverside County and the proposed development impact fee that would be used to improve regional transportation facilities. It also identified the proportional “fair share” of the improvement cost attributable to new development.

Consistent with the provisions of the Mitigation Fee Act, the WRCOG Executive Committee has established that the TUMF Nexus Study will be subject of a comprehensive review of the underlying program assumptions at least every five years to confirm the Nexus. Acknowledging the unprecedented and unique nature of the TUMF Program, the Executive Committee determined that the first comprehensive review of the Program should be initiated within two years of initial adoption of the Program primarily to validate the findings and recommendations of the study and to correct any program oversights. The results of the first review of the Program were documented in the TUMF Nexus Study 2005 Update adopted by the WRCOG Executive Committee on February 6, 2006. A second comprehensive review of the TUMF Program was conducted in 2008 and 2009 in part to address the impacts of the economic recession on the rate of development within the region and on transportation project costs. The findings of the 2009 review of the program were adopted by the WRCOG Executive Committee on October 5, 2009.

A third comprehensive review of the TUMF Program was conducted in 2014 and 2015 leading to a Draft Nexus Study document being distributed for review in August 2015. The WRCOG Executive Committee subsequently considered comments related to the Draft Nexus Study 2015 Update at the meeting held on September 14, 2015 where it was resolved to “delay finalizing the Nexus Study for the TUMF Program Update until the 2016 Southern California Association of Governments’ 2016 Regional Transportation Plan / Sustainable Communities Strategy growth forecast is available for inclusion in the Nexus Study". The Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016 enabling WRCOG staff to proceed with finalizing the update of the TUMF Nexus Study. This version of the WRCOG TUMF Nexus Study Report documents the final results of the third comprehensive review of the TUMF Program to incorporate the revisions completed during 2016. The findings of this report were ultimately adopted by the WRCOG Executive Committee on July 10, 2017.

To ensure new development continues to contribute a fair share of the cost to mitigate its cumulative regional transportation impacts in the period between the comprehensive review of program assumptions completed at least every five years, the
WRCOG Executive Committee has also established that the TUMF Schedule of Fees will be reviewed annually, and adjusted, as needed, on July 1st to reflect current costs. The revised schedule of fees will be recalculated in February of each year based on the percentage increase or decrease in the Engineering News Record (ENR) Construction Cost Index (CCI) for the twelve (12) month period from January of the prior year to January of the current year, and the percentage increase or decrease in the National Association of Realtors (NAR) Median Sales Price of Existing Single Family Homes in the Riverside/San Bernardino Metropolitan Statistical Area for the twelve (12) month period from the 3rd Quarter of the second year prior to the 3rd Quarter of the prior year (to coincide with the publication of the most recently updated index). If approved by the Executive Committee, the resultant percentage change for each of the indices will be applied to the unit cost assumptions for roadway and bus transit costs, and land acquisition costs, respectively, to reflect the combined effects of changes in eligible project costs on the resultant per unit fee for each defined land use category.

1.3 TUMF Nexus Study Process

In coordination with WRCOG, city and county representatives, developers, and other interested parties reviewed and updated the underlying assumptions of the Nexus Study as part of this comprehensive program review. In particular, the most recent socioeconomic forecasts developed by SCAG as the basis for the 2016 RTP/SCS were incorporated, as resolved by the WRCOG Executive Committee at the September 14, 2015 meeting. This use of the most recent SCAG forecasts resulted in a shift of the program base year from 2007 to 2012, as well as a shift in the program horizon year from 2035 to 2040. Furthermore, the TUMF Network was re-examined in detail based on travel demand forecasts derived from the most recent version of the Riverside County Transportation and Analysis Model (RivTAM) to more accurately reflect future project needs to address the cumulative regional impacts of new development in Western Riverside County as well as eliminating those projects having been completed prior to the commencement of the Nexus review in 2016.

The subsequent chapters of this Nexus Study document describe the various assumptions, data inputs and analysis leading to the determination of each major variable in the TUMF calculation, and ultimately leading to the determination of the TUMF Schedule of Fees that indicates the maximum “fair share” fee for each of the various use types defined in the TUMF program. The overall process for establishing the TUMF nexus is summarized in this section, including the flow chart in Figure 1.1 that illustrates the various technical steps in this fee calculation process. Each technical step that was followed to determine the TUMF Schedule of Fees and establish the program nexus is summarized below, with the numbers denoted on the flow chart correlating to the steps described. The flow chart also incorporates color coding of the steps to indicate those steps that involved the application of RivTAM, steps that utilized other input data, steps that are computations of various inputs, and steps that required specific actions of the various WRCOG committees to confirm major variables. Where appropriate, the flow chart also includes specific cross references to the sections or tables included in this Nexus Study document that correlate to the particular step.
1.1.1. Establish the TUMF Network Project List

The roadway network in Western Riverside County must be evaluated to determine how new development activity will impact the performance of the network, and how the resultant traffic impacts can be mitigated by completing various roadway improvements. The following steps integrate the latest SCAG socio-economic forecasts into RivTAM as the basis for determining future roadway deficiencies and identifying the list of eligible improvements to address these future deficiencies. The rational and methodology for accomplishing these steps is further explained in Chapters 2 and 3 of this report, with the resultant TUMF Network described in Chapter 4.

1) The SCAG 2016 RTP/SCS was developed using housing and employment data for 2012 as its base year. This officially-adopted dataset was updated for the base for the TUMF 2016 Nexus Update, including redistribution of the SCAG data to correspond to the RivTAM TAZ structure.

2) The RivTAM model has datasets available that represent the capacity of the different facilities in the road network for several different study years. For this nexus update, the RivTAM 2012 base network that was developed following the adoption of the SCAG 2012 RTP was selected as the one most closely resembling current conditions. This network was subsequently reviewed and updated, including a detailed review by WRCOG and participating jurisdictions, as well as partner entities, including BIA, to identify projects that were completed on the arterial network in the period between 2012 and December 2015. The arterial network was then recoded to reflect the changes to the TUMF Network to create a 2015 existing network as the basis for analysis.

3) RivTAM was run using the 2012 socio-economic data (SED) and the 2015 road network to produce the baseline volumes on the roads in the TUMF Network.

4) The baseline volume-to-capacity (V/C) ratio was then determined. The target LOS for TUMF facilities is "D", meaning that facilities with LOS "E" or "F", i.e., those with a V/C ratio of 0.9 or higher, are deemed to have inadequate capacity. The result of this step is a list of roads that have existing capacity deficiencies.

5) The SCAG 2016 RTP/SCS was developed using housing and employment data for 2040 as its forecast horizon year. This officially-adopted dataset was also used as the future base year for the TUMF update calculation.

6) RivTAM was run using the arterial road network for 2015 with the land use assumptions for 2040. This "No Build" scenario was used to determine where

---

1 The macro-level traffic forecasting was conducted using the Riverside County Transportation and Analysis Model (RivTAM). RivTAM is a version of SCAG's six-county model with additional detail (traffic analysis zones and local roads) added within Riverside County. It was developed for use in traffic studies in Riverside County as a replacement for several older models that covered different portions of the county. RivTAM has both the geographic scope needed to analyze all TUMF facilities and conformity with regional planning assumptions. There is a memorandum of understanding among the jurisdictions of Riverside County that encourages the use of the RivTAM model for use in traffic studies.
deficiencies would occur in the roadway system if development occurred as expected but no roadway improvements were implemented.

7) Comparing the existing capacity deficiencies with the future deficiencies showed where new deficiencies would occur that are entirely attributable to new development. Comparing the existing and future traffic volume to capacity ratio on the roads that are currently deficient shows the portion of the future deficiency that is attributable to new development.

8) It is generally acknowledged that the TUMF program cannot and should not attempt to fund every roadway improvement needed in Western Riverside County. WRCOG has adopted a set of selection criteria that was used to choose which roadway improvements would be eligible for TUMF funding.

9) The selection criteria were applied to the forecast deficiencies to identify projects for the TUMF Project List. The project list was subsequently reviewed to confirm the eligibility of proposed projects, including projects previously included in the TUMF program, as well as additional projects requested for inclusion as part of the current update. The project list was then subsequently updated to reflect those projects considered eligible for TUMF funding as part of the 2016 Nexus.

1.1.2. Determine the TUMF Network Project Costs

The estimated costs of proposed improvements on the TUMF Network are calculated based on the prices of construction materials, labor and land values for the various eligible project types included as part of the TUMF program. The approach and outcomes of the following steps is described in Chapter 4 of this report.

10) The TUMF program has design standards covering the road project components that are eligible for TUMF funding. This ensures that projects in jurisdictions with different design standards are treated equally.

11) The unit costs for the various construction components were updated based on the current cost values for labor and materials such as cement, asphalt, reinforcing steel, etc., as derived from Caltrans cost database, RCTC and other sources, effective March 2016. Additionally, the ROW cost components per square foot for various land use types were also updated based on current property valuations in Riverside County as researched by Overland, Pacific and Cutler in March 2016.

12) The design standards and the unit costs were combined to create conceptual engineering cost estimates for different eligible project types (road costs per lane-mile, typical costs per arterial-freeway interchange, bridge costs per linear foot, etc.). The unit costs from the previous step were then applied to the project list to estimate the costs of the improvements on the TUMF project list.

---

2 A jurisdiction may choose to design to a higher standard, but if it does so TUMF will only fund up to the equivalent of what costs would have been had the TUMF design standards been followed.
13) The percentage of each project that was attributable to new development was then applied to the costs of TUMF road projects to find the total road project cost that is attributable to new development.

1.1.3. Determine the TUMF Transit Component

A portion of the TUMF funding is made available for transit services that provide an alternative to car travel for medium-to-long distance intra-regional trips. The eligible transit projects and their associated costs are determined using the following steps, with additional explanation provided in Chapter 4 of this report.

14) The Riverside Transit Agency (RTA) commissioned a Comprehensive Operational Analysis (COA) that was completed in January 2015. This analysis looked at existing and future ridership and identified potential projects to expand and improve transit service in Riverside County.

15) The COA’s ridership figures for 2015 and 2025 were extrapolated to 2012 and 2040 to match the analysis years used for TUMF road projects.

16) The growth in ridership between 2012 and 2040 was compared to total ridership in 2040 to determine the portion of 2040 ridership that is attributable to existing passengers and the portion attributable to new growth.

17) As was the case for road improvements, possible transit projects from the COA were screened using a set of criteria to determine whether they should receive TUMF funding. The COA project list was then reviewed by WRCOG and RTA staff to confirm the validity of the project list and to reflect any changes in RTA project recommendations established since the adoption of the COA to establish a final recommended transit project list to be included as part of the program. The result was the TUMF Transit Project List.

18) RTA provided information on current costs for transit infrastructure.

19) The cost information was then used to determine the cost of the items on the TUMF Transit Project List.

20) The percent attribution from Step 21 was applied to the project cost estimates from Step 24 to determine the cost of transit improvements that are attributable to new development.

21) The costs for road and transit projects that are attributable to new development are then combined along with information on other (non-TUMF) funds to determine the total cost for TUMF projects that is to be cover by new development through the imposition of the fees. The available alternate funding sources were reviewed as part of the Nexus update, specifically including the completion of a detailed review of available federal, state and local funding sources administered by RCTC.

1.1.4. Computing the Fee for Residential Developments

Having determined the total project costs to be covered by new development under the TUMF program, it is necessary to divide these costs among different types of
developments roughly in proportion to their expected traffic impacts. The following steps described the process for determining the proportion attributable to new residential development. These approach for accomplishing these steps along with the findings of this analysis are described in detail in **Chapter 5 and Chapter 6** of this report.

22) California legislation encourages the use of vehicle miles of travel (VMT) as the primary indicator of traffic impacts because it takes into account both to the number of vehicle trips and the average length of those trips to reflect the proportional impact to the roadway network. As a result, the methodology for determining the relative distribution of traffic impacts between residential and non-residential uses for the purposes of TUMF was revised from a trip based approach used in the earlier nexus studies to a VMT based approach for the 2016 update. The RIVTAM 2012 existing and 2040 no-build model runs were examined to determine the VMT of various trip types that would take place in Western Riverside County (excluding through trips). The results were compared to determine the growth in VMT for each trip type. Per WRCOG policy (based on National Cooperative Highway Research Program (NCHRP) recommended practice) trips originating in or destined for a home are attributed to residential development while trips where neither the origin nor the destination are a home are attributed to non-residential development.

23) The SCAG 2016 RTP/SCS socio-economic dwelling forecasts were used to estimate the number of single-family and multi-family dwelling units that will be developed during the 2012 to 2040 period.

24) The Institute of Transportation Engineers' (ITE's) trip generation rates, which come from surveys of existing sites for various development types, were then used to estimate the daily number of trips that will be generated by future single- and multi-family developments that will occur in the region from 2012 to 2040.

25) The cost to be covered by residential development was divided into the portion attributable to new single-family dwellings and portion attributable to new multi-family development to calculate the cost share for each use.

26) The cost share for single-family dwellings and multi-family dwellings was divided by the number of dwellings of each type to determine the fee level required from each new dwelling unit to cover their fair share of the cost to mitigate the impacts of new developments.

1.1.5. **Computing the Fee for Non-Residential Developments**

A process similar to that used for residential units was used to determine the fee level for non-residential development. However, the determination of fees for non-residential development involves additional steps due to the additional complexity of accounting for a greater variety of development types within each use category. **Chapter 5 and Chapter 6** of this report provide additional explanation regarding the methodology for accomplishing these steps along with the results of this analysis.

27) Like most impact fee programs, TUMF groups similar development projects together into general use categories in order to simplify the administration of the program. TUMF groups the various land use categories found in ITE's Trip
Generation Manual into four non-residential categories (industrial, retail, service, and government/public sector) based on the North American Industry Classification System (NAICS), which is also used by the U.S. Census Bureau and SCAG for demographic classifications, and is the basis for such classifications in the SCAG Regional Travel Demand Model as well as and the RivTAM model. The ITE trip generation rates for all uses were reviewed for accuracy updated to reflect the most current ITE published rates. The median value for the trip-generation rates for all uses within each category was used in the nexus study to represent the trip-generation characteristics for the category as a whole.

28) The trip-generation rates of retail uses and service uses were adjusted to take into account the share of pass-by trips these uses generate. Pass by trip rates for various retail and service uses were derived from the ITE Trip Generation Manual to determine the median value of all uses as the basis for the adjustment. The ITE pass by trip rates for all uses were reviewed for accuracy and updated to reflect the most current ITE published rates.

29) The SCAG 2016 RTP/SCS socio economic forecasts included non-residential employment for 2012 and 2040. These forecasts were used to estimate the growth in employment in each of the four non-residential uses.

30) The SCAG employment forecasts are denominated in jobs while development applications are typically denominated in square feet of floorspace. The ratio of floorspace per employee was determined as a median value derived from four studies, including a comprehensive study San Bernardino and Riverside Counties conducted in 1990, an OCTA study conducted in 2001, a SCAG study (including a specific focus on Riverside County) conducted in 2001, and the Riverside County General Plan adopted in 2015. It should be noted the SCAG study and Riverside County General Plan were identified and included as part of the 2016 Nexus Update in response to a recommendation made during the review of the prior draft 2015 Nexus Study.

31) The forecast growth in employees was multiplied by the floorspace per employee to produce a forecast of the floorspace that will be developed for each of the four non-residential use types.

32) The trip-generation rate for each of the four uses was multiplied by the forecast of new floorspace to estimate the number of trips generated by each use.

33) The amount of project costs to be covered by non-residential development was split between the four non-residential uses to determine the TUMF cost share for each.

34) The TUMF cost share for each of the four non-residential uses was divided by the forecast growth in floorspace to determine the fee level required from each new square foot of non-residential development to cover their fair share of the cost to mitigate the impacts of new developments.

35) WRCOG has adopted a TUMF Fee Calculation Handbook that allows for fee adjustments to be made to account for unusual circumstances for certain types of residential and non-residential development (fuel filling stations, golf courses, high-cube warehouses, wineries, electric charging stations, etc.) These
adjustments are intended to calculate a fairer proportional fee based on the unique trip generation characteristics of these particular development types.

The outcome of this process is a schedule of fees for the various use categories identified as part of the TUMF program. The study conclusions including the Schedule of Fees is presented in Chapter 7 of this report. The schedule of fees represents the maximum fee permissible under California law for the purposes of the TUMF program. The WRCOG Executive Committee has the option to adopt lower fees, however, in doing so each use category subject to a lower fee would not be contributing a fair share of the cost of their impacts. This would in turn create a funding gap for the program that would necessitate identifying additional project funding from some other source in order to ensure the cumulative regional impacts of new development are being mitigated fully in accordance with the program.
2.0 FUTURE GROWTH

2.1 Recent Historical Trend

Western Riverside County experienced robust growth in the period from the late 1990’s to the mid 2000’s. The results of Census 2000 indicate that in the year 2000, Western Riverside County had a population of 1.187 million representing a 30% increase (or 2.7% average annual increase) from the 1990 population of 912,000. Total employment in Western Riverside County in 2000 was estimated by the SCAG to be 381,000 representing a 46% increase (or 3.9% average annual increase) over the 1990 employment of 261,000.

Despite the impacts of the Great Recession and the associated residential mortgage and foreclosure crisis, Western Riverside County continued to grow due to the availability of relatively affordable residential and commercial property, and a generally well-educated workforce. By 2010, the population of the region had grown to 1.742 million, a further 47% growth in population from 2000. Similarly, total employment in the region had also grown from 2000 to 2010 with 434,000 employees estimated to be working in Western Riverside County. This represents a 12% increase from the 381,000 employees working in the region in 2000.

2.2 Available Demographic Data

A variety of alternate demographic information that quantifies future population, household and employment growth is available for Western Riverside County. For earlier versions of the TUMF Nexus Study, the primary available source of consolidated demographic information for Western Riverside County was provided by SCAG. SCAG is the largest of nearly 700 Councils of Government (COG) in the United States and functions as the Metropolitan Planning Organization (MPO) for six counties in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. SCAG is mandated by the federal government to research and plan for issues of regional significance including transportation and growth management. As part of these responsibilities, SCAG maintains a comprehensive database of regional socioeconomic data and develops demographic projections and travel demand forecasts for Southern California.

Recognizing the need to develop a more comprehensive source of socioeconomic data for Riverside County, the Riverside County Center for Demographic Research (RCCDR) was established under the joint efforts of the County of Riverside, the Western Riverside Council of Governments, the Coachella Valley Association of Governments, and the University of California, Riverside in 2005. RCCDR was responsible for establishing and maintaining demographic information and ensuring data consistency through a centralized data source of demographic characteristics. RCCDR provided demographic estimates and forecasts for Riverside County as input to the SCAG regional forecasts as well as providing the demographic basis for RivTAM. RCCDR forecasts were utilized as the basis for the TUMF Nexus Study 2009 Update.
The functions of the RCCDR have been subsequently integrated into the Riverside County Information Technology – Geographic Information Systems (RCIT-GIS) group, and their role in the development and distribution of SED has recently diminished. Although RCIT-GIS, WRCOG and other regional partners participated in the process to develop regional demographic forecasts as part of the SCAG 2016 RTP/SCS, SCAG remained the lead agency in the compilation and dissemination of the forecasts that were ultimately adopted in 2016, including those specific to Western Riverside County. For this reason, the SCAG forecasts adopted for the 2016 RTP/SCS were used as the basis for the TUMF Nexus Study 2016 Update, with the adopted SCAG data being disaggregated to correlate to the traffic analysis zone (TAZ) structure utilized for RivTAM.

2.3 Demographic Assumptions Used for the Nexus Study Analysis

A major distinction between RCCDR data used for the TUMF Nexus Study 2009 Update and the SCAG 2016 RTP/SCS data used for this 2016 Update is the change in the base year from 2007 to 2012, as well as the change in the horizon year from 2035 to 2040. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation.

The SCAG 2016 RTP/SCS data were compared to the RCCDR 2007 data used in the TUMF Nexus Study 2009 Update. As can be seen in Table 2.1 and Figure 2.1, the 2012 data reflects a modest increase in population, a very slight decline in households, and a modest decline in overall employment, with a notable shift in employment away from industry and government/public sector to retail. These changes reflect a restructuring of the regional economy in response to the influences of the Great Recession during this time.

Table 2.1 - Base Year Socioeconomic Estimates for Western Riverside County

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>1,569,393</td>
<td>1,773,935</td>
<td>204,542</td>
<td>13%</td>
</tr>
<tr>
<td>Total Households</td>
<td>530,289</td>
<td>525,149</td>
<td>-5,140</td>
<td>-1%</td>
</tr>
<tr>
<td>Single-Family</td>
<td>395,409</td>
<td>366,588</td>
<td>-28,821</td>
<td>-7%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>134,880</td>
<td>158,561</td>
<td>23,681</td>
<td>18%</td>
</tr>
<tr>
<td>Total Employment</td>
<td>515,914</td>
<td>460,787</td>
<td>-55,127</td>
<td>-11%</td>
</tr>
<tr>
<td>Industrial</td>
<td>175,571</td>
<td>120,736</td>
<td>-54,835</td>
<td>-31%</td>
</tr>
<tr>
<td>Retail</td>
<td>39,576</td>
<td>65,888</td>
<td>26,312</td>
<td>66%</td>
</tr>
<tr>
<td>Service</td>
<td>256,813</td>
<td>253,372</td>
<td>-3,441</td>
<td>-1%</td>
</tr>
<tr>
<td>Government/Public Sector</td>
<td>43,954</td>
<td>20,791</td>
<td>-23,163</td>
<td>-53%</td>
</tr>
</tbody>
</table>

Source: Riverside County CDR, May 2008; SCAG 2016 RTP; WSP, April 2016
Table 2.2 and Figure 2.2 compare the socioeconomic forecasts for the program horizon year of 2035 used in the TUMF Nexus Study 2009 Update and 2040 for this study. The most recent forecasts reflect a reduction in the horizon year population, households and overall employment in Western Riverside County, as well as shifts in the projected growth in employment sectors away from government/public sector and service towards retail. These changes are considered to be consistent with the influence of the economic recession on the rate of growth in Western Riverside County.
Table 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County

<table>
<thead>
<tr>
<th>SED Type</th>
<th>2009 Update (2035)</th>
<th>2016 Update (2040)</th>
<th>Change</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>2,537,583</td>
<td>2,429,633</td>
<td>-107,950</td>
<td>-4%</td>
</tr>
<tr>
<td>Total Households</td>
<td>881,768</td>
<td>775,231</td>
<td>-106,737</td>
<td>-12%</td>
</tr>
<tr>
<td>Single-Family</td>
<td>552,154</td>
<td>539,631</td>
<td>-12,523</td>
<td>-2%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>329,814</td>
<td>235,600</td>
<td>-94,214</td>
<td>-29%</td>
</tr>
<tr>
<td>Total Employment</td>
<td>1,090,833</td>
<td>861,455</td>
<td>-229,378</td>
<td>-21%</td>
</tr>
<tr>
<td>TUMF Industrial</td>
<td>276,782</td>
<td>201,328</td>
<td>-75,454</td>
<td>-27%</td>
</tr>
<tr>
<td>TUMF Retail</td>
<td>87,170</td>
<td>101,722</td>
<td>14,559</td>
<td>17%</td>
</tr>
<tr>
<td>TUMF Service</td>
<td>395,039</td>
<td>528,092</td>
<td>-66,947</td>
<td>-11%</td>
</tr>
<tr>
<td>TUMF Government/Public Sector</td>
<td>131,842</td>
<td>30,306</td>
<td>-101,536</td>
<td>-77%</td>
</tr>
</tbody>
</table>

Source: Riverside County CDR, May 2008; SCAG 2016 RTP; WSP, April 2016

Figure 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County
Table 2.3 and Figure 2.3 summarize the socioeconomic data obtained from SCAG and used as the basis for completing this Nexus Study analysis. The SCAG employment data for 2012 and 2040 was provided for thirteen employment sectors consistent with the California Employment Development Department (EDD) Major Groups including: Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Transportation, Warehousing and Utilities; Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service; and Government. For the purposes of the Nexus Study, the EDD Major Groups were aggregated to Industrial (Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Transportation, Warehousing and Utilities), Retail (Retail Trade), Service (Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service) and Government/Public Sector (Government). These four aggregated sector types were used as the basis for calculating the fee as described in Section 6.2. Appendix B provides a table detailing the EDD Major Groups and corresponding North American Industry Classification System (NAICS) Categories that are included in each non-residential sector type.

Table 2.3 - Population, Households and Employment in Western Riverside County (2012 to 2040)

<table>
<thead>
<tr>
<th>SED Type</th>
<th>2012</th>
<th>2040</th>
<th>Change</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>1,773,935</td>
<td>2,429,633</td>
<td>655,698</td>
<td>37%</td>
</tr>
<tr>
<td>Total Households</td>
<td>525,149</td>
<td>775,231</td>
<td>250,082</td>
<td>48%</td>
</tr>
<tr>
<td>Single-Family</td>
<td>366,588</td>
<td>539,631</td>
<td>173,043</td>
<td>47%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>158,561</td>
<td>235,600</td>
<td>77,039</td>
<td>49%</td>
</tr>
<tr>
<td>Total Employment</td>
<td>460,787</td>
<td>861,455</td>
<td>400,668</td>
<td>87%</td>
</tr>
<tr>
<td>TUMF Industrial</td>
<td>120,736</td>
<td>201,328</td>
<td>80,592</td>
<td>67%</td>
</tr>
<tr>
<td>TUMF Retail</td>
<td>65,886</td>
<td>101,729</td>
<td>35,843</td>
<td>54%</td>
</tr>
<tr>
<td>TUMF Service</td>
<td>253,372</td>
<td>528,092</td>
<td>274,720</td>
<td>108%</td>
</tr>
<tr>
<td>TUMF Government/Public Sector</td>
<td>20,791</td>
<td>30,306</td>
<td>9,515</td>
<td>46%</td>
</tr>
</tbody>
</table>

Source: SCAG 2016 RTP; WSP, April 2016
Figure 2.3 - Population, Households and Employment in Western Riverside County (2012 to 2040)

The combined effects of the changes in the base year and horizon year socioeconomic data is a notable reduction in the total growth in population, households and employment for the current Nexus Update compared to the 2009 Nexus Update. Table 2.4 and Figure 2.4 provide a comparison of the changes in population, households and employment between the 2016 Nexus Update and the 2009 Nexus Update. The table and figure clearly illustrate the reduction in the rate of growth in Western Riverside County largely attributable to the effects of the economic recession. This reduced rate of growth in the region will serve as the basis for reevaluating the level of impact of new development on the transportation system in the next section, as well as providing the basis for the determination of the fair share fee for each land use type.
### Table 2.4 - Population, Households and Employment in Western Riverside County
(Existing to Future Change Comparison)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>968,190</td>
<td>655,698</td>
<td>-312,492</td>
<td>-32%</td>
</tr>
<tr>
<td>Total Households</td>
<td>351,679</td>
<td>250,082</td>
<td>-101,597</td>
<td>-29%</td>
</tr>
<tr>
<td>Single-Family</td>
<td>156,745</td>
<td>173,043</td>
<td>16,298</td>
<td>10%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>194,934</td>
<td>77,039</td>
<td>-117,895</td>
<td>-60%</td>
</tr>
<tr>
<td>Total Employment</td>
<td>574,919</td>
<td>400,668</td>
<td>-174,251</td>
<td>-30%</td>
</tr>
<tr>
<td>TUMF Industrial</td>
<td>101,211</td>
<td>80,592</td>
<td>-20,619</td>
<td>-20%</td>
</tr>
<tr>
<td>TUMF Retail</td>
<td>47,594</td>
<td>35,841</td>
<td>-11,753</td>
<td>-25%</td>
</tr>
<tr>
<td>TUMF Service</td>
<td>338,226</td>
<td>274,720</td>
<td>-63,506</td>
<td>-19%</td>
</tr>
<tr>
<td>TUMF Government/Public Sector</td>
<td>87,888</td>
<td>9,515</td>
<td>-78,373</td>
<td>-89%</td>
</tr>
</tbody>
</table>

Source: Riverside County CDR, May 2008; SCAG 2016 RTP; WSP, April 2016

Figure 2.4 - Population, Households and Employment in Western Riverside County
(Existing to Future Change Comparison)
3.0 NEED FOR THE TUMF

All new development has some effect on the transportation infrastructure in a community, city or county due to an increase in travel demand. Increasing usage of the transportation facilities leads to more traffic, progressively increasing VMT, traffic congestion and decreasing the level of service (LOS). In order to meet the increased travel demand and keep traffic flowing, improvements to transportation facilities become necessary to sustain pre-development traffic conditions.

The projected growth in Western Riverside County (37% growth in population and 87% growth in employment in under 30 years) and the related growth in VMT can be expected to significantly increase congestion and degrade mobility if substantial investments are not made in the transportation infrastructure. This challenge is especially critical for arterial highways and roadways that carry a significant number of the trips between cities, since traditional sources of transportation improvement funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the improvements needed to serve new development. Development exactions generally provide only a fraction of the improvements with improvements confined to the area immediately adjacent to the respective development, and the broad-based county-level funding sources (i.e., Riverside County’s half-cent sales tax known as Measure A) designate only a small portion of their revenues for arterial roadway improvements.

This section documents the existing and future congestion levels that demonstrate the need for future improvements to the transportation system to specifically mitigate the cumulative regional transportation impacts of new development. It then describes the TUMF concept that has been developed to fund future new developments’ fair share of needed improvements.

The forecast of future congestion levels is derived from Year 2040 No-Build travel demand forecasts for Western Riverside County developed using RivTAM. The Year 2040 No-Build scenario evaluates the effects of 2040 population, employment and resultant traffic generation on the 2015 existing arterial highway network.

3.1 Future Highway Congestion Levels

To support the evaluation of the cumulative regional impacts of new development on the existing arterial highway system in Western Riverside County, existing (2012) and

---

\(^3\) The *Highway Capacity Manual* (Transportation Research Board, National Research Council, Washington, D.C., 2010, pp 2-2, 2-3) describes LOS as a “quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.” Letters are used to designate each of six LOS (A to F), with LOS A representing the best operating conditions and LOS F representing the worst. According to the Highway Capacity Manual, LOS C or D is typically used in planning efforts to ensure an acceptable operating service for facility users. Therefore, LOS E represents the threshold for unacceptable LOS.
future (2040) SED were modeled on the existing (2015) arterial highway network using RivTAM. To quantify traffic growth impacts, various traffic measures of effectiveness were calculated for the AM and PM peak periods for each of the two scenarios. The WRCOG TUMF study area was extracted from the greater regional model network for the purpose of calculating measures for Western Riverside County only. Peak period performance measures for the Western Riverside County TUMF study area included total VMT, total vehicle hours of travel (VHT), total combined vehicle hours of delay (VHD), and total VMT experiencing unacceptable level of service (LOS E). These results were tabulated in Table 3.1. Plots of the Network Extents are attached in Appendix C.

Total Arterial VMT, VHT, VHD and LOS E Threshold VMT were calculated to include all principal arterials, minor arterials and major connectors, respectively. Regional values for each threshold were calculated for a total of all facilities including arterials, freeways, freeway ramps and High-Occupancy Vehicle (HOV) lanes.

**Table 3.1 - Regional Highway System Measures of Performance (2012 Baseline to 2040 No-Build)**

<table>
<thead>
<tr>
<th>Measure of Performance*</th>
<th>2012</th>
<th>2040</th>
<th>% Change</th>
<th>% Annual</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMT - Total ALL FACILITIES</td>
<td>19,532,437</td>
<td>29,277,587</td>
<td>50%</td>
<td>1.5%</td>
</tr>
<tr>
<td>VMT - FREeways</td>
<td>11,019,155</td>
<td>14,487,570</td>
<td>31%</td>
<td>1.0%</td>
</tr>
<tr>
<td>VMT - ALL ARTERIALS</td>
<td>8,513,282</td>
<td>14,790,016</td>
<td>74%</td>
<td>2.0%</td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VMT</td>
<td>5,585,202</td>
<td>9,089,495</td>
<td>63%</td>
<td>1.8%</td>
</tr>
<tr>
<td>VHT - Total ALL FACILITIES</td>
<td>575,154</td>
<td>1,361,907</td>
<td>137%</td>
<td>3.1%</td>
</tr>
<tr>
<td>VHT - FREeways</td>
<td>296,542</td>
<td>736,433</td>
<td>148%</td>
<td>3.3%</td>
</tr>
<tr>
<td>VHT - ALL ARTERIALS</td>
<td>278,611</td>
<td>625,474</td>
<td>124%</td>
<td>2.9%</td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VHT</td>
<td>181,151</td>
<td>396,981</td>
<td>119%</td>
<td>2.8%</td>
</tr>
<tr>
<td>VHD - Total ALL FACILITIES</td>
<td>175,765</td>
<td>739,075</td>
<td>320%</td>
<td>5.3%</td>
</tr>
<tr>
<td>VHD - FREeways</td>
<td>117,430</td>
<td>502,549</td>
<td>328%</td>
<td>5.3%</td>
</tr>
<tr>
<td>VHD - ALL ARTERIALS</td>
<td>58,334</td>
<td>236,527</td>
<td>305%</td>
<td>5.1%</td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VHD</td>
<td>45,080</td>
<td>172,944</td>
<td>284%</td>
<td>4.9%</td>
</tr>
<tr>
<td>VMT LOS E - Total ALL FACILITIES</td>
<td>6,188,644</td>
<td>16,966,992</td>
<td>174%</td>
<td>3.7%</td>
</tr>
<tr>
<td>VMT LOS E - FREeways</td>
<td>4,532,703</td>
<td>10,156,363</td>
<td>124%</td>
<td>2.9%</td>
</tr>
<tr>
<td>VMT LOS E &amp; F - ALL ARTERIALS</td>
<td>1,655,941</td>
<td>6,810,629</td>
<td>311%</td>
<td>5.2%</td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VMT w/ LOS E or worse</td>
<td>1,462,061</td>
<td>5,160,911</td>
<td>253%</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

% of TUMF ARTERIAL VMT w/ LOS E or worse | 26% | 57%

* Based on RivTAM 2012 network provided by Riverside County Transportation Department and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016.

**NOTES:**

Volume is adjusted by PCE factor

VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)

VHT = vehicle hours of travel (the total combined time that all vehicles are traveling on the system)

VHD = vehicle hours of delay (the total combined time that all vehicles have been delayed on the system based on the difference between forecast travel time and free-flow [ideal] travel time)

LOS = level of service (based on forecast volume to capacity ratios).

LOS E or Worse was determined by V/C ratio that exceeds 0.9 thresholds as indicated in the Riverside County General Plan.
The following formulas were used to calculate the respective values:

\[
\text{VMT} = \text{Link Distance} \times \text{Total Daily Volume}
\]

\[
\text{VHT} = \text{Average Loaded (Congested) Link Travel Time} \times \text{Total Daily Volume}
\]

\[
\text{VHD} = \text{VHT} - (\text{Free-flow (Uncongested) Link Travel Time} \times \text{Total Daily Volume})
\]

\[
\text{VMT LOS} \text{ E or F} = \text{VMT} \text{ (on links where Daily V/C exceeded 0.90)}
\]


The calculated values were compared to assess the total change between 2012 Baseline and 2040 No-Build, and the average annual change between 2012 Baseline and 2040 No-Build. As can be seen from the RivTAM outputs summarized in Table 3.1, the additional traffic generated by new development will cause VMT on the arterial highway network to increase by approximately 74% by the year 2040 (approximately 2.0% per year). In the absence of additional improvements to the transportation network in Western Riverside County, the growth in VMT will cause congestion on the highway system to increase almost exponentially, with the most significant increase in congestion observed on the arterial highway system that includes the TUMF Network. Many facilities will experience a significant increase in vehicle delay and deterioration in LOS to unacceptable levels as a result of new development and the associated growth in traffic. According to the Highway Capacity Manual (Transportation Research Board, 2010), LOS C or D are required to "ensure an acceptable operating service for facility users." LOS E is generally recognized to represent the threshold of unacceptable operating service and the onset of substantial systemic traffic congestion.

The Congestion Management Program for Riverside County (CMP) published by the Riverside County Transportation Commission (RCTC) in 2011 designates LOS E as the "traffic standards must be set no lower than LOS E for any segment or intersection along the CMP System of Highways and Roadways" in Riverside County. "The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality." 4 The CMP provides a mechanism for monitoring congestion on the highway system and, where congestion is observed, establishes procedures for developing a deficiency plan to address improvement needs. The reactive nature of the CMP to identify and remediate existing congestion differs from the proactive nature of the TUMF program to anticipate and provide for future traffic needs. For this reason, the TUMF program follows the guidance of the Highway Capacity Manual in establishing LOS E as the threshold for unacceptable level of service, and subsequently as the basis for measuring system performance and accounting for existing needs. This approach ensures a more conservative accounting of existing system needs as part of the

---

4 Congestion Management Program for Riverside County – Executive Summary (Riverside County Transportation Commission, 2011) Page ES-3, ES-1
determination of the “fair share” of mitigating the cumulative regional impacts of future new development on the transportation system.

The continuing need for a mitigation fee on new development is shown by the adverse impact that new development will have on Western Riverside County’s transportation infrastructure, and in particular, the arterial highway network. As a result of the new development and associated growth in population and employment in Western Riverside County, additional pressure will be placed on the transportation infrastructure with the total VMT on the Western Riverside County Regional System of Highways and Arterials (RSHA; also referred to as the TUMF Network) estimated to increase by approximately 63% or 1.8% compounded annually.

As shown in Table 3.1, the VMT on arterial facilities within the TUMF Network experiencing LOS of E or worse will increase by approximately 253% or 4.6% compounded annually in Western Riverside County in the period between 2012 and 2040. By 2040, 57% of the total VMT on the TUMF arterial highway system is forecast to be traveling on facilities experiencing daily LOS E or worse. Without improvements to the TUMF arterial highway system, the total vehicle hours of delay (VHD) experienced by area motorists on TUMF arterial highways will increase by approximately 4.9% per year. The combined influences of increased travel demand and worsened LOS that manifest themselves in severe congestion and delay highlight the continuing need to complete substantial capacity expansion on the TUMF arterial highway system to mitigate the cumulative regional impact of new development.

The RivTAM outputs summarized in Table 3.1 clearly demonstrate that the travel demands generated by future new development in the region will lead to increasing levels of traffic congestion, especially on the arterial roadways. The need to improve these roadways to accommodate the anticipated growth in VMT and relieve future congestion is therefore directly linked to the future development which generates the additional travel demand.

3.2 Future Transit Utilization Levels

In addition to the roadway network, public transportation will play a role in serving future travel demand in the region. Transit represents a critical component of the transportation system by providing an alternative mode choice for those not wanting to use an automobile, and particularly for those who do not readily have access to an automobile. As population and employment in Western Riverside County grows as a result of new development, demand for regional transit services in the region is also expected to grow.

While some future transit trips will be accommodated by inter-regional transit services such as Metrolink, a substantial number of the trips within Western Riverside County will be served by bus transit services and for this reason the provision of regional bus transit service is considered integral to addressing the cumulative regional transportation impacts of new developments. Regional bus transit services within Western Riverside County are primarily provided by RTA. To support the evaluation of regional bus service
needs to accommodate new development, daily transit trip forecasts were derived from the RTA Comprehensive Operational Analysis\(^5\). Weekday projected system ridership for 2015 and 2025 were interpolated to 2012 and 2040 to represent existing and future transit trips consistent with the analysis of highway trips described in Section 3.1. The interpolated year 2012 and year 2040 existing and future transit ridership were compared in order to assess the impact of new development on transit demand. The weekday projected system ridership indicates that RTA bus transit services accommodate approximately 31,016 riders per day in Western Riverside County in 2015. By 2025, bus transit services are forecast to serve approximately 46,572 riders per weekday. This represents an increase in projected weekday ridership of 15,556 between 2015 and 2025, or an average increase of 1,414 weekday riders each year. Based on these projected weekday ridership levels and rate of ridership growth each year, the interpolated weekday ridership for 2012 is 26,773 while the interpolated weekday ridership for 2040 would be 67,785. This translates into an increase of 41,011 riders per weekday between 2012 and 2040. Weekday projected system ridership for 2015 and 2025, as presented in Table 7 of the RTA Comprehensive Operational Analysis Executive Summary, along with the interpolated weekday system ridership in 2012 and 2040 are included in Appendix D.

The significant future growth in demand for public transit services is reflective of the cumulative regional impacts of new development, and the associated increase in demand for all types of transportation infrastructure and services to accommodate this growth. Furthermore, bus transit ridership is expected to grow as the improved services being planned and implemented by RTA attracts new riders and encourages existing riders to use transit more often as an alternative to driving. Attracting additional riders to bus transit services contributes to the mitigation of the cumulative regional transportation impacts of new development by reducing the number of trips that need to be served on the highway system. The need to provide additional bus transit services within Western Riverside County to satisfy this future demand is therefore directly linked to the future development that generates the demand.

3.3 The TUMF Concept

A sizable percentage of trip-making for any given local community extends beyond the bounds of the individual community as residents pursue employment, education, shopping and entertainment opportunities elsewhere. As new development occurs within a particular local community, this migration of trips of all purposes by new residents and the new business that serve them contributes to the need for transportation improvements within their community and in the other communities of Western Riverside County. The idea behind a uniform mitigation fee is to have new development throughout the region contribute uniformly to paying the fair share cost of improving the transportation facilities that serve these longer-distance trips between communities. Thus, the fee is intended to be used primarily to improve transportation

---

\(^5\) Riverside Transit Agency (RTA), Comprehensive Operational Analysis Executive Summary, January 2015, Table 7
facilities that serve trips between communities within the region (in particular, arterial roadways and regional bus transit services).

Some roadways serve trips between adjacent communities, while some also serve trips between more distant communities within the region. The differing roadway functions led to the concept of using a portion of the fee revenues for a backbone system of arterial roadways that serve the longer-distance trips (i.e. using TUMF revenues from the entire region), while using a second portion of the fee revenues for a secondary system of arterials that serve inter-community trips within a specific subregion or zone (i.e. using TUMF revenues from the communities most directly served by these roads – in effect, a return-to-source of that portion of the funds). Reflecting the importance of public transit service in meeting regional travel needs, a third portion of fee revenues was reserved for improvements to regional bus transit services (i.e. using TUMF revenues from the entire region).

Much, but not all, of the new trip-making in a given area is generated by residential development (i.e. when people move into new homes, they create new trips on the transportation system as they travel to work, school, shopping or entertainment). Some of the new trips are generated simply by activities associated with new businesses (i.e. new businesses will create new trips through the delivery of goods and services, etc.). With the exception of commute trips by local residents coming to and from work, and the trips of local residents coming to and from new businesses to get goods and services, the travel demands of new businesses are not directly attributable to residential development. The consideration of different sources of new travel demand is therefore reflected in the concept of assessing both residential and non-residential development for their related transportation impacts.

In summary, the TUMF concept includes the following:

- A uniform fee that is levied on new development throughout Western Riverside County.

- The fee is assessed roughly proportionately on new residential and non-residential development based on the relative impact of each new use on the transportation system.

- A portion of the fee is used to fund capacity improvements on a backbone system of arterial roadways that serve longer-distance trips within the region; a portion of the fee is returned to the subregion or zone in which it was generated to fund capacity improvements on a secondary system of arterial roadways that link the communities in that area; and a portion of the fee is used to fund improvements to regional bus transit services that serve longer-distance trips between the communities within the region.
4.0 THE TUMF NETWORK

4.1 Identification of the TUMF Roadway Network

An integral element of the initial Nexus Study was the designation of the Western Riverside County Regional System of Highways and Arterials. This network of regionally significant highways represents those arterial and collector highway and roadway facilities that primarily support inter-community trips in Western Riverside County and supplement the regional freeway system. As a result, this system also represents the extents of the network of highways and roadways that would be eligible for TUMF funded improvements. The TUMF Network does not include the freeways of Western Riverside County as these facilities primarily serve longer distance inter-regional trips and a significant number of pass-through trips that have no origin or destination in Western Riverside County.

The TUMF Network is the system of roadways that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. The RSHA for Western Riverside County was identified based on several transportation network and performance guidelines as follows:

1. Arterial highway facilities proposed to have a minimum of four lanes at ultimate build-out (not including freeways).
2. Facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining Western Riverside County.
3. Facilities with forecast traffic volumes in excess of 20,000 vehicles per day in the future horizon year.
4. Facilities with forecast volume to capacity ratio of 0.90 (LOS E) or greater in the future horizon year.
5. Facilities that accommodate regional fixed route transit services.
6. Facilities that provide direct access to major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

Appendix E includes exhibits illustrating the various performance measures assessed during the definition of the RSHA.

Transportation facilities in Western Riverside County that generally satisfied the respective guidelines were initially identified, and a skeletal regional transportation framework evolved from facilities where multiple guidelines were observed. Representatives of all WRCOG constituent jurisdictions reviewed this framework in the context of current local transportation plans to define the TUMF Network, which was

---

4 Since pass-through trips have no origin or destination in Western Riverside County, new development within Western Riverside County cannot be considered responsible for mitigating the impacts of pass-through trips. The impact of pass-through trips and the associated cost to mitigate the impact of pass-through trips (and other inter-regional freeway trips) is addressed in the Riverside County Transportation Commission (RCTC) Western Riverside County Freeway Strategic Plan, Phase II - Detailed Evaluation and Impact Fee Nexus Determination, Final Report dated May 31, 2008.
subsequently endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, TUMF Policy Committee and the WRCOG Executive Committee.

The RSHA is illustrated in Figure 4.1. As stated previously, the RSHA represents those regional significant highway facilities that primarily serve inter-community trips in Western Riverside County and therefore also represents the extents of the network of highways and roadways that would be eligible for TUMF funded improvements.

Consistent with the declining rate of new development forecast for Western Riverside County post the Great Recession, the TUMF Network was reviewed as part of the 2016 Nexus Update to ensure facilities generally still met the previously described performance guidelines, and/or that the scope and magnitude of specific improvements to the TUMF Network were roughly proportional to the impacts needing to be mitigated. This review process resulted in the removal of various facilities from the TUMF Network, as well as various changes in the scope and magnitude of specific improvements to the TUMF Network are discussed in Section 4.3 of this report.
Regional System of Highways and Arterials - Western Riverside County
Transportation Uniform Mitigation Fee Program | Figure 4.1
4.2 Backbone Network and Secondary Network

As indicated previously, the TUMF roadway network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance." Facilities of Regional Significance were identified as those that typically are proposed to have a minimum of six lanes at general plan build-out, extend across and/or between multiple Area Planning Districts, and are forecast to carry at least 25,000 vehicles per day in 2040. The Facilities of Regional Significance have been identified as the "backbone" highway network for Western Riverside County. A portion of the TUMF fee is specifically designated for improvement projects on the backbone system. The backbone network is illustrated in Figure 4.2.

Facilities of Zonal Significance (the "secondary" network) represent the balance of the RSRA for Western Riverside County. These facilities are typically within one zone and carry comparatively lesser traffic volumes than the backbone highway network, although they are considered significant for circulation within the respective zone. A portion of the TUMF is specifically designated for improvement projects on the secondary network within the zone in which it is collected. The WRCOG APD or zones are illustrated in Figure 4.3.

---

7 Although facilities were identified based on the minimum number of lanes anticipated at general plan buildout, in some cases it was determined that sufficient demand for all additional lanes facilities may not exist on some facilities until beyond the current timeframe of the TUMF Program (2040). As a result, only a portion of the additional lanes on these facilities have currently been identified for funding with TUMF revenues, reflecting the cumulative impact of new development through the current duration of the TUMF Program.

8 Area Planning Districts (APD) are the five aggregations of communities used for regional planning functions within the WRCOG area. Area Planning Districts are interchangeably referred to as TUMF Zones.
Western Riverside County Area Planning Districts (TUMF Zones)
Transportation Uniform Mitigation Fee Program | Figure 4.3
4.3 Future Roadway Transportation Needs

For the purpose of calculating a "fair share" fee for new development, it is necessary to estimate the cost of improvements on the TUMF system that will be needed to mitigate the cumulative regional impacts of future transportation demands created by new development. Estimates of the cost to improve the network to mitigate the cumulative impacts of new development were originally developed based on unit costs prepared for the Coachella Valley Association of Governments (CVAG) Regional Arterial Cost Estimate (RACE), and the WRCOG Southwest District SATISFY 2020 Summary of Cost Estimates (TKC/WRCOG 2000). The RACE cost estimates were developed based on a summary of actual construction costs for projects constructed in Riverside County in 1998.

The initial unit cost estimates for the TUMF (based on inflated RACE cost estimates) were reviewed in the context of the SATISFY 2020 Draft Cost Estimates and were consolidated to provide typical improvement costs for each eligible improvement type. The refinement of unit costs was completed to simplify the process of estimating the cost to improve the entire TUMF network. Based on RACE and SATISFY 2020, consolidated cost estimates included typical per mile or lump sum costs for each of the improvement types eligible under the TUMF Program. The resultant revised unit cost estimates were used as the basis for estimating the cost to complete the necessary improvements to the TUMF network to mitigate the cumulative regional transportation impacts of new development.

Variations in the consolidated cost estimates for specific improvement types were provided to reflect differences in topography and land use across the region. Unit costs for roadway construction were originally varied to account for variations in construction cost (and in particular, roadway excavation and embankment cost) associated with construction on level (code 1) rolling (code 2) and mountainous (code 3) terrain, respectively. Right-of-way acquisition costs which originally included consideration for land acquisition, documentation and legal fees, relocation and demolition costs, condemnation compensation requirements, utility relocation, and environmental mitigation costs were also varied to account for variations in right-of-way costs associated with urban (developed commercial/residential mixed uses – code 1), suburban (developed residential uses – code 2) and rural (undeveloped uses – code 3) land uses, respectively. Lump sum costs for interchange improvements were originally varied to account for variations in cost associated with new complex, new standard (or fully reconstructed), or major (or partially reconstructed) or minor (individual ramp improvements) interchange improvements.

As part of the 2016 TUMF Nexus Update, the original unit cost categories were revised to generate entirely new unit cost values based on the most recent available construction cost, labor cost and land acquisition cost values for comparable projects within

---

9 Parsons Brinckerhoff/Coachella Valley Association of Governments, 1999, Regional Arterial Cost Estimate (RACE)
10 TKC/Western Riverside Council of Governments, 2000, SATISFY 2020 Summary of Cost Estimates
Riverside County. The recalculation of the TUMF unit cost components was completed as part of the 2016 Nexus Update to reflect the effects of the ongoing recovery from the economic recession that has seen the costs of materials, labor and land acquisition in California rebound from relative historical lows. Appendix F provides a detailed outline of the assumptions and methodology leading to the revised TUMF unit cost assumptions developed as part of the 2016 Nexus Update. In addition, supplemental categories were added to the cost assumptions to better delineate the need to mitigate the cumulative multi-species habitat impacts of TUMF arterial highway improvements in accordance with the Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and to account for the costs associated with WRCOG administration of the TUMF Program.

Section 8.5.1 of the Riverside County Integrated Project (RCIP) MSHCP adopted by the Riverside County Board of Supervisors on June 17, 2003 states that "each new transportation project will contribute to Plan implementation. Historically, these projects have budgeted 3% - 5% of their construction costs to mitigate environmental impacts." This provision is reiterated in the MSHCP Final Mitigation Fee Nexus Report (David Taussig and Associates, Inc., July 1, 2003) section 5.3.1.2 which states that "over the next 25 years, regional infrastructure projects are expected to generate approximately $250 million in funding for the MSHCP" based on mitigation at 5% of construction costs. To clearly demonstrate compliance with the provisions of the MSHCP, the TUMF Program will incorporate a cost element to account for the required MSHCP contribution to mitigate the multi-species habitat impacts of constructing TUMF projects. In accordance with the MSHCP Nexus Report, an amount equal to 5% of the construction cost for new TUMF network lanes, bridges and railroad grade separations will be specifically included as part of TUMF Program with revenues to be provided to the Western Riverside County Regional Conservation Authority (RCA) for the acquisition of land identified in the MSHCP. The relevant sections of the MSHCP document and the MSHCP Nexus Report are included in Appendix F.

Table 4.1 summarizes the unit cost estimate assumptions used to develop the TUMF network cost estimate as part of the current Nexus Update. Table 4.1 also includes a comparison of the original TUMF unit cost assumptions, and the 2009 Nexus Update unit cost assumptions. Cost estimates are provided in current year values as indicated.

To estimate the cost of improving the regional transportation system to provide for future traffic growth from new development, the transportation network characteristics and performance guidelines (outlined in Section 4.1) were initially used as a basis for determining the needed network improvements. The initial list of improvements needed to provide for the traffic generated by new development was then compared with local General Plan Circulation Elements to ensure that the TUMF network included planned arterial roadways of regional significance. A consolidated list of proposed improvements and the unit cost assumptions were then used to establish an initial estimate of the cost to improve the network to provide for future traffic growth associated with new development. This initial list of proposed improvements has since been revised and updated as part of each subsequent Nexus Update to reflect the changing levels of new development and the associated travel demand and transportation system impacts to be mitigated as part of the TUMF program.
As discussed in Section 2.3, the effects of the economic recession since the 2009 Nexus Update have included a reduction in the rate of forecasted growth in Western Riverside County. As indicated in Table 2.4 and Figure 2.4, the anticipated rate of forecasted growth in Western Riverside County has been reduced overall by 32% for population, 29% for households and 30% for employment. This reduced rate of socioeconomic growth is reflected in a reduction in the forecast horizon year population, households and employment depicted in Table 2.2 and Figure 2.2, with the 2040 forecasts used as the basis for the 2016 Nexus Update being reduced by 4% for population, 12% for households and 21% for employment compared to the 2035 horizon year forecasts used as the basis for the 2009 Nexus Update, despite the horizon year being extended out by 5 years in the most recent SCAG forecasts. This reduced rate of forecasted socioeconomic growth has a commensurate impact on the forecasted daily traffic in the region as demonstrated by the 2009 Nexus Update VMT compared to the 2016 Nexus Update VMT in Table 4.2. As shown in the table, the forecast daily traffic is reduced by about 7% in the year 2040 as the basis for the 2016 Nexus Update compared to the year 2034 as used for the 2009 Nexus Update. As a result of the reduced traffic growth in the region, it is anticipated that the cumulative regional impacts of new development on the arterial highway and transit systems in the region is also reduced necessitating a reduction in the projects identified on the TUMF Network to mitigate the impacts of new development.
Table 4.1 - Unit Costs for Arterial Highway and Street Construction

<table>
<thead>
<tr>
<th>Component Type</th>
<th>Original Cost Assumptions as published October 18, 2002</th>
<th>Cost Assumptions per 2009 Nexus Update October 5, 2009</th>
<th>Cost Assumptions per 2016 Nexus Update</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrain 1</td>
<td>$550,000</td>
<td>$628,000</td>
<td>$692,000</td>
<td>Construction cost per lane mile - level terrain</td>
</tr>
<tr>
<td>Terrain 2</td>
<td>$850,000</td>
<td>$761,000</td>
<td>$878,000</td>
<td>Construction cost per lane mile - rolling terrain</td>
</tr>
<tr>
<td>Terrain 3</td>
<td>$1,150,000</td>
<td>$895,000</td>
<td>$1,044,000</td>
<td>Construction cost per lane mile - mountainous terrain</td>
</tr>
<tr>
<td>Landuse 1</td>
<td>$900,000</td>
<td>$1,682,000</td>
<td>$2,509,000</td>
<td>ROW cost factor per lane mile - urban areas</td>
</tr>
<tr>
<td>Landuse 2</td>
<td>$420,000</td>
<td>$603,000</td>
<td>$2,248,000</td>
<td>ROW cost factor per lane mile - suburban areas</td>
</tr>
<tr>
<td>Landuse 3</td>
<td>$240,000</td>
<td>$237,000</td>
<td>$287,000</td>
<td>ROW cost factor per lane mile - rural areas</td>
</tr>
<tr>
<td>Interchange 1</td>
<td>n/a</td>
<td>$43,780,000</td>
<td>$50,032,000</td>
<td>Complex new interchange/interchange modification cost</td>
</tr>
<tr>
<td>Interchange 2</td>
<td>$20,000,000</td>
<td>$22,280,000</td>
<td>$25,558,000</td>
<td>New interchange/interchange modification total cost</td>
</tr>
<tr>
<td>Interchange 3</td>
<td>$10,000,000</td>
<td>$10,890,000</td>
<td>$12,343,000</td>
<td>Major interchange improvement total cost</td>
</tr>
<tr>
<td>Bridge 1</td>
<td>$2,000</td>
<td>$2,880</td>
<td>$3,180</td>
<td>Bridge total cost per lane per linear foot</td>
</tr>
<tr>
<td>RRXing 1</td>
<td>$4,500,000</td>
<td>$4,550,000</td>
<td>$4,376,000</td>
<td>New Rail Grade Crossing per lane</td>
</tr>
<tr>
<td>RRXing 2</td>
<td>$2,250,000</td>
<td>$2,120,000</td>
<td>$2,733,000</td>
<td>Existing Rail Grade Crossing per lane</td>
</tr>
<tr>
<td>Planning</td>
<td>10%</td>
<td>10%</td>
<td>10%</td>
<td>Planning, preliminary engineering and environmental assessment costs based on construction cost only</td>
</tr>
<tr>
<td>Engineering</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
<td>Project study report, design, permitting and construction oversight costs based on construction cost only</td>
</tr>
<tr>
<td>Contingency</td>
<td>10%</td>
<td>10%</td>
<td>10%</td>
<td>Contingency costs based on total segment cost</td>
</tr>
<tr>
<td>Administration</td>
<td>3%</td>
<td>4%</td>
<td>5%</td>
<td>TUMF program administration based on total TUMF eligible network cost</td>
</tr>
<tr>
<td>MSHCP</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>TUMF component of MSHCP based on total TUMF eligible construction cost</td>
</tr>
</tbody>
</table>

Table 4.2 – Forecasted Daily Traffic in Western Riverside County

<table>
<thead>
<tr>
<th>Measure of Performance</th>
<th>2016 Nexus Update</th>
<th>2009 Nexus Update</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily</td>
<td>Daily</td>
</tr>
<tr>
<td></td>
<td>2012 Baseline</td>
<td>2040 No-Build</td>
</tr>
<tr>
<td>VMT - Total ALL FACILITIES</td>
<td>36,844,082</td>
<td>56,574,656</td>
</tr>
<tr>
<td>VMT - FREEWAYS</td>
<td>21,798,155</td>
<td>30,678,958</td>
</tr>
<tr>
<td>VMT - ALL ARTERIALS</td>
<td>15,045,927</td>
<td>25,895,698</td>
</tr>
<tr>
<td>TOTAL - TUMF ARTERIAL VMT</td>
<td>10,059,547</td>
<td>16,515,642</td>
</tr>
</tbody>
</table>

Source: Based on RvTAM 2012 network provided by Riverside County Transportation Department and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016; RvTAM provided by Iteris (2008)
A peer review process utilizing real world experience and perspectives from both the private and public sectors was critical in developing a realistic network of proposed improvements to mitigate the additional traffic resulting from future development in Western Riverside County. Representatives of private development firms and the BIA have continued to participate in the process of developing and updating the TUMF Program. This involvement has included active participation of private developer staff at various workshops conducted at critical milestone points in the process of completing the Nexus update, as well as a formal review of the TUMF Network and associated elements of the Nexus Study by the BIA and their hired consultant staff.

As part of the 2015 Nexus Update, the list of proposed improvements included in the initial Nexus Study and validated during the subsequent Nexus updates was reviewed for accuracy and, where necessary, amended to remove or modify projects that have changed in need to mitigate impacts based on changes in the patterns of growth and travel demand within the region. Projects completed since the adoption of the 2009 Nexus Update were also removed from the network to reflect the fact that mitigation at these locations is no longer required. The specific network changes were screened by the WRCOG Public Works Committee for consistency with TUMF network guidelines including travel demand and traffic performance, and were subsequently reviewed by representatives of the public and private sectors at a series of workshop meetings conducted between November 2014 and January 2015.

In response to the release of the 2015 Nexus Update draft study document, the TUMF Network was further reviewed by a consultant team hired by the BIA, with findings and recommendations provided in a letter dated August 8, 2015. A final review of the TUMF Network and associated improvements was conducted by WRCOG staff in cooperation with the Public Works Committee during the summer and fall of 2016 specifically in conjunction with the 2016 Nexus Update to include consideration of the revised travel forecasts based on the SCAG 2016 RTP/SCS demographic forecasts.

Based on the findings of the network screening, workshop meetings and other reviews, elements of specific projects were revised to reflect necessary network corrections and modifications to project assumptions. Matrices summarizing the disposition of the requests received as part of both the 2015 and 2016 TUMF Nexus Updates were developed and are included in Appendix G.

Eligible arterial highway and street improvement types to mitigate the cumulative regional transportation impacts of new development on Network facilities include:

1. Construction of additional Network roadway lanes;
2. Construction of new Network roadway segments;
3. Expansion of existing Network bridge structures;
4. Construction of new Network bridge structures;
5. Expansion of existing Network interchanges with freeways;
6. Construction of new Network interchanges with freeways;
7. Grade separation of existing Network at-grade railroad crossings;
All eligible improvement types provide additional capacity to Network facilities to accommodate future traffic growth generated by new development in Western Riverside County. Following the comprehensive update of the TUMF Program, the estimated total cost to improve the RSHA for Western Riverside County is $3.45 billion with this cost including all arterial highway and street planning, engineering, design, right-of-way acquisition and capital construction costs, but not including transit, MSHCP or program administration costs that will be subsequently described. It should be noted that the full cost to improve the TUMF Network cannot be entirely attributed to new development and must be adjusted to account for the previous obligation of other funds to complete necessary improvements and unfunded existing needs. Sections 4.5 and 4.6 describe the adjustments to the total TUMF Network improvement need to account for existing needs and obligated funds.

In addition to the arterial highway and street improvement costs indicated above, the TUMF Nexus Update included specific consideration for the TUMF Program obligation to the MSHCP program to mitigate the impact of TUMF network improvements on species and habitat within Western Riverside County. The TUMF obligation to MSHCP was calculated at a rate of 5% of the total construction (capital) cost of new lane segments, bridges and railroad grade separations on the TUMF Network. The total obligation to the MSHCP as indicated in the TUMF Network cost fee table is approximately $45.4 million, although the total obligation specific to the TUMF program is reduced to account for MSHCP obligations associated with improvements addressing existing needs and therefore excluded from TUMF.

The TUMF 2016 Nexus Update similarly includes specific consideration of the costs associated with WRCOG administration of the TUMF Program. The average cost for WRCOG to administer the TUMF Program was calculated at a rate of 4% of the total eligible cost of new lane segments (including interchanges, bridges and railroad grade separations) on the TUMF Network and new transit services. Administration costs incurred by WRCOG include direct salary, fringe benefit and overhead costs for WRCOG staff assigned to administer the program and support participating jurisdictions, and costs for consultant, legal and auditing services to support the implementation of the TUMF program. The total cost for WRCOG administration of the TUMF Program as indicated in the TUMF Network cost fee table is approximately $112.2 million.

The detailed TUMF network cost calculations are provided in Section 4.7, including each of the individual segments and cost components considered as part of the TUMF Program, and the maximum eligible TUMF share for each segment following adjustments for obligated funding and unfunded existing needs as described in subsequent sections.

4.4 Public Transportation Component of the TUMF System

In addition to the roadway network, public transportation plays a key role in serving future travel demand in the region. Public transportation serving inter-community trips is generally provided in the form of public bus transit services and in particular express bus
or other high frequency services between strategically located community transit centers. In Western Riverside County, these bus transit services are typically provided by RTA. Transit needs to serve future regional travel in Western Riverside County via bus transit include vehicle acquisitions, transit centers, express bus stop upgrades, maintenance facilities and other associated capital improvements to develop express bus or other high frequency inter-community transit bus services within the region. Metrolink commuter rail service improvements were not included in the TUMF Program as they typically serve longer inter-regional commute trips equivalent to freeway trips on the inter-regional highway system.

The network of regionally significant bus transit services represents those express bus and other high frequency transit bus services that primarily support inter-community trips in Western Riverside County and supplement the regional highway system and inter-regional commuter rail services. As a result, this portion of the bus transit system also represents the extents of the network of bus services that would be eligible for TUMF funded improvements.

The TUMF Bus Transit Network is the system of bus services that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. The Bus Transit Network for Western Riverside County was identified based on several transit network and performance guidelines as follows:

1. Bus transit routes (or corridors comprised of multiple overlapping routes) proposed to have a frequency of greater than three buses per direction during peak hours at ultimate build out.
2. Routes or corridors that serve multiple jurisdictions and/or provide connectivity between communities, both within and adjoining western Riverside County.
3. Routes or corridors with forecast weekday bus ridership in excess of 1,000 person trips per day by 2040.
4. Routes or corridors that are proposed to provide timed interconnections with at least four other routes or corridors at ultimate build out.
5. Routes or corridors that utilize the majority of travel along the TUMF RSHA.
6. Routes or corridors that provide direct access to areas of forecast population and employment growth, major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

Express bus routes and other high-frequency bus transit routes and corridors in Western Riverside County that generally satisfied the respective guidelines were identified by RTA based on service information developed as part of the RTA Comprehensive Operational Analysis completed in January 2015. The TUMF Bus Transit Network was subsequently endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, and the WRCOG Executive Committee as the basis for the transit component of the 2016 Nexus Update.

Updated cost estimates for improving the infrastructure serving public transportation, including construction of transit centers and transfer facilities, express bus stop upgrades, and capital improvements needed to develop express bus and other high
frequency bus transit service within the region were provided by RTA. The updated transit unit cost data provided by RTA are shown in Table 4.3.

### Table 4.3 - Unit Costs for Transit Capital Expenditures

<table>
<thead>
<tr>
<th>Component Type*</th>
<th>Cost Assumptions per 2009 Nexus Update</th>
<th>Cost Assumptions per 2015 Nexus Update</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Center 1</td>
<td>$6,000,000 $5,655,000</td>
<td>$4,000,000</td>
<td>Relocation/expansion of existing Regional Transit Center with up to 14 bus bays and park and ride</td>
</tr>
<tr>
<td>Transit Center 2</td>
<td>$6,000,000 $5,655,000</td>
<td>$9,000,000</td>
<td>New Regional Transit Center with up to 14 bus bays and park and ride</td>
</tr>
<tr>
<td>Transfer Facility</td>
<td></td>
<td>$1,000,000</td>
<td>Multiple route transfer hub</td>
</tr>
<tr>
<td>O &amp; M Facility</td>
<td></td>
<td>$50,000,000</td>
<td>Regional Operations and Maintenance Facility</td>
</tr>
<tr>
<td>Bus Stop</td>
<td>$10,000 $27,000</td>
<td>$40,000</td>
<td>Bus Stop Amenities Upgrade on TUMF Network</td>
</tr>
<tr>
<td>BRT Service Capital</td>
<td>$540,000 $550,000</td>
<td>$60,000</td>
<td>BRT/Limited Stop Service Capital (per stop***)</td>
</tr>
<tr>
<td>Vehicle Fleet 1</td>
<td></td>
<td>$155,000</td>
<td>Medium Sized Bus Contract Operated</td>
</tr>
<tr>
<td>Vehicle Fleet 2</td>
<td>$325,125 $550,000</td>
<td>$585,000</td>
<td>Large Sized Bus Directly Operated</td>
</tr>
<tr>
<td>COA Study</td>
<td></td>
<td>$950,000</td>
<td>Comprehensive Operational Analysis Study component of Nexus Study Update</td>
</tr>
</tbody>
</table>

* Transit Cost Component Types were restructured as part of the 2015 Nexus Update in accordance with the RTA Comprehensive Operational Analysis (January 2015)
** BRT Service Capital Cost Assumption was based on a per mile unit in 2009 Nexus Update. 2016 Nexus Update uses a per stop unit cost for BRT Service Capital

The estimated total cost for future RTA bus transit services to accommodate forecast transit demand is approximately $153.1 million with this cost including all planning, engineering, design and capital improvement costs. Detailed transit component cost estimates are included in Section 4.7.
4.5 Existing Obligated Funding

For some of the facilities identified in the TUMF network, existing obligated funding has previously been secured through traditional funding sources to complete necessary improvements, including most recently California Senate Bill (SB) 1 Transportation Funding approved by Governor Brown on April 28, 2017. Since funding has been obligated to provide for the completion of needed improvements to the TUMF system, the funded cost of these improvements will not be recaptured from future developments through the TUMF Program. As a result, the TUMF network cost was adjusted accordingly to reflect the availability of obligated funds.

To determine the availability of obligated funds, each jurisdiction in Western Riverside County (including the County of Riverside, the participating cities, and RCTC) was asked to review their current multi-year capital improvement programs to identify transportation projects on the TUMF system. A detailed table identifying the obligated funds for segments of the TUMF network is included in Appendix H. A total of $303.5 million in obligated funding was identified for improvements to the TUMF system. The estimated TUMF network cost was subsequently reduced by this amount.

4.6 Unfunded Existing Improvement Needs

A review of the existing traffic conditions on the TUMF network (as presented in Table 3.1) indicates that some segments of the roadways on the TUMF system currently experience congestion and operate at unacceptable levels of service. In addition, demand for inter-community transit service already exists and future utilization of proposed inter-community transit services will partially reflect this existing demand. The need to improve these portions of the system is generated by existing demand, rather than the cumulative regional impacts of future new development, so future new development cannot be assessed for the equivalent cost share of improvements providing for this existing need.

In the initial TUMF Nexus Study, the cost of existing improvement needs was estimated by identifying the roadway segments on the TUMF network that operate at LOS E or F according to the modeled 2000 base year volumes. The application of the LOS E threshold is consistent with national traffic analysis guidance that stipulates LOS D as the minimum acceptable LOS for arterial roadway facilities. The cost to improve these roadway segments with existing unacceptable LOS was calculated using the same method applied to estimate the overall system improvement cost. This method estimated the share of the particular roadway segment (including all associated ROW, interchange, structure and soft costs) that was experiencing unacceptable LOS, and reduced the estimated cost to reflect the relative share. The adjusted value reflected the maximum eligible under the TUMF Program to improve only those portions of the segment (and the relative share of associated improvement costs) that were not experiencing an existing need and were therefore considered to be exclusively addressing the cumulative impacts of new development.
By the application of this methodology, the initial TUMF Nexus Study did not account for the incremental cumulative impact of new development on those segments with an identified existing need. For this reason, the methodology to account for existing need was reviewed as part of the TUMF 2005 update to provide for the inclusion of incremental traffic growth on those segments with existing need.

As part of the 2016 Nexus Update, the methodology to account for existing need on arterial segments was further refined to utilize peak period traffic conditions as the basis for the calculation, rather than daily traffic conditions. Peak period performance measures typically reflect the highest level of demand for transportation facilities and therefore are typically utilized as the basis for project design making peak period a more appropriate basis for determining existing need (and future mitigation needs) as part of the TUMF program. The existing need methodology for the 2016 Nexus Update was also expanded to include spot improvements on the TUMF Network (including interchanges, bridges and railroad crossings). Due to limitations in previously available traffic forecast data, prior versions of the TUMF Nexus Study only determined existing need for arterial segments and did not explicitly include existing need for spot improvements.

To account for existing need in the TUMF Network as part of the 2016 Nexus Update, the cost for facilities identified as currently experiencing LOS E or F was adjusted. This was done by identifying the portion of any TUMF facility in the RivTAM 2012 Baseline scenario with a volume to capacity (v/c) ratio of greater than 0.9 (the threshold for LOS E), and extracting the share of the overall facility cost to improve that portion. This cost adjustment provides for the mitigation of incremental traffic growth on those TUMF segments with an existing high level of congestion. The following approach was applied to account for incremental traffic growth associated with new development as part of the existing need methodology:

1. Facilities with an existing need were identified by reviewing the RivTAM 2012 Baseline scenario assigned traffic on the 2015 existing network and delineating those facilities included on the TUMF Cost Fee Summary Table that have an average directional v/c exceeding 0.90.

   a. Weighted directional v/c values were used to determine existing need for network segments, which was calculated by:
      i. Determining the length for the portion of each segment (model link), and calculating the ratio of link length to the overall segment length
      ii. Generating the average directional v/c for each link, for both directions in AM and PM periods, and multiplying by link/segment length ratio
      iii. Determining the maximum peak-period peak-direction v/c for each link, representing the highest directional v/c in either AM or PM
      iv. Calculating weighted average v/c for each TUMF segment, based on the sum of all weighted max v/c values of each link within a segment
b. A similar method was used to determine existing need for spot improvements including interchanges, railroad crossings and bridges. However, no weighting was used in the calculation of existing need for spot improvements. For these facilities, the peak-period peak-direction v/c values (highest directional v/c in either AM or PM) were utilized in the existing need calculation. This was based on the individual link within a network segment where a bridge or railroad crossing is located, or on-and off-ramps in the case of interchanges.

2. Initial costs of addressing the existing need were calculated by estimating the share of a particular roadway segments “new lane” cost, or individual spot improvement cost (including all associated ROW and soft costs).

3. Incremental growth in v/c was determined by comparing the average directional base year v/c for the TUMF facilities (delineated under step one) with the horizon year v/c for the corresponding segments and spot improvements calculated based on the RivTAM 2040 No-Build scenario assigned traffic on the 2012 existing network using the same methodology as the base year v/c.

4. The proportion of the incremental growth attributable to new development was determined by dividing the result of step three with the total 2040 No-Build scenario v/c in excess of LOS E.

5. For those segments experiencing a net increase in v/c over the base year, TUMF will ‘discount’ the cost of existing need improvements by the proportion of the incremental v/c growth through 2040 No-Build compared to the 2012 Baseline v/c (up to a maximum of 100%).

The unfunded cost of existing highway improvement needs (including the related MSHCP obligation) totals $431.7 million. Appendix H includes a detailed breakdown of the existing highway improvement needs on the TUMF network, including the associated unfunded improvement cost estimate for each segment and spot improvement experiencing unacceptable LOS.

For transit service improvements, the cost to provide for existing demand was determined by multiplying the total transit component cost by the share of future transit trips representing existing demand. The cost of existing transit service improvement needs is $60.5 million representing 39.5% of the TUMF transit component. Appendix H includes tables reflecting the calculation of the existing transit need share and the existing transit need cost.

### 4.7 Maximum TUMF Eligible Cost

A total of $303.5 million in obligated funding was identified for improvements to the TUMF system. Since these improvements are already funded with other available revenue sources, the funded portion of these projects cannot also be funded with TUMF revenues. Furthermore, the total cost of the unfunded existing improvement need is
$492.2 million. These improvements are needed to mitigate existing transportation deficiencies and therefore their costs cannot be assigned to new development through the TUMF.

Based on the estimated costs described in Sections 4.3 and 4.4, the total value to complete the identified TUMF network and transit improvements, and administer the program is $3.76 billion. Having accounted for obligated funds and unfunded existing needs as described in Sections 4.5 and 4.6, respectively, the estimated maximum eligible value of the TUMF Program is $2.96 billion. The maximum eligible value of the TUMF Program includes approximately $2.71 billion in eligible arterial highway and street related improvements and $92.6 million in eligible transit related improvements. An additional $43.3 million is also eligible as part of the TUMF Program to mitigate the impact of eligible TUMF related arterial highway and street projects on critical native species and wildlife habitat, while $112.2 million is provided to cover the costs incurred by WRCOG to administer the TUMF Program.

Figure 4.4 illustrates the various improvements to the RSHA included as part of the TUMF network cost calculation. Table 4.4 summarizes the TUMF network cost calculations for each of the individual segments. This table also identifies the maximum eligible TUMF share for each segment having accounted for obligated funding and unfunded existing need. A detailed breakdown of the individual cost components and values for the various TUMF Network segments is included in Appendix H. Table 4.5 outlines the detailed transit component cost estimates. It should be noted that the detailed cost tables (and fee levels) are subject to regular review and updating by WRCOG and therefore WRCOG should be contacted directly to obtain the most recently adopted version of these tables (and to confirm the corresponding fee level).

<table>
<thead>
<tr>
<th>AREA PLAN DISTRICT</th>
<th>STREETFNAME</th>
<th>SEGMENT FROM</th>
<th>SEGMENT TO</th>
<th>MILES</th>
<th>TOTAL COST</th>
<th>MAXIMUM TUNF SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>Alessandro</td>
<td>Ironwood</td>
<td>2.21</td>
<td>$7,031,000</td>
<td>$7,031,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>North</td>
<td>Magnolia</td>
<td>5.72</td>
<td>$13,957,000</td>
<td>$10,901,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>Arlington</td>
<td>Magnolia</td>
<td>2.02</td>
<td>$7,456,000</td>
<td>$7,456,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>Sunnyside Ano River</td>
<td>SR-91</td>
<td>3.44</td>
<td>$8,045,000</td>
<td>$8,045,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>SR-91</td>
<td>Magnolia Canyon</td>
<td>3.10</td>
<td>$30,895,000</td>
<td>$11,085,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>Van Buren</td>
<td>Ironwood</td>
<td>0.43</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>Van Buren</td>
<td>Sunset Terrace</td>
<td>1.27</td>
<td>$3,470,000</td>
<td>$3,470,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Alessandro</td>
<td>Sunset Terrace</td>
<td>1.27</td>
<td>$3,470,000</td>
<td>$3,470,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Alessandro</td>
<td>Vista Grande</td>
<td>1.27</td>
<td>$3,470,000</td>
<td>$3,470,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>El Sobrante</td>
<td>0.76</td>
<td>$4,068,000</td>
<td>$3,465,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Harvey</td>
<td>0.79</td>
<td>$600,899</td>
<td>$666,999</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Harlow</td>
<td>0.79</td>
<td>$600,899</td>
<td>$666,999</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Las Lomas</td>
<td>0.37</td>
<td>$579,000</td>
<td>$749,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Terreccia Canyon</td>
<td>2.31</td>
<td>$23,844,000</td>
<td>$22,864,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Terreccia Wash</td>
<td>0.00</td>
<td>$3,229,000</td>
<td>$3,229,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Las Lomas</td>
<td>1.11</td>
<td>$45,421,000</td>
<td>$45,421,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Unincorporated</td>
<td>Copco</td>
<td>Terreccia Canyon</td>
<td>1.11</td>
<td>$45,421,000</td>
<td>$45,421,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>Beaumont</td>
<td>Oak Valley (14th)</td>
<td>1.10</td>
<td>$270,000</td>
<td>$270,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>Beaumont</td>
<td>Oak Valley (San Timoteo Cap)</td>
<td>0.72</td>
<td>$3,619,000</td>
<td>$3,619,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>Potrero</td>
<td>SR-40</td>
<td>0.00</td>
<td>$37,060,000</td>
<td>$22,760,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>Potrero</td>
<td>SR-40</td>
<td>0.00</td>
<td>$37,060,000</td>
<td>$22,760,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>Potrero</td>
<td>SR-40</td>
<td>0.45</td>
<td>$2,376,000</td>
<td>$2,376,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>SR-79</td>
<td>Mellow</td>
<td>0.80</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Pass</td>
<td>Beaumont</td>
<td>SR-79</td>
<td>Mellow</td>
<td>0.80</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Pass</td>
<td>Unincorporated</td>
<td>SR-79</td>
<td>Mellow</td>
<td>1.10</td>
<td>$17,897,000</td>
<td>$5,569,000</td>
</tr>
<tr>
<td>Pass</td>
<td>Unincorporated</td>
<td>SR-79</td>
<td>Mellow</td>
<td>1.10</td>
<td>$17,897,000</td>
<td>$5,569,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>Domenigioni</td>
<td>Karena</td>
<td>1.77</td>
<td>$4,674,000</td>
<td>$4,674,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>Domenigioni</td>
<td>Sanderson</td>
<td>2.14</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>SR-74</td>
<td>Winchester</td>
<td>2.59</td>
<td>$16,085,000</td>
<td>$16,085,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>SR-74</td>
<td>Karena</td>
<td>1.73</td>
<td>$16,045,000</td>
<td>$16,045,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>SR-74</td>
<td>Sanderson-ST-99 (Interchange)</td>
<td>0.00</td>
<td>$67,000,000</td>
<td>$67,000,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>Ramona</td>
<td>Sanderson</td>
<td>2.39</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>Ramona</td>
<td>State</td>
<td>2.44</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>Ramona</td>
<td>Assi</td>
<td>2.08</td>
<td>$11,623,000</td>
<td>$11,129,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>Ramona</td>
<td>Cedar</td>
<td>1.10</td>
<td>$8,173,000</td>
<td>$8,173,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Donomel</td>
<td>SR-79 (Winchester)</td>
<td>Van Buren</td>
<td>3.19</td>
<td>$2,767,000</td>
<td>$2,767,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>Gilman Spings</td>
<td>Gilman Springs</td>
<td>2.95</td>
<td>$7,782,000</td>
<td>$7,782,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>Gilman Spings</td>
<td>Bridge</td>
<td>2.95</td>
<td>$7,782,000</td>
<td>$7,782,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>SR-74 (Interchange)</td>
<td>0.00</td>
<td>$12,391,000</td>
<td>$12,391,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Winchester</td>
<td>3.53</td>
<td>$2,901,000</td>
<td>$2,901,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Sanderson-ST-99 (Interchange)</td>
<td>2.22</td>
<td>$16,997,000</td>
<td>$16,997,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>Unincorporated</td>
<td>SR-74</td>
<td>Mellow</td>
<td>0.00</td>
<td>$5,534,000</td>
<td>$5,534,000</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>South West</td>
<td>Cemetery Creek</td>
<td>Vineyard</td>
<td>Kusama</td>
<td>5.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td></td>
<td></td>
<td>255.28</td>
<td>$1,642,525,000</td>
<td>$1,627,755,000</td>
</tr>
</tbody>
</table>
Table 4.4 - TUMF Network Cost Estimates (continued)

<table>
<thead>
<tr>
<th>AREA PLAN CODE</th>
<th>SEGMENT FROM</th>
<th>SEGMENT TO</th>
<th>MILES</th>
<th>TOTAL COST</th>
<th>MAXIMUM TUMF SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Monroe Valley</td>
<td>Briggs</td>
<td>Newport</td>
<td>3.64</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Goetz</td>
<td>Juanita</td>
<td>2.61</td>
<td>$4,584,000</td>
<td>$4,593,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Goetz</td>
<td>Juanita</td>
<td>1.36</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Hahn</td>
<td>Antelope</td>
<td>1.05</td>
<td>$13,971,000</td>
<td>$13,971,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Holland</td>
<td>I-215 overcrossing</td>
<td>0.00</td>
<td>$4,455,000</td>
<td>$4,455,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>McCall</td>
<td>Aspel</td>
<td>1.25</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>McCall</td>
<td>Aspel</td>
<td>0.95</td>
<td>$2,517,000</td>
<td>$2,517,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>McCall</td>
<td>Antelope</td>
<td>1.95</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>McCall</td>
<td>Newport</td>
<td>2.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>McCall</td>
<td>Newport</td>
<td>3.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Cactus</td>
<td>I-215</td>
<td>1.61</td>
<td>$2,022,000</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Cactus</td>
<td>I-215</td>
<td>0.00</td>
<td>$37,040,000</td>
<td>$37,040,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>SR-60</td>
<td>0.28</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>SR-60</td>
<td>0.00</td>
<td>$17,897,000</td>
<td>$17,897,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>SR-60</td>
<td>0.77</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>I-215</td>
<td>1.00</td>
<td>$4,030,000</td>
<td>$4,030,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Towne Gate</td>
<td>0.67</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Frederick</td>
<td>0.61</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Frederick</td>
<td>2.28</td>
<td>$16,842,000</td>
<td>$16,842,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.55</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>2.79</td>
<td>$4,462,000</td>
<td>$4,462,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Rancho</td>
<td>6.37</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Rancho</td>
<td>2.10</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Rancho</td>
<td>1.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Rancho</td>
<td>3.14</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.37</td>
<td>$9,548,000</td>
<td>$9,548,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.00</td>
<td>$2,306,000</td>
<td>$2,306,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.11</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.43</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>2.88</td>
<td>$18,721,000</td>
<td>$18,721,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>2.79</td>
<td>$4,462,000</td>
<td>$4,462,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.99</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.29</td>
<td>$1,542,000</td>
<td>$1,542,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.49</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.48</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.30</td>
<td>$1,347,000</td>
<td>$1,347,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.99</td>
<td>$10,371,000</td>
<td>$10,371,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.60</td>
<td>$7,319,000</td>
<td>$7,319,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.64</td>
<td>$2,745,000</td>
<td>$2,745,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.53</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.30</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.30</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.36</td>
<td>$9,480,000</td>
<td>$9,480,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.00</td>
<td>$17,897,000</td>
<td>$17,897,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>1.00</td>
<td>$2,022,000</td>
<td>$2,022,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.00</td>
<td>$3,688,000</td>
<td>$3,688,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.00</td>
<td>$25,144,000</td>
<td>$25,144,000</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.44</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.40</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Central Monroe Valley</td>
<td>Ironwood</td>
<td>Moreno Beach</td>
<td>0.00</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

WRCOC
TUMF Nexus Study – 2016 Program Update
Adopted WRCOC Executive Committee
July 10, 2017

46
<table>
<thead>
<tr>
<th>AREA PLAN DIA CITY</th>
<th>STREETNAME</th>
<th>SEGMENTATION</th>
<th>SEGMENTED TO</th>
<th>MILES</th>
<th>TOTAL COST</th>
<th>MAXIMUM TURF SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northwest Corona</td>
<td>Auto Center</td>
<td>Railroad</td>
<td>SP-91</td>
<td>0.48</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Cajalco</td>
<td>Bedfid Canyon</td>
<td>I-15</td>
<td>0.15</td>
<td>$1,049,000</td>
<td>$1,049,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Hidden Valley</td>
<td>Rancho Hills</td>
<td>San Antonio</td>
<td>0.59</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Lincoln</td>
<td>Pasagade</td>
<td>Ontario</td>
<td>3.20</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Magnolia</td>
<td>Lamarcia Creek</td>
<td>Bridge</td>
<td>0.00</td>
<td>$2,747,000</td>
<td>$2,747,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Magnolia</td>
<td>Sherborn Bridge</td>
<td>Ontario</td>
<td>0.47</td>
<td>$3,383,000</td>
<td>$3,383,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Magnolia</td>
<td>Sherborn Bridge</td>
<td>Ontario</td>
<td>0.02</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>Grand</td>
<td>Ontario</td>
<td>1.17</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>Ontario</td>
<td>Football</td>
<td>0.89</td>
<td>$52,325,000</td>
<td>$57,500</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>Hidden Valley</td>
<td>Pasagade</td>
<td>0.35</td>
<td>$2,427,000</td>
<td>$1,912,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>Pasagade</td>
<td>SP-91</td>
<td>0.56</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>S. Ran</td>
<td>San Bernardino County</td>
<td>0.86</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>Promenade</td>
<td>Promenade</td>
<td>0.40</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>Main</td>
<td>SP-91</td>
<td>SP-91</td>
<td>0.33</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Hidden Valley</td>
<td>Promenade</td>
<td>0.31</td>
<td>$2,346,000</td>
<td>$2,346,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Arlington Channel</td>
<td>SP-91</td>
<td>0.00</td>
<td>$55,472,000</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>El Centro</td>
<td>El Centro</td>
<td>0.89</td>
<td>$6,217,000</td>
<td>$4,924,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Villas Vista</td>
<td>Villas Vista</td>
<td>0.32</td>
<td>$2,342,000</td>
<td>$1,883,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Main</td>
<td>Main</td>
<td>0.65</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Kellogg</td>
<td>Kellogg</td>
<td>0.78</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Fullerton</td>
<td>Fullerton</td>
<td>0.33</td>
<td>$2,410,000</td>
<td>$1,785,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Rimpau</td>
<td>Rimpau</td>
<td>0.42</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>I-15</td>
<td>I-15</td>
<td>0.60</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Buena Vista</td>
<td>Buena Vista</td>
<td>2.43</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Rimpau</td>
<td>Rimpau</td>
<td>0.00</td>
<td>$15,831,000</td>
<td>$15,831,000</td>
</tr>
<tr>
<td>Northwest Corona</td>
<td>McFarland</td>
<td>Green River</td>
<td>Green River</td>
<td>0.94</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Anchorage</td>
<td>Son Bernardino County</td>
<td>River</td>
<td>3.63</td>
<td>$1,725,000</td>
<td>$1,725,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Hamner</td>
<td>Mission</td>
<td>Bellagrove</td>
<td>3.03</td>
<td>$2,090,000</td>
<td>$2,090,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Hamner</td>
<td>Bellagrove</td>
<td>Ambrell</td>
<td>0.20</td>
<td>$336,000</td>
<td>$336,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Hamner</td>
<td>Ambrell</td>
<td>Ambrell</td>
<td>0.71</td>
<td>$3,220,000</td>
<td>$3,220,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Hamner</td>
<td>Silverman</td>
<td>Silverman</td>
<td>1.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Hamner</td>
<td>Schelerman</td>
<td>Santa Ana River</td>
<td>1.00</td>
<td>$2,638,000</td>
<td>$2,638,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>I-15</td>
<td>East Center</td>
<td>0.35</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>I-15</td>
<td>I-15</td>
<td>0.00</td>
<td>$17,897,000</td>
<td>$0</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>East Center</td>
<td>East Center</td>
<td>0.27</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>Sumner</td>
<td>Sumner</td>
<td>1.00</td>
<td>$1,317,000</td>
<td>$1,317,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>Summer</td>
<td>Summer</td>
<td>0.50</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>Harrison</td>
<td>Anchorage</td>
<td>0.49</td>
<td>$1,293,000</td>
<td>$1,293,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>Anchorage</td>
<td>Hillman (Hiller SRD Co.)</td>
<td>1.12</td>
<td>$2,610,000</td>
<td>$2,610,000</td>
</tr>
<tr>
<td>Eastvale</td>
<td>Limonite</td>
<td>Cuamanga Creek</td>
<td>Bridge</td>
<td>0.00</td>
<td>$3,688,000</td>
<td>$3,688,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Armstrong</td>
<td>Son Bernardino County</td>
<td>Valley</td>
<td>1.53</td>
<td>$1,401,000</td>
<td>$1,401,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Belegrove</td>
<td>San Bernardino County Ranch</td>
<td>Vin Buren</td>
<td>0.29</td>
<td>$720,000</td>
<td>$720,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Belegrove</td>
<td>San Bernardino County Ranch</td>
<td>SP-91</td>
<td>1.62</td>
<td>$2,400,000</td>
<td>$2,400,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Elvira</td>
<td>San Bernardino County Ranch</td>
<td>Vin Buren</td>
<td>0.76</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Elvira</td>
<td>San Bernardino County Ranch</td>
<td>SP-91</td>
<td>0.60</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>SP-91</td>
<td>Limonite</td>
<td>0.40</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.99</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>2.72</td>
<td>$14,345,000</td>
<td>$12,219,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.79</td>
<td>$1,672,000</td>
<td>$1,672,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>2.43</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.74</td>
<td>$4,665,000</td>
<td>$4,214,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.00</td>
<td>$9,222,000</td>
<td>$7,849,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.41</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>7.29</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.95</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>2.45</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.00</td>
<td>$17,097,000</td>
<td>$6,948,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.48</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.24</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.44</td>
<td>$3,789,000</td>
<td>$3,789,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.71</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.00</td>
<td>$17,197,000</td>
<td>$5,993,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.98</td>
<td>$6,464,000</td>
<td>$6,464,000</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.66</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.00</td>
<td>$22,122,000</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.10</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.20</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>0.81</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Jurupa Valley</td>
<td>Limonite</td>
<td>Limonite</td>
<td>Limonite</td>
<td>1.14</td>
<td>$1,114,000</td>
<td>$802,000</td>
</tr>
<tr>
<td>AREA PLAN DISTRICT</td>
<td>STREETNAME</td>
<td>SEGMENT FROM</td>
<td>SEGMENT TO</td>
<td>MILES</td>
<td>TOTAL COST</td>
<td>MAXIMUM TUMF SHARE</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------</td>
<td>--------------</td>
<td>------------</td>
<td>-------</td>
<td>------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>1st</td>
<td>Main &amp; Martin Luther King</td>
<td>0.60</td>
<td>$6,900,000</td>
<td>$6,900,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>1st</td>
<td>Main</td>
<td>0.08</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.34</td>
<td>$16,900,000</td>
<td>$16,900,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>1.56</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>0.54</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.00</td>
<td>$17,800,000</td>
<td>$17,800,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>0.30</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Martin Luther King</td>
<td>0.49</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Country Club</td>
<td>0.94</td>
<td>$2,990,000</td>
<td>$2,990,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Via Vista</td>
<td>0.68</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Chicago</td>
<td>2.15</td>
<td>$13,900,000</td>
<td>$13,900,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>0.76</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Sr-91</td>
<td>2.05</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.83</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.32</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.75</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.09</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Interchange</td>
<td>0.00</td>
<td>$17,800,000</td>
<td>$17,800,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>University</td>
<td>0.51</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>0.31</td>
<td>$3,500,000</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Menlo</td>
<td>0.48</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>3.56</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Indiana</td>
<td>0.19</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.79</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.09</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Interchange</td>
<td>0.00</td>
<td>$4,320,000</td>
<td>$4,320,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.43</td>
<td>$8,193,000</td>
<td>$8,193,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>0.86</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>SR-91</td>
<td>0.00</td>
<td>$18,800,000</td>
<td>$18,800,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Magnolia</td>
<td>2.70</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Magnolia</td>
<td>0.00</td>
<td>$18,800,000</td>
<td>$18,800,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Tyler</td>
<td>0.43</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Tyler</td>
<td>0.00</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.19</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>2.03</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>2.11</td>
<td>$4,320,000</td>
<td>$4,320,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.97</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.08</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.09</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.34</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.21</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.16</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.08</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.27</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.06</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>3.15</td>
<td>$9,463,000</td>
<td>$9,463,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.86</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>2.01</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.56</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.82</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.05</td>
<td>$4,322,000</td>
<td>$4,322,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.70</td>
<td>$23,000,000</td>
<td>$23,000,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.11</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.29</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.94</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.27</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.39</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.05</td>
<td>$3,327,000</td>
<td>$3,327,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.12</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.19</td>
<td>$3,134,000</td>
<td>$3,134,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>2.22</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>2.56</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>3.09</td>
<td>$10,410,000</td>
<td>$10,410,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.65</td>
<td>$1,444,000</td>
<td>$1,444,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.91</td>
<td>$3,507,000</td>
<td>$3,507,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>1.09</td>
<td>$3,974,000</td>
<td>$3,974,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.28</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>3rd</td>
<td>0.00</td>
<td>$17,800,000</td>
<td>$17,800,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Park</td>
<td>3.41</td>
<td>$12,400,000</td>
<td>$12,400,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Park</td>
<td>2.55</td>
<td>$8,000,000</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Park</td>
<td>3.96</td>
<td>$7,800,000</td>
<td>$7,800,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>Riverside</td>
<td>3rd</td>
<td>Park</td>
<td>2.99</td>
<td>$7,800,000</td>
<td>$7,800,000</td>
</tr>
<tr>
<td>AREA</td>
<td>PLAN</td>
<td>CITY</td>
<td>STREET NAME</td>
<td>SEGMENT FROM</td>
<td>SEGMENT TO</td>
<td>MILES</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>------</td>
<td>-------------</td>
<td>-------------</td>
<td>-----------</td>
<td>-------</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Highland Springs</td>
<td>Wilson (Bth)</td>
<td>Wilson (Bth)</td>
<td>0.54</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Highlands (Bth)</td>
<td>Sun Lakes (Highlands)</td>
<td>Sun Lakes (Highlands)</td>
<td>0.74</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Highlands (Bth)</td>
<td>Oak View (14th)</td>
<td>Interstate</td>
<td>0.00</td>
<td>$2,177,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Highlands (Bth)</td>
<td>Cherry Valley</td>
<td>Oak View (14th)</td>
<td>1.25</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Interstate</td>
<td>Moccasins Trail (Apache Trail)</td>
<td>Interstate</td>
<td>0.00</td>
<td>$2,177,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Interstate</td>
<td>San Gorgonia Bridge</td>
<td>Interstate</td>
<td>0.00</td>
<td>$2,177,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Interstate</td>
<td>Railroad Crossing</td>
<td>Railroad Crossing</td>
<td>0.00</td>
<td>$18,490,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Suncrest</td>
<td>Suncrest</td>
<td>Suncrest</td>
<td>2.01</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Ramona</td>
<td>8th</td>
<td>8th</td>
<td>0.10</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Ramona</td>
<td>Highland Springs</td>
<td>Ramona</td>
<td>3.55</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>SR-243</td>
<td>8th</td>
<td>8th</td>
<td>0.62</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>SR-243</td>
<td>Suncrest</td>
<td>Suncrest</td>
<td>1.00</td>
<td>$12,971,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>SR-243</td>
<td>Smith Creek</td>
<td>Smith Creek</td>
<td>0.00</td>
<td>$3,868,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Suncrest</td>
<td>Highlands Springs</td>
<td>Highlands Springs</td>
<td>0.00</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Suncrest</td>
<td>Suncrest</td>
<td>Ramona</td>
<td>0.28</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Suncrest</td>
<td>Interstate</td>
<td>Interstate</td>
<td>0.00</td>
<td>$11,897,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Wilson</td>
<td>Highland Springs</td>
<td>Highland Springs</td>
<td>2.51</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Wilson</td>
<td>Highland Springs</td>
<td>Highland Springs</td>
<td>1.01</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Park La Vista</td>
<td>Pennsylvania</td>
<td>Pennsylvania</td>
<td>1.38</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Pennsylvania</td>
<td>Highland Springs</td>
<td>Highland Springs</td>
<td>1.20</td>
<td>$2,641,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Interstate</td>
<td>8th</td>
<td>8th</td>
<td>0.50</td>
<td>$3.018,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Penndian Line</td>
<td>County Line</td>
<td>County Line</td>
<td>0.50</td>
<td>$3.018,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Penndian Line</td>
<td>County Line</td>
<td>County Line</td>
<td>0.50</td>
<td>$3.018,000</td>
</tr>
<tr>
<td>Pass</td>
<td>San Dieguito</td>
<td>Penndian Line</td>
<td>County Line</td>
<td>County Line</td>
<td>0.50</td>
<td>$3.018,000</td>
</tr>
<tr>
<td>AREA PLAN</td>
<td>CITY</td>
<td>STREETNAME</td>
<td>SEGMENT FROM</td>
<td>SEGMENT TO</td>
<td>AXES</td>
<td>TOTAL COST</td>
</tr>
<tr>
<td>----------</td>
<td>---------------</td>
<td>------------</td>
<td>--------------</td>
<td>------------</td>
<td>------</td>
<td>------------</td>
</tr>
<tr>
<td>Southwest</td>
<td>Lake Elsinore</td>
<td>Diamond</td>
<td>Mission</td>
<td>I-5</td>
<td>1.35</td>
<td>$2,019,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-5</td>
<td>I-15</td>
<td>0.24</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Franklin (Integral to Railroad)</td>
<td>I-15</td>
<td>Interchange</td>
<td>0.00</td>
<td>$37,010,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>I-215</td>
<td>1.29</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Independence</td>
<td>Sp-74</td>
<td>Riverside</td>
<td>0.84</td>
<td>$1,371,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Interchange</td>
<td>3.15</td>
<td>$14,794,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Interchange</td>
<td>0.00</td>
<td>$27,897,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Bridge</td>
<td>0.00</td>
<td>$19,723,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Bandy Canyon</td>
<td>2.29</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>I-215</td>
<td>1.80</td>
<td>$3,324,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Interchange</td>
<td>0.00</td>
<td>$37,040,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Lakeshore</td>
<td>2.10</td>
<td>$39,330,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Riverside</td>
<td>0.61</td>
<td>$8,875,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Grand</td>
<td>1.72</td>
<td>$21,820,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Lake</td>
<td>1.21</td>
<td>$3,046,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Grand</td>
<td>0.61</td>
<td>$3,270,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Jefferson</td>
<td>0.32</td>
<td>$555,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Jackson</td>
<td>0.50</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Clinton</td>
<td>1.72</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>White Oak</td>
<td>0.53</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Palm</td>
<td>0.81</td>
<td>$2,491,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Mission Hot Springs</td>
<td>2.32</td>
<td>$12,520,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Chino Hills</td>
<td>2.29</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Interchange</td>
<td>0.00</td>
<td>$17,200,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>I-215</td>
<td>1.11</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Maitland Hot Springs</td>
<td>1.48</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Winchester)</td>
<td>1.01</td>
<td>$2,640,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Interchange</td>
<td>0.00</td>
<td>$17,820,000</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>Los Alamitos</td>
<td>1.93</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>foothills</td>
<td>0.60</td>
<td>$0</td>
</tr>
<tr>
<td>Southeast</td>
<td>Lake Elsinore</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Winchester)</td>
<td>1.22</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>Rancho California</td>
<td>2.29</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>Maitland Hot Springs</td>
<td>7.38</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>1.45</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>Via Gilberta</td>
<td>1.32</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>Via Gilberta</td>
<td>1.44</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>1.89</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>0.00</td>
<td>$17,600,000</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>1.96</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>0.64</td>
<td>$1,612,000</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>2.54</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>2.54</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>2.54</td>
<td>$0</td>
</tr>
<tr>
<td>Southwest</td>
<td>Temecula</td>
<td>Mission</td>
<td>I-15</td>
<td>SR-79 (Temecula Pkwy)</td>
<td>2.54</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Subtotal:**

- **Network:**
  - 472.09
  - $1,003,450,000
  - $1,484,916,000
- **Transit:**
  - 728.34
  - $2,446,020,000
  - $2,761,980,000
- **Administration:**
  - 103,120,000
  - $2,629,000
- **MUF:**
  - 112,220,400
  - $3,938,000
- **Total:**
  - 112,220,400
  - $3,938,000
### Table 4.5 – TUMF Transit Cost Estimates

<table>
<thead>
<tr>
<th>AREA/PLAN DIST</th>
<th>LEAD AGENCY</th>
<th>PROJECT NAME</th>
<th>LOCATION</th>
<th>UNITS (number/length in miles)</th>
<th>UNIT COST</th>
<th>TOTAL</th>
<th>MAXIMUM TUMF SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northwest</td>
<td>RTA</td>
<td>Riverside Mobility Hub at Vine Street</td>
<td>Riverside</td>
<td>1</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Central</td>
<td>RITA</td>
<td>Moreno Valley Mobility Hub</td>
<td>Moreno Valley</td>
<td>1</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Northwest</td>
<td>RITA</td>
<td>Jurupa Valley Mobility Hub</td>
<td>Jurupa Valley</td>
<td>1</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Fresno</td>
<td>RITA</td>
<td>Banning Mobility Hub</td>
<td>Banning</td>
<td>1</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>South/Service</td>
<td>RITA</td>
<td>Lake Elsinore/Canyon Lake Mobility Hub</td>
<td>Lake Elsinore</td>
<td>1</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Southwest</td>
<td>RITA</td>
<td>Hemet/Sun City Mobility Hub</td>
<td>Hemet</td>
<td>1</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>RITA</td>
<td>San Jacinto Mobility Hub</td>
<td>San Jacinto</td>
<td>1</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>San Jacinto</td>
<td>RITA</td>
<td>San Jacinto College Mobility Hub</td>
<td>San Jacinto</td>
<td>1</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Regional</td>
<td>NAAA</td>
<td>Regional Operations and Maintenance Facilities</td>
<td>Riverside</td>
<td>1</td>
<td>$50,000,000</td>
<td>$50,000,000</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Regional</td>
<td>RITA</td>
<td>Access Transit Enhancements Program</td>
<td>Various locations region wide</td>
<td>290</td>
<td>$40,000</td>
<td>$11,600,000</td>
<td>$11,600,000</td>
</tr>
<tr>
<td>Central</td>
<td>RITA</td>
<td>Central Corridor Rail Project Implementation</td>
<td>IRC Riverside to Fairmont</td>
<td>42</td>
<td>$40,000</td>
<td>$1,680,000</td>
<td>$1,680,000</td>
</tr>
<tr>
<td>Regional</td>
<td>RITA</td>
<td>Vehicle Fleet Medium Buses</td>
<td>Various locations region wide</td>
<td>7</td>
<td>$155,000</td>
<td>$1,085,000</td>
<td>$1,085,000</td>
</tr>
<tr>
<td>Regional</td>
<td>RITA</td>
<td>Vehicle Fleet Large Buses</td>
<td>Various locations region wide</td>
<td>29</td>
<td>$565,000</td>
<td>$16,680,000</td>
<td>$16,680,000</td>
</tr>
<tr>
<td>Regional</td>
<td>RITA</td>
<td>Comprehensive Operational Analysis Study</td>
<td>Various locations region wide</td>
<td>1</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$100,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$139,283,000</td>
<td>$139,283,000</td>
</tr>
</tbody>
</table>

### 4.8 TUMF Network Evaluation

To assess the effectiveness of the proposed TUMF Network improvements to mitigate the cumulative regional impact of new development in Western Riverside County, the proposed network improvements were added to the 2015 existing network in RVAMT and the model was run with 2040 socioeconomic data to determine the relative impacts on horizon year traffic conditions. To quantify the impacts of the TUMF Network improvements, the various traffic measures of effectiveness described in Section 3.1 for the 2012 Baseline and 2040 No-Build scenarios were again calculated for the 2040 TUMF Build scenario. The results for VMT, VHT, VHD, and total VMT experiencing unacceptable level of service (LOS E) were then compared to the results presented in Table 3.1 for the no-build conditions. The 2040 TUMF Build comparison results are provided in Table 4.6. Plots of the Network Extents are attached in Appendix H.

As shown in Table 4.6, the 2040 VMT on arterial facilities experiencing LOS of E or worse will decrease with the addition of the TUMF Network improvements while the share of VMT on the regional arterial highway system experiencing daily LOS E or worse will be reduced to 38% (which is still above the level experienced in 2012). It should be noted that the total VMT on the arterial system increases as a result of freeway trips being diverted to the arterial system to benefit from the proposed TUMF improvements.

Despite a greater share of the total VMT in 2040, the arterial system is able to more efficiently accommodate the increased demand with the proposed TUMF improvements. Although VMT on the TUMF improved arterial system increases by approximately 9% in 2040 compared to the No Build condition, VHT on the arterial system decreases by approximately 11% indicating traffic is able to move more efficiently. Additionally, a notable benefit is observed on the freeway system with VMT and VHT being substantially reduced following TUMF Network improvements. By completing TUMF improvements, the total VHD experienced by all area motorists would be reduced by over one third from the levels that would be experienced under the 2040 No-Build scenario. These results highlight the overall effectiveness of the TUMF Program to mitigate the cumulative regional transportation impacts of new development commensurate with the level of impact being created.
Table 4.6 – Regional Highway System Measures of Performance (2012 Baseline and 2040 No-Build Scenarios to 2040 TUMF Build Scenario)

<table>
<thead>
<tr>
<th>Measure of Performance*</th>
<th>Peak Periods (Total)</th>
<th>2012 Baseline</th>
<th>2040 No-Build</th>
<th>2040 Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMT - Total ALL FACILITIES</td>
<td>19,532,437</td>
<td>29,277,587</td>
<td>31,022,272</td>
<td></td>
</tr>
<tr>
<td>VMT - FREEWAYS</td>
<td>11,019,155</td>
<td>14,487,570</td>
<td>13,411,377</td>
<td></td>
</tr>
<tr>
<td>VMT - ALL ARTERIALS</td>
<td>8,513,282</td>
<td>14,790,016</td>
<td>17,610,895</td>
<td></td>
</tr>
<tr>
<td>TOTAL - TUMF ARTERIAL VMT</td>
<td>5,585,202</td>
<td>9,089,495</td>
<td>9,902,433</td>
<td></td>
</tr>
<tr>
<td>VHT - TOTAL ALL FACILITIES</td>
<td>575,154</td>
<td>1,361,907</td>
<td>1,180,647</td>
<td></td>
</tr>
<tr>
<td>VHT - FREEWAYS</td>
<td>296,542</td>
<td>736,433</td>
<td>530,849</td>
<td></td>
</tr>
<tr>
<td>VHT - ALL ARTERIALS</td>
<td>278,611</td>
<td>625,474</td>
<td>649,797</td>
<td></td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VHT</td>
<td>181,151</td>
<td>396,981</td>
<td>354,639</td>
<td></td>
</tr>
<tr>
<td>VHD - TOTAL ALL FACILITIES</td>
<td>175,765</td>
<td>739,075</td>
<td>489,238</td>
<td></td>
</tr>
<tr>
<td>VHD - FREEWAYS</td>
<td>117,430</td>
<td>502,549</td>
<td>312,669</td>
<td></td>
</tr>
<tr>
<td>VHD - ALL ARTERIALS</td>
<td>58,334</td>
<td>236,527</td>
<td>176,569</td>
<td></td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VHD</td>
<td>45,080</td>
<td>172,944</td>
<td>114,833</td>
<td></td>
</tr>
<tr>
<td>VMT LOS E - TOTAL ALL FACILITIES</td>
<td>6,188,644</td>
<td>16,966,992</td>
<td>14,299,498</td>
<td></td>
</tr>
<tr>
<td>VMT LOS E - FREEWAYS</td>
<td>4,532,703</td>
<td>10,156,363</td>
<td>8,982,566</td>
<td></td>
</tr>
<tr>
<td>VMT LOS E &amp; F - ALL ARTERIALS</td>
<td>1,655,941</td>
<td>6,810,629</td>
<td>5,316,932</td>
<td></td>
</tr>
<tr>
<td>TOTAL TUMF ARTERIAL VMT w/ LOS E or worse</td>
<td>1,462,061</td>
<td>5,160,911</td>
<td>3,735,762</td>
<td></td>
</tr>
<tr>
<td>% of TUMF ARTERIAL VMT w/ LOS E or worse</td>
<td>26%</td>
<td>57%</td>
<td>38%</td>
<td></td>
</tr>
</tbody>
</table>

* Based on RivTAM 2012 network provided by Riverside County Transportation Department and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016.

NOTES:

Volume is adjusted by PCE factor

VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)

VHT = vehicle hours of travel (the total combined time that all vehicles are traveling on the system)

VHD = vehicle hours of delay (the total combined time that all vehicles have been delayed on the system based on the difference between forecast travel time and free-flow (ideal) travel time)

LOS = level of service (based on forecast volume to capacity ratios).

LOS E or Worse was determined by V/C ratio that exceeds 0.9 thresholds as indicated in the Riverside County General Plan.
5.0 TUMF NEXUS ANALYSIS

The objective of this section is to evaluate and document the rational nexus (or reasonable relationship) between the proposed fee and the transportation system improvements it will be used to help fund. The analysis starts by documenting the correlation between future development and the need for transportation system improvements on the TUMF network to mitigate the cumulative regional impacts of this new development, followed by analysis of the nexus evaluation of the key components of the TUMF concept.

5.1 Future Development and the Need for Improvements

Previous sections of this report documented the projected residential and employment growth in Western Riverside County, the expected increases in traffic congestion and travel delay, and the identification of the transportation system improvements that will serve these future inter-community travel demands. The following points coalesce this information in a synopsis of how the future growth relates to the need for improvements to the TUMF system.

- **Western Riverside County is expected to continue growing.**
  Development in Western Riverside County is expected to continue at a robust rate of growth into the foreseeable future. Current projections estimate the population is projected to grow from a level of approximately 1.77 million in 2012 to a future level of about 2.43 million in 2040, while employment is projected to grow from a level of about 461,000 in 2012 to approximately 861,000 in 2040 (as shown in Table 2.3).

- **Continuing growth will result in increasing congestion on arterial roadways.**
  Traffic congestion and delay on arterial roadways are projected to increase dramatically in the future (as shown in Table 3.1). Without improvements to the transportation system, congestion levels will grow rapidly and travelers will experience unacceptable travel conditions with slow travel speeds and lengthy delays.

- **The future arterial roadway congestion is directly attributable to future development in Western Riverside County.**
  Traffic using arterial roadways within Western Riverside County is virtually all generated within or attracted to Western Riverside County, since longer-distance trips passing through the region typically use the freeway system, not arterial roadways. Therefore, the future recurring congestion problems on these roadways will be attributable to new trips that originate in, terminate in, or travel within Western Riverside County.

- **Capacity improvements to the transportation system will be needed to alleviate the future congestion caused by new development.**
  To maintain transportation service at or near its current levels of efficiency, capacity enhancements will need to be made to the arterial roadway system. These enhancements could include new or realigned roads, additional lanes on existing
roads, new or expanded bridges, new or upgraded freeway interchanges, or grade separation of at-grade rail crossings. The completion of improvements to the arterial roadway system would enhance regional mobility, and reduce the total peak period vehicles hours of travel (VHT) by approximately 13%, reduce peak period vehicle hours of delay (VHD) by approximately 34%, and reduce the share of traffic experiencing congestion in the peak periods by 16% (as shown in Table 4.6). The specific needs and timing of implementation will depend on the location and rate of future development, so the specific improvements to be funded by the TUMF and their priority of implementation will be determined during future project programming activities as improvement needs unfold and as TUMF funds become available.

- Roads on the TUMF network are the facilities that merit improvement through this fee program.
  The criteria used to identify roads for the TUMF network (future number of lanes, future traffic volume, future congestion level, and roadway function linking communities and activity centers and serving public transportation) were selected to ensure that these are the roadways that will serve inter-community travel and will require future improvement to alleviate congestion.

- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.
  Since a portion of the population does not own an automobile and depends on public transportation for mobility, the public transportation infrastructure and service will need to be enhanced and expanded to ensure continued mobility for this segment of the population. In addition, improvements to the public transportation system will be required to ensure that transit service can function as a viable option for future new Western Riverside County residents and employees who choose to avoid congestion by using public transportation.

For the reasons cited above, it can be readily concluded that there is a rational nexus between the future need for transportation improvements on the TUMF system and the future development upon which the proposed TUMF would be levied. The following sections evaluate the rational nexus in relation to the system components and the types of uses upon which the fee is assessed.

5.2 Application of Fee to System Components

As noted in Section 3.2, the TUMF concept includes splitting the fee revenues between the backbone system of arterials, the secondary system of arterials, and the public transportation system. This section evaluates the travel demands to determine the rational nexus between the future travel demands and the use of the fee to fund improvements to the future system components.

The split of fee revenues between the backbone and secondary highway networks is related to the proportion of highway vehicle trips that are relatively local (between
adjacent communities) and longer distance (between more distant communities but still within Western Riverside County). To estimate a rational fee split between the respective networks, the future combined AM and PM peak period travel forecast estimates were aggregated to a matrix of trips between zones to show the percentage of trips that remain within each zone in relation to the volume that travels to the other zones. This analysis was completed using the Year 2040 No-Build scenario trip tables from RivTAM.

The first step in the analysis was to create a correspondence table between the TAZs in the model and the five WRCOG TUMF zones [i.e. Northwest, Southwest, Central, Hemet/San Jacinto and Pass]. The TAZs were then compressed into six districts (the five WRCOG zones and one for the rest of the SCAG region).

**Table 5.1** shows the estimated peak period vehicle trips within and between each of the zones. **Table 5.2** shows the percentage of peak period vehicle trips within and between the respective zones. **Appendix I** includes the detailed RivTAM outputs used to develop the regional trip distribution profile shown in **Table 5.1** and **5.2**.

**Table 5.1 - 2040 Peak Period Vehicle Trips By WRCOG Zone**

<table>
<thead>
<tr>
<th>From</th>
<th>Central</th>
<th>Hemet/San Jacinto</th>
<th>Northwest</th>
<th>Pass</th>
<th>Southwest</th>
<th>Outside WRCOG</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>285,556</td>
<td>15,102</td>
<td>60,146</td>
<td>6,274</td>
<td>34,821</td>
<td>41,799</td>
<td>443,699</td>
</tr>
<tr>
<td>Hemet/San Jacinto</td>
<td>14,876</td>
<td>190,792</td>
<td>7,396</td>
<td>5,256</td>
<td>17,138</td>
<td>13,851</td>
<td>249,310</td>
</tr>
<tr>
<td>Northwest</td>
<td>64,066</td>
<td>8,082</td>
<td>742,299</td>
<td>6,569</td>
<td>25,648</td>
<td>211,686</td>
<td>1,058,350</td>
</tr>
<tr>
<td>Pass</td>
<td>6,721</td>
<td>5,563</td>
<td>6,536</td>
<td>103,901</td>
<td>1,791</td>
<td>32,830</td>
<td>157,341</td>
</tr>
<tr>
<td>Southwest</td>
<td>34,785</td>
<td>17,514</td>
<td>24,135</td>
<td>1,785</td>
<td>452,345</td>
<td>28,424</td>
<td>558,988</td>
</tr>
<tr>
<td>Outside WRCOG</td>
<td>43,352</td>
<td>14,690</td>
<td>212,699</td>
<td>33,337</td>
<td>29,242</td>
<td></td>
<td>333,320</td>
</tr>
<tr>
<td>TOTAL</td>
<td>449,357</td>
<td>251,743</td>
<td>1,053,210</td>
<td>157,123</td>
<td>560,984</td>
<td></td>
<td>2,801,008</td>
</tr>
</tbody>
</table>

Based on RivTAM Year 2040 No-Build scenario

**Table 5.2 - 2040 Percent Peak Period Vehicle Trips By WRCOG Zone**

<table>
<thead>
<tr>
<th>From</th>
<th>Central</th>
<th>Hemet/San Jacinto</th>
<th>Northwest</th>
<th>Pass</th>
<th>Southwest</th>
<th>Outside WRCOG</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>64.4%</td>
<td>3.4%</td>
<td>13.6%</td>
<td>1.4%</td>
<td>7.8%</td>
<td>9.4%</td>
<td>100%</td>
</tr>
<tr>
<td>Hemet/San Jacinto</td>
<td>6.0%</td>
<td>76.5%</td>
<td>3.0%</td>
<td>2.1%</td>
<td>6.9%</td>
<td>5.6%</td>
<td>100%</td>
</tr>
<tr>
<td>Northwest</td>
<td>6.1%</td>
<td>0.8%</td>
<td>70.1%</td>
<td>0.6%</td>
<td>2.4%</td>
<td>20.0%</td>
<td>100%</td>
</tr>
<tr>
<td>Pass</td>
<td>4.3%</td>
<td>3.5%</td>
<td>4.2%</td>
<td>66.0%</td>
<td>1.1%</td>
<td>20.9%</td>
<td>100%</td>
</tr>
<tr>
<td>Southwest</td>
<td>6.2%</td>
<td>3.1%</td>
<td>4.3%</td>
<td>0.3%</td>
<td>80.9%</td>
<td>5.1%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Based on RivTAM Year 2040 No-Build scenario
Table 5.3 summarizes the calculation of the split between the backbone and secondary highway networks as derived from the peak period trip values provided in Table 5.1. Peak period vehicle trips to and from areas outside Western Riverside County were subtracted from the calculation, on the presumption that most of their inter-regional travel would occur on the freeway system. Peak period trips between zones (regional) were assigned to the backbone network, since these trips are primarily served by the arterial roadways that provide connections between the zones. Peak period trips within zones (local) were split between the backbone network and the secondary network in proportion to their lane-miles, since roadways on both networks serve intra-zonal trips. The backbone network includes approximately 40.5% of the lane-miles on the future TUMF system, and the secondary network includes approximately 59.5% of the lane-miles.

The backbone network is therefore assigned all of the inter-zonal peak period trips plus 40.5% of the intra-zonal peak period trips. The secondary network is assigned 59.5% of the intra-zonal peak period trips and none of the inter-zonal peak period trips. The overall result is that 50.7% of the regional travel is assigned to the backbone network and 49.3% is assigned to the secondary network.

Table 5.3 - Backbone-Secondary Network Share Calculation

<table>
<thead>
<tr>
<th>Calculation Value Description</th>
<th>Input Values</th>
<th>Backbone Value</th>
<th>Backbone Share</th>
<th>Secondary Value</th>
<th>Secondary Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Western Riverside County Peak Period Vehicle Trips</td>
<td>2,801,008</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Internal/External Peak Period Vehicle Trips</td>
<td>-661,910</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Peak Period Vehicle Trips Internal to Western Riverside County</td>
<td>2,139,098</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak Period Vehicle Trips Between TUMF Zones</td>
<td>364,205</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak Period Vehicle Trips Within TUMF Zones</td>
<td>1,774,893</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TUMF Future Network Lane-Miles</td>
<td>3,151.1</td>
<td>1,277.7</td>
<td>40.5%</td>
<td>1,873.4</td>
<td>59.5%</td>
</tr>
<tr>
<td>Peak Period Vehicle Trips Between TUMF Zones (as share of intra-zonal trips)</td>
<td>364,205</td>
<td>364,205</td>
<td>100.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Peak Period Vehicle Trips Within TUMF Zones (as share of intra-zonal trips)</td>
<td>1,774,893</td>
<td>719,679</td>
<td>40.5%</td>
<td>1,055,214</td>
<td>59.5%</td>
</tr>
<tr>
<td>Total Peak Period Vehicle Trips Assigned</td>
<td>2,139,098</td>
<td>1,083,884</td>
<td>50.7%</td>
<td>1,055,214</td>
<td>49.3%</td>
</tr>
</tbody>
</table>

Based on RivTAM Year 2040 No-Build scenario; TUMF Nexus Study Exhibit H-2
5.3 Application of Fee to Residential and Non-Residential Developments

In order to establish the approximate proportionality of the future traffic impacts associated with new residential development and new non-residential development, the growth in peak period VMT between the 2012 Baseline and 2040 No-Build Scenarios from RivTAM were aggregated by trip purpose. RivTAM produces person trips (irrespective of mode choice) on the basis of five trip purposes: home-based-work (HBW), home-based-other (HBO), home-based-school (HBSC), work-based-other (WBO), and other-based-other (OBO).

NCHRP Report #187 Quick Response Urban Travel Estimation Techniques and Transferable Parameters User’s Guide (Transportation Research Board, 1978) details operational travel estimation techniques that are universally used for the travel demand modeling. Chapter 2 of this report, which details trip generation estimation, states that “HBW (Home Based Work) and HBNW (Home Based Non Work) trips are generated at the households, whereas the NHB (Non-Home Based) trips are generated elsewhere.” In accordance with NCHRP Report #187, growth in peak period VMT was aggregated into home-based growth in peak period VMT (combining the first three purposes: HBW, HBO, HBSC) and non-home-based growth in peak period VMT (combining the last two purposes: WBO, OBO). The home-based growth in peak period VMT represent 71.0% of the total future growth in VMT in the peak periods, and the non-home-based growth in peak period VMT represent 29.0% of the total future growth in VMT in the peak period as shown in Table 5.4. Appendix J includes the RivTAM outputs used to develop the trip purpose summary in Table 5.4.

Table 5.4 - Peak Period VMT Growth by Trip Purpose for Western Riverside County (2012 - 2040)

<table>
<thead>
<tr>
<th>VEHICLE TRIP PURPOSE</th>
<th>2012 BASELINE PEAK PERIOD VMT</th>
<th>2040 NO-BUILD PEAK PERIOD VMT</th>
<th>PEAK PERIOD VMT GROWTH</th>
<th>PEAK PERIOD VMT GROWTH SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home-Based-Work</td>
<td>5,849,895</td>
<td>8,331,921</td>
<td>2,482,026</td>
<td>52.9%</td>
</tr>
<tr>
<td>Home-Based-Other</td>
<td>2,214,102</td>
<td>2,932,929</td>
<td>718,827</td>
<td>15.3%</td>
</tr>
<tr>
<td>Home-Based-School (K-12)</td>
<td>413,303</td>
<td>542,911</td>
<td>129,608</td>
<td>2.8%</td>
</tr>
<tr>
<td>Work-Based-Other</td>
<td>945,539</td>
<td>1,583,034</td>
<td>637,496</td>
<td>13.6%</td>
</tr>
<tr>
<td>Other-Based-Other</td>
<td>1,772,020</td>
<td>2,493,667</td>
<td>721,647</td>
<td>15.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>11,194,859</td>
<td>15,884,463</td>
<td>4,689,605</td>
<td>100.00%</td>
</tr>
<tr>
<td>Home-Based Trips (Residential Uses)</td>
<td></td>
<td></td>
<td>3,330,462</td>
<td>71.0%</td>
</tr>
<tr>
<td>Non-Home-Based Trips (Non-Residential Uses)</td>
<td></td>
<td></td>
<td>1,359,143</td>
<td>29.0%</td>
</tr>
</tbody>
</table>

Based on RivTAM Year 2012 Baseline Scenario, September 2016 and RivTAM Year 2040 No Build Scenario, September 2016
6.0 FAIR-SHARE FEE CALCULATION

The fee amounts, by type of development, that are justified to mitigate the cumulative regional impacts of new development on transportation facilities in Western Riverside County are quantified in this section. The total cost of improving the TUMF system is $3.76 billion. Existing funding obligated for improvements to the TUMF system totals $303.5 million while unfunded improvement needs generated by existing development represent $492.2 million of the total cost. The balance of the unfunded TUMF system improvement needs is $2.96 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCoG region, and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments (and indirectly on new residents and new employees to Western Riverside County), these transportation system users are assigned their "fair share" of the costs to address the cumulative impacts of additional traffic they will generate on the regional transportation system.

Of the $2.96 billion in unfunded future improvement needs, 71.0% ($2.10 billion) will be assigned to future new residential development and 29.0% ($858.7 million) will be assigned to future new non-residential development.

6.1 Residential Fees

The portion of the unfunded future improvement cost allocable to new residential development through the TUMF is $2.10 billion. Since this future transportation system improvement need is generated by new residential development anticipated through the Year 2040, the fee will be spread between the residential developments projected to be constructed between 2012 and 2040. The projected residential growth from year 2012 to 2040 is 250,082 households (or dwelling units) as is indicated in Table 2.3.

Different household types generate different numbers of trips. To reflect the difference in trip generation between lower density "single-family" dwelling units and higher density "multi-family" dwelling units, the TUMF was weighted based on the respective trip generation rates of these different dwelling unit types. For the purposes of the TUMF Program, single family dwelling units are those housing units with a density of less than 8 units per acre while multi-family units are those with a density of 8 or more units per acre. According to the SCAG 2016 RTP/SCS forecasts included in Table 2.3 and Appendix B, single family dwelling units (including mobile homes) are forecast to constitute 69.2% of the growth in residential dwelling units in the region between 2012 and 2040.

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition (2012) show that, on average, single-family dwelling units generate 9.52 vehicle trips per dwelling unit per day, whereas apartments, condominiums and townhouses (considered to be representative of higher density multi-family dwelling units) generate a median of 6.20 vehicle trips per unit per day. The growth in dwelling units for single-family and multi-family, respectively, were multiplied by the corresponding trip generation rates to determine the weighted proportion of the

---

WRCOG
TUMF Nexus Study – 2016 Program Update
58 Adopted WRCOG Executive Committee
July 10, 2017
change in trips attributable to each use type as the basis for determining the per unit fee required to levy the necessary $2.10 billion to mitigate the cumulative regional transportation impacts of future new residential development. Table 6.1 summarizes the calculation of the fee for single-family and multi-family dwelling units. Appendix K includes worksheets detailing the calculation of the residential (and non-residential) TUMF for Western Riverside County.

### Table 6.1 - Fee Calculation for Residential Share

<table>
<thead>
<tr>
<th>Residential Sector</th>
<th>2012 Dwelling Units</th>
<th>2040 Dwelling Units</th>
<th>Dwelling Unit Change</th>
<th>Trip Generation Rate</th>
<th>Trip Change</th>
<th>Percentage of Trip Change</th>
<th>Fee/DU</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>366,588</td>
<td>539,631</td>
<td>173,043</td>
<td>9.52</td>
<td>1,647,369</td>
<td>77.5%</td>
<td>$9,418</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>158,561</td>
<td>235,600</td>
<td>77,039</td>
<td>6.20</td>
<td>477,642</td>
<td>22.5%</td>
<td>$6,134</td>
</tr>
<tr>
<td>Total</td>
<td>525,149</td>
<td>775,231</td>
<td>230,082</td>
<td></td>
<td>2,125,011</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>

Household data based on SCAG 2016 RTP/SCS and WSP, April 2016; Trip Generation based on ITE Trip Generation (2012).

#### 6.2 Non-Residential Fees

The portion of the unfunded future improvement cost allocable to new non-residential development through the TUMF is $858.7 million. Estimates of employment by sector were obtained from the SCAG 2016 RTP/SCS socioeconomic data included in Table 2.3 and Appendix B. From the 2040 employment forecast, the amount of employee growth in each sector was calculated. The employment figures were then translated into square footage of new development using typical ratios of square feet per employee derived from four sources including: Cordoba Corporation/Parsons Brinckerhoff Quade and Douglas (PBQD), Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties, August 20, 1990; Orange County Transportation Authority (OCTA), Orange County Subarea Model Guidelines Manual, June 2001; SCAG, Employment Density Study, October 31, 2001; and the County of Riverside, General Plan, As Amended December 15, 2015. Worksheets showing the development of the TUMF employee conversion factors and the application of the conversion factors to calculate the square footage of future new non-residential development in Western Riverside County are included in Appendix L.

To account for the differences in trip generation between various types of non-residential uses, the new non-residential development was weighted by trip generation rate for each sector. Typical trip generation rates per employee were obtained from the Institute of Transportation Engineers (ITE) Trip Generation – Ninth Edition (2012), and were weighted based on a calculated value of trips per employee as derived from the employee conversion factors and ITE typical trip generation rates per square foot of development, before being assigned to the non-residential categories as follows: Industrial – 3.8 trips per employee, Retail – 16.2 trips per employee, Service – 4.6 trips per
employee, and Government/Public - 12.0 trips per employee\(^{11}\). These rates were applied to the employment growth in each sector to determine the relative contribution of each sector to new trip-making, and the $858.7 million was then allocated among the non-residential categories on the basis of the percentage of new trips added. This proportionate non-residential fee share by sector was then divided by the estimated square footage of future new development to obtain the rate per square foot for each type of use. The calculation of the non-residential fee by sector is shown in Table 6.2.

Table 6.2 - Fee Calculation for Non-Residential Share

<table>
<thead>
<tr>
<th>Non-Residential Sector</th>
<th>Employment Change</th>
<th>Trip Generation Rate per Employee</th>
<th>Trip Change</th>
<th>Percentage of Trip Change</th>
<th>Change in Square Feet of Gross Floor Area</th>
<th>Fee/SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>80,592</td>
<td>3.8</td>
<td>302,220</td>
<td>13.4%</td>
<td>64,710,138</td>
<td>$1.77</td>
</tr>
<tr>
<td>Retail</td>
<td>35,841</td>
<td>16.2</td>
<td>580,624</td>
<td>25.7%</td>
<td>17,920,500</td>
<td>$12.31</td>
</tr>
<tr>
<td>Service</td>
<td>274,720</td>
<td>4.6</td>
<td>1,263,712</td>
<td>55.9%</td>
<td>105,211,915</td>
<td>$4.84</td>
</tr>
<tr>
<td>Government/Public</td>
<td>9,515</td>
<td>12.0</td>
<td>114,180</td>
<td>5.1%</td>
<td>2,696,349</td>
<td>$16.08</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>400,668</td>
<td></td>
<td>2,260,736</td>
<td>100.0%</td>
<td>190,538,901</td>
<td></td>
</tr>
</tbody>
</table>

Employment Change data based on SCAG 2016 RTP/SCS; Trip Generation based on ITE (2012); Change in Square Feet conversion factor based on Cordoba (1990), OCTA (2001), SCAG (2001) and County of Riverside (2015).

\(^{11}\) The median trip generation rate for ‘Retail’ and ‘Service’ was reduced to reflect the influence of pass-by trips using the weekday PM peak median pass-by trip rate for select uses as derived from the ITE Trip Generation Handbook (June 2004).
7.0 CONCLUSIONS

Based on the results of the Nexus Study evaluation, it can be seen that there is reasonable relationship between the cumulative regional transportation impacts of new land development projects in Western Riverside County and the need to mitigate these transportation impacts using funds levied through the ongoing TUMF Program. Factors that reflect this reasonable relationship include:

➢ Western Riverside County is expected to continue growing as a result of future new development.

➢ Continuing new growth will result in increasing congestion on arterial roadways.

➢ The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County.

➢ Capacity improvements to the transportation system will be needed to mitigate the cumulative regional impacts of new development.

➢ Roads on the TUMF network are the facilities that merit improvement through this fee program.

➢ Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.

The Nexus Study evaluation has established a proportional "fair share" of the improvement cost attributable to new development based on the impacts of existing development and the availability of obligated funding through traditional sources. Furthermore, the Nexus Study evaluation has divided the fair share of the cost to mitigate the cumulative regional impacts of future new development in Western Riverside County in rough proportionality to the cumulative impacts of future residential and non-residential development in the region. The respective fee allocable to future new residential and non-residential development in Western Riverside County is summarized for differing use types in Table 7.1.

Table 7.1 - Transportation Uniform Mitigation Fee for Western Riverside County

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Development Change</th>
<th>Fee Per Unit</th>
<th>Total Revenue ($ million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Residential</td>
<td>DU</td>
<td>173,043</td>
<td>$9,418</td>
<td>$1,629.8</td>
</tr>
<tr>
<td>Multi Family Residential</td>
<td>DU</td>
<td>77,039</td>
<td>$6,134</td>
<td>$472.5</td>
</tr>
<tr>
<td>Industrial</td>
<td>SF GFA</td>
<td>64,710,138</td>
<td>$1.77</td>
<td>$114.8</td>
</tr>
<tr>
<td>Retail</td>
<td>SF GFA</td>
<td>17,920,500</td>
<td>$12.31</td>
<td>$220.5</td>
</tr>
<tr>
<td>Service</td>
<td>SF GFA</td>
<td>105,211,915</td>
<td>$4.56</td>
<td>$480.0</td>
</tr>
<tr>
<td>Government/Public</td>
<td>SF GFA</td>
<td>2,696,349</td>
<td>$16.08</td>
<td>$43.4</td>
</tr>
<tr>
<td><strong>MAXIMUM TUMF VALUE</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$2,961.0</strong></td>
</tr>
</tbody>
</table>
RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITY OF PERRIS AMENDING THE TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) APPLICABLE TO ALL DEVELOPMENTS IN THE CITY OF PERRIS

WHEREAS, the City of Perris (“City”) is a member agency of the Western Riverside Council of Governments (“WRCOG”), a joint powers agency comprised of the County of Riverside and seventeen cities located in Western Riverside County; and

WHEREAS, the member agencies of WRCOG recognized that there was insufficient funding to address the impacts of new development on the regional system of highways and arterials in Western Riverside County (the “Regional System”); and

WHEREAS, in order to address this shortfall, the member agencies formulated a plan whereby a transportation mitigation fee would be assessed on new development and would be used to fund the necessary improvements for the Regional System; and

WHEREAS, in furtherance of this plan, the WRCOG Executive Committee adopted the “Western Riverside County Transportation Uniform Fee Nexus Study”, dated October 18, 2002 (the “2002 Nexus Study”); and

WHEREAS, based on the 2002 Nexus Study, the City adopted Ordinance 1114 dated April 8, 2003, (the “TUMF Ordinance”) pursuant to California Government Code sections 66000 et seq. authorizing the City to impose the Transportation Uniform Mitigation Fee (“TUMF”) upon new development; and

WHEREAS, WRCOG, with the assistance of TUMF Participating Jurisdictions, has prepared an updated nexus study entitled “Transportation Uniform Mitigation Fee Nexus Study: 2016 Update” (“2016 Nexus Study’) pursuant to California Government Code sections 66000 et seq. (the Mitigation Fee Act), for the purpose of updating the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and TUMF Program and recommended TUMF Participating Jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program.

WHEREAS, consistent with its previous findings made in the adoption of Ordinance No. 1114, the City Council has been informed and advised, and hereby finds, that if the capacity of the Regional System is not enlarged and unless development contributes to the cost of improving the Regional System, the result will be substantial traffic congestion in all parts of Western Riverside County, with unacceptable Levels of Service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare. Therefore, continuation of a TUMF Program is essential.

WHEREAS, the City Council finds and determines that there is a reasonable and rational relationship between the use of the TUMF and the type of development projects on which the fees are imposed because the fees will be used to construct the transportation improvements that are necessary for the safety, health and welfare of the residential and non-residential users of the development in which the TUMF will be levied.

WHEREAS, the City Council finds and determines that there is a reasonable and rational relationship between the need for the improvements to the Regional System and the type of development projects on which the TUMF is imposed because it will be necessary for the residential and non-
residential users of such projects to have access to the Regional system. Such development will benefit from the Regional System improvements and the burden of such developments will be mitigated in part by payment of the TUMF.

WHEREAS, the City Council finds and determines that the cost estimates set forth in the new 2016 Nexus Study are reasonable cost estimates for constructing the Regional System improvements and the facilities that compromise the Regional System, and that the amount of the TUMF expected to be generated by new development will not exceed the total fair share cost to such development.

WHEREAS, the fees collected pursuant to TUMF Ordinance shall be used to help pay for the design, planning, construction of and real acquisition for the Regional System improvements and its facilities as identified in the 2016 Nexus Study. The need for the improvements and facilities is related to new development because such development results in additional traffic and creates the demand for the improvements.

WHEREAS, by notice duly given and published, the City Council set the time and place for a public hearing on the 2016 Nexus Study and the fees proposed thereunder and at least ten (10) days prior to this hearing, the City Council made the 2016 Nexus Study available to the public.

WHEREAS, at the time and place set for the hearing, the City Council duly considered data and information provided by the public relative to the cost of the improvements and facilities for which the fees are proposed and all other comments, whether written or oral, submitted prior to the conclusion of the hearing.

WHEREAS, the City Council finds that the 2016 Nexus Study proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements and facilities to the Regional system.

WHEREAS, section 4.C of City Ordinance No. (next in order) of the TUMF Ordinance authorizes periodic review and adjustment to the applicable TUMF in accordance with any adjustments made by the WRCOG Executive Committee; and

WHEREAS, the fees collected pursuant to this Resolution shall be used to finance the public facilities described or identified in the Nexus Study; and

WHEREAS, the levying of TUMF has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and it has been determined that the adoption of this ordinance is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, the City Council of the City of Perris does resolve as follows:

SECTION 1. Findings. The recitals set forth above are hereby adopted as findings in support of this Resolution. In addition, the City Council re-adopts the findings contained in Section 2 of City Ordinance No. (next in order) in support of the adjusted TUMF contained herein.

SECTION 2. TUMF Schedule. In accordance with Section 4.C of City Ordinance No. (next in order) of the TUMF Ordinance, there is hereby adopted the following fee schedule for the TUMF which replaces the fee schedule set forth in Sections 2 and 3 of Resolution No. 4511 in its entirety as of October 1, 2018, provided that the fee for retail commercial projects shall go into effect upon the Effective Date set forth in Section 5, below:
A. There is hereby adopted the following TUMF schedule:

(1) $9,418.00 per single family residential unit
(2) $6,134.00 per multi-family residential unit
(3) $1.77 per square foot of an industrial project
(4) $7.50 per square foot of a retail commercial project
(5) $4.56 per square foot of a service commercial project
(6) $2.19 per square foot of a service Class A and B Office

B. For single-family residential and retail non-residential projects, the fees set forth in Section 2.A. shall be phased in as follows:

From October 1, 2017 to June 30, 2019, the fee schedule shall be as follows:

(1) $8,873.00 per single family residential unit
(2) $6,134.00 per multi-family residential unit
(3) $1.77 per square foot of an industrial project
(4) $7.50 per square foot of a retail commercial project
(5) $4.56 per square foot of a service commercial project
(6) $2.19 per square foot of a service Class A and B Office

From July 1, 2019 to June 30, 2020, the fee schedule shall be as follows:

(1) $9,146.00 per single family residential unit
(2) $6,134.00 per multi-family residential unit
(3) $1.77 per square foot of an industrial project
(4) $7.50 per square foot of a retail commercial project
(5) $4.56 per square foot of a service commercial project
(6) $2.19 per square foot of a service Class A and B Office

SECTION 3. Adoption of 2016 Nexus Study. The City Council hereby adopts the 2016 Nexus Study and its findings. The 2016 Nexus Study is attached and incorporated herein as Exhibit “B.”

SECTION 4. CEQA Findings. The City Council hereby finds that in accordance with the California Environmental Quality Act (“CEQA”) and the CEQA Guidelines the adoption of this Resolution is exempt from CEQA pursuant to Section 15061(b)(3).

12. Effective Date. This Resolution shall become effective on October 27, 2017.

ADOPTED this____ day of ___________ 2017.

By:__________________________
Mayor, Michael M. Vargas
City of Perris

ATTEST:

______________________________
City Clerk, Nancy Salazar
CITY COUNCIL
AGENDA SUBMITTAL
September 12, 2017


REQUESTED ACTION:


2. Direct staff to submit the 2016-2017 Third Program Year CAPER to HUD and to amend as needed.

CONTACT: Sabrina Chavez, Director of Community Services & Housing

BACKGROUND/DISCUSSION:

The City of Perris receives Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD) annually. As a requirement of receiving these funds, the City must submit an application known as the Consolidated Plan every five years, an Action Plan annually, and a Consolidated Annual Performance and Evaluation Report (CAPER) by September 30th of each year, following close out of the City CDBG Program year.


The CAPER meets all of the content requirements established by HUD, and is consistent with the City’s approved 2014-2019 Five-Year Consolidated Plan.

The CAPER is intended to outline and evaluate the overall progress the City has made in carrying out its goals and objectives in utilizing the annual federal CDBG Entitlement Funds awarded during FY 2016-2017.

The CAPER was made available for public review for a 15-day public comment period as prescribed by HUD, commencing on August 23, 2017 and is presented to City Council for approval prior to submitting to HUD.

Highlights of CDBG Program for Fiscal Year 2016-2017:

During FY 2016-2017, the City received $844,622 in federal CDBG Entitlement funds, which were used to accomplish various goals and objectives outlined in the 2014-2019 Five-Year Consolidated Plan and the Third Program Year Action Plan, including:
Contracting with the Fair Housing Council of Riverside County (FHCRC) to provide residents with services to investigate allegations of housing discrimination, and landlord tenant complaint mediation, as well as advocacy services education and training. The FHCRC assisted 1,934 residents during this reporting period.

- Perris Valley Youth Association Sports were contracted to provide after school recreational enrichment through the Youth Mentoring Program to 32 teens.

- The Perris Employment Program provided 14 student youth workers with paid employment within various City departments.

- Sigma Beta Xi Inc., provided 84 teens with employment education training which included professional development, resume writing, mock interviews, and basic office computer skills.

- The Boys and Girls Club of Perris provided 117 youths with afterschool and summer educational and recreational programming. This included robotics, reading, computer, health and fitness, and tutoring programs.

- 211 Community Connect provided 130 residents with information and referrals to various social service assistance agencies.

- Family Service Association provided 103 nutritious meals to Perris senior citizens aged 62 and over.

- Non-public service project accomplishments include: rehabilitation of homes to 4 eligible seniors utilizing the remainder of the Senior Home Repair Program funds and 4 façade beautification of homes for eligible residents through the Residential Beautification Program.

As required by HUD, all public noticing requirements have been met and program performance data made available to the public. Therefore, it is recommended that the City Council adopt the FY 2016-2017 Consolidated Annual Performance and Evaluation Report (CAPER) prior to submittal to the U.S. Department of Housing and Urban Development (HUD).

BUDGET IMPACT: None

Prepared by: Sara Cortes de Pavon, Grants Manager
Reviewed by: Asst. City Manager: Darren Madkin
Reviewed by: Director of Finance: Jennifer Erwin
Attachments: 1. 2016-2017 CAPER
2. Resolution
Public Hearing: X
RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS
APPROVING THE 2016-2017 THIRD PROGRAM YEAR
CONSOLIDATED ANNUAL PERFORMANCE
AND EVALUATION REPORT (CAPER)

WHEREAS, the City of Perris (the "City") operated the Community Development Block Grant Program (CDBG) for the 2016-2017 Program Year; and

WHEREAS, the City is required to submit a CAPER, to the U.S. Department of Housing and Urban Development (HUD) for the activities and expenditures for the 2016-2017 Program Year; and

WHEREAS, the City Council must also certify that it is complying with HUD requirements for the use of CDBG funds; and

WHEREAS, the City has spent $844,622 in CDBG funds during the 2016-2017 Program Year, and 100% of its funds were used for activities that benefitted low and moderate-income persons; and

WHEREAS, the City Manager is the certifying official for all HUD reports and transactions; and

WHEREAS, the City has held a public hearing to hear public testimony of all interested parties regarding the 2016-2017 Third Program Year CAPER; and

NOW THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF PERRIS AS FOLLOWS:

Section 1: Subsequent to hearing and consideration of all testimony, the City Council hereby adopts the 2016-2017 Consolidated Annual Performance Report (CAPER), a copy of which is on file with the City Clerk of the City of Perris, and authorizes the City Manager to submit the same to HUD on behalf of the City of Perris.

PASSED, APPROVED, AND ADOPTED ON SEPTEMBER 12, 2017, BY THE FOLLOWING VOTE:

MAYOR, MICHAEL M. VARGAS
ATTEST:

______________________________
City Clerk, Nancy Salazar

STATE OF CALIFORNIA  )
COUNTY OF RIVERSIDE   ) §
CITY OF PERRIS          )

I, Nancy Salazar, City Clerk of the City of Perris, do hereby certify that the foregoing Resolution Number __________________________ was duly adopted by the City Council of the City of Perris at a public hearing thereof held on the 12TH day of September 2017, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

______________________________
City Clerk, Nancy Salazar
<table>
<thead>
<tr>
<th>SUBJECT:</th>
<th>Ordinance Amendment: Chapter 2.04 City Council</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>AN ORDINANCE OF THE CITY COUNCIL OF</strong></td>
</tr>
<tr>
<td></td>
<td><strong>THE CITY OF PERRIS, CALIFORNIA,</strong></td>
</tr>
<tr>
<td></td>
<td><strong>AMENDING SECTION 2.04.020 OF CHAPTER</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2.04 OF TITLE 2 OF THE CITY OF PERRIS</strong></td>
</tr>
<tr>
<td></td>
<td><strong>MUNICIPAL CODE REGARDING THE MAYOR</strong></td>
</tr>
<tr>
<td></td>
<td><strong>PRO TEMPORE</strong></td>
</tr>
<tr>
<td>REQUESTED ACTION:</td>
<td>Introduce for first reading of Ordinance No. _____ to amend Chapter 2.04 of the Municipal Code of the City of Perris established by Ordinance No. 1043 in 1997</td>
</tr>
<tr>
<td>CONTACT:</td>
<td>Jennifer Erwin, Director of Finance</td>
</tr>
</tbody>
</table>

**BACKGROUND/DISCUSSION:**

At the March 16, 2016 Ways and Means Subcommittee meeting, a recommendation to review the City’s Municipal Code for outdated chapters was made to staff. The City Council approved this recommendation on March 29, 2016 at its regularly scheduled meeting.

In 1997, Ordinance No. 1043 was adopted and amended Section 2.04.020 of Chapter 2.04 of the City of Perris Municipal Code. This ordinance was reviewed with the Ways and Means Subcommittee on July 13, 2017 and it was determined that an amendment was necessary based on the recent years’ practice of selecting the Mayor Pro Tempore at the first regular Council meeting in January following a general municipal election. The new ordinance allows for a date to be selected by the City Council in future years.

Staff recommends the City Council approve the amendment of this ordinance. A second reading will occur at the next regularly schedule City Council meeting.

**BUDGET (or FISCAL) IMPACT:** None

Reviewed by:

City Attorney
Assistant City Manager
Director of Finance

**Attachments:**
1. City of Perris Ordinance Amending Chapter 2.04 of the Municipal Code
2. City of Perris Ordinance No. 1043 Amending Section 2.04.020 in 1997
Public Hearing
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF PERRIS, CALIFORNIA, AMENDING SECTION 2.04.020
OF THE PERRIS MUNICIPAL CODE REGARDING THE
TIMING OF APPOINTMENT OF THE MAYOR PRO
TEMPORE

WHEREAS, the City Council has determined to repeal or amend old ordinances
and sections of the Municipal Code that are obsolete or do not reflect current law or practices.

WHEREAS, Section 2.04.020 of the Perris Municipal Code states that the City
Council shall meet the Tuesday after the general municipal election and choose one of its
members as Mayor Pro Tempore; and

WHEREAS, Section 36801 of the California Government Code states that
following the declaration of election results and the installation of elected officials, the City
Council shall choose one of its number as Mayor Pro Tempore; and

WHEREAS, the City Council historically has made appointments in January
following the holidays; and

WHEREAS, the City Council now desires to amend Section 2.04.020 of the
City of Perris Municipal Code to change the date the Mayor Pro Tempore is chosen.

THE CITY COUNCIL OF THE CITY OF PERRIS HEREBY ORDAINS
AS FOLLOWS:

Section 1. Recitals Incorporated. The foregoing Recitals are incorporated
herein by reference as if set forth in full.

Section 2. Amendment of Section 2.04.020. Section 2.04.020 of the Perris
Municipal Code is hereby amended to read in its entirety as follows:

"The City Council shall meet following the declaration of election results for a general
municipal election, or at another date selected by the City Council, and choose one of its
members as Mayor Pro Tempore. The Mayor Pro Tempore shall serve at the pleasure of
the City Council."

Section 3. No Repeal of other Provisions. Unless expressly modified herein,
all provisions of Title 2 shall remain in full force and effect.

Section 4. Effective Date. This Ordinance shall take effect 30 days after its
adoption.
Section 5. Severability. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portions thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases or portions thereof be declared invalid or unconstitutional.

Section 6. Certification. The City Clerk shall certify as to the passage and adoption of this Ordinance and shall cause the same to be posted at the designated locations in the City of Perris.

ADOPTED, SIGNED and APPROVED this ___ day of __________, 2017.

ATTEST:

________________________________________________________________________

Michael M Vargas, Mayor

________________________________________________________________________

Nancy Salazar, City Clerk
STATE OF CALIFORNIA  
COUNTY OF RIVERSIDE  
CITY OF PERRIS  

I, Nancy Salazar, City Clerk of the City of Perris that the foregoing Ordinance Number ____ was duly adopted by the City Council of the City of Perris at a regular meeting of said Council on the ___ day of __________, 2017, and that it was so adopted by the following vote:

AYES:
NOES:
ABSENT:

______________________________
Nancy Salazar, City Clerk
ORDINANCE NUMBER 1043


WHEREAS, pursuant to California Government Code Section 34900, a majority of the electors of the City of Perris ("City") approved Measure "D" in the general municipal election in 1995, granting to the people of the City the right to directly elect future Mayors of the City each serving a term of two (2) years; and

WHEREAS, pursuant to Measure "D" the Mayor shall be elected on November 2, 1997 at the general municipal election; and

WHEREAS, Section 2.04.015 of the Perris Municipal Code finds and declares that it is in the best interest of the City to rotate the offices of the Mayor and the Mayor Pro Tempore on an annual basis; and

WHEREAS, Perris Municipal Code 2.04.020 provides that the Mayor and Mayor Pro Tempore shall be council persons that are elected by the City Council at its first regular meeting in the month of November, except in an election year, and shall serve at the pleasure of the City Council.

NOW, THEREFORE, the City Council of the City of Perris does ordain as follows:

Section 1. Section 2.04.015 of the Perris Municipal Code is hereby repealed.

Section 2. New Chapter 2.03 is added to read as follows:

Section 2.03.010. THE OFFICE OF MAYOR.

The mayor shall be elected by a majority of the electors of the City at a general municipal election.
Section 2.03.015. TERM.

The Mayor shall serve a two (2) year term.

Section 2.03.020. POWERS AND DUTIES.

The Mayor is a member of the City Council and shall have all of the powers and duties of a member of the City Council. The Mayor shall be recognized as the head of City government for all ceremonial and legal purposes. The Mayor shall preside at meetings of the City Council and shall sign all warrants drawn on the City treasurer, all written contracts and conveyances made or entered into by the City, and all instruments requiring the City seal, subject to a provision by ordinance that such instruments shall be signed by a City officer other than the Mayor. The Mayor, with the approval of the City Council, shall make all appointments to boards, commissions, and committees unless otherwise specifically provided by state law. The Mayor may administer oaths and affirmations, take affidavits and certify them under his hand, and may acknowledge the execution of all instruments executed by the City and required to be acknowledged. If the Mayor is absent, or unable to act, the Mayor Pro Tempore shall exercise the powers granted to the Mayor.

Section 2.03.030. Shall be amended to read as follows:

Mayor --- Compensation

The Mayor shall be compensated at the same rate as City Council persons. Compensation shall be fixed by order or resolution of the City Council.

Section 3. Section 2.04.020 is amended to read as follows:

Mayor Pro Tempore

The City Council shall meet the Tuesday after the general municipal election and choose one of its members as Mayor Pro Tempore. The Mayor Pro Tempore shall serve at the pleasure of the City Council.

Section 4. Section 2.04.030 is amended to read as follows:

The procedures set forth above shall commence and be effective in the month of November 1997.
ORDINANCE NUMBER 1043

ADOPTED, SIGNED and APPROVED this 24th day of February, 1997.

Cc Landers
MAYOR OF THE CITY OF PERRIS

Attest:

City Clerk

STATE OF CALIFORNIA )
COUNTY OF RIVERSIDE ) ss
CITY OF PERRIS )

I, Beti An Hynes, duly elected City Clerk of the City of Perris, California, do hereby certify that the foregoing Ordinance Number 1043 was introduced at a regular meeting thereof held on February 10, 1997, and adopted by the City Council of the City of Perris at a regular meeting thereof held on the 24th day of February, 1997, by the following called vote:

Ayes: Long, Yarbrough, Torres, Denney and Landers
Noes: None
Absent: None

CITY CLERK
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Ordinance Amendment: Chapter 14.08 Water Rates and 14.28 Charges and Fees (Sewer)


REQUESTED ACTION: Introduce for first reading of Ordinance No. _____ to amend Chapters 14.08 and 14.28 of the Municipal Code of the City of Perris established by Ordinance No. 1229 in 2007

CONTACT: Jennifer Erwin, Director of Finance

BACKGROUND/DISCUSSION:

At the March 16, 2016 Ways and Means Subcommittee meeting, a recommendation to review the City’s Municipal Code for outdated chapters was made to staff. The City Council approved this recommendation on March 29, 2016 at its regularly scheduled meeting.

In 2007, Ordinance No. 1229 was adopted and amended Sections 14.08.100 and 14.28.210 of the City of Perris Municipal Code. This ordinance was reviewed with the Ways and Means Subcommittee on July 13, 2017 and it was determined that an amendment was necessary based on the recent years’ practice of collecting delinquent service fees and penalties via a third party collection agency. Since 2008, the City has used a third party vendor for collections and securing a tax lien on the applicable property has been a last resort. The municipal code will be amended to reflect this practice and first allow for collections to be achieved by a third party vendor, then by tax lien if collection is not achieved by the third party vendor and if the total amount due is unreasonably high.

Staff recommends the City Council approve the amendment of this ordinance. A second reading will occur at the next regularly schedule City Council meeting.

BUDGET (or FISCAL) IMPACT: None

Reviewed by:

City Attorney
Assistant City Manager
Director of Finance
Attachments:

1. City of Perris Ordinance Amending Chapters 14.08 and 14.28 of the Municipal Code
2. City of Perris Ordinance No. 1229 Amending Sections 14.08.100 and 14.28.210 in 2007

Public Hearing
ORDINANCE NO. _____


WHEREAS, the City Council has determined to repeal or amend old ordinances and sections of the Municipal Code that are no longer applicable.

WHEREAS, the City Council now desires to amend Section 14.08.100 of Chapter 14.08 and Section 14.28.210 of Chapter 14.28 of Title 14 of the City of Perris Municipal Code; and

WHEREAS, on November 28, 2007, the City Council adopted Ordinance No. 1229 which amended Sections 14.08.100 and 14.28.210 of the City of Perris Municipal Code; and

WHEREAS, Section 14.08.100 of Chapter 14.08 and Section 14.28.210 of Chapter 14.28 states that the City may exercise any remedies available under the law with respect to delinquent service charges and that the City Council elects to achieve these collections by placing delinquent service charges on the tax roll; and

WHEREAS, the City Council now desires to amend Ordinance No. 1229 of Chapter 14.08, Section 14.08.100 and Chapter 14.28, Section 14.28.210 of the City of Perris Municipal Code allow for a third party collection agency to provide for the management and collection of past due service fees.

THE CITY COUNCIL OF THE CITY OF PERRIS HEREBY ORDAINS AS FOLLOWS:

Section 1. Recitals Incorporated. The foregoing Recitals are incorporated herein by reference as if set forth in full.

Section 2. Amendment of Sections 14.08.100 and 14.28.210. Ordinance No. 1229, Sections 4 and 5 of the City of Perris Municipal Code Chapter 14.08, Section 14.08.100 and Chapter 14.28, Section 14.28.210, are hereby amended to state:

(a) The City may exercise any remedies available under the law with respect to delinquent service charges.

(b) The City Council hereby elects to collect delinquent charges using a third party collection agency to provide for the management and collection of past due service fees and penalties.

(c) If the delinquent service fees and penalties are unreasonably high and collection is not achieved by the third party collection agency, then the City Council hereby elects to collect delinquent charges on the tax roll.
in the same manner and together with its general taxes, and in a manner required by law.

(d) Upon determination that the service fees and penalties are unreasonably high and that collection has not been achieved by the third party collection agency, the City Finance Director may at any time record with the County Recorder a list of delinquent charges and penalties and shall include in each such list a description of the real property upon which the same is a lien, and the name of the City. All delinquent charges and penalties when so recorded shall constitute a lien upon the real property served by the water or sewer system, except no such lien shall be created against any property owned by a public corporation.

Section 3. Effective Date. This Ordinance shall take effect 30 days after its adoption.

Section 4. Severability. If any section, subsection, subdivision, sentence, clause, phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portions thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases or portions thereof be declared invalid or unconstitutional.

Section 5. Certification. The City Clerk shall certify as to the passage and adoption of this Ordinance and shall cause the same to be posted at the designated locations in the City of Perris.

ADOPTED, SIGNED and APPROVED this ___ day of __________, 2017.

__________________________
Michael M Vargas, Mayor

ATTEST:

__________________________
Nancy Salazar, City Clerk
STATE OF CALIFORNIA    
COUNTY OF RIVERSIDE    
CITY OF PERRIS        

I, Nancy Salazar, City Clerk of the City of Perris that the foregoing Ordinance Number ____ was duly adopted by the City Council of the City of Perris at a regular meeting of said Council on the ____ day of __________, 2017, and that it was so adopted by the following vote:

AYES:
NOES:
ABSENT:

__________________________________________
Nancy Salazar, City Clerk
ORDINANCE NO. 1229

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PERRIS AMENDING MUNICIPAL CODE CHAPTERS 14.08 AND 14.28 REGARDING THE WATER AND SEWER ENTERPRISES

WHEREAS, California Government Code Section 54344 et. seq. ("Revenue Bond Law") and California Health and Safety Code Sections 5470 et. seq. ("H&S Act") authorize the City to maintain sewer and water enterprises and enact charges in connection therewith; and

WHEREAS, Chapter 11 of Title 4 (commencing with Section 38900) of the Government Code authorizes a City to construct, establish, and maintain drains and sewers, and enact reasonable regulations in connections therewith (the "Sewer Act"); and

WHEREAS, the City Council of the City of Perris ("City Council") through its adoption of ordinances, resolutions and Chapters 14.08 and 14.28 of the Municipal Code has established regulations governing the imposition of certain water and sewer fees and service charges to provide the proper maintenance and operation of said water system and sewer system (the "System"); and

WHEREAS, the City has experienced a significant amount of delinquent sewer and water fees in recent years and desires to provide for the collection of said delinquent fees on the property tax rolls; and

WHEREAS, the H&S Act permits the City to collect said delinquent fees on the tax roll following the filing of a report and the holding of a public hearing pursuant to the H&S Act at the time the City determines to collect said charges on the tax roll; and

WHEREAS, the City desires to recoup ongoing operations and other charges for certain costs associated with operation of the water enterprise, including fees permitted under Government Code Section 66016; and

WHEREAS, the City also desires to implement increases in certain of its fees and to enact certain new fees to recover the costs associated with such services pursuant to H&S Act and the Revenue Bond Law; and

WHEREAS, the City Clerk published notice of the public hearing in a newspaper of general circulation circulated within the City on October 24, 2007, and November 7, 2007; and

WHEREAS, on November 14, 2007, the City Council at 6:00 p.m. held a public hearing on the items in this Ordinance; and

WHEREAS, on February 27, 2007, the City Council adopted increases in the water service fees in compliance with the procedures of Article XIIIID of the California Constitution;
NOW, THEREFORE, the City Council of the City of Perris does ordain as follows:

Section 1. Recitals Incorporated. The foregoing recitals are true and correct and incorporated herein by reference.

Section 2. Authorization for Service Fees. The City Council finds that the sewer and water service fees in Section 14.08 and 14.28 of the Municipal Code are enacted pursuant to the provisions described in the ordinances and resolutions enacting such fees, California Government Code Section 54344 et. seq. and California Health and Safety Code Sections 5470 et. seq.

Section 3. Amendments to Chapter 14.08, Section 14.08.090 of the Perris Municipal Code. Section 14.08.090 of the Perris Municipal Code is hereby deleted and replaced in its entirety as set forth on Exhibit A attached hereto and by this reference incorporated herein.

Section 4. Amendments to Chapter 14.08, Section 14.08.100 is hereby added to the Perris Municipal Code. Section 14.08.100 is hereby added to Chapter 14.08 of the Perris Municipal Code to state in its entirety as set forth below:

"Section 14.08.100. Charges-Property Liens for Delinquencies and collection on the Tax Roll. The City may exercise any remedies available under the law with respect to delinquent service charges. The city treasurer may at any time record with the county recorder a list of all delinquent charges and penalties thereon and shall include in each such list a description of the real property upon which the same is a lien, and the name of the city. All delinquent charges and penalties when so recorded shall constitute a lien upon the real property served by the water system, except no such lien shall be created against any property owned by a public corporation.

In addition, the City Council hereby elects to collect delinquent charges on the tax roll in the same manner, by the same persons, and at the same time as, together with and not separately from, its general taxes. The City shall collect said charges on the tax roll in the manner required by law."

Section 5. Amendments to Section 14.28.210, Chapter 14.28 of the Perris Municipal Code. Section 14.28.210 of the Perris Municipal Code is hereby deleted and replaced in its entirety as set forth below:

"Section 14.28.210. Charges-Property Liens for Delinquencies and collection on the Tax Roll. The City may exercise any remedies available under the law with respect to delinquent service charges. The city treasurer may at any time record with the county recorder a list of all delinquent charges and penalties thereon and shall include in each such list a description of the real property upon which the same is a lien, and the name of the city. All delinquent charges and penalties when so recorded shall constitute a lien upon the real property served by the sewer system, except no such lien shall be created against any property owned by a public corporation."
In addition, the City Council hereby elects to collect delinquent charges on the tax roll in the same manner, by the same persons, and at the same time as, together with and not separately from, its general taxes. The City shall collect said charges on the tax roll in the manner required by law."

Section 6. Limited Amendments. All other provisions of Chapter 14.28 and Chapter 14.08 shall remain in full force and effect.

Section 7. Severability. If any section, subsection, subdivision, sentence, clause phrase or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portions thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases or portions thereof be declared invalid or unconstitutional.

Section 8. Certification The City Clerk shall certify as to the passage and adoption of this Ordinance and shall cause the same to be posted at the designated locations in the City of Perris.

ADOPTED, SIGNED and APPROVED this 28th day of November, 2007

[Signature]
Mayor, Daryl R. Busch

ATTEST:

[Signature]
Judy L. Haughney, City Clerk

STATE OF CALIFORNIA )
COUNTY OF RIVERSIDE ) SS:
CITY OF PERRIS

I, Judy L. Haughney, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Ordinance No. 1229, introduced at a regular meeting of the City Council of the City of Perris held on the 13th day of November, 2007 was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held on the 27th day of November, 2007, and that it was so adopted by the following called vote:

AYES: Motte, Rogers, Yarbrough, Landers, Busch
NOES: None
ABSENT: None

[Signature]
City Clerk, Judy L. Haughney
EXHIBIT A

14.08.090 Water Meter Installation Charges and Other Charges. The charges set forth herein may be updated or revised from time to time by resolution or ordinance of the City Council as may be required by law.

NOTE: An additional column has been added for the purpose of this public notice to show the "Current Fee" prior to the increase. The new or increased fee to be adopted is called the "Proposed Fee," not all of the fees listed are new or have been increased — only those which show a difference. The Ordinance to be considered will only include a list of the fees in the "Proposed Fees" column.

<table>
<thead>
<tr>
<th>Standard Drop in Meter Installations (With MXU)</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4&quot; Meter</td>
<td>$950.00</td>
</tr>
<tr>
<td>1&quot; Meter</td>
<td>1,000.00</td>
</tr>
<tr>
<td>1-1/2&quot; Meter</td>
<td>1,485.00</td>
</tr>
<tr>
<td>2&quot; Meter</td>
<td>1,590.00</td>
</tr>
<tr>
<td>3&quot; Meter</td>
<td>1,680.00</td>
</tr>
<tr>
<td>4&quot; Meter</td>
<td>2,820.00</td>
</tr>
<tr>
<td>6&quot; Meter</td>
<td>4,675.00</td>
</tr>
<tr>
<td>8&quot; Meter</td>
<td>6,950.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Services*</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deposit — Residential</td>
<td>125.00</td>
</tr>
<tr>
<td>Deposit — Commercial</td>
<td>250.00</td>
</tr>
<tr>
<td>Deposit — Hydrant/Construction Meters (4&quot; Meter — Cost $0)</td>
<td>1,000.00</td>
</tr>
<tr>
<td>Service Activation Fee</td>
<td>25.00</td>
</tr>
<tr>
<td>Deposit Waiver Fee</td>
<td>5.00</td>
</tr>
<tr>
<td>Relocation of Hydrant/Construction Meters</td>
<td>35.00</td>
</tr>
<tr>
<td>New Construction (Fixed Charge)</td>
<td>85.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Meter Testing</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1&quot; and smaller</td>
<td>100.00</td>
</tr>
<tr>
<td>1-1/2&quot; &amp; 2&quot;</td>
<td>110.00</td>
</tr>
<tr>
<td>3&quot;</td>
<td>135.00</td>
</tr>
<tr>
<td>4&quot;</td>
<td>165.00</td>
</tr>
<tr>
<td>Fire Flow Testing</td>
<td>135.00</td>
</tr>
<tr>
<td>Testing of a Hydrant/Construction Meter</td>
<td>135.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Repairs (Damaged/Tampered Equipment)**</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broken Angle Stop</td>
<td>165.00</td>
</tr>
<tr>
<td>Broken Locking Device</td>
<td>35.00</td>
</tr>
<tr>
<td>Disconnect Service at Main</td>
<td>525.00</td>
</tr>
<tr>
<td>Repair T-Meter Swivel</td>
<td>70.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fees and Penalties</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liens Against Property</td>
<td>100.00</td>
</tr>
<tr>
<td>Delinquency Charge</td>
<td>5.00</td>
</tr>
<tr>
<td>Non-Sufficient Charge Fee</td>
<td>15.00</td>
</tr>
<tr>
<td>Service Disconnect Fee (Non Payment)</td>
<td>25.00</td>
</tr>
</tbody>
</table>
**ORDINANCE NUMBER 1229**

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Restoration - Before 3:30 PM</td>
<td>20.00</td>
</tr>
<tr>
<td>Service Restoration - After 3:30 PM</td>
<td>100.00</td>
</tr>
<tr>
<td>Service Restoration - Multiple Trips</td>
<td>20.00</td>
</tr>
<tr>
<td>Illegal Service Restoration - Residential</td>
<td>200.00</td>
</tr>
<tr>
<td>Illegal Service Restoration - Commercial/Industrial</td>
<td>500.00</td>
</tr>
<tr>
<td>Broken Lock or Tag - Represents labor only. Broken lock or tag may include damage to meter, AMR, ECR or other.</td>
<td>20.00</td>
</tr>
<tr>
<td>MXU Device (New or Replacement)</td>
<td>200.00</td>
</tr>
<tr>
<td>AMR Meter Damaged / Missing</td>
<td>110.00</td>
</tr>
<tr>
<td>Meter Replacement Fee (Meter Only, Installed)</td>
<td></td>
</tr>
<tr>
<td>3/4&quot; Meter</td>
<td>95.00</td>
</tr>
<tr>
<td>1&quot; Meter</td>
<td>180.00</td>
</tr>
<tr>
<td>1-1/2&quot; Meter</td>
<td>345.00</td>
</tr>
<tr>
<td>2&quot; Meter</td>
<td>500.00</td>
</tr>
<tr>
<td>3&quot; Meter</td>
<td>1,350.00</td>
</tr>
<tr>
<td>4&quot; Meter</td>
<td>2,620.00</td>
</tr>
<tr>
<td>6&quot; Meter</td>
<td>4,350.00</td>
</tr>
<tr>
<td>8&quot; Meter</td>
<td>6,625.00</td>
</tr>
</tbody>
</table>

* Deposits may be refunded after one year with good payment history or may be applied to any other outstanding delinquent charges. Finance Director may retain deposit or require a new deposit on existing account when (i) two or more yellow tag warning notices for pending shut-off are given to a customer within a twelve month period or (ii) one or more service disconnect for non-payment actions occur within a twelve month period.

** All costs proposed for "repairs" are labor only. Materials from third party vendor would vary as needed for repair and would be charged accordingly. Fees may be increased or subject to adjustment depending on the damage that may be found at the time of the particular service.

*** Bills are delinquent if not paid by 11th day after mailing and assessed a late fee on day 30th following mailing.
CITY COUNCIL
AGENDA SUBMITTAL

Meeting Date: September 12, 2017

SUBJECT: Business item regarding commercial marijuana cultivation, other commercial marijuana operations, and personal marijuana cultivation.

REQUESTED ACTION: Direct staff regarding the regulation/prohibition of commercial marijuana cultivation, other commercial marijuana operations, and personal marijuana cultivation in the City of Perris.

CONTACT: Clara Miramontes, Assistant City Manager

BACKGROUND/DISCUSSTION:

Staff seeks direction from the City Council concerning the following areas of marijuana law:

1) regulation or prohibition of commercial marijuana cultivation operations;
2) regulation or prohibition of other commercial marijuana operations; and
3) regulation of personal indoor marijuana cultivation, and regulation or prohibition of personal outdoor marijuana cultivation.

Below is a background summary of these issues which will be discussed further during a presentation by the City Attorney’s Office accompanied by a PowerPoint analysis.

1. California’s Marijuana Laws: Proposition 64, MCRSA and SB 94

On November 8, 2016, California voters adopted Proposition 64, the Control, Regulate and Tax Adult Use of Marijuana Act (“AUMA”). The AUMA legalized for individuals 21 years of age or older the personal use of marijuana, personal possession of up to one ounce of marijuana (and eight grams of concentrated marijuana), and (limited) personal cultivation of up to six marijuana plants. The AUMA also provides for the statewide regulation and licensing of commercial recreational marijuana operations (starting by January 1, 2018).

Similar to the provisions of the AUMA, the State of California has also provided for the statewide regulation and licensing of commercial medical marijuana operations (starting by January 1, 2018) through first the Medical Cannabis Regulation and Safety Act of 2015 (“MCRSA”), and then recently passed SB 94 (the Medicinal and Adult Use Cannabis Regulation and Safety Act, or “MAUCRSA”). SB 94 merges the separate marijuana regulatory regimes of MCRSA, governing medical marijuana, and Proposition 64, governing recreational marijuana. SB 94 also provides for a statewide marijuana regulatory system to be administered by a new Bureau of Cannabis Control.

2. State Licenses for Commercial Marijuana Operations

On or about January 1, 2018 the State of California will begin issuing state licenses for commercial marijuana operations (both medical and recreational). The state marijuana licenses will be for retail sales, cultivation, manufacturing, testing, distribution and microbusinesses. A state license will be required to engage in any of these commercial marijuana operations. Pursuant to recently passed SB 94 there will be the same twenty different license types available for medical and recreational commercial operations, to be distinguished by either an “A” for...
adult-use (i.e., recreational) or a "M" for medical use. (Business & Professions Code § 26050.)

3. Local Control of Commercial Marijuana Operations

Local governments maintain regulatory and land use authority over all of these new commercial marijuana operations which the state will be licensing. Cities may completely prohibit these businesses, allow some but not others, or allow all of them. Cities may also impose stricter regulations than the state (if a certain business type is allowed). (Business & Professions Code § 26200.)

However, to maintain local control over these businesses, local governments are advised to expressly determine through local ordinance whether each different type of business operation will be allowed in a city. A failure to affirmatively address these operations through local ordinance may reasonably allow commercial marijuana operations to conduct business in a city pursuant to a valid state license, if that city doesn’t expressly prohibit that license type.

The City of Perris presently through Chapter 5.54 ("Medical Marijuana Dispensary Regulatory Program") of the Perris Municipal Code has a local permitting and regulatory program for medical marijuana dispensaries in the City. However, the City does not affirmatively address all of the various types of commercial marijuana operations that the state will issues licenses for starting in 2018.

4. Personal Marijuana Cultivation

Proposition 64 also legalized statewide the personal cultivation of up to six marijuana plants at a private residence. A "private residence" is defined as "a house, an apartment unit, a mobile home, or similar dwelling." (Health and Safety Code § 11362.2(b)(5).)

Cities may prohibit outdoor personal marijuana cultivation. However, cities are preempted from prohibiting indoor personal marijuana cultivation of up to six plants. (Health and Safety Code § 11362(b)(2).) While cities may not prohibit such indoor personal cultivation, cities may "enact and enforce reasonable regulations to reasonably regulate" indoor cultivation which do not act to effectively prohibit indoor cultivation. (Health & Safety Code § 11362.2(b)(1).)

FISCAL IMPACT:

Depending on the direction from Council, there potentially may be staff and legal costs expended to prepare necessary amendments to the Perris Municipal Code and/or conduct additional public outreach.

On November 8, 2016 the voters of the City of Perris adopted a local marijuana tax on both marijuana dispensaries as well as marijuana cultivation. This tax is codified at Chapter 3.40 ("Marijuana Tax") of the Perris Municipal Code. The tax is applicable to both medical marijuana, as well as (if allowed) recreational marijuana. (Perris Municipal Code § 3.40.090.) A maximum tax rate of ten cents for each $1.00 of monthly business proceeds of marijuana dispensaries is imposed. A maximum tax of twenty-five dollars ($25) per square foot for space utilized for marijuana cultivation area is imposed. Estimates of annual revenue generated from taxing medical marijuana dispensaries range from potentially $875,000 to $1,200,000. Estimates of annual revenue generated from taxing medical marijuana cultivation range from $100,000 to
$1,000,000. The actual revenue generated could be lower or higher depending on the level of such operations in the City. Similar revenue figures could apply to recreational operations if allowed by the City.

The fiscal impact of Proposition 64 on the City is uncertain. The state will tax commercial marijuana operations. The Legislative Analyst's Office estimates that annual revenue from marijuana to be a few hundred million dollars to $1 billion. Cities are eligible for certain grants funded by the new state revenue for law enforcement, fire protection and public health and safety. The amount of the grants which will be available is uncertain, especially as a substantial amount of the revenue is already dedicated to other state programs. If a city bans the cultivation or retail sale of marijuana, then that city is not eligible for the state grants.

LEGAL IMPACT:

If action is not taken before the state begins issuing state marijuana business licenses on or about January 1, 2018, the City will cede substantial local control over regulation or prohibition of certain commercial marijuana business operations within the City.

RECOMMENDATION:

In regards to commercial marijuana operations, City staff conducted a survey of several cities with a focus on cultivation, which is attached as Exhibit 1. Based upon review of the regulations, staff is recommending that commercial marijuana cultivation be within a building, limited to the Industrial zones, located away from sensitive uses consistent with medical marijuana dispensary and restricted to two areas of the City as identified below:

1. North Perris: North of Perry Street to the city limits, between the Perris Valley Storm Drain Channel and the I-215 Freeway.
2. South Perris: North of Watson Road, south of Ellis Avenue, between the Perris Valley Storm Drain Channel and A Street.

The Table below highlights staff's recommendation for commercial marijuana cultivation:

<table>
<thead>
<tr>
<th>REGULATION</th>
<th>RECOMMENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approval Process</td>
<td>Regulatory Permit</td>
</tr>
<tr>
<td>Application Fee</td>
<td>$16,500</td>
</tr>
<tr>
<td>Taxation</td>
<td>10% of gross receipt</td>
</tr>
<tr>
<td>Outdoor cultivation</td>
<td>No</td>
</tr>
<tr>
<td>Indoor cultivation</td>
<td>Yes</td>
</tr>
<tr>
<td>Zoning</td>
<td>Industrial zone (GI or LI)</td>
</tr>
<tr>
<td>Location Restriction</td>
<td>North Perris: North of Perry Street to the city limits, between the Perris Valley Storm Drain Channel and the I-215 Freeway, South Perris: North of Watson Road, south of Ellis Avenue, between the Perris Valley Storm Drain Channel and A Street.</td>
</tr>
<tr>
<td>Distance Requirement</td>
<td>1,000-feet away from a school, park, place of worship, youth-oriented facility or community center, 600-feet away from residential zones</td>
</tr>
<tr>
<td>Operation Restriction</td>
<td>No on-site consumption of product: PHD Chemist</td>
</tr>
<tr>
<td>Odor Control</td>
<td>Yes</td>
</tr>
<tr>
<td>Security Plan</td>
<td>24 hrs. monitoring: security guard</td>
</tr>
</tbody>
</table>
BUDGET (or FISCAL) IMPACT:

Cost for staff preparation of this item has been budgeted in the 2017-2018 budget.

Prepared by: Kenneth Phung, Project Planner

Director of Finance: Jennifer Erwin
Assistant City Manager: Darren Madkin

Business Item: September 12, 2017

Attachments:
1. Survey of Cultivation Regulations in other Cities
2. North Perris Location Restriction Map for Marijuana Cultivation
3. South Perris Location Restriction Map for Marijuana Cultivation
<table>
<thead>
<tr>
<th>Approval Process</th>
<th>City of San Jacinto</th>
<th>City of Adelanto</th>
<th>City of Desert Hot Springs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulatory Permit</td>
<td>Regulatory Permit &amp; CUP</td>
<td>Regulatory Permit, CUP &amp; Development Agreement</td>
<td></td>
</tr>
<tr>
<td>Application Fee</td>
<td>$16,500</td>
<td>See below</td>
<td>$5,935</td>
</tr>
<tr>
<td>CUP/Entitlement application</td>
<td>N/A</td>
<td>$3,735 (deposit base)</td>
<td>$5,115 CUP + $20,000 DA (for unentitled raw land)</td>
</tr>
<tr>
<td>Medical cannabis cultivation</td>
<td>$7,000</td>
<td>$7,000</td>
<td></td>
</tr>
<tr>
<td>Medical cannabis distribution</td>
<td>$7,000</td>
<td>$7,000</td>
<td></td>
</tr>
<tr>
<td>Medical cannabis manufacturing</td>
<td>$7,000</td>
<td>$7,000</td>
<td></td>
</tr>
<tr>
<td>Medical cannabis transportation</td>
<td>$7,000</td>
<td>$7,000</td>
<td></td>
</tr>
<tr>
<td>Taxation</td>
<td>Collected Quarterly</td>
<td>N/A</td>
<td>Collected bi-annually</td>
</tr>
<tr>
<td>Distribution area</td>
<td>$10 per sf. (up to $50 per sf.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor cultivation</td>
<td>$15 per sf. (up to $50 per sf.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Testing</td>
<td>$15 per sf. (up to $50 per sf.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indoor cultivation</td>
<td>$25 per sf. (up to $50 per sf.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing</td>
<td>$25 per sf. (up to $50 per sf.)</td>
<td></td>
<td>$25 per sf. for first 3k; $10 thereafter</td>
</tr>
<tr>
<td>Revenue</td>
<td>15% of gross receipt</td>
<td>5% of gross receipt or $5 per blsd sf.</td>
<td>10% of gross receipt</td>
</tr>
<tr>
<td>Permitted Commercial Cultivation</td>
<td>See below</td>
<td>See below</td>
<td>See below</td>
</tr>
<tr>
<td>Delivery</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Distribution</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes (require PHD chemist)</td>
</tr>
<tr>
<td>Retail Sale</td>
<td>No</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Storage</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Transportation</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Testing</td>
<td>N/A</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**ATTACHMENT 1**
<table>
<thead>
<tr>
<th><strong>Outdoor cultivation</strong></th>
<th>City of San Jacinto</th>
<th>City of Adelanto</th>
<th>City of Desert Hot Springs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zoning</strong></td>
<td>Legal non-conforming agricultural land</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Location Restriction</strong></td>
<td>Restricted to map location</td>
<td>Restricted to map location</td>
<td>Restricted to map location</td>
</tr>
<tr>
<td><strong>Distance Requirement</strong></td>
<td>600-ft away from schools</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Operation Restriction</strong></td>
<td>No manufacturing; no retail sale</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>Minimum Area</strong></td>
<td>Yes (10,001 sq. ft.)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Maximum Area</strong></td>
<td>Yes (22,000 sf. in bld on parcel)</td>
<td>Yes (22,000 sf. in bld on parcel)</td>
<td>Yes (22,000 sf. in bld on parcel)</td>
</tr>
<tr>
<td><strong>Security Plan</strong></td>
<td>24 hrs monitoring</td>
<td>24 hrs monitoring</td>
<td>24 hrs monitoring</td>
</tr>
<tr>
<td><strong>Record keeping</strong></td>
<td>Monthly recording keeping for 2 yrs</td>
<td>Monthly recording keeping for 2 yrs</td>
<td>Monthly recording keeping for 2 yrs</td>
</tr>
<tr>
<td><strong>Notification Requirement</strong></td>
<td>500-ft notification requirement</td>
<td>500-ft notification requirement</td>
<td>500-ft notification requirement</td>
</tr>
</tbody>
</table>

| **Indoor cultivation** | Yes | Yes | Yes |
| **Zoning**            | LI zone only | MI or LM zones only | LI zone only |
| **Location Restriction** | Restricted to map location | Restricted to map location | Restricted to map location |
| **Distance Requirement** | 600-ft away from schools, parks, etc | 2,500-ft from schools, etc | N/A |
| **Operation Restriction** | No on-site consumption of product | Fully enclosed, No physician services | Fully enclosed, building structure |
| **Hiring Practice**    | N/A | 50% of employees from City | N/A |
| **Retail sale**        | No retail sale | No retail sale | No retail sale |
| **Limit on cultivation permit** | 3 limit throughout the City | N/A | N/A |
| **Minimum Area**       | Yes (10,001 sq. ft.) | Per State law & CUP request | N/A |
| **Maximum Area**       | Yes (22,000 sf. in bld on parcel) | Per State law & CUP request | N/A |
| **Security Plan**      | 24 hrs monitoring | Alarm system; 24 hrs monitoring | 24 hrs monitoring; 240 hrs of recording on file |
| **Record keeping**     | Monthly recording keeping for 2 yrs | 5 days of security recordings | 7 years of record keeping |
| **Notification Requirement** | 500-ft notification requirement | N/A | N/A |
| **Volatile and non-volatile** | N/A | N/A | Type 6 (non-volatile) and Type 7 (volatile) allowed |

| **Residential - Indoor Cultivation** | Yes | No | No |
| **Provision**                     | Only if required by State; Provision provided in the event state requires | No | No |