



## CITY OF CANYON LAKE

### City Hall

31516 Railroad Canyon Road  
Canyon Lake, CA 92587

Website: [www.cityofcanyonlake.org](http://www.cityofcanyonlake.org)

Mayor Larry Greene  
Mayor Pro Tem Jordan Ehrenkranz

Council Members:

Randy Bonner  
Kasey Castillo  
Jeremy Smith

City Manager Chris Mann  
City Attorney Elizabeth Martyn  
Deputy City Clerk Ana V. Sauseda

## AGENDA

### Regular Meeting of the Canyon Lake City Council

Wednesday, April 3, 2019

Closed Session 5:30 P.M.

Open Session 6:30 P.M.

### COUNCIL CHAMBER

#### CLOSED SESSION – 5:30 P.M.

#### CLOSED SESSION CALLED TO ORDER

ROLL CALL Councilmember Bonner, Councilmember Castillo, Mayor Pro Tem Ehrenkranz,  
Councilmember Smith, Mayor Greene

#### PUBLIC COMMENT

Limit 3 Minutes

*Any person wishing to address the City Council on any matter within the jurisdiction of the City, whether or not it appears on this agenda, is asked to complete a "Speaker Request Form" available on the back counter. The completed form is to be submitted to the City Clerk prior to an individual being heard by the City Council. The City Council has adopted a time limitation of three (3) minutes per person. If you are commenting on the agenda item, your comments will be heard at the time that particular item is scheduled on the agenda. Please note that if you are addressing the City Council on items NOT on the agenda, the Brown Act does not allow discussion of such items. Therefore, the City Council may only do the following: refer the matter to staff, ask for additional information or request a report back, or give a very limited factual response.*

- A. CLOSED SESSION PURSUANT TO GOVT. CODE SECTION 54957 – Public Employment;  
Public Employee Evaluation - City Attorney

OPEN SESSION - 6:30 P.M.

**OPEN SESSION CALLED TO ORDER**

**INVOCATION** John Hollenbeck - Canyon Lake Community Church Council Member

**FLAG SALUTE**

**ROLL CALL** Councilmember Bonner, Councilmember Castillo, Mayor Pro Tem Ehrenkranz, Councilmember Smith, Mayor Greene

**APPROVAL OF CITY COUNCIL AGENDA**

**CEREMONIAL MATTERS** *Presentations, Awards, Proclamations*

- Chamber of Commerce Announcement

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**PUBLIC COMMENT**

**Limit 3 Minutes**

*Any person wishing to address the City Council on any matter within the jurisdiction of the City, whether or not it appears on this agenda, is asked to complete a "Speaker Request Form" available on the back counter. The completed form is to be submitted to the City Clerk prior to an individual being heard by the City Council. The City Council has adopted a time limitation of three (3) minutes per person. If you are commenting on the agenda item, your comments will be heard at the time that particular item is scheduled on the agenda. Please note that if you are addressing the City Council on items NOT on the agenda, the Brown Act does not allow discussion of such items. Therefore, the City Council may only do the following: refer the matter to staff, ask for additional information or request a report back, or give a very limited factual response.*

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**CONSENT CALENDAR**

*All items listed on the Consent Calendar are considered to be routine matters, status reports or documents covering previous City Council action. The items listed on the Consent Calendar may be enacted in one motion. With the concurrence of the City Council, a Council Member may request that an item be removed for further discussion. Staff recommends approval of all items.*

- (1) Waive Full Reading, Read all Ordinances by Title Only
- (2) Adoption of Resolution No. 2019-09 - Approving Claims and Demands of the City
- (3) City Council Meeting Minutes
  - February 27, 2019
  - March 6, 2019

**PULLED CONSENT CALENDAR ITEMS:**

**SCHEDULE OF FUTURE EVENTS:**

**BUSINESS ITEMS**

- (4) Authorization to Purchase Furniture and Office Equipment for New Office Space at 31526 Railroad Canyon Rd., Suite 5

- (5) Authorization to Support the Canyon Lake City Golf Championship Tournament
- (6) Discussion of Establishing and Providing a Commercial, Industrial and Multi-Family Rental Fire Code Inspection/Enforcement Program
- (7) INTRODUCTION AND FIRST READING OF ORDINANCE NO. 180 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE REPEALING AND READOPTING CANYON LAKE CITY CODE CHAPTER 11.08 REGARDING REGULATORY AUTHORITY ON CANYON LAKE
- (8) INTRODUCTION AND FIRST READING OF ORDINANCE NO. 181 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE REPEALING AND READOPTING THE PROVISIONS OF TITLE 10, KEEPING AND CONTROL OF DOGS AND CATS, CHAPTERS 10.01, 10.04, 10.08, 10.16, 10.32 and 10.44
- (9) INTRODUCTION AND FIRST READING OF ORDINANCE NO. 182 - Proposed Ordinance AN ORDINANCE OF THE CITY OF CANYON LAKE AMENDING AND SUPERSEDING ORDINANCE NO. 174 TO INCLUDE A PROCESS FOR WRCOG CALCULATION AND COLLECTION OF FEES UNDER THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

#### CITY MANAGER COMMENTS

#### COMMITTEE AND COUNCIL REPORTS/COMMENTS:

- Council Member Bonner
- Council Member Castillo
- Mayor Pro Tem Ehrenkranz
- Council Member Smith
- Mayor Greene

#### ANNOUNCEMENTS

The next regular meeting will be **Wednesday, May 1, 2019** at 5:30 for Closed Session & 6:30 p.m. for Open Session

#### ADJOURNMENT

#### VISION STATEMENT

The vision of the City of Canyon Lake is to be a City that provides a quality of life that makes Canyon Lake the premier place to live in Southern California.

**ATTENTION RESIDENTS:**

Supporting documents, including staff reports, are available for review at City Hall in the City Clerk's Office or on the City's website at [www.cityofcanyonlake.org](http://www.cityofcanyonlake.org) once the agenda has been publicly posted. Any written materials relating to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office during normal business hours. In addition, such writings or documents will be made available for public review at the respective public meeting. It is the intention of the City of Canyon Lake to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or participant at this meeting, you will need special assistance beyond what is normally provided, the City of Canyon Lake will attempt to accommodate you in every reasonable manner. Please contact Ana V. Sauseda, Deputy City Clerk, at least 48 hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

**April 3, 2019 City Council Meeting**

STATE OF CALIFORNIA }  
COUNTY OF RIVERSIDE } SS. AFFIDAVIT OF POSTING  
CITY OF CANYON LAKE }

I, Ana V. Sauseda, being duly sworn, depose and say that I am the duly appointed and qualified Deputy City Clerk of the City of Canyon Lake and that on March 28, 2019 before the hour of 5:00 p.m., I caused the above notice to be posted as required by Resolution 2015-36 of the City Council of the City of Canyon Lake.

Ana V. Sauseda  
Deputy City Clerk

City of Canyon Lake  
City Council  
Staff Report

TO: Honorable Mayor and Members of the City Council  
FROM: Chris Mann, City Manager *CM*  
BY: Kayla Lozano, Accountant  
DATE: April 3, 2019  
SUBJECT: List of Demands

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**Recommendation:**

That the City Council adopt a resolution entitled: RESOLUTION NO. 2019-09

A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF CANYON LAKE ALLOWING CERTAIN  
CLAIMS AND DEMANDS AS SET FORTH IN EXHIBIT A

**Background:**

All claims and demands are reported and summarized for review and approval by the City Council on a routine basis at each City Council meeting. The attached claims represent the paid claims and demands since the City Council meeting of March 6, 2019.

**Budget (or Fiscal) Impact:**

All claims and demands are paid from appropriated funds or authorized resources of the City and have been recorded in accordance with the City's policies.

**Attachments:**

1. Resolution No. 2019-09
2. List of Demands



**RESOLUTION NO. 2019-09**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AS SET FORTH IN EXHIBIT A**

The City Council of the City of Canyon Lake does hereby resolve as follows:

Demands are approved as shown on the Demand\Warrant Register of April 3rd, in the amount of \$997,904.49 as follows:

Payroll Earnings (Gross)	\$ 52,049.15	(2nd Half of February & 1st Half of March)
Payroll Taxes - Employer	1,514.48	(2nd Half of February & 1st Half of March)
On-line Retirement	4,347.67	(2nd Half of February & 1st Half of March)
On-line Health	136.69	(For the Month of March)
Nationwide Deferred Comp.	340.82	(For the Month of February)
General	939,515.68	
TOTAL	<u>\$ 997,904.49</u>	

PASSED, APPROVED AND ADOPTED this 3rd day of April, 2019.

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Larry Greene, Mayor

ATTEST:

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Ana V. Sauseda, Deputy City Clerk

State of California  
County of Riverside ) ss  
City of Canyon Lake )

I, Ana V. Sauseda, Deputy City Clerk of the City of Canyon Lake, California, DO HEREBY CERTIFY, that the foregoing is a true and correct copy of the Resolution No. 2019-09 adopted by the City Council of the City of Canyon Lake, California, at a regular meeting thereof, held on April 3, 2019, by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

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Ana V. Sauseda, Deputy City Clerk

## Claims and Demands



**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
24897	3/6/2019	AB Fence Company	Repair of Wrought Iron Fence due to Car Accident; 3/4/19	9,500.00	10	GENERAL
24897	3/6/2019	AB Fence Company	Repair of Wrought Iron Fence due to Car Accident; 3/4/19	550.00	20	GAS TAX
Total 24897	3/6/2019			10,050.00		
24898	3/6/2019	Applicant Background Information	Background Verification for Chris Mann; 2/14/19	85.45	10	GENERAL
Total 24898	3/6/2019			85.45		
24899	3/6/2019	Aflac	Supplemental Insurance February 2019	378.22	10	GENERAL
Total 24899	3/6/2019			378.22		
24900	3/6/2019	BIO-TOX LABORATORIES	Sheriff's Dept Blood Testing 1/10/19	118.00	10	GENERAL
Total 24900	3/6/2019			118.00		
24901	3/6/2019	C.L.CHAMBER OF COMMERCE	2019 Golf Tournament Pot of Gold Sponsor - 3/16/19	525.00	10	GENERAL
Total 24901	3/6/2019			525.00		
24902	3/6/2019	CANYON LAKE PEST CONTROL, Steven E. Young	Quarterly Pest Control PO #09-010; 2/25/19	100.00	10	GENERAL
Total 24902	3/6/2019			100.00		
24903	3/6/2019	Corelogic Information Solutions, INC.	Database for Code Enforcement - February 2019	15.00	10	GENERAL
24903	3/6/2019	Corelogic Information Solutions, INC.	Database for Code Enforcement February 2019	125.00	10	GENERAL

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
Total 24903	3/6/2019			140.00		
24904	3/6/2019	CR&R	Refuse 2/4/19	685,412.58	50	AGENCY
Total 24904	3/6/2019			685,412.58		
<del>24905</del>	<del>3/6/2019</del>	<del>CTAI Pacific Greenscape</del>	<del>Landscape Maintenance for Fire Station February 2019</del>	<del>250.00</del>	<del>10</del>	<del>GENERAL</del>
<del>24905</del>	<del>3/6/2019</del>	<del>CTAI Pacific Greenscape</del>	<del>Landscape Maintenance for Median &amp; Parkways Feb 2019</del>	<del>5,000.00</del>	<del>20</del>	<del>GAS TAX</del>
<del>24905</del>	<del>3/6/2019</del>	<del>CTAI Pacific Greenscape</del>	<del>Mulching Railroad Canyon - Extra Work - 2/26/19</del>	<del>15,900.00</del>	<del>20</del>	<del>GAS TAX</del>
Total 24905	3/6/2019			<del>21,150.00</del>		<b>VOID</b>
24906	3/6/2019	Delgado Janitorial Services	Cleaning Service for the month of February 2019	787.00	10	GENERAL
Total 24906	3/6/2019			787.00		
24907	3/6/2019	ELSINORE VALLEY MUNI WATER DIS	Water for Irrigation; 1/28/19 to 2/27/19	282.48	20	GAS TAX
Total 24907	3/6/2019			282.48		
24908	3/6/2019	Frontier Communications	City Hall Phones 2/13/19 to 3/12/19	121.89	10	GENERAL
24908	3/6/2019	Frontier Communications	Internet & Phone 2/13/19 to 3/12/19	268.68	10	GENERAL
Total 24908	3/6/2019			390.57		
24909	3/6/2019	Joe's Hardware	Code Supplies - Pliers for 2/25/19	23.69	10	GENERAL
24909	3/6/2019	Joe's Hardware	Fire Station Supplies - Clorox, Shovel & Tape; 3/1/19	38.31	10	GENERAL

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
Total 24909	3/6/2019			62.00		
24910	3/6/2019	PZL, Inc.	Planning Services for January 2019	4,350.00	10	GENERAL
Total 24910	3/6/2019			4,350.00		
24911	3/6/2019	Ramsey Backflow & Plumbing	Tested Backflow Device - 28730 Vacation Dr. - 2/25/19	45.00	10	GENERAL
Total 24911	3/6/2019			45.00		
24912	3/6/2019	Regional Conservation Authority	Additional MSHCP for the month of February 2019	4,208.00	50	AGENCY
Total 24912	3/6/2019			4,208.00		
24913	3/6/2019	Rydin	2019 Business License Vehicle Decals	442.53	10	GENERAL
Total 24913	3/6/2019			442.53		
24914	3/6/2019	SOUTHERN CALIFORNIA EDISON	Electricity for Office Lease - 1/18/19 to 2/20/19	49.39	10	GENERAL
24914	3/6/2019	SOUTHERN CALIFORNIA EDISON	Electricity for Traffic Control - 1/18/19 to 2/20/19	25.60	20	GAS TAX
24914	3/6/2019	SOUTHERN CALIFORNIA EDISON	Electricity for Traffic Signals - 1/22/19 to 2/21/19	67.22	20	GAS TAX
24914	3/6/2019	SOUTHERN CALIFORNIA EDISON	Electricity for Traffic Signals - Period: 1/29/19 to 2/28/19	356.71	20	GAS TAX
Total 24914	3/6/2019			498.92		
24915	3/6/2019	STAPLES	Office Supplies for the month of February 2019	1,312.89	10	GENERAL
Total 24915	3/6/2019			1,312.89		

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
24916	3/6/2019	State of California	BLM Clean-Up Crew by Norco Conservation Camp - October 2018	226.94	10	GENERAL
Total 24916	3/6/2019			226.94		
24917	3/6/2019	Structural Termite/Pest Control	Pest Control at Fire Station; 3/4/19	36.75	10	GENERAL
Total 24917	3/6/2019			36.75		
24918	3/6/2019	Total Compensation Systems, Inc.	GASB 75 Valuation Services	2,520.00	10	GENERAL
Total 24918	3/6/2019			2,520.00		
24919	3/6/2019	TPx Communications	City Hall Phone System 2/16/19 to 3/15/19	615.57	10	GENERAL
Total 24919	3/6/2019			615.57		
24920	3/6/2019	Toshiba Financial Services	Monthly Copier Lease 2/15/19 to 3/15/19	725.25	10	GENERAL
Total 24920	3/6/2019			725.25		
24921	3/6/2019	WRCOG	Additional TUMF for the month of February 2019	17,746.00	50	AGENCY
Total 24921	3/6/2019			17,746.00		
24922	3/7/2019	CTAI Pacific Greenscape	Landscape Maintenance for Fire Station February 2019	250.00	10	GENERAL
24922	3/7/2019	CTAI Pacific Greenscape	Landscape Maintenance Median & Parkways February 2019	5,000.00	20	GAS TAX
Total 24922	3/7/2019			5,250.00		

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
24923	3/20/2019	Aflac	Supplemental Insurance for March 2019	378.22	10	GENERAL
Total 24923	3/20/2019			378.22		
24924	3/20/2019	AMERICAN FORENSIC NURSES INC	Sheriff's Blood Draw January 2019	165.00	10	GENERAL
Total 24924	3/20/2019			165.00		
24925	3/20/2019	AmeriGas	Propane for Fire Station	633.11	10	GENERAL
Total 24925	3/20/2019			633.11		
24926	3/20/2019	ANIMAL FRIENDS OF THE VALLEYS	Animal Control Services for January 2019	3,500.00	10	GENERAL
Total 24926	3/20/2019			3,500.00		
24927	3/20/2019	Randall Bonner	Internet & Cell Phone Reimb for February 2019 - Bonner	80.00	10	GENERAL
24927	3/20/2019	Randall Bonner	Internet & Cell Phone Reimb. for January 2019 - Bonner	80.00	10	GENERAL
Total 24927	3/20/2019			160.00		
24928	3/20/2019	California State Fire Protection	Fire Extinguishers Annual Certification, 3/7/19	48.23	10	GENERAL
Total 24928	3/20/2019			48.23		
24929	3/20/2019	CITY CLERKS ASSN OF CALIF	City Clerk's Handbook	40.00	10	GENERAL
Total 24929	3/20/2019			40.00		
24930	3/20/2019	CTAI Pacific Greenscape	Mulching Railroad Canyon - Extra Work	15,900.00	20	GAS TAX

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
Total 24930	3/20/2019			15,900.00		
24931	3/20/2019	Delgado Janitorial Services	Cleaning Service for the month of March 2019	735.50	10	GENERAL
Total 24931	3/20/2019			735.50		
24932	3/20/2019	DFM ASSOCIATES	2019 California Elections Code Book	57.63	10	GENERAL
Total 24932	3/20/2019			57.63		
24933	3/20/2019	DIRECTV	Satellite Service, 3/12/19 to 4/11/19	103.09	10	GENERAL
Total 24933	3/20/2019			103.09		
24934	3/20/2019	STATE OF CA DEPT. OF JUSTICE	Sheriff's Blood Alcohol Analysis February 2019	70.00	10	GENERAL
Total 24934	3/20/2019			70.00		
24935	3/20/2019	Jordan Ehrenkranz	Internet & Cell Phone Reimb. for March 2019 - Ehrenkranz	95.88	10	GENERAL
Total 24935	3/20/2019			95.88		
24936	3/20/2019	ELSINORE VALLEY MUNI WATER DIS	Water, Fire Detector 1/24/19 to 2/24/19	101.46	10	GENERAL
Total 24936	3/20/2019			101.46		
24937	3/20/2019	Frontier Communications	City Hall Internet; 3/10/19 to 4/9/19	148.98	10	GENERAL
24937	3/20/2019	Frontier Communications	City Hall Phones; 3/13/19 to 4/12/19	130.98	10	GENERAL
24937	3/20/2019	Frontier Communications	Phone & Internet for Fire Station; 3/13/19 to 4/12/19	278.15	10	GENERAL

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
Total 24937	3/20/2019			558.11		
24938	3/20/2019	GOLDING PUBLICATIONS	Business Cards for Mann	42.56	10	GENERAL
Total 24938	3/20/2019			42.56		
24939	3/20/2019	NANCY GREENHALGH	Retiree Health Insurance April 2019	163.37	10	GENERAL
Total 24939	3/20/2019			163.37		
24940	3/20/2019	Interwest Consulting Group	Building & Safety Services January 2019	32,247.63	10	GENERAL
Total 24940	3/20/2019			32,247.63		
24941	3/20/2019	Jeremy Smith	Internet and Cell Phone Reimb. for March 2019 - Smith	86.43	10	GENERAL
Total 24941	3/20/2019			86.43		
24942	3/20/2019	LANCE, SOLL & LUNGHARD	2018 City Audit (Final)	950.00	10	GENERAL
Total 24942	3/20/2019			950.00		
24943	3/20/2019	Maureen Kane & Associates, Inc.	Technical Training for Clerks, Series 400	1,550.00	10	GENERAL
Total 24943	3/20/2019			1,550.00		
24944	3/20/2019	Nate Volk	Video Broadcast for meeting on 3/6/19	350.00	10	GENERAL
Total 24944	3/20/2019			350.00		

**City of Canyon Lake**  
**Check/Voucher Register - Council Report - Expenditures**  
**From 3/1/2019 Through 3/31/2019**

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
24945	3/20/2019	Onsolve	CodeRED extension for 3/24/19 to 3/23/20	7,500.00	10	GENERAL
Total 24945	3/20/2019			7,500.00		
24946	3/20/2019	JOHN REGUS	Conference Lease for April 2019	250.00	10	GENERAL
Total 24946	3/20/2019			250.00		
24947	3/20/2019	JOHN REGUS	Library Lease for May 2019	1,074.62	10	GENERAL
Total 24947	3/20/2019			1,074.62		
24948	3/20/2019	RIV. CO. SHERIFF'S DEPT., Acctg & Fin	Contract Law Enforcement 1/3/19 to 1/30/19	128,648.43	10	GENERAL
Total 24948	3/20/2019			128,648.43		
24949	3/20/2019	SOUTHERN CALIFORNIA EDISON	Electricity for Pump Station; 2/7/19 to 3/11/19	287.61	20	GAS TAX
Total 24949	3/20/2019			287.61		
24950	3/20/2019	Special District Risk Management Authority	Dental Insurance for Palmer & Sauseda - April 2019	449.41	10	GENERAL
Total 24950	3/20/2019			449.41		
24951	3/20/2019	Sparkletts	Drinking Water for City Hall February 2019	18.46	10	GENERAL
Total 24951	3/20/2019			18.46		
24952	3/20/2019	STATE COMP. INS. FUND	Workers Comp for April 2019	659.17	10	GENERAL
Total 24952	3/20/2019			659.17		

**City of Canyon Lake**  
 Check/Voucher Register - Council Report - Expenditures  
 From 3/1/2019 Through 3/31/2019

Check Num...	Matching Docum... Date	Vendor Name	Transaction Description	Check Amount	Fund Code	Fund Short Title
24953	3/20/2019	Synoptek, LLC	IT Services for March 2019	2,436.00	10	GENERAL
Total 24953	3/20/2019			2,436.00		
24954	3/20/2019	The Gas Company	Gas Charges for 1/30/19 to 3/1/19	230.64	10	GENERAL
Total 24954	3/20/2019			230.64		
24955	3/20/2019	Time Warner Cable	Digital Converter for City Hall; 3/22/19 to 4/21/19	5.25	10	GENERAL
24955	3/20/2019	Time Warner Cable	Internet for Fire Station, 3/10/19 to 4/9/19	99.98	10	GENERAL
Total 24955	3/20/2019			105.23		
24956	3/20/2019	U. S. Bank	Office Supplies, Meetings, CM Backup Renewal, Tripod; 3/6/19	3,012.37	10	GENERAL
Total 24956	3/20/2019			3,012.37		
24957	3/20/2019	Verizon Wireless	Cell Phones; 2/4/19 - 3/3/19	391.28	10	GENERAL
24957	3/20/2019	Verizon Wireless	ipads for 2/4/19 - 3/3/19	207.09	10	GENERAL
Total 24957	3/20/2019			598.37		
Report Total				960,665.68		

- 21,150.00 Void check #24905  
\$ 939,515.68

City of Canyon Lake  
Invoices Selected for Payment - COUNCIL CHECK REPORT

Vendor ID	Invoice Description	Cash Required
Aflac	Supplemental Insurance for March 2019	378.22
AMERICAN FORENSIC	Sheriff's Blood Draw January 2019	165.00
AmeriGas	Propane for Fire Station	633.11
ANIMAL FRIENDS	Animal Control Services for January 2019	3,500.00
Bonner	Internet & Cell Phone Reimb for February 2019 - Bonner	80.00
	Internet & Cell Phone Reimb. for January 2019 - Bonner	80.00
California State Fire Protection	Fire Extinguishers Annual Certification, 3/7/19	48.23
CCAC	City Clerk's Handbook	40.00
CTAI	Mulching Railroad Canyon - Extra Work	15,900.00
Delgado	Cleaning Service for the month of March 2019	735.50
DFM	2019 California Elections Code Book	57.63
DIRECTV	Satellite Service, 3/12/19 to 4/11/19	103.09
DOJ	Sheriff's Blood Alcohol Analysis February 2019	70.00
Ehrenkranz	Internet & Cell Phone Reimb. for March 2019 - Ehrenkranz	95.88
EVMWD	Water, Fire Detector 1/24/19 to 2/24/19	101.46
Frontier	City Hall Internet; 3/10/19 to 4/9/19	148.98
	Phone & Internet for Fire Station; 3/13/19 to 4/12/19	278.15
	City Hall Phones; 3/13/19 to 4/12/19	130.98
GOLDING	Business Cards for Mann	42.56
GREENHALGH	Retiree Health Insurance April 2019	163.37
ICG	Building & Safety Services January 2019	32,247.63
Jeremy Smith	Internet and Cell Phone Reimb. for March 2019 - Smith	86.43
LANCE, SOLL	2018 City Audit (Final)	950.00
Maureen Kane	Technical Training for Clerks, Series 400	1,550.00
Nate Volk	Video Broadcast for meeting on 3/6/19	350.00
Onsolve	CodeRED extension for 3/24/19 to 3/23/20	7,500.00
REGUS	Conference Lease for April 2019	250.00
	Library Lease for May 2019	1,074.62
Riv Co Sheriff Acctg	Contract Law Enforcement 1/3/19 to 1/30/19	128,648.43
SCE	Electricity for Pump Station; 2/7/19 to 3/11/19	287.61
SDRMA	Dental Insurance for Palmer & Sauseda - April 2019	449.41
Sparkletts	Drinking Water for City Hall February 2019	18.46
STATE FUND	Workers Comp for April 2019	659.17
Synoptek	IT Services for March 2019	2,436.00
The Gas Co	Gas Charges for 1/30/19 to 3/1/19	230.64
Time Warner	Internet for Fire Station, 3/10/19 to 4/9/19	99.98
	Digital Converter for City Hall; 3/22/19 to 4/21/19	5.25

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04/03/2019 City Council Agenda

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City of Canyon Lake  
Invoices Selected for Payment - COUNCIL CHECK REPORT

<u>Vendor ID</u>	<u>Invoice Description</u>	<u>Cash Required</u>
US Bank	Office Supplies, Meetings, CM Backup Renewal, Tripod; 3/6/19	3,012.37
VerizonW	Cell Phones; 2/4/19 - 3/3/19	391.28
	ipads for 2/4/19 - 3/3/19	207.09
Report Total		203,206.53

City of Canyon Lake  
Invoices Selected for Payment - COUNCIL CHECK REPORT

Vendor ID	Invoice Description	Cash Required
CTAI	Landscape Maintenance for Fire Station February 2019	250.00
	Landscape Maintenance Median & Parkways February 2019	5,000.00
Report Total		<u>5,250.00</u>

City of Canyon Lake  
Invoices Selected for Payment - COUNCIL CHECK REPORT

Vendor ID	Invoice Description	Cash Required
AB Fence	Repair of Wrought Iron Fence due to Car Accident; 3/4/19	9,500.00
	Repair of Wrought Iron Fence due to Car Accident; 3/4/19	550.00
ABI	Background Verification for Chris Mann; 2/14/19	85.45
Aflac	Supplemental Insurance February 2019	378.22
BIO-TOX	Sheriff's Dept Blood Testing 1/10/19	118.00
CL CHAMBER	2019 Golf Tournament Pot of Gold Sponsor - 3/16/19	525.00
CL PEST	Quarterly Pest Control PO #09-010; 2/25/19	100.00
Corelogic	Database for Code Enforcement February 2019	125.00
	Database for Code Enforcement - February 2019	15.00
CR&R	Refuse 2/4/19	685,412.58
CTAI	Landscape Maintenance for Fire Station February 2019	250.00
	Mulching Railroad Canyon - Extra Work - 2/26/19	15,900.00
	Landscape Maintenance for Median & Parkways Feb 2019	5,000.00
Delgado	Cleaning Service for the month of February 2019	787.00
EVMWD	Water for Irrigation; 1/28/19 to 2/27/19	282.48
Frontier	City Hall Phones 2/13/19 to 3/12/19	121.89
	Internet & Phone 2/13/19 to 3/12/19	268.68
Joe's	Code Supplies - Pliers for 2/25/19	23.69
	Fire Station Supplies - Clorox, Shovel & Tape; 3/1/19	38.31
PZL, Inc.	Planning Services for January 2019	4,350.00
Ramsey Backflow	Tested Backflow Device - 28730 Vacation Dr. - 2/25/19	45.00
RCA	Additional MSHCP for the month of February 2019	4,208.00
Rydin	2019 Business License Vehicle Decals	442.53
SCE	Electricity for Traffic Signals - Period: 1/29/19 to 2/28/19	356.71
	Electricity for Traffic Signals - 1/22/19 to 2/21/19	67.22
	Electricity for Traffic Control - 1/18/19 to 2/20/19	25.60
	Electricity for Office Lease - 1/18/19 to 2/20/19	49.39
STAPLES	Office Supplies for the month of February 2019	1,312.89
State of California	BLM Clean-Up Crew by Norco Conservation Camp - October 2018	226.94
Structural	Pest Control at Fire Station; 3/4/19	36.75
TCS	GASB 75 Valuation Services	2,520.00
TelePacific	City Hall Phone System 2/16/19 to 3/15/19	615.57
Toshiba	Monthly Copier Lease 2/15/19 to 3/15/19	725.25
WRCOG	Additional TUMF for the month of February 2019	17,746.00
Report Total		752,209.15

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**Labor Distribution**

**City of Canyon Lake**  
Company (10756)

Check Date: 02/28/2019  
Process: 2019022801  
Period: 02/16/2019 to 02/28/2019

**Department: (20)City Employees**

Code	Earning	Hours	Amount	Deduction	Code	Tax	Amount	Code	Tax	Amount	Taxable	Tax	Amount
125CO	125 Cash		492.43	PTAXI Pre-Tax P.	CA	California SI	99.68	CA	California SI	183.25	4367.27	CA Edu & T	0.00
102	Hol Holiday	9.50	0.00		CASDI	CA SDI - Err	44.67	CASUI	California SI	44.67	4466.95	California SI	0.00
	Reg Regular		3974.52		FITW	Federal Inco	4367.27	MED-R	Medicare - E	507.51	4367.27	Medicare - E	64.77
	Salary				MED	Medicare	4466.95			64.77	4466.95		64.77
	<b>Total Earnings</b>	<b>9.50</b>	<b>4466.95</b>	<b>Total Deductions</b>			<b>99.68</b>			<b>800.20</b>			<b>64.77</b>
	<b>Total Employer Taxes</b>												
Manzano, Rabi E	125CO 125 Cash		499.58	PTXPE Pre-Tax P.	CA	California SI	118.70	CA	California SI	47.29	2280.11	CA Edu & T	0.00
98	Hol Holiday	9.50	237.40		CASDI	CA SDI - Err	23.98	CASUI	California SI	23.98	2398.81	California SI	0.00
24.9900	Reg Regular	57.00	1424.43		FITW	Federal Inco	2280.11	MED-R	Medicare - E	198.45	2280.11	Medicare - E	34.78
	Sick Sick	9.50	237.40		MED	Medicare	2398.81			34.78	2398.81		34.78
	<b>Total Earnings</b>	<b>76.00</b>	<b>2398.81</b>	<b>Total Deductions</b>			<b>118.70</b>			<b>304.50</b>			<b>34.78</b>
	<b>Total Employer Taxes</b>												
Palmer, Aaron D	125CO 125 Cash		452.83	PTXPE Pre-Tax P.	CA	California SI	338.54	CA	California SI	164.85	16485.00	CA Edu & T	0.00
99	Reg Regular		5416.67		CASDI	CA SDI - Err	168.23	CASUI	California SI	168.23	16823.54	California SI	0.00
5416.67	Vac Vacation	166.50	10954.04		FITW	Federal Inco	16485.00	MED-R	Medicare - E	0.00	16485.00	Medicare - E	243.94
	<b>Total Earnings</b>	<b>166.50</b>	<b>16823.54</b>	<b>Total Deductions</b>			<b>338.54</b>			<b>412.17</b>			<b>243.94</b>
	<b>Total Employer Taxes</b>												
Sauseda, Ana	125CO 125 Cash		527.04	457B EE I	CA	California SI	66.00	CA	California SI	18.62	2180.69	CA Edu & T	0.00
108	Hol Holiday	9.50	231.14	PTAXI Pre-Tax P.	CASDI	CA SDI - Err	129.44	CASUI	California SI	23.76	2376.13	California SI	0.00
24.3300	Reg Regular	66.50	1617.95		FITW	Federal Inco	2180.69	MED-R	Medicare - E	123.52	2180.69	Medicare - E	34.45
	<b>Total Earnings</b>	<b>76.00</b>	<b>2376.13</b>	<b>Total Deductions</b>			<b>195.44</b>			<b>200.35</b>			<b>34.45</b>
	<b>Total Employer Taxes</b>												

**Department: (20)City Employees Total**

Employees	Code	Earning	Hours	Amount	Deduction	Code	Tax	Amount	Code	Tax	Amount	Taxable	Tax	Amount
Female	2	125CO 125 Cash		1971.88	457B EE I	CA	California SI	66.00	CA	California SI	25313.07	CA Edu & T	0.00	0.00
Male	2	Hol Holiday	28.50	468.54	PTAXI Pre-Tax P.	CASDI	CA SDI - Err	229.12	CASUI	California SI	26065.43	California SI	0.00	0.00
		Reg Regular	123.50	12433.57	PTXPE Pre-Tax P.	FITW	Federal Inco	457.24	MED	Medicare	25313.07	Medicare - E	377.94	377.94
		Sick Sick	9.50	237.40							26065.43			
		Vac Vacation	166.50	10954.04							26065.43			
		<b>Total Earnings</b>	<b>328.00</b>	<b>26065.43</b>	<b>Total Deductions</b>			<b>752.36</b>			<b>1717.22</b>			<b>377.94</b>
		<b>Total Employer Taxes</b>												

**Labor Distribution**

**City of Canyon Lake**  
Company (10756)

Check Date: 02/28/2019  
Process: 2019022801  
Period: 02/16/2019 to 02/28/2019

**Department: (30)Special Enforcement Team**

Code	Earning	Hours	Amount	Deduction	Code	Amount	Taxable	Code	Amount	Tax	Taxable	Amount
Reg	Regular	57.00	1404.48	457B EE; AflacP; Aflac Post	CA	105.34	1299.14	CA	11.31	CA ETT CA Edu & T	1404.48	0.00
Emp Id	104		33.43		CASDJ CA SDI - Eir		1404.48	CASUI California SI	14.05	California SI	1404.48	87.08
Rate	24.6400				FITW Federal Incoi		1299.14	MED-R Medicare - E	63.25		1404.48	20.36
					MED Medicare		1404.48		20.37			Net Amt
<b>Total Earnings</b>		<b>57.00</b>	<b>1404.48</b>	<b>Total Deductions</b>		<b>138.77</b>		<b>Total Employer Taxes</b>	<b>108.98</b>			<b>107.44</b>
Code	Earning	Hours	Amount	Deduction	Code	Amount	Taxable	Code	Amount	Tax	Taxable	Amount
Reg	Regular	41.00	1136.93		CA	California SI	1136.93	CA ETT CA Edu & T	19.47	CA ETT CA Edu & T	1136.93	0.00
Emp Id	83				CASDJ CA SDI - Eir		1136.93	CASUI California SI	11.37	California SI	1136.93	70.49
Rate	27.7300				FITW Federal Incoi		1136.93	MED-R Medicare - E	109.35		1136.93	16.49
					MED Medicare		1136.93		16.48			Net Amt
<b>Total Earnings</b>		<b>41.00</b>	<b>1136.93</b>	<b>Total Deductions</b>		<b>0.00</b>		<b>Total Employer Taxes</b>	<b>156.67</b>			<b>86.98</b>
Code	Earning	Hours	Amount	Deduction	Code	Amount	Taxable	Code	Amount	Tax	Taxable	Amount
125CO	125 Cash		228.02	PTAXI Pre-Tax P.	CA	California SI	1720.18	CA ETT CA Edu & T	49.64	CA ETT CA Edu & T	0.00	0.00
Emp Id	101				CASDJ CA SDI - Eir		1832.49	CASUI California SI	18.32	California SI	0.00	0.00
Rate	29.9900				FITW Federal Incoi		1720.18	MED-R Medicare - E	131.25		1832.49	26.57
					MED Medicare		1832.49		26.57			Net Amt
<b>Total Earnings</b>		<b>53.50</b>	<b>1832.49</b>	<b>Total Deductions</b>		<b>112.31</b>		<b>Total Employer Taxes</b>	<b>225.78</b>			<b>26.57</b>

**Department: (30)Special Enforcement Team Total**

Employees	Code	Earning	Hours	Amount	Deduction	Code	Amount	Taxable	Code	Amount	Tax	Taxable	Amount
Female	2	125CO 125 Cash		228.02	457B EE; AflacP; Aflac Post	CA	105.34	4156.25	CA ETT CA Edu & T	80.42	CA ETT CA Edu & T	2541.41	0.00
Male	1	Reg Regular	151.50	4145.88	PTAXI Pre-Tax P.	CASDJ CA SDI - Eir	33.43	4373.90	CASUI California SI	43.74	California SI	2541.41	157.57
						FITW Federal Incoi	112.31	4156.25	MED-R Medicare - E	303.85		4373.90	63.42
						MED Medicare		4373.90		63.42			Net Amt
<b>Total Earnings</b>			<b>151.50</b>	<b>4373.90</b>	<b>Total Deductions</b>		<b>251.08</b>		<b>491.43</b>				<b>220.99</b>

**Department: (50)Council Members**

Code	Earning	Hours	Amount	Deduction	Code	Amount	Taxable	Code	Amount	Tax	Taxable	Amount
Reg	Regular		300.00		CA	California SI	300.00	CA ETT CA Edu & T	0.00	CA ETT CA Edu & T	300.00	0.00
Emp Id	78				FITW Federal Incoi		300.00	CASUI California SI	0.00	California SI	300.00	18.60
Salary	300.00				MED Medicare		300.00	MED-R Medicare - E	4.35		300.00	4.36
												Net Amt
<b>Total Earnings</b>		<b>0.00</b>	<b>300.00</b>	<b>Total Deductions</b>		<b>0.00</b>		<b>Total Employer Taxes</b>	<b>4.35</b>			<b>22.96</b>
Code	Earning	Hours	Amount	Deduction	Code	Amount	Taxable <td>Code</td> <td>Amount</td> <td>Tax</td> <td>Taxable</td> <td>Amount</td>	Code	Amount	Tax	Taxable	Amount
Reg	Regular		300.00		CA	California SI	300.00	CA ETT CA Edu & T	0.00	CA ETT CA Edu & T	300.00	0.00
Emp Id	110				FITW Federal Incoi		300.00	CASUI California SI	0.00	California SI	300.00	18.60
Salary	300.00				MED Medicare		300.00	MED-R Medicare - E	4.35		300.00	4.35
												Net Amt
<b>Total Earnings</b>		<b>0.00</b>	<b>300.00</b>	<b>Total Deductions</b>		<b>0.00</b>		<b>Total Employer Taxes</b>	<b>4.35</b>			<b>22.95</b>

**Labor Distribution**

**City of Canyon Lake**  
Company (10756)

Check Date: 02/28/2019  
Process: 2019022801  
Period: 02/16/2019 to 02/28/2019

Code	Earning	Hours	Amount	Code	Deduction	Amount	Code	Tax	Taxable	Amount	Code	Tax	Taxable	Amount
Ehrenkranz, Jordan	Reg		300.00	CA			CA	California SI	300.00		CAETT	CA Edu & T	300.00	
Emp Id		62		FITW			FITW	Federal Inco	300.00		CASUI	California SI	300.00	
Salary		300.00		MED			MED	Medicare	300.00		MED-R	Medicare - E	300.00	
<b>Total Earnings</b>		<b>0.00</b>	<b>300.00</b>	<b>Total Deductions</b>		<b>0.00</b>	<b>Total Employee Taxes</b>				<b>4.35</b>	<b>Total Employer Taxes</b>		<b>22.95</b>
Greene, Larry B	Reg		300.00	CA			CA	California SI	300.00		CAETT	CA Edu & T	300.00	
Emp Id		103		FITW			FITW	Federal Inco	300.00		CASUI	California SI	300.00	
Salary		300.00		MED			MED	Medicare	300.00		MED-R	Medicare - E	300.00	
<b>Total Earnings</b>		<b>0.00</b>	<b>300.00</b>	<b>Total Deductions</b>		<b>0.00</b>	<b>Total Employee Taxes</b>				<b>4.35</b>	<b>Total Employer Taxes</b>		<b>22.95</b>
Smith, Jeremy A	Reg		300.00	CA			CA	California SI	300.00		CAETT	CA Edu & T	300.00	
Emp Id		109		FITW			FITW	Federal Inco	300.00		CASUI	California SI	300.00	
Salary		300.00		MED			MED	Medicare	300.00		MED-R	Medicare - E	300.00	
<b>Total Earnings</b>		<b>0.00</b>	<b>300.00</b>	<b>Total Deductions</b>		<b>0.00</b>	<b>Total Employee Taxes</b>				<b>4.35</b>	<b>Total Employer Taxes</b>		<b>22.95</b>
<b>Department: (50)Council Members Total</b>														
<b>Total Earnings</b>		<b>0.00</b>	<b>300.00</b>	<b>Total Deductions</b>		<b>0.00</b>	<b>Total Employee Taxes</b>				<b>4.35</b>	<b>Total Employer Taxes</b>		<b>22.95</b>

Code	Earning	Hours	Amount	Code	Deduction	Amount	Code	Tax	Taxable	Amount	Code	Tax	Taxable	Amount
5	Reg		1500.00	CA			CA	California SI	1500.00		CAETT	CA Edu & T	1500.00	
1	Reg			FITW			FITW	Federal Inco	1500.00		CASUI	California SI	1500.00	
4	Reg			MED			MED	Medicare	1500.00		MED-R	Medicare - E	1500.00	
<b>Total Earnings</b>		<b>0.00</b>	<b>1500.00</b>	<b>Total Deductions</b>		<b>0.00</b>	<b>Total Employee Taxes</b>				<b>21.75</b>	<b>Total Employer Taxes</b>		<b>114.76</b>

Code	Earning	Hours	Amount	Code	Deduction	Amount	Code	Tax	Taxable	Amount	Code	Tax	Taxable	Amount
12	125 Cash		2199.90	457B	457B EE	171.34	CA	California SI	30969.32		CAETT	CA Edu & T	4041.41	
5	Holiday	28.50	468.54	AflacP	Aflac Post	33.43	CASDI	CA SDI - Err	30439.33		CASUI	California SI	4041.41	
7	Regular	275.00	18079.45	PTAXI	Pre-Tax P	341.43	FITW	Federal Inco	30969.32		MED-R	Medicare - E	31939.33	
	Sick	9.50	237.40	PTXPE	Pre-Tax P	457.24	MED	Medicare	31939.33				463.12	
	Vac	166.50	10954.04						463.11				463.12	
<b>Total Earnings</b>		<b>479.50</b>	<b>31939.33</b>	<b>Total Deductions</b>		<b>1003.44</b>	<b>Total Employee Taxes</b>				<b>2230.40</b>	<b>Total Employer Taxes</b>		<b>713.69</b>

*Mike Borja, Acting City Manager*  
Date: 2/28/19

**Labor Distribution**

**City of Canyon Lake**  
Company (10756)

Check Date: 03/15/2019  
Process: 2019031501  
Period: 03/01/2019 to 03/15/2019

**Department: (1) Staff**

Code	Earning	Hours	Amount	Deduction	Amount	Code	Tax	Amount	Code	Tax	Amount	Code	Tax	Amount	Gross
Reg	Regular	6.00	360.00		360.00										360.00
Emp Id															360.00
Rate			60.0000												360.00
<b>Total Earnings</b>													360.00		
<b>Total Deductions</b>													0.00		
<b>Total Employer Taxes</b>													0.00		
<b>Department: (1) Staff Total</b>															

3/2019 City Council Agenda

**Department: (20) City Employees**

Code	Earning	Hours	Amount	Deduction	Amount	Code	Tax	Amount	Code	Tax	Amount	Code	Tax	Amount	Gross
125CO	125 Cash		492.43	PTAXI Pre-Tax P.	264.97	CA	California SI	4012.71	CA	CA Edu & T	152.05	CA	CA Edu & T	0.00	4277.68
Emp Id	102		3785.25			CASDI	CA SDI - Er	4277.68	CASUI	California SI	42.77	CASUI	California SI	0.00	4339.72
Salary	3785.25					FITW	Federal Inco	4012.71	MED-R	Medicare - E	429.50	MED-R	Medicare - E	62.04	3326.36
<b>Total Earnings</b>													62.04		
<b>Total Deductions</b>													686.35		
<b>Total Employer Taxes</b>													62.04		

**Department: (20) City Employees**

Code	Earning	Hours	Amount	Deduction	Amount	Code	Tax	Amount	Code	Tax	Amount	Code	Tax	Amount	Gross
125CO	125 Cash		5916.67	PTXPE Pre-Tax P.	369.79	CA	California SI	5546.88	CA	CA Edu & T	417.39	CA	CA Edu & T	0.00	5916.67
Emp Id	111		5916.67			CASDI	CA SDI - Er	5916.67	CASUI	California SI	59.17	CASUI	California SI	0.00	5916.67
Salary	5916.67					FITW	Federal Inco	5546.88	MED-R	Medicare - E	1008.52	MED-R	Medicare - E	85.79	5916.67
<b>Total Earnings</b>													85.79		
<b>Total Deductions</b>													1570.87		
<b>Total Employer Taxes</b>													452.62		

**Department: (20) City Employees**

Code	Earning	Hours	Amount	Deduction	Amount	Code	Tax	Amount	Code	Tax	Amount	Code	Tax	Amount	Gross
125CO	125 Cash		499.58	PTXPE Pre-Tax P.	118.70	CA	California SI	2280.12	CA	CA Edu & T	47.29	CA	CA Edu & T	0.00	2398.82
Emp Id	98		1899.24			CASDI	CA SDI - Er	2398.82	CASUI	California SI	23.99	CASUI	California SI	0.00	2398.82
Rate	24.9900					FITW	Federal Inco	2280.12	MED-R	Medicare - E	198.45	MED-R	Medicare - E	34.78	2433.60
<b>Total Earnings</b>													34.78		
<b>Total Deductions</b>													304.51		
<b>Total Employer Taxes</b>													34.78		

**Department: (20) City Employees**

Code	Earning	Hours	Amount	Deduction	Amount	Code	Tax	Amount	Code	Tax	Amount	Code	Tax	Amount	Gross
125CO	125 Cash		527.04	457B EE	66.00	CA	California SI	2180.68	CA	CA Edu & T	18.62	CA	CA Edu & T	0.00	2376.12
Emp Id	108		1849.08	PTAXI Pre-Tax P.	129.44	CASDI	CA SDI - Er	2376.12	CASUI	California SI	23.76	CASUI	California SI	0.00	2410.57
Rate	24.3300					FITW	Federal Inco	2180.68	MED-R	Medicare - E	123.51	MED-R	Medicare - E	34.45	1980.34
<b>Total Earnings</b>													34.45		
<b>Total Deductions</b>													200.34		
<b>Total Employer Taxes</b>													34.45		

**Department: (20) City Employees**

Code	Earning	Hours	Amount	Deduction	Amount	Code	Tax	Amount	Code	Tax	Amount	Code	Tax	Amount	Gross
125CO	125 Cash		2376.12		195.44	CA	California SI	2376.12	CA	CA Edu & T	18.62	CA	CA Edu & T	0.00	2376.12
Emp Id	108		2376.12			CASDI	CA SDI - Er	2376.12	CASUI	California SI	23.76	CASUI	California SI	0.00	2410.57
Rate	24.3300					FITW	Federal Inco	2180.68	MED-R	Medicare - E	123.51	MED-R	Medicare - E	34.45	1980.34
<b>Total Earnings</b>													34.45		
<b>Total Deductions</b>													200.34		
<b>Total Employer Taxes</b>													34.45		

Labor Distribution

City of Canyon Lake  
Company (10756)

Check Date: 03/15/2019  
Process: 2019031501  
Period: 03/01/2019 to 03/15/2019

Department: (20)City Employees Total

Code	Earning	Hours	Amount	Deduction	Code	Tax	Amount	Taxable	Code	Amount	Tax	Taxable	Amount			
4	125CO 125 Cash		1519.05	457B EE	CA	California SI	66.00	14020.39	CAETT	635.35	CA Edu & T	5916.67	0.00			
2	Reg Regular	152.00	13450.24	PTAXI Pre-Tax P.	CASDI	CA SDI - Err	394.41	14969.29	CASUI	149.69	California SI	5916.67	366.83			
				PTXPE Pre-Tax P.	FITW	Federal Inco	488.49	14020.39	MED-R	1759.98	Medicare - E	14969.29	217.06			
					MED	Medicare		14969.29	SS-R	217.05	OASDI - Em	5916.67	0.00			
					SS	OASDI		5916.67		0.00			0.00			
<b>Total Earnings</b>										<b>14969.29</b>	<b>Total Deductions</b>		<b>945.90</b>	<b>Total Employer Taxes</b>		<b>583.89</b>

Department: (30)Special Enforcement Team

Code	Earning	Hours	Amount	Deduction	Code	Tax	Amount	Taxable	Code	Amount	Tax	Taxable	Amount			
Reg	Regular	65.50	1613.92	457B EE	CA	California SI	121.04	1492.88	CAETT	15.57	CA Edu & T	1271.20	0.00			
				AflacP	CASDI	CA SDI - Err	-2.42	1613.92	CASUI	16.14	California SI	1271.20	78.82			
					FITW	Federal Inco		1492.88	MED-R	82.98	Medicare - E	1613.92	23.40			
					MED	Medicare		1613.92		23.40			0.00			
<b>Total Earnings</b>										<b>1613.92</b>	<b>Total Deductions</b>		<b>118.62</b>	<b>Total Employer Taxes</b>		<b>102.22</b>
Reg	Regular	40.00	1109.20		CA	California SI		1109.20	CAETT	18.25	CA Edu & T	1109.20	0.00			
					CASDI	CA SDI - Err		1109.20	CASUI	11.09	California SI	1109.20	68.77			
					FITW	Federal Inco		1109.20	MED-R	106.02	Medicare - E	1109.20	16.08			
					MED	Medicare		1109.20		16.09			0.00			
<b>Total Earnings</b>										<b>1109.20</b>	<b>Total Deductions</b>		<b>0.00</b>	<b>Total Employer Taxes</b>		<b>84.85</b>
125CO 125 Cash			228.02	PTAXI Pre-Tax P.	CA	California SI	128.06	1929.35	CAETT	63.45	CA Edu & T	0.00	0.00			
Reg Regular	61.00	1829.39			CASDI	CA SDI - Err		2057.41	CASUI	20.58	California SI	0.00	0.00			
					FITW	Federal Inco		1929.35	MED-R	156.36	Medicare - E	2057.41	29.83			
					MED	Medicare		2057.41		29.83			0.00			
<b>Total Earnings</b>										<b>2057.41</b>	<b>Total Deductions</b>		<b>128.06</b>	<b>Total Employer Taxes</b>		<b>29.83</b>

Department: (30)Special Enforcement Team Total

Code	Earning	Hours	Amount	Deduction	Code	Tax	Amount	Taxable	Code	Amount	Tax	Taxable	Amount			
2	125CO 125 Cash		228.02	457B EE	CA	California SI	121.04	4531.43	CAETT	97.27	CA Edu & T	2380.40	0.00			
1	Reg Regular	166.50	4552.51	AflacP	CASDI	CA SDI - Err	-2.42	4780.53	CASUI	47.81	California SI	2380.40	147.59			
					FITW	Federal Inco	128.06	4531.43	MED-R	345.36	Medicare - E	4780.53	69.31			
					MED	Medicare		4780.53		69.32			0.00			
<b>Total Earnings</b>										<b>4780.53</b>	<b>Total Deductions</b>		<b>246.68</b>	<b>Total Employer Taxes</b>		<b>216.90</b>

**Labor Distribution**

**City of Canyon Lake**  
Company (10756)

Check Date: 03/15/2019  
Process: 2019031501  
Period: 03/01/2019 to 03/15/2019

**Report Total**

8	Code	Earning	Hours	Amount	Code	Deduction	Amount	Code	Tax	Taxable	Amount	Code	Tax	Taxable	Amount		
5	125CO	125 Cash		1747.07	457B	457B EE:	187.04	CA	California SI	18551.82	732.62	CAETT	CA Edu & T	8297.07	0.00		
3	Reg	Regular	324.50	18362.75	AflacP	Aflac Post	-2.42	CASDI	CA SDI - Em	19749.82	197.50	CASUI	California SI	8297.07	514.42		
					PTAXI	Pre-Tax P.	522.47	FITW	Federal Inco	18551.82	2105.34	MED-R	Medicare - E	19749.82	286.37		
					PTXPE	Pre-Tax P.	488.49	MED	Medicare	19749.82	286.37	SS-R	OASDI - Em	5916.67	0.00		
								SS	OASDI	5916.67	0.00						
<b>Total Earnings</b>				<b>324.50</b>	<b>20109.82</b>	<b>Total Deductions</b>	<b>1195.58</b>	<b>Total Employee Taxes</b>				<b>3321.83</b>	<b>Total Employer Taxes</b>				<b>800.79</b>

*Chris Mann*  
Chris Mann, City Manager

3-18-19  
Date

Labor Distribution

City of Canyon Lake  
Company (10756)

Check Date: 03/15/2019  
Process: 2019031501  
Period: 03/01/2019 to 03/15/2019

Report Total

8	Code	Earning	Hours	Amount	Code	Deduction	Amount	Code	Tax	Taxable	Amount	Code	Tax	Taxable	Amount
5	125CO	125 Cash		1747.07	457B	457B EE		CA	California SI	18551.82	732.62	CAETT	CA Edu & T	8297.07	0.00
3	Reg	Regular	324.50	18362.75	AflacP	Aflac Post	-2.42	CASDI	CA SDI - Err	19749.82	197.50	CASUI	California S	8297.07	514.42
					PTAXE	Pre-Tax P.	522.47	FITW	Federal Inco	18551.82	2105.34	MED-R	Medicare - E	19749.82	286.37
					PTXPE	Pre-Tax P.	488.49	MED	Medicare	19749.82	286.37	SS-R	OASDI - Em	5916.67	0.00
								SS	OASDI	5916.67	0.00				0.00
<b>Total Earnings</b>			<b>324.50</b>	<b>20109.82</b>	<b>Total Deductions</b>		<b>1195.58</b>	<b>Total Employee Taxes</b>			<b>3321.83</b>	<b>Total Employer Taxes</b>			<b>800.79</b>

*Chris Mann*  
Chris Mann, City Manager

3-18-19  
Date

## Credit Card Review



**U S BANK Statement dated 3/6/19**

<b>ITEM #</b>	<b>CREDITOR</b>	<b>DESCRIPTION</b>	<b>AMOUNT</b>	<b>ACCOUNT</b>
1	City Clerks Association of California	Ana Sauseda - Education Workshop San Dimas - Registration	\$ 50.00	10-320-6710
2	Canyon Lake Property Owners	City Council - Roundtable Meeting	\$ 91.19	10-100-6510
3	Jack in the Box	City Council Gift Cards	\$ 35.00	10-100-6830
4	Canyon Lake Market	Office Supplies	\$ 5.89	10-310-6210
5	Amazon Marketplace	Office Supplies Tripod for Council	\$ 24.99	10-100-6510
6	Carbonite	City Manager Backup Renewal	\$ 2,076.70	10-310-6610
7	91 Express Lanes	Notice of Toll Violation - Greene Heading to Conference	\$ 5.05	10-100-6510
8	Stater Brothers	Office Supplies	\$ 16.87	10-310-6210
9	Krispy Kreme	Cert Training Class	\$ 11.99	10-310-6210
10	Krispy Kreme	Cert Training Class	\$ 11.99	10-310-6210
11	Stater Brothers	Cert Training Class	\$ 7.95	10-310-6210
12	Microsoft	Microsoft 365 Monthly Fee	\$ 412.50	10-310-6210
13	San Diego Downtown Bay Front		\$ 257.63	10-310-6510
		Late Fee	\$ 4.62	10-310-6965
			<b>\$ 3,012.37</b>	
		<b>Account Breakdown</b>		
	Council Meeting	10-100-6510	\$ 121.23	
	Council Special Dept. Expense	10-100-6520		
	Promotion and Advertising	10-100-6830	\$ 35.00	
	Office Expense	10-310-6210	\$ 467.19	
	Conference/Meeting/Travel Expense	10-310-6510	\$ 257.63	
	Professional/Specialized Services	10-310-6610	\$ 2,076.70	
	City Clerk Dues	10-320-6520		
	Professional/Specialized Services	10-320-6610		
	City Clerk Training and Education	10-320-6710	\$ 50.00	
	Building Dept Expense	10-360-6220		
	Fire Station Expenses	10-420-6210		
	Emergency Preparedness Supplies	10-425-6215		
	Code Enforcement Supplies	10-520-6210		
	Special Enforcement Misc Expense	10-520-6220		
	Code Enforcement Vehicle Equipment	10-520-6410		
	Vehicle Maintenance	10-520-6415		
	Code Enforcement Membership Dues	10-520-6520		
	Credit Card Fee	10-310-6965	\$ 4.62	
			<b>\$ 3,012.37</b>	
		Check Figure	\$ -	

*Copies for City Council  
as directed by  
the Finance Committee*

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[Manage Reports](#) [Billing and Payments](#) [Payroll Schedule](#) [Out-of-Class Validation](#) [Member Requests](#) [Health Reconciliation](#) [Retirement Appc](#)

**Name:** City of Canyon Lake **CalPERS ID:** 3813045770

**Payment Request Acceptance**

**Your request for payment has been accepted**

- **To generate the employer payment report, please click the print button.**
- If you need to contact us with questions regarding this payment, please have your Payment Confirmation Number for faster access.
- Your payment will reflect as paid in myCalPERS if your payroll has successfully posted. Once your payment is processed any credits will roll over to the same type of receivable in the next month, after your payroll has been processed.
- Your payment may take longer to post, depending upon your Financial Institution.

**Payment Setup Total**

**Total Payment Amount:** \$136.69

**Payment Summary**

Payment Confirmation Number	Payment Authorization Date	Receivable ID	Receivable Description	Payment Method	Payment Account Nickname	Selected Payment Amount
1001276485	03/08/2019	100000015587913	Health PA Billing - PERS	EFT - Debit	Citizens Business Bank -5402	\$136.69

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Build: v7.9 Baseline: 190222\_150824\_v7-9\_Int.4083 UID: 318

*CM*

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Home Profile Reporting Person Information Education Other Organizations

Manage Reports Billing and Payments Payroll Schedule Out-of-Class Validation Member Requests Health Reconciliation Retirement App

Name: City of Canyon Lake CalPERS ID: 3813045770

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- Your payment may take longer to post, depending upon your Financial Institution.

**Payment Setup Total**

Total Payment Amount: \$2,138.27

**Payment Summary**

Payment Confirmation Number	Payment Authorization Date	Receivable ID	Receivable Description	Payment Method	Payment Account Nickname	Selected Payment Amount
1001281316	03/14/2019	100000015549971	Employer Contribution, PEPRA, 26189, CalPERS, 02/16/2019 - 02/28/2019	EFT - Debit	Citizens Business Bank -5402	\$957.80
1001281317	03/14/2019	100000015549930	Employer Contribution, Classic, 1684, CalPERS, 02/16/2019 - 02/28/2019	EFT - Debit	Citizens Business Bank -5402	\$1,180.47

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Build: v7.9 Baseline: 190222\_150824\_v7.9\_Int.4083 UID: 318

*CM*



Home Profile Reporting Person Information Education Other Organizations

Manage Reports Billing and Payments Payroll Schedule Out-of-Class Validation Member Requests Health Reconciliation Retirement Appc

**Name:** City of Canyon Lake **CalPERS ID:** 3813045770

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- Your payment may take longer to post, depending upon your financial institution.

**Payment Setup Total**

**Total Payment Amount:** \$2,209.40

**Payment Summary**

Payment Confirmation Number	Payment Authorization Date	Receivable ID	Receivable Description	Payment Method	Payment Account Nickname	Selected Payment Amount
1001284956	03/20/2019	100000015580528	Employer Contribution, PEPRA, 26189, CalPERS, 03/01/2019 - 03/15/2019	EFT - Debit	Citizens Business Bank -5402	\$1,023.26
1001284957	03/20/2019	100000015580489	Employer Contribution, Classic, 1684, CalPERS, 03/01/2019 - 03/15/2019	EFT - Debit	Citizens Business Bank -5402	\$1,186.14

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Build: v7.9.0.a Baseline: 190311\_090413\_v7.9\_Int.8370 UID: 318



**Acknowledgment**

Your payment was successfully submitted. Provided it is in good order, it will process within contractual timeframes.

You can print this acknowledgment for your records.

Plan Name: CITY OF CANYON LAKE 457

Plan Number: 0035273001

Payroll Center: CITY OF CANYON LAKE

Payroll Center Number: 001

**Payroll Received for Salary Reduction**

Submission date: 03/11/2019

Submission time: 11:57 AM

Pay period end date: 02/28/2019

Payment method: Debit ACH

Bank routing number: 122234149

Bank account number: 245125402

Contributions payment amount: \$132.00

Contributions count: 1

Draft date: 03/12/2019

Nationwide Retirement Solutions and Nationwide Life Insurance Company (collectively "Nationwide") have endorsement relationships with the [National Association of Counties](#), the [International Association of Fire Fighters-Financial Corporation](#), and the [National Association of Police Organizations](#).

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Retirement Specialists provide information for educational purposes only. This information is not meant to be used as investment advice. Retirement Specialists are Registered Representatives of Nationwide Investment Services Corporation, member [FINRA](#).



CITY OF CANYON LAKE  
PLAN SPONSOR: 0035273

**Acknowledgment**

Your payment was successfully submitted. Provided it is in good order, it will process within contractual timeframes.

You can print this acknowledgment for your records.

Plan Name: CITY OF CANYON LAKE 457 OBRA-PST

Plan Number: 0035273002

Payroll Center: CITY OF CANYON LAKE OBRA

Payroll Center Number: 001

**Payroll Received for Salary Reduction**

Submission date: 03/11/2019

Submission time: 11:58 AM

Pay period end date: 02/28/2019

Payment method: Debit ACH

Bank routing number: 122234149

Bank account number: 245125402

Contributions payment amount: \$208.82

Contributions count: 1

Draft date: 03/12/2019

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## Investment Reports



# CITIZENSTRUST™

PO Box 2549  
Rancho Cucamonga, CA 91729-2549  
Return Service Requested

RECEIVED  
MAR 19 2019  
BY: *Rm*

00000077 MCBBI000030819610041 01 000000 43 004

CITY OF CANYON LAKE  
31516 RAILROAD CANYON RD  
CANYON LAKE CA 92587

STATEMENT FOR THE PERIOD FROM 02/01/2019 TO 02/28/2019  
ACCOUNT 1035003119

THIS IS YOUR REPORT OF INVESTMENTS AND TRANSACTIONS FOR THE PERIOD. INCLUDED  
IN THE REPORT ARE

- \* PORTFOLIO: SUMMARY GRAPHICAL DISPLAY WITH MARKET VALUE & PERCENT
- \* ACTIVITY SUMMARY: MARKET VALUE WITH TRANSACTION SUMMARY
- \* PORTFOLIO STATEMENT: A LISTING OF COST AND MARKET VALUE OF ASSETS  
HELD IN THE PORTFOLIO

COST BASIS APPLICABLE FOR CALCULATING CAPITAL GAINS AND LOSSES.  
MARKET VALUE IS THE CURRENT VALUE OF EACH ASSET FOR MOST STOCKS AND BONDS.  
MARKETS ARE THE CLOSING PRICES ON THE LAST TRADING DAY OF THE PERIOD.

- \* TRANSACTION STATEMENT: A COMPLETE LISTING FOR THE PERIOD GROUPED BY  
TRANSACTION TYPE.
- \* DISCLOSURES: CITIZENS BUSINESS BANK MAY RECEIVE RESEARCH AND OTHER BENEFITS  
FROM BROKER DEALERS WHICH MAY BE CONSIDERED COMPENSATION TO US. UPON REQUEST  
WE WILL DISCLOSE DETAILS OF ANY COMPENSATION RECEIVED.
- \* TO TRUST BENEFICIARIES: UNDER SECTION 17200 OF CALIFORNIA PROBATE CODE,  
YOU MAY PETITION THE COURT TO OBTAIN A COURT REVIEW OF THE ACCOUNT AND  
THE ACTS OF THE TRUSTEE. CLAIMS AGAINST THE TRUSTEE FOR BREACH OF TRUST  
MUST BE MADE WITHIN THREE YEARS FROM THE DATE OF RECEIPT OF AN ACCOUNTING  
OR OTHER REPORT DISCLOSING FACTS GIVING RISE TO THE CLAIM.



## Account Statement

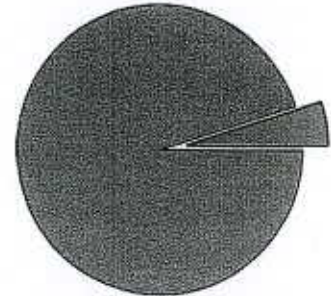
Account Number: **1035003119**  
 February 01, 2019 To February 28, 2019

CITY OF CANYON LAKE  
 31516 RAILROAD CANYON RD  
 CANYON LAKE, CA 92587

Account Name:	<b>CITY OF CANYON LAKE CITIZENS BUSINESS BANK</b>
Account Number:	<b>1035003119</b>
Your Relationship Manager Is:	<b>MIKE GARDNER</b>
Phone:	<b>909-483-4390</b>

### Investment Portfolio Summary

Market Value As Of	02/01/2019	02/28/2019	% Of Account
 CASH & CASH EQUIVALENTS	132,044.30	132,132.39	5.0%
 FIXED INCOME	2,528,995.62	2,528,417.88	95.0%
<b>Total</b>	<b>2,661,039.92</b>	<b>2,660,550.27</b>	<b>100.0%</b>



### Activity Summary

	This Period	Year To Date	Realized Capital Gains / Losses	
			This Period	Year To Date
<b>Beginning Market Value</b>	<b>2,661,039.92</b>	<b>2,651,935.18</b>		
Income	873.46	6,179.21	Long Term	4.48-
Asset Activity	63.94	1,611.75		112.83-
Fees	849.31-	1,698.63-	<b>Total Gains / Losses</b>	<b>4.48-</b>
Cash Management	88.09-	6,092.33-		<b>112.83-</b>
Change In Market Value	489.65-	8,615.09		
<b>Ending Market Value</b>	<b>2,660,550.27</b>	<b>2,660,550.27</b>		

# Account Statement

Account Number: **1035003119**  
 February 01, 2019 To February 28, 2019

## Portfolio Statement

Quantity	Description	Market Value	Cost Basis
<b>Cash &amp; Cash Equivalents</b>			
Cash Equivalents			
Unclassified			
132,132.390	31607A703 FIDELITY GOVERNMENT PORTFOLIO	132,132.39	132,132.39
	Total Unclassified	132,132.39	132,132.39
Total	Cash Equivalents	132,132.39	132,132.39
Total	Cash & Cash Equivalents	132,132.39	132,132.39
<b>Fixed Income</b>			
Taxable			
75,000.000	05531FAU7 BB&T CORPORATION DTD 06/29/15 CALL 2.625% 06/29/2020-2020	74,701.50	75,166.09
100,000.000	05580ACZ5 BMW BANK BANK NORTH AMERICA DTD 09/30/15 MEDIUM-TERM CD 2.2% 09/30/2020	99,222.38	99,980.00
100,000.000	14042RAR2 CAPITAL ONE NA MEDIUM-TERM CD DTD 10/07/2015 2.2% 10/07/2020	99,179.70	99,615.00
100,000.000	24422ERE1 JOHN DEERE CAPITAL CORP SERIES MTN DTD 07/12/2011 3.9% 07/12/2021	102,451.00	105,175.84
100,000.000	29266NS32 ENERBANK USA DTD 10/16/2015 MEDIUM-TERM CD 1.75% 10/16/2020	98,437.82	100,000.00
70,000.000	3130A1CE6 FEDERAL HOME LOAN DTD 03/27/14 2% 12/27/2019	69,692.70	70,231.64
100,000.000	3130A6NA1 FEDERAL HOME LOAN DTD 10/29/15 CALL 1.4% 10/29/2019-2016	99,234.00	100,000.00
50,000.000	3130A8EN9 FEDERAL HOME LOAN BANK DTD 06/14/16 CALL 1.64% 06/14/2021-2016	48,988.50	50,000.00
100,000.000	3130A8NT6 FEDERAL HOME LOAN DTD 07/13/16 CALL 1.48% 07/13/2021-2017	97,438.00	100,000.00
150,000.000	3130ADZ88 FEDERAL HOME LOAN DTD 4/17/18 3% 4/17/23 CALL 3% 04/17/2023-2019	149,661.00	150,000.00
100,000.000	313380FB8 FEDERAL HOME LOAN BANK DTD 08/09/12 1.375% 09/13/2019	99,391.00	99,667.18

PO Box 2549  
 Rancho Cucamonga, CA 91729-2549  
 Return Service Requested

Account Number: **1035003119**  
 February 01, 2019 To February 28, 2019

### Portfolio Statement ( Continued )

Quantity	Description	Market Value	Cost Basis
Taxable			
100,000.000	3133EFZ91 FEDERAL FARM CREDIT BANK DTD 04/12/16 CALL 1.62% 04/12/2021-2017	98,059.00	99,909.00
200,000.000	3134G9J40 FREDDIE MAC DTD 07/26/16 CALL 1% 04/26/2019-2017	199,582.00	200,000.00
50,000.000	3134GAHK3 FREDDIE MAC DTD 09/30/16 CALL 1.6% 09/30/2021-2016	48,659.50	49,967.50
100,000.000	3134GAZR8 FREDDIE MAC DTD 12/30/2016 CALL 2.05% 12/30/2021-2017	98,279.00	100,000.00
100,000.000	3134GB7F3 FREDDIE MAC DTD 12/29/17 CALL 2.5% 12/29/2022-2018	99,146.00	100,000.00
100,000.000	3134GBZS4 FREDDIE MAC DTD 7/27/2017 CALL 2.15 4/27/2022 2.15% 04/27/2022-2017	98,106.00	100,000.00
150,000.000	3134GSYQ2 FREDDIE MAC DTD 9/27/2018 CALL 3% 09/27/2021-2019	150,315.00	149,902.50
50,000.000	3136G1C98 FANNIE MAE DTD 02/05/13 1.42% 02/05/2020	49,490.50	50,153.00
100,000.000	3136G3J30 FANNIE MAE DTD 07/28/16 CALL 1.6% 07/28/2021-2016	97,582.00	100,000.00
100,000.000	3136G3VG7 FANNIE MAE DTD 06/29/16 CALL 1.5% 09/29/2020-2016	98,393.00	100,000.00
100,000.000	3136G3XZ3 FANNIE MAE DTD 07/28/16 CALL 1.5% 07/28/2021-2016	97,098.00	100,000.00
100,000.000	3136G4EV1 FANNIE MAE DTD 10/28/16 CALL 1.625% 10/28/2021-2017	96,761.00	99,959.00
36,643.190	31398R7H2 FANNIE MAE SERIES 2010-M4 CLASS A3 DTD 07/01/10 3.819% 06/25/2020	36,943.03	39,208.21
200,000.000	69353REW4 PNC BANK NA DTD 04/29/16 CALL 2.15% 04/29/2021-2021	196,222.00	202,044.74
25,000.000	713448BN7 PEPSICO INC DTD 01/14/10 4.5% 01/15/2020	25,384.25	25,682.38
Total	Taxable	2,528,417.88	2,566,662.08

# Account Statement

Account Number: **1035003119**  
 February 01, 2019 To February 28, 2019

## Portfolio Statement ( Continued )

Quantity	Description	Market Value	Cost Basis
<b>Fixed Income</b>			
<b>Total</b>	<b>Fixed Income</b>	2,528,417.88	2,566,662.08
<b>Miscellaneous</b>			
Miscellaneous Sundry Assets			
Documents			
1.000	DOC199647 INVESTMENT MANAGEMENT AGREEMENT CITY OF CANYON LAKE A/C# 1035003119	0.00	0.00
Total Documents		0.00	0.00
Total	Miscellaneous Sundry Assets	0.00	0.00
<b>Total</b>	<b>Miscellaneous</b>	<b>0.00</b>	<b>0.00</b>
<b>Grand Total Assets</b>		<b>2,660,550.27</b>	<b>2,698,794.47</b>

## Account Activity Summary

	Total Cash	Cost Basis Excluding Cash	Market Value Including Cash
<b>Balances Beginning Of Period</b>	0.00	2,698,851.29	2,672,083.82
Prior Accruals			11,043.90-
Unrealized Depreciation This Period			485.17-
Current Accruals			14,752.92
Asset Activity	63.94	68.42-	63.94
Cash Management	88.09-	88.09	88.09-
Fees	849.31-	0.00	849.31-
Income	873.46	76.49-	873.46
Realized Gain/loss			4.48-
Non Cash Asset Changes			
<b>Balances End Of Period</b>	<b>0.00</b>	<b>2,698,794.47</b>	<b>2,675,303.19</b>

## Transaction Statement

Date	Quantity	Description	Transaction Type	Cash	Cost Basis
02/01/19		<b>Beginning Balance</b>		0.00	2,698,851.29
<b>Income</b>					
Interest					
02/01/19		31607A703 FIDELITY GOVERNMENT PORTFOLIO 3136G1C98	INTEREST RCVD	253.01	
02/05/19		FANNIE MAE DTD 02/05/13 1.42% 02/05/2020 29266NS32	INTEREST RCVD	355.00	
02/19/19		ENERBANK USA DTD 10/16/2015 MEDIUM-TERM CD 1.75% 10/16/2020	INTEREST RCVD	148.63	

### Transaction Statement ( Continued )

Date	Quantity	Description	Transaction Type	Cash	Cost Basis
02/25/19		31398R7H2 FANNIE MAE SERIES 2010-M4 CLASS A3 DTD 07/01/10 3.819% 06/25/2020	INTEREST RCVD	116.82	
Total Interest				873.46	0.00
<b>Total Income</b>				<b>873.46</b>	<b>0.00</b>
<b>Asset Activity</b>					
Assets Sold					
02/25/19	63.940-	31398R7H2 FANNIE MAE SERIES 2010-M4 CLASS A3 DTD 07/01/10 3.819% 06/25/2020	NOTE AND MTG PMT	63.94	68.42-
Total Assets Sold				63.94	68.42-
<b>Total Asset Activity</b>				<b>63.94</b>	<b>68.42-</b>
<b>Fees</b>					
02/27/19		MANAGEMENT FEES CITIZENS BUSINESS BANK FOR THE PERIOD ENDING 02/20/2019	DISBURSEMENT	849.31-	
<b>Total Fees</b>				<b>849.31-</b>	<b>0.00</b>
<b>Cash Management</b>					
02/28/19	88.090	31607A703 NET CASH MANAGEMENT	NET CASH MGMT	88.09-	88.09
<b>Total Cash Management</b>				<b>88.09-</b>	<b>88.09</b>
<b>Miscellaneous</b>					
02/05/19		3136G1C98 AMORTIZATION ON 50,000 UNITS FANNIE MAE DTD 02/05/13 1.42% 02/05/2020 TO ADJUST TAX LOT, AMORTIZATION = 76.49-	AMORTIZATION		76.49-
<b>Total Miscellaneous</b>				<b>0.00</b>	<b>76.49-</b>
02/28/19		<b>Ending Balance</b>		<b>0.00</b>	<b>2,698,794.47</b>

### Disclosure

1099S WILL BE POST-MARKED ON OR BEFORE FEBRUARY 28TH UNLESS THE ACCOUNT HOLDS COMPLEX ASSETS (REITS, GNMA, FNMA, OTHER GOV'T AGY) OR MASTER LIMITED PARTNERSHIPS (MLPS). THE LATTER WILL BE POST-MARKED BY MARCH 18TH. MAILING OF FIDUCIARY TAX INFORMATION WILL BEGIN MID-FEBRUARY AND CONTINUE THROUGH EARLY APRIL.

## Expense Report



## 2019 Expense Reports

	January	February	March	April	May	June	July	August	September	October	November	December
<b>Randall Bonner</b>												
Internet	\$ 20.00	\$ 20.00										
Cell Phone	\$ 60.00	\$ 60.00										
Travel												
<b>Total</b>	\$ 80.00	\$ 80.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Kasey Castillo</b>												
Internet												
Cell Phone												
Travel	\$ 12.00	\$ 12.00										
<b>Total</b>	\$ 12.00	\$ 12.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Jordan Ehrenkranz</b>												
Internet	\$ 40.00	\$ 40.00	\$ 40.00									
Cell Phone			\$ 55.88									
Travel												
<b>Total</b>	\$ 40.00	\$ 40.00	\$ 95.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Larry Greene</b>												
Internet												
Cell Phone												
Travel												
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Jeremy Smith</b>												
Internet	\$ 40.00	\$ 40.00	\$ 40.00									
Cell Phone	\$ 46.56	\$ 46.43	\$ 46.43									
Travel	\$ 146.96	73.48										
<b>Total</b>	\$ 233.52	\$ 159.91	\$ 86.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



**MINUTES  
SPECIAL MEETING OF THE  
CANYON LAKE CITY COUNCIL  
Wednesday, February 27, 2019  
Open and Closed Session – 6:30 p.m.**

**City Council Chamber  
31516 Railroad Canyon Road  
Canyon Lake, CA 92587**

**Open Session – 6:30 p.m.**

**CALL TO ORDER**

Mayor Greene called the meeting to order at 5:00 p.m.

**FLAG SALUTE**

Flag Salute was led by Councilmember Bonner

**CITY COUNCIL ROLL CALL**

Present: Councilmembers, Bonner, Castillo, Mayor Pro Tem Ehrenkranz, Councilmember Smith, and Mayor Greene.

For the record, Councilmember Castillo joined the Meeting via Facetime from the Hyatt Place Delano – 1200 Garzoli Avenue, Delano, CA 92315. Her specific location within the Hotel was in the Gallery Area next to the restaurant. Councilmember Castillo stated that the phone number used to phone in was 951-370-0858.

Ana Sauseda, Deputy City Clerk, confirmed that she could hear Councilmember Castillo clearly and presented the following questions to Councilmember Castillo:

“Please confirm that you can hear me clearly.”

Councilmember Castillo responded yes.

“Please confirm that the agenda was posted 24 hours in advance at your location.”

Councilmember Castillo answered yes.

“Please confirm that your location is ADA accessible.”

Councilmember Castillo answered yes.

Also present at this meeting was Attorney Steven Graham.

Sauseda stated that all votes at this meeting were to be conducted by a roll call.

Sauseda also stated that the City Attorney could be asked to convey the City Council’s offer to the proposed City Manager.

## **PUBLIC COMMENTS**

There were no public comments.

Sauseda asked Councilmember Castillo if there were any members of the audience present at her location who wished to make a public comment.

There were no comments.

### **A. RECESS TO CLOSED SESSION PURSUANT TO GOVT. CODE SECTION 54957.6 - Conference with Labor Negotiators:**

**Agency Designated Representatives: City Council**  
**Unrepresented employee: City Manager**

Mayor Greene called for a recess into closed session at 5:04 p.m.

### **B. Reconvene to Open Session**

Mayor Greene reconvened the meeting at 7:13 p.m.

### **C. Reporting Out**

Mayor Greene announced that there was no reportable action.

## **ADJOURNMENT**

Mayor Greene adjourned the meeting at 7:14 p.m.

Respectfully submitted,

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Ana V. Sauseda, Deputy City Clerk

**MINUTES**  
**REGULAR MEETING OF THE**  
**CANYON LAKE CITY COUNCIL**  
**Wednesday, March 6, 2019**  
**Closed Session - 6:00 p.m.**  
**Open Session - 6:30 p.m.**

**City Council Chamber**  
**31516 Railroad Canyon Road**  
**Canyon Lake, CA 92587**

**Closed Session – 6:00 p.m.**

**CALL TO ORDER**

Mayor Greene called the meeting to order at 6:02 p.m.

**CITY COUNCIL ROLL CALL**

Present: Council Members Bonner, Castillo, Smith, and Mayor Greene  
Absent: Mayor Pro Tem Ehrenkranz

Also present was Attorney Steven Graham.

Ana Sauseda, Deputy City Clerk, indicated that as stated at the previous City Council Meeting, the City Attorney may be asked to convey the City Council's offer to the Proposed City Manager.

**PUBLIC COMMENTS**

There were no public comments.

**CLOSED SESSION**

The City Council entered Closed Session at 6:03 p.m.

- A. CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54957.6 -  
Conference with Labor Negotiators:

Agency Designated Representatives: City Council  
Unrepresented employee: City Manager

The City Council returned from Closed Session at 6:28 p.m. with no reportable action.

**Open Session – 6:30 p.m.**

**CALL OPEN SESSION TO ORDER**

Mayor Greene called the meeting to order at 6:30 p.m.

**INVOCATION**

Invocation was led by John Hollenbeck

Flag Salute was led by John Zaitz

**CITY COUNCIL ROLL CALL**

Present: Councilmembers Bonner, Castillo, Councilmember Smith, and Mayor Greene.

Absent: Mayor Pro Tem Ehrenkranz

**APPROVAL OF THE CITY COUNCIL AGENDA**

**Motion and second by Councilmembers Smith/Castillo to approve the agenda with Item 6 being moved to the top.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

**CEREMONIAL MATTERS**

*Presentations, Awards, Proclamations, Announcements*

- Chamber of Commerce Announcement  
Jim Randall gave an update on upcoming Chamber events.

- Recognition – Student of the Month  
Mayor Greene stated that the recognition for student of the month would take place at the Special Joint Meeting between the City Council & Property Owners Association on March 26, 2019.

- Recognition – Canyon Cowboy

Amanda from Assemblywoman Melendez's office presented the Canyon Cowboy with a Certificate of Recognition for being named the Best Burger and Best Casual Dining by the Inland Empire Magazine.

Jim Randall from the Chamber of Commerce presented them with an Award of Excellence.

Mayor Greene presented Certificates of Recognition on behalf of Kevin Jeffries Office and on behalf of the City of Canyon Lake.

## **PUBLIC COMMENT**

Amanda Fisher, representative from Assemblywoman Melissa Melendez's office, gave an update on the upcoming Town Hall Meeting with Melissa Melendez.

Darcy Burke, EVMWD representative, gave updates from the Water District.

John Zaitz, resident, requested that the City Council review their meeting policies specifically related to the consent agenda to allow for members of the public to pull an item for discussion.

## **BUSINESS ITEMS**

City Attorney Graham stated that the Brown Act requires that prior to any final action, the legislative body shall orally report a summary of a recommendation for final actions on the salary schedules and compensation paid in the form of benefits of a local agency executive.

Graham proceeded to orally report the final recommendation for the proposed City Manager's Employment Agreement. Copies of which were available with the Deputy City Clerk. The terms of the agreement were \$142,000.00 in annual base salary, no car or relocation allowance, a \$150.00 monthly cell phone and internet allowance, fringe benefits generally equivalent to those of other City employees with the following exceptions: no cap on sick leave accrual, 40 hours of vacation time credited upon the effective date, 80 hours of management time credited upon the effective date which according to the contract is March 1, 2019. This contract retroactively appoints the City Manager as of that date. In addition, if the employee chooses so, he may decline sick leave which has a value of approximately \$1,000.00 a month and instead receive a \$3,000.00 annual stipend.

### (6) Appointment of City Manager

John Zaitz, resident, commented on the City's equipment policy which allows a reimbursement of \$60.00 for cell phone and \$40.00 for internet. He stated that by offering \$150.00 reimbursement to the proposed City Manager, the City is violating its policies.

Attorney Graham addressed the Council on the issue brought up by Mr. Zaitz. He stated that while the preamble of the policy does speak to wanting to ensure that the Council and the City Administration have access to these, all of the policies specifically relate in terms of the amount and how the reimbursement is paid out, only to the City Council. The policy does not in any way prohibit the Council from approving the contract before them.

- Approve Employment Agreement with Chris Mann

**Motion and second by Councilmembers Smith/Castillo to approve the Employment Agreement with Chris Mann.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

- Approve Resolution No. 2019-06 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE, CALIFORNIA, APPOINTING CHRIS MANN AS THE CITY MANAGER, CITY TREASURER AND CITY CLERK

**Motion and second by Councilmembers Smith/Bonner to approve Resolution No. 2019-06.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

- Approve Resolution No. 2019-07 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE, CALIFORNIA, UPDATING AUTHORIZED ACCOUNT SIGNATORIES AND AUTHORIZING INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND (LAIF)

**Motion and second by Councilmembers Bonner/Smith to approve Resolution No. 2019-07.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

- Approve Resolution No. 2019-08 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE, CALIFORNIA, UPDATING AUTHORIZED ACCOUNT SIGNATORIES FOR CITIZEN'S BUSINESS BANK

**Motion and second by Councilmembers Bonner/Smith to approve Resolution No. 2019-08.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

### **CONSENT CALENDAR**

Deputy City Clerk Sauseda requested that Item 3 be pulled to address a few minor changes.

- (1) Waive Full Reading, Read all Ordinances by Title Only
- (2) Adoption of Resolution No. 2019-05 - Approving Claims and Demands of the City
- (3) City Council Meeting Minutes
  - February 6, 2019
  - February 13, 2019

- (4) Authorization to Purchase Golf Community Caution Signs with Statewide Traffic Safety & Signs
- (5) Approve Second Reading and Adoption of Ordinance No. 179 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE REPEALING AND READOPTING CHAPTER 5.01 REGARDING BUSINESS LICENSES TO UPDATE PROVISIONS AND ADDRESS MOBILE VENDORS AND ENFORCEMENT

**Motion and Second by Councilmembers Bonner/Smith to approve the Consent Calendar with the exception of Item 3.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

### **PULLED CONSENT CALENDAR ITEMS**

- (3) City Council Meeting Minutes
  - February 6, 2019
  - February 13, 2019

Deputy City Clerk Sauseda referred to page 54 of the agenda packet and stated that there were two minor changes. Under the schedule of future events, the Citizens Emergency Response Training class was held from March 1-3 and not from March 1-9 as currently stated. Also, the Animal Friends of the Valleys had a Donor Appreciation Event which took place from 5:30 – 7:30 p.m.

**Motion and Second by Councilmembers Bonner/Smith to approve the Consent Calendar with the exception of Item 3.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

### **SCHEDULE OF FUTURE EVENTS**

Mayor Greene announced that the schedule of future events were located on the City's website and in the Friday Flyer.

### **BUSINESS ITEMS**

- (7) Approval of Fiscal Year 2017-2018 Audited Financial Statements

Terry Shea, Finance Director presented the item.

Mayor Greene questioned the amount available in the Gas Tax fund. Discussion ensued.

Shea continued to discuss the highlights of the audit.

John Zaitz, resident, spoke about an article in the Friday Flyer produced by the City regarding Measure S which referenced an independent annual audit. He requested to see that independent audit. He went on to read a paragraph from the article which stated "Does Measure S maintain local control. Yes, by law, no Measure S funding can be taken by the State. All funds are required to be spent on voter approved local issues." Mr. Zaitz questioned how residents are supposed to know the amount of money being used from the UUT. He also stated that as a Public Records Request, he would like to receive a copy of the audit for the past three years.

**Motion and Second by Councilmembers Bonner/Smith to approve Item 7.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

- (8) Introduction and First Reading of Ordinance No.180 - AN ORDINANCE OF THE CITY OF CANYON LAKE ADDING CHAPTER 8.40 ESTABLISHING AND PROVIDING FOR A COMMERCIAL, INDUSTRIAL AND MULTI-FAMILY RENTAL LIFE/SAFETY BUILDING AND OCCUPANCY INSPECTION PROGRAM AND PROVIDING A FEE THEREFORE

Councilmember Castillo stated that she had several questions regarding this item.

She questioned if there had been discussions with CalFire & the POA regarding the City conducting its own fire inspections.

Mayor Greene stated that there had been discussions with both entities. Discussion ensued regarding those conversations.

Councilmember Smith questioned the cost for CalFire to provide the services.

Councilmember Castillo questioned the Safety Specialist position and if the City's Code Enforcement Officers had the appropriate training. Discussion ensued.

She questioned if this applies to duplexes and Section B specifically regarding notice requirements. Discussion continued.

She questioned Section C and fees set by the City relating to the inspection.

She questioned Section D and the reference to a misdemeanor or infraction for owners who failed to give permission for the inspection.

Mayor Greene reiterated that the intent is not for the City to use the hammer to cause enforcement but instead to make the public understand the importance of the inspections.

Councilmember Castillo recommended that this item be referred to staff for further vetting of the language.

Councilmember Smith questioned if there had been consideration of making this part of the business license process.

City Manager Mann and Attorney Graham suggested this item be brought back at a later time to allow staff additional time to work with the attorney to revise the language.

Jack Wamsley, resident, expressed his approval of this item and stated that there are many retired firefighters who might be qualified.

**Motion and Second by Councilmembers Castillo/Bonner to continue this item.**

**Motion carried 4-0-1, with Councilmembers Bonner, Castillo, Smith, and Mayor Greene voting aye and Mayor Pro Tem Ehrenkranz absent.**

### **CITY MANAGER COMMENTS**

City Manager Mann stated he was happy to be here.

### **COMMITTEE AND COUNCIL REPORTS/COMMENTS**

- **COUNCIL MEMBER BONNER**

Council Member Bonner discussed RCTC and a couple of their new programs. He requested that copies of the new material be made available at City Hall. He also discussed the new rail, which will connect to Coachella.

- **COUNCIL MEMBER CASTILLO**

Councilmember Castillo discussed her presentation at the Canyon Lake Emergency Preparedness Committee Meeting. She discussed attending the LESJWA meeting and Dredge meetings. She stated that the next alum treatment was scheduled; however, the date may change depending on the weather. Lastly, she discussed attending a very productive Public Safety meeting.

- **COUNCIL MEMBER SMITH**

Councilmember Smith discussed RTA and their new program called Token Transit. He discussed the upcoming Special Joint Meeting with the POA, which will take place on March 26. Lastly, he discussed the Finance & Planning Committee meeting.

- **MAYOR GREENE**

Mayor Greene briefly discussed the recruitment process for the City Manager. He discussed RCA and environmental issues affecting our areas. He discussed the Community Emergency Response Training, which was held the weekend prior. He also attended the Student of the Month event in Lake Elsinore and stated that the City would be honoring him at the upcoming Special Joint meeting. He discussed attending a

meeting with the Governor regarding the City's Housing Element. Lastly, he thanked City Staff for all their efforts during the void of the City Manager.

### **ANNOUNCEMENTS**

The next regular City Council meeting is scheduled for Wednesday, April 3, 2019, at 6:30 p.m. for Open Session and 5:30 p.m. for closed session.

Deputy City Clerk Sauseda spoke on behalf of City Staff and sent best wishes for a speedy recovery to Mayor Pro Tem Ehrenkranz who was watching from home. She also thanked the Mayor for all his help while the City was without a City Manager.

### **ADJOURNMENT**

Mayor Greene adjourned the meeting at 7:59 p.m. and recessed to Closed Session.

Respectfully submitted,

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Ana V. Sauseda,  
Deputy City Clerk

**City of Canyon Lake  
City Council  
Staff Report**

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Chris Mann, City Manager *CM*

**DATE:** April 3, 2019

**SUBJECT:** Authorization to Purchase Furniture and Office Equipment for New Office Space at 31526 Railroad Canyon Rd., Suite 5

---

**Recommendation**

That the City Council authorize the City Manager to purchase furniture and miscellaneous office equipment and supplies necessary for conducting the administrative services of the City in the recently leased office space located at 31526 Railroad Canyon Road, Suite 5, in an amount not to exceed \$25,000.

**Background**

Over the past few years the City has faced several significant challenges related to a lack of space at City Hall. Most notably, the City has had insufficient space for administrative staff offices, records storage and conference/meeting areas.

At the March 26<sup>th</sup>, 2019 special meeting of the City Council, the City Manager was directed by the City Council to sign a lease agreement for approximately 1,371 square feet of office space located at 31526 Railroad Canyon Rd., Suite 5, which is directly adjacent to the building which currently houses City Hall. This additional space will be utilized for the City's administrative offices. It will include the offices of the City Manager, Administrative Services Manager, Deputy City Clerk, finance staff and interns. It will also provide space for a conference room and for records retention. All other city functions, such as Building & Safety, Planning, Special Enforcement and Code Compliance, will remain at 31516 Railroad Canyon Road.

In order for these new administrative offices to be functional, the City will need to make an investment in furniture, equipment and supplies. Staff has spent time analyzing how best to furnish the new space in order to maximize the benefits it will bring in the conducting of the public's business. Based on that analysis, staff is suggesting that the City purchase furniture to accommodate:

- The offices of the City Manager, Administrative Services Manager and Deputy City Clerk.
- A reception area with work stations for finance staff and up to two interns or clerical staff.
- A conference room.

- A multipurpose room to house records storage, the large copier, office supplies and a small work station to be used by interns and/or clerical staff.

In addition to furniture, it is anticipated that there will be some necessary costs associated with establishing our computer network and phone systems in the new office space, as well as miscellaneous equipment and supplies (e.g. trash cans, chair mats, power strips, signage, etc.).

Staff has solicited bids and researched costs for the above described furniture, equipment and supplies. As not all of the bids had been received by the City as of the time of the posting of the agenda, staff will present the bids at the City Council meeting. However, based on the research staff has conducted, and based on preliminary discussions with Synoptek (our existing computer network consultant), staff believes that a budget not to exceed \$25,000 should be sufficient to acquire and install the furniture, equipment and supplies needed to make the new office space functional.

### **Fiscal Impact**

One-time General Fund expenditure not to exceed \$25,000.

### **Attachments** (to be provided at City Council meeting)

1. Bids from G|M Interiors, National Business Furniture, OES Office Furniture and Synoptek.

City of Canyon Lake  
City Council  
Staff Report

ITEM 5

**TO:** Honorable Mayor and Members of the City Council  
**FROM:** Chris Mann, City Manager *CM*  
**BY:** Mike A. Borja, Administrative Services Manager  
**DATE:** April 3, 2019  
**SUBJECT:** Authorization to Support the Canyon Lake City Golf Championship Tournament

---

**Recommendation**

Discussion and possible action to annually support the Canyon Lake City Golf Championship Tournament through sponsorships.

**Background**

Last year, the Canyon Lake City Golf Championship Committee, comprised of Joe Kamashian and Jon Kiegwin, avid community golfers in Canyon Lake, attend the June 6, 2018 City Council meeting to inform City Council of their desire to start a Canyon Lake City Golf Tournament. Their hope was that the City Council would agree to help and support their Golf Championship event through sponsorship. At the following City Council meeting In July of 2018, City Council unanimously made the decision to support their event by approving a \$1,000 donation/sponsorship.

For 2019, the Canyon Lake City Golf Championship Committee is once again seeking a sponsorship donation for their 2019 Golf Championship Tournament from City Council, for an amount no less than \$1,000, like the previous year. Based on the success of last year's event, staff is suggesting that the annual donation can be budgeted and approved for future Fiscal Year Budgets, so long that the tournaments take place each year. For this year, a tentative event date has been set for Saturday and Sunday, September 28 & 29, 2019.

**Fiscal Impact**

Fiscal impact to the City's General Fund would be \$1,000 or an amount determined by City Council.

**Attachments**

None



**City of Canyon Lake  
City Council  
Staff Report**

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Chris Mann, City Manager *CM*

**DATE:** April 3, 2019

**SUBJECT:** Discussion of Establishing and Providing a Commercial, Industrial and Multi-Family Rental Fire Code Inspection/Enforcement Program

---

**Recommendation**

That the City Council discuss and give direction to staff to establish and implement a program to enforce the fire code as it pertains to commercial, industrial and multi-family rental properties, as part of the City of Canyon Lake's compliance with state law and best practices towards life/safety inspections.

**Background**

Recent incidents in other cities without a Life/Safety inspection program has resulted in property damage, personal injuries, and loss of life in places of assembly. The City of Canyon Lake is concerned with the public safety of its citizens and visitors and is looking to address these concerns by implementing such a Life/Safety inspection program.

The purpose of such Life/Safety inspections is to check commercial and industrial occupancies, places of assembly, hotels, motels, schools, and congregate facilities including group homes and multi-family rental housing, for compliance with applicable California and local laws and regulations. These inspections will require owners and operators of these types of structures to maintain these units in accordance with the Fire Code, as well as with applicable housing, building and property maintenance standards as adopted by the City.

Canyon Lake Ordinance No. 170, which was adopted January 4<sup>th</sup>, 2017, directs the Riverside County Fire Department, and its Fire Chief, to enforce all applicable State fire laws. However, it also makes clear that code officers of the City of Canyon Lake Code Enforcement Department are "authorized to interpret and enforce the ordinance and to make arrests and issue citations as authorized by law." Therefore, the City Attorney and staff are of the opinion that the City currently has the authority to enforce the Fire Code, and that no additional ordinance need be adopted in order to establish and implement an enforcement program.

Should the City Council wish to proceed with establishing and implementing a program to enforce the fire code as it pertains to commercial, industrial and multi-family rental

properties, staff will need to prepare a fee schedule, develop inspection forms, and identify a consultant to assist with initial inspections. The fee schedule and consultant contract can be ready for Council consideration at the May 1, 2019 City Council meeting.

**Fiscal Impact**

There is no fiscal impact to the city's General Fund. The program will be designed to be cost neutral.

**Attachments**

None

City of Canyon Lake  
City Council  
Staff Report

ITEM 7

**TO:** Honorable Mayor and Members of the City Council  
**FROM:** Chris Mann, City Manager *CM*  
**DATE:** April 3, 2019  
**SUBJECT:** Amendment to Chapter 11.08 of the Municipal Code Public Nuisances on the Lake

---

**Recommendation**

That the City Council authorize the amendment of Chapter 11.08 of the Municipal Code, "Public Nuisances on the Lake," to more accurately reflect the current division of jurisdiction and responsibilities on the Lake.

**Background**

The Property Owners' Association (POA) Management has indicated there has been confusion regarding its jurisdiction over the main lake, which is a private lake area.

During this conversation it was determined that the POA Marine Patrol provides enforcement of the POA Codes, Covenants and Regulations for the Private Lake Area. The City does not have jurisdiction over the lake, except when public nuisance authority applies, or in the public area of the north lake, which is completely separated from the private lake (also called the main lake) by the North Causeway.

On occasion, and subject to such authority, such as Fiesta Days, the 4th of July and/or Labor Day, the City may assist with enforcement on the lake and coordinate with Fire and Police enforcement. The intent of the adopted ordinance was to provide City Staff with enforceable sections to assist the POA Marine Patrol with the additional boating population and safety concerns presented at those times.

In order to clarify the enforcement roles, the POA requested revision of Chapter 11.08 of the City Municipal Code. The City agrees that Chapter 11.08 needs to be updated. The proposed changes will make the ordinance more representative of actual practices. The revisions to this ordinance have been reviewed and agreed upon by the Property Owners' Association Management.

**Fiscal Impact**

There is no fiscal impact on the City's General Fund.

**Attachments**

1. Ordinance No. 180



# **ATTACHMENT 1**



**ORDINANCE NO. 180**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE  
REPEALING AND READOPTING CANYON LAKE CITY CODE CHAPTER 11.08  
REGARDING REGULATORY AUTHORITY ON CANYON LAKE**

**Section 1.** The City Council of the City of Canyon Lake does ordain as follows:

**Section 2.** Chapter 11.08 of the Canyon Lake Municipal is repealed in its entirety and readopted to read as follows:

Section            CHAPTER 11.08 – REGULATORY AUTHORITY ON CANYON LAKE

11.08.010        Definitions

11.08.020        Personal motorized recreation watercraft prohibition.

11.08.030        Public Nuisances on Canyon Lake

11.08.040        Regulatory Authority over Canyon Lake

**11.08.010        Definitions**

The following words shall have the following meanings as used in this Chapter:

- (a)                “Lake” means the Main Lake of Canyon Lake located on the South Side of the North Causeway and separate from the “North Lake.” “North Lake” means that portion of the body of water known as Canyon Lake completely separate from the Main Lake and north of the North Causeway and that takes in receiving waters. The North Lake and the Main Lake together are referred to as “Canyon Lake.”
- (b)                “Navigable waters” means and includes the North Lake and does not include the Main Lake, which is private and which is not navigable waters as provided by the California Harbors & Navigation Code.
- (c)                “Personal motorized recreational watercraft” excludes boats and includes but is not limited to jet skis and similar devices which are motor or power driven.
- (d)                “Vessel” includes but is not limited to a boat, powerboat, sailboat, raft, and rowboat, or other device that is placed in the water to transport people.

**11.08.020 Personal motorized recreation watercraft prohibition**

- (a) Personalized motorized recreational watercraft are prohibited anywhere on navigable waters within the boundaries of the City of Canyon Lake. Use of such personal motorized recreational watercraft shall be deemed to constitute a public nuisance.
- (b) This prohibition may be enforced by any method legally available to the City, including but not limited to by administrative citation fines set out by City Council resolution.

**11.08.030 Public Nuisances on Canyon Lake**

Any of the following shall be deemed to constitute public nuisances that may be abated on Canyon Lake pursuant to the City’s police power, and by any other legal means, including but not limited to the issuance of administrative citations:

- (a) Intentionally obstructing other vessels on the lake with a vessel;
- (b) Intentionally throwing any object at a vessel or occupant of a vessel;
- (c) Failure to stop or yield when ordered to do so by City enforcement;
- (d) Negligent or reckless operation of a vessel to endanger persons or property;
- (e) Operating an undocumented, unmarked or unregistered vehicle.

**11.08.040 Authority for Canyon Lake Regulations**

Except as set out in this Chapter or otherwise in this Code, the City does not have or exercise jurisdiction over the Main Lake. Pursuant to its authority, the Canyon Lake Property Owners’ Association has adopted regulations for the Main Lake, as those may be amended from time to time, that are enforced by the Property Owners’ Association.

**Section 3. Effective Date**

- (a) This ordinance shall take effect 30 days from the date of its adoption.
- (b) The provisions of this Chapter, insofar as they are substantially the same as existing provisions relating to the same subject matter, shall be construed as restatements and continuations thereof and not as new enactments.

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- (c) No action or proceeding commenced before this ordinance takes effect, and no right accrued, is affected by the provisions of this ordinance, but all procedures thereafter taken therein shall conform to the provisions of this ordinance so far as possible.

**PASSED, APPROVED AND ADOPTED** this \_\_\_\_\_ day of May 2019.

\_\_\_\_\_  
Larry Greene, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Ana Sauseda, Deputy City Clerk

\_\_\_\_\_  
Elizabeth Martyn, City Attorney



City of Canyon Lake  
City Council  
Staff Report

ITEM 8

**TO:** Honorable Mayor and Members of the City Council  
**FROM:** Chris Mann, City Manager *CM*  
**BY:** Gina Dickson, Enforcement Supervisor  
**DATE:** April 3, 2019  
**SUBJECT:** Repealing and Readopting the Provisions of Title 10, Keeping and Control of Dogs and Cats, Chapters 10.01, 10.04, 10.08, 10.16, 10.32 and 10.44

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**Recommendation**

Repealing and Readopting Chapter 10 of the Canyon Lake Municipal Code as it pertains to vaccination, licensing, spaying, neutering, and micro-chipping of dogs and cats.

**Background**

City Council in cooperation with our Animal Control Services, Animal Friends of the Valleys, have been working with staff to prepare needed updates to Chapter 10 of the Municipal Code. The City Attorney has reviewed and modified the current ordinance with our animal control service provider and has developed the following revisions to CLMC Chapter 10 which include both of the following: spaying or neutering and micro-chipping of dogs and cats.

Animal Friends of the Valley has sought the same cooperative agreements with all partnering Cities to implement a such Spay or Neuter Program and has sought a Micro-chipping requirement to ordinance revisions. A copy of the revised ordinance has been sent and reviewed with animal control to ensure all parties are satisfied with the revised ordinance.

Revisions set forth are intended to assist with animal control enforcement efforts within the City. Verbiage changes and definitions that were consistently challenged have been addressed by changing or removing such language.

Staff has sought and received input on these ordinance revisions and is requesting Council repeal and readopt the provisions of Title 10, Chapters 10.01, 10.04, 10.08, 10.16, 10.32 and 10.44.

**Fiscal Impact**

There is no Fiscal Impact change, at this time the repealing and readopting of the provisions remain at the cost incurred for a hearing officer.

**Attachments**

1. Ordinance No. 181



# **ATTACHMENT 1**



**ORDINANCE NO. 181**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CANYON LAKE REPEALING AND READOPTING THE PROVISIONS OF TITLE 10, KEEPING AND CONTROL OF DOGS AND CATS, CHAPTERS 10.01, 10.04, 10.08, 10.16, 10.32 and 10.44**

**Section 1.** The City Council of the City of Canyon Lake finds as follows:

- A. Spaying and neutering of all dogs and cats is necessary to protect public health and welfare; and
- B. Micro-chipping of all dogs and cats is necessary to return lost animals to their owners.
- C. The proposed changes and updates make the City’s regulations consistent with those of other jurisdictions served by the Southwest Animal Shelter and benefit the City of Canyon Lake and the region.

**Section 2.** Now, therefore, the City Council of the City of Canyon Lake does ordain as follows:

Chapter 10.01 is repealed in its entirety and readopted to read as follows:

**CHAPTER 10.01: VACCINATION, LICENSING, SPAYING AND NEUTERING AND MICRO-CHIPPING OF DOGS AND CATS**

Section	
10.01.010	Definitions.
10.01.020	Appeals under this Title.
10.01.030	Fees
10.01.040	Unvaccinated dog or cat a Code violation.
10.01.050	Unlicensed dog a Code violation.
10.01.060	Terms of Licensure
10.01.070	Unaltered Dog License.
10.01.080	Spaying and Neutering Required
10.01.090	Micro-chipping Required
10.01.100	Penalties for Violation.

**10.01.010 Definitions**

The following words and phrases shall, for the purposes of this Title, be defined as set out in this Section, unless it is apparent from the context that some other meaning is intended.

(a) “Altered” means a male animal that has been neutered or a female animal that has been spayed and also refers to a sterile animal.

(b) “Animal Control Officer” means the Animal Control Officer designated by the City or his or her duly authorized representative or designee; or, in the absence of such, the City Manager.

Animal Control Service Provider means the Contracted Animal Control Agency that employs the Animal Control Officer.

(c) "At large" means any dog which is off the enclosed premises of its owner, custodian or caretaker and which is not under physical restraint by a leash of a size and material appropriate to the size and temperament of the dog and which is held by a person capable of restraining such dog, or is not otherwise physically restrained by some other device or instrumentality, except that such device or instrumentality shall not include voice control, eye control or signal control of the dog by any person, device or instrumentality; and any cat or other animal which appears to be stray or homeless.

(d) "Cattery" means any building, structure, enclosure or premises whereupon, or within which, ten or more cats, four months of age or older, are kept or maintained.

(e) "Class I Kennel" means any building, structure, enclosure or premises whereupon, or within which, five to ten dogs, four months of age or older, are kept or maintained.

(f) "Class II Kennel" means any building, structure, enclosure or premises whereupon, or within which, 11 or more dogs, four months of age or older, are kept or maintained

(g) "Contracted Animal Control Agency" means Animal Friends of the Valley or another entity with which the City contracts to provide animal control services.

(h) "Days" means calendar days unless otherwise specified.

(i) "Department" means the City of Canyon Lake's Animal Control services provider.

(j) "Enclosure" means a fence, pen or structure suitable to securely and humanely prevent the animal from escaping or entry of unauthorized persons. The pen or structure shall have secure sides and a secure top that protects the animal from the elements. All sides must be embedded into the ground no less than two feet unless the bottom is adequately secured to the sides. The enclosure shall be of adequate and appropriate size for the animal to be kept in a clean and sanitary condition.

(k) "Guide Dog" means any dog trained or being reared, trained or used for the purpose of guiding a blind person.

(l) "Health Officer" means the Health Officer for the City or his/her duly authorized representative.

(m) "Hearing Officer" means a third party neutral designated by the Contracted Animal Control Agency.

(n) "Impounded" means having been received into the custody of any Animal Control Officer authorized by City to receive such animal.

(o) "Leash" means a leash or other device of a size and material appropriate to the size and temperament of the dog within the length of the leash as allowed by state law, which presently allows a leash to be no longer than six feet, as that may be amended from time to time.

(p) "Leash Law" means the provisions of state law regarding dog leashes, including exemptions for dog parks.

(q) "Owner" means and includes the custodian, applicant, or licensee or any person who possesses, harbors, keeps or has a dog, cat or other animal in his or her custody, care, charge or control, or such persons or facility to which the owner temporarily has entrusted the control of the dog or cat.

(r) "Owner's premises" means the real or personal property owned, rented or used by the Owner where the dog, cat or other animal is kept.

(s) "Person" means any individual, firm, partnership, joint venture, corporation, association, club or organization.

(t) "Public Entity" means any state, or any political subdivision, municipal corporation or agency thereof.

(u) "Service Dog" means any dog being reared, trained or used for the purpose of fulfilling the particular requirements of a physically disabled person, including, but not limited to, minimal protection work, rescue work, pulling a wheelchair or fetching dropped items and includes a signal dog trained or being reared, trained or used for the purpose of alerting a deaf person or a person whose hearing is impaired to intruders or sounds.

(v) "Unaltered" means a dog or cat, four months of age or older, that has not been spayed or neutered or a condition, that exists in an animal which permits the producing of offspring.

(x) "Unlicensed Dog/Unidentified Cat" means any dog or cat for which no valid license or identification is in force.

(y) "Vaccination" means an inoculation against rabies of any dog or cat, four months of age or older, with any vaccine prescribed for the purpose by the California Department of Health Services.

(z) "Veterinarian" means a professional licensed by the State of California to provide medical services to animals.

#### **10.01.020 Appeals under this Title**

Whenever a valid appeal of an administrative decision is received within the applicable timeframes, as set out in this Title, the following appeal procedures shall apply:

(a) The appeal shall be in writing and shall be filed with the Animal Control Officer within 15 days of the decision being appealed. Failure to submit a timely written hearing request shall be deemed a waiver of the right to appeal the license denial or revocation.

(b) Upon receipt of such timely appeal, the contracted Animal Control Agency shall set a hearing date for the appeal. That date shall be within 45 days of the date of the appeal. The Animal Control Officer shall give written notice of the date, time and place of such hearing to the appellant at least ten (10) days before the hearing. Such notice shall be sent by registered or certified mail, first-class, postage prepaid, return receipt requested.

(c) The appeal shall be heard by a Hearing Officer. The Hearing Officer may affirm, modify, or reverse the administrative decision. The appellant and the Contracted Animal Control Agency representative each may present evidence and witnesses. In conducting the hearing, the Hearing Officer shall not be limited by the technical rules relating to evidence and witnesses, but evidence shall be of the type upon which responsible persons are accustomed to rely in the conduct of serious affairs.

(d) During the pendency of the appeal, there shall be in effect an automatic stay of the administrative decision unless otherwise provided or unless to do so creates a health, safety or welfare risk.

(e) The decision of the Hearing Officer shall be final. Any person aggrieved by the order of the hearing officer may obtain judicial review of that order by filing a petition for review with the Superior Court of Riverside County in accordance with the timelines and provisions set forth in California Code of Civil Procedure Section 1094.6.

#### **10.01.030 Fees**

The City Council by resolution shall set all fees under this Title.

#### **10.01.040 Unvaccinated dog or cat is a Code violation**

(a) It shall be unlawful for any person to own, harbor or keep within the City for a period longer than 30 days, any dog or cat, four months of age or older that has not been vaccinated against rabies. Every person in the City who owns, harbors or keeps any dog or cat over four months of age for a period longer than 30 days shall have such dog or cat vaccinated against rabies as provided herein, by a Veterinarian of his/her choice and such vaccination shall be renewed in accordance with the applicable laws and regulations of the State of California, unless the animal otherwise is exempt pursuant to subsection (c) below.

(b) Each Veterinarian after vaccinating any dog or cat shall sign a certificate of vaccination in duplicate in the form required by the Animal Control Officer. The Veterinarian shall keep one copy and shall give one copy to the owner of the vaccinated dog or cat. The owner shall retain such copy in his/her possession.

(c) Exemption: In the event a dog or cat has a short-term illness, is pregnant, or suffers from a long-term debilitating illness that in the opinion of a Veterinarian contraindicates vaccination for rabies, such dog or cat shall not be required to undergo vaccination during the period of such illness or pregnancy where a request for vaccination deferral has been approved by the Animal Control Officer. Such request shall specify the duration of the requested deferral, the reason for the requested deferral, and shall be signed by the Veterinarian providing that opinion.

(d) The Animal Control Officer shall issue a license for such dog or cat upon approval of the request for vaccination deferral and payment for the applicable license fee. The owner or person having custody of such dog or cat shall confine and shall keep such dog confined to the Owners' premises for the duration of the deferral. Upon expiration of the deferral period, the owner or person having custody of such dog or cat shall present to the Animal Control Officer a certificate of vaccination in accordance with the provisions of this Chapter.

#### **10.01.050 Unlicensed dog a Code violation**

(a) It shall be unlawful for any resident to own, harbor or keep any dog, four months of age or older, within the City, for a period longer than 30 days, unless a currently valid license tag has been issued by the Animal Control Officer; notwithstanding, any dog brought into Canyon Lake shall be licensed from Canyon Lake or another licensing jurisdiction.

(b) Upon request of the Animal Control Officer, any owner of a dog for which a license is required under the provisions of this Chapter shall present to the Animal Control Officer a currently valid certificate of rabies vaccination or license tag.

(c) It shall be unlawful for any person to make use of a stolen, counterfeit or unauthorized license, tag, certificate or any other document or thing for the purpose of evading the provisions of this Chapter.

#### **10.01.060 Terms of licensure**

(a) Each license specified in this Section shall be valid for the term of the license period and shall be renewed within 30 days after such period terminates, except that where the current vaccination for the dog which is the subject of the license shall expire prior to the expiration date of the license being applied for, the Animal Control Officer may upon request of the owner or custodian of such dog, backdate such license so that its expiration date occurs concurrent with or prior to the expiration date of the vaccination; provided, however, that where such backdating is performed, there shall be no reduction or discount of the license fee applicable to the license applied for, and such license shall be renewed within 30 days after the date of its expiration.

(b) Whenever a dog validly licensed under this Chapter shall have died more than three months before the expiration date of the license, the owner of such dog may return the license tag to the Animal Control Officer, accompanied by a statement signed by a veterinarian or a declaration signed under penalty of perjury by the owner, indicating that such dog is dead and specifying the date of death. In such event, the license shall be cancelled and a pro rata credit of the license fee by full calendar quarters of the original license period remaining after the death of

the dog may be applied to tags during said remaining period to the license fee for another dog acquired by the same owner.

(c) Upon transfer of ownership of any dog validly licensed under this Chapter, the new owner shall notify the Animal Control Officer of such transfer within 30 days of such transfer, on a form prescribed by the Animal Control Officer, accompanied by a transfer fee as set by the City Council.

(d) If a valid license tag is lost or destroyed, a duplicate thereof may be procured from the Animal Control Officer upon submission to the Animal Control Officer of a statement signed by the owner of the dog containing the date and circumstances of such loss or destruction and the payment of a fee.

(e) The term of the license shall be 1, 2 or 3 years from the date of issuance, depending upon the fee paid and the expiration date of the vaccine provided.

(f) The Animal Control Officer shall issue a license only upon presentation of a certificate of vaccination indicating that the date of expiration of the vaccination is not earlier than the date of expiration of the license being issued or renewed, upon payment of the applicable license fee determined by the City, and upon proof of compliance with all other requirement of this Chapter for spaying, neutering and micro-chipping, unless otherwise exempt.

(g) Where the vaccinated dog is between the ages of four months and 12 months, the period of vaccination immunity required for licensing shall be as specified in Title 17, California code of Regulations, Section 2606.4.

(h) Dogs must wear license identification at all times when off the enclosed premises of the owners.

#### **10.01.070 Unaltered dog license**

(a) An unaltered dog still must be licensed. A “unaltered license” may be issued in the same manner as set forth in this Chapter. An unaltered dog must also be micro-chipped.

(b) Denial or revocation of unaltered dog license and reapplication.

(1) The Animal Control Officer may deny or revoke an unaltered dog license for one or more of the following reasons:

(i) The owner, is not in compliance with all of the requirements of this Chapter;

(ii) The City has received at least three written and verified complaints that the owner has allowed a dog to stray or run at large or has otherwise been found to be neglectful of his or her or other animals;

(iii) The owner previously has been cited for violating a State law, City code or other requirement of a public entity relating to the care and control of animals;

(iv) The unaltered dog has been adjudicated by a court or public entity to be potentially dangerous, dangerous or vicious, or to be a nuisance within the meaning of the Canyon Lake Municipal Code or the law of another public entity, or under State law;

(v) Any unaltered dog license held by the Owner has been revoked;

(vi) The license application is discovered to contain a material misrepresentation or omission of fact.

(2) Re-application for unaltered dog license:

(i) When an unaltered dog license is denied, the applicant may re-apply for a license upon changed circumstances and a showing that the requirements of this Chapter have been met. The applicant shall pay the full fee upon re-application.

(ii) When an unaltered dog license is revoked, the owner may apply for a new license after a 30-day waiting period upon showing that the requirements of this Chapter have been met. No part of an unaltered dog license fee is refundable when a license is revoked and the applicant shall pay the full fee upon re-application.

(c) Appeal of denial or revocation of unaltered dog license.

(1) Request for hearing.

(i) Notice of intent to deny or revoke. The Contracted Animal Control Agency shall mail to the owner a written notice of its intent to deny or revoke the license for an unaltered dog that includes the reason(s) for the denial or revocation. The owner, may request a hearing to appeal the denial or revocation pursuant to the provisions of 10.01.020.

(2) Change in location of dog. If the dog is moved after the Contracted Animal Control Agency has issued a letter of intent to deny or revoke, but has not yet denied or revoked the license, the owner must provide the Contracted Animal Control Agency with information as to the dog's whereabouts, including the current owner's name, address, email and telephone number.

**Section 10.01.080 - Spaying and neutering of dogs and cats generally required**

(a) Requirement. No person may own, keep, or harbor an unaltered dog or cat over the age of seven months in violation of this section. An owner of an unaltered dog or cat must have the dog spayed or neutered, or provide a certificate of sterility, or obtain an unaltered dog license in accordance with this Chapter. An owner or custodian of an unaltered cat must have the animal spayed or neutered, or provide a certificate of sterility.

(b) Exemptions. This section shall not apply to any of the following:

(1) A dog or cat with a high likelihood of suffering serious bodily harm or death if spayed or neutered, due to age or infirmity. The owner must obtain written confirmation of this fact from a Veterinarian. If the dog or cat is able to be safely spayed or neutered at a later date, that date must be stated in the written confirmation; for dogs, should this date be later than 30 days, the owner or custodian must apply for an unaltered dog license.

(2) Animals owned by recognized dog or cat breeders, as determined by the City.

(3) Female dogs over the age of 10 years and male dogs over the age of 12 years each of which has an unaltered license.

(c) Transfer, sale, and breeding of unaltered dog or cat

(1) Offer for sale or transfer of unaltered dog. An owner who offers any unaltered dog over the age of four months of age for sale, trade, or adoption must include a valid unaltered dog license number with the offer of sale, trade or adoption, or otherwise state and establish compliance with this section. An owner of an unaltered dog must notify the department of the name and address of the transferee within 10 days after the transfer. The unaltered license and microchip numbers must appear on a document transferring the animal to the new owner.

(2) Offer for sale or transfer of unaltered cat. An owner or custodian of an unaltered cat must notify the department of the name and address of the transferee within ten days after the transfer. The microchip numbers must appear on a document transferring the animal to the new owner.

**Section 10.01.090 Micro-chipping of dogs and cats required**

(a) In addition to all other requirements of this Title, dogs and cats over the age of four months must be implanted with an identifying microchip. The owner is required to provide the microchip number to the Contracted Animal Control Agency at the time of obtaining a license for a dog, and shall notify the Contracted Animal Control Agency of any change of ownership of the dog or cat, or any change of address or telephone number.

(b) Exemptions. The mandatory micro-chipping requirements shall not apply to any of the following:

(1) A dog or cat with a high likelihood of suffering serious bodily injury if implanted with the microchip identification, due to the health conditions of the animal. The owner must obtain written confirmation of that fact from a Veterinarian. If the dog or cat is able to be safely implanted with an identifying microchip at a later date, that date must be stated in the written confirmation.

(2) A dog or cat that is kenneled or trained in the City, but is owned by an person who does not reside in the City. The owner must keep and maintain the animal in accordance with all applicable laws and ordinances of the public entity where in the owner of the animal permanently resides, including but not limited to the applicable licensing and rabies vaccination requirements of that jurisdiction.

(3) A dog or cat over the age of 10 years.

(c) Transfer or sale of dogs and cats.

(1) An owner who offers any dog, over the age of four months, for sale, trade, or adoption must provide the microchip identification number and the valid dog license number with the offer of sale, trade or adoption. The license and microchip numbers must appear on a document transferring the dog to the new owner. The owner shall also advise the Contracted Animal Control Agency of the name and address of the new owner. An owner who offers any dog over the age of four months for sale, trade, or adoption and fails to provide such information to the Contracted Animal Control Agency is in violation of this Chapter and shall be subject to the penalties set forth herein.

(2) An owner who offers any cat over the age of four months for sale, trade, or adoption must provide the microchip identification number with the offer of sale, trade or adoption. The microchip numbers must appear on a document transferring the cat to the new owner. The owner shall also advise the Contracted Animal Control Agency of the name and address of the new owner or custodian. An owner who offers any cat over the age of four months, for sale, trade, or adoption and fails to provides such information to the Contracted Animal Control Agency is in violation of this Chapter and shall be subject to the penalties set forth herein.

(3) When a puppy or kitten under the age of four months implanted with microchip identification is sold or otherwise transferred to another person, the owner shall advise the Department of the name and address of the new owner or custodian, and the microchip number of the puppy or kitten within ten days after the transfer. If it is discovered that an owner or custodian has failed to provide the Contracted Animal Control Agency with the name and address of the new owner and the microchip number of the puppy or kitten, the owner or custodian shall be in violation of this Chapter and subject to the penalties set forth herein.

**Section 10.01.100 Reserved**

**Section 10.01.110 Penalties for violation of this Chapter**

Violation of this Chapter shall be punishable by an administrative or infraction citation, as a public nuisance or by any other legal means available. All costs and fines collected under this Chapter shall be paid to the Contracted Animal Control Agency for the purpose of defraying the cost of the implementation and enforcement of this program

(a) An administrative citation, infraction, or other such authorized penalty may be issued to an owner of an unaltered dog or cat for a violation of this Chapter only when the owner is concurrently cited for another violation under State law or this Code. Examples of violations include, but are not limited to, failure to possess a current rabies vaccination; failure to license a dog; leash law violations; kennel or cattery permit violations; tethering violations; unhealthy or unsanitary conditions; failure to provide adequate care for an animal; operating a business without a license and/or lack of State Tax ID Number; fighting dog activity in violation of Penal Code Section 597.5; animals left unattended in motor vehicles; potentially dangerous, dangerous or vicious animals; or noisy animals.

(b) Should the owner of an unaltered dog or cat be found in violation of a State or this Code, the owner shall be required to spay or neuter the unaltered animal in accordance with this Chapter or purchase an unaltered license but shall also be required to pay the spay or neuter violation.

(c) When an impounded dog or cat is without microchip identification, in addition to satisfying applicable requirements for the release of the animal, including but not limited to payment of impound fees the owner shall also do one of the following:

(1) Have the dog or cat implanted with an approved microchip by Contracted Animal Control Agency personnel at the expense of the owner;

(2) Have the dog or cat implanted with an approved microchip by a Veterinarian. The owner or custodian shall pay the Contracted Animal Control Agency the cost to deliver the dog or cat to the Veterinarian. Within 10 days, the Veterinarian shall complete and return to the Contracted Animal Control Agency a statement confirming that the microchip has been implanted and its number and shall release the dog or cat to the owner only after the procedure is complete; or

(3) At the discretion of the Animal Control Officer, the dog or cat may be released to the owner if he or she signs a statement under penalty of perjury, representing that the dog or cat will be implanted with a microchip and that he or she will submit a statement within 10 days of the release, signed by a Veterinarian, confirming that the dog or cat has been so implanted and the microchip number, and allow the Department to scan the dog or cat for the microchip to verify.

(d) Fees for microchip identification device. The fee for an approved identifying microchip device shall be included in the cost of adoption when adopting a dog or cat from an animal shelter operated by the Contracted Animal Control Agency. If an animal has already been implanted with an identifying microchip device by some other facility, there will be no fee to have the identification microchip number entered into the Contracted Animal Control Agency registry.

**Section 3. - CHAPTER 10.04, “Mandatory dog licensing and vaccination” is repealed in its entirety**

**CHAPTERS 10.05 – 10.07 - Reserved**

**Section 4. - CHAPTER 10.08: “VOLUNTARY CAT IDENTIFICATION PROGRAM” is repealed in its entirety**

**Section 5. - CHAPTER 10.16: DOGS, CATS AND OTHER ANIMALS AT LARGE; IMPOUNDMENT is repealed in its entirety and amended to read as follows:**

Section

- 10.16.010 Restraint.
- 10.16.020 Trapping.
- 10.16.030 Impoundment.
- 10.16.040 Impoundment of Unaltered dog or cat

**10.16.010 Restraint**

(a) It shall be unlawful and a violation of this Code for an owner or the person in charge of such dog, cat or other animal to allow that dog, cat or other animal, licensed or unlicensed, to be at large as defined herein.

(b) Except as otherwise allowed by the Leash Law or other state laws, all dogs shall be kept under restraint when off the owner’s enclosed premises by a Leash or other device of a size and material appropriate to the dog, held by a person capable of restraining such dog with that leash; restraint does not include voice, eye or signal control.

(c) No owner shall fail to prevent his animal from becoming a public nuisance.

(d) Every female dog or cat in heat shall be confined in a building or other enclosure in such a manner that she cannot come into contact with a male member of the same species except for planned breeding.

**10.16.020 Trapping**

In the interest of public health and safety, it shall be lawful for any person to take up, in a humane manner, any dog, cat or other animal at large and promptly to deliver such dog, cat or other animal to the Animal Control Officer.

(a) For purposes of catching cats at large, City residents may rent cat traps from the Contracted Animal Control Agency.

(b) When a resident traps a cat with a permanent ear tag or marking, the resident may notify the Animal Control Officer to request impoundment.

#### **10.16.030 Impoundment**

(a) The Animal Control Officer may receive, take up and impound any dog, cat or other animal at large in violation of this Title or any other law; any dog, cat or other animal which is molesting any person, property or other animal; any sick, injured or stray dog, cat or other animal or may release the cat to its owner.

(b) Any dog or cat four months of age or older, which has been impounded shall not be released from impoundment unless it is licensed, vaccinated, spayed or neutered, and micro-chipped in accordance with the provisions of this Title.

(c) Any Animal Control Officer impounding a licensed dog or micro-chipped cat shall give written notice by first class mail, postage prepaid, to the last known address of the owner, of the impounding of such dog or cat and shall give the owner telephone notice where possible. If such dog or cat is not redeemed within 5 business days or as otherwise provided by law from the date of impound, the officer having custody of the dog or cat shall either place it for adoption or destroy it as set out herein.

(d) Upon impounding an unlicensed dog or unidentified cat, the officer shall give notice to the owner, if the owner and his whereabouts are known, of the impounding of such dog or cat. If such dog or cat has not been redeemed within five (5) business days of the date of impound, the officer shall dispose of such dog or cat in accordance with the provisions of this Title or shall destroy such dog or cat. For the purpose of this subsection, the notice specified herein shall be given in the manner determined by the officer as expedient under the circumstances.

(e) The Animal Control Officer having custody of any trapped or impounded dog or cat may, by humane methods, summarily destroy such dog or cat if the dog or cat is feral or is suffering from any incurable, dangerous or contagious disease, providing a veterinarian first shall certify, in writing, that such dog or cat is so suffering.

(f) Any Animal Control Officer having in his/her custody any unredeemed, impounded dog or cat may release such dog or cat to any adult individual upon payment by that individual of the adoption fees and the spay/neuter deposit and micro-chipping cost. The dog or cat also may be released to a nonprofit corporation formed under the provisions of the California Corporations Code for the prevention of cruelty to animals for such sale or placement as such nonprofit corporation or nonprofit organization may choose, except that such animals shall not be sold or released or given to labs. Releases of dogs or cats to such nonprofit corporations or nonprofit organizations pursuant to this subsection shall not be subject to the payment of the impound/adoption fees but shall be subject to the spay/neuter deposit and micro-chipping cost.

(j) It shall be unlawful for any person to remove an impounded animal from an Animal Control Center without the permission of the officer in charge thereof.

**10.16.040. Impoundment of unaltered dog or cat**

(a) When an unaltered and unlicensed dog or unaltered cat is impounded pursuant to State and this Title, in addition to satisfying all applicable requirements for the release of the animal, including but not limited to payment of impound fees the owner shall also do one of the following:

(1) Provide written proof of the dog or cat's prior sterilization, if conditions cannot or do not make this assessment obvious to the Contracted Animal Control Agency's personnel;

(2) Have the dog or cat spayed or neutered by a Veterinarian at the sole expense of the owner. Such expense may include additional fees due to extraordinary care required;

(2) At the discretion of the Animal Control Officer, the dog or cat may be released to the owner if he or she signs a statement under penalty of perjury, representing that the dog or cat will be spayed or neutered and that he or she will submit a statement within ten days of the release, signed by a Veterinarian, confirming that the dog or cat has been spayed or neutered or is incapable of breeding.

(b) Costs of impoundment.

(1) The owner of the unaltered dog or cat shall be responsible for any and all costs of impoundment, including but not limited to daily boarding costs, vaccination, medication, and any other diagnostic or therapeutic applications.

(2) The costs of impoundment shall be a lien on the dog or cat, and the unaltered animal shall not be returned to its owner until all such costs are paid or arrangements for payment acceptable to the Contracted Animal Control Agency have been made, including, but not limited to, a payment plan. If the owner of an impounded unaltered animal does not pay the lien against it in full within 14 days, the animal shall be deemed abandoned and become the property of the Contracted Animal Control Agency.

**Section 6. - CHAPTER 10.36: PUBLIC NUISANCE shall be repealed in its entirety and readopted to read as follows:**

Section	
10.36.010	Abatement as a public nuisance.
10.36.020	Notice and hearing.
10.36.030	Waiver of hearing.
10.36.040	Conduct of hearing.
10.36.050	Collection of abatement costs.

***Cross-reference:***

*Requirements for pet waste disposal, see Chapter 15.02*

**10.36.010 Abatement as a public nuisance**

The possession or maintenance of any animal, dog or cat in violation of or the allowing of any animal, dog or cat to be in violation of this Title, in addition to being a violation of this Code, is hereby declared to be a public nuisance.

(a) The Animal Control Officer, City Manager or his or her designee hereby are directed and empowered to summarily abate any such public nuisance independently of any criminal prosecution or the results thereof, by any means reasonably necessary to accomplish such abatement, including, but not limited to, the destruction of the animal involved, or by the imposition of specific reasonable conditions and restrictions for the maintenance of such animal.

(b) Failure to comply with such conditions and restrictions is a misdemeanor.

(c) The owner of such animal, dog or cat shall reimburse the Contracted Animal Control Agency for all costs incurred in enforcing compliance with the provisions in this Chapter.

(d) The Contracted Animal Control Agency may also commence and maintain such proceedings in a court of competent jurisdiction as are appropriate under the laws and regulations of the State of California for the abatement and redress of public nuisances.

**10.36.020 Notice and hearing**

At least five days prior to abatement pursuant to this Chapter, the owner of the subject dog or cat shall be notified by the Animal Control Officer, in writing, of the problem to be abated and right to a hearing to determine whether grounds exist for such abatement. The notice shall be served by personal delivery or by registered or certified mail, postage prepaid, return receipt requested. If the owner requests a hearing prior to abatement, no abatement shall take place until the conclusion of such hearing, except as provided in Section 10.36.030 below. The hearing shall be conducted pursuant to Section 10.36.040.

**10.36.030 Waiver of hearing**

When, in the opinion of the Animal Control Officer, immediate impoundment or other abatement is necessary for the preservation of animal or public health, safety or welfare, the pre-impoundment hearing shall be deemed waived, provided, however, that the owner or custodian of the subject dog or cat shall be given notice by the Animal Control Officer, in writing, which allows five days from the date of service to request an abatement hearing. Service of such notice shall be in accordance with the service methods specified in Section 10.36.020. The subject animal dog or cat shall not be disposed of prior to the conclusion of the hearing. If no request for a hearing is received from the owner of the subject animal dog or cat, within the timeframe set out, the animal dog or cat shall then be disposed of pursuant to applicable provisions of law.

**10.36.040 Conduct of hearing**

Hearings pursuant to this Chapter shall be conducted by the Hearing Officer. Hearings shall be held not more than 5 days from the date of receipt of the request for the hearing and shall be conducted in an informal manner consistent with due process of law. A hearing may be continued for a reasonable period of time if the parties agree or the hearing officer determines good cause therefor. Within 10 days after the conclusion of the hearing, the Hearing Officer shall give notice of his or her findings, decision and order to the owner of the dog or cat. Such notice shall be served as set out in Section 10.36.020. The Hearing Officer's decision shall be final.

**10.36.050 Collection of abatement costs**

Any and all abatement expenses may be collected from the owner or placed as a lien or special assessment against the property. Such expenses shall include, but not be limited to, the cost of abatement, mailing, researching, as well as any legal costs and the costs of impoundment of the animal.

(a) The Contracted Animal Control Agency shall send to the owner by certified mail, postage prepaid, notice of the amount of such costs, providing 30 days for payment of such costs.

(b) If such costs are not paid within that time period, the costs may be collected in any manner allowed by law.

(c) If collection is by a lien or special assessment to be placed against the owner's property for the total amount of such costs, the Contracted Animal Control Agency shall follow the requirements of state law to allow the lien or assessment to be recorded against the property and collected at the same time, in the same manner and subject to the same penalties for delinquency as real property taxes.

**Section 7. - CHAPTER 10.40: POTENTIALLY DANGEROUS AND VICIOUS ANIMALS shall be repealed in its entirety and amended to read as follows:**

Section	
10.40.010	Definitions.
10.40.020	Exceptions.
10.40.030	Determination of "Potentially severe injury; or Dangerous Animal."
10.40.040	Designation in Animal Control records.
10.40.050	Licensing requirements.
10.40.060	Animal restraints.
10.40.070	Transfer or death of animal.
10.40.080	Identification of vicious animals.
10.40.090	Consequences of designation as vicious animal.
10.40.100	Photographs and measurements of animal.
10.40.110	Confinement.
10.40.120	Animal leash and muzzle.
10.40.130	Vicious dog.
10.40.140	Notification of change of status.
10.40.150	Time limit to meet requirements;

- 10.40.160 Inspection.
- 10.40.170 Confinement/Seizures/Impoundment.
- 10.40.180 Impoundment.
- 10.40.190 Assessment of charges.
- 10.40.200 Penalty for violations.

**10.40.010 Definitions**

The following words and phrases shall, for the purposes of this Chapter, be defined as follows:

(a) “Defensive action” means any action taken in order to prevent perceived bodily injury whether such action is minor or actual, and may include striking the animal.

(b) “Potentially dangerous animal or behavior” means any of the following:

(1) Any animal which, when unprovoked, on two separate occasions within the prior 36-month period, engages in any behavior that requires a defensive action by any person to prevent bodily injury;

(2) Any animal which, when unprovoked, bites a person causing an injury, whether or not a severe injury; or

(3) Any dog which, when unprovoked, on two (2) separate occasions within the prior 36-month period, has killed, seriously bitten, inflicted injury, or otherwise caused injury by attacking a domestic animal off the property of the owner of the dog.

(c) “Vicious animal” means any of the following:

(1) Any animal seized under Section 599aa of the Penal Code and upon the sustaining of a conviction of the owner under subdivision (a) of Section 597.5 of the Penal Code;

(2) Any animal which, when unprovoked, in an aggressive manner, inflicts severe injury on or kills a human being; or

(3) Any animal previously determined to be and currently listed as a potentially dangerous animal that, after its owner has been notified of this determination, continues the potentially dangerous behavior or maintains the animal in violation of the restrictions of this Chapter.

(d) “Severe injury” means any physical injury to a human being that results in muscle tears, disfiguring lacerations or requires multiple sutures or corrective or cosmetic surgery.

(e) “Mitigations” include, but are not limited to, the question of whether any threat, injury or damage is sustained by a person who:

- (1) Was willfully trespassing upon the premises occupied by the owner or custodian of the animal at the time of the attack;
- (2) Was teasing, provoking, tormenting, abusing, or assaulting the animal at the time of the attack;
- (3) Has in the past, teased, tormented, abused or assaulted the animal;
- (4) Was engaged in the commission of a crime at the time of the attack; or
- (5) Was defending an attack from a person or animal at the time of the attack.

#### **10.40.020 Exceptions**

This Chapter does not apply to humane society shelters, animal control facilities, or veterinarians or to dogs while utilized by any police department or any law enforcement officer in the performance of police work.

#### **10.40.030 Determination of “Potentially Dangerous Animal”**

An animal administratively may be determined to be a potentially dangerous animal in the following way:

(a) Upon observation or independent investigation of a potentially dangerous animal or behavior or upon receipt of a complaint(s) signed by a person(s) who actually observed the animal’s potentially dangerous behavior, the Animal Control Officer may investigate or consider any mitigations and whether such behavior by the animal constitutes potentially dangerous behavior;

(b) If the Animal Control Officer determines that such behavior is potentially dangerous, he or she shall notify the owner of the consequences of identification as “potentially dangerous” and schedule an administrative hearing on that determination. The notice shall be served and the hearing shall be conducted as set out in Sections 10.36.020 and 10.36.040. At least one of the complainants in the matter must appear and testify at the hearing or the complaint shall be dismissed. The Hearing Officer specifically shall consider any circumstances of mitigation as well as any record of any prior violations by the owner;

(c) The Hearing Officer shall issue a written determination within ten days after the hearing has been completed; and

(d) The decision of the Hearing Officer shall be final.

#### **10.40.040 Designation in Animal Control records**

A potentially dangerous animal shall be so designated in animal control records. When the owner has no additional violations of this Chapter within a 12-month period from the date of

designation as a “Potentially Dangerous” animal, the Animal Control Officer shall remove the animal from the list of “Potentially Dangerous” animals, upon written application of the owner and upon proof to the satisfaction of the Animal Control Officer of the successful completion of at least eight weeks of formal obedience training, other similar evidence of training, or other rehabilitative efforts.

#### **10.40.050 Licensing requirements**

All potentially dangerous animals shall be properly licensed and vaccinated as required by this Title. The Contracted Animal Control Agency shall include the potentially dangerous designation in the registration records of the animal. The owner shall pay an annual “Potentially Dangerous Animal Registration Fee” in addition to the regular licensing fee as set by resolution of the City Council.

#### **10.40.060 Animal restraints**

A potentially dangerous animal, while on the owner’s property, shall at all times be kept indoors, or in a securely fenced, locked yard from which the animal cannot escape, and which children cannot enter. A potentially dangerous animal may be off the owner’s premises only if it is restrained by a leash of adequate strength to restrain that specific animal and under the control of a responsible adult.

#### **10.40.070 Transfer or death of animal**

The owner of a “Potentially Dangerous” animal shall notify the Animal Control Officer, in writing, if the animal dies or is sold, transferred or permanently removed from the City.

#### **10.40.080 Identification of vicious animals**

An animal may be identified as “vicious” in the following manner:

(a) The Animal Control Officer may determine, based on his or her observation or investigation, or a verified complaint from persons who have observed the animal and consideration of any applicable mitigations, that the animal is vicious. Where the animal has been identified as potentially dangerous, and the owner has failed to meet any of the requirements of this Chapter, the Animal Control Officer shall determine that the animal is vicious upon a subsequent complaint or his or her observation;

(b) Where the Animal Control Officer makes such a determination, he or she shall set a hearing on such determination and on the seizure and impoundment of the animal pending or based upon such determination;

(c) Notice and hearing shall be given as set out in Sections 10.36.020, 10.36.030 and 10.36.040. The notice shall include the facts which are the basis of the complaint and of the restrictions which will apply to the animal including possible euthanasia if it is classified as a vicious animal; or

(d) If the owner fails to appear at the hearing, the hearing shall nevertheless proceed, and an appropriate order shall be issued. If the hearing is held as a result of a complaint, at least one of the complainants shall appear and testify at the hearing or the action shall be dismissed. The decision may be appealed as set out in Section 10.01.020.

**10.40.090 Consequences of designation as vicious animal**

Where an animal is designated “vicious” the following requirements shall apply:

(a) All vicious animals shall be properly licensed and vaccinated as required by Chapter 10.01. In addition, the licensing authority shall include a designation of vicious in the registration records of such animal. The owner shall pay an annual “Vicious Animal Registration Fee,” in addition to the regular license fee as set by resolution of the City Council; and

(b) The owner shall, at his or her own expense, keep posted in a conspicuous place at or near the entrance to the premises on which such dog or cat is kept, a sign having letters at least two inches in width and two inches in height reading “Beware of Vicious Dog” or “Beware of Vicious Cat,” as may be appropriate. In addition, a conspicuously colored tag, provided by the Animal Control Officer shall be securely affixed to the animal at all times.

**10.40.100 Photographs and measurements of animal**

An owner of a vicious animal shall, within ten days of such determination, present said animal at the Contract Animal Control Agency’s facility and allow photographs and measurements of the animal to be taken for purposes of identification.

**10.40.110 Confinement**

A vicious animal shall be securely confined in an enclosure as defined in this Chapter or in the dwelling while on the owner’s property. The owner shall conspicuously display signs with words or symbol warning of the presence of a vicious animal as approved by the Animal Control Officer.

**10.40.120 Animal leash and muzzle**

While off the owner’s premises, a vicious animal shall at all times be restrained by a substantial metal or leather chain or leash not exceeding 6 feet in length, held by and under the control of a responsible adult, and the animal shall wear a muzzle approved by the Animal Control Officer. “Substantial” shall have the same meaning as set out in Section 10.40.070.

**10.40.130 Vicious dog**

A vicious dog also shall be spayed or neutered, at the owner’s expense, within 30 days of such determination.

**10.40.140 Notification of change of status**

The owner of a vicious animal shall notify the Contracted Animal Control Provider immediately if said animal is loose, unconfined, has attacked another animal or human being, or has died. A vicious animal shall not be sold, bartered, or given away, or placed in a new home within the City without the prior notification of and approval by the Contracted Animal Control Provider. Any new owner must comply with the requirements of this Title.

**10.40.150 Time limit to meet requirements; Euthanasia**

All requirements for owners of vicious animals must be satisfied within 30 days of the identification and satisfactory proof of compliance provided to the Animal Control Officer. If all requirements for vicious animals are not satisfied within 60 days of the finding, or within an extension of such time granted by the Animal Control Officer in writing, or the owner is unwilling to implement them, the animal may be humanely euthanized either by the Animal Control Officer or by a Veterinarian. Proof of euthanasia shall be provided to the Animal Control Officer within 3 days of its occurrence.

**10.40.160 Inspection**

The Animal Control Officer is authorized to make inspections he or she deems reasonably necessary to ensure compliance with these provisions, subject to the requirements for the owner's consent or an administrative inspection warrant. The owner of a vicious or potentially dangerous animal shall give consent in writing to such inspection as a condition of retaining the animal.

**10.40.170 Confinement/Seizures/Impoundment**

If the Animal Control Officer has probable cause to believe an animal may be designated as "potentially dangerous" or "vicious" under this Chapter, and the owner is unwilling or unable to correct the situation immediately, and the animal poses an imminent threat to the health or safety of persons or domestic animals, the animal may be seized before a hearing.

Pending the outcome of the hearing or appeal set out in this Chapter or during the period of time the owner requires to comply with any requirements imposed hereunder, the animal shall be kept at an appropriate animal shelter, designated by the Animal Control Officer, at the owner's expense.

Notwithstanding, the owner may show at the hearing to the satisfaction of the Animal Control Officer that the animal can be humanely and securely confined at home or with a veterinarian designated by the owner.

**10.40.180 Impoundment**

Any registered vicious animal shall be immediately impounded by the Animal Control Officer if:

(a) The animal's registration is not properly maintained;

(b) Inspection by the Animal Control Officer reveals that the animal is not maintained in the required enclosure;

(c) The animal is outside of the dwelling of the owner or the defined enclosure and not under the physical restraint control of a responsible adult; or

(d) Even if the owner is in compliance with the regulations for keeping such a dangerous animal, if the animal again attacks, bites, causes injury, or otherwise threatens the safety of a human being or domestic animal then, thereafter, the animal may be impounded and shall be kept at an appropriate facility designated by the Animal Control Officer at owner's expense pending the outcome of a hearing and appeal under this Chapter to determine whether the animal is a threat to the public health and safety and must be humanely euthanized or whether the animal can be safely returned to the owner under certain conditions.

**10.40.190 Assessment of charges**

A keeping charge may be assessed against the owner of any animal for each day during which the animal is impounded or held by the Animal Control Officer under the provisions of this Chapter. An animal held under the provisions of this Chapter shall not be released until the owner pays all charges due. If the owner refuses to pay such charges, the animal may be treated as unredeemed by the owner, and disposed of as provided in Section 10.16.030(f). Disposal of the animal does not release the owner from his/her responsibility to pay the keeping charges and such charges may be collected under Section 10.36.060.

**10.40.200 Penalty for violations**

Any person violating any of the provisions of this Chapter is guilty of a misdemeanor.

**Section. 8 Effective Date:** This ordinance shall take effect 30 days from the date of its adoption. No action or proceeding commenced before this ordinance takes effect, and no right accrued, is affected by the provisions of this ordinance, but all procedure thereafter taken shall conform to the provisions of this ordinance so far as possible.

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**Section. 9** The City Clerk is authorized and directed to cause this Ordinance to be published within 15 days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and posting procedure authorized under Government Code Chapter 39633(c).

**PASSED, APPROVED AND ADOPTED** this \_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Larry Greene, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Ana V. Sauseda, Deputy City Clerk

\_\_\_\_\_  
Elizabeth Martyn, City Attorney

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Chris Mann, City Manager *CM*

**BY:** Mike A. Borja, Administrative Services Manager

**DATE:** April 3, 2019

**SUBJECT:** Proposed Ordinance to Include a Process for WRCOG Calculation and Collection of Fees under the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program

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### **Recommendation**

That the City Council adopt Ordinance No. 182, amending and updating the City's TUMF Ordinance.

### **Background**

The City of Canyon Lake 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, the WRCOG Member Jurisdictions approved a plan in 2002-2003 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. WRCOG, upon recommendation by the WRCOG Executive Committee, recently adopted a revision to the TUMF calculation and collection process to provide agencies an option in which WRCOG calculates and collects TUMF on behalf of member agencies that elect to delegate the fee calculation and collection to WRCOG.

Member agency staff are currently responsible for calculating and collecting TUMF for all new development within its jurisdiction. TUMF funds are remitted to WRCOG monthly, and in-depth reviews are conducted on an annual basis. On October 1, 2018, WRCOG approved a policy change to the TUMF calculation process to allow member agencies the option to shift responsibility for TUMF calculations and collections to WRCOG in an effort to improve the cost-effectiveness of the process for WRCOG and its member agencies.

The option to delegate the TUMF calculation and collection to WRCOG provides numerous benefits, including a significant reduction in local agency staff time required to calculate and collect the TUMF, elimination of the need for extensive end of the year reviews, and a shift of the responsibility for errors from the member agency to WRCOG. Under the current process, member agency's bear the responsibility for any errors related to TUMF calculations and collections. This update to the process will result in savings to member agency planning and public work resources, in addition to the member agency's finance department resources.

The general process for TUMF calculations by WRCOG will require member agency staff to electronically complete TUMF calculation worksheets, with project-specific details, and submit to WRCOG. WRCOG staff has committed to a 48-hour response time – wherein most calculations will be completed within 48 hours, or additional information will be requested by WRCOG within 48 hours if there are unique project circumstances to consider. WRCOG staff will maintain a database of all credit agreements and the credit agreement process will not change significantly. WRCOG will host a secure, online web portal to provide the option for electronic fee payment by developers. Developers will also have the option of going to the WRCOG office to make TUMF payments in person. Once a project has paid TUMF, receipt of payment will be forwarded to the developer and applicable member agency staff. Because WRCOG will be responsible for all calculations and collections, member agency staff time required for TUMF monthly reports and annual reviews would be dramatically reduced.

In the event of a TUMF assessment dispute, developers will retain the option to appeal the assessment by WRCOG and pay the TUMF in protest, so that the project can still move forward. The TUMF dispute resolution process will be streamlined, allowing developers to go directly to WRCOG with disputes. Most notably, responsibility for TUMF miscalculations will shift from the member agency to WRCOG, given that the information provided by the member agency is complete and accurate.

WRCOG calculation and collection of TUMF is permissible under the Mitigation Fee Act. Shifting responsibility to WRCOG is not mandatory at this time; thus, member agencies could also retain TUMF calculation and collection responsibility. WRCOG calculation and collection of TUMF would require approval of an updated TUMF Ordinance and could take effect as soon as April 2019.

### **Fiscal Impact**

There is no fiscal impact to the city's General Fund. WRCOG does not collect any additional fee on top of the TUMF. As previously adopted by the WRCOG board, WRCOG retains 4% of each TUMF dollar to administer and manage the Program.

### **Attachments**

1. Ordinance No. 182

# **ATTACHMENT 1**



## ORDINANCE NO. 182

### AN ORDINANCE OF THE CITY OF CANYON LAKE AMENDING AND SUPERSEDING ORDINANCE NO. 174 TO INCLUDE A PROCESS FOR WRCOG CALCULATION AND COLLECTION OF FEES UNDER THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The City Council of the City of Canyon Lake, 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 2018” (“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.

B.     WRCOG, upon the recommendation of the WRCOG Executive Committee, now desires to adopt a process in which WRCOG calculates and collects TUMF on behalf of member agencies under the Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2018.

C.     The findings set forth in Ordinance No.174 remain true and correct, and by this reference are incorporated into this Ordinance No. \_\_\_\_\_ as if set forth in full herein. This Ordinance No. \_\_\_\_ shall amend and supersede the provisions of Ordinance No.174, and to the extent any provisions herein conflict with any provisions of Ordinance No.174 or any other ordinance of the City, the City Council finds and determines that it is the intent of the City Council that the provisions herein shall control.

#### **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.

F. **“Industrial Project”** means any development project that proposes any industrial or manufacturing use allowed in the following zoning classifications: I-P, M-S-C, M-M, M-H, M-R, M-R-A, A-1, A-P, A-2, A-D, W-E, or SP with one of the aforementioned zones used as the base zone.

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 zoning classifications: R-1, R-R, R-R-O, R-1-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-1/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 4. Exemptions, Subsection F 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.

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**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 by WRCOG 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 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 by the local agency. 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 No. 2009-04, 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 Ordinance No.2009-04], 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 provide WRCOG with development project specifics for the calculation of TUMF in a manner consistent with the TUMF Administrative Plan.

B. **Payment and Collection.** Payment of the fees shall be as follows:

i. All fees collected hereunder shall be collected by WRCOG for deposit, investment, accounting and expenditure in accordance with the provisions of this Ordinance, TUMF Administrative Plan, and the Mitigation Fee Act.

ii. 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 set forth in the Ordinance and the calculation methodology set forth in the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time.

iii. 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 that freezes future adjustments of the TUMF.

iv. 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.

v. Fees shall not be waived.

**C. Issuance of Certificate of Occupancy.** The City shall not issue a certificate of occupancy for any Development Project until WRCOG has provided written evidence that it has collected the fee.

**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 collect 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.

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**Section 12. Ordinance No. 182**

This Ordinance supersedes the provisions of Ordinance No. 174 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. 174 and all other related ordinances and polices shall remain in full force and effect.

**Section 13. Effective Date**

This Ordinance shall take effect 30 days from the date of its adoption.

**PASSED APPROVED AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Larry Greene, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Ana Sauseda, Deputy City Clerk

\_\_\_\_\_  
Elizabeth Martyn, City Attorney

**EXHIBIT "A"**

**MAP OF REGIONAL SYSTEM**

EXHIBIT "A"

20323.00004\29880484.3



**EXHIBIT "B"**  
**NEXUS STUDY**



**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**



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## **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.

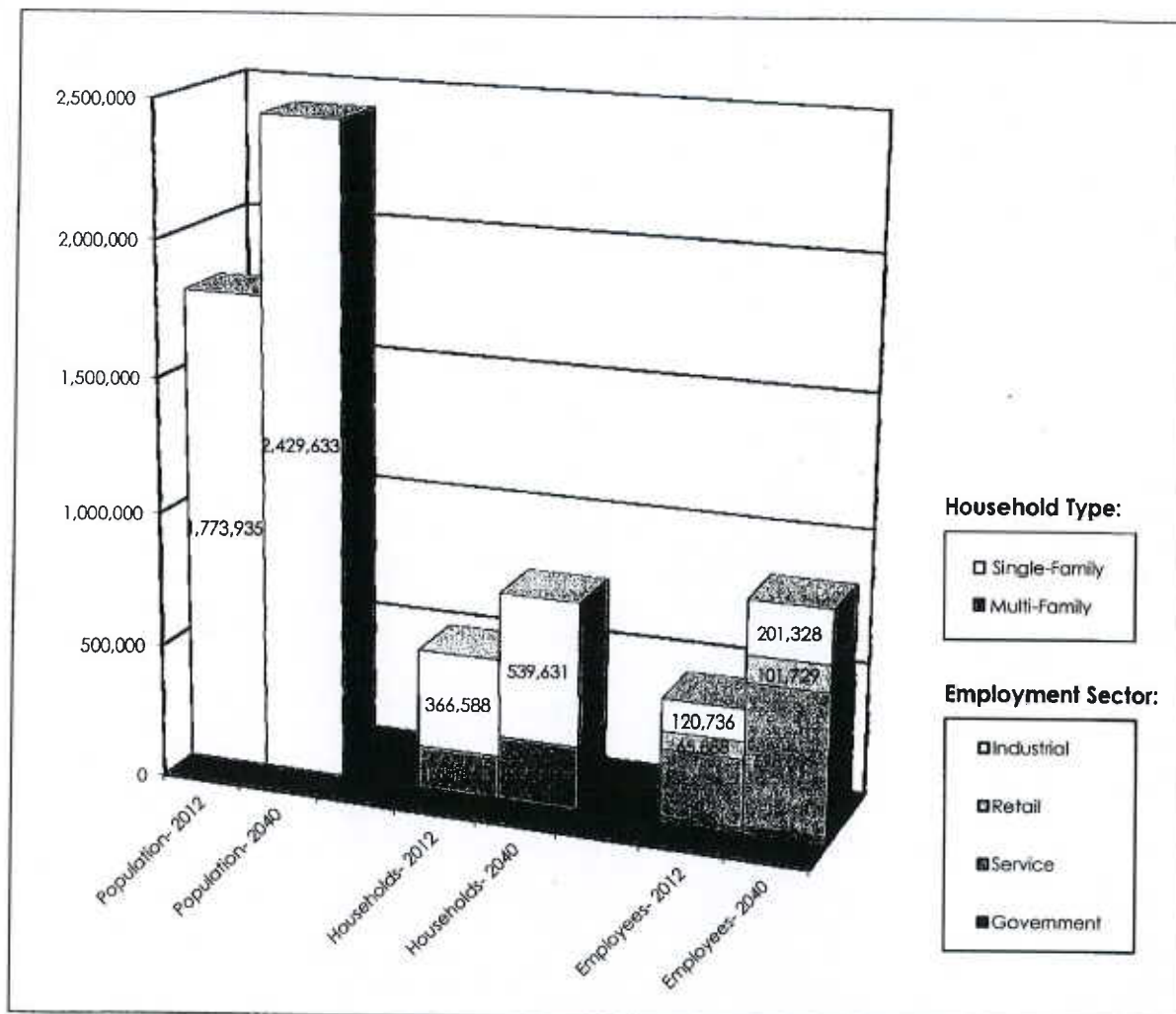
The population of Western Riverside County is projected to increase by 37% in the period between 2012 and 2040. During the same period, employment in Western Riverside County is anticipated to grow by 87%. **Figure ES.2** illustrates the forecast growth in population, household and employment for Western 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.

**Figure ES.2 - Population, Households and Employment in Western Riverside County (2012 to 2040)**



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**

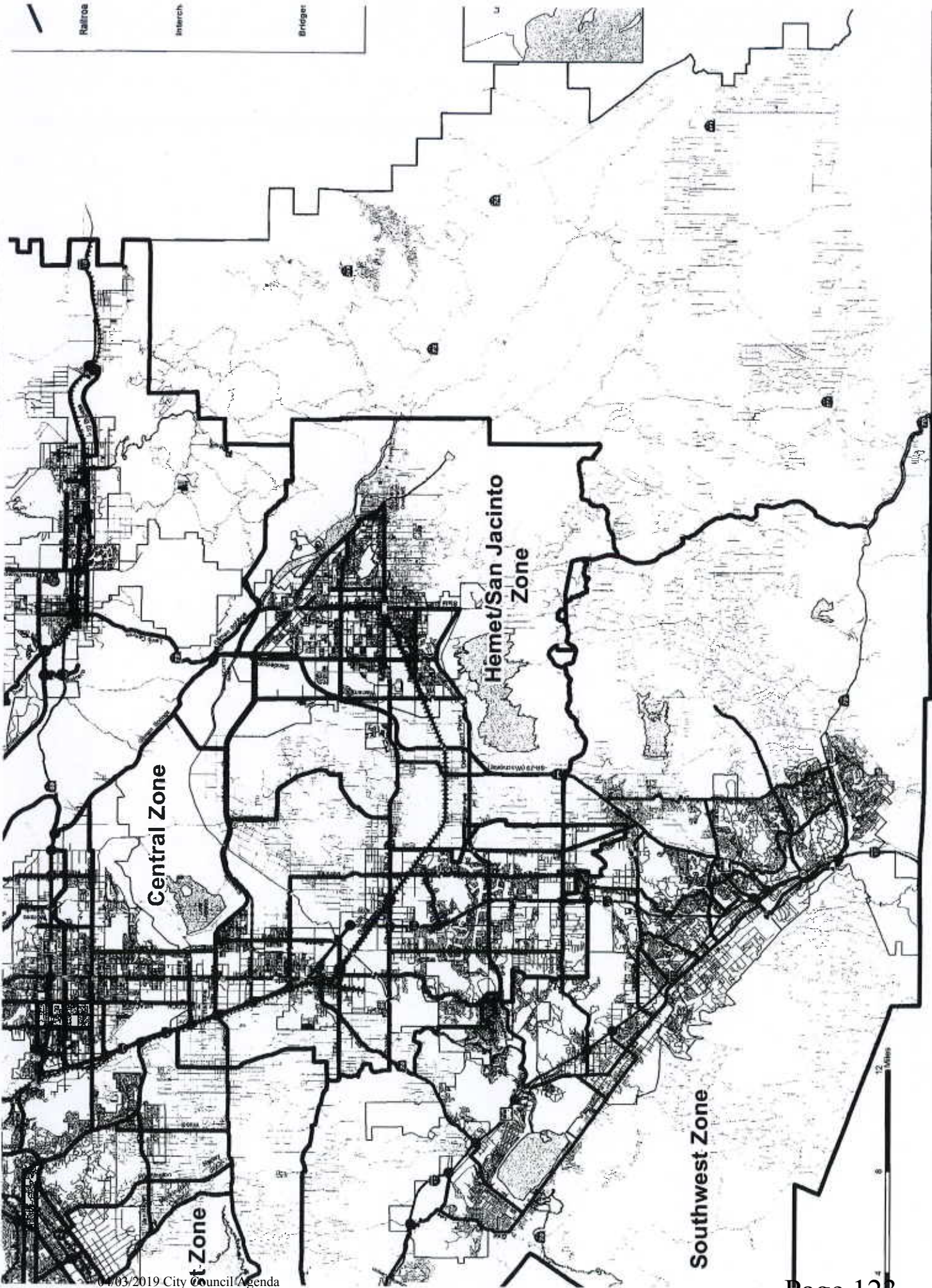
The Regional System of Highways and Arterials (also referred to as the TUMF Network) is the system of roadways that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. Transportation facilities in Western Riverside County that 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.

Railroad  
Interch.  
Bridges



## 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 ES.1 - Transportation Uniform Mitigation Fee for Western Riverside County**

Land Use Type	Units	Development Change	Fee Per Unit	Total Revenue (\$ million)
Single Family Residential	DU	173,043		\$1,629.8
Multi Family Residential	DU	77,039		\$472.5
Industrial	SF GFA	64,710,138		\$114.8
Retail	SF GFA	17,920,500		\$220.5
Service	SF GFA	105,211,915		\$480.0
Government/Public	SF GFA	2,696,349		\$43.4
<b>MAXIMUM TUMF VALUE</b>				<b>\$2,961.0</b>

## 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.

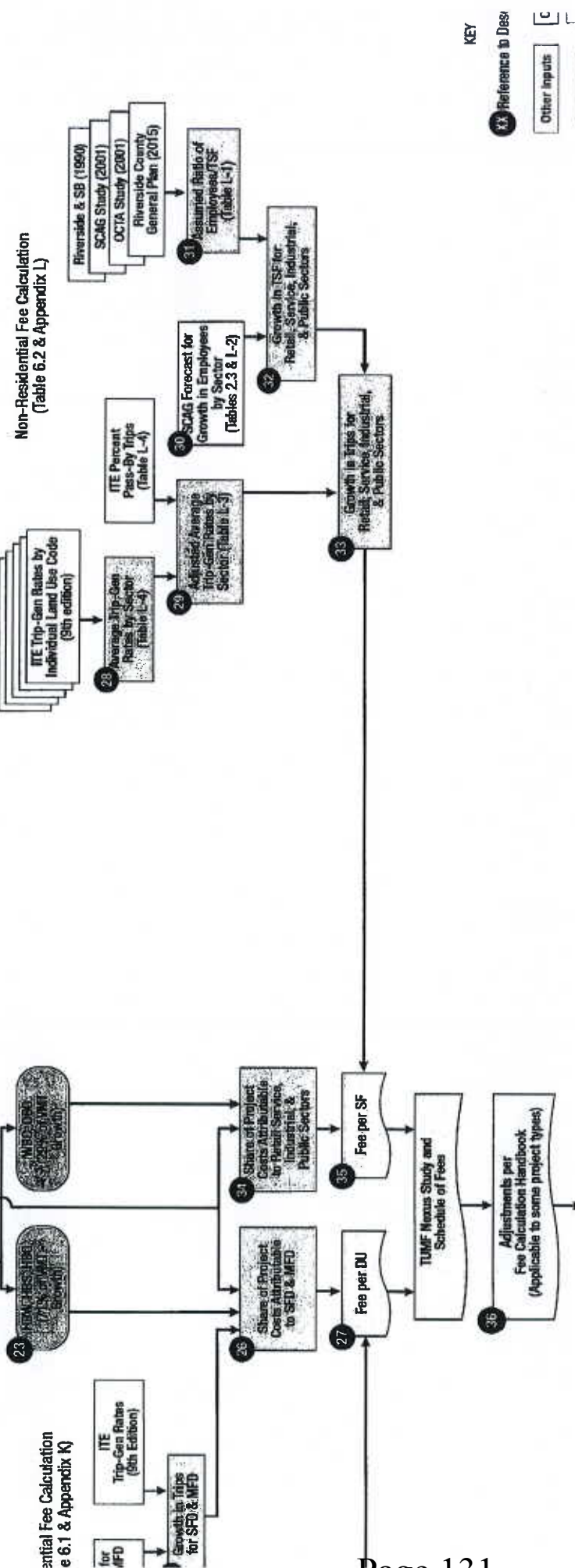
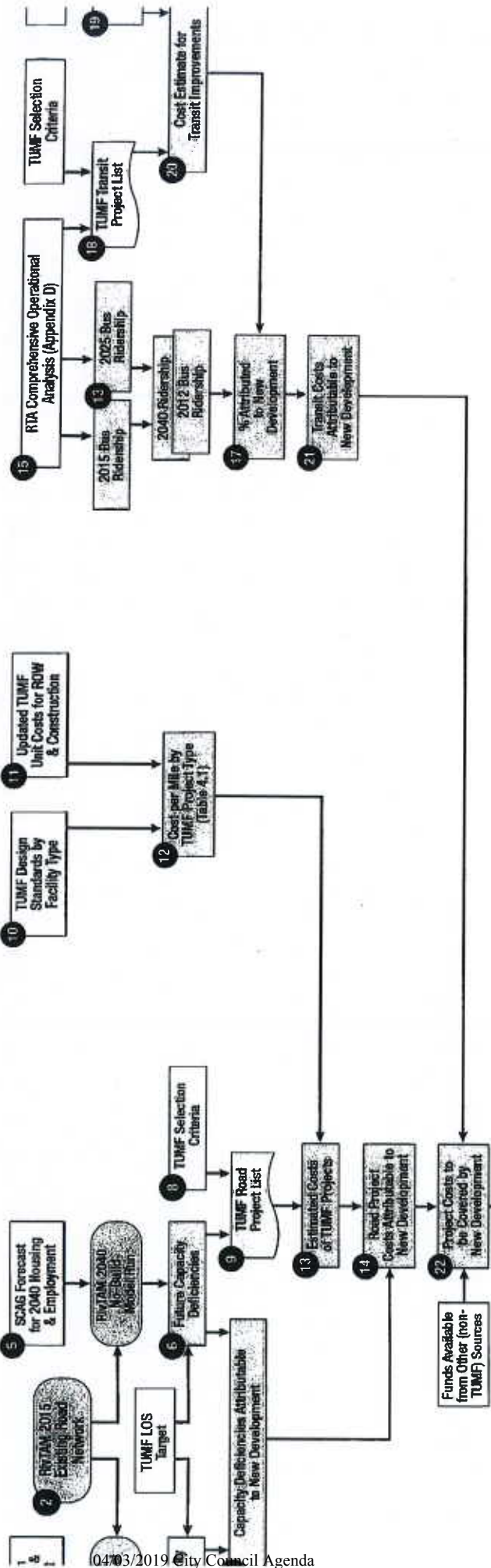
To ensure new development continues to contribute a fair share of the cost to mitigate its cumulative regional transportation impacts in the period between the comprehensive review of program assumptions completed at least every five years, the

WRCOG Executive Committee has also established that the TUMF Schedule of Fees will be reviewed annually, and adjusted, as needed, on July 1<sup>st</sup> 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 3<sup>rd</sup> Quarter of the second year prior to the 3<sup>rd</sup> 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.



KEY  
 XX Reference to Data  
 [ ] Other Inputs

### 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 rationale 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<sup>1</sup> 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

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<sup>1</sup> 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<sup>2</sup>.
- 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.

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<sup>2</sup> 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 covered 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 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.

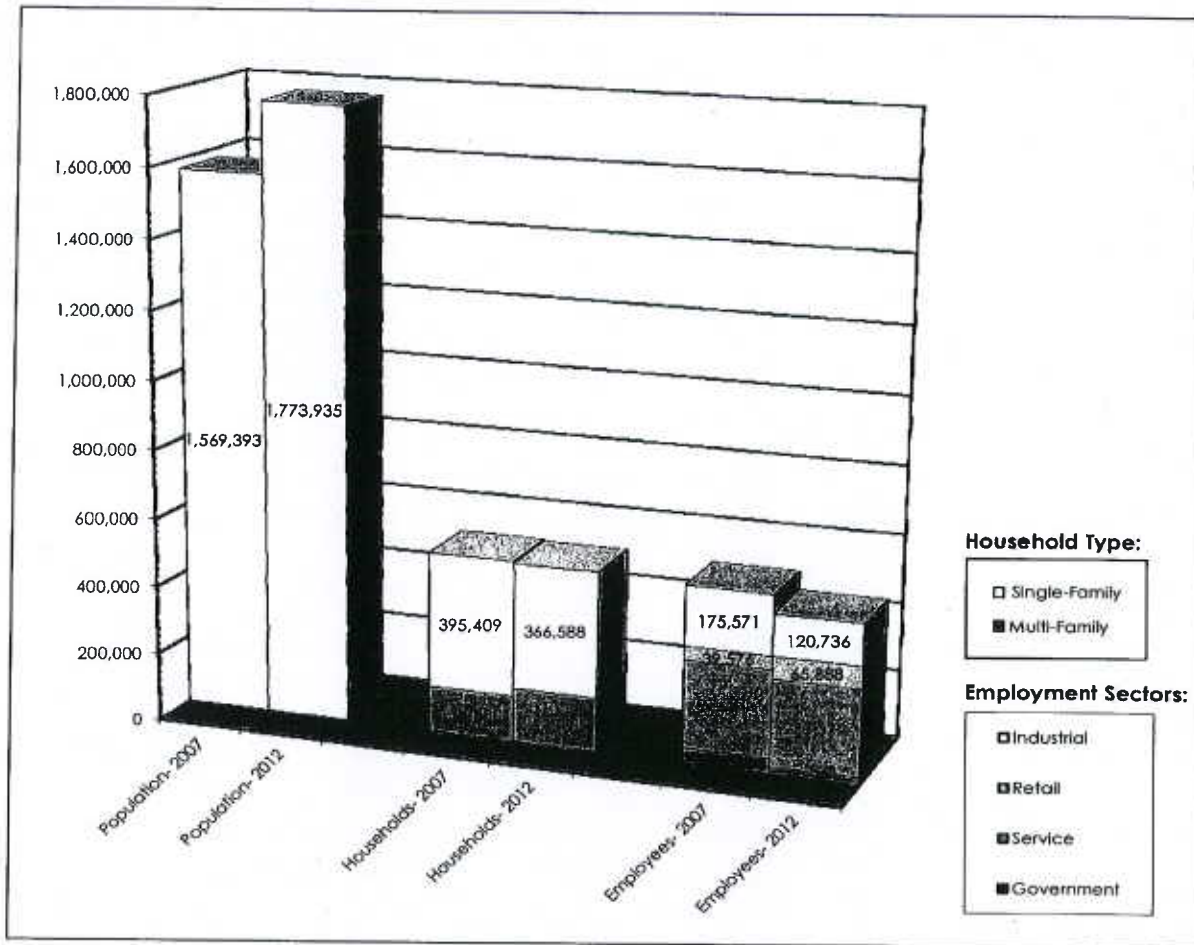
The SCAG 2016 RTP/SCS data were compared to the RCCDR 2007 data used in the TUMF Nexus Study 2009 Update. As can be seen in **Table 2.1** and **Figure 2.1**, the 2012 data reflects a modest increase in population, a very slight decline in households, and a modest decline in overall employment, with a 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**

SED Type	2009 Update (2007)	2016 Update (2012)	Change	Percent
<b>Total Population</b>	<b>1,569,393</b>	<b>1,773,935</b>	<b>204,542</b>	<b>13%</b>
<b>Total Households</b>				
Single-Family	395,409	366,588	-28,821	-7%
Multi-Family				
<b>Total Employment</b>				
Industrial	175,571	120,736	-54,835	-31%
Retail				
Service				
Government/Public Sector				

Source: Riverside County CDR, May 2008; SCAG 2016 RTP; WSP, April 2016

**Figure 2.1 – Base Year Socioeconomic Estimates for Western Riverside County**



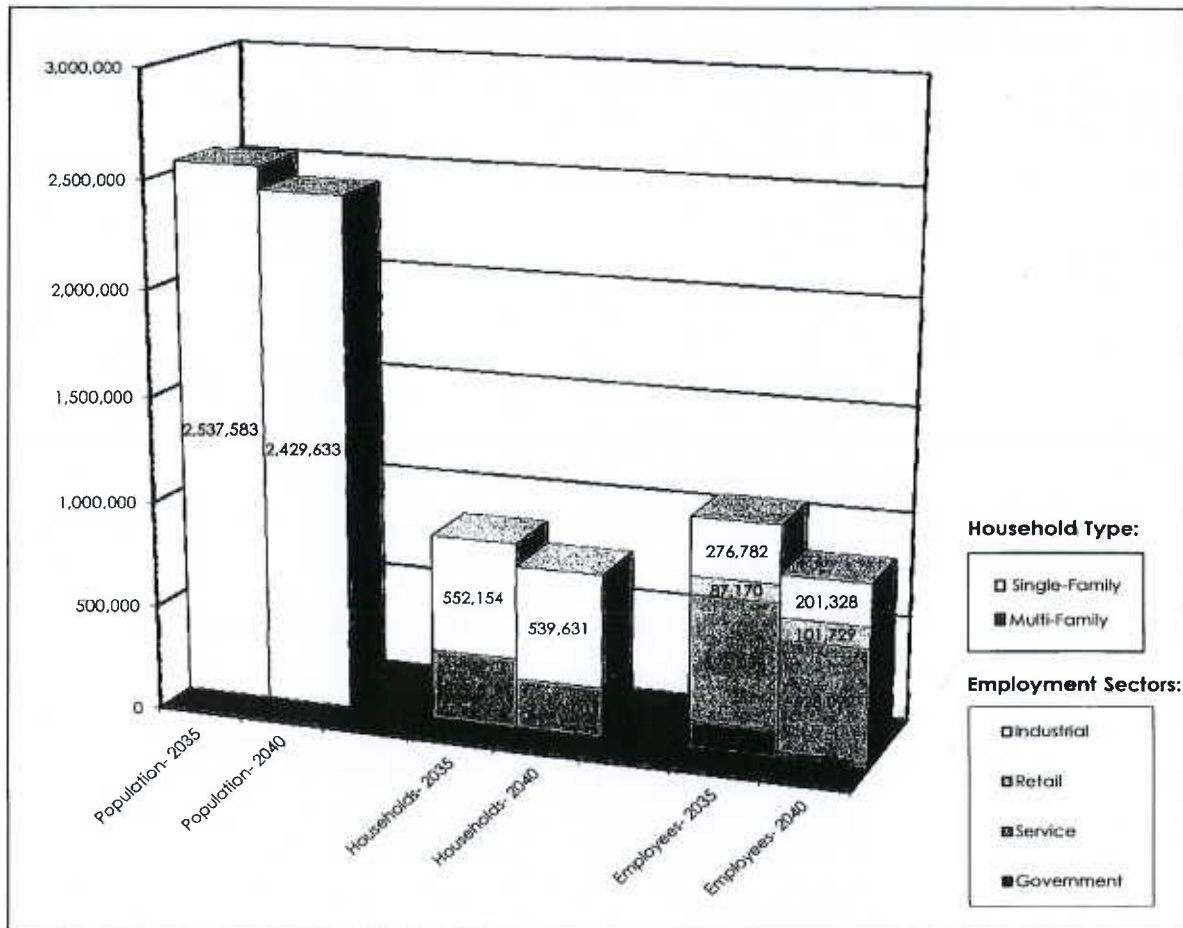
**Table 2.2** and **Figure 2.2** compare the socioeconomic forecasts for the program horizon year of 2035 used in the TUMF Nexus Study 2009 Update and 2040 for this study. The most recent forecasts reflect a reduction in the horizon year population, households and overall employment in Western Riverside 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**

SED Type	2009 Update (2035)	2016 Update (2040)	Change	Percent
<b>Total Population</b>	<b>2,537,583</b>	<b>2,429,633</b>	<b>-107,950</b>	<b>-4%</b>
<b>Total Households</b>				
Single-Family	552,154	539,631	-12,523	-2%
Multi-Family				
<b>Total Employment</b>				
TUMF Industrial	276,782	201,328	-75,454	-27%
TUMF Retail				
TUMF Service				
TUMF Government/Public Sector				

Source: Riverside County CDR, May 2008; SCAG 2016 RTP; WSP, April 2016

**Figure 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County**



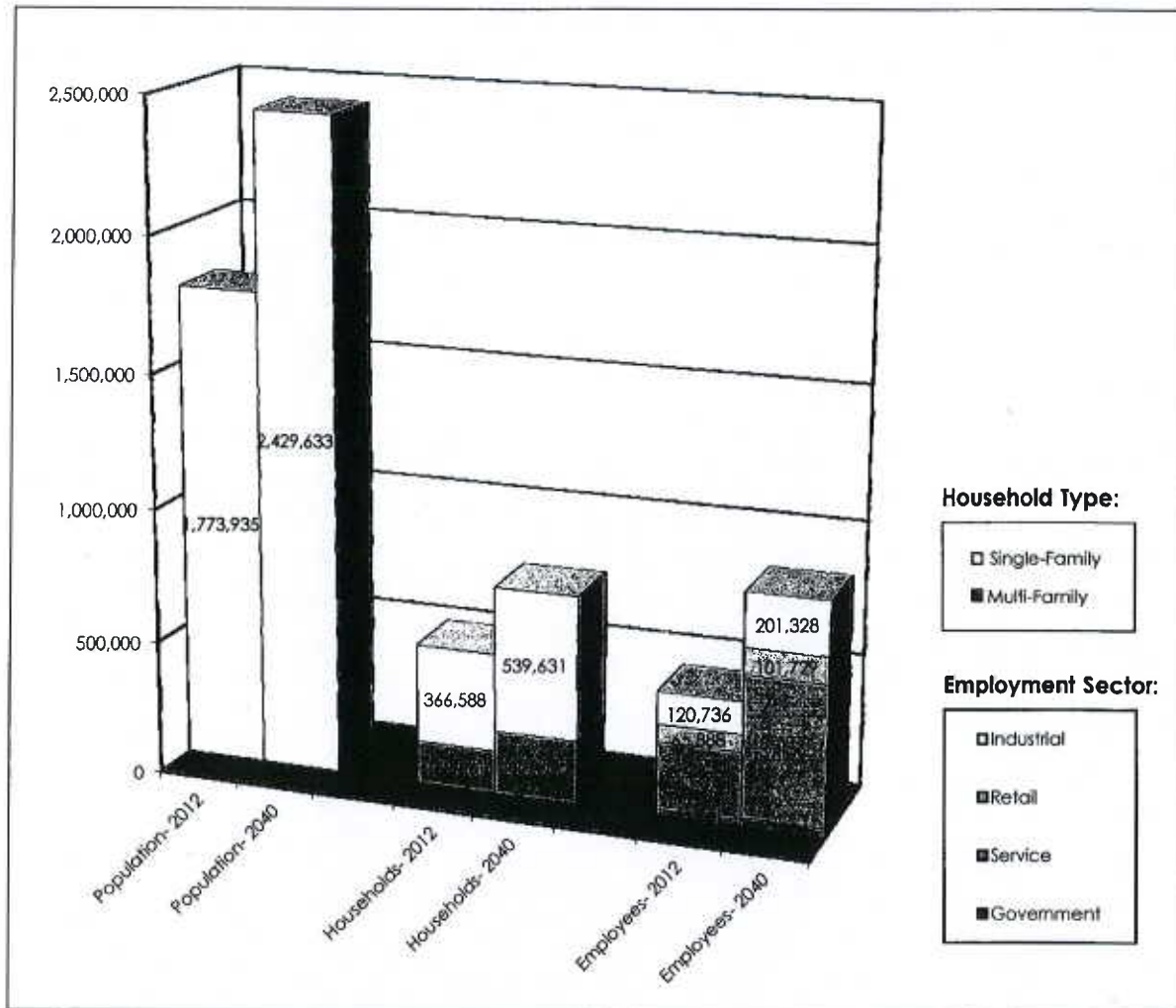
**Table 2.3** and **Figure 2.3** summarize the socioeconomic data obtained from SCAG and used as the basis for completing this Nexus Study analysis. The SCAG employment data for 2012 and 2040 was provided for thirteen employment sectors consistent with the California Employment Development Department (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)**

SED Type	2012	2040	Change	Percent
<b>Total Population</b>	<b>1,773,935</b>	<b>2,429,633</b>	<b>655,698</b>	<b>37%</b>
<b>Total Households</b>				
Single-Family	366,588	539,631	173,043	47%
Multi-Family				
<b>Total Employment</b>				
TUMF Industrial	120,736	201,328	80,592	67%
TUMF Retail				
TUMF Service				
TUMF Government/Public Sector				

Source: SCAG 2016 RTP; WSP, April 2016

**Figure 2.3 - Population, Households and Employment in Western Riverside County (2012 to 2040)**



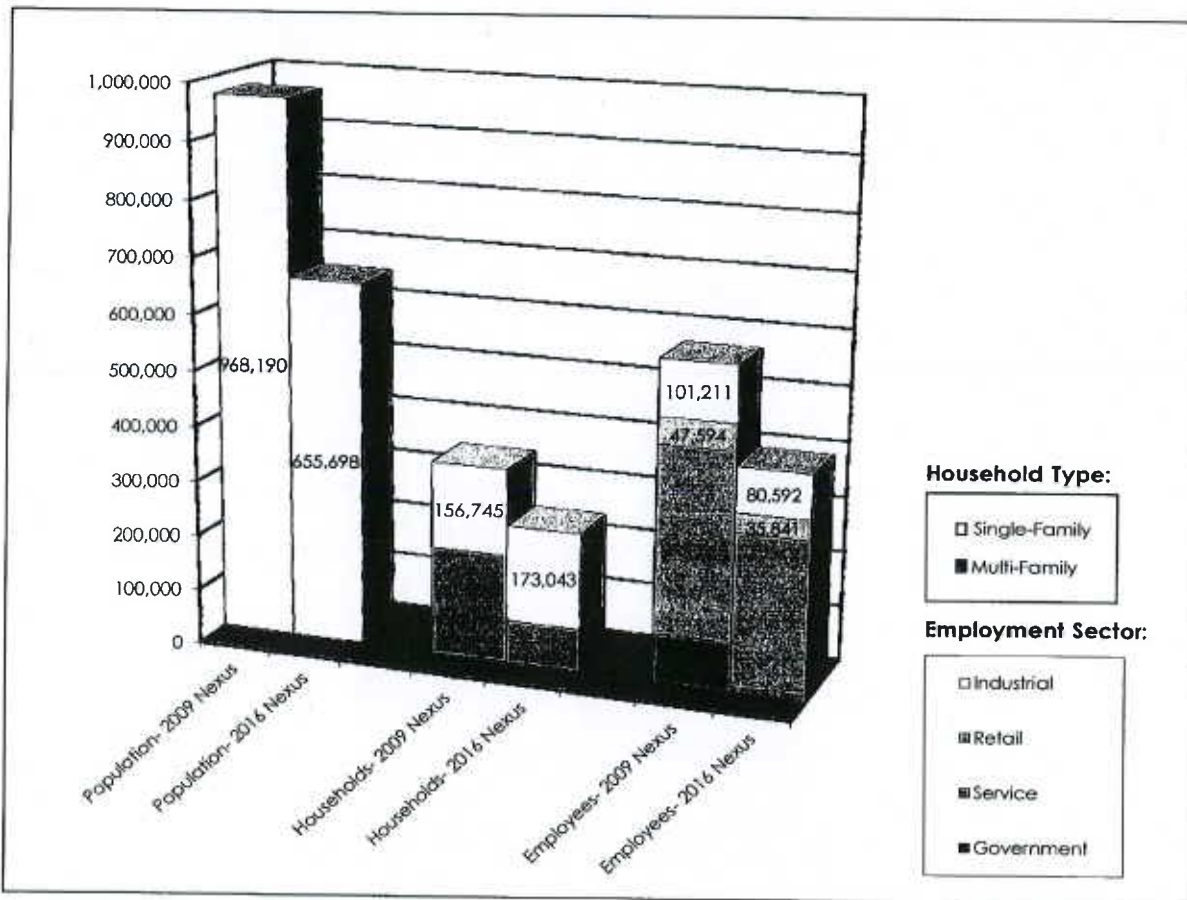
The combined effects of the changes in the base year and horizon year socioeconomic data is a notable reduction in the total growth in population, households and employment for the current Nexus Update compared to the 2009 Nexus Update. **Table 2.4** and **Figure 2.4** provide a comparison of the changes 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)**

SED Type	2009 Update (2007-2035)	2015 Update (2012-2040)	Difference	Percent
<b>Total Population</b>	<b>968,190</b>	<b>655,698</b>	<b>-312,492</b>	<b>-32%</b>
<b>Total Households</b>				
Single-Family	156,745	173,043	16,298	10%
Multi-Family				
<b>Total Employment</b>				
TUMF Industrial	101,211	80,592	-20,619	-20%
TUMF Retail				
TUMF Service				
TUMF Government/Public Sector				

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)<sup>3</sup>. 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

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<sup>3</sup> 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)**

Measure of Performance*	Peak Periods (Total)			
	2012	2040	% Change	% Annual
VMT - Total ALL FACILITIES	19,532,437	29,277,587	50%	1.5%
VMT - FREEWAYS	11,019,155	14,487,570	31%	1.0%
VMT - ALL ARTERIALS	8,513,282	14,790,016	74%	2.0%
<b>TOTAL - TUMF ARTERIAL VMT</b>	<b>5,585,202</b>	<b>9,089,495</b>	<b>63%</b>	<b>1.8%</b>
VHT - TOTAL ALL FACILITIES	575,154	1,361,907	137%	3.1%
VHT - FREEWAYS	296,542	736,433	148%	3.3%
VHT - ALL ARTERIALS	278,611	625,474	124%	2.9%
<b>TOTAL TUMF ARTERIAL VHT</b>	<b>181,151</b>	<b>396,981</b>	<b>119%</b>	<b>2.8%</b>
VHD - TOTAL ALL FACILITIES	175,765	739,075	320%	5.3%
VHD - FREEWAYS	117,430	502,549	328%	5.3%
VHD - ALL ARTERIALS	58,334	236,527	305%	5.1%
<b>TOTAL TUMF ARTERIAL VHD</b>	<b>45,080</b>	<b>172,944</b>	<b>284%</b>	<b>4.9%</b>
VMT LOS E - TOTAL ALL FACILITIES	6,188,644	16,966,992	174%	3.7%
VMT LOS E - FREEWAYS	4,532,703	10,156,363	124%	2.9%
VMT LOS E & F - ALL ARTERIALS	1,655,941	6,810,629	311%	5.2%
<b>TOTAL TUMF ARTERIAL VMT w/ LOS E or worse</b>	<b>1,462,061</b>	<b>5,160,911</b>	<b>253%</b>	<b>4.6%</b>
<b>% of TUMF ARTERIAL VMT w/ LOS E or worse</b>	<b>26%</b>	<b>57%</b>		

\* 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:

VMT = Link Distance \* Total Daily Volume

VHT = Average Loaded (Congested) Link Travel Time \* Total Daily Volume

VHD = VHT – (Free-flow (Uncongested) Link Travel Time \* Total Daily Volume)

VMT LOS E or F = VMT (on links where Daily V/C exceeded 0.90)

Note: Volume to capacity (v/c) ratio thresholds for LOS E are based on the Transportation Research Board 2010 Edition of the Highway Capacity Manual (HCM 2010) LOS Maximum V/C Criteria for Multilane Highways with 45 mph Free Flow Speed (Exhibit 14-5, Chapter 14, Page 14-5).

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.”<sup>4</sup> 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

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<sup>4</sup> 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<sup>5</sup>. 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

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<sup>5</sup> 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<sup>6</sup>.

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

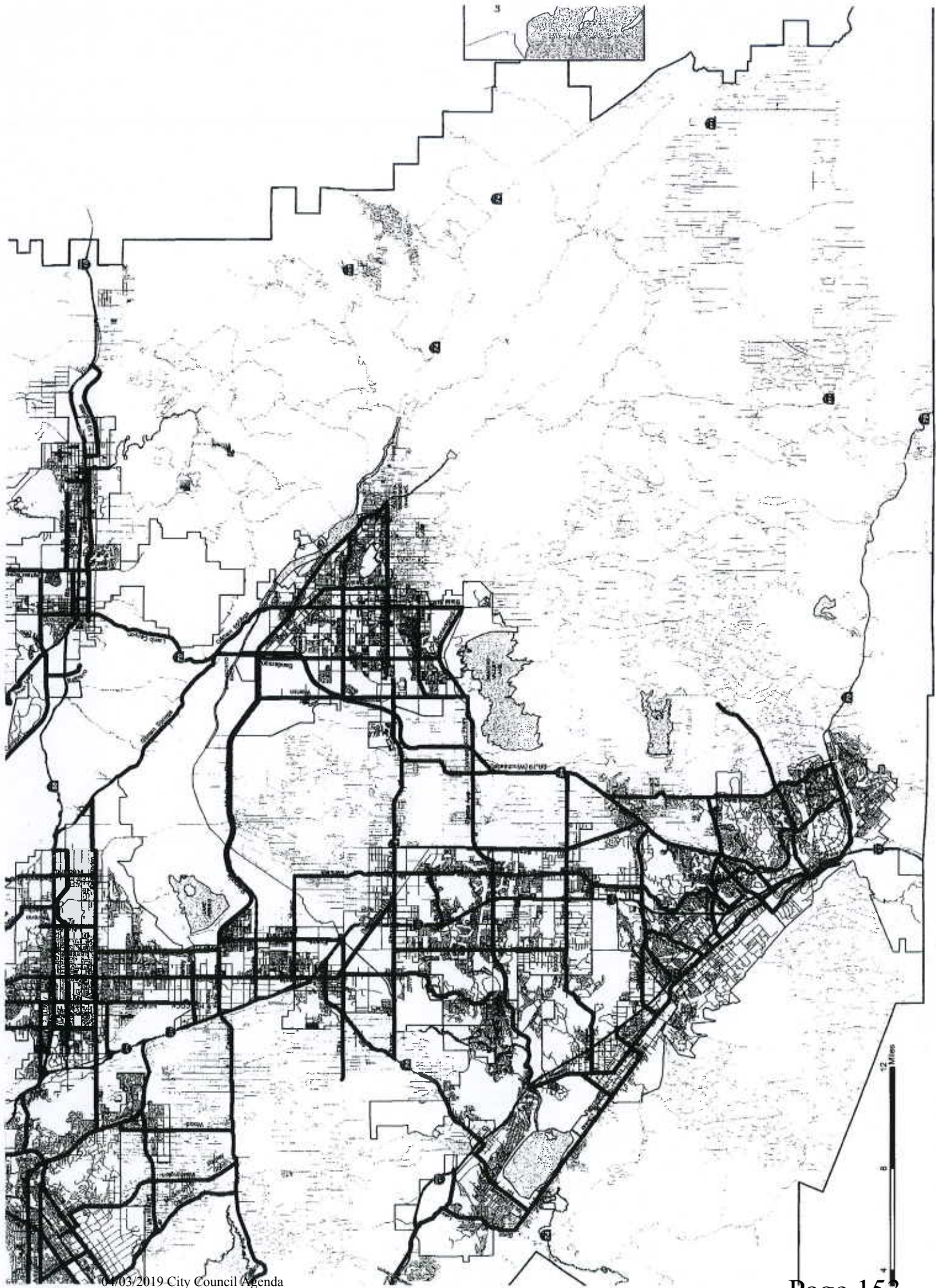
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<sup>6</sup> Since pass-through trips have no origin or destination in Western Riverside County, new development within Western Riverside County cannot be considered responsible for mitigating the impacts of pass through trips. The impact of pass-through 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.



## 4.2 Backbone Network and Secondary Network

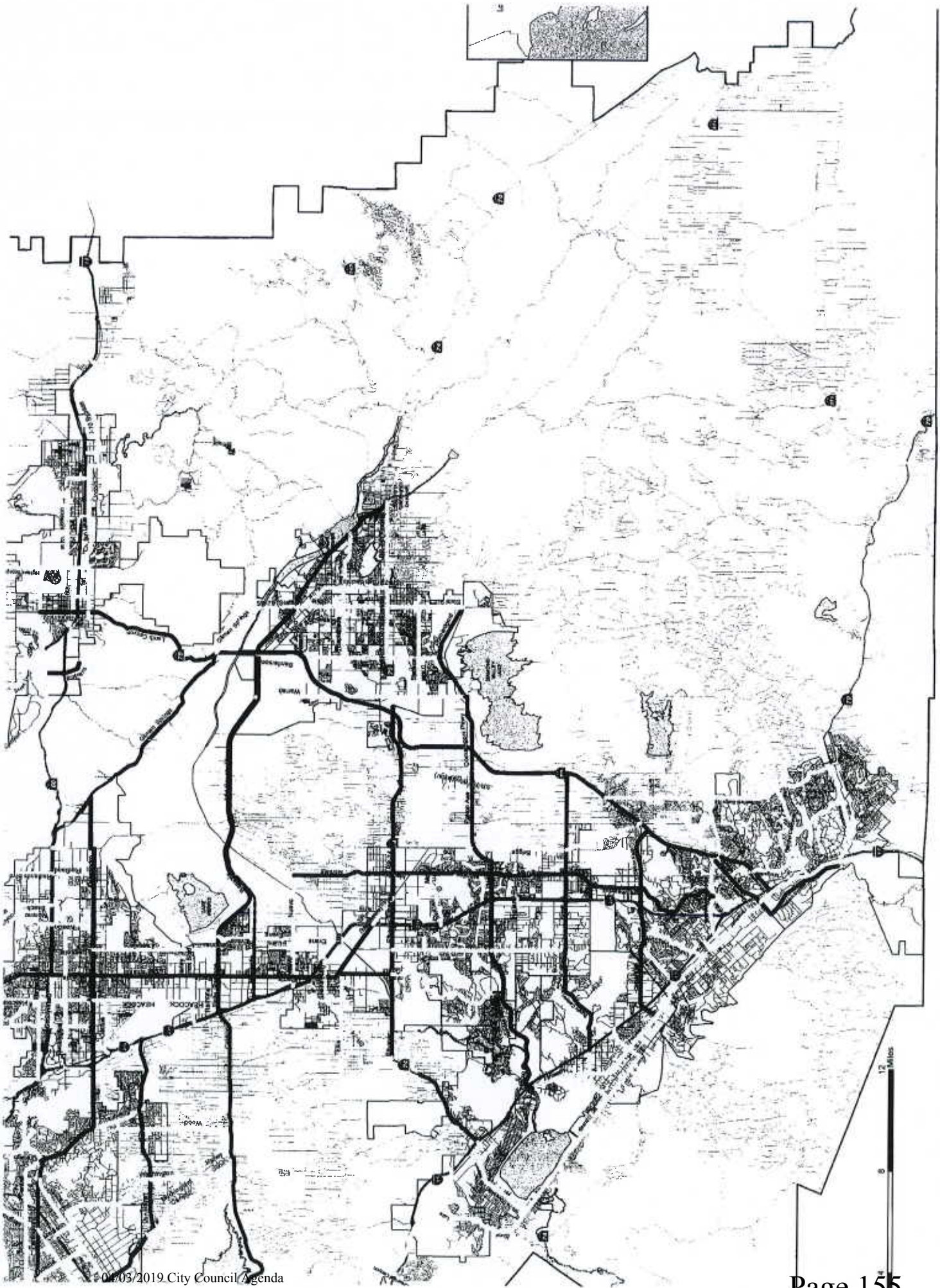
As indicated previously, the TUMF roadway network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance." Facilities of Regional Significance were identified as those that typically are proposed to have a minimum of six lanes at general plan build-out<sup>7</sup>, extend across and/or between multiple Area Planning Districts<sup>8</sup>, 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**.

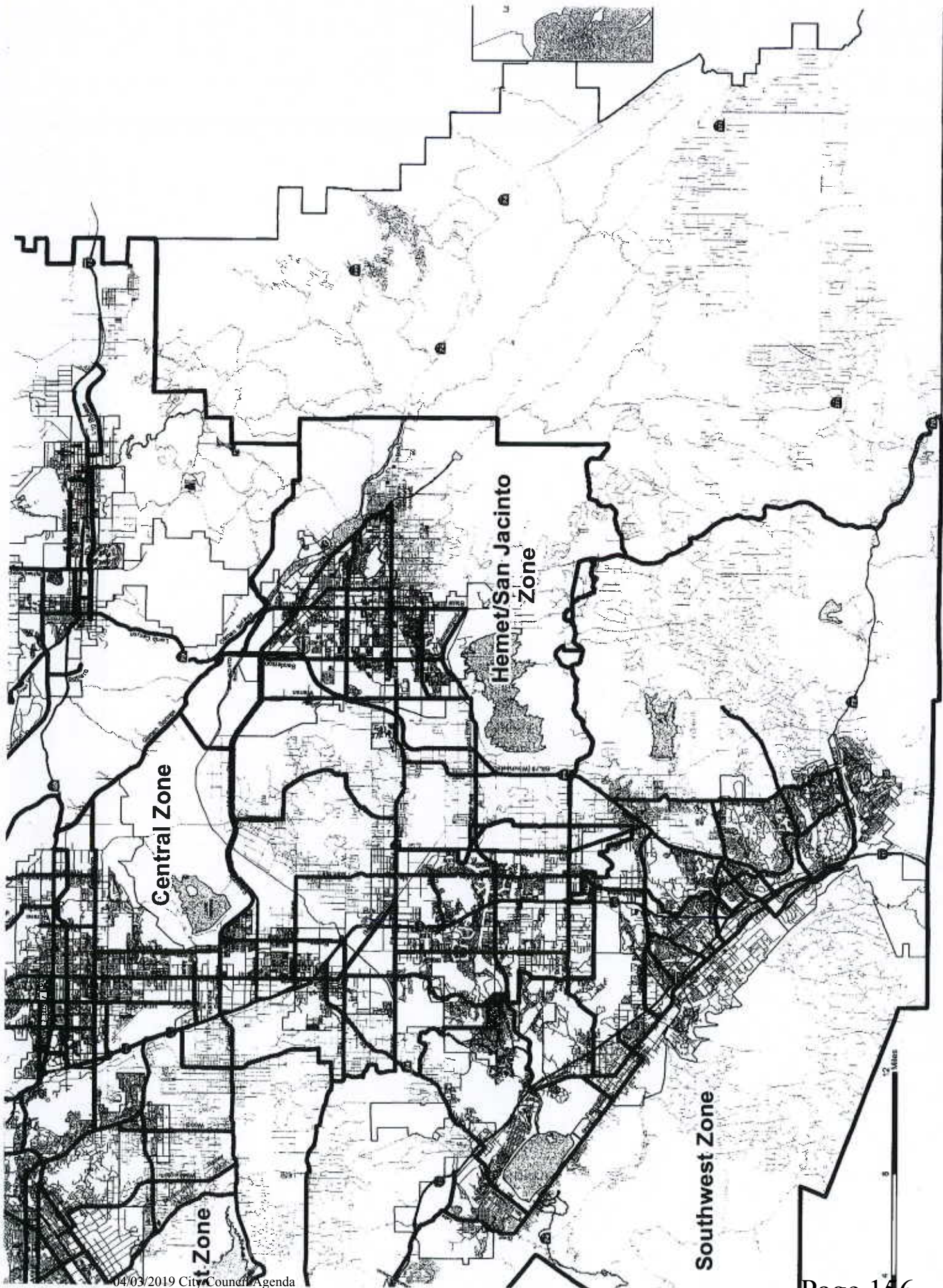
Facilities of Zonal Significance (the "secondary" network) represent the balance of the RSHA for Western Riverside County. These facilities are typically within one zone and carry comparatively lesser traffic volumes than the backbone highway network, although they are considered significant for circulation 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**.

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<sup>7</sup> 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.

<sup>8</sup> 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.





### 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)<sup>9</sup>, and the WRCOG Southwest District SATISFY 2020 Summary of Cost Estimates<sup>10</sup> (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

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<sup>9</sup> Parsons Brinckerhoff/Coachella Valley Association of Governments, 1999, Regional Arterial Cost Estimate (RACE)

<sup>10</sup> 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 2035 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**

Component Type	Original Cost Assumptions as published October 18, 2002	Cost Assumptions per 2009 Nexus Update October 5, 2009	Cost Assumptions per 2016 Nexus Update	Description
Terrain 1	\$550,000	\$628,000		Construction cost per lane mile - level terrain
Terrain 2	\$850,000	\$761,000		Construction cost per lane mile - rolling terrain
Terrain 3	\$1,150,000	\$895,000		Construction cost per lane mile - mountainous terrain
Landuse 1	\$900,000	\$1,682,000		ROW cost factor per lane mile - urban areas
Landuse 2	\$420,000	\$803,000		ROW cost factor per lane mile - suburban areas
Landuse 3	\$240,000	\$237,000		ROW cost factor per lane mile - rural areas
Interchange 1	n/a	\$43,780,000		Complex new interchange/interchange modification cost
Interchange 2	\$20,000,000	\$22,280,000		New interchange/interchange modification total cost
Interchange 3	\$10,000,000	\$10,890,000		Major interchange improvement total cost
Bridge 1	\$2,000	\$2,880		Bridge total cost per lane per linear foot
RRXing 1	\$4,500,000	\$4,550,000		New Rail Grade Crossing per lane
RRXing 2	\$2,250,000	\$2,120,000		Existing Rail Grade Crossing per lane
Planning	10%	10%		Planning, preliminary engineering and environmental assessment costs based on construction cost only
Engineering	25%	25%		Project study report, design, permitting and construction oversight costs based on construction cost only
Contingency	10%	10%		Contingency costs based on total segment cost
Administration		3%		TUMF program administration based on total TUMF eligible network cost
MSHCP		5%		TUMF component of MSHCP based on total TUMF eligible construction cost

**Table 4.2 – Forecasted Daily Traffic in Western Riverside County**

Measure of Performance	2016 Nexus Update		2009 Nexus Update	
	Daily		Daily	
	2012 Baseline	2040 No-Build	2007	2035
VMT - Total ALL FACILITIES	36,844,082	56,574,656	39,187,718	60,772,353
VMT - FREEWAYS	21,798,155	30,678,958	24,056,704	32,920,502
<b>VMT - ALL ARTERIALS</b>	<b>15,045,927</b>	<b>25,895,698</b>	<b>15,131,014</b>	<b>27,851,851</b>
TOTAL - TUMF ARTERIAL VMT	10,059,547	16,515,642		

Source: 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; RivTAM 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**

Component Type*	Cost Assumptions as published October 18, 2002	Cost Assumptions per 2009 Nexus Update October 5, 2009	Cost Assumptions per 2015 Nexus Update	Description
Transit Center 1				Relocation/expansion of existing Regional Transit Center with up to 14 bus bays and park and ride
Transit Center 2	\$6,000,000	\$5,655,000		New Regional Transit Center with up to 14 bus bays and park and ride
Transfer Facility				Multiple route transfer hub
O & M Facility				Regional Operations and Maintenance Facility
Bus Stop	\$10,000	\$27,000		Bus Stop Amenities Upgrade on TUMF Network
BRT Service Capital	\$540,000	\$550,000		BRT/Limited Stop Service Capital (per stop**)
Vehicle Fleet 1				Medium Sized Bus Contract Operated
Vehicle Fleet 2	\$325,125	\$550,000		Large Sized Bus Directly Operated
COA Study				Comprehensive Operational Analysis Study component of Nexus Study Update

\* 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.

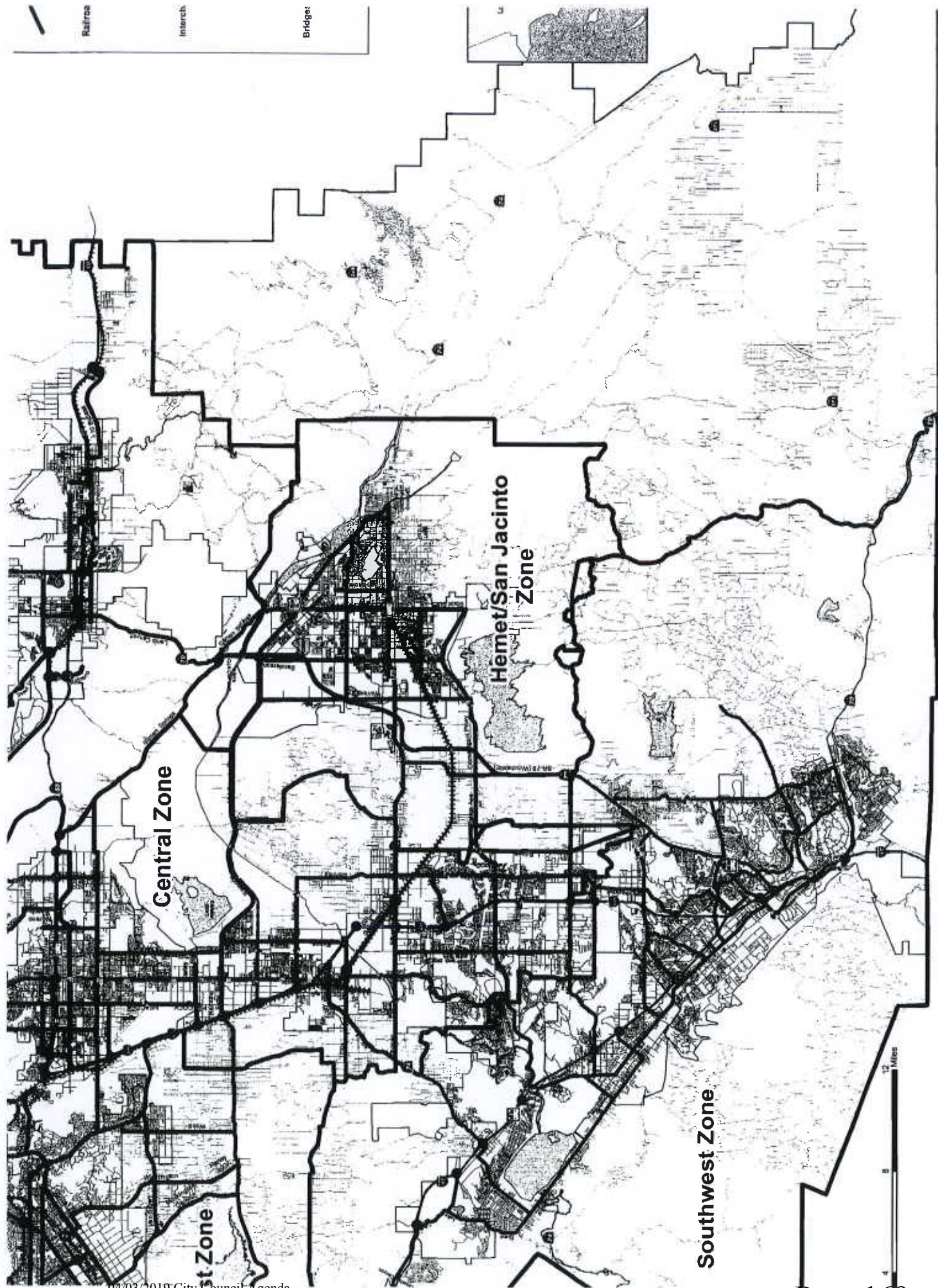
#### **4.7 Maximum TUMF Eligible Cost**

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 4.4 - TUMF Network Cost Estimates**

AREA PLAN DISICITY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Central	Merilee	Ethanac	Goetz	0.99	\$0	\$0
Central	Merilee	Ethanac	Murieta	0.90	\$0	\$0
Central	Merilee	Ethanac	I-215	0.00	\$17,897,000	\$15,766,000
Central	Merilee	Ethanac	Sherman	0.61	\$1,617,000	\$1,617,000
Central	Merilee	Ethanac	BNSF San Jacinto Branch	0.00	\$36,980,000	\$33,018,000
Central	Merilee	Merilee	SR-74 (Pinacate)	2.49	\$0	\$0
Central	Merilee	Merilee	Salt Creek	0.00	\$0	\$0
Central	Merilee	Merilee	Simpson	0.64	\$0	\$0
Central	Merilee	Merilee	Aldergate	0.96	\$0	\$0
Central	Merilee	Merilee	Newport	1.07	\$0	\$0
Central	Merilee	Merilee	Holland	1.03	\$0	\$0
Central	Merilee	Merilee	Garbani	1.00	\$2,635,000	\$2,635,000
Central	Merilee	Merilee/Whitewood	Scott	0.53	\$0	\$0
Central	Merilee	Newport	Goetz	1.81	\$0	\$0
Central	Merilee	Newport	Murieta	2.05	\$5,405,000	\$5,405,000
Central	Merilee	Newport	I-215	0.95	\$0	\$0
Central	Merilee	Newport	Merilee	0.77	\$0	\$0
Central	Merilee	Newport	Lindenberger	3.58	\$0	\$0
Central	Merilee	Scott	I-215	2.04	\$0	\$0
Central	Merilee	Scott	I-215	0.00	\$37,060,000	\$37,060,000
Central	Merilee	Scott	Sunset	1.01	\$2,654,000	\$2,654,000
Central	Merilee	Scott	Murieta	1.94	\$10,254,000	\$10,254,000
Central	Merilee	SR-74	Matthews	1.89	\$4,994,000	\$4,994,000
Central	Moreno Valley	Alessandro	I-215	3.52	\$6,394,000	\$6,394,000
Central	Moreno Valley	Alessandro	Peris	2.00	\$22,632,000	\$22,632,000
Central	Moreno Valley	Alessandro	Nason	0.99	\$6,922,000	\$6,922,000
Central	Moreno Valley	Alessandro	Moreno Beach	4.13	\$10,902,000	\$10,902,000
Central	Moreno Valley	Gilman Springs	SR-60	1.67	\$4,411,000	\$3,724,000
Central	Moreno Valley	Gilman Springs	SR-60	0.00	\$17,897,000	\$17,897,000
Central	Moreno Valley	Peris	Reche Vista	2.09	\$0	\$0
Central	Moreno Valley	Peris	Warwood	0.52	\$0	\$0
Central	Moreno Valley	Peris	SR-60	0.00	\$17,897,000	\$0
Central	Moreno Valley	Peris	Sunnymead	2.00	\$0	\$0
Central	Moreno Valley	Peris	Cactus	3.50	\$0	\$0
Central	Moreno Valley	Reche Vista	Moreno Valley City Limit	0.44	\$3,310,000	\$1,705,000
Central	Peris	11th/Case	Goetz	0.30	\$2,100,000	\$2,100,000
Central	Peris	Case	Goetz	2.36	\$16,486,000	\$13,538,000
Central	Peris	Ethanac	San Jacinto River	0.00	\$1,126,000	\$495,000
Central	Peris	Ethanac	Keystone	2.24	\$7,327,000	\$7,327,000
Central	Peris	Ethanac	San Jacinto River	0.00	\$7,378,000	\$7,378,000
Central	Peris	Goetz	I-215	0.35	\$2,435,000	\$1,945,000
Central	Peris	Goetz	Case	2.00	\$5,267,000	\$2,500,000
Central	Peris	Goetz	San Jacinto River	0.00	\$3,688,000	\$1,925,000
Central	Peris	Mid-County (Placentia)	I-215	0.87	\$13,127,000	\$12,627,000
Central	Peris	Mid-County (Placentia)	I-215	0.00	\$37,060,000	\$12,354,000
Central	Peris	Mid-County	Peris Valley Storm Channel	1.57	\$32,902,000	\$32,902,000
Central	Peris	Peris	Harley Knox	0.00	\$8,299,000	\$8,299,000
Central	Peris	Peris	Ramona	1.00	\$0	\$0
Central	Peris	Peris	Ramona	2.49	\$6,578,000	\$6,578,000
Central	Peris	Peris	Citrus	0.50	\$0	\$0
Central	Peris	Peris	Nuevo	1.75	\$12,206,000	\$9,034,000
Central	Peris	Peris	11th	0.00	\$2,767,000	\$1,356,000
Central	Peris	Ramona	I-215 overcrossing	1.47	\$2,769,000	\$2,769,000
Central	Peris	Ramona	I-215	0.00	\$17,897,000	\$5,965,000
Central	Peris	Ramona	Peris	1.00	\$0	\$0
Central	Peris	Ramona	Evans	2.62	\$0	\$0
Central	Peris	Ramona	SR-74 (4th)	2.29	\$0	\$0
Central	Unincorporated	Ethanac	Ellis	1.07	\$5,646,000	\$5,646,000
Central	Unincorporated	Gilman Springs	SR-74	4.98	\$15,815,000	\$8,105,000
Central	Unincorporated	Merilee	Alessandro	4.07	\$10,737,000	\$10,737,000
Central	Unincorporated	Mid-County	SR-74 (Pinacate)	0.77	\$8,587,000	\$8,587,000
Central	Unincorporated	Mid-County (Ramona)	Evans	0.44	\$1,161,000	\$1,161,000
Central	Unincorporated	Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	5.95	\$31,413,000	\$25,287,000
Central	Unincorporated	Mid-County (Ramona)	Pico Avenue	0.00	\$23,978,000	\$15,835,000
Central	Unincorporated	Mid-County (Ramona)	San Jacinto River	3.35	\$12,457,000	\$9,429,000
Central	Unincorporated	Reche Canyon	Reche Vista	1.22	\$9,180,000	\$4,729,000
Central	Unincorporated	Reche Vista	Reche Canyon	3.04	\$16,042,000	\$0
Central	Unincorporated	Scott	Briggs	2.68	\$0	\$0
Central	Unincorporated	SR-74	Ethanac	0.66	\$2,306,000	\$2,306,000
Northwest	Corona	Cajalco	I-15	0.00	\$2,546,000	\$4,251,000
Northwest	Corona	Cajalco	I-15	2.60	\$19,330,000	\$7,282,000
Northwest	Corona	Foothill	Paseo Grande	0.00	\$5,534,000	\$0
Northwest	Corona	Foothill	Wardlaw Wash	2.81	\$0	\$0
Northwest	Corona	Foothill	Lincoln	0.89	\$6,207,000	\$4,304,000
Northwest	Corona	Foothill	Callanika	0.52	\$3,624,000	\$1,000
Northwest	Corona	Green River	SR-91	0.56	\$4,214,000	\$1,639,000
Northwest	Corona	Green River	Dominguez Ranch	2.01	\$0	\$0
Northwest	Corona	Green River	Palisades	2.01	\$0	\$0
Northwest	Eastvale	Schleisman	San Bernardino County	0.65	\$2,271,000	\$2,271,000
Northwest	Eastvale	Schleisman	Cucamonga Creek	0.00	\$923,000	\$923,000
Northwest	Eastvale	Schleisman	600' e/o Cucamonga Creek	0.87	\$0	\$0
Northwest	Eastvale	Schleisman	Harrison	0.50	\$0	\$0
Northwest	Eastvale	Schleisman	Sumner	0.50	\$3,493,000	\$3,493,000
Northwest	Eastvale	Schleisman	Scholar	0.31	\$0	\$0
Northwest	Eastvale	Schleisman	A Street	0.27	\$0	\$0
Northwest	Jurupa Valley	Van Buren	SR-60	1.43	\$9,976,000	\$3,628,000
Northwest	Jurupa Valley	Van Buren	Bellegrave	3.60	\$25,115,000	\$7,444,000
			Santa Ana River			

**Table 4.4 - TUMF Network Cost Estimates (continued)**

AREA PLAN DISICITY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Riverside	Alessandro	Arlington	2.21	\$0	\$0
Northwest	Riverside	Arlington	North	5.92	\$7,031,000	\$7,031,000
Northwest	Riverside	Arlington	Magnolia	2.02	\$13,957,000	\$10,001,000
Northwest	Riverside	Van Buren	Santa Ana River	3.44	\$7,456,000	\$7,456,000
Northwest	Riverside	Van Buren	SR-91	3.10	\$20,845,000	\$10,847,000
Northwest	Riverside	Van Buren	Wood	0.43	\$0	\$0
Northwest	Riverside	Van Buren	Troutwein	1.27	\$3,470,000	\$3,470,000
Northwest	Unincorporated	Alessandro	Troutwein	1.22	\$0	\$0
Northwest	Unincorporated	Alessandro	Vista Grande	1.26	\$0	\$0
Northwest	Unincorporated	Cajalco	I-215	1.26	\$0	\$0
Northwest	Unincorporated	Cajalco	El Sobrante	0.76	\$4,806,000	\$3,465,000
Northwest	Unincorporated	Cajalco	Harley John	5.79	\$80,889,000	\$66,905,000
Northwest	Unincorporated	Cajalco	Harvil	0.28	\$749,000	\$749,000
Northwest	Unincorporated	Cajalco	I-215	0.28	\$749,000	\$749,000
Northwest	Unincorporated	Cajalco	Temescal Canyon	3.21	\$23,864,000	\$23,864,000
Northwest	Unincorporated	Cajalco	Temescal Wash	0.00	\$3,229,000	\$3,229,000
Northwest	Unincorporated	Cajalco	La Sierra	6.11	\$45,421,000	\$45,421,000
Northwest	Unincorporated	Van Buren	El Sobrante	4.41	\$30,785,000	\$28,309,000
Northwest	Unincorporated	Van Buren	Mockingbird Canyon	1.89	\$7,637,000	\$7,637,000
Pass	Beaumont	Beaumont	Wood	1.37	\$0	\$0
Pass	Beaumont	Palero	Oak Valley (14th)	0.72	\$1,615,000	\$1,615,000
Pass	Beaumont	Palero	SR-60	0.00	\$37,060,000	\$23,760,000
Pass	Beaumont	Palero	UP	0.00	\$7,927,000	\$7,927,000
Pass	Beaumont	Palero	Noble Creek	0.00	\$2,306,000	\$2,306,000
Pass	Beaumont	Palero	SR-60	0.45	\$2,376,000	\$2,376,000
Pass	Beaumont	SR-79 (Beaumont)	I-10	0.80	\$0	\$0
Pass	Beaumont	SR-79 (Beaumont)	I-10	0.00	\$17,897,000	\$5,369,000
Pass	Unincorporated	SR-79 (Beaumont)	Mallow	0.38	\$0	\$0
Pass	Unincorporated	SR-79 (Lamb Canyon)	California	4.87	\$0	\$0
San Jacinto	Hemel	Domenigoni	Warren	1.77	\$4,674,000	\$4,674,000
San Jacinto	Hemel	Domenigoni	Sanderson	2.14	\$0	\$0
San Jacinto	Hemel	SR-74	Winchester	2.59	\$16,085,000	\$16,085,000
San Jacinto	San Jacinto	Mid-County (Ramona)	Warren	1.73	\$12,065,000	\$12,065,000
San Jacinto	San Jacinto	Mid-County (Ramona)	Sanderson/ SR-79 (Hemel Bypass)interchange	0.00	\$37,060,000	\$37,060,000
San Jacinto	San Jacinto	Ramona	Sanderson	2.39	\$0	\$0
San Jacinto	San Jacinto	Ramona	State	2.66	\$0	\$0
San Jacinto	San Jacinto	Ramona	Main	2.08	\$11,623,000	\$11,139,000
San Jacinto	San Jacinto	Ramona	Cedar	1.10	\$0	\$0
San Jacinto	Unincorporated	Domenigoni	SR-79 (Winchester)	3.10	\$8,173,000	\$8,173,000
San Jacinto	Unincorporated	Domenigoni	San Diego Aqueduct	0.00	\$2,767,000	\$2,767,000
San Jacinto	Unincorporated	Gilman Springs	Bridge	2.95	\$7,782,000	\$7,782,000
San Jacinto	Unincorporated	Mid-County (Ramona)	Bridge	2.35	\$12,396,000	\$11,045,000
San Jacinto	Unincorporated	SR-74	Briggs	3.53	\$9,301,000	\$9,301,000
San Jacinto	Unincorporated	SR-79 (Hemel Bypass)	SR-74 (Florida)	3.22	\$16,990,000	\$16,990,000
San Jacinto	Unincorporated	SR-79 (Hemel Bypass)	San Diego Aqueduct	0.00	\$5,534,000	\$5,534,000
San Jacinto	Unincorporated	SR-79 (Hemel Bypass)	Domenigoni	1.50	\$7,914,000	\$7,914,000
San Jacinto	Unincorporated	SR-79 (San Jacinto Bypass)	Mid-County (Ramona)	6.50	\$34,296,000	\$30,076,000
San Jacinto	Unincorporated	SR-79 (Sanderson)	Gilman Springs	1.92	\$5,060,000	\$2,376,000
San Jacinto	Unincorporated	SR-79 (Sanderson)	San Jacinto River	0.00	\$12,910,000	\$6,100,000
San Jacinto	Unincorporated	SR-79 (Winchester)	Domenigoni	4.90	\$0	\$0
Southwest	Canyon Lake	Goetz	Keller	4.90	\$0	\$0
Southwest	Canyon Lake	Railroad Canyon	Railroad Canyon	0.50	\$0	\$0
Southwest	Lake Elsinore	Railroad Canyon	Canyon Hills	1.95	\$0	\$0
Southwest	Lake Elsinore	Railroad Canyon	I-15	2.29	\$3,021,000	\$3,021,000
Southwest	Lake Elsinore	Railroad Canyon	I-15	0.00	\$72,546,000	\$28,636,000
Southwest	Lake Elsinore	SR-74	I-15	0.00	\$37,060,000	\$17,725,000
Southwest	Murieta	Clinton Keith	Copper Craft	0.83	\$0	\$0
Southwest	Murieta	Clinton Keith	Toulon	0.83	\$2,187,000	\$2,187,000
Southwest	Murieta	Clinton Keith	I-215	0.75	\$0	\$0
Southwest	Murieta	French Valley (Date)	Murieta Hot Springs	0.24	\$3,352,000	\$3,352,000
Southwest	Murieta	French Valley (Date)	Winchester Creek	0.61	\$0	\$0
Southwest	Murieta	Whitewood	Menifee City Limit	0.55	\$0	\$0
Southwest	Murieta	Whitewood	Keller	2.00	\$2,111,000	\$2,111,000
Southwest	Temecula	French Valley (Date)	Margarita	0.91	\$0	\$0
Southwest	Temecula	French Valley (Date)	Ynez	0.73	\$10,199,000	\$10,199,000
Southwest	Temecula	French Valley (Date)	I-15	0.00	\$72,546,000	\$55,760,000
Southwest	Temecula	French Valley (Chery)	Jefferson	0.56	\$5,711,000	\$5,711,000
Southwest	Temecula	French Valley (Chery)	Murieta Creek	0.00	\$7,746,000	\$7,746,000
Southwest	Temecula	Western Bypass (Diaz)	Chery	2.14	\$5,382,000	\$5,382,000
Southwest	Temecula	Western Bypass (Vincent Mar)	Rancho California	1.48	\$21,961,000	\$21,961,000
Southwest	Temecula	Western Bypass (Vincent Mar)	SR-79 (Front)	0.00	\$37,060,000	\$20,682,000
Southwest	Temecula	Western Bypass (Vincent Mar)	Murieta Creek	0.00	\$5,534,000	\$5,534,000
Southwest	Temecula	SR-79 (Winchester)	Murieta Hot Springs	2.70	\$0	\$0
Southwest	Temecula	SR-79 (Winchester)	I-15	0.00	\$17,897,000	\$8,442,000
Southwest	Unincorporated	Benton	SR-79	2.40	\$0	\$0
Southwest	Unincorporated	Clinton Keith	Whitewood	2.54	\$20,104,000	\$3,604,000
Southwest	Unincorporated	Clinton Keith	SR-79	0.00	\$33,200,000	\$27,052,000
Southwest	Unincorporated	SR-74	Warm Springs Creek	4.89	\$13,064,000	\$13,064,000
Southwest	Unincorporated	SR-79 (Winchester)	I-15	2.47	\$17,220,000	\$17,220,000
Southwest	Unincorporated	SR-79 (Winchester)	Keller	1.81	\$12,652,000	\$12,652,000
Southwest	Unincorporated	SR-79 (Winchester)	Thompson	0.50	\$3,514,000	\$2,771,000
Southwest	Unincorporated	SR-79 (Winchester)	La Alba	1.14	\$513,000	\$513,000
Southwest	Unincorporated	SR-79 (Winchester)	Hunter	0.32	\$793,000	\$793,000
Southwest	Wildomar	Bundy Canyon	Murieta Hot Springs	3.10	\$9,850,000	\$9,850,000
Southwest	Wildomar	Bundy Canyon	Manita Vista	0.00	\$17,897,000	\$7,159,000
Southwest	Wildomar	Bundy Canyon	Sunset	0.55	\$0	\$0
Southwest	Wildomar	Clinton Keith	I-15	0.55	\$0	\$0
Southwest	Wildomar	Clinton Keith	Palomar	2.48	\$5,627,000	\$4,275,000
Subtotal				255.28	\$1,642,525,000	\$1,227,955,000

**Table 4.4 - TUMF Network Cost Estimates (continued)**

AREA	PLAN DISICTY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUMTUMF SHARE
Central	Menifee	Briggs	Newport	Scott	3.05	\$0	\$0
Central	Menifee	Goetz	Juanita	Lesser Lane	2.61	\$6,884,000	\$6,593,000
Central	Menifee	Goetz	Newport	Juanita	1.36	\$0	\$0
Central	Menifee	Holland	Antelope	Hain	1.00	\$13,971,000	\$13,971,000
Central	Menifee	Holland	I-215 overcrossing	bridge	0.00	\$6,455,000	\$6,455,000
Central	Menifee	McCall	I-215	Aspel	1.23	\$0	\$0
Central	Menifee	McCall	I-215	interchange	0.00	\$17,897,000	\$16,930,000
Central	Menifee	McCall	Aspel	Menifee	0.95	\$2,517,000	\$2,517,000
Central	Menifee	Murieta	Ethanac	McCall	1.95	\$0	\$0
Central	Menifee	McCall	Newport	Newport	2.03	\$0	\$0
Central	Menifee	Murieta	Newport	Bundy Canyon	3.00	\$0	\$0
Central	Moreno Valley	Cactus	I-215	Heacock	1.81	\$2,022,000	\$0
Central	Moreno Valley	Cactus	I-215	interchange	0.00	\$37,060,000	\$37,060,000
Central	Moreno Valley	Day	Ironwood	SR-60	0.26	\$0	\$0
Central	Moreno Valley	Day	SR-60	interchange	0.00	\$17,897,000	\$17,897,000
Central	Moreno Valley	Day	SR-60	Eucalyptus	0.77	\$0	\$0
Central	Moreno Valley	Eucalyptus	I-215	Towngate	1.00	\$4,050,000	\$4,050,000
Central	Moreno Valley	Eucalyptus	Towngate	Frederick	0.67	\$0	\$0
Central	Moreno Valley	Eucalyptus	Frederick	Heacock	1.01	\$0	\$0
Central	Moreno Valley	Eucalyptus	Heacock	Kilching	1.01	\$0	\$0
Central	Moreno Valley	Eucalyptus	Kilching	Moreno Beach	2.42	\$339,000	\$0
Central	Moreno Valley	Eucalyptus	Moreno Beach	Theodore	2.28	\$16,882,000	\$16,882,000
Central	Moreno Valley	Frederick	SR-60	Alessandro	1.55	\$0	\$0
Central	Moreno Valley	Heacock	Cactus	San Michele	2.79	\$4,482,000	\$4,482,000
Central	Moreno Valley	Heacock	Reche Vista	Cactus	4.73	\$0	\$0
Central	Moreno Valley	Heacock	San Michele	Harley Knox	0.74	\$1,958,000	\$1,532,000
Central	Moreno Valley	Ironwood	SR-60	Day	1.33	\$2,695,000	\$2,695,000
Central	Moreno Valley	Ironwood	Day	Heacock	2.01	\$0	\$0
Central	Moreno Valley	Lasselle	Alessandro	John F Kennedy	1.00	\$0	\$0
Central	Moreno Valley	Lasselle	John F Kennedy	Oleander	3.14	\$0	\$0
Central	Moreno Valley	Moreno Beach	Reche Canyon	SR-60	1.37	\$9,548,000	\$9,548,000
Central	Moreno Valley	Moreno Beach	SR-60 overcrossing	bridge	0.00	\$2,306,000	\$2,306,000
Central	Moreno Valley	Nason	SR-60	Alessandro	1.51	\$0	\$0
Central	Moreno Valley	Pigeon Pass	Ironwood	SR-60	0.43	\$0	\$0
Central	Moreno Valley	Pigeon Pass/CETAP Corridor	Cantarini	Ironwood	3.23	\$0	\$0
Central	Moreno Valley	Reche Canyon	Moreno Valley City Limit	Locust	0.35	\$0	\$0
Central	Moreno Valley	Redlands	Locust	Alessandro	2.68	\$18,721,000	\$18,013,000
Central	Moreno Valley	Redlands	SR-60	interchange	0.00	\$37,060,000	\$37,060,000
Central	Moreno Valley	Theodore	SR-60	Eucalyptus	0.26	\$1,817,000	\$1,817,000
Central	Moreno Valley	Theodore	SR-60	interchange	0.00	\$37,060,000	\$19,096,000
Central	Perris	Evans	Oleander	Ramona	0.99	\$0	\$0
Central	Perris	Evans	Ramona	Morgan	0.59	\$1,562,000	\$1,562,000
Central	Perris	Evans	Morgan	Rider	0.49	\$0	\$0
Central	Perris	Evans	Rider	Placentia	0.58	\$0	\$0
Central	Perris	Evans	Placentia	Nuevo	1.50	\$1,347,000	\$1,347,000
Central	Perris	Evans	Nuevo	I-215	1.99	\$10,521,000	\$10,521,000
Central	Perris	Evans	San Jacinto River	bridge	0.00	\$7,378,000	\$7,378,000
Central	Perris	Goetz	Lesser	Ethanac	1.04	\$2,745,000	\$1,238,000
Central	Perris	Harley Knox	I-215	Indian	1.53	\$0	\$0
Central	Perris	Harley Knox	I-215	interchange	0.00	\$17,897,000	\$7,110,000
Central	Perris	Harley Knox	Indian	Perris	0.50	\$0	\$0
Central	Perris	Harley Knox	Perris	Redlands	0.50	\$0	\$0
Central	Perris	Nuevo	I-215	Murieta	1.36	\$9,480,000	\$9,480,000
Central	Perris	Nuevo	I-215	interchange	0.00	\$17,897,000	\$17,897,000
Central	Perris	Nuevo	Murieta	Dunlap	1.00	\$2,035,000	\$2,035,000
Central	Perris	Nuevo	Perris Valley Storm Channel	bridge	0.00	\$2,767,000	\$2,767,000
Central	Perris	SR-74 (Matthews)	I-215	Ethanac	1.25	\$0	\$0
Central	Perris	SR-74 (Matthews)	I-215	interchange	0.00	\$17,897,000	\$8,815,000
Unincorporated		Briggs	SR-74 (Pinacate)	Simpson	2.50	\$6,596,000	\$6,596,000
Unincorporated		Briggs	Simpson	Newport	1.53	\$0	\$0
Unincorporated		Briggs	Salt Creek	Bridge	0.00	\$0	\$0
Unincorporated		Center (Main)	I-215	M Vernon	1.50	\$0	\$0
Unincorporated		Center (Main)	I-215	interchange	0.00	\$17,897,000	\$17,897,000
Unincorporated		Center (Main)	BNSF	railroad crossing	0.00	\$7,927,000	\$7,927,000
Unincorporated		Ellis	Post	SR-74	2.65	\$6,989,000	\$6,989,000
Unincorporated		Mount Vernon/CETAP Corridor	Center	Pigeon Pass	0.61	\$2,252,000	\$2,252,000
Unincorporated		Nuevo	Dunlap	Menifee	2.00	\$5,273,000	\$5,273,000
Unincorporated		Nuevo	San Jacinto River	bridge	0.00	\$3,688,000	\$3,688,000
Unincorporated		Pigeon Pass/CETAP Corridor	Cantarini	Mount Vernon	3.38	\$25,146,000	\$25,146,000
Unincorporated		Post	Santa Rosa Mne	Ellis	0.44	\$0	\$0
Unincorporated		Reche Canyon	Reche Vista	Moreno Valley City Limit	3.20	\$0	\$0
Unincorporated		Redlands	San Timoteo Canyon	Locust	2.60	\$0	\$0

**Table 4.4 - TUMF Network Cost Estimates (continued)**

AREA	PLAN DISICITY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Corona	4th	SR-91	Magnolia	4.50	\$0	\$0
Northwest	Corona	Auto Center	Railroad	SR-91	0.48	\$0	\$0
Northwest	Corona	Cajalco	Bedford Canyon	I-15	0.15	\$1,049,000	\$1,049,000
Northwest	Corona	Hidden Valley	Norco Hills	McKinley	0.59	\$0	\$0
Northwest	Corona	Lincoln	Parkridge	Ontario	3.20	\$0	\$0
Northwest	Corona	Magnolia	4th	Sherborn Bridge	0.47	\$3,283,000	\$3,283,000
Northwest	Corona	Magnolia	Temescal Creek	bridge	0.00	\$2,767,000	\$2,767,000
Northwest	Corona	Magnolia	Sherborn Bridge	Rimpau	0.52	\$0	\$0
Northwest	Corona	Magnolia	Rimpau	Ontario	1.17	\$0	\$0
Northwest	Corona	Main	Grand	Ontario	0.88	\$2,325,000	\$575,000
Northwest	Corona	Main	Ontario	Foothill	0.89	\$0	\$0
Northwest	Corona	Main	Hidden Valley	Parkridge	0.35	\$2,427,000	\$1,912,000
Northwest	Corona	Main	Parkridge	SR-91	0.86	\$0	\$0
Northwest	Corona	Main	SR-91	S. Grand	0.86	\$0	\$0
Northwest	Corona	McKinley	Hidden Valley	Promenade	0.40	\$0	\$0
Northwest	Corona	McKinley	Promenade	SR-91	0.33	\$0	\$0
Northwest	Corona	McKinley	SR-91	Magnolia	0.31	\$2,346,000	\$2,346,000
Northwest	Corona	McKinley	Arlington Channel	bridge	0.00	\$923,000	\$923,000
Northwest	Corona	McKinley	BNSF	railroad crossing	0.00	\$55,472,000	\$0
Northwest	Corona	Ontario	I-15	El Cerrito	0.89	\$6,217,000	\$4,924,000
Northwest	Corona	Ontario	Lincoln	Buena Vista	0.32	\$2,242,000	\$1,883,000
Northwest	Corona	Ontario	Buena Vista	Main	0.65	\$0	\$0
Northwest	Corona	Ontario	Main	Kellogg	0.78	\$0	\$0
Northwest	Corona	Ontario	Kellogg	Fulton	0.32	\$2,410,000	\$1,785,000
Northwest	Corona	Ontario	Fulton	Rimpau	0.42	\$0	\$0
Northwest	Corona	Ontario	Rimpau	I-15	0.60	\$0	\$0
Northwest	Corona	Railroad	Auto Club	Buena Vista	2.45	\$0	\$0
Northwest	Corona	Railroad	BNSF	railroad crossing	0.00	\$15,851,000	\$15,851,000
Northwest	Corona	Railroad	Buena Vista	Main (at Grand)	0.58	\$4,052,000	\$3,203,000
Northwest	Corona	River	Coydon	Main	2.27	\$0	\$0
Northwest	Corona	Serfas Club	SR-91	Green River	0.96	\$0	\$0
Northwest	Eastvale	Archibald	San Bernardino County	River	3.63	\$1,725,000	\$1,725,000
Northwest	Eastvale	Hamner	Mission	Bellevue	3.03	\$2,158,000	\$2,158,000
Northwest	Eastvale	Hamner	Bellevue	Ambarhill	0.20	\$528,000	\$528,000
Northwest	Eastvale	Hamner	Ambarhill	Limonite	0.71	\$3,222,000	\$3,222,000
Northwest	Eastvale	Hamner	Limonite	Schleisman	1.00	\$0	\$0
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River	1.00	\$2,638,000	\$2,638,000
Northwest	Eastvale	Limonite	I-15	East Center	0.35	\$0	\$0
Northwest	Eastvale	Limonite	I-15	Interchange	0.00	\$17,897,000	\$0
Northwest	Eastvale	Limonite	East Center	Hamner	0.27	\$0	\$0
Northwest	Eastvale	Limonite	Hamner	Sumner	1.00	\$1,319,000	\$1,319,000
Northwest	Eastvale	Limonite	Sumner	Harrison	0.50	\$0	\$0
Northwest	Eastvale	Limonite	Harrison	Archibald	0.49	\$1,293,000	\$1,293,000
Northwest	Eastvale	Limonite	Archibald	Hellman (Keller S&D Co.)	1.12	\$5,910,000	\$5,910,000
Northwest	Eastvale	Limonite	Cucamonga Creek	bridge	0.00	\$3,688,000	\$3,688,000
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley	1.53	\$1,601,000	\$1,601,000
Northwest	Jurupa Valley	Bellevue	Cantu-Galleano Ranch	Van Buren	0.29	\$759,000	\$759,000
Northwest	Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellevue	1.82	\$2,400,000	\$2,400,000
Northwest	Jurupa Valley	Eliwanda	San Bernardino County	SR-60	1.00	\$0	\$0
Northwest	Jurupa Valley	Eliwanda	SR-60	Limonite	3.00	\$0	\$0
Northwest	Jurupa Valley	Limonite	I-15	Wineville	0.40	\$0	\$0
Northwest	Jurupa Valley	Limonite	Wineville	Eliwanda	0.99	\$0	\$0
Northwest	Jurupa Valley	Limonite	Eliwanda	Van Buren	2.72	\$14,345,000	\$12,319,000
Northwest	Jurupa Valley	Limonite	Van Buren	Clay	0.79	\$1,672,000	\$1,672,000
Northwest	Jurupa Valley	Limonite	Clay	Riverview	2.45	\$0	\$0
Northwest	Jurupa Valley	Market	Rubidoux	Santa Ana River	1.74	\$4,605,000	\$4,314,000
Northwest	Jurupa Valley	Market	Santa Ana River	bridge	0.00	\$9,222,000	\$7,849,000
Northwest	Jurupa Valley	Mission	Miliken	SR-60	1.61	\$0	\$0
Northwest	Jurupa Valley	Mission	SR-60	Santa Ana River	7.39	\$0	\$0
Northwest	Jurupa Valley	Riverview	Limonite	Mission	0.95	\$0	\$0
Northwest	Jurupa Valley	Rubidoux	San Bernardino County	Mission	2.65	\$0	\$0
Northwest	Jurupa Valley	Rubidoux	SR-60	Interchange	0.00	\$17,897,000	\$8,948,000
Northwest	Jurupa Valley	Valley	Armstrong	Mission	0.48	\$0	\$0
Northwest	Norco	1st	Parkridge	Mountain	0.26	\$677,000	\$677,000
Northwest	Norco	1st	Mountain	Hamner	0.26	\$0	\$0
Northwest	Norco	2nd	River	I-15	1.44	\$3,789,000	\$3,789,000
Northwest	Norco	4th	Hamner	California	1.71	\$0	\$0
Northwest	Norco	4th	I-15	Interchange	0.00	\$17,897,000	\$5,593,000
Northwest	Norco	Arlington	North	Arlington	0.97	\$2,570,000	\$2,570,000
Northwest	Norco	California	Arlington	4th	0.98	\$6,848,000	\$6,848,000
Northwest	Norco	Coydon	River	5th	1.46	\$0	\$0
Northwest	Norco	Hamner	Santa Ana River	bridge	0.00	\$22,132,000	\$0
Northwest	Norco	Hamner	Santa Ana River	Hidden Valley	3.05	\$21,325,000	\$21,325,000
Northwest	Norco	Hidden Valley	I-15	Norco Hills	1.52	\$0	\$0
Northwest	Norco	Hidden Valley	Hamner	I-15	0.13	\$0	\$0
Northwest	Norco	Norco	Coydon	Hamner	1.20	\$0	\$0
Northwest	Norco	Norco	California	Arlington	0.81	\$0	\$0
Northwest	Norco	River	Archibald	Coydon	1.14	\$1,114,000	\$803,000

**Table 4.4 - TUMF Network Cost Estimates (continued)**

AREA	PLAN DISICITY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Riverside	14th	Market	Marlin Luther King	0.89	\$0	\$0
Northwest	Riverside	1st	Market	Main	0.08	\$0	\$0
Northwest	Riverside	3rd	SR-91	I-215	1.34	\$0	\$0
Northwest	Riverside	3rd	BNSF	railroad crossing	0.00	\$36,980,000	\$36,980,000
Northwest	Riverside	Adams	Arlington	SR-91	1.56	\$0	\$0
Northwest	Riverside	Adams	SR-91	Lincoln	0.54	\$0	\$0
Northwest	Riverside	Adams	SR-91	interchange	0.00	\$17,897,000	\$17,897,000
Northwest	Riverside	Buena Vista	Santa Ana River	Redwood	0.30	\$0	\$0
Northwest	Riverside	Canyon Crest	Marlin Luther King	Central	0.95	\$0	\$0
Northwest	Riverside	Canyon Crest	Central	Country Club	0.59	\$0	\$0
Northwest	Riverside	Canyon Crest	Country Club	Via Vista	0.94	\$2,990,000	\$1,855,000
Northwest	Riverside	Canyon Crest	Via Vista	Alessandro	0.68	\$0	\$0
Northwest	Riverside	Central	Chicago	I-215/SR-60	2.15	\$0	\$0
Northwest	Riverside	Central	SR-91	Magnolia	0.76	\$0	\$0
Northwest	Riverside	Central	Alessandro	SR-91	2.05	\$0	\$0
Northwest	Riverside	Central	Van Buren	Magnolia	3.53	\$0	\$0
Northwest	Riverside	Chicago	Alessandro	Spruce	3.42	\$0	\$0
Northwest	Riverside	Chicago	Spruce	Columbia	0.75	\$0	\$0
Northwest	Riverside	Columbia	Main	Iowa	1.09	\$0	\$0
Northwest	Riverside	Columbia	I-215	interchange	0.00	\$17,897,000	\$17,897,000
Northwest	Riverside	Iowa	Center	3rd	2.25	\$13,815,000	\$13,815,000
Northwest	Riverside	Iowa	3rd	University	0.51	\$0	\$0
Northwest	Riverside	Iowa	University	Marlin Luther King	0.51	\$3,530,000	\$3,265,000
Northwest	Riverside	JFK	Traulwein	Wood	0.48	\$0	\$0
Northwest	Riverside	La Sierra	Arlington	SR-91	3.56	\$0	\$0
Northwest	Riverside	La Sierra	SR-91	Indiana	0.19	\$0	\$0
Northwest	Riverside	La Sierra	Indiana	Victoria	0.78	\$0	\$0
Northwest	Riverside	Lemon (NB One way)	Mission Inn	University	0.08	\$0	\$0
Northwest	Riverside	Lincoln	Van Buren	Jefferson	2.00	\$0	\$0
Northwest	Riverside	Lincoln	Jefferson	Washington	1.00	\$4,331,000	\$4,331,000
Northwest	Riverside	Lincoln	Washington	Victoria	1.43	\$8,193,000	\$8,193,000
Northwest	Riverside	Madison	SR-91	Victoria	0.86	\$0	\$0
Northwest	Riverside	Madison	BNSF	railroad crossing	0.00	\$15,851,000	\$10,851,000
Northwest	Riverside	Magnolia	BNSF Railroad	Tyler	2.70	\$0	\$0
Northwest	Riverside	Magnolia	BNSF	railroad crossing	0.00	\$15,851,000	\$15,851,000
Northwest	Riverside	Magnolia	Tyler	Harrison	0.65	\$0	\$0
Northwest	Riverside	Magnolia	Harrison	14th	5.98	\$0	\$0
Northwest	Riverside	Main	1st	San Bernardino County	2.19	\$0	\$0
Northwest	Riverside	Market	14th	Santa Ana River	2.03	\$0	\$0
Northwest	Riverside	Marlin Luther King	14th	I-215/SR-60	2.11	\$6,340,000	\$6,340,000
Northwest	Riverside	Mission Inn	Redwood	Lemon	0.79	\$0	\$0
Northwest	Riverside	Redwood (SB One way)	Mission Inn	University	0.08	\$0	\$0
Northwest	Riverside	Traulwein	Alessandro	Van Buren	2.19	\$0	\$0
Northwest	Riverside	Tyler	SR-91	Magnolia	0.43	\$0	\$0
Northwest	Riverside	Tyler	SR-91	interchange	0.00	\$37,060,000	\$3,089,000
Northwest	Riverside	Tyler	Magnolia	Hole	0.27	\$0	\$0
Northwest	Riverside	Tyler	Hole	Wells	1.04	\$0	\$0
Northwest	Riverside	Tyler	Wells	Arlington	1.35	\$9,443,000	\$9,443,000
Northwest	Riverside	University	Redwood	SR-91	0.84	\$0	\$0
Northwest	Riverside	University	SR-91	I-215/SR-60	2.01	\$0	\$0
Northwest	Riverside	Victoria	Lincoln	Arlington	0.16	\$0	\$0
Northwest	Riverside	Victoria	Madison	Washington	0.52	\$0	\$0
Northwest	Riverside	Washington	Victoria	Hermosa	2.05	\$14,352,000	\$14,352,000
Northwest	Riverside	Wood	JFK	Van Buren	0.70	\$923,000	\$923,000
Northwest	Riverside	Wood	Van Buren	Bergamont	0.11	\$0	\$0
Northwest	Riverside	Wood	Bergamont	Krameria	0.39	\$0	\$0
Northwest	Unincorporated	Canu-Galleano Ranch	Hamner	Wineville	0.94	\$0	\$0
Northwest	Unincorporated	Dos Lagos (Weirick)	Temescal Canyon	I-15	0.21	\$0	\$0
Northwest	Unincorporated	El Cerilo	I-15	Ontario	0.56	\$0	\$0
Northwest	Unincorporated	El Sabrante	Mockingbird Canyon	Cajalco	1.05	\$3,337,000	\$3,226,000
Northwest	Unincorporated	Harley John	Washington	Scottsdale	0.12	\$0	\$0
Northwest	Unincorporated	Harley John	Scottsdale	Cajalco	1.19	\$3,134,000	\$3,134,000
Northwest	Unincorporated	La Sierra	Victoria	El Sabrante	2.22	\$0	\$0
Northwest	Unincorporated	La Sierra	El Sabrante	Cajalco	2.36	\$0	\$0
Northwest	Unincorporated	Mockingbird Canyon	Van Buren	El Sabrante	3.29	\$10,454,000	\$9,003,000
Northwest	Unincorporated	Temescal Canyon	Ontario	Tuscany	0.65	\$1,644,000	\$740,000
Northwest	Unincorporated	Temescal Canyon	Tuscany	Dos Lagos	0.91	\$0	\$0
Northwest	Unincorporated	Temescal Canyon	Dos Lagos	Leroy	1.10	\$3,507,000	\$3,507,000
Northwest	Unincorporated	Temescal Canyon	Leroy	Dawson Canyon	1.89	\$5,994,000	\$5,994,000
Northwest	Unincorporated	Temescal Canyon	Dawson Canyon	I-15	0.28	\$0	\$0
Northwest	Unincorporated	Temescal Canyon	I-15	interchange	0.00	\$17,897,000	\$17,897,000
Northwest	Unincorporated	Temescal Canyon	I-15	Park Canyon	3.41	\$12,661,000	\$12,661,000
Northwest	Unincorporated	Temescal Canyon	Park Canyon	Indian Truck Trail	2.55	\$8,094,000	\$8,094,000
Northwest	Unincorporated	Washington	Hermosa	Harley John	3.96	\$7,840,000	\$7,840,000
Northwest	Unincorporated	Wood	Krameria	Cajalco	2.99	\$7,880,000	\$7,880,000

**Table 4.4 - TUMF Network Cost Estimates (continued)**

AREA	PLAN DISICITY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUMTUMF SHARE
Pass	Banning	8th	Wilson	I-10	0.54	\$0	\$0
Pass	Banning	Highland Springs	Wilson (8th)	Sun Lakes	0.76	\$2,661,000	\$2,661,000
Pass	Banning	Highland Springs	I-10	interchange	0.00	\$17,897,000	\$17,897,000
Pass	Banning	Highland Springs	Oak Valley (14th)	Wilson (8th)	0.73	\$5,128,000	\$5,128,000
Pass	Banning	Highland Springs	Cherry Valley	Oak Valley (14th)	1.53	\$0	\$0
Pass	Banning	I-10 Bypass South	I-10	Morongo Trail (Apache Trail)	3.29	\$22,952,000	\$22,952,000
Pass	Banning	I-10 Bypass South	I-10	interchange	0.00	\$17,897,000	\$17,897,000
Pass	Banning	I-10 Bypass South	San Geronio	bridge	0.00	\$2,767,000	\$2,767,000
Pass	Banning	I-10 Bypass South	UP	railroad crossing	0.00	\$18,490,000	\$18,490,000
Pass	Banning	Lincoln	Sunset	SR-243	2.01	\$0	\$0
Pass	Banning	Ramsey	I-10	I-10	1.70	\$0	\$0
Pass	Banning	Ramsey	8th	8th	1.70	\$0	\$0
Pass	Banning	Ramsey	8th	Highland Springs	3.55	\$0	\$0
Pass	Banning	SR-243	I-10	Wesley	0.62	\$0	\$0
Pass	Banning	Sun Lakes	Highland Home	Sunset	1.00	\$13,971,000	\$13,971,000
Pass	Banning	Sun Lakes	Smith Creek	bridge	0.00	\$3,688,000	\$3,688,000
Pass	Banning	Sun Lakes	Highland Springs	Highland Home	1.33	\$0	\$0
Pass	Banning	Sunset	Ramsey	Lincoln	0.28	\$0	\$0
Pass	Banning	Sunset	I-10	interchange	0.00	\$17,897,000	\$17,897,000
Pass	Banning	Wilson	Highland Home	8th	2.51	\$0	\$0
Pass	Banning	Wilson	Highland Springs	Highland Home	1.01	\$0	\$0
Pass	Beaumont	1st	Vista	Pennsylvania	1.28	\$0	\$0
Pass	Beaumont	1st	Pennsylvania	Highland Springs	1.10	\$0	\$0
Pass	Beaumont	6th	I-10	Highland Springs	2.24	\$0	\$0
Pass	Beaumont	Desert Lawn	Champions	Oak Valley (STC)	0.99	\$912,000	\$912,000
Pass	Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	1.13	\$0	\$0
Pass	Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	1.40	\$0	\$0
Pass	Beaumont	Oak Valley (14th)	Oak View	I-10	0.65	\$2,270,000	\$2,270,000
Pass	Beaumont	Oak Valley (14th)	I-10	interchange	0.00	\$37,060,000	\$11,660,000
Pass	Beaumont	Oak Valley (STC)	Beaumont City Limits	Cherry Valley (J St / Central Over	3.46	\$0	\$0
Pass	Beaumont	Oak Valley (STC)	Cherry Valley (J St / Central C	I-10	1.67	\$0	\$0
Pass	Beaumont	Pennsylvania	6th	1st	0.53	\$3,018,000	\$3,018,000
Pass	Beaumont	Pennsylvania	I-10	interchange	0.00	\$8,949,000	\$0
Pass	Calimesa	Bryant	County Line	Avenue L	0.38	\$0	\$0
Pass	Calimesa	Calimesa	County Line	I-10	0.80	\$0	\$0
Pass	Calimesa	Calimesa	I-10	interchange	0.00	\$37,060,000	\$37,060,000
Pass	Calimesa	Tukwet Canyon	Roberts	Palmer	0.50	\$0	\$0
Pass	Calimesa	County Line	Roberts	Bryant	1.86	\$6,497,000	\$6,497,000
Pass	Calimesa	County Line	I-10	interchange	0.00	\$17,897,000	\$17,897,000
Pass	Calimesa	Desert Lawn	Palmer	Champions	1.42	\$0	\$0
Pass	Calimesa	Singleton	Avenue L	Condit	1.86	\$11,834,000	\$11,834,000
Pass	Calimesa	Singleton	Condit	Roberts	0.85	\$0	\$0
Pass	Calimesa	Singleton	I-10	interchange	0.00	\$37,060,000	\$37,060,000
Pass	Unincorporated	Chery Valley	Noble	Desert Lawn	3.40	\$0	\$0
Pass	Unincorporated	Chery Valley	I-10	interchange	0.00	\$37,060,000	\$36,617,000
Pass	Unincorporated	Chery Valley	San Timotea Wash	bridge	0.00	\$0	\$0
Pass	Unincorporated	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	2.81	\$0	\$0
Pass	Unincorporated	Oak Valley (STC)	San Bernardino County	Beaumont City Limits	5.45	\$0	\$0
Pass	Unincorporated	Oak Valley (STC)	UP	railroad crossing	0.00	\$18,490,000	\$18,490,000
Pass	Unincorporated	Chery Valley	Bellflower	Noble	1.47	\$7,757,000	\$7,757,000
Pass	Unincorporated	Chery Valley	Highland Springs	Bellflower	0.44	\$0	\$0
San Jacinto	Hemel	Sanderson	Acacia	Menlo	0.98	\$0	\$0
San Jacinto	Hemel	Sanderson	Domenigoni	Stetson	1.08	\$0	\$0
San Jacinto	Hemel	Sanderson	RR Crossing	Acacia	0.42	\$0	\$0
San Jacinto	Hemel	Sanderson	Stetson	RR Crossing	0.58	\$0	\$0
San Jacinto	Hemel	Sanderson	Sanderson	Esplanade	1.00	\$0	\$0
San Jacinto	Hemel	SR-74 (Florida)	Warren	Cawston	1.02	\$0	\$0
San Jacinto	Hemel	SR-74 (Florida)	Columbia	Ramona	2.58	\$0	\$0
San Jacinto	Hemel	SR-74/SR-79 (Florida)	Cawston	Columbia	4.03	\$0	\$0
San Jacinto	Hemel	State	Domenigoni	Chambers	1.31	\$0	\$0
San Jacinto	Hemel	State	Chambers	Stetson	0.51	\$0	\$0
San Jacinto	Hemel	State	Florida	Esplanade	1.74	\$0	\$0
San Jacinto	Hemel	State	Stetson	Florida	1.25	\$9,377,000	\$9,377,000
San Jacinto	Hemel	State	Cawston	State	2.52	\$0	\$0
San Jacinto	Hemel	State	Warren	Cawston	1.00	\$2,635,000	\$2,635,000
San Jacinto	Hemel	Women	Esplanade	Domenigoni	4.99	\$13,163,000	\$13,163,000
San Jacinto	Hemel	Women	Salt Creek	bridge	0.00	\$2,767,000	\$2,490,000
San Jacinto	San Jacinto	Esplanade	Ramona	Mountain	0.20	\$2,794,000	\$2,794,000
San Jacinto	San Jacinto	Esplanade	Mountain	State	2.55	\$0	\$0
San Jacinto	San Jacinto	Esplanade	State	Women	3.53	\$9,320,000	\$9,320,000
San Jacinto	San Jacinto	Sanderson	Ramona	Esplanade	3.55	\$0	\$0
San Jacinto	San Jacinto	SR-79 (North Ramona)	State	San Jacinto	1.02	\$0	\$0
San Jacinto	San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th	0.25	\$1,722,000	\$1,722,000
San Jacinto	San Jacinto	SR-79 (San Jacinto)	7th	SR-74	2.25	\$0	\$0
San Jacinto	San Jacinto	State	Ramona	Esplanade	1.99	\$0	\$0
San Jacinto	San Jacinto	State	Gilman Springs	Quandt Ranch	0.76	\$2,007,000	\$1,138,000
San Jacinto	San Jacinto	State	San Jacinto River	bridge	0.00	\$4,611,000	\$3,162,000
San Jacinto	San Jacinto	State	Quandt Ranch	Ramona	0.70	\$0	\$0
San Jacinto	San Jacinto	Warren	Ramona	Esplanade	3.47	\$9,156,000	\$9,156,000
San Jacinto	Unincorporated	Gilman Springs	Sanderson	State	2.54	\$6,714,000	\$3,462,000
San Jacinto	Unincorporated	Gilman Springs	Massacre Canyon Wash	bridge	0.00	\$923,000	\$570,000
San Jacinto	Unincorporated	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni	3.23	\$0	\$0

**Table 4.4 - TUMF Network Cost Estimates (continued)**

AREA PLAN DISTRICT	STREET NAME	SEGMENT FROM	SEGMENT TO	MILES	TOTAL COST	MAXIMUM TUMF SHARE	
Southwest	Lake Elsinore	Coydon	Mission	Grand	1.53	\$2,019,000	\$2,019,000
Southwest	Lake Elsinore	Diamond	Mission	I-15	0.24	\$0	\$0
Southwest	Lake Elsinore	Franklin (Integral to Railroad)	I-15	interchange	0.00	\$37,060,000	\$14,629,000
Southwest	Lake Elsinore	Grand	Lincoln	Toff	1.29	\$0	\$0
Southwest	Lake Elsinore	Grand	Toff	SR-74 (Riverside)	0.84	\$1,357,000	\$1,357,000
Southwest	Lake Elsinore	Lake	I-15	Lincoln	3.10	\$14,794,000	\$13,592,000
Southwest	Lake Elsinore	Lake	I-15	interchange	0.00	\$17,897,000	\$7,291,000
Southwest	Lake Elsinore	Lake	Temescal Wash	bridge	0.00	\$1,973,000	\$822,000
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	2.39	\$0	\$0
Southwest	Lake Elsinore	Nichols	I-15	Lake	1.80	\$3,324,000	\$3,324,000
Southwest	Lake Elsinore	Nichols	I-15	interchange	0.00	\$37,060,000	\$37,060,000
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	2.10	\$29,357,000	\$28,315,000
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	0.64	\$8,892,000	\$7,495,000
Southwest	Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand	1.74	\$21,830,000	\$21,830,000
Southwest	Lake Elsinore	Temescal Canyon	I-15	Lake	1.21	\$3,846,000	\$3,846,000
Southwest	Lake Elsinore	Temescal Canyon	Temescal Wash	bridge	0.00	\$2,270,000	\$2,270,000
Southwest	Murietta	California Oaks	Jefferson	I-15	0.32	\$555,000	\$555,000
Southwest	Murietta	California Oaks	Jackson	Clinton Keith	0.50	\$0	\$0
Southwest	Murietta	Jackson	Whitewood	Ynez	1.76	\$0	\$0
Southwest	Murietta	Jefferson	Palomar	Nutmeg	0.53	\$0	\$0
Southwest	Murietta	Jefferson	Nutmeg	Murietta Hot Springs	1.02	\$2,691,000	\$2,691,000
Southwest	Murietta	Jefferson	Murietta Hot Springs	Cherry	2.37	\$21,520,000	\$21,520,000
Southwest	Murietta	Keller	I-215	Whitewood	2.26	\$0	\$0
Southwest	Murietta	Keller	I-215	interchange	0.75	\$1,571,000	\$1,571,000
Southwest	Murietta	Los Alamos	Jefferson	I-215	0.00	\$17,897,000	\$17,897,000
Southwest	Murietta	Murietta Hot Springs	Jefferson	I-215	1.77	\$0	\$0
Southwest	Murietta	Murietta Hot Springs	I-215	Margarita	1.11	\$0	\$0
Southwest	Murietta	Murietta Hot Springs	Margarita	SR-79 (Winchester)	1.48	\$0	\$0
Southwest	Murietta	Nutmeg	Jefferson	Clinton Keith	1.01	\$2,660,000	\$2,660,000
Southwest	Murietta	Whitewood	Clinton Keith	Los Alamos	1.97	\$0	\$0
Southwest	Murietta	Whitewood	Los Alamos	Murietta Hot Springs	2.01	\$0	\$0
Southwest	Murietta	Whitewood	Murietta Hot Springs	Jackson	1.93	\$0	\$0
Southwest	Murietta	Ynez	Jackson	SR-79 (Winchester)	0.80	\$8,066,000	\$8,066,000
Southwest	Temecula	Jefferson	Cherry	Rancho California	1.22	\$0	\$0
Southwest	Temecula	Margarita	Murietta Hot Springs	SR-79 (Temecula Pkwy)	2.29	\$0	\$0
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)	7.38	\$0	\$0
Southwest	Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	1.45	\$0	\$0
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	1.32	\$0	\$0
Southwest	Temecula	Rancho California	Jefferson	Margarita	1.44	\$0	\$0
Southwest	Temecula	Rancho California	I-15	interchange	1.89	\$6,824,000	\$6,824,000
Southwest	Temecula	Rancho California	Butterfield Stage	interchange	0.00	\$17,897,000	\$12,009,000
Southwest	Temecula	Rancho California	Butterfield Stage	Glen Oaks	1.96	\$0	\$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	4.26	\$32,064,000	\$32,064,000
Southwest	Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	0.64	\$1,692,000	\$1,576,000
Southwest	Unincorporated	Briggs	Scott	SR-79 (Winchester)	3.08	\$0	\$0
Southwest	Unincorporated	Butterfield Stage	Murietta Hot Springs	Calle Chapos	3.39	\$8,950,000	\$8,950,000
Southwest	Unincorporated	Butterfield Stage	Calle Chapos	La Serena	0.82	\$0	\$0
Southwest	Unincorporated	Butterfield Stage	La Serena	Rancho California	0.70	\$0	\$0
Southwest	Unincorporated	Butterfield Stage	Rancho California	Pauba	0.90	\$2,860,000	\$2,860,000
Southwest	Unincorporated	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	0.85	\$0	\$0
Southwest	Unincorporated	Butterfield Stage	SR-79 (Winchester)	Auld	1.89	\$269,000	\$269,000
Southwest	Unincorporated	Butterfield Stage	Auld	Murietta Hot Springs	2.28	\$7,245,000	\$7,245,000
Southwest	Unincorporated	Butterfield Stage	Tucalota Creek	bridge	2.23	\$14,172,000	\$14,172,000
Southwest	Unincorporated	Horsechief Canyon	Temescal Canyon	I-15	0.00	\$3,688,000	\$3,688,000
Southwest	Unincorporated	Indian Truck Trail	Temescal Canyon	I-15	0.17	\$0	\$0
Southwest	Unincorporated	Murietta Hot Springs	SR-79 (Winchester)	Pourroy	0.18	\$0	\$0
Southwest	Unincorporated	Pala	Pechanga	San Diego County	1.75	\$0	\$0
Southwest	Unincorporated	Temescal Canyon	Temescal Canyon Wash	bridge	1.38	\$0	\$0
Southwest	Unincorporated	Temescal Canyon	Indian Truck Trail	I-15	0.00	\$2,214,000	\$2,214,000
Southwest	Unincorporated	Temescal Canyon	Indian Wash	bridge	2.57	\$8,166,000	\$8,166,000
Wildomar	Wildomar	Baxter	I-15	Palomar	0.00	\$941,000	\$941,000
Southwest	Wildomar	Baxter	I-15	interchange	0.37	\$974,000	\$921,000
Southwest	Wildomar	Bundy Canyon	Mission	I-15	0.00	\$17,897,000	\$7,159,000
Southwest	Wildomar	Central	Baxter	Palomar	0.94	\$6,537,000	\$6,537,000
Southwest	Wildomar	Central	Grand	Palomar	0.74	\$5,143,000	\$5,143,000
Southwest	Wildomar	Grand	Ortega	Coydon	0.51	\$3,570,000	\$3,570,000
Southwest	Wildomar	Grand	Coydon	Central	4.96	\$34,648,000	\$25,011,000
Southwest	Wildomar	Mission	Bundy Canyon	Palomar	2.02	\$0	\$0
Southwest	Wildomar	Palomar	Clinton Keith	Jefferson	0.84	\$0	\$0
Southwest	Wildomar	Palomar	Clinton Keith	Jefferson	0.74	\$1,941,000	\$1,691,000
Subtotal			Mission	Clinton Keith	2.79	\$7,358,000	\$7,358,000
<b>Totals</b>	<b>Network</b>			<b>473.09</b>	<b>\$1,803,495,000</b>	<b>\$1,484,916,000</b>	
	<b>Transit</b>			<b>728.37</b>	<b>\$3,448,070,000</b>	<b>\$2,712,871,000</b>	
	<b>Administration</b>				<b>\$153,120,000</b>	<b>\$92,639,000</b>	
	<b>MSHCP</b>				<b>\$112,220,400</b>	<b>\$112,220,400</b>	
	<b>Total</b>				<b>\$4,547,905,400</b>	<b>\$3,400,646,400</b>	

**Table 4.5 – TUMF Transit Cost Estimates**

AREA PLAN DIST	LEAD AGENCY	PROJECT NAME	LOCATION	UNITS (number/length in miles)	UNIT COST	TOTAL	MAXIMUM TUMF SHARE
Northwest	RTA	Riverside Mobility Hub at Vine Street	Riverside	1	\$6,000,000	\$6,000,000	\$3,630,000
Central	RTA	Moreno Valley Mobility Hub	Moreno Valley	1	\$9,000,000	\$9,000,000	\$5,445,000
Northwest	RTA	Jurupa Valley Mobility Hub	Jurupa Valley	1	\$9,000,000	\$9,000,000	\$5,445,000
East	RTA	Banning Mobility Hub	Banning	1	\$9,000,000	\$9,000,000	\$5,445,000
Southwest	RTA	Lake Elsinore/Canyon Lake Mobility Hb	Lake Elsinore	1	\$9,000,000	\$9,000,000	\$5,445,000
Southwest	RTA	Temecula/Murietta Mobility Hub	Temecula	1	\$9,000,000	\$9,000,000	\$5,445,000
San Jacinto	RTA	Hemet Mobility Hub	Hemet	1	\$9,000,000	\$9,000,000	\$5,445,000
San Jacinto	RTA	San Jacinto Mobility Hub	San Jacinto	1	\$9,000,000	\$9,000,000	\$5,445,000
San Jacinto	RTA	Mt. San Jacinto College Mobility Hub	San Jacinto	1	\$1,000,000	\$1,000,000	\$605,000
Regional	RTA	Regional Operations and Maintenance Facility	Riverside	1	\$50,000,000	\$50,000,000	\$30,251,000
Regional	RTA	Annual Transit Enhancements Program	Various locations region wide	290	\$40,000	\$11,600,000	\$7,018,000
Central	RTA	Central Corridor RapidLink Implementation	UCR, Riverside to Perris	42	\$60,000	\$2,520,000	\$1,525,000
Regional	RTA	Vehicle Fleet Medium Buses	Various locations region wide	7	\$155,000	\$1,085,000	\$656,000
Regional	RTA	Vehicle Fleet Large Buses	Various locations region wide	29	\$585,000	\$16,965,000	\$10,264,000
Regional	RTA	Comprehensive Operational Analysis Study	Various locations region wide	1	\$950,000	\$950,000	\$575,000
Total							

**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 RivTAM 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)**

Measure of Performance*	Peak Periods (Total)		
	2012 Baseline	2040 No-Build	2040 Build
VMT - Total ALL FACILITIES	19,532,437	29,277,587	31,022,272
VMT - FREEWAYS	11,019,155	14,487,570	13,411,377
VMT - ALL ARTERIALS	8,513,282	14,790,016	17,610,895
<b>TOTAL - TUMF ARTERIAL VMT</b>	<b>5,585,202</b>	<b>9,089,495</b>	<b>9,902,433</b>
VHT - TOTAL ALL FACILITIES	575,154	1,361,907	1,180,647
VHT - FREEWAYS	296,542	736,433	530,849
VHT - ALL ARTERIALS	278,611	625,474	649,797
<b>TOTAL TUMF ARTERIAL VHT</b>	<b>181,151</b>	<b>396,981</b>	<b>354,639</b>
VHD - TOTAL ALL FACILITIES	175,765	739,075	489,238
VHD - FREEWAYS	117,430	502,549	312,669
VHD - ALL ARTERIALS	58,334	236,527	176,569
<b>TOTAL TUMF ARTERIAL VHD</b>	<b>45,080</b>	<b>172,944</b>	<b>114,833</b>
VMT LOS E - TOTAL ALL FACILITIES	6,188,644	16,966,992	14,299,498
VMT LOS E - FREEWAYS	4,532,703	10,156,363	8,982,566
VMT LOS E & F - ALL ARTERIALS	1,655,941	6,810,629	5,316,932
<b>TOTAL TUMF ARTERIAL VMT w/ LOS E or worse</b>	<b>1,462,061</b>	<b>5,160,911</b>	<b>3,735,762</b>
<b>% of TUMF ARTERIAL VMT w/ LOS E or worse</b>	<b>26%</b>	<b>57%</b>	<b>38%</b>

\* 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**

From \ To	Central	Hemet/San Jacinto	Northwest	Pass	Southwest	Outside WRCOG	TOTAL
Central	285,556	15,102	60,146	6,274	34,821	41,799	<b>443,699</b>
Hemet/San Jacinto	14,876	190,792	7,396	5,256	17,138	13,851	<b>249,310</b>
Northwest	64,066	8,082	742,299	6,569	25,648	211,686	<b>1,058,350</b>
Pass	6,721	5,563	6,536	103,901	1,791	32,830	<b>157,341</b>
Southwest	34,785	17,514	24,135	1,785	452,345	28,424	<b>558,988</b>
Outside WRCOG	43,352	14,690	212,699	33,337	29,242		
<b>TOTAL</b>	<b>449,357</b>	<b>251,743</b>	<b>1,053,210</b>	<b>157,123</b>	<b>560,984</b>		

Based on RivTAM Year 2040 No-Build scenario

**Table 5.2 - 2040 Percent Peak Period Vehicle Trips By WRCOG Zone**

From \ To	Central	Hemet/San Jacinto	Northwest	Pass	Southwest	Outside WRCOG	TOTAL
Central	64.4%	3.4%	13.6%	1.4%	7.8%	9.4%	<b>100%</b>
Hemet/San Jacinto	6.0%	76.5%	3.0%	2.1%	6.9%	5.6%	<b>100%</b>
Northwest	6.1%	0.8%	70.1%	0.6%	2.4%	20.0%	<b>100%</b>
Pass	4.3%	3.5%	4.2%	66.0%	1.1%	20.9%	<b>100%</b>
Southwest	6.2%	3.1%	4.3%	0.3%	80.9%	5.1%	<b>100%</b>

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**

Calculation Value Description	Input Values	Backbone Value	Backbone Share	Secondary Value	Secondary Share
Total Western Riverside County Peak Period Vehicle Trips					
Less Internal/External Peak Period Vehicle Trips					
<b>Total Peak Period Vehicle Trips Internal to Western Riverside County</b>	<b>2,139,098</b>				
Peak Period Vehicle Trips Between TUMF Zones	364,205				
Peak Period Vehicle Trips Within TUMF Zones	1,774,893				
TUMF Future Network Lane-Miles	3,151.1		40.5%		
Peak Period Vehicle Trips Between TUMF Zones	364,205	364,205	100.0%	0	0.0%
Peak Period Vehicle Trips Within TUMF Zones (as share of intra-zonal trips)	1,774,893	719,679	40.5%	1,055,214	
<b>Total Peak Period Vehicle Trips Assigned</b>	<b>2,139,098</b>	<b>1,083,884</b>	<b>50.7%</b>	<b>1,055,214</b>	<b>49.3%</b>

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, HBS) 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)**

VEHICLE TRIP PURPOSE	2012 BASELINE PEAK PERIOD VMT	2040 NO-BUILD PEAK PERIOD VMT	PEAK PERIOD VMT GROWTH	PEAK PERIOD VMT GROWTH SHARE
Home-Based-Work				
Home-Based-Other				
Home-Based-School (K-12)				
Work-Based-Other				
Other-Based-Other				
TOTAL				
<b>Home-Based Trips (Residential Uses)</b>				
<b>Non-Home-Based Trips (Non-Residential Uses)</b>				

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

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**

Residential Sector	2012 Dwelling Units	2040 Dwelling Units	Dwelling Unit Change	Trip Generation Rate	Trip Change	Percentage of Trip Change	Fee/DU
Single-Family	366,588	539,631	173,043	9.52	1,647,369	77.5%	
Multi-Family	158,561	235,600	77,039	6.20	477,642	22.5%	
<b>Total</b>	<b>525,149</b>	<b>775,231</b>	<b>250,082</b>		<b>2,125,011</b>	<b>100.0%</b>	

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<sup>11</sup>. 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**

Non-Residential Sector	Employment Change	Trip Generation Rate per Employee	Trip Change	Percentage of Trip Change	Change in Square Feet of Gross Floor Area	Fee/SF
Industrial	80,592	3.8	302,220	13.4%	64,710,138	
Retail	35,841	16.2	580,624	25.7%	17,920,500	
Service	274,720	4.6	1,263,712	55.9%	105,211,915	
Government/Public	9,515	12.0	114,180	5.1%	2,696,349	
<b>Total</b>	<b>400,668</b>		<b>2,260,736</b>	<b>100.0%</b>	<b>190,538,901</b>	

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).

<sup>11</sup> 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**

Land Use Type	Units	Development Change	Fee Per Unit	Total Revenue (\$ million)
Single Family Residential	DU	173,043		\$1,629.8
Multi Family Residential	DU	77,039		\$472.5
Industrial	SF GFA	64,710,138		\$114.8
Retail	SF GFA	17,920,500		\$220.5
Service	SF GFA	105,211,915		\$480.0
Government/Public	SF GFA	2,696,349		\$43.4
<b>MAXIMUM TUMF VALUE</b>				<b>\$2,961.0</b>