

**AGENDA**  
**CITY COUNCIL OF THE CITY OF MORENO VALLEY**  
**MORENO VALLEY COMMUNITY SERVICES DISTRICT**  
**CITY AS SUCCESSOR AGENCY FOR THE**  
**COMMUNITY REDEVELOPMENT AGENCY OF**  
**THE CITY OF MORENO VALLEY**  
**MORENO VALLEY HOUSING AUTHORITY**  
**BOARD OF LIBRARY TRUSTEES**

**October 9, 2012**

**SPECIAL PRESENTATIONS – 6:00 P.M.**  
**REGULAR MEETING – 6:30 P.M.**

**City Council Closed Session**

First Tuesday of each month – 6:00 p.m.

**City Council Study Sessions**

Third Tuesday of each month – 6:00 p.m.

**City Council Meetings**

Second and Fourth Tuesdays – 6:30 p.m.

City Hall Council Chamber - 14177 Frederick Street

*Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, in compliance with the Americans with Disabilities Act of 1990. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Mel Alonzo, ADA Coordinator, at 951.413.3705 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.*

William H. Batey II, Mayor Pro Tem  
Jesse L. Molina, Council Member

Richard A. Stewart, Mayor

Robin N. Hastings, Council Member  
Marcelo Co, Council Member

**AGENDA**  
**CITY COUNCIL OF THE CITY OF MORENO VALLEY**  
**October 9, 2012**

**CALL TO ORDER**

**SPECIAL PRESENTATIONS**

1. Proclamation Recognizing Fire Prevention Week, Have Two Ways Out, October 7 - 13, 2012
2. Proclamation Recognizing Public Power Week, October 7-13, 2012
3. Officer of the Quarter Presentation to Officer Paul Grotefend
4. Spotlight on Moreno Valley Business
  - a) Z & M Tailoring
  - b) Moreno Valley Unified School District



**AGENDA  
JOINT MEETING OF THE  
CITY COUNCIL OF THE CITY OF MORENO VALLEY  
MORENO VALLEY COMMUNITY SERVICES DISTRICT  
CITY AS SUCCESSOR AGENCY FOR THE  
COMMUNITY REDEVELOPMENT AGENCY OF THE  
CITY OF MORENO VALLEY  
MORENO VALLEY HOUSING AUTHORITY  
AND THE BOARD OF LIBRARY TRUSTEES**

**\*THE CITY COUNCIL RECEIVES A SEPARATE STIPEND FOR CSD  
MEETINGS\***

**REGULAR MEETING - 6:30 PM  
OCTOBER 9, 2012**

**CALL TO ORDER**

(Joint Meeting of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency, Housing Authority and the Board of Library Trustees- actions taken at the Joint Meeting are those of the Agency indicated on each Agenda item)

**PLEDGE OF ALLEGIANCE**

**INVOCATION**

Pastor Paul Cunningham - Renewal Christian Fellowship

**ROLL CALL**

**INTRODUCTIONS**

PUBLIC COMMENTS ON MATTERS ON THE AGENDA WILL BE TAKEN UP AS THE ITEM IS CALLED FOR BUSINESS, BETWEEN STAFF'S REPORT AND CITY COUNCIL DELIBERATION (SPEAKER SLIPS MAY BE TURNED IN UNTIL THE ITEM IS CALLED FOR BUSINESS.)

PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL WILL BE HEARD PRIOR TO CITY COUNCIL REPORTS AND CLOSING COMMENTS. IN THE EVENT THAT THE AGENDA ITEM FOR SUCH PUBLIC COMMENTS HAS NOT BEEN CALLED BY 9:00 P.M., IT SHALL BE CALLED AS THE NEXT ITEM OF BUSINESS FOLLOWING THE CONCLUSION OF ANY ITEM BEING HEARD AT 9:00 P.M. Those wishing to speak should submit a BLUE speaker slip to the Bailiff. There is a three-minute time limit per person. All remarks and questions shall be addressed

AGENDA  
October 9, 2012

to the presiding officer or to the City Council and not to any individual Council member, staff member or other person.

## **JOINT CONSENT CALENDARS (SECTIONS A-D)**

All items listed under the Consent Calendars, Sections A, B, C, and D are considered to be routine and non-controversial, and may be enacted by one motion unless a member of the Council, Community Services District, City as Successor Agency for the Redevelopment Agency, Housing Authority or the Board of Library Trustees requests that an item be removed for separate action. The motion to adopt the Consent Calendars is deemed to be a separate motion by each Agency and shall be so recorded by the City Clerk. Items withdrawn for report or discussion will be heard after public hearing items.

### **A. CONSENT CALENDAR-CITY COUNCIL**

#### **A.1 ORDINANCES - READING BY TITLE ONLY**

**Recommendation:** Waive reading of all Ordinances.

#### **A.2 MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012 (Report of: City Clerk Department)**

**Recommendation:**

Approve as submitted.

#### **A.3 TRACT MAP 31128 - REDUCE FAITHFUL PERFORMANCE BOND AND ADOPT THE RESOLUTION AUTHORIZING ACCEPTANCE OF THE PUBLIC IMPROVEMENTS AS COMPLETE AND ACCEPTING ROUND LEAF ROAD, DAMASCUS ROAD, LEMON GUM COURT, BIG HORN AVENUE, BARK LANE, SALT RIVER WAY, RED GUM STREET, SILVER MOUNTAIN WAY, ROSEA COURT, WILLOW LEAF ROAD, CIDER GUM WAY, AROMATIC COURT, PEPPERMINT STREET, WHITE BOX LANE, GIMLET LEAF WAY, EVERGREEN STREET, SHIMMER COURT, GRACEFUL LANE, AND THE PORTIONS OF CACTUS AVENUE, OLIVER STREET, NASON STREET, AND DELPHINIUM AVENUE ASSOCIATED WITH THE PROJECT INTO THE CITY'S MAINTAINED STREET SYSTEM - DEVELOPER: D.R. HORTON F.K.A. WESTERN PACIFIC HOUSING, INC., IRVINE, CA 92606 (Report of: Community & Economic Development Department)**

**Recommendation:**

1. Adopt the proposed Resolution No. 2012-80 authorizing the acceptance of the public improvements within Tract Map 31128 as complete and accepting Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum

AGENDA

October 9, 2012

Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue associated with the project into the City's maintained street system; and

Resolution No. 2012-80

A Resolution of the City Council of the City of Moreno Valley, California Authorizing the Acceptance of the Public Improvements as Complete Within Tract Map 31128 and Accepting Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the Portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue Associated with the Project into the City's Maintained Street System

2. Authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received.

A.4 RESOLUTION OF THE CITY OF MORENO VALLEY SERVING AS THE SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO VALLEY APPROVING INDEPENDENT ACCOUNTANT'S REPORT OF THE HOUSING DUE DILIGENCE REVIEW OF THE LOW AND MODERATE INCOME HOUSING FUND (Report of: Community & Economic Development Department)

**Recommendation:**

1. That the City Council of the City of Moreno Valley Serving as the Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley: Adopt Resolution No. 2012-81 approving the Independent Accountant's Report of the Housing Due Diligence Review Conducted Pursuant to Section 34179.5 for the Low And Moderate Income Housing Fund; and

Resolution No. 2012-81

A Resolution of the Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley Approving the Independent Accountant's Report of the Housing Due Diligence

AGENDA  
October 9, 2012

Review Conducted Pursuant to Section 34179.5 for the Low and Moderate Income Housing Fund and authorizing staff to transmit the report to the Oversight Board and to the County Auditor-Controller, State Controller's Office, and Department of Finance Pursuant to Section 34179.6 of the Dissolution Act

2. Authorize staff to transmit the Report to the Oversight Board and to the County Auditor-Controller (CAC), State Controller's Office (SCO), and Department of Finance (DOF) Pursuant to Section 34179.6 of the Dissolution Act.

A.5 CITY COUNCIL REPORTS ON REIMBURSABLE ACTIVITIES (Report of: City Clerk's Department)

**Recommendation:**

Receive and file the Reports on Reimbursable Activities for the period of September 19 – October 2, 2012.

A.6 AUTHORIZATION TO AWARD THE PURCHASE OF FLOORING MATERIAL FOR PROJECT NUMBERS 803-0020-30-40 & 803-0014-30-40, CITY HALL CARPET, FROM THE SHAW INDUSTRIES CORPORATION (Report of: Human Resources/Facilities)

**Recommendation:**

1. Award the purchase of flooring materials to the Shaw Industries Corporation for City Hall Flooring Projects in an amount not to exceed \$226,000; and
2. Authorize the issuance of Purchase Orders to the Shaw Industries Corporation in an amount not to exceed \$226,000.

A.7 APPROVE RESOLUTION 2012-82 TO AMEND THE ELECTRIC RATES FOR MORENO VALLEY UTILITY (Report of: Public Works/EU)

**Recommendation:**

Approve Resolution No. 2012-82 amending the Electric Rates for Moreno Valley Utility.

Resolution No. 2012-82

A Resolution of the City Council of the City of Moreno Valley, California, to Amend the Electric Rates, and Electric Service Rules, Fees, and Charges for Moreno Valley Utility

A.8 ACCEPTANCE OF FISCAL YEAR 2012/2013 SB 821 GRANT AND FUNDING APPROPRIATION FOR CITYWIDE SIDEWALKS AND ACCESS

AGENDA  
October 9, 2012

RAMPS PROJECT - PROJECT NO. 801 0044 70 76 (Report of: Public Works Department)

**Recommendation:**

1. Accept the Riverside County Transportation Commission (RCTC) SB 821 Bicycle and Pedestrian Facilities Program grant award of up to \$150,000 in funds for the Citywide Sidewalks and Access Ramps project; and
2. Authorize the following appropriations:
  - a. \$150,000 – revenue appropriation (2800-99-99-92800);
  - b. \$150,000 – expense appropriation (2800-70-76-80001) in the SCAG Article 3 Fund).

A.9 ACCEPTANCE OF FISCAL YEAR 2012/2013 COMMUNITY BASED TRANSPORTATION PLANNING GRANT AND FUNDING APPROPRIATION FOR CITY OF MORENO VALLEY BICYCLE MASTER PLAN UPDATE PROJECT - PROJECT NO. 801 0045 70 76 (Report of: Public Works Department)

**Recommendation:**

1. Accept the California Department of Transportation (Caltrans) Community Based Transportation Planning (CBTP) Grant award of up to \$136,250 in funds for the City of Moreno Valley Bicycle Master Plan Update with a City match of \$13,750; and
2. Authorize the following appropriations:
  - a. \$136,250 – revenue appropriation (2001-99-99-92001);
  - b. \$150,000 – expense appropriation (2001-70-76-80001) in the Measure A project fund (\$13,750 balance is the required matching funds from Measure A).

A.10 AUTHORIZE THE SUBMITTAL OF AN APPLICATION FOR THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH - PAVING THE WAY FOR SAFE ROUTES TO SCHOOL GRANT PROGRAM (Report of: Public Works Department)

**Recommendation:**

Authorize the submittal of an application for the California Department of Public Health – “Paving the Way for Safe Routes to School” grant program.

A.11 AUTHORIZE A CHANGE ORDER TO THE AGREEMENT FOR CONSTRUCTION WITH RASMUSSEN BROTHERS CONSTRUCTION, INC. TO CONSTRUCT THE PUBLIC SAFETY BUILDING MONITOR ROOM SPACE CONVERSION PROJECT NO. 803 0019 70 77 (Report of: Public Works Department/CPD)

**Recommendation:**

1. Authorize a change order to the Agreement for Construction with Rasmussen Brothers Construction, Inc. (RBC) to construct the Public Safety Building Monitor Room Space Conversion;
2. Authorize the City Engineer/Public Works Director to execute said change order;
3. Authorize the issuance of a purchase order for \$57,620.40 (\$48,017.00 plus 20% contingency of \$9,603.40) to RBC when the change order has been signed by all parties;
4. Authorize the Public Works Director/City Engineer to execute any subsequent change orders to the contract with RBC, up to but not to exceed the purchase order's total contingency amount of \$9,603.40, subject to the approval of the City Attorney; and
5. Authorize the Public Works Director/City Engineer to record the Notice of Completion once he determines that all contract requirements and punch-list items are completed by RBC, accept the improvements into the City's maintained system, and release the retention to Contractor if no claims have been filed against the project.

A.12 TRACT MAP 29920-1 - REDUCE FAITHFUL PERFORMANCE BOND AND ADOPT THE RESOLUTION AUTHORIZING ACCEPTANCE OF THE PUBLIC IMPROVEMENTS AS COMPLETE AND ACCEPTING SANTE FE DRIVE, PONCHA SPRINGS WAY, COPPER MOUNTAIN ROAD, WINTER PARK PLACE, STORRIE LAKE DRIVE, RIO BLANCO TRAIL, HILLROSE LANE, AND THE PORTIONS OF GRANDE VISTA DRIVE AND IRIS AVENUE ASSOCIATED WITH THE PROJECT INTO THE CITY'S MAINTAINED STREET SYSTEM - DEVELOPER: CHT INVESTMENT, LLC, NEWPORT BEACH, CA 92660 (Report of: Community & Economic Development Department)

**Recommendation:**

1. Adopt the proposed Resolution No. 2012-83, authorizing the acceptance of the public improvements within Tract Map 29920-1 as complete and accepting Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue Associated with the Project Into the City's Maintained Street System; and

Resolution No. 2012-83

A Resolution of the City Council of the City Of Moreno Valley, California, Authorizing the Acceptance of the Public Improvements as Complete Within Tract Map 29920-1 and Accepting Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue Associated with the Project into the City's Maintained Street System

2. Authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received.

A.13 APPROVE THE TRANSFER OF FUNDS FROM THE DEPOSIT LIABILITY TRUST FUND (4010) TO PUBLIC WORKS GENERAL CAPITAL PROJECTS FUND (3002) AND AUTHORIZE THE APPROPRIATION OF FUNDS FOR PAVEMENT RESURFACING FOR IRIS AVENUE (Report of: Public Works Department/CPD)

**Recommendation:**

1. Approve the transfer of \$867,396 from the Deposit Liability Trust Fund-Deposits-Moreno Valley Ranch (MVR) Street Improvements Account (4010-250580) to the Public Works (PW) General Capital Projects Fund (3002-99-99-93002);
2. Appropriate \$867,396 from the transfer to the PW General Capital Projects Fund (3002-70-77-80001-720199);
3. Authorize the allocation of the above funds to the following projects:
  - Citywide Annual Pavement Resurfacing Program – 803 0003 70 77 3002-99 (\$587,396); and
  - Nason Street-Cactus Avenue Street Improvements, - 801 0019 70 77-3002C-99 (\$280,000);
4. Authorize a change order to the Purchase Order with Hardy & Harper, Inc., reducing the encumbrance by \$587,396 in the Measure A Fund (2001) and encumbering an equal amount in the PW General Capital Projects Fund (3002); and
5. Authorize a change order to the Purchase Order with Sully-Miller Contracting Company, Inc., reducing the encumbrance by \$280,000 in the Measure A Fund (2001) and encumbering an equal amount in the PW General Capital Projects Fund (3002).

AGENDA  
October 9, 2012

## **B. CONSENT CALENDAR-COMMUNITY SERVICES DISTRICT**

### **B.1 ORDINANCES - READING BY TITLE ONLY**

**Recommendation:** Waive reading of all Ordinances.

### **B.2 MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012 (Report of: City Clerk Department)**

**Recommendation:**

Approve as submitted.

### **B.3 ACCEPTANCE OF GRANT MONIES FROM THE CALIFORNIA DEPARTMENT OF EDUCATION, CHILD DEVELOPMENT SERVICES, FOR CHILD CARE SERVICES AND ADOPTION OF THE RESOLUTION TO CERTIFY THE APPROVAL OF THE GOVERNING BOARD (Report of: Parks and Community Services Department)**

**Recommendation:**

1. Authorize the acceptance of grant money in the amount of \$485,107 for Fiscal Year (FY) 2012/2013 from the California Department of Education, Child Development Division, for the purpose of providing school age child care and development services; and
2. Adopt Resolution No. CSD 2012-21 to certify the approval of the governing board to enter into this transaction with the California Department of Education for the purpose of providing child care and development services and to authorize the designated personnel, as shown on the resolution, to sign contract documents for FY 2012/2013.

Resolution No. CSD 2012-21

A Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Certifying the Approval of the Governing Board to Enter into a Transaction with the California Department of Education for the Purpose of Providing Child Care and Development Services and to Authorize Designated Personnel to Sign Contract Documents for FY 2012/13

## **C. CONSENT CALENDAR - HOUSING AUTHORITY**

### **C.1 ORDINANCES - READING BY TITLE ONLY**

**Recommendation:** Waive reading of all Ordinances.

AGENDA  
October 9, 2012



- C.2 MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012 (Report of: City Clerk Department)

**Recommendation:**

Approve as submitted.

**D. CONSENT CALENDAR - BOARD OF LIBRARY TRUSTEES**

- D.1 ORDINANCES - READING BY TITLE ONLY

**Recommendation:** Waive reading of all Ordinances.

- D.2 MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012 (Report of: City Clerk Department)

**Recommendation:**

Approve as submitted.

**E. PUBLIC HEARINGS**

Questions or comments from the public on a Public Hearing matter are limited to five minutes per individual and must pertain to the subject under consideration. Those wishing to speak should complete and submit a GOLDENROD speaker slip to the Bailiff.

- E.1 A PUBLIC HEARING REGARDING PA12-0027, TO ADOPT AN ENERGY EFFICIENCY AND CLIMATE ACTION STRATEGY DOCUMENT. THE PROPOSAL INCLUDES POTENTIAL PROGRAMS AND POLICIES TO REDUCE OVERALL ENERGY USE, INCREASE THE USE OF RENEWABLE ENERGY, AND IDENTIFY THE LIFE CYCLE COSTS OF FUTURE CITY PROJECTS (Report of: Community & Economic Development Department)

**Recommendation: That the City Council:**

1. After conducting a public hearing, RECOGNIZE that application PA12-0027 (Energy Efficiency and Climate Action Strategy) will not have a significant effect on the environment and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15061 as defined by Section 15378; and
2. ADOPT City Council Resolution No. 2012-84 thereby APPROVING The Energy Efficiency and Climate Action Strategy PA12-0027, based on the findings in the City Council Resolution.

Resolution No. 2012-84

A Resolution of the City Council of the City of Moreno Valley, California, approving The Energy Efficiency and Climate Action Strategy (PA12-0027), which is intended to assist with the city's compliance with Assembly Bill 32 and Senate Bill 375, both State Initiatives Aimed at Reducing Greenhouse Gas Emissions in California

**E.2 PUBLIC HEARING AND RESOLUTION ADJUSTING DEVELOPMENT IMPACT FEES FOR RESIDENTIAL AND COMMERCIAL & INDUSTRIAL DEVELOPMENT (Report of: Community & Economic Development Department)**

**Recommendation: That the City Council:**

1. Conduct a Public Hearing for the adjustment of the City of Moreno Valley Development Impact Fees for Residential and Commercial & Industrial Development;
2. Accept the Update Development Impact Fee Nexus Study (Dated October 2012) as submitted by Colgun Consulting Corporation; and
3. Adopt Resolution No. 2012-85 adjusting Development Impact Fees for Residential and Commercial & Industrial Development.

Resolution No. 2012-85

A Resolution of the City of the City Council of the City of Moreno Valley, California, Adopting the Development Impact Fee (DIF) Update Study 2012 Applicable to all Developments in the City of Moreno Valley

**F. ITEMS REMOVED FROM CONSENT CALENDARS FOR DISCUSSION OR SEPARATE ACTION**

**G. REPORTS**

- G.1 CITY COUNCIL REPORTS ON REGIONAL ACTIVITIES (Informational Oral Presentation - not for Council action)
- a) Report by Council Member Robin N. Hastings on Western Riverside Council of Governments (WRCOG)
- G.2 CITY MANAGER'S REPORT (Informational Oral Presentation - not for Council action)

AGENDA  
October 9, 2012

G.2.1 Human Resources Department Update - Report by: Tom DeSantis,  
Human Resources Director (Continued from September 25, 2012)

G.3 CITY ATTORNEY'S REPORT (Informational Oral Presentation - not for  
Council action)

## **H. LEGISLATIVE ACTIONS**

H.1 ORDINANCES - 1ST READING AND INTRODUCTION - NONE

H.2 ORDINANCES - 2ND READING AND ADOPTION

H.2.1 ORDINANCE 854 - AN ORDINANCE OF THE CITY COUNCIL OF  
THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING  
PA08-0034 (ZONE CHANGE) TO CHANGE THE LAND USE  
DISTRICT FOR APPROXIMATELY 0.54 ACRES OF 22184  
ALESSANDRO BOULEVARD (PORTION OF ASSESSOR PARCEL  
NUMBER 291-190-025) FROM OFFICE COMMERCIAL (OC) TO  
COMMUNITY COMMERCIAL (CC) (RECEIVED FIRST READING  
AND INTRODUCTION ON SEPTEMBER 25, 2012 BY A 5-0 VOTE)  
(Report of: Community & Economic Development Department)

### **Recommendation: That the City Council:**

Adopt Ordinance No. 854 thereby APPROVING Zone Change PA08-0034,  
based on the findings in the City Council Ordinance.

Ordinance No. 854

An Ordinance of the City Council of the City of Moreno Valley, California,  
Approving PA08-0034 (Zone Change) to change the Land Use District for  
approximately 0.54 acres of 22184 Alessandro Boulevard (portion of  
Assessor Parcel Number 291-190-025) from Office Commercial (OC) to  
Community Commercial (CC)

H.3 ORDINANCES - URGENCY ORDINANCES - NONE

H.4 RESOLUTIONS - NONE

## **PUBLIC COMMENTS ON ANY SUBJECT NOT ON THE AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL**

Those wishing to speak should complete and submit a BLUE speaker slip to the  
Bailiff. There is a three-minute time limit per person. All remarks and questions  
shall be addressed to the presiding officer or to the City Council and not to any  
individual Council member, staff member or other person.

AGENDA  
October 9, 2012

**CLOSING COMMENTS AND/OR REPORTS OF THE CITY COUNCIL,  
COMMUNITY SERVICES DISTRICT,CITY AS SUCCESSOR AGENCY FOR THE  
COMMUNITY REDEVELOPMENT AGENCY OR HOUSING AUTHORITY**

Materials related to an item on this Agenda submitted to the City Council/Community Services District/City as Successor Agency for the Community Redevelopment Agency, Housing Authority or the Board of Library Trustees after distribution of the agenda packet are available for public inspection in the City Clerk's office at 14177 Frederick Street during normal business hours.

## **CLOSED SESSION**

A Closed Session of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency and Housing Authority will be held in the City Manager's Conference Room, Second Floor, City Hall. The City Council will meet in Closed Session to confer with its legal counsel regarding the following matter(s) and any additional matter(s) publicly and orally announced by the City Attorney in the Council Chamber at the time of convening the Closed Session.

- **PUBLIC COMMENTS ON MATTERS ON THE CLOSED SESSION AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL**

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All remarks and questions shall be addressed to the presiding officer or to the City Council and not to any individual Council member, staff member or other person.

The Closed Session will be held pursuant to Government Code:

- 1 SECTION 54956.9(b)(1) - CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION

Number of Cases: 5

- 2 SECTION 54956.9(c) - CONFERENCE WITH LEGAL COUNSEL - INITIATION OF LITIGATION

Number of Cases: 5

## **REPORT OF ACTION FROM CLOSED SESSION, IF ANY, BY CITY ATTORNEY**

## **ADJOURNMENT**

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**MINUTES  
JOINT MEETING OF THE  
CITY COUNCIL OF THE CITY OF MORENO VALLEY  
MORENO VALLEY COMMUNITY SERVICES DISTRICT  
CITY AS SUCCESSOR AGENCY FOR THE  
COMMUNITY REDEVELOPMENT AGENCY OF  
THE CITY OF MORENO VALLEY  
MORENO VALLEY HOUSING AUTHORITY  
BOARD OF LIBRARY TRUSTEES**

**REGULAR MEETING – 6:30 PM  
September 25, 2012**

**CALL TO ORDER**

The Joint Meeting of the City Council of the City of Moreno Valley, Moreno Valley Community Services District, the Community Redevelopment Agency of the City of Moreno Valley and the Board of Library Trustees was called to order at 6:31 p.m. by Mayor Richard A. Stewart in the Council Chamber located at 14177 Frederick Street.

Mayor Richard A. Stewart announced the City Council receives a separate stipend for CSD meetings.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Mayor Pro Tem William H. Batey II.

**INVOCATION**

Pastor Diane Gardner, Beautiful Women of God - Diane Gardner Ministries

**ROLL CALL**

Council:

Richard A. Stewart	Mayor
William H. Batey II	Mayor Pro Tem
Jesse L. Molina	Council Member
Robin N. Hastings	Council Member
Marcelo Co	Council Member

Staff:

Jane Halstead	City Clerk
Julienne Clay	Administrative Assistant
Henry T. Garcia	City Manager
Cynthia Fortune	Financial Operations Division Manager
Robert Hansen	City Attorney

Michelle Dawson	Assistant City Manager
Joel Ontiveros	Police Chief
Abdul Ahmad	Fire Chief
Ahmad Ansari	Public Works Director
Barry Foster	Community and Economic Development Director
Tom DeSantis	Human Resources Director
Mike McCarty	Parks & Community Services Director
Michele Patterson	Assistant to the City Manager

**JOINT CONSENT CALENDARS (SECTIONS A-D) OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, MORENO VALLEY COMMUNITY SERVICES DISTRICT, COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO VALLEY AND THE BOARD OF LIBRARY TRUSTEES**

Mayor Richard A. Stewart opened the agenda items for the Consent Calendars for public comments, which were received from Deanna Reeder (A3 and A10) and Pete Bleckert (A3 and A5).

**A. CONSENT CALENDAR-CITY COUNCIL**

A.1 ORDINANCES - READING BY TITLE ONLY

**Recommendation:** Waive reading of all Ordinances.

A.2 MINUTES - REGULAR MEETING OF SEPTEMBER 11, 2012 (Report of: City Clerk Department)

**Recommendation:**  
Approve as submitted.

A.3 APPROVAL OF PAYMENT REGISTER FOR JULY, 2012 (Report of: Financial & Administrative Services Department)

**Recommendation:**  
Adopt Resolution No. 2012-74, approving the Payment Register for the month of July, 2012 in the amount of \$13,987,791.35.

Resolution No. 2012-74

A Resolution of the City Council of the City of Moreno Valley, California, Approving the Payment Register for the Month of July, 2012.

A.4 PA06-0021 (PM 34577) – INDUSTRIAL – ACCEPT FINAL MAP, AGREEMENT AND IRREVOCABLE LETTERS OF CREDIT FOR PUBLIC IMPROVEMENTS, SOUTHEAST CORNER OF HEACOCK STREET AND CARDINAL AVENUE, DEVELOPER: I-215 LOGISTICS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, NEWPORT BEACH, CA



92660 (Report of: Community & Economic Development Department)

**Recommendation:**

1. Approve Parcel Map 34577, authorize the City Clerk to sign the map and transmit said map to the County Recorder's Office for recordation;
2. Accept the Agreement and Irrevocable Letters of Credit for Public Improvements for PA06-0021(PM 34577);
3. Authorize the Mayor to execute the agreement;
4. Direct the City Clerk to forward the signed agreement to the County Recorder's office for recordation; and
5. Authorize the City Engineer to execute any future time extension amendments to the agreement, subject to City Attorney approval, if the required public improvements are not completed within said timeframe.

A.5 FIRST AMENDMENT TO AGREEMENT WITH DMC DESIGN GROUP FOR MORENO TOWNSITE AREA STORM DRAIN AND MISCELLANEOUS STREET IMPROVEMENTS BETWEEN ALESSANDRO BOULEVARD AND DRAINAGE FACILITY LINE F - PROJECT NO. 801 0011 70 77-2001 (Report of: Public Works Department/CPD)

**Recommendation:**

1. Approve the First Amendment to Agreement for Professional Consultant Services with DMC Design Group to revise and complete the design for the Moreno Townsite Area Storm Drain and Miscellaneous Street Improvements;
2. Authorize the City Manager or his designee to continue negotiating the cost proposal and then execute said Amendment to Agreement for Professional Consultant Services with DMC Design Group, subject to approval of the City Attorney; and
3. Authorize an increase in the Purchase Order to DMC Design Group in the amount of up to but not to exceed \$57,820 once the final cost negotiations are concluded and the amendment to agreement has been signed by all parties.

A.6 AUTHORIZATION TO AWARD CONSTRUCTION CONTRACT TO GLOBAL POWER GROUP, INC. FOR THE EMERGENCY OPERATIONS CENTER FAMILY CARE CENTER GENERATOR PROJECT - PROJECT NO. 803 0016 70 77 (Report of: Public Works Department/CPD)

**Recommendation:**

1. Award the construction contract to Global Power Group, Inc. (GPG), 12060 Woodside Avenue, Lakeside, CA 92040, the lowest responsible bidder, for Emergency Operations Center Family Care Center Generator project;
2. Authorize the City Manager to execute a contract with GPG;
3. Authorize the issuance of a Purchase Order for \$386,811.70 (\$351,647.00 bid plus 10% contingency of \$35,164.70) to GPG when the contract has been signed by all parties;
4. Authorize the Public Works Director/City Engineer to execute any subsequent change orders to the contract with GPG, up to but not to exceed the Purchase Order's total contingency amount of \$35,164.70, subject to the approval of the City Attorney; and
5. Authorize the Public Works Director/City Engineer to record the Notice of Completion once he determines that all contract requirements and punch-list items are completed by GPG, accept the improvements into the City's maintained system, and release the retention to Contractor if no claims have been filed against the project.

A.7 APPROVE AGREEMENT FOR PROFESSIONAL CONSULTANT CONSTRUCTION GEOTECHNICAL SERVICES WITH NINYO & MOORE FOR MORENO BEACH INTERCHANGE IMPROVEMENTS PHASE 1 - PROJECT NO. 801 0038 70 77-4821 (Report of: Public Works Department/CPD)

**Recommendation:**

1. Authorize the "Agreement for Professional Consultant Services" with Ninyo & Moore (Ninyo & Moore), 11650 Mission Park Drive, Suite 101, Rancho Cucamonga, CA 91730, to provide professional geotechnical and materials testing services during construction of the SR-60/Moreno Beach Interchange Improvements Phase 1 project for a total agreement amount not to exceed \$109,110;
2. Acting as the Successor Agency, approve this action as a recognized payment obligation of the former Redevelopment Agency of the City of Moreno Valley, add it to the Recognized Obligation Payment Schedule, submit same to the Oversight Board for Approval, and authorize the City Manager to access agency funds only after Oversight Board approval;

3. Authorize the City Manager to execute said “Agreement for Professional Consultant Services” with Ninyo & Moore; and
4. Authorize the issuance of a Purchase Order totaling \$109,110 to Ninyo & Moore when the contract has been signed by all parties.

A.8 APPROVE AGREEMENT FOR PROFESSIONAL CONSULTANT CONSTRUCTION SURVEY SERVICES WITH COORY ENGINEERING FOR MORENO BEACH INTERCHANGE IMPROVEMENTS PHASE 1 - PROJECT NO. 801 0038 70 77-4821 (FORMERLY PROJECT NO. 07-41570024) (Report of: Public Works Department/CPD)

**Recommendation:**

1. Authorize the “Agreement for Professional Consultant Services” with Coory Engineering (Coory), 1718 N. Neville Street, Orange, CA 92865, to provide professional survey services during construction of the SR-60/Moreno Beach Interchange Improvements Phase 1 project for a total agreement amount not to exceed \$100,805;
2. That the City Council Acting as the Successor Agency, approve this action as a recognized payment obligation of the former Redevelopment Agency of the City of Moreno Valley, add it to the Recognized Obligation Payment Schedule, submit same to the Oversight Board for Approval, and authorize the City Manager to access agency funds only after Oversight Board approval;
3. Authorize the City Manager to execute said “Agreement for Professional Consultant Services” with Coory; and
4. Authorize the issuance of a Purchase Order totaling \$100,805 to Coory when the contract has been signed by all parties.

A.9 CITY COUNCIL REPORTS ON REIMBURSABLE ACTIVITIES (Report of: City Clerk's Department)

**Recommendation:**

Receive and file the Reports on Reimbursable Activities for the period of September 5-18, 2012.

A.10 BIENNIAL UPDATE TO THE PUBLIC RIGHT OF WAY ACCESS AMERICANS WITH DISABILITIES ACT TRANSITION PLAN (Report of: Public Works Department/CPD)

**Recommendation:**

Receive and file this Biennial Update on Public Right of Way Access Americans with Disabilities Act Transition Plan.

**B. CONSENT CALENDAR-COMMUNITY SERVICES DISTRICT**

B.1 ORDINANCES - READING BY TITLE ONLY

**Recommendation:** Waive reading of all Ordinances.

B.2 MINUTES - REGULAR MEETING OF SEPTEMBER 11, 2012 (Report of: City Clerk Department)

**Recommendation:**

Approve as submitted.

**C. CONSENT CALENDAR - HOUSING AUTHORITY**

C.1 ORDINANCES - READING BY TITLE ONLY

**Recommendation:** Waive reading of all Ordinances.

C.2 MINUTES - REGULAR MEETING OF SEPTEMBER 11, 2012 (Report of: City Clerk Department)

**Recommendation:**

Approve as submitted.

**D. CONSENT CALENDAR - BOARD OF LIBRARY TRUSTEES**

D.1 ORDINANCES - READING BY TITLE ONLY

**Recommendation:** Waive reading of all Ordinances.

D.2 MINUTES - REGULAR MEETING OF SEPTEMBER 11, 2012 (Report of: City Clerk Department)

**Recommendation:**

Approve as submitted.

**Motion to Approve as amended to include the wording, "sole proprietorship hereinafter described as consultant," in Item A8 by m/Mayor Pro Tem William H. Batey II, s/Council Member Robin N. Hastings**

**Approved by a vote of 5-0.**

**E. PUBLIC HEARINGS**

- E.1 A PUBLIC HEARING REGARDING PA08-0033 (GENERAL PLAN AMENDMENT), PA08-0034 (CHANGE OF ZONE) AND PA08-0035 (CUP) FOR A SMOG INSPECTION STATION AND TIRE SALES COMMERCIAL BUSINESS AT 22184 ALESSANDRO BOULEVARD. THE PROPOSED

GENERAL PLAN AMENDMENT WILL CHANGE THE LAND USE DESIGNATION OF A 0.54 ACRE PORTION OF A PARCEL LOCATED AT 22184 ALESSANDRO BOULEVARD FROM RESIDENTIAL/OFFICE (R/O) TO COMMERCIAL (C). THE CHANGE OF ZONE WILL CHANGE THE ZONING OF THE PARCEL FROM OFFICE COMMERCIAL (OC) TO COMMUNITY COMMERCIAL (CC). THE APPLICANT IS SOCRATES URENA (Report of: Community & Economic Development Department)

Mayor Richard A. Stewart opened the public testimony portion of the public hearing; there being none, public testimony was closed.

**Recommendation: That the City Council:**

1. Conduct a public hearing for General Plan Amendment PA08-0033, Change of Zone PA08-0034 and Conditional Use Permit PA08-0035 and subsequent to the public hearing:

ADOPT a Negative Declaration for PA08-0033 (General Plan Amendment), PA08-0034 (Change of Zone) and PA08-0035 (Conditional Use Permit) in that this project will not result in significant environmental impacts);

**Motion to Approve by m/Mayor Pro Tem William H. Batey II, s/Council Member Jesse L. Molina**

**Approved by a vote of 5-0.**

2. ADOPT City Council Resolution No. 2012-75 thereby APPROVING General Plan Amendment PA08-0033, based on the findings in the City Council Resolution;

Resolution No. 2012-75

A Resolution of the City Council of the City of Moreno Valley, California, approving an Amendment to the General Plan Land Use Element (PA08-0033) to change the Land Use Designation of a 0.54 acre portion of a parcel located at 22184 Alessandro Boulevard (portion of Assessor's Parcel Number 291-190-025) from Residential/Office (R/O) to Commercial (C)

**Motion to Approve by m/Mayor Pro Tem William H. Batey II, s/Council Member Jesse L. Molina**

**Approved by a vote of 5-0.**

3. INTRODUCE Ordinance No. 854 thereby APPROVING Zone Change PA08-0034, based on the findings in the City Council

Ordinance; and

Ordinance No. 854

An Ordinance of the City Council of the City of Moreno Valley, California, Approving PA08-0034 (Zone Change) to change the Land Use District for approximately 0.54 acres of 22184 Alessandro Boulevard (portion of Assessor Parcel Number 291-190-025) from Office Commercial (OC) to Community Commercial (CC)

**Motion to Approve by m/Mayor Pro Tem William H. Batey II, s/Council Member Jesse L. Molina**

**Approved by a vote of 5-0.**

4. ADOPT City Council Resolution No. 2012-76 thereby APPROVING Conditional Use Permit PA08-0035 for a Smog Inspection Station and Tire Sales commercial business at 22184 Alessandro Boulevard, based on the findings in the Resolution, and the conditions of approval to the resolution as Exhibit A.

Resolution No. 2012-76

A Resolution of the City Council of the City of Moreno Valley, California, Approving Conditional Use Permit (PA08-0035) for the conversion of an existing Single Family Residence into Smog Inspection Station and Tire Sales Commercial Business at 22184 Alessandro Boulevard (APN: 291-190-025)

**Motion to Approve by m/Mayor Pro Tem William H. Batey II, s/Council Member Jesse L. Molina**

**Approved by a vote of 5-0.**

- E.2 A PUBLIC HEARING REGARDING AN APPEAL OF THE PLANNING COMMISSION'S JULY 12, 2012, APPROVAL OF PLOT PLAN PA09-0004 AND TENTATIVE PARCEL MAP NO. 36162 (PA09-0012) AND THE RELATED ENVIRONMENTAL IMPACT REPORT FOR THE VIP MORENO VALLEY PROJECT. THE PROJECT PROPOSES A 1,616,133 SQUARE FOOT WAREHOUSE DISTRIBUTION BUILDING ON APPROXIMATELY 80 ACRES. THE BUILDING INCLUDES 268 DOCK HIGH DOORS AND 44,000 SQUARE FEET OF OFFICE AREA. THE MAP WOULD COMBINE FOUR EXISTING PARCELS INTO A SINGLE PARCEL. THE PROJECT SITE IS LOCATED ON THE SOUTH SIDE OF GROVE VIEW ROAD BETWEEN PERRIS BOULEVARD AND INDIAN STREET AT THE CITY'S SOUTHERN BOUNDARY, IN THE MORENO VALLEY INDUSTRIAL AREA

PLAN (SP 208). THE APPLICANT IS VOGEL ENGINEERS, INC. THE APPELLANT IS JOHNSON & SEDLACK ATTORNEYS AT LAW ON BEHALF OF RESIDENTS FOR A LIVABLE MORENO VALLEY AND THE SIERRA CLUB (Report of: Community & Economic Development Department)

Mayor Richard A. Stewart opened the public testimony portion of the public hearing. Public testimony was received from Susan Gilchrist (oppose) and Pete Bleckert (support).

**Recommendation: That the City Council:**

1. Conduct a public hearing for Environmental Impact Report (P11-020), Plot Plan PA09-0004, and Tentative Parcel Map 36362 (PA09-0012) and subsequent to the public hearing:

APPROVE Resolution No. 2012-77 and CERTIFY that the Environmental Impact Report (EIR) for the VIP Moreno Valley Project has been completed in compliance with the California Environmental Quality Act; and

Resolution No. 2012-77

A Resolution of the City Council of the City of Moreno Valley, California, certifying the Final Environmental Impact Report (P11-020), Adoption of the Findings and Statement of Overriding Considerations, and Approval of the Mitigation Monitoring Program for the VIP Moreno Valley Project, generally located in the Moreno Valley Industrial Area Plan (SP 208), on the South side of Grove View Road between Perris Boulevard and Indian Street at the City's southern boundary.

**Motion to Approve as amended per the changes referenced in attachment 18 by m/Mayor Pro Tem William H. Batey II, s/Council Member Jesse L. Molina**

**Approved by a vote of 5-0.**

2. APPROVE Resolution No. 2012-78 and APPROVE Plot Plan PA09-0004 and Tentative Parcel Map 36162 (PA09-0012), subject to the attached conditions of approval included as Exhibits A and B.

Resolution No. 2012-78

A Resolution of the City Council of the City of Moreno Valley, California, for approval of Plot Plan PA09-0004 for development of a 1,616,133 square foot Warehouse Distribution Facility on 80 acres

located within Assessor's Parcel Numbers 488-330-003 through -006 and -026 and PA09-0012 (Tentative Parcel Map No. 36162) to combine four parcels into a single parcel.

**Motion to Approve as amended per the changes referenced in attachment 18 by m/Mayor Pro Tem William H. Batey II, s/Council Member Jesse L. Molina**

**Approved by a vote of 5-0.**

E.3 GENERAL PLAN AMENDMENT TO MODIFY THE CIRCULATION PLAN FOR NASON STREET BETWEEN ALESSANDRO BOULEVARD AND FIR AVENUE (PA12-0026) - (Report of: Public Works Department/CPD)

Mayor Richard A. Stewart opened the public testimony portion of the public hearing. Public testimony was received from Deanna Reeder (oppose) and Tom Jerele, Sr. (support).

**Recommendation:**

1. Conduct a public hearing to consider the action taken by the Planning Commission on August 23, 2012, recommending approval of a General Plan Amendment (PA12-0026) (Project); and subsequent to the public hearing; and
2. APPROVE City Council Resolution No. 2012-79 thereby adopting a Negative Declaration for PA12-0026 in that the project will not result in significant environmental impacts, and approving the General Plan Amendment (PA12-0026), based on the findings in the City Council Resolution.

Resolution No. 2012-79

A Resolution of the City Council of the City of Moreno Valley, California, Approving a General Plan Amendment (PA12-0026) to Modify the City Circulation Plan and Circulation Exhibit, Respectively

**Motion to Approve by m/Council Member Robin N. Hastings, s/Mayor Pro Tem William H. Batey II**

**Approved by a vote of 5-0.**

**F. ITEMS REMOVED FROM CONSENT CALENDARS FOR DISCUSSION OR SEPARATE ACTION**

None



## **G. REPORTS**

### **G.1 CITY COUNCIL REPORTS ON REGIONAL ACTIVITIES (Informational Oral Presentation - not for Council action)**

- a) Report by Mayor Richard A. Stewart on March Joint Powers Commission (MJPC)

#### Mayor Richard A. Stewart

The lawsuit has been settled on the land by the bomb dump enabling March to build a park and to develop the Center for Biological Diversity. March was added to the Military Airport's Assistance program. Through this program March can get financial money for development at the airport.

## **AGENDA ORDER**

### **PUBLIC COMMENTS ON ANY SUBJECT NOT ON THE AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL**

#### Ramon Trujillo

1. Complimented Council Member Co and staff
2. No traffic control at Palm Middle School

#### Deanna Reeder

1. Elections

#### Sue Gilchrist

1. Elections
2. Calzona Appaloosa Club
3. Thanked police and Code Enforcement
4. Air quality, trucking and warehousing

#### Vince Lauro

1. Campaigning for District 5 City Council
2. Crime

#### Michael Geller

1. Grants for animal shelters

#### Kenny Bell

1. Board of Supervisors
2. Jobs

Tom Jerele, Sr.

1. Concerns about dog adoption issue
2. Job projections
3. Flood control
4. Council Member Co is very responsive on issues
5. Council Member Molina returns all calls
6. 4<sup>th</sup> of July Committee

**AGENDA ORDER**

- G.2 UPDATE OF ECONOMIC DEVELOPMENT ACTION PLAN (Report of: Community & Economic Development Department)

Not for Council action.

Mayor Richard A. Stewart opened the agenda item for public comments, which were received from Deanna Reeder (oppose) and Tom Jerele, Sr. (support).

**Recommendation: That the City Council:**

Review the update of the Economic Development Action Plan.

- G.3 UPDATE ON AB 32 AND THE CAP AND TRADE PROGRAM (Report of: Public Works Department/EU)

Mayor Richard A. Stewart opened the agenda item for public comments; there being none, public comments were closed.

**Recommendation: That the City Council:**

Receive and file the update.

**Motion to Approve by m/Council Member Robin N. Hastings, s/Mayor Pro Tem William H. Batey II**

**Approved by a vote of 5-0.**

- G.4 CITY MANAGER'S REPORT (Informational Oral Presentation - not for Council action)

Mayor Richard A. Stewart opened the agenda item for public comments; there being none, public comments were closed.

G.4.1 Human Resources Department Update - Report by: Human Resources Director Tom DeSantis, Human Resources Director

Continued to October 9, 2012.

G.5 CITY ATTORNEY'S REPORT (Informational Oral Presentation - not for Council action)

Mayor Richard A. Stewart opened the agenda item for public comments; there being none, public comments were closed.

City Attorney Robert L. Hansen

At the September 11 City Council meeting City Council was asked to disband the July 4 Advisory Committee. Council was advised the July 4th Advisory Committee was established as an ad hoc or temporary advisory committee; and, therefore, ceased to exist following the July 4th events. LaDonna Jempson sent an email suggesting the July 4th Advisory Committee was established by City Council as a permanent or standing committee. Standing resident advisory bodies are usually established by ordinance, and are called either boards or commissions. The July 4th resident advisory body was established by City Council resolution and was called a committee. Other than the July 4th Advisory Committee, the City has no other standing or permanent resident advisory committees. After reviewing Resolution 2011-82 to determine whether the July 4th Advisory Committee was established as a temporary or permanent committee, it appears it was City Council's intent to make the July 4th Advisory Committee permanent and not temporary. Consequently, the July 4th Advisory Committee did not cease to exist following the July 4th events and will continue to exist until dissolved by an action of City Council. City Council gave clear indication to staff to bring this matter back to establish an advisory board similar to other advisory boards established by ordinance of the City Council. Therefore, when this matter is brought back to City Council for consideration, it will include a recommendation for the City Council to rescind Resolution 2011-82 and introduce an ordinance establishing a July 4th Advisory Board with members appointed by City Council pursuant to how other boards have been established in the city.

## **H. LEGISLATIVE ACTIONS**

### H.1 ORDINANCES - 1ST READING AND INTRODUCTION - NONE

### H.2 ORDINANCES - 2ND READING AND ADOPTION

Mayor Richard A. Stewart opened the agenda item for public comments; there being none, public comments were closed.

H.2.1 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, AMENDING SECTION 1.10.080 OF CHAPTER 1.10 OF THE CITY OF MORENO VALLEY MUNICIPAL CODE RELATING TO THE COLLECTION OF CIVIL FINES AND PENALTIES (RECEIVED FIRST READING AND INTRODUCTION ON SEPTEMBER 11, 2012, BY A 5-0 VOTE) (Report of: City Attorney)

**Recommendation: That the City Council:**

Adopt Ordinance No. 853 that would clarify the method by which interest is calculated on delinquent civil citations.

Ordinance No. 853

An Ordinance of the City Council of the City of Moreno Valley, California, Amending Section 1.10.080 of Chapter 1.10 of the City of Moreno Valley Municipal Code Relating to the Collection of Civil Fines and Penalties

**Motion to approve by m/Mayor Pro Tem William H. Batey II, s/Council Member Robin N. Hastings**

**Approved by a vote of 5-0.**

H.3 ORDINANCES - URGENCY ORDINANCES - NONE

H.4 RESOLUTIONS – NONE

**CLOSING COMMENTS AND/OR REPORTS OF THE CITY COUNCIL, COMMUNITY SERVICES DISTRICT, CITY AS SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY OR HOUSING AUTHORITY**

Mayor Pro Tem William H. Batey, II

1. October signals the start of the holiday season. October 6 is Adopt a pet in the park at Community Park. October 13 is Artober Fest at the Conference and Recreation Center. October 25 the movie Monster House will be shown in the gym at the Conference and Recreation Center. October 26 starts the Haunted House at the banquet facility at the golf course. November 17 is the spelling bee at the Conference and Recreation Center.

Council Member Marcelo Co

1. Candidates running for City Council will be offered a workshop to understand the functions of city government.

2. People are concerned with jobs. Businesses should be able to choose who they want to hire, and encourage the businesses to hire local. There should be cooperation between the city and schools regarding the future work force.
3. At the time Skechers was looking to hire, there was no recession. Once the building was built, there was a deep recession.
4. This election is a very important election, and people should study the issues.

Council Member Jesse L. Molina

1. There was a projection for 2,500 jobs, but the 2,500 jobs weren't promised.
2. The City has no authority to impose any conditions on businesses doing hiring.
3. Thanked the Public Works Department for the work they did on Ironwood and at St. Christopher's.
4. Moreno Valley is trying to bring jobs. People tend to move where they work, and they spend where they work.

Council Member Robin N. Hastings

1. Requested a second to put pet adoptions on a Study Session to see what types of grants are available for the animal shelter. Animals are sent to the Yucaipa shelter, which is a no kill shelter. Council Member Marcelo Co seconded.
2. Attended the second annual Mr. Eagle contest at Valley View High School, which is a talent show for high school boys. It is one of the ways the school is keeping kids involved and motivated in extracurricular activities.
3. Attended the installation of officers for the Moreno Valley Optimists. There was a commemoration for Laura Froehlich who was one of the founding members.
4. Regarding the Economic Development Action Plan, when at all possible, the city wants to see the medical corridor moving forward. Kaiser is talking about adding another building. Riverside County Regional Medical Center is expanding their trauma center. There are some potential projects going on along that corridor for

additional assisted living facilities.

5. Thanked staff that went out and responded to flooding issues on the east end. Residents are extremely pleased with how quickly Public Works assisted with the clean up and how they are moving forward with taking care of some of the Code issues.
6. Regarding the warehousing approvals and commitments, anyone who says they are going to or not going to do something, they have made a predisposition, which means they are not able to vote on the actual project. To make a decision before you have seen a project, or seen the impacts, or seen the mitigation would be less than forthcoming on the part of anyone who wants to represent their community.
7. The Liberty Quarry hearing was today at the Board of Supervisors meeting. There was a 3-2 vote, and it was approved for fast tracking.

Mayor Richard A. Stewart

1. Moreno Valley provides animal services to the City of Perris.
2. A statement was made about giving away air quality, and projects shouldn't be approved. If the projects aren't approved, they will go to Perris or Riverside, and the air quality will probably not be much different, and those cities will have the jobs, not Moreno Valley. It is short-sighted not to take advantage of the businesses and the jobs that can be brought in for Moreno Valley citizens.
3. One of the speakers is focused on Benzeevi, and it doesn't seem to matter what it is.
4. Crossword Church has held campaign forums in the past. Will check with Bishop Sykes to see if there will be one this year. Haven't heard if the Chamber will have a campaign forum this year.
5. October 26 is the Mayor's Dinner which is Frankie and Mia's Wedding. It's a fundraiser that will be shared between the Boy Scouts and Laura Froehlich's charity, Troop Comfort.
6. Tomorrow at 10:30 a.m. the Commissioner of the California Highway Patrol and the Director of the Office of Traffic Safety will be here to present the Moreno Valley Police Department Traffic team with the 1<sup>st</sup> place award in the Law Enforcement Challenge for the State of California for like sized agencies and the second place award nation-wide for like sized agencies. In addition, he will be presenting awards to two of our motor officers who have earned

high praise from the Office of Traffic Safety and California Highway Patrol. One motor officer arrested more DUI drivers than any other officer in the State of California during the year 2011.

## **CLOSED SESSION**

A Closed Session of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency and Housing Authority will be held in the City Manager's Conference Room, Second Floor, City Hall. The City Council will meet in Closed Session to confer with its legal counsel regarding the following matter(s) and any additional matter(s) publicly and orally announced by the City Attorney in the Council Chamber at the time of convening the Closed Session.

### **• PUBLIC COMMENTS ON MATTERS ON THE CLOSED SESSION AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL**

There is a three-minute time limit per person. Please complete and submit a BLUE speaker slip to the City Clerk. All remarks and questions shall be addressed to the presiding officer or to the City Council and not to any individual Council member, staff member or other person.

The Closed Session will be held pursuant to Government Code:

#### **1 SECTION 54956.9(b)(1) - CONFERENCE WITH LEGAL COUNSEL - SIGNIFICANT EXPOSURE TO LITIGATION**

Number of Cases: 5

#### **2 SECTION 54956.9(c) - CONFERENCE WITH LEGAL COUNSEL - INITIATION OF LITIGATION**

Number of Cases: 5

### **REPORT OF ACTION FROM CLOSED SESSION, IF ANY, BY CITY ATTORNEY**

None

## **ADJOURNMENT**

There being no further business to conduct, the meeting was adjourned at 10:33 p.m. by unanimous informal consent.

Submitted by:

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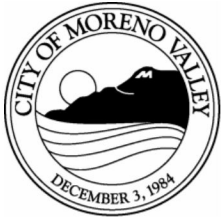
City Clerk Jane Halstead, City Clerk, CMC  
Secretary, Moreno Valley Community Services District  
Secretary, Community Redevelopment Agency of the City of Moreno Valley  
Secretary, Board of Library Trustees

Approved by:

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Mayor Richard A. Stewart  
President, Moreno Valley Community Services District  
Chairperson, Community Redevelopment Agency of the City of Moreno Valley  
Chairperson, Board of Library Trustees





APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Ris</i>
CITY MANAGER	<i>MJS</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad Ansari, Public Works Director/City Engineer  
Barry Foster, Community & Economic Development Director

**AGENDA DATE:** October 9, 2012

**TITLE:** TRACT MAP 31128 – REDUCE FAITHFUL PERFORMANCE BOND AND ADOPT THE RESOLUTION AUTHORIZING ACCEPTANCE OF THE PUBLIC IMPROVEMENTS AS COMPLETE AND ACCEPTING ROUND LEAF ROAD, DAMASCUS ROAD, LEMON GUM COURT, BIG HORN AVENUE, BARK LANE, SALT RIVER WAY, RED GUM STREET, SILVER MOUNTAIN WAY, ROSEA COURT, WILLOW LEAF ROAD, CIDER GUM WAY, AROMATIC COURT, PEPPERMINT STREET, WHITE BOX LANE, GIMLET LEAF WAY, EVERGREEN STREET, SHIMMER COURT, GRACEFUL LANE, AND THE PORTIONS OF CACTUS AVENUE, OLIVER STREET, NASON STREET, AND DELPHINIUM AVENUE ASSOCIATED WITH THE PROJECT INTO THE CITY’S MAINTAINED STREET SYSTEM

DEVELOPER – D.R. HORTON F.K.A. WESTERN PACIFIC HOUSING, INC.  
IRVINE, CA 92606

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### **RECOMMENDED ACTION**

Staff recommends that the City Council:

1. Adopt the proposed Resolution No. 2012-80 authorizing the acceptance of the public improvements within Tract Map 31128 as complete and accepting Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the

portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue associated with the project into the City's maintained street system; and

2. Authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received.

## **BACKGROUND**

Tract Map 31128 is a 262-lot single family residential development located at the southwest corner of Cactus Avenue and Oliver Street that was conditionally approved requiring construction of certain public improvements. The public improvements included asphalt paving, curb, gutter, sidewalk, driveway approaches, landscaping, electrical infrastructure, street lights, traffic signals, storm drain, sewer, and water work. Those improvements received on-going inspection during the construction process. Upon completion of the improvements, Public Works/Land Development performed an inspection, and a punch list was generated. The required corrective actions have been completed, and the improvements are now eligible for acceptance into the City's maintained street system.

## **DISCUSSION**

The completed improvements have received a final inspection, and the improvements were completed in accordance with the approved plans and the standards of the City of Moreno Valley. In accordance with the Streets and Highway Code, the method for acceptance of improvements, per Section 1806, (a), and (b), is by action of the governing body, by resolution. It is therefore appropriate to accept those improvements into the City's maintained street system and to provide a 90% reduction to the Faithful Performance Bond of \$9,426,000 issued by Fidelity and Deposit Company of Maryland. Ninety days after City Council approves the Faithful Performance Bond reduction, the Material and Labor Bond will be exonerated by the City Engineer provided there are no stop notices or liens on file with the City Clerk. The remaining 10% of the bond will be held for the one-year guarantee and warranty period. At the end of the guarantee and warranty period the bond will be released by the City Engineer subject to completion of any defective work that may have appeared during this period.

## **ALTERNATIVES**

1. Adopt the proposed Resolution authorizing the acceptance of the public improvements within Tract Map 31128 as complete and accepting Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue associated with the project into the City's maintained street system. Authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received. *The required public improvements have been completed according to City of Moreno Valley Standards and therefore should be included in the City's maintained street system.*
  
2. Do not adopt the proposed Resolution authorizing the acceptance of the public improvements within Tract Map 31128 as complete and accepting Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue associated with the project into the City's maintained street system. Do not authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received. *The required public improvements have been completed according to City of Moreno Valley Standards and therefore should be included in the City's maintained street system.*

## **FISCAL IMPACT**

The acceptance of these street improvements into the City's maintained street system will create an additional fiscal impact to the street maintenance program of the City (Fund 121-Gas Tax, Fund 125-Measure "A", and Fund 152-NPDES. Fund 121 is restricted to the construction and maintenance of streets and roadways. Fund 125 is restricted for transportation projects only for the purposes of construction, maintenance and operation of streets and roadways. The County Service Area (CSA) levy collected from property owners support current NPDES Permit programs and reduce the level of General Fund support necessary to remain in compliance with unfunded federal

mandates, as administered by the State. Funds collected from the CSA 152 annual levy are restricted for use only within the Storm Water Management program).

**NOTIFICATION**

Publication of agenda

**EXHIBITS**

Exhibit “A” - Vicinity Map  
 Exhibit “B” - Proposed Resolution

Prepared By  
 Anitra N. Holt  
 Management Analyst

Department Head Approval  
 Ahmad R. Ansari, P.E.  
 Public Works Director/City Engineer

Concurred By  
 Mark W. Sambito, P.E.  
 Engineering Division Manager

Concurred By  
 Barry Foster  
 Community & Economic Development Director

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

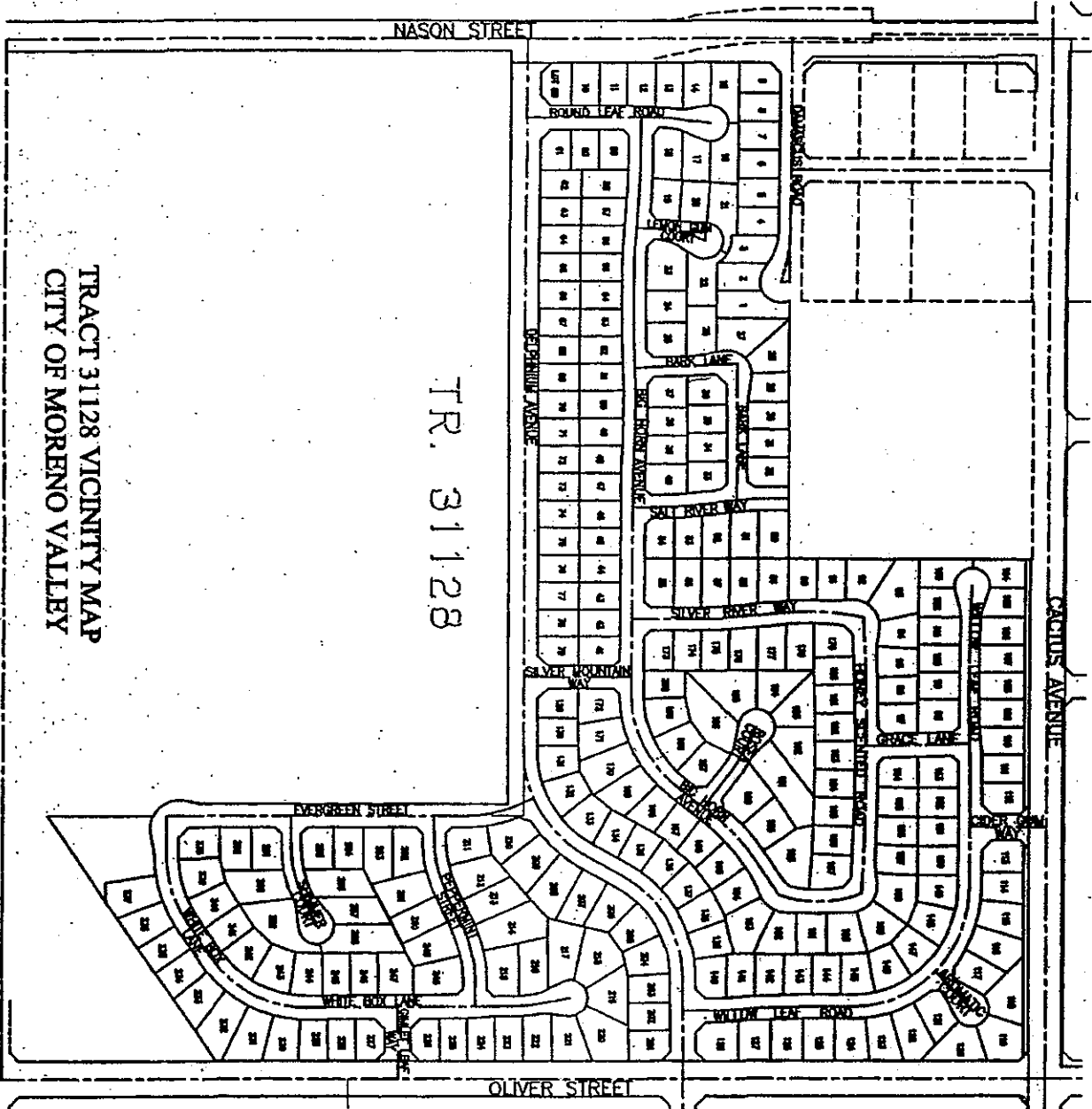
SCALE: 1"=400'



TRACT 31128 VICINITY MAP  
CITY OF MORENO VALLEY

TR. 31128

JOHN F. KENNEDY DRIVE



CITY OF MORENO VALLEY  
PUBLIC WORKS - LAND DEVELOPMENT

TRACT 31128

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RESOLUTION NO. 2012-80

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, AUTHORIZING THE ACCEPTANCE OF THE PUBLIC IMPROVEMENTS AS COMPLETE WITHIN TRACT MAP 31128 AND ACCEPTING ROUND LEAF ROAD, DAMASCUS ROAD, LEMON GUM COURT, BIG HORN AVENUE, BARK LANE, SALT RIVER WAY, RED GUM STREET, SILVER MOUNTAIN WAY, ROSEA COURT, WILLOW LEAF ROAD, CIDER GUM WAY, AROMATIC COURT, PEPPERMINT STREET, WHITE BOX LANE, GIMLET LEAF WAY, EVERGREEN STREET, SHIMMER COURT, GRACEFUL LANE, AND THE PORTIONS OF CACTUS AVENUE, OLIVER STREET, NASON STREET, AND DELPHINIUM AVENUE ASSOCIATED WITH THE PROJECT INTO THE CITY'S MAINTAINED STREET SYSTEM

WHEREAS, the City Engineer has determined that the public improvements constructed by D.R. Horton F.K.A. Western Pacific Housing, Inc. on Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue associated with the project were constructed according to the approved plans on file with the City of Moreno Valley; and

WHEREAS, the City Engineer has determined that those improvements were inspected during construction and were completed in an acceptable manner; and

WHEREAS, the City Engineer has requested that the City Council authorize the acceptance of said public improvements as complete within Tract Map 31128, and accept Round Leaf Road, Damascus Road, Lemon Gum Court, Big Horn Avenue, Bark Lane, Salt River Way, Red Gum Street, Silver Mountain Way, Rosea Court, Willow Leaf Road, Cider Gum Way, Aromatic Court, Peppermint Street, White Box Lane, Gimlet Leaf Way, Evergreen Street, Shimmer Court, Graceful Lane, and the portions of Cactus Avenue, Oliver Street, Nason Street, and Delphinium Avenue associated with the project into the City's maintained street system; and

WHEREAS, it is in accordance with Streets and Highway Code, Section 1806, (a) and (b), for City Council to perform this action by resolution.

EXHIBIT "B"

Resolution No. 2012-80  
Date Adopted: October 9, 2012

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS: THE PUBLIC IMPROVEMENTS WITHIN TRACT MAP 31128 ARE COMPLETE AND ROUND LEAF ROAD, DAMASCUS ROAD, LEMON GUM COURT, BIG HORN AVENUE, BARK LANE, SALT RIVER WAY, RED GUM STREET, SILVER MOUNTAIN WAY, ROSEA COURT, WILLOW LEAF ROAD, CIDER GUM WAY, AROMATIC COURT, PEPPERMINT STREET, WHITE BOX LANE, GIMLET LEAF WAY, EVERGREEN STREET, SHIMMER COURT, GRACEFUL LANE, AND THE PORTIONS OF CACTUS AVENUE, OLIVER STREET, NASON STREET, AND DELPHINIUM AVENUE ASSOCIATED WITH THE PROJECT ARE ACCEPTED INTO THE CITY'S MAINTAINED STREET SYSTEM.

APPROVED AND ADOPTED this 9<sup>th</sup> day of October, 2012.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

Resolution No. 2012-80  
Date Adopted: October 9, 2012



**RESOLUTION JURAT**

STATE OF CALIFORNIA        )  
COUNTY OF RIVERSIDE     ) ss.  
CITY OF MORENO VALLEY    )

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 80 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 9<sup>th</sup> day of October, 2012 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

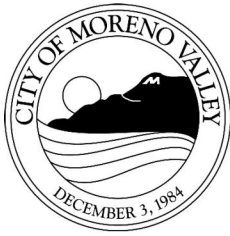
(Council Members, Mayor Pro Tem and Mayor)

\_\_\_\_\_  
CITY CLERK

(SEAL)

Resolution No. 2012-80  
Date Adopted: October 9, 2012

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>mso</i>

## Report to City Council

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**TO:** Mayor and City Council acting in their capacity as Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley

**FROM:** Barry Foster, Community & Economic Development Director

**AGENDA DATE:** October 9, 2012

**TITLE:** RESOLUTION OF THE CITY OF MORENO VALLEY SERVING AS THE SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO VALLEY APPROVING INDEPENDENT ACCOUNTANT'S REPORT OF THE HOUSING DUE DILIGENCE REVIEW OF THE LOW AND MODERATE INCOME HOUSING FUND

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### **RECOMMENDED ACTION**

Staff recommends that the City Council of the City of Moreno Valley serving as the Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley:

1. Adopt Resolution No. 2012-81 approving the Independent Accountant's Report of the Housing Due Diligence Review Conducted Pursuant to Section 34179.5 for the Low And Moderate Income Housing Fund; and
2. Authorize staff to transmit the Report to the Oversight Board and to the County Auditor-Controller (CAC), State Controller's Office (SCO), and Department of Finance (DOF) Pursuant to Section 34179.6 of the Dissolution Act.

### **BACKGROUND**

On December 29, 2011, the California Supreme Court delivered a decision requiring all California redevelopment agencies, including the Community Redevelopment Agency of the City of Moreno Valley, to be dissolved as of February 1, 2012. Following the

Supreme Court decision, on January 10, 2012, The City Council elected the City of Moreno Valley to become the Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley (RDA) pursuant to Part 1.85 of Division 24 of the Health and Safety Code. As Successor Agency, the City is responsible for winding down the affairs of the redevelopment agency including disposing of its assets; making payments and performing other obligations due for Enforceable Obligations of the former RDA. In order to facilitate the process, on February 28, 2012, the City Council adopted Resolution No. 2012-13 approving a Recognized Obligation Payment Schedule (ROPS) for the period of January 1, 2012 through June 30, 2012, Resolution No. 2012-22 on April 10, 2012, approving a Second Recognized Obligation Payment Schedule for the period of July 1, 2012 through December 31, 2012, and Resolution No. 2012-71 on August 28, 2012 for the period of January 1, 2013 through June 30, 2013.

## **DISCUSSION**

The Dissolution Act, Parts 1.8 and 1.85 of the California Health and Safety Code, as modified by the Supreme Court's opinion in California Redevelopment Association, et al. v. Ana Matosantos, et al., Case No. S194861 and as amended by Assembly Bill 1484 chaptered and effective June 27, 2012, in particular Section 34719.5, require the Successor Agency to retain a licensed accountant for the purposes of determining the unobligated fund balances available for transfer to the taxing agencies, including the City's General Fund. Two due diligence reviews are required, one related to housing assets and obligations and the other related to non-housing assets and obligations. This first accountant's report (attached) pertains to the Low and Moderate Income Housing Fund ("LMIHF"). The Successor Agency will review, approve, and submit the report to the Oversight Board and to the CAC, SCO, and DOF before October 15, 2012. Under the Dissolution Act, the Oversight Board is, by October 15, 2012, to complete a public comment session, review public comments and consider the results/opinions offered by the CAC, and then review, approve and transmit the report again to the CAC, SCO, and DOF. A non-housing review will be similarly conducted and is due by December 15, 2012.

The Department of Finance has been receiving requests to extend the October 15, 2012 deadline for the Low and Moderate Income Housing due diligence review submittals. Although it does recognize this very difficult timeframe for completing the review of the Low and Moderate Income Housing Fund, it has no ability to change the due date as the due date is a statutory date. It does however, note that there are no penalties associated with submitting the review past the deadline in statute.

### **Licensed Accountant**

The Successor Agency selected and the CAC approved Lance, Soll & Lunghard, LLP, an accounting firm with experience and expertise in local government accounting, to conduct the due diligence reviews to determine the unobligated balances available for transfer to taxing entities relating to housing and non-housing assets and obligations in order to ascertain unobligated cash or cash equivalent balances that would be available for transfer to local taxing entities. Lance, Soll & Lunghard, LLP delayed commencing

work on the due diligence review until the review standards were developed and issued by the DOF.

In July and August of this year, members of the Governmental Accounting and Auditing Committee of the California Society of Certified Public Accountants ("CalCPA"), along with the SCO and the DOF, developed the review standards/agreed upon procedures. On August 30, 2012, the DOF posted the standards/procedures.

Lance, Soll & Lunghard, LLP began working on the housing due diligence review shortly after the standards/procedures were posted. Lance, Soll & Lunghard, LLP reviewed cash and noncash balances, expenditures, revenues and transfers prior to and following dissolution on February 1, 2012. In general, the activities noted in the due diligence review report reflect transactions associated with the former Redevelopment Agency in the course of implementation of its affordable housing responsibilities, the subsequent transfer of all housing assets to the Successor Agency on February 1, and finally the transfer of some assets to the Housing Authority as the housing successor.

#### Legal Requirements and Standards for the Due Diligence Review

Under Section 34179.5, the due diligence review requires the independent accountant to reconcile assets, balances and liabilities with previous reports made to the State. Further, this review includes valuation of cash and cash equivalents (such as LAIF deposits), and obligations. "At a minimum, the [due diligence] review required by this section shall include the following:... [a]n itemized statement of the values of any assets that are not cash or cash equivalents. This may include physical assets, land, records, and equipment.' ..."

The review and report for housing assets occurs between August and November 2012, and as to non-housing assets between November 2012 and April 2013. The review process entails several steps in order to be completed as required, and the penalty for failure to pay or transfer will result in the DOF causing the equivalent amount(s) to be deducted from sales and use taxes and/or property taxes due to the City, as the sponsoring community, the county auditor-controller, the State Controller's Office and the Department of Finance by December 15, 2012. The Oversight Board has until January 15, 2013 to review, approve, and transmit to the Department of Finance and county auditor-controller the determination of the amount of cash and cash equivalents that are available for disbursement to taxing entities.

Pursuant to the Dissolution Act, the resolution directs staff to submit the due diligence review report to the Oversight Board, CAC, the SCO, and DOF. Once approved and submitted by the Successor Agency, the Oversight Board would conduct two meetings on this due diligence review of the Low and Moderate Income Housing Funds. At the first meeting the Oversight Board would receive the report from the Successor Agency and direct that the report be available for public review and comment; then, the Oversight Board would convene to receive and review public comments and comments from the CAC before approving the report and directing transmittal to the DOF. During its review, the Oversight Board may adjust the amounts and request supporting

materials to facilitate its determinations. Following the Oversight Board's second meeting, but no later than October 15, the due diligence review report is to be submitted to the CAC and DOF for review and final determination.

<b>KEY DATES - DUE DILIGENCE REVIEW SCHEDULE AND DEADLINES</b>		
	<b>Housing Review</b>	<b>Non-housing Review</b>
Due Diligence Review Due from Successor Agency to Oversight Board	October 1, 2012	December 15, 2012
Oversight Board Deadline to Conduct Hearing, Review, Approve and Submit Due Diligence Review	October 15, 2012	January 15, 2013
DOF Deadline to Issue "Finding of Completion"	November 9, 2012	April 1, 2013
Successor Agency Deadline to Request Meet and Confer with DOF about Reviews	Five (5) Days of DOF Action, no Later than November 16, 2012	Five (5) Days of DOF Action, no Later than April 6, 2013
Successor Agency Deadline to Make Transfers to County Auditor-Controller based on DOF Findings	November 28, 2012	April 10, 2013

### **ALTERNATIVES**

1. Adopt the attached resolution, which approves the Due Diligence Review of Low and Moderate Income Housing Fund, and authorizing transmit the Report to the Oversight Board and to the County Auditor-Controller (CAC), State Controller's Office (SCO), and Department of Finance (DOF) Pursuant to Section 34179.6 of the Dissolution Act. *Staff recommends this alternative in order for the Successor Agency to comply with the statutory requirements.*
2. Decline to adopt the attached resolution. *Staff does not recommend this alternative as the City, acting as the Successor Agency, would be subject to civil penalties for noncompliance with the law.*

**FISCAL IMPACT**

The fee associated with the services provided by Lance Soll & Lunghard, LLP to perform the Due Diligence Review of the Low and Moderate Income Housing Fund is estimated not to exceed \$10,000.

**SUMMARY**

As Successor Agency, the City is responsible for winding down the affairs of the redevelopment agency including disposing of its assets; making payments and performing other obligations due for Enforceable Obligations of the former RDA. In addition, the State Legislature passed the Assembly Bill 1484. Section 34179.5 of the AB 1484 provides that the Due Diligence Review of the Low and Moderate Income Housing Fund be performed by a licensed accountant. The due diligence review of the Low and Moderate Income Housing Fund is to be submitted to the Oversight Board, the County Auditor-Controller, the State Controller’s Office and the Department of Finance by October 1, 2012. The Oversight Board has until October 15, 2012 to review, approve, and transmit to the Department of Finance and County Auditor-Controller the determination of the amount of cash and cash equivalents that are available for disbursement to taxing entities related to Low and Moderate Income Housing Fund.

**NOTIFICATION**

No public notice is required prior to the City Council taking action on this item. However, the agenda for the meeting during which this item may be considered has been posted in the three locations that have been designated for the posting of City Council agendas.

**ATTACHMENTS/EXHIBITS**

- Attachment A – Proposed Resolution
- Attachment B -The Housing Due Diligence Review Report

Prepared By:  
Annie Clark  
Sr. Financial Analyst

Department Head Approval:  
Barry Foster  
Community & Economic Development  
Director

Concurred by:  
Dante Hall  
Redevelopment & Neighborhood Programs Administrator

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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## RESOLUTION NO. 2012-81

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO VALLEY APPROVING THE INDEPENDENT ACCOUNTANT'S REPORT OF THE HOUSING DUE DILIGENCE REVIEW CONDUCTED PURSUANT TO SECTION 34179.5 FOR THE LOW AND MODERATE INCOME HOUSING FUND AND AUTHORIZING STAFF TO TRANSMIT THE REPORT TO THE OVERSIGHT BOARD AND TO THE COUNTY AUDITOR-CONTROLLER, STATE CONTROLLER'S OFFICE, AND DEPARTMENT OF FINANCE PURSUANT TO SECTION 34179.6 OF THE DISSOLUTION ACT

**WHEREAS**, the Community Redevelopment Agency of the City of Moreno Valley ("Agency") was established as a redevelopment agency that was previously organized and existing under the California Community Redevelopment Law, Health and Safety Code Section 33000, *et seq.* ("CRL"), and previously authorized to transact business and exercise powers of a redevelopment agency pursuant to action of the City Council of the City of Moreno Valley ("City"); and

**WHEREAS**, Assembly Bill x1 26 chaptered and effective on June 27, 2011 added Parts 1.8 and 1.85 to Division 24 of the California Health & Safety Code, which caused the dissolution of all redevelopment agencies and winding down of the affairs of former agencies, including as such laws were amended by Assembly Bill 1484 chaptered and effective on June 27, 2012 (together, the "Dissolution Act"); and

**WHEREAS**, as of February 1, 2012 the Agency was dissolved pursuant to the Dissolution Act and as a separate legal entity the City serves as the Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley ("Successor Agency"); and

**WHEREAS**, the Successor Agency administers the enforceable obligations of the former Agency and otherwise unwinds the Agency's affairs, all subject to the review and approval by a seven-member oversight board (the "Oversight Board"); and

**WHEREAS**, Section 34179.5 requires the Successor Agency to employ a licensed accountant approved by the Riverside County Auditor-Controller to perform a due diligence review and report on the amount of funds transferred from the former Community Redevelopment Agency of the City of Moreno Valley; and

**WHEREAS**, on July 30, 2012, the Riverside County Auditor-Controller provided written approval to Successor Agency staff of their selection of *Lance, Soll & Lunghard, LLP* as the licensed accountant to perform the due diligence review for the Successor Agency; and

**WHEREAS**, on August 30, 2012, the Department of Finance posted on its official website the agreed-upon procedures to conduct the due diligence reviews; and

**WHEREAS**, in accordance with the provisions of the agreed-upon procedures and provisions of Section 34179.5, *Lance, Soll & Lunghard, LLP* has completed the housing due diligence review and report a copy of which is attached hereto and incorporated by this reference.

**NOW, THEREFORE, BE IT RESOLVED BY THE SUCCESSOR AGENCY TO THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO VALLEY:**

1. The foregoing recitals are incorporated into this Resolution by this reference, and constitute a material part of this Resolution.
2. Pursuant to the Dissolution Act, the Successor Agency approves the Housing Due Diligence Review Report as submitted herewith as Attachment 1.
3. The Successor Agency authorizes transmittal of the Housing Due Diligence Review Report to the Oversight Board for its review and approval and also directs staff to send such report to the County Auditor-Controller, State Controller's Office and Department of Finance, pursuant to Section 34179.6.
4. The Executive Director of the Successor Agency or his authorized designee is directed to post this Resolution on the Successor Agency website pursuant to the Dissolution Act.
5. The City Clerk shall certify to the adoption of this Resolution.

**APPROVED AND ADOPTED** this 9<sup>th</sup> day of October, 2012.

\_\_\_\_\_  
Mayor of the City of Moreno Valley

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

Resolution No. 2012-81  
Date Adopted: October 9, 2012

**RESOLUTION JURAT**

STATE OF CALIFORNIA        )  
COUNTY OF RIVERSIDE       ) ss.  
CITY OF MORENO VALLEY     )

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2012-81 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 9th day of October, 2012 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

\_\_\_\_\_  
CITY CLERK

(SEAL)

Resolution No. 2012-81  
Date Adopted: October 9, 2012

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**Successor Agency  
of the Former Community Redevelopment  
Agency of the City of Moreno Valley**

**Due Diligence Review  
of the Low and Moderate Income Housing Fund  
Pursuant to Sections 34179.5(c)(1) through 34179.5(c)(3)  
and Sections 34179.5(c)(5) through 34179.5(c)(6)  
of Assembly Bill No. 1484 of 2012**

**Lance Soll & Lunghard, LLP**

Orange County  
Silicon Valley  
Temecula Valley

[www.lslcpas.com](http://www.lslcpas.com)

Successor Agency  
of the Former Community Redevelopment Agency  
of the City of Moreno Valley

Due Diligence Review  
of the Low and Moderate Income Housing Fund  
Pursuant to Sections 34179.5(c)(1) through 34179.5(c)(3)  
and Sections 34179.5(c)(5) through 34179.5(c)(6)  
of Assembly Bill No. 1484 of 2012



CERTIFIED PUBLIC ACCOUNTANTS

- Brandon W. Burrows, CPA
- David E. Hale, CPA, CFP  
*A Professional Corporation*
- Donald G. Slater, CPA
- Richard K. Kikuchi, CPA
- Susan F. Matz, CPA
- Shelly K. Jackley, CPA
- Bryan S. Gruber, CPA
- Deborah A. Harper, CPA

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING  
AGREED-UPON PROCEDURES

To the Successor Agency of the  
Former Community Redevelopment Agency of the City of Moreno Valley  
City of Moreno Valley, California

We have performed the procedures enumerated in Attachment A for the Low and Moderate Housing Fund, which were agreed to by the California State Controller's Office and the State of California Department of Finance (State Agencies) solely to assist you in ensuring that the dissolved redevelopment agency is complying with Assembly Bill 1484, Chapter 26, Section 17's amendment to health and safety code 34179.5. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Management of the successor agency is responsible for providing all the information obtained in performing these procedures. The sufficiency of these procedures is solely the responsibility of those parties specified in the report. Consequently, we make no representations regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

As stated above, the scope of this engagement was limited to performing the procedures identified in Attachment A, which specified the "List of Procedures for the Due Diligence Review" obtained from the California Department of Finance Website.

The results of the procedures performed are identified in Attachment B1 through B11.

We were not engaged to and did not conduct an audit, the objective of which would be the expression of a certified opinion as to the appropriateness of the results of the procedures performed. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to the Successor Agency.

This report is intended solely for the information and use of the Successor Agency Oversight Board, the Successor Agency and the applicable State Agencies, and is not intended to be, and should not be used by anyone other than these specified parties. This restriction is not intended to limit distribution of this report, which is a matter of public record.

Brea, California  
September 25, 2012

List of Procedures for Due Diligence Review of the Low and Moderate Housing Fund

1. Obtain from the Successor Agency a listing of all assets that were transferred from the former redevelopment agency to the Successor Agency on February 1, 2012. Agree the amounts on this listing to account balances established in the accounting records of the Successor Agency. Identify in the Agreed-Upon Procedures (AUP) report the amount of the assets transferred to the Successor Agency as of that date.
2. If the State Controller's Office has completed its review of transfers required under both sections 34167.5 and 34178.8 and issued its report regarding such review, attach a copy of that report as an exhibit to the AUP report. If this has not yet occurred, perform the following procedures:
  - a. Obtain a listing prepared by the Successor Agency of transfers (excluding payments for goods and services) from the former redevelopment agency to the city, county, or city and county that formed the redevelopment agency for the period from January 1, 2011 through January 31, 2012. For each transfer, the Successor Agency should describe the purpose of the transfer and describe in what sense the transfer was required by one of the Agency's enforceable obligations or other legal requirements. Provide this listing as an attachment to the AUP report.
  - b. Obtain a listing prepared by the Successor Agency of transfers (excluding payments for goods and services) from the Successor Agency to the city, county, or city and county that formed the redevelopment agency for the period from February 1, 2012 through June 30, 2012. For each transfer, the Successor Agency should describe the purpose of the transfer and describe in what sense the transfer was required by one of the Agency's enforceable obligations or other legal requirements. Provide this listing as an attachment to the AUP report.
  - c. For each transfer, obtain the legal document that formed the basis for the enforceable obligation that required any transfer. Note in the AUP report the absence of any such legal document or the absence of language in the document that required the transfer.
3. If the State Controller's Office has completed its review of transfers required under both Sections 34167.5 and 34178.8 and issued its report regarding such review, attach a copy of that report as an exhibit to the AUP report. If this has not yet occurred, perform the following procedures:
  - a. Obtain a listing prepared by the Successor Agency of transfers (excluding payments for goods and services) from the former redevelopment agency to any other public agency or to private parties for the period from January 1, 2011 through January 31, 2012. For each transfer, the Successor Agency should describe the purpose of the transfer and describe in what sense the transfer was required by one of the Agency's enforceable obligations or other legal requirements. Provide this listing as an attachment to the AUP report.
  - b. Obtain a listing prepared by the Successor Agency of transfers (excluding payments for goods and services) from the Successor Agency to any other public agency or private parties for the period from February 1, 2012 through June 30, 2012. For each transfer, the Successor Agency should describe the purpose of the transfer and describe in what sense the transfer was required by one of the Agency's enforceable obligations or other legal requirements. Provide this listing as an attachment to the AUP report.
  - c. For each transfer, obtain the legal document that formed the basis for the enforceable obligation that required any transfer. Note in the AUP report the absence of any such legal document or the absence of language in the document that required the transfer.



List of Procedures for Due Diligence Review for the Low and Moderate Housing Fund (Continued)

4. Perform the following procedures:
  - a. Obtain from the Successor Agency a summary of the financial transactions of the Redevelopment Agency and the Successor Agency in the format set forth in the attached schedule for the fiscal periods indicated in the schedule. For purposes of this summary, the financial transactions should be presented using the modified accrual basis of accounting. End of year balances for capital assets (in total) and long-term liabilities (in total) should be presented at the bottom of this summary schedule for information purposes.
  - b. Ascertain that for each period presented, the total of revenues, expenditures, and transfers accounts fully for the changes in equity from the previous fiscal period.
  - c. Compare amounts in the schedule relevant to the fiscal year ended June 30, 2010 to the state controller's report filed for the Redevelopment Agency for that period.
  - d. Compare amounts in the schedule for the other fiscal periods presented to account balances in the accounting records or other supporting schedules. Describe in the report the type of support provided for each fiscal period.
5. Obtain from the Successor Agency a listing of all assets of the Low and Moderate Income Housing Fund as of June 30, 2012 for the report that is due October 1, 2012 and a listing of all assets of all other funds of the Successor Agency as of June 30, 2012 (excluding the previously reported assets of the Low and Moderate Income Housing Fund) for the report that is due December 15, 2012. When this procedure is applied to the Low and Moderate Income Housing Fund, the schedule attached as an exhibit will include only those assets of the Low and Moderate Income Housing Fund that were held by the Successor Agency as of June 30, 2012 and will exclude all assets held by the entity that assumed the housing function previously performed by the former redevelopment agency. Agree the assets so listed to recorded balances reflected in the accounting records of the Successor Agency. The listing should be attached as an exhibit to the appropriate AUP report.
6. Obtain from the Successor Agency a listing of asset balances held on June 30, 2012 that are restricted for the following purposes:
  - a. Unspent bond proceeds:
    - i. Obtain the Successor Agency's computation of the restricted balances (e.g., total proceeds less eligible project expenditures, amounts set aside for debt service payments, etc.).
    - ii. Trace individual components of this computation to related account balances in the accounting records, or to other supporting documentation (specify in the AUP report a description of such documentation).
    - iii. Obtain from the Successor Agency a copy of the legal document that sets forth the restriction pertaining to these balances. Note in the AUP report the absence of language restricting the use of the balances that were identified by the Successor Agency as restricted.
  - b. Grant proceeds and program income that are restricted by third parties:
    - i. Obtain the Successor Agency's computation of the restricted balances (e.g., total proceeds less eligible project expenditures).
    - ii. Trace individual components of this computation to related account balances in the accounting records, or to other supporting documentation (specify in the AUP report a description of such documentation).

List of Procedures for Due Diligence Review for the Low and Moderate Housing Fund (Continued)

- iii. Obtain from the Successor Agency a copy of the grant agreement that sets forth the restriction pertaining to these balances. Note in the AUP report the absence of language restricting the use of the balances that were identified by the Successor Agency as restricted.
  - c. Other assets considered to be legally restricted:
    - i. Obtain the Successor Agency's computation of the restricted balances (e.g., total proceeds less eligible project expenditures).
    - ii. Trace individual components of this computation to related account balances in the accounting records, or to other supporting documentation (specify in the AUP report a description of such documentation).
    - iii. Obtain from the Successor Agency a copy of the legal document that sets forth the restriction pertaining to these balances. Note in the AUP report the absence of language restricting the use of the balances that were identified by Successor the Agency as restricted.
  - d. Attach the above mentioned Successor Agency prepared schedule(s) as an exhibit to the AUP report. For each restriction identified on these schedules, indicate in the report the period of time for which the restrictions are in effect. If the restrictions are in effect until the related assets are expended for their intended purpose, this should be indicated in the report.
7. Perform the following:
- a. Obtain from the Successor Agency a listing of assets as of June 30, 2012 that are **not** liquid or otherwise available for distribution (such as capital assets, land held for resale, long-term receivables, etc.) and ascertain if the values are listed at either purchase cost (based on book value reflected in the accounting records of the Successor Agency) or market value as recently estimated by the Successor Agency.
  - b. If the assets listed at 7(A) are listed at purchase cost, trace the amounts to a previously audited financial statement (or to the accounting records of the Successor Agency) and note any differences.
  - c. For any differences noted in 7(B), inspect evidence of disposal of the asset and ascertain that the proceeds were deposited into the Successor Agency trust fund. If the differences are due to additions (this generally is not expected to occur), inspect the supporting documentation and note the circumstances.
  - d. If the assets listed at 7(A) are listed at recently estimated market value, inspect the evidence (if any) supporting the value and note the methodology used. If no evidence is available to support the value and/or methodology, note the lack of evidence.
8. Perform the following:
- a. If the Successor Agency believes that asset balances need to be retained to satisfy enforceable obligations, obtain from the Successor Agency an itemized schedule of asset balances (resources) as of June 30, 2012 that are dedicated or restricted for the funding of enforceable obligations and perform the following procedures. The schedule should identify the amount dedicated or restricted, the nature of the dedication or restriction, the specific enforceable obligation to which the dedication or restriction relates, and the language in the legal document that is associated with the enforceable obligation that specifies the dedication of existing asset balances toward payment of that obligation.
    - i. Compare all information on the schedule to the legal documents that form the basis for the dedication or restriction of the resource balance in question.

List of Procedures for Due Diligence Review for the Low and Moderate Housing Fund (Continued)

- ii. Compare all current balances to the amounts reported in the accounting records of the Successor Agency or to an alternative computation.
  - iii. Compare the specified enforceable obligations to those that were included in the final Recognized Obligation Payment Schedule approved by the California Department of Finance.
  - iv. Attach as an exhibit to the report the listing obtained from the Successor Agency. Identify in the report any listed balances for which the Successor Agency was unable to provide appropriate restricting language in the legal document associated with the enforceable obligation.
- b. If the Successor Agency believes that future revenues together with balances dedicated or restricted to an enforceable obligation are insufficient to fund future obligation payments and thus retention of current balances is required, obtain from the Successor Agency a schedule of approved enforceable obligations that includes a projection of the annual spending requirements to satisfy each obligation and a projection of the annual revenues available to fund those requirements and perform the following procedures:
- i. Compare the enforceable obligations to those that were approved by the California Department of Finance. Procedures to accomplish this may include reviewing the letter from the California Department of Finance approving the Recognized Enforceable Obligation Payment Schedules for the six month period from January 1, 2012 through June 30, 2012 and for the six month period July 1, 2012 through December 31, 2012.
  - ii. Compare the forecasted annual spending requirements to the legal document supporting each enforceable obligation.
    - a. Obtain from the Successor Agency its assumptions relating to the forecasted annual spending requirements and disclose in the report major assumptions associated with the projections.
  - iii. For the forecasted annual revenues:
    - a. Obtain from the Successor Agency its assumptions for the forecasted annual revenues and disclose in the report major assumptions associated with the projections.
- c. If the Successor Agency believes that projected property tax revenues and other general purpose revenues to be received by the Successor Agency are insufficient to pay bond debt service payments (considering both the timing and amount of the related cash flows), obtain from the Successor Agency a schedule demonstrating this insufficiency and apply the following procedures to the information reflected in that schedule.
- i. Compare the timing and amounts of bond debt service payments to the related bond debt service schedules in the bond agreement.
  - ii. Obtain the assumptions for the forecasted property tax revenues and disclose major assumptions associated with the projections.
  - iii. Obtain the assumptions for the forecasted other general purpose revenues and disclose major assumptions associated with the projections.
- d. If procedures A, B, or C were performed, calculate the amount of current unrestricted balances necessary for retention in order to meet the enforceable obligations by performing the following procedures.

**List of Procedures for Due Diligence Review for the Low and Moderate Housing Fund (Continued)**

- i. Combine the amount of identified current dedicated or restricted balances and the amount of forecasted annual revenues to arrive at the amount of total resources available to fund enforceable obligations.
  - ii. Reduce the amount of total resources available by the amount forecasted for the annual spending requirements. A negative result indicates the amount of current unrestricted balances that needs to be retained.
  - iii. Include the calculation in the AUP report.
9. If the Successor Agency believes that cash balances as of June 30, 2012 need to be retained to satisfy obligations on the Recognized Obligation Payment Schedule (ROPS) for the period of July 1, 2012 through June 30, 2013, obtain a copy of the final ROPS for the period of July 1, 2012 through December 31, 2012 and a copy of the final ROPS for the period January 1, 2013 through June 30, 2013. For each obligation listed on the ROPS, the Successor Agency should add columns identifying (1) any dollar amounts of existing cash that are needed to satisfy that obligation and (2) the Successor Agency's explanation as to why the Successor Agency believes that such balances are needed to satisfy the obligation. Include this schedule as an attachment to the AUP report.
10. Include (or present) a schedule detailing the computation of the Balance Available for Allocation to Affected Taxing Entities. Amounts included in the calculation should agree to the results of the procedures performed in each section above. The schedule should also include a deduction to recognize amounts already paid to the County Auditor-Controller on July 12, 2012 as directed by the California Department of Finance. The amount of this deduction presented should be agreed to evidence of payment. The attached example summary schedule may be considered for this purpose. Separate schedules should be completed for the Low and Moderate Income Housing Fund and for all other funds combined (excluding the Low and Moderate Income Housing Fund).
11. Obtain a representation letter from Successor Agency management acknowledging their responsibility for the data provided to the practitioner and the data presented in the report or in any attachments to the report. Included in the representations should be an acknowledgment that management is not aware of any transfers (as defined by Section 34179.5) from either the former redevelopment agency or the Successor Agency to other parties for the period from January 1, 2011 through June 30, 2012 that have not been properly identified in the AUP report and its related exhibits. Management's refusal to sign the representation letter should be noted in the AUP report as required by attestation standards.

ATTACHMENT B1

Procedure 1  
List of Assets Transferred from the Former Redevelopment Agency to the Successor Agency  
Low and Moderate Housing Fund  
As of February 1, 2012

<u>Asset</u>	<u>Balance at 2/1/2012</u>
Cash	\$ 4,344,577
<b>Total Assets transferred:</b>	<b>\$ 4,344,577</b>

Procedure 2  
 Listing of Transfers (excluding payments for goods and services) to the City  
 Low and Moderate Housing Fund  
 For the Period from January 1, 2011 through June 30, 2012

Describe Purpose of Transfer	Enforceable Obligation (EO)/ Other Legal Requirement (LR)	Amount	Legal Documentation Obtained? (Y/N)
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From former Redevelopment Agency to City for January 1, 2011 through January 31, 2012:

NONE.

From Successor Agency to City for February 1, 2012 through June 30, 2012

NONE.

Procedure 3  
 Listing of Transfers (excluding payments for goods and services) to other public agencies or private parties  
 Low and Moderate Housing Fund  
 For the Period from January 1, 2011 through June 30, 2012

Describe Purpose of Transfer	Enforceable Obligation (EO)/ Other Legal Requirement (LR)	Amount	Legal Documentation Obtained? (Y/N)
<u>From former Redevelopment Agency to other public agencies or private parties for January 1, 2011 through January 31, 2012:</u>			
Hemlock Family Apartments	EO	\$ 5,300,000	Y
	<b>Sub-total:</b>	<b>5,300,000</b>	
<u>From Successor Agency to other public agencies or private parties for February 1, 2012 through June 30, 2012</u>			
Investments		774	N
Interest Receivable	N/A	590,527	Y
Notes/Loans Receivable	N/A	25,828,519	Y
Land Held for Redevelopment	EO	3,916,126	Y
Land Held for Redevelopment	N/A	197,660	N
Oakwood Apartments	EO	750,000	Y
	<b>Sub-total:</b>	<b>31,283,606</b>	
	<b>Total Transfers to other public agencies or private parties for 1/1/2011 through 6/30/2012:</b>	<b>\$ 36,583,606</b>	

Footnotes:

- (a) These items were approved on the Housing Asset Transfer Form and approved by the Department of Finance.
- (b) The Oversight Board took action on April 25, 2012 to approve the transfer of land held for redevelopment to the entity assuming the housing function as repayment of an advance payable which was outstanding when the former redevelopment agency dissolved. This obligation was included on the ROPS and approved by the Department of Finance.
- (c) These items were not included on the Housing Asset Transfer Form and therefore were not approved by the Department of Finance.

Procedure 4  
Summary of the financial transactions of Redevelopment Agency and Successor Agency  
Low and Moderate Housing Fund  
Per schedule attached to List of Procedures for Due Diligence Review

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NOT APPLICABLE TO THE LOW AND MODERATE HOUSING FUND DUE DILIGENCE REVIEW.



Procedure 5  
 Listing of All Assets (excluding all assets held by the entity that assumed the housing function)  
 Low and Moderate Housing Fund  
 As of June 30, 2012

Asset	Amount
Cash	
100100	1,817,577
	\$ 1,817,577
	<b>TOTAL CASH:</b>
Cash with fiscal agent	
101140	1,777,000
	1,777,000
	<b>TOTAL ASSETS AT 6/30/2012:</b>
	<b>\$ 3,594,577</b>

ATTACHMENT B6

Procedure 6  
Listing of Assets that are restricted  
Low and Moderate Housing Fund  
As of June 30, 2012

Item #	Description	Documentation Referenced	Amount	Purpose	Legal Documentation Obtained? (Y/N)
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NONE.

Procedure 7  
 Listing of Assets That Are Not Liquid or Otherwise Available for Distribution  
 Low and Moderate Housing Fund  
 As of June 30, 2012

Item #	Description	Reference	Amount	Value Method	Variance Noted? (Y/N)
1	Land held for Redevelopment	Procedure 3	\$ 197,660	Cost	N
TOTAL RESTRICTIONS OF NON-CASH ITEMS			\$ 197,660		

Procedure 8a  
 Listing of Assets (resources) that are dedicated or restricted for the funding of enforceable obligations  
 Low and Moderate Housing Fund  
 As of June 30, 2012

Item #	Project Name	Reference	Approved Obligation Amount	Amount Paid in Period Ending June 30, 2012	Amount Restricted for Obligation from June 30, 2012 Balance	Legal Documentation Obtained? (Y/N)
1	Rancho Dorado Apartments	ROPS I, Line 23	\$ 6,950,000	\$ -	\$ 6,950,000	Y a
			<b>\$ 6,950,000</b>	<b>\$ -</b>	<b>\$ 6,950,000</b>	

Footnotes:

(a) This obligation was approved on the Housing Asset Transfer form as an encumbrance.

Procedure 8b  
 Listing of Assets (resources) that need to be retained due to insufficient funding for the funding of enforceable obligations  
 Low and Moderate Housing Fund  
 As of June 30, 2012

Item #	Project Name	Reference	Approved Obligation Amount	Designated Amount Plus Estimated Future Revenues	Revenue Source	Amount Needed to be Retained from June 30, 2012 Balance	Legal Documentation Obtained? (Y/N)
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NONE.

Procedure 8c  
 Listing of Assets (resources) that need to be retained due to projected insufficient property tax revenues for bond debt payments  
 Low and Moderate Housing Fund  
 As of June 30, 2012

Item #	Project Name	Reference	Approved Obligation Amount	Estimated Future Revenues	Revenue Source	Amount Needed to be Retained from June 30, 2012 Balance	Legal Documentation Obtained? (Y/N)
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NONE.

Procedure 9  
 Listing of Assets (resources) that need to be retained due to projected insufficient property tax revenues for future ROPS  
 Low and Moderate Housing Fund  
 As of June 30, 2012

Item #	Project Name	Reference	Approved Obligation Amount	Estimated Future Revenues	Revenue Source	Amount Needed to be Retained from June 30, 2012 Balance	Identified on the ROPS 2 or 3?
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NONE.

**Procedure 10  
Summary of Low-Mod Balances Available for Allocation to Affected Taxing Entities**

Total amount of assets held by the successor agency as of June 30, 2012 (procedure 5)	\$ 3,594,577
Add the amount of any assets transferred to the city or other parties for which an enforceable obligation with a third party requiring such transfer and obligating the use of the transferred assets did not exist (procedures 2 and 3)	-
	To City
	To other parties
	198,434
Less assets legally restricted for uses specified by debt covenants, grant restrictions, or restrictions imposed by other governments (procedure 6)	-
Less assets that are not cash or cash equivalents (e.g., physical assets) - (procedure 7)	(197,660)
Less balances that are legally restricted for the funding of an enforceable obligation (net of projected annual revenues available to fund those obligations) - (procedure 8)	(6,950,000)
Less balances needed to satisfy ROPS for the 2012-13 fiscal year (procedure 9)	-
Less the amount of payments made on July 12, 2012 to the County Auditor-Controller as directed by the California Department of Finance	-
	<u>                    </u>
Amount to be remitted to county for disbursement to taxing entities	<u>\$ (3,354,649) a</u>

**Footnotes:**

(a) Amount to be remitted to County for disbursement to taxing entities is zero.





September 25, 2012

Lance, Soll & Lunghard, LLP  
Certified Public Accountants  
203 North Brea Boulevard, Suite 203  
Brea, CA 92821-4056

We are providing this letter in connection with your performance of the Due Diligence Review of the Low and Moderate Housing Fund in accordance with Assembly Bill 1484 for the Successor Agency of the former Community Redevelopment Agency of the City of Moreno Valley. We confirm that we are responsible for the complete and fair presentation of the previously mentioned review in conformity with the listed procedures of the Assembly Bill 1484 Due Diligence Review as published by the State Department of Finance on August 27, 2012. We are also responsible for adopting sound accounting policies, establishing and maintaining effective internal control over financial reporting, and preventing and detecting fraud.

We confirm, to the best of our knowledge and belief, as of the date of this letter, the following representations made to you during your review:

1. We have made available to you:
  - a. In accordance with 34179.5(c)(1), the dollar value of all assets transferred from the former redevelopment agency to the successor agency on or about February 1, 2012.
  - b. In accordance with 34179.5(c)(2), the dollar value of all assets and cash and cash equivalents transferred after January 1, 2011, through June 30, 2012, by the redevelopment agency or the successor agency to the city, county, or city and county that formed the redevelopment agency and the purpose of each transfer. We have also provided the documentation of any enforceable obligation that required the transfer.
  - c. In accordance with 34179.5(c)(3), the dollar value of any cash or cash equivalents transferred after January 1, 2011, through June 30, 2012, by the redevelopment agency or the successor agency to any other public agency or private party and the purpose of each transfer. We have also provided documentation of any enforceable obligation that required the transfer.
  - d. In accordance with 34179.5(c)(4), the expenditure and revenue accounting information and have identified transfers and funding sources for the 2010–11 and 2011–12 fiscal years that reconciles balances, assets, and liabilities of the successor agency on June 30, 2012 to those reported to the Controller for the 2009–10 fiscal year.
  - e. In accordance with 34179.5(c)(5), a listing of all assets of the Low and Moderate Income Housing Fund as of June 30, 2012 for the report that is due October 1, 2012 and a listing of all assets of all other funds of the Successor Agency as of June 30, 2012 (excluding the previously reported assets of the Low and Moderate Income Housing Fund) for the report that is due December 15, 2012.

- f. In accordance with 34179.5(c)(5)(B), an itemized statement listing any amounts that are legally restricted as to purpose and cannot be provided to taxing entities. This could include the proceeds of any bonds, grant funds, or funds provided by other governmental entities that place conditions on their use.
  - g. In accordance with 34179.5(c)(5)(C), an itemized statement of the values of any assets that are not cash or cash equivalents. This may include physical assets, land, records, and equipment. For the purpose of this accounting, physical assets may be valued at purchase cost or at any recently estimated market value.
  - h. In accordance with 34179.5(c)(5)(D), an itemized listing of any current balances that are legally or contractually dedicated or restricted for the funding of an enforceable obligation that identifies the nature of the dedication or restriction and the specific enforceable obligation. In addition, we have provided a listing of all approved enforceable obligations that includes a projection of annual spending requirements to satisfy each obligation and a projection of annual revenues available to fund those requirements.
  - i. In accordance with 34179.5(c)(5)(E), an itemized list and analysis of any amounts of current balances that are needed to satisfy obligations that will be placed on the Recognized Obligation Payment Schedules for the current fiscal year.
2. There are no material transactions that have not been properly recorded in the accounting records underlying this Due Diligence Review.
  3. Management is not aware of any transfers (as defined by Section 34179.5) from either the former Redevelopment Agency or the Successor Agency to the City, other agencies or private parties for the period January 1, 2011 through June 30, 2012 that have not been identified in this report and related exhibits.
  4. We acknowledge our responsibility for the design and implementation of programs and controls to prevent and detect fraud.
  5. We have no knowledge of any fraud or suspected fraud affecting this Due Diligence Review involving:
    - a. Management,
    - b. Employees who have significant roles in internal control, or
    - c. Others where the fraud could have a material effect on this Due Diligence Review.
  6. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, analysts, regulators, or others.
  7. When applicable, we have taken timely and appropriate steps to remedy fraud, illegal acts, violations of provisions of contracts or grant agreements, or abuse that you have reported to us.
  8. We have identified to you any previous audits, attestation engagements, performance audits, state controller reports or other studies related to the objectives of this Due Diligence Review and whether related recommendations have been implemented.
  9. The Successor Agency of the former Community Redevelopment Agency of the City of Moreno Valley has no plans or intentions that may materially affect the carrying value or classification of assets, liabilities, or fund equity.

10. We are responsible for compliance with the laws, regulations, provisions of contracts and grant agreements applicable to us, and all provisions related to the dissolution of the Redevelopment Agency in accordance with ABx1 26 and AB 1484.
11. There are no known violations of:
- a. Laws and regulations,
  - b. Provisions of contracts and grant agreements,
  - c. Provisions related to the dissolution of the Redevelopment Agency in ABx1 26 and AB 1484 whose effects should be considered for disclosure in this Due Diligence Review.
12. All bank accounts and investments associated with this review have been properly reflected in the general ledger accounting records.
13. No events, including instances of noncompliance, have occurred subsequent to the performance of this Due Diligence Review and through the date of this letter that would require adjustment to or disclosure in the aforementioned Due Diligence Review.

Signed: 

Signed: 

Title: FINANCIAL ADMIN SUBS DIRECTOR

Title: FINANCIAL OPERATIONS DIVISION MANAGER

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## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Jane Halstead, City Clerk

**AGENDA DATE:** October 9, 2012

**TITLE:** CITY COUNCIL REPORTS ON REIMBURSABLE ACTIVITIES

---

### RECOMMENDED ACTION

Staff recommends that the City Council receive and file the Reports on Reimbursable Activities for the period of September 19 – October 2, 2012.

<i>Reports on Reimbursable Activities</i> September 19 – October 2, 2012		
Council Member	Date	Meeting
William H. Batey II		None
Marcelo Co		None
Robin N. Hastings	9/26/12	Moreno Valley Chamber of Commerce Wake-Up
	9/27/12	UC Riverside Citizens University Committee
Jesse L. Molina		None
Richard A. Stewart	9/22/12	Morning Optimist Club of Moreno Valley

Prepared By:  
Cindy Miller  
Executive Assistant to the Mayor/City Council

Department Head Approval:  
Jane Halstead  
City Clerk

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>SW</i>
CITY MANAGER	<i>ms</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Thomas M. DeSantis, Human Resources Director

**AGENDA DATE:** October 9, 2012

**TITLE:** AUTHORIZATION TO AWARD THE PURCHASE OF FLOORING MATERIAL FOR PROJECT NUMBERS 803-0020-30-40 & 803-0014-30-40, CITY HALL CARPET, FROM THE SHAW INDUSTRIES CORPORATION

---

### RECOMMENDED ACTION

Staff recommends that the City Council:

1. Award the purchase of flooring materials to the Shaw Industries Corporation for City Hall Flooring Projects in an amount not to exceed \$226,000;
2. Authorize the issuance of Purchase Orders to the Shaw Industries Corporation in an amount not to exceed \$226,000.

### BACKGROUND

The original flooring material in City Hall has remained in place since the City moved into the building in 1995, having vastly exceeded its service life. The material is now worn to the extent that tears have created potential tripping hazards.

Flooring will be replaced through two projects. The first project, 803-0020-30-40, will replace first floor carpet in late December. This schedule will preclude any public service impacts, as the building will be closed from December 21<sup>st</sup> through January 1<sup>st</sup>. The project can be completed quickly because cubicle furnishings will remain in place.

The second project, 803-0014-30-40, coincides with the long-planned rehabilitation of the City Hall second level concrete floor. This project is scheduled to proceed in the Spring of 2013, and includes a total demolition and replacement of the concrete sub-floor due to deterioration. While the condition of the sub-floor has not been found to

have caused structural deficiencies, the building's design requires a solid surface to ensure occupant safety as well as sound suppression.

## **DISCUSSION**

On June 12, 2012, the City Council adopted the Fiscal Year 2012/2013 Capital Improvement Plan. Under this plan, \$174,000 was allocated for the replacement of City Hall first floor carpet in project 803-0020-30-40. Rehabilitation of the City Hall second level concrete flooring project, 803-0014-30-40, was also approved in the amount of \$1,200,000. The recommended not-to-exceed amount of \$226,000 to the Shaw Industries Corporation reflects the cost of materials in all areas, to include stairwells. Once approved, flooring material will be ordered together for both the first and second floor projects in order to match die lots and capture efficiencies in shipping costs.

City procurement of flooring material from the Shaw Industries Corporation is recommended based upon pricing through a cooperative or "piggyback" award from the County of Riverside. The City's Purchasing Ordinance provides for cooperative procurement:

*Where advantageous for the City and to the extent consistent with state law, the City Manager may authorize the Financial and Administrative Services Director or the Purchasing Manager to purchase supplies, materials, equipment or contractual services through legal, competitively awarded contracts with or of other governmental jurisdictions or public agencies, including California Multiple Award Schedules (CMAS) commonly referred to as "piggybacking," without further contracting, solicitation or formal bidding as described in this chapter. (City of Moreno Valley Municipal Code § 3.12.260)*

The City's Purchasing Manager has reviewed the County of Riverside selection process for flooring requirements and found the County's award to Shaw Industries Corporation to have been made through a competitive process, fully consistent with the requirements of our Municipal Code.

## **ALTERNATIVES**

1. Award the purchase of flooring to the Shaw Industries Corporation and authorize the issuance of Purchase Orders to the Shaw Industries Corporation in an amount not to exceed \$226,000. *Staff recommends this alternative.*
2. Do not award the purchase of flooring to the Shaw Industries Corporation or authorize the issuance of Purchase Orders to the Shaw Industries Corporation in an amount not to exceed \$226,000. *Staff does not recommend this alternative.*



**FISCAL IMPACT**

The two flooring projects for the City Hall facility are included in the adopted Fiscal Year 2012/2013 Capital Improvement Project budget. There is no impact on the General Fund. A total of \$226,000 is allocated as follows:

**FY 2012/2013 BUDGETED PROJECT FUNDS:**

City Hall First Floor Carpet Project  
 Budget (Account No. 7310-30-40-80003-720199) ..... \$108,000

City Hall Rehabilitation of Second Level Concrete Flooring  
 Budget (Account No. 7310-30-40-80003-720199) ..... \$118,000

**CITY COUNCIL GOALS**

**PUBLIC FACILITIES AND CAPITAL PROJECTS:**

Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

**SUMMARY**

This project will replace City Hall floor coverings that have been in place for over 17 years. The service life of the carpet has been vastly exceeded as evidenced by excessive wear throughout the building, as well as potential tripping hazards resulting from current conditions. Funds are available in the FY 2012/2103 Capital Improvement Budget. The first floor will be completed over the 2012 Christmas break and the second floor will be completed in conjunction with the rehabilitation of the second level concrete floor project in the Spring of 2013.

**ATTACHMENTS**

Riverside County Award to Shaw Industries Corporation

Prepared By:  
 Rix Skonberg  
 Purchasing & Facilities Division Manager

Concurred By:  
 Richard Teichert  
 Financial & Administrative Services Department Director

Department Head Approval:  
 Thomas M. DeSantis  
 Human Resources Director

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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COUNTY OF RIVERSIDE

GENERAL SERVICES AGENCY  
PURCHASING AND MATERIAL SERVICES

ROBERT J. HOWDYSELL  
DIRECTOR

PURCHASING  
SUPPLY  
CENTRAL MAIL  
PRINTING

August 21, 2008

NOTIFICATION TO BIDDERS  
REQUEST FOR PROPOSAL (RFP) PUARC1017  
Countywide Carpet – Provide Floor Covering and Services

Riverside County Purchasing and Fleet Services would like to thank you for submitting a proposal for the above mentioned RFP.

The Evaluation Committee has determined Shaw Contract Group to be the most responsive and responsible bidder for this commodity.

Your interest in doing business with the County of Riverside is appreciated. Your Company name will remain on our vendor list for future bid considerations. If you have any questions, please do not hesitate to contact me at 951 955-4814 or [DTMacias@co.riverside.ca.us](mailto:DTMacias@co.riverside.ca.us)

Again, thank you for your interest in doing business with the County of Riverside.

Sincerely,



Debra Macias  
Procurement Contract Specialist  
County of Riverside  
951 955-4814 Direct Line  
[DTMacias@co.riverside.ca.us](mailto:DTMacias@co.riverside.ca.us)



## REQUEST FOR PROPOSAL # PUARC-1017

**PURCHASE AND INSTALLATION OF FLOORING PRODUCTS INCLUDING  
BROADLOOM CARPET, CARPET TILES, VCT, VINYL SHEETS, CERAMIC TILE,  
ETC.**



By: Debra Macias, Procurement Contract Specialist  
Riverside County Purchasing & Fleet Services  
2980 Washington Street  
Riverside, CA 92504-4647  
(951) 955-4937 / (951) 955-3730 (fax)  
[DTMacias@co.riverside.ca.us](mailto:DTMacias@co.riverside.ca.us)

**TABLE OF CONTENTS**

<b>Content</b>	<b>Page</b>
Instruction to Bidders-----	4
Proposal Cover Page-----	5
<b>Appendix A</b>	
1.0 PURPOSE/BACKGROUND -----	6
2.0 PERIOD OF PERFORMANCE-----	6
3.0 SCOPE OF WORK-----	6
<b>Other Terms and Conditions</b>	
4.0 PRICING/DISCOUNTS -----	7
5.0 Availability -----	7
6.0 Delivery and Storage-----	7
7.0 Installer Certification -----	8
8.0 Pre-Installation and Technical Advice-----	8
9.0 Carpet/Vinyl Flooring Accessories -----	8
10.0 Examination and Preparation-----	9
11.0 Installation -----	9-10
12.0 Clean-up-----	10
13.0 Specification Changes-----	11
14.0 Installation areas-----	11
15.0 Samples/Submittals-----	11
16.0 Warranty Period -----	11-12
17.0 Timeline -----	12
18.0 Proposal Submittal-----	12
19.0 General Requirements -----	13
20.0 Required Format of Proposals -----	13-15
21.0 Compensation -----	15
22.0 Evaluation Criteria -----	15-16
23.0 Evaluation Process -----	16
24.0 Interpretation of RFP -----	16
25.0 Contractual Development -----	16

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26.0	Cancellation of Procurement Process -----	16
27.0	Confidentiality and Proprietary Data -----	17
28.0	EDD Reporting Requirements -----	17
29.0	County Observed Holidays -----	18
	Exhibit A Specifications -----	19
	Exhibit B Cost Proposal Sheet -----	20-27
	Exhibit C Certifications -----	28
	Exhibit D Sample Agreement -----	29-42
	Attachments 1 thru 6	

**INSTRUCTIONS TO BIDDERS**

D. Macias Buyer #06: [DTMacias@co.riverside.ca.us](mailto:DTMacias@co.riverside.ca.us)

Central Purchasing Telephone: (951) 955-4937

Visit our Website: [www.purchasing.co.riverside.ca.us](http://www.purchasing.co.riverside.ca.us)

- I. Prices/Notations - All prices/notations must be typewritten or written in ink. No erasures permitted. Mistakes shall be crossed out, corrections made adjacent and initialed by person signing document. Each item shall be bid separately.
- II. Pricing/Terms/Tax - All pricing shall be quoted both F.O.B. shipping point and F.O.B. destination, (e.g., cash terms less than 20 days should be considered net) excluding applicable tax. The County pays California Sales Tax and is exempt from Federal excise tax. In the event of an extension error, the unit price shall prevail.
- III. Period of Firm Pricing - Unless stated otherwise elsewhere in this document, prices shall be firm for 120 days after the closing date.
- IV. Recycled Material - Wherever possible, the County of Riverside is looking for items made from, or containing in part, recycled material. Bidders are encouraged to bid items containing recycled material as an alternative for the items specified; however, the County reserves the right to reject those alternatives as non-responsive.
- V. Method of Award - The County reserves the right to reject any or all offers, to waive any discrepancy or technicality and to split or make the award in any manner determined by the County to be most advantageous to the County. The County recognizes that prices are only one of several criteria to be used in judging an offer and the County is not legally bound to accept the lowest offer.
- VI. Return of Bid/Closing Date/Return to - The bid response shall be delivered to Purchasing and Fleet Services, 2980 Washington Street, Riverside, Ca 92504 by 1:30 p.m. on the closing date listed above. Bid responses not received by County Purchasing by the closing date and time indicated above will not be accepted. The closing date and time and the R.F.Q./R.F.P. number referenced above shall appear on the outside of the sealed envelope. A duly executed copy of the signature page of this bid document must accompany your response. The County will not be responsible for and will not except late bids due to delayed mail delivery or courier services.
- VII. Local Preference - The County of Riverside has adopted a local preference program for those bidders located within the County of Riverside. A five percent (5%) price preference may be applied to the total bid price during evaluation of the bid responses. To qualify as a local business, the business must have fixed offices within the geographical boundaries of Riverside County and must credit all sales taxes paid resulting from this RFQ/P to that Riverside County location. To qualify for local preference BIDDER must include a copy of a Riverside Business Tax Certificate that supports the local preference status and complete Form 116-260 Local Business Qualification Affidavit

Or

VIII. Disabled Veteran Business Enterprise Preference - The County of Riverside has implemented a Disabled Veteran Owned Business preference policy. A three (3) percent preference shall be applied to the total bid price of all quotes/bids/proposals received by the County from certified disabled veterans owned businesses. Bidder must provide certification of Disabled Veteran Status. If the bid is submitted by a non-Disabled Veteran owned business, but lists subCONTRACTORS that are identified and qualified as Disabled Owned Business, the total bid price will be adjusted by 3% of the value of that subCONTRACTOR's portion of the bid.

**IF CHECKED, THE FOLLOWING DOCUMENTS HEREBY MADE PART OF THIS RFQ/P**  
Please go to [www.purchasing.co.riverside.ca.us](http://www.purchasing.co.riverside.ca.us) to access these terms and conditions

- APPENDIX "A"                       EXHIBITS A thru D                       SAMPLES                       MULTI PART BID SHEET
- #116-110    Special Conditions/Response                       116-150    Special Conditions RFP
- #116-140    Special Conditions Personal/Professional Services RFP                       116-130    Equipment Information Sheet
- #116-260    Local Business Qualification Affidavit                       Carpet/Flooring Specifications Attachment 1 thru 6

**IF CHECKED, THE FOLLOWING GENERAL CONDITIONS ARE INCLUDED WITH FULL FORCE AND LIKE EFFECT AS IF SET FORTH HEREIN**

- #116-200    General Conditions                       #116-210    General Conditions Materials and/or Services
- #116-230    General Conditions - Equipment                       #116-220    General Conditions - Public Works
- #116-240    General Conditions - Personal/Professional Service



### Proposal Cover Page

#### BIDDER TO COMPLETE ALL APPLICABLE AREAS

Bidders are encouraged to register (If not already registered) on the County of Riverside's website:

[WWW.PURCHASING.CO.RIVERSIDE.CA.US](http://WWW.PURCHASING.CO.RIVERSIDE.CA.US)

The County of Riverside (County) is soliciting proposals from qualified CONTRACTORS to provide, and install various types of floor covering to County owned and leased buildings as detailed in Appendix A.

There will be a Mandatory Bidders Conference held on:  
Tuesday March 11, 2008 @ 10:00 a.m.

At  
Purchasing & Fleet Services  
2980 Washington Street  
Riverside, CA 92504-4647

**BID CLOSING DATE: Weds. April 16, 2008– No later than 1:30 pm.**

**NO FAXED PROPOSALS WILL BE ACCEPTED**

**After close of this RFP, the award will be announced within 30-to-120 days.**

"Execution hereof is certification that the undersigned has read and understands the terms and conditions hereof, and that the undersigned's principal is fully bound and committed."

Company  
Name

Street Address:

Mailing Address:

City: State: Zip:

Remit to Address:

City State: Zip:

Phone # ( ) FAX# ( )

Vendor Website:

Name Title

Signature \_\_\_\_\_ Email: \_\_\_\_\_  
Please Check  Disabled Veteran or  Local Business – if checked, the above signer certifies that the above business is located within the geographical boundaries of Riverside County and that all sales taxes generated Based on this RFP will be credited to that location in Riverside County.

## APPENDIX A SCOPE OF SERVICES

### 1.0 PURPOSE/BACKGROUND

The purpose of this RFP is to enter into a contract with a MANUFACTURER to provide all the necessary products and services to complete a turnkey project; included but not limited to carpet, carpet tiles, VCT, vinyl sheets, ceramic tile and installation services. The awarded manufacturer will also provide a minimum of four (4) installers each at any given time to each area referenced in 14.0 with the exception of area number four (4). The requirement for product and service is on an as needed basis for various County agencies to include County owned and leased facilities and applies to new construction and replacement of existing carpet at a set price per as applicable where indicated in Exhibit B. Pricing shall be made available to CONTRACTORS working directly for the County, Sub-CONTRACTORS of general CONTRACTORS on all new County construction projects and CONTRACTORS working for landlords of leased County buildings. The estimated annual dollar amount for carpet/flooring is \$1,000,000.00. Estimated usages are Based on historical data; however, the County does not guarantee any item or any dollar amount will be purchased.

**Note: THE ABOVE MENTION IS TO BE PAID AT THE PREVAILING WAGE RATE**

### 2.0 PERIOD OF PERFORMANCE

2.1 The period of Performance shall be for five year(s), renewable in one-year increments, with the completion date of June, 2013, with no obligation by the County of Riverside to purchase any specified amount of services.

2.2 The start date shall be upon award. The extension of this award after the first year shall be contingent upon the successful negotiation of cost pass-through and service adjustments mutually agreeable to both parties. The County may at its sole discretion, unilaterally desist and stop issuance of purchase orders to an approved source supplier without any further liability whatsoever to the County.

### 3.0 SCOPE OF WORK

3.1 The awarded Contractor shall furnish all parts, labor, materials, tools, rentals, equipment, disposal, transportation and supervision necessary to provide and install carpet/flooring as referenced and in strict accordance with Appendix "A". The awarded Contractor shall provide product and service as needed for various agencies throughout the County of Riverside to include County owned and leased facilities.

**The Pre-Qualification of bidders and products shall be as listed below:**

3.2 The selected manufacturer shall provide service from installer for carpet and vinyl flooring actively involved with the manufacturer for no less than five (5) years.

3.3 The selected manufacturer provide qualified installers for the installation services and floor coverings including but not limited to carpet, carpet tiles, VCT, vinyl sheets, ceramic tile, vinyl flooring. The supplier shall be an authorized distributor of the carpet and flooring manufacturer.

#### 4.0 PRICING/DISCOUNTS

No price increases will be permitted during the first year of the agreement. All price decreases will automatically be extended to the COUNTY. The COUNTY requires bona fide proof of cost increases on contracts prior to any price adjustment.

4.2 After the first year of the award, a minimum of 30-days advance notice in writing is required to secure such adjustment.

4.3 No retroactive price adjustments will be considered. The COUNTY may enforce, adjust, negotiate, or cancel escalating price contracts or take any other action it deems appropriate, as it sees fit. The net dollar amount of profit will remain firm during the period of the contract.

4.4 Adjustments increasing the CONTRACTOR's profit will not be allowed. Annual increases shall not exceed the Consumer Price Index- All Consumers, All Items - Los Angeles-Riverside-Orange County Area, and be subjected to satisfactory performance review by the using COUNTY agency and approved for budget funding by the County Board of Supervisors.

4.5 It is understood that the County's pricing shall be the lowest offered any comparable buyer and the County shall be given the benefit of any price decreases.

#### 5.0 AVAILABILITY

5.1 Carpet manufacturer will guarantee to supply both carpet squares 9"x 9" or 12" x 12" broadloom 12 foot wide, vinyl sheet flooring 6' wide up to 90' long, and vinyl tiles 12" x 12" as per bid specifications.

5.2 The awarded manufacturer/distributor will supply carpet to the County with no changes in minimum quantities, basic colors, or patterns.

5.3 Failure to be able to supply carpet and/or vinyl flooring products may be grounds for cancellation of the award, if a suitable substitution is not provided.

5.4 The substitute carpet and/or vinyl flooring will be subject to approval by the County. The County reserves the right to reject all offered substitutions.

#### 6.0 DELIVERY AND STORAGE

6.1 Awarded CONTRACTOR will order, receive and store materials up to sixty (60) days at no additional cost to the County until the using department is ready for installation.

**Note: Past delays have been up to 30 days before installation of carpet/vinyl flooring**

6.2 CONTRACTOR shall deliver, store, and handle products using means and methods that will prevent damage and deterioration in compliance with manufacturer's written instructions.

6.3 Product will be delivered to the site in manufacturer's original sealed container or packaging, complete with labels and instructions for handling, storing, unpacking, protecting, and installing.

## 7.0 INSTALLER CERTIFICATION

Carpet/vinyl flooring shall be installed by experienced installer(s) in accordance with manufacturers recommendations who shall submit the following evidence of qualifications and any additional evidence required by the Facilities Management Department.

7.1 Five (5) years continuously in business.

7.3 Five (5) years of experience in commercial carpet/vinyl flooring installations similar in size to Riverside County.

7.4 Certificate of completion from carpet and vinyl flooring manufacturers, dated and signed.

7.5 Current California State License C-15

## 8.0 PRE-INSTALLATION and TECHNICAL ADVISE

The successful CONTRACTOR shall provide printed recommended care instructions for each project if requested and factory technical support as required to complete a project at no charge to the County.

## 9.0 CARPET/VINYL FLOORING ACCESSORIES

9.1 Adhesive – Waterproof, non-flammable type as furnished or recommended by the carpet tile and vinyl flooring manufacturers and compatible with adhesive used in backing. Vinyl-compatible, releasable type adhesive as recommended by the manufacturer.

**Note – The use of Low VOC adhesives shall be used as required by code.**

9.2 Non-metallic Molding – Extruded or molded heavy duty vinyl or rubber carpet edge molding with minimum two (2) inch wide anchorage flange; color as selected from manufacturers standard colors.

9.2 Cove Base - To be four (4) or six (6) inches high, rubber topset with toe as recommended by the manufacturer. Use pre-molded corners at all exterior corners.

**10.0 EXAMINATION and PREPARATION**

10.1 Examine the areas and conditions under which work of this section will be performed. Point out conditions detrimental to timely and proper completion of the work. Do not proceed until discussed with and approved by County Project Manager. Start of work of this section constitutes acceptance of surfaces.

10.2 Review site with owner and determine additional charges to remove and return excess furniture (e.g. excess furniture shall be quantities over and above those found in typical County working offices, labs, living spaces, lounge areas and other workspaces).

10.3 Thoroughly clean all areas to be covered with carpet/flooring. Remove all wax and other matters detracting from a first class installation. Fill as required. Do not install floor coverings over concrete with excessive moisture or dust surface which is not adequately sealed. Remove debris, cementitious deposits and similar obstructions or substrates to receive floor coverings. Fill cracks and voids but do not obstruct expansion joints. Immediately before installation of floor coverings, clean surfaces by vacuum cleaning or sweeping as required.

10.4 The CONTRACTOR shall ask for a job meeting with an authorized County representative(s) prior to installation to clarify all floor outlets, doors to be undercut and access panels to be cut out, edge trim and any special details.

10.5 Verify uniformity, quality, color and texture against the approved samples before installation. Discrepancies shall be brought to the attention of the Project Manager.

**The delivered goods shall match the approved sample, unless a written order has been issued by the County Project Manager.**

**11.0 INSTALLATION – VINYL SHEETING, VINYL TILE, CARPET BROADLOOM and CARPET TILE**

11.1 A layout drawing must be prepared by the CONTRACTOR and include all cuts and splices. The drawing must be approved by Facilities Management Department representative(s) prior to installation. Follow manufacturer's recommendations. All work shall be done by skilled and experienced workmen. Minimize amount of cuts and splices. Change of floor covering's colors shall be centered under door panels and be included in drawing. Proper door clearances shall be included in the Scope of Work to be performed, (as needed), with special requirements for undercutting metal and/or wooden doors.

11.2 Where floor coverings meet dissimilar floor surface, proper approved color coordinated vinyl reducer strips shall be used.

11.3 Extend floor coverings under open-bottomed and raised bottom obstructions and under removable flanges of obstructions. Extend floor coverings into closets and alcoves of rooms indicated to be carpeted, unless otherwise scheduled.

11.4 Layout center lines in both directions of room parallel to walls. Spread adhesive generously in the first quadrant to be installed. Lay control tiles accurately along snapped chalk line. Additional tiles shall then be installed by the "stair step" technique, working toward walls with closely fitted straight joints. Adjust to make borders of equal width on opposite sides. Lay tiles with joints aligned. Lay tile with grain running in the same direction, except as otherwise directed. Do not cut tile except walls or obstructions. Neatly scribe around pipes, fixtures, and equipment to form tight joints free of gaps. Finished floors shall be smooth and free from buckles, waves, and projecting edges and shall fit neatly at edges and other installations and obstructions.

11.5 Protect all other work during the floor covering delivery and installation. Any damage done to paint, walls, woodwork, floors, County property, etc. shall be the responsibility of the floor covering CONTRACTOR. **Necessary repairs shall be made by the proper trade that would perform that type of work.** The cost of repairs if contracted for by the County shall be deducted from the floor covering installers invoice(s).

11.6 All floor coverings shall be laid in full twelve (12) foot widths when possible and in full lengths where possible, with "grain" or pattern running in same direction so that there will be no visible seams. All rooms with twelve (12) foot widths or less shall be laid in one piece where possible. Piecing of floor coverings will not be acceptable except as required by physical design restrictions of the floor covering. All floor coverings shall be smooth without areas that bulge or move underfoot.

11.7 Where carpet edges are butted together (seams) a bead of seam adhesive shall be applied along the trimmed edges where the face yarn enters the backing.

## 12.0 CLEAN-UP

12.1 Upon completion of work, the CONTRACTOR shall remove any spots with suitable spot remover, remove all cuttings and vacuum or sweep floor thoroughly and leave area acceptably clean. It shall be the CONTRACTOR's responsibility remove all existing floor covering excess, carpet cuttings and scraps from County premises. **CONTRACTOR shall not use County dumpsters.**

12.2 Successful Contractor shall submit with proposal the disposal method used once carpet has been removed from County property. Contractor shall provide in writing that any carpet removed from County or leased facilities shall not be disposed in California landfills. **Carpet shall be recycled.** Contractor shall disclose in writing their recycling program.

12.3 Successful contractor shall (1) comply with EPA regulations and hauling and disposal regulations of having jurisdiction; (2) promptly remove materials from the County of Riverside's property and legally dispose of them – do not burn demolished materials; conduct removal and installation in a manner so that County operations and staff will not be disrupted; (4) maintain services/systems indicated to remain and protect them against damage during removal and installation process; (5) provide temporary service/systems to other parts of the building; (6) provide temporary barricades and other protection required to prevent injury to people and damage to adjacent structures and facilities; (7) protect walls, ceilings, floors, and other existing finish work that are to remain; (8) cover and protect furniture, furnishings, and equipment that have not been removed.

**Note** - It is not expected that hazardous materials will be encountered in the work. However, if materials suspected of containing hazardous materials are encountered, contractor will not disturb and immediately notify the customer.

### 13.0 SPECIFICATION CHANGES

Refer to Exhibit A and indicate what is being proposed. If quoting County's requirements indicate "as specified". If quoting "or equal", indicate the proposed make, model or products in the space provided. Attach applicable specifications and brochures. Variations in manufacturers, design, etc., may be acceptable. Bidders are encouraged to offer specifications as alternatives. However, the County reserves the right to reject those alternatives as non-responsive.

### 14.0 INSTALLATION AREAS

14.1 The County will be divided into four (4) geographical areas. The County will award one (1) contract per area. The four (4) areas to be serviced are as follows:

1. Western Area - Riverside, Corona and Moreno Valley
2. Southwest Area - Hemet, Lake Elsinore, Perris, Murrieta and Temecula
3. Eastern Area - Banning, Palm Desert, Palm Springs and Indio
4. Desert Area - Desert Center and Blythe

### 15.0 SAMPLES/SUBMITTALS

15.1 Samples will be requested from selected bidders only. If requested, the selected mill, bidder or distributor shall submit six (6) samples each as follows:

15.2 Standard sample books of floor coverings to be provided with complete technical specifications.

**Note** - No award of contract or purchase order will be issued until samples are approved.

15.3. All bidders must submit samples with their proposal reference Exhibit A.

15.4 After award of contract a County "Standard Board" of carpet, flooring and coving samples shall be provided for a total of twenty-five (25) each at no charge to the County.

**Note:** The following must be clearly stated and identified on each sample: **Manufacturer Name, Name of Product, Product Part Number (if applicable), Name of Distributor, Manufacturer Specifications.**

### 16.0 WARRANTY PERIOD

16.1 Carpet shall be guaranteed, that if surface pile in any given area becomes abrasively worn more than 10% in ten (10) years, will be replaced at no cost to the County.

**Note:** Due to safety concerns and issues the County is not permitted to use chair mats.

16.2 Carpet shall also be warranted to control static electricity to a maximum of 3.0 Kilovolts at relative

humidity of 20% and a room temperature of 70 degrees F. (Test: AATCC B4-1979, Test 1, Neolite Soles). Should this carpet fail at any time during its useful life to achieve this performance it shall be replaced with new carpet at no expense to the County.

16.3 Vinyl floor coverings shall be guaranteed that if any given area becomes abrasively worn more than 10% in five (5) years, it will be replaced at no cost to the County.

**17.0 TIMELINE DATES:**

1. RELEASE OF REQUEST FOR PROPOSAL	February 25, 2008
2. MANDATORY BIDDERS CONFERENCE  LOCATION 2980 Washington St. Riverside, CA 92504 951 955-4937	Tuesday, March 11, 2008 at 10:00 a.m.
3. DEADLINE FOR SUBMISSION OF QUESTIONS EMAIL: <a href="mailto:DTMacias@co.riverside.ca.us">DTMacias@co.riverside.ca.us</a> Fax 951 955-3730 <b>NOTE: It is the responsibility of the bidder to confirm all email and fax transmittals.</b>	Must be in the form of an Email or Fax by the close of business 5:00 p.m. on Tuesday March 18, 2008
4. DEADLINE FOR PROPOSALS (Note: There are no public bid openings for RFPs)	Weds. April 16, 2008 No later than 1:30 pm.
5. TENTATIVE DATE FOR AWARDING CONTRACT	Approximately 30-to-120 days after the RFP closes. The County will contact all respondents.

**18.0 PROPOSAL SUBMITTAL**

18.1 All proposals shall be signed by an authorized agent and placed in a sealed envelope clearly marked "Bidder Proposal." The submitted proposal shall be prepared in a bound notebook(s). **One (1) original and three (3) additional copies, each in a 3 ring binder, one (1) (Microsoft Word or PDF format on virus free CD or flash Drive shall be submitted. Faxed or emailed proposals will not be accepted.**

**ALL BIDS MUST BE SENT TO:** County of Riverside  
Purchasing & Fleet Services  
2980 Washington Street  
Riverside, CA 92504-4647  
Attention: Debra Macias  
**RFP# PUARC-1017**



## 19.0 GENERAL REQUIREMENTS

### Procedures for Submitting Proposals

19.1 All proposals must be submitted in accordance with the standards and specifications contained within this Request for Proposal (RFP) and must contain a cover page with a certification of intent to meet the requirements specified.

19.2 The cover page of a responsive bid must be signed appropriately and completed with the date, company name, and name and title of a company officer/owner authorized to sign on behalf of the company.

19.3 The County reserves the right to waive, at its discretion, any irregularity, which the County deems reasonably correctable or otherwise not warranting rejection of the proposal.

19.4 The County shall not pay any costs incurred or associated in the preparation of this or any proposal or for participation in the procurement process.

19.5 Proposals must be typed uniformly on letter size (8 ½ " x 11") sheets of white paper, single sided, each section clearly titled, with tabs A-I and each page clearly and consecutively numbered. Proposals must be clean and suitable for copying. Proposals must be specific unto themselves. For example, "See Enclosed Manual" will not be considered an acceptable proposal. Receipt of all addenda, if any, must be acknowledged in the proposal.

**Late proposals will not be accepted.** Postmarks will not be accepted in lieu of this requirement. Proposals submitted to any other County office will be rejected.

19.6 The proposal shall be concise and to the point. Costly bindings, color plates, glossy brochures, etc. are neither necessary nor recommended. Examples of previous work may be submitted but will not necessarily influence the evaluation process. A letter format in sufficient detail to allow thorough evaluation and analysis is required.

## 20.0 REQUIRED FORMAT OF PROPOSALS

Proposals must contain the following sections:

- A. Bidder's cover page and Proposal Cover Page (Page 4 of this RFP)
- B. Table of Contents
- C. Company Profile
- D. Description of Services
- E. Cost Proposal
- F. References
- G. Evidence of Insurability/Certification/Licenses
- H. Clarification, Exceptions or Deviations
- I. Financial Information

### A. Proposal Cover Page

This section must have a letter of introduction accompanied by the "Proposal Cover Page" that must be signed by an authorized representative.

**B. Table of Contents**

This section must contain a comprehensive table of contents of material identified by sequential page numbers and by section reference numbers.

**C. Company Profile**

This section of the proposal is designed to establish the bidder as an entity with the ability and experience to operate the program as specified in the RFP. The following information must be provided:

1. Company hierarchy
  - President, Vice President, Company Officers, etc.
2. Company overview of services or activities performed.
3. History of firm- Include a brief history of the firm
4. Company size- staff and client Base
5. Location of the office from which the work under this contract will be provided and the staff allocation at that office.

**D. Description of services**

All proposals must include a detailed description of the services to be rendered, including but not limited to the following:

1. A written general understanding to the requirements in the scope of services as detailed in the RFP, Appendix A, including:
  - a. Provide a work plan or description of how the work will be performed.
    - i. Describe your company's policy regarding this project to ensure proper compliance and quality assurance.
    - ii. Provide your company's safety regulations, policy and procedures.
  - b. Describe how the interaction between your company and the County will take place to ensure that the services are performed and to the County's satisfaction, including resolving problems that may be encountered during the project.
  - c. Provide a sample invoice.

**E. Cost Proposal**

In this section, please complete and include the Cost Proposal Sheet attached as Exhibit B. Bidders may also include any other documents as information to further explain the proposed costs. Proposals must fully describe all costs to charges to County as part of this project. As stated in the Cost Proposal Sheet, bidders must provide fully inclusive blended rates, which include all of the bidders, project-related or supported expenses.

Describe how costs will be controlled and properly identified to the specific tasks, while providing a high quality of services, high level of integrity and outcomes.

**F. References**

All bidder(s) must include present and past performance information with a minimum of three (3) references. Each reference shall include dates of work performed, current contact person, company, address, and email and telephone number for each reference identified. Please verify that all reference information is correct. References shall be formulated so that they clearly correlate performance with the requirements of this RFP.

**G. Evidence of Insurability/Insurance/Applicable Licenses**

All bidder(s) shall submit evidence of all required insurance. An Accord cover page will suffice and if awarded the contract the vendor has ten (10) calendar days to produce the required insurances including a certified endorsement naming the County as additionally insured. The bidder shall certify to the possession of any and all current required licenses or certifications. Do not purchase additional insurance until this bid has been awarded. Copy of current business license or other applicable licenses.

**I. Clarification, Exceptions or Deviations**

All bidder(s) shall describe any exception or deviation from the requirements of the RFP. Each clarification, exception or deviation must be clearly identified. If your firm has no clarification, exception or deviation, a statement to that effect shall be included in this section. The following contractual terms are non-negotiable:

1. Indemnification
2. All insurance terms
3. Termination
4. Ownership/Use of Contract Materials and Products(If applicable)
5. Disputes
6. Governing Law

**J. Financial Statement**

The bidder must submit financial statements (balance sheet and income statement) for its business that are dated no more than twelve (12) months prior to the date of the proposal submission and cover a period of at least one (1) year. These statements should clearly identify the financial status and condition of the bidder's entire

business entity. Please place in a separate envelope and mark "Confidential" if your firm requires this to be kept confidential. Audited financial statements are preferred but not required and an independent credit rating would be most advantageous.

**21.0 COMPENSATION**

21.1 The COUNTY shall pay the CONTRACTOR for services performed and expenses incurred and compensation shall be paid in accordance with an invoice submitted to COUNTY by CONTRACTOR within fifteen (15) days from the last day of each calendar month, and COUNTY shall pay the acceptable invoice within thirty (30) working days from the date of receipt of the invoice.

21.2 It is mutually agreed and understood that the obligation of the COUNTY is limited by and contingent upon the availability of COUNTY of Riverside funds for the reimbursement of CONTRACTOR'S fees. In the event that such funds are not forthcoming for any reason, COUNTY shall immediately notify CONTRACTOR in writing. This Agreement shall be deemed terminated and have no further force and effect immediately on receipt of COUNTY'S notification by CONTRACTOR.

**22.0 EVALUATION CRITERIA**

22.1 Proposals will be evaluated Based on relevant factors, including but not limited to the following:

- A. Total cost to the County.
- B. Supplier's overall response to the requirements set forth in this RFP i.e. number of installers in each geographical area.
- C. References with demonstrated success with accounts similar to Riverside County.
- D. Supplier's overall ability to support the County.
- E. Licenses, Certifications and Financials.
- F. Samples

The County reserves the right to withdraw the Request for Proposal (RFP), to reject a specific proposal for Non-compliance within the RFP provisions, or not award a contract at any time because of unforeseen Circumstances or if it is determined be in the best interest of the County.

### **23.0 EVALUATION PROCESS**

23.1 All proposals will be given thorough review. All contacts during the review selection phase will be only through the Purchasing Department. Attempts by the CONTRACTOR to contact any other County representative may result in disqualification of the CONTRACTOR. All evaluation material will be considered confidential and not released by the County. The County reserves the right to split or make the award that is most advantageous to the County.

### **24.0 INTERPRETATION OF RFP**

24.1 The CONTRACTOR must make careful examination and understand all of the requirements, specifications, and conditions stated in the RFP. If any CONTRACTOR planning to submit a proposal finds discrepancies in or omissions from the RFP, or is in doubt as to the meaning, a written request for interpretation or correction must be given to the County. Any changes to the RFP will be made only by written addendum. The County is not responsible for any other explanations or interpretations.

### **25.0 CONTRACTUAL DEVELOPMENT**

25.1 If a proposal is accepted, the County will enter into a contractual agreement with the selected CONTRACTOR. A sample of the standard County contract to be used for this project is attached as Exhibit D. If an agreement cannot be reached, negotiations with the second ranking CONTRACTOR shall commence.

### **26.0 CANCELLATION OF PROCUREMENT PROCESS**

26.1 County may cancel the procurement process at any time. All proposals become the property of the County. All information submitted in the proposal becomes "public record" as defined by the State of California upon completion of the procurement process. If any proprietary information is contained in or attached to the proposal, it must be clearly identified by the CONTRACTOR, otherwise the CONTRACTOR agrees that any and all documents provided may be released to the public after contract award. The procurement process may be canceled after opening, but prior to award if the County determines that cancellation is in the best interest of the County for reasons (but not limited to) such as:

- a). Inadequate, ambiguous, or otherwise deficient specifications that were cited in the RFP.
- b). The services are no longer required.
- c). Proposals received are at an unreasonable cost.
- d). Proposal did not independently arrive in open competition, were collusive, or were not submitted in good faith.
- e). The County determines, after analysis of the proposals that its needs can be satisfied through a less expensive method.

26.2 The County reserves the right to amend or modify the project Scope of Services prior to the award of contract, as necessity may dictate, and to reject any and all proposals hereunder. This Request for Proposal does not commit the County to award a contract or to pay any costs incurred in the preparation of a proposal on response to this request. The County reserves the right to accept or reject any or all proposals received as a

result of this request, to negotiate with any qualified source or to cancel in part or in its entirety this Request of Proposal if it is in the best interest of the County.

## **27.0 CONFIDENTIALITY AND PROPRIETARY DATA**

**27.1** All materials received relative to this RFP will be kept confidential, until such time an award is made or the RFP is canceled, at which time all materials received will be made available to the public. Proposals received will be subject to Government Code §6250, the Public Information Act. Proposal Submitters should mark information they consider proprietary or confidential in the event it is exempt from the requirements of the Act.

## **28.0 EDD REPORTING REQUIREMENTS**

**28.1** In order to comply with child support enforcement requirements of the State of California, the COUNTY may be required to submit a Report of Independent CONTRACTOR'S form **DE 542** to the Employment Development Department. The selected CONTRACTOR agrees to furnish the required data and certifications to the COUNTY within 10 days of notification of award of contract when required by the EDD.

**28.2** It is expressly understood that this data will be transmitted to governmental agencies charged with the establishment and enforcement of child support orders and for no other purposes and will be held confidential by those agencies. Failure of the CONTRACTOR to timely submit the data and/or certificates required may result in the contract being awarded to another CONTRACTOR. In the event a contract has been issued, failure of the CONTRACTOR to comply with all federal and state reporting requirements for child support enforcement or to comply with all lawfully served Wage and Earnings Assignments Orders and Notices of Assignment shall constitute a material breach of contract. Failure to comply within 60 calendar days of notice from the COUNTY shall constitute grounds for termination of the contract.

If you have any questions concerning this reporting requirement, please call (916) 657-0529. You may also contact your local Employment Tax Customer Service Office listed in your telephone directory in the State Government section under "Employment Development Department," or you may access their Internet site at [www.edd.ca.gov](http://www.edd.ca.gov).

**29.0 OBSERVED HOLIDAYS COUNTY**

HOLIDAY	DAY OBSERVED
New Year's Day	January 1
Martin Luther King Jr's Birthday	Third Monday in January
Lincoln's Birthday	February 12
Washington's Birthday	Third Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4
Labor Day	First Monday in September
Columbus Day	Second Monday in October
Veterans' Day	November 11
*Thanksgiving Day	Fourth Thursday in November
* Following Thanksgiving	Friday following the fourth Thursday in November
*Christmas Day	December 25

**Note:**

- ❖ Thanksgiving Day, which shall be the fourth Thursday in November unless otherwise appointed.
- ❖ Friday following Thanksgiving Day.
- ❖ December 24 and 31 when they fall on Monday.
- ❖ December 26 and January 2, when they fall on Friday.
- ❖ Friday proceeding January 1, February 12, July 4, November 11 or December 25, when such date falls on Saturday; the Monday following such date when such date falls on a Sunday.

Contractor and Contractor's employees shall not be entitled to County holiday pay; and may be required to work on any given Holiday.

**EXHIBIT A - SPECIFICATIONS**

The County's required floor covering specifications are listed below. In the right hand column, if the proposed is as specified including Manufacturer indicate as "specified". If other than specified, list manufacturer name, model and type. Attach copy of manufacturers spec sheets to this sheet and submit with bid.

See Attachment 1 through 6 for Carpet/Vinyl Flooring Specifications Carpet/Vinyl Flooring Minimum Requirements as follows	
Minimum Specs	Mfg Specs List Mfg:
<b>County of Riverside Flooring Standard "A"</b> Shaw Momentum IV UNI Performance Broadloom or "approved equal"	
<b>County of Riverside Flooring Standard "B"</b> Shaw Constellation Teklok, Performance Broadloom or "approved equal"	
<b>County of Riverside Flooring Standard "C"</b> Shaw Constellation EcoWorx Performance Broadloom or "approved equal"	
<b>County of Riverside Flooring Standard "D"</b> Shaw Momentum IV Tile Modular Tile or "approved equal"	
<b>County of Riverside Flooring Standard "E"</b> Shaw Constellation EW24 Modular Tile or "approved equal"	
<b>County of Riverside Flooring Standard "F"</b> Armstrong Excelon Commercial Vinyl Compisition Tile and sheet or "approved equal"	

**Cost Proposal Sheet- EXHIBIT B PAGES 1 THROUGH 4**

**WESTERN AREA - 1 Pricing to include the following the following areas: Riverside, Corona and Moreno Valley**

**MILL STANDARD – AS SPECIFIED IN EXHIBIT A**

Price Per Sq. Yard  
Linear ft Lot  
Box Hr

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
	Regular Time	Over Time
Cost per square yard for removal of resilient flooring	Yd	Yd
Cost per square yard for removal of resilient flooring and removal of cut back adhesive via sanding and application of sealer.	Yd	Yd.
Cost per lineal foot for installation of Base coving, material, supplies and accessories included	LF	LF
Cost per labor hour and removal of excess furniture	Hr	Hr
Removal existing carpet and recycle	Lot	Lot
Remove existing Sheet Vinyl	Lf	Lf
Remove existing Floor Tiles	Sq Yd	Sq Yd
Remove Carpet Base	Lf	Lf
Remove & Replace Furniture	Hr	Hr
Lift system Furniture handling	N/A	N/A
Cost per labor hours for special installation: Work such as cutting doors, removal and re-attachment of molding, (not Base coving) etc.	Hr	Hr
Cost per square yard to install carpet squares	Sq Yd	Sq Yd
Cost per square yard to install carpet broadloom	Sq Yd	Sq Yd
Install Broadloom Carpet Glue Direct	Sq Yd	Sq Yd
Install Broadloom Carpet over Pad	Sq Yd	Sq Yd
Install Carpet Tiles	Sq Yd	Sq Yd
Install Wainscot Base up to 6" high	LF	LF
	Regular Time	Over Time
Install Sheet Vinyl	Yd.	Yd.



Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
	LF	LF
Install Sheet Vinyl Self Cove		
Install Vinyl Composition Tile under 1,000 sf <b>Labor Only</b>	Bx	Bx
Install Vinyl Composition Tile over 1,000 sf <b>Labor Only</b>	Bx	Bx
Install 4" Rubber Base <b>Labor Only</b>	Lf	Lf
Install 6" Rubber Base <b>Labor Only</b>	Lf	Lf
Special Labor	Hr	Hr

- VCT Tile - Material - \_\_\_ Per Box Lino \_\_\_ Yard
- What is the minimum order quantity for Standard Colors: Squares: \_\_\_ Yards, Broadloom: \_\_\_ Yards
- What is the minimum order quantity for colors other than Standard: Squares: \_\_\_ Yards, Broadloom: \_\_\_ Yards
- Delivery time must be 60 days or better, indicate your delivery below:

1 of 4

**Cost Proposal Sheet- EXHIBIT B PAGES 1 THROUGH 4**

**SOUTHWEST AREA - 2 Pricing to include the following areas: HEMET, LAKE ELSINORE, PERRIS, MURRIETA AND TEMECULA.**

**MILL STANDARD – AS SPECIFIED IN EXHIBIT A**

Price Per Sq. Yard  
Linear ft Lot  
Box Hr

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
	Regular Time	Over Time
Cost per square yard for removal of resilient flooring	Yd	Yd
Cost per square yard for removal of resilient flooring and removal of cut back adhesive via sanding and application of sealer.	Yd	Yd.
Cost per lineal foot for installation of Base coving, material, supplies and accessories included	LF	LF
Cost per labor hour and removal of excess furniture	Hr	Hr
Removal existing carpet and recycle	Lot	Lot
Remove existing Sheet Vinyl	Lf	Lf
Remove existing Floor Tiles	Sq Yd	Sq Yd
Remove Carpet Base	Lf	Lf
Remove & Replace Furniture	Hr	Hr
Lift system Furniture handling	N/A	N/A
Cost per labor hours for special installation: Work such as cutting doors, removal and re-attachment of molding, (not Base coving) etc.	Hr	Hr
Cost per square yard to install carpet squares	Sq Yd	Sq Yd
Cost per square yard to install carpet broadloom	Sq Yd	Sq Yd
Install Broadloom Carpet Glue Direct	Sq Yd	Sq Yd
Install Broadloom Carpet over Pad	Sq Yd	Sq Yd
Install Carpet Tiles	Sq Yd	Sq Yd
Install Base up to 6" high	LF	LF
	Regular Time	Over Time
Install Sheet Vinyl	Yd.	Yd.

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
	LF	LF
Install Vinyl Composition Tile under 1,000 sf <b>Labor Only</b>	Bx	Bx
Install Vinyl Composition Tile over 1,000 sf <b>Labor Only</b>	Bx	Bx
Install 4" Rubber Base <b>Labor Only</b>	Lf	Lf
Install 6" Rubber Base <b>Labor Only</b>	Lf	Lf
Special Labor	Hr	Hr

1. VCT Tile - Material - \_\_\_\_ Per Box Lino \_\_\_\_ Yard
2. What is the minimum order quantity for Standard Colors: Squares: \_\_\_\_ Yards, Broadloom: \_\_\_\_ Yards
3. What is the minimum order quantity for colors other than Standard: Squares: \_\_\_\_ Yards, Broadloom: \_\_\_\_ Yards
4. Delivery time must be 60 days or better, indicate your delivery below:

**Cost Proposal Sheet - EXHIBIT B PAGES 1 THROUGH 4**

**EASTERN AREA - 3 Pricing to include the following areas: BANNING, PALM DESERT, PALM SPRINGS and INDIO**

**MILL STANDARD - AS SPECIFIED IN EXHIBIT A**

Price Per Sq. Yard  
Linear ft Lot  
Box Hr

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
	Regular Time	Over Time
Cost per square yard for removal of resilient flooring	Yd	Yd
Cost per square yard for removal of resilient flooring and removal of cut back adhesive via sanding and application of sealer.	Yd	Yd.
Cost per lineal foot for installation of Base coving, material, supplies and accessories included	LF	LF
Cost per labor hour and removal of excess furniture	Hr	Hr
Removal existing carpet and recycle	Lot	Lot
Remove existing Sheet Vinyl	Lf	Lf
Remove existing Floor Tiles	Sq Yd	Sq Yd
Remove Carpet Base	Lf	Lf
Remove & Replace Furniture	Hr	Hr
Lift system Furniture handling	N/A	N/A
Cost per labor hours for special installation: Work such as cutting doors, removal and re-attachment of molding, (not Base coving) etc.	Hr	Hr
Cost per square yard to install carpet squares	Sq Yd	Sq Yd
Cost per square yard to install carpet broadloom	Sq Yd	Sq Yd
Install Broadloom Carpet Glue Direct	Sq Yd	Sq Yd
Install Broadloom Carpet over Pad	Sq Yd	Sq Yd
Install Carpet Tiles	Sq Yd	Sq Yd
Install Base up to 6" high	LF	LF
	Regular Time	Over Time
Install Sheet Vinyl	Yd.	Yd.

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
Install Sheet Vinyl Self Cove	LF	LF
Install Vinyl Composition Tile under 1,000 sf <b>Labor Only</b>	Bx	Bx
Install Vinyl Composition Tile over 1,000 sf <b>Labor Only</b>	Bx	Bx
Install 4" Rubber Base <b>Labor Only</b>	Lf	Lf
Install 6" Rubber Base <b>Labor Only</b>	Lf	Lf
Special Labor	Hr	Hr

1. VCT Tile - Material - \_\_\_\_\_ Per Box Lino \_\_\_\_\_ Yard
2. What is the minimum order quantity for Standard Colors: Squares: \_\_\_\_\_ Yards, Broadloom: \_\_\_\_\_ Yards
3. What is the minimum order quantity for colors other than Standard: Squares: \_\_\_\_\_ Yards, Broadloom: \_\_\_\_\_ Yards
4. Delivery time must be 60 days or better, indicate your delivery below:

**Cost Proposal Sheet - EXHIBIT B PAGES 1 THROUGH 4**

**DESERT AREA - 4 Pricing to include the following areas: DESERT CENTER and BLYTHE**

**MILL STANDARD - AS SPECIFIED IN EXHIBIT A**

Price Per Sq. Yard  
Linear ft Lot  
Box Hr

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
	Regular Time	Over Time
Cost per square yard for removal of resilient flooring	Yd	Yd
Cost per square yard for removal of resilient flooring and removal of cut back adhesive via sanding and application of sealer.	Yd	Yd.
Cost per lineal foot for installation of Base coving, material, supplies and accessories included	LF	LF
Cost per labor hour and removal of excess furniture	Hr	Hr
Removal existing carpet and recycle	Lot	Lot
Remove existing Sheet Vinyl	Lf	Lf
Remove existing Floor Tiles	Sq Yd	Sq Yd
Remove Carpet Base	Lf	Lf
Remove & Replace Furniture	Hr	Hr
Lift system Furniture handling	N/A	N/A
Cost per labor hours for special installation: Work such as cutting doors, removal and re-attachment of molding, (not Base coving) etc.	Hr	Hr
Cost per square yard to install carpet squares	Sq Yd	Sq Yd
Cost per square yard to install carpet broadloom	Sq Yd	Sq Yd
Install Broadloom Carpet Glue Direct	Sq Yd	Sq Yd
Install Broadloom Carpet over Pad	Sq Yd	Sq Yd
Install Carpet Tiles	Sq Yd	Sq Yd
Install Base up to 6" high	LF	LF
	Regular Time	Over Time
Install Sheet Vinyl	Yd.	Yd.

Pricing to include tax and delivery	Unit Price Per Sq. Yd.	
Install Sheet Vinyl Self Cove	LF	LF
Install Vinyl Composition Tile under 1,000 sf <b>Labor Only</b>	Bx	Bx
Install Vinyl Composition Tile over 1,000 sf <b>Labor Only</b>	Bx	Bx
Install 4" Rubber Base <b>Labor Only</b>	Lf	Lf
Install 6" Rubber Base <b>Labor Only</b>	Lf	Lf
Special Labor	Hr	Hr

1. VCT Tile - Material - \_\_\_\_\_ Per Box Lino \_\_\_\_\_ Yard
2. What is the minimum order quantity for Standard Colors: Squares: \_\_\_\_\_ Yards, Broadloom: \_\_\_\_\_ Yards
3. What is the minimum order quantity for colors other than Standard: Squares: \_\_\_\_\_ Yards, Broadloom: \_\_\_\_\_ Yards
4. Delivery time must be 60 days or better, indicate your delivery below:





**EXHIBIT D**

**PROFESSIONAL SERVICE AGREEMENT**

for

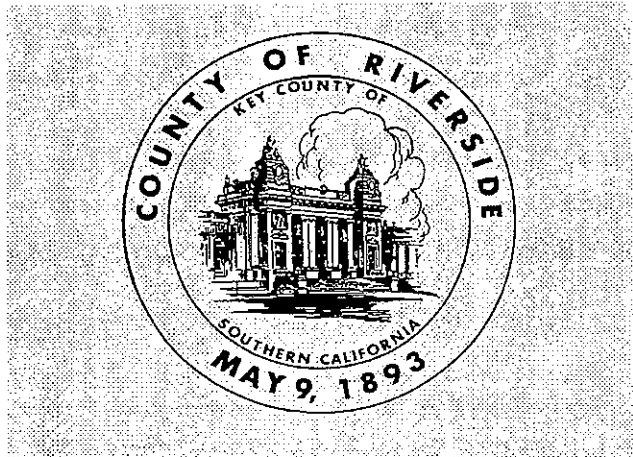
(INSERT NAME OF PROGRAM)

Between

**COUNTY OF RIVERSIDE**

and

(INSERT COMPANY NAME)



This Agreement, made and entered into this \_\_\_\_ day of \_\_\_\_, 2008, by and between (INSERT COMPANY NAME), (herein referred to as "CONTRACTOR"), and the COUNTY OF RIVERSIDE, a political subdivision of the State of California, (herein referred to as "COUNTY"). The parties agree as follows:

**1. Description Of Services**

1.1 CONTRACTOR shall provide all services as outlined and specified in Exhibit A, Scope of Services, consisting of (INSERT # OF PAGES) pages at the prices stated in Exhibit B, Payment Provision, consisting of (INSERT # OF PAGES) page, attached hereto and incorporated herein by this reference.

1.2 CONTRACTOR represents that it has the skills, experience and knowledge necessary to fully and adequately perform under this Agreement, and the COUNTY relies upon this representation. CONTRACTOR shall perform the services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California.

1.3 CONTRACTOR affirms this it is fully apprised of all of the work to be performed under this Agreement and the CONTRACTOR agrees it can properly performed this work at the prices stated in Exhibit B. CONTRACTOR is not to perform services outside of the Agreement.

1.4 Acceptance by the COUNTY of the CONTRACTOR performance under this Agreement does not operate as a release of CONTRACTOR's responsibility for full compliance with the terms of this Agreement.

**2. Period of Performance**

2.1 This Agreement shall be effective upon execution of this Agreement and continue in effect through (INSERT DATE), with the option to renew for (INSERT # OF RENEWALS YEARS), renewable in one year increments, unless terminated earlier. CONTRACTOR shall commence performance upon signature of this Agreement by both parties and shall diligently and continuously perform thereafter.

2.2 It is mutually agreed and understood that the obligation of the COUNTY is limited by and contingent upon the availability of COUNTY funds for the reimbursement of CONTRACTOR'S fees. In the event that such funds are not forthcoming for any reason, COUNTY shall immediately notify CONTRACTOR in writing; and this Agreement shall be deemed terminated and have no further force and effect.

**3. Compensation**

3.1 The COUNTY shall pay the CONTRACTOR for services performed and expenses incurred in accordance with the terms of Exhibit B, Payment Provisions. Maximum payments by COUNTY to CONTRACTOR shall not exceed (INSERT DOLLAR AMOUNT) annually including all expenses. The COUNTY is not responsible for any fees or costs incurred above or beyond the contracted amount and shall have no obligation to purchase any specified amount of services or products. Unless otherwise specifically stated, COUNTY shall not be responsible for payment of any of CONTRACTORs expenses related to this Agreement.

3.2 No price increases will be permitted during the first year of this Agreement All price decreases (for example, if CONTRACTOR offers lower prices to another governmental entity) will automatically be extended to the COUNTY. The COUNTY requires written proof satisfactory to COUNTY of cost increases prior to any approved price adjustment. After the first year of the award, a minimum of 30-days advance notice in writing is required to secure such adjustment. No retroactive price adjustments will be considered. The COUNTY may enforce, adjust, negotiate, or cancel escalating price Agreements or take any other action it deems appropriate. The net dollar amount of profit will remain firm during the period of the Agreement. Annual increases shall not exceed the Consumer Price Index- All Consumers, All Items - Greater Los Angeles, Riverside and Orange County areas (Insert type of item

or service) and be subjected to satisfactory performance review by the COUNTY and approved (if needed) for budget funding by the County Board of Supervisors.

3.3 CONTRACTOR shall be paid only in accordance with an invoice submitted to COUNTY by CONTRACTOR within fifteen (15) days from the last day of each calendar month, and COUNTY shall pay the invoice within thirty (30) working days from the date of receipt of the invoice. Payment shall be made to CONTRACTOR only after services have been rendered or delivery of materials or products, and acceptance has been made by COUNTY. Prepare invoices in duplicate. For this Agreement, send the original and duplicate copies of invoices to:

(INSERT DEPARTMENT NAME AND ADDRESS)

- a) Each invoice shall contain a minimum of the following information: invoice number and date; remittance address; "bill-to" and "ship-to" addresses of ordering department/division; Agreement number (to be provided upon award); quantities; item descriptions, unit prices, extensions, sales/use tax if applicable, and an invoice total.
- b) Invoices shall be rendered "monthly" in arrears.
- c) In accordance with California Government Code Section 926.10, government agencies are not allowed to pay excess interest and late charges.

3.4 The COUNTY obligation for payment of this Agreement beyond the current fiscal year end is contingent upon the availability of funding from which payment can be made. No legal liability on the part of the COUNTY shall arise for payment beyond June 30 of the calendar year unless funds are made available for such performance.

#### 4. Alteration or Changes to the Agreement

4.1 The Board of Supervisors and the COUNTY Purchasing Agent and/or his designee are the only authorized COUNTY representatives who may at any time, by written order, make alterations to this Agreement. If any such alteration causes an increase or decrease in the cost of, or the time required for the performance of any part of the work under this Agreement, an equitable adjustment shall be made in the Agreement price or delivery schedule, or both, and the Agreement shall be modified in writing accordingly.

4.2 Any claim by the CONTRACTOR for additional payment related to this Agreement shall be made in writing by the CONTRACTOR within 30 days of when the CONTRACTOR has notice of any actual or claimed change in the work which results in additional and unanticipated cost to the CONTRACTOR. If the COUNTY Purchasing Agent decides that the facts provide sufficient justification, he/she may authorize additional payment to the CONTRACTOR pursuant to the claim. Nothing in this section shall excuse the CONTRACTOR from proceeding with performance of the Agreement, even if there has been a change.

#### 5. Termination

5.1. COUNTY may terminate this Agreement without cause upon 30 days written notice served upon the CONTRACTOR stating the extent and effective date of termination.

5.2 COUNTY may, upon five (5) days written notice, terminate this agreement for CONTRACTOR's default, if CONTRACTOR refuses or fails to comply with the terms of this Agreement or fails to make progress so as to endanger performance and does not cure such failure. In the event of such termination, the COUNTY may proceed with the work in any manner deemed proper to COUNTY.

5.3 After receipt of the notice of termination, CONTRACTOR shall:

- (a) Stop all work under this Agreement on the date specified in the notice of termination; and

- (b) Transfer to COUNTY and deliver in the manner as directed by COUNTY, any materials, reports or other products which, if the Agreement had been completed, would have been required to be furnished to COUNTY.

5.4 After termination, COUNTY shall make payment only for CONTRACTORs performance up to the date of termination in accordance with this Agreement and at the rates set forth in Exhibit B.

5.5 CONTRACTOR's rights under this Agreement shall terminate (except for fees accrued prior to the date of termination) upon dishonesty or a willful or material breach of this Agreement by CONTRACTOR; or in the event of CONTRACTOR's unwillingness or inability for any reason whatsoever to perform the terms of this Agreement. In such event, CONTRACTOR shall not be entitled to any further compensation under this Agreement.

5.6 The rights and remedies of COUNTY provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

**6. Ownership/Use of Contract Materials and Products**

The CONTRACTOR agrees that all materials, reports or products in any form, including electronic, created by CONTRACTOR for which CONTRACTOR has been compensated by COUNTY pursuant to this agreement shall be the sole property of the COUNTY; and may be used by the COUNTY for any purpose COUNTY deems to be appropriate, including, but not limit to, duplication and/or distribution. CONTRACTOR agrees not to release or circulate in whole or part such materials, reports or products without prior written authorization of the COUNTY.

**7. Conduct Of Contractor**

7.1 The CONTRACTOR covenants that it presently has no interest, including but not limited to, other projects or independent contracts, and shall not acquire any such interest, direct or indirect, which would conflict in any manner or degree with CONTRACTOR's performance under this Agreement. The CONTRACTOR further covenants that no person or subcontractor having any such interest shall be employed or retained by it under this Agreement. The CONTRACTOR agrees to inform the COUNTY of all the CONTRACTOR's interests, if any, which are or which the CONTRACTOR could be incompatible.

7.2 The CONTRACTOR shall not, under circumstances which might reasonably be interpreted as an attempt to influence the recipient in the conduct of his duties, accept any gratuity or special favor from individuals or firms with whom the CONTRACTOR is doing business or proposing to do business, in accomplishing the work under this Agreement.

7.3 The CONTRACTOR shall not use for personal gain or make other improper use of privileged or confidential information which is acquired in connection with this Agreement. The term "privileged or confidential information" includes but is not limited to: unpublished or sensitive technological or scientific information; medical, personnel, or security records, anticipated material requirements or pricing/purchasing actions; and knowledge of selection of contractors, subcontractors or suppliers in advance of official announcement.

7.4 The CONTRACTOR or employees thereof shall not offer gifts, gratuity, favors, and entertainment directly or indirectly to COUNTY employees.

**8. Inspection of Service**

All performance (which includes services, materials, supplies and equipment furnished or utilized in the performance of this Agreement, and workmanship in the performance of services) shall be subject to inspection and test by the COUNTY or other regulatory agencies at all times. The CONTRACTOR shall provide adequate cooperation to any inspector or other COUNTY

representative to permit him/her to determine the CONTRACTOR's conformity with the terms of this Agreement and the adequacy of the services being provided. If any services performed or materials or products provided hereunder are not in conformance with the terms of this Agreement, the COUNTY shall have the right to require the CONTRACTOR to perform the services or provide the materials or products in conformance with the terms of the Agreement at no cost to the COUNTY. When the services to be performed or the materials or products to be provided are of such nature that the difference cannot be corrected, the COUNTY shall have the right to: (1) require the CONTRACTOR immediately to take all necessary steps to ensure future performance in conformity with the terms of the Agreement; and (2) reduce the Agreement price to reflect the reduced value of the services performed or materials or product provided. The COUNTY may also terminate this Agreement for default and charge to CONTRACTOR any costs incurred by the COUNTY because of the CONTRACTORs failure to perform.

**9. Independent Contractor**

The CONTRACTOR is, for purposes relating to this Agreement, an independent contractor and shall not be deemed an employee of the COUNTY. It is expressly understood and agreed that the CONTRACTOR (including its employees, agents and subcontractors) shall in no event be entitled to any benefits to which COUNTY employees are entitled, including but not limited to overtime, any retirement benefits, worker's compensation benefits, and injury leave or other leave benefits. There shall be no employer-employee relationship between the parties; and CONTRACTOR shall hold COUNTY harmless from any and all claims that may be made against COUNTY Based upon any contention by any third party that an employer-employee relationship exists by reason of this Agreement. It is further understood and agreed by the parties that CONTRACTOR in the performance of this Agreement is subject to the control or direction of COUNTY merely as to the result to be accomplished by the services hereunder agreed to be rendered and performed and not as to the means and methods for accomplishing the results.

**10. Subcontract for Work or Services**

No contract shall be made by the CONTRACTOR with any party for furnishing any of the work or services under this Agreement without the prior written approval of the COUNTY, but this provision shall not require the approval of contracts of employment between the CONTRACTOR and personnel assigned for services under this Agreement, or for parties named in the proposal and agreed to under any resulting contract.

**11. Disputes**

**11.1** The parties shall attempt to resolve any disputes amicably at the working level. If that is not successful, the dispute shall be referred to the senior management of the parties. Any dispute relating to this Agreement which is not resolved by the parties shall be decided by the COUNTY's Compliance Contract Officer who shall furnish the decision in writing. The decision of the COUNTY's Compliance Contract Officer shall be final and conclusive unless determined by a court of competent jurisdiction to have been fraudulent, capricious, arbitrary, or so grossly erroneous as necessarily to imply bad faith. The CONTRACTOR shall proceed diligently with the performance of the terms of this Agreement pending the resolution of a dispute.

**11.2** Prior to the filing of any legal action related to this Agreement, the parties shall be obligated to attend a mediation session in Riverside County before a neutral third party mediator. A second mediation session shall be required if the first session is not successful. The parties shall share the cost of the mediations.

**12. Licensing And Permits**

CONTRACTOR shall comply with all State or other licensing requirements, including but not limited to the provisions of Chapter 9 of Division 3 of the Business and Professions Code. All licensing requirements shall be met at the time bids are submitted

to the COUNTY. CONTRACTOR warrants that it has all necessary permits, approvals, certificates, waivers and exemptions necessary for performance of this Agreement as required by the laws and regulations of the United States, State of California, the County of Riverside and all other appropriate governmental agencies, and shall maintain these throughout the term of this Agreement.

**13. Use By Other Political Entities**

The CONTRACTOR agrees to extend the same pricing, terms and conditions as stated in this Agreement to each and every political entity, special district, and related non-profit entity in Riverside County. It is understood that other entities shall make purchases in their own name, make direct payment, and be liable directly to the CONTRACTOR; and COUNTY shall in no way be responsible to CONTRACTOR for other entities' purchases.

**14. Non-Discrimination**

CONTRACTOR shall not be discriminate in the provision of services, allocation of benefits, accommodation in facilities, or employment of personnel on the basis of ethnic group identification, race, religious creed, color, national origin, ancestry, physical handicap, medical condition, marital status or sex in the performance of this Agreement, and, to the extent they shall be found to be applicable hereto, shall comply with the provisions of the California Fair Employment Practices Act (commencing with Section 1410 of the Labor Code), the Federal Civil Rights Act of 1964 (P.L. 88-352), the Americans with Disabilities Act of 1990 (42 U.S.C. §1210 et seq.), or applicable law or regulations.

**15. Records And Documents**

CONTRACTOR shall make available, upon written request by any duly authorized Federal, State or COUNTY agency, a copy of this Agreement and such books, documents and records as are necessary to certify the nature and extent of the costs of the services provided by CONTRACTOR. All such books and records shall be maintained by CONTRACTOR for at least five years from the termination of this Agreement and be available for audit by the COUNTY. CONTRACTOR to provide COUNTY with reports and information relative to this Agreement and in accordance with terms set forth herein, as requested by COUNTY.

**16. Monitoring and Quality Control/Assurance**

CONTRACTOR shall establish adequate procedures for self-monitoring and quality control and assurance to ensure proper performance under this Agreement; and shall permit a COUNTY representative or other regulatory official to monitor, assess or evaluate CONTRACTOR'S performance under this Agreement at any time upon reasonable notice to CONTRACTOR.

**17. Confidentiality**

17.1 The CONTRACTOR shall protect from unauthorized disclosure names and other identifying information concerning persons receiving services pursuant to this Agreement, except for statistical information not identifying any client. The CONTRACTOR shall not use such information for any purpose other than carrying out the CONTRACTOR's obligations under this Agreement. The CONTRACTOR shall promptly transmit to the COUNTY all requests for disclosure of such information not emanating from the client. The CONTRACTOR shall not disclose, except as otherwise specifically permitted by this Agreement or authorized by the client, any such information to anyone other than the COUNTY. For purposes of this paragraph, identity shall include, but not be limited to, name, identifying number, symbol, or other identifying particular assigned to the individual, such as finger or voice print or a photograph.

(Depending on the type of service "HIPAA" may or may not apply)

17.2 The CONTRACTOR in this Agreement is subject to all relevant requirements contained in the Health Insurance Portability and Accountability Act of 1996 (HIPAA). Public Law 104-191, enacted August 21, 1996, and the laws and regulations promulgated subsequent thereto. The CONTRACTOR hereto agrees to cooperate in accordance with the terms and intent of this Agreement for implementation of relevant law(s) and/or regulations(s) promulgated under this Law. The CONTRACTOR further agrees that it shall be in compliance, and shall remain in compliance with the requirements of HIPAA, and the laws and regulations promulgated subsequent hereto, as may be amended from time to time.

18. Administration/Contract Liaison

The COUNTY Purchasing Agent, or designee, shall administer this Agreement on behalf of the COUNTY. The Purchasing department is to serve as its liaison with CONTRACTOR in connection with this agreement.

19. Notices

All correspondence and notices required or contemplated by this Agreement shall be delivered to the respective parties at the addresses set forth below and are deemed submitted two days after their deposit in the United States mail, postage prepaid:

COUNTY OF RIVERSIDE

CONTRACTOR

(INSERT DEPARTMENT NAME)

(INSERT CONTRACTOR NAME)

(INSERT ADDRESS)

(INSERT ADDRESS)

20. Force Majeure

If either party is unable to comply with any provision of this agreement due to causes beyond its reasonable control, and which could not have been reasonably anticipated, such as acts of God, acts of war, civil disorders, or other similar acts, such party shall not be held liable for such failure to comply.

21. EDD Reporting Requirements

In order to comply with child support enforcement requirements of the State of California, the COUNTY may be required to submit a Report of Independent Contractor(s) form DE 542 to the Employment Development Department. The CONTRACTOR agrees to furnish the required data and certifications to the COUNTY within 10 days of notification of award of Agreement when required by the EDD. This data will be transmitted to governmental agencies charged with the establishment and enforcement of child support orders and for no other purposes and will be held confidential by those agencies. Failure of the CONTRACTOR to timely submit the data and/or certificates required may result in contract being awarded to another contractor. In the event a contract has been issued, failure of the CONTRACTOR to comply with all federal and state reporting requirements for child support enforcement or to comply with all lawfully served Wage and Earnings Assignments Orders and Notices of Assignment shall constitute a material breach of Agreement. Failure to cure such breach within 60 calendar days of notice from the COUNTY shall constitute grounds for termination of the Agreement. If you have any questions concerning this reporting requirement, please call (916) 657-0529. You may also contact your local Employment Tax Customer Service Office listed in your telephone directory in the State Government section under "Employment Development Department," or you may access their Internet site at [www.edd.ca.gov](http://www.edd.ca.gov).

22. Hold Harmless/Indemnification

22.1 CONTRACTOR shall indemnify and hold harmless the County of Riverside, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives from any liability, claim, damage or action whatsoever, Based or asserted upon any act or omission of

CONTRACTOR, its officers, employees, subcontractors, agents or representatives arising out of or in any way relating to this Agreement, including but not limited to property damage, bodily injury, or death. CONTRACTOR shall defend, at its sole expense, all costs and fees including but not limited to attorney fees, cost of investigation, defense and settlements or awards, the County of Riverside, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives in any such claim or action. With respect to any action or claim subject to indemnification herein by CONTRACTOR, CONTRACTOR shall, at their sole cost, have the right to use counsel of their own choice and shall have the right to adjust, settle, or compromise any such action or claim without the prior consent of COUNTY; provided, however, that any such adjustment, settlement or compromise in no manner whatsoever limits or circumscribes CONTRACTOR'S indemnification to COUNTY as set forth herein. CONTRACTOR'S obligation hereunder shall be satisfied when CONTRACTOR has provided to COUNTY the appropriate form of dismissal "or similar document" relieving COUNTY from any liability for the action or claim involved. The specified insurance limits required in this Agreement shall in no way limit or circumscribe CONTRACTOR'S obligations to indemnify and hold harmless the COUNTY herein from third party claims.

**22.2** In the event there is conflict between this clause and California Civil Code Section 2782, this clause shall be interpreted to comply with Civil Code 2782. Such interpretation shall not relieve the CONTRACTOR from indemnifying the COUNTY to the fullest extent allowed by law.

**22.3** CONTRACTOR'S indemnification obligations shall also apply to any action or claim regarding actual or alleged intellectual property infringement related to any material or product provided to COUNTY pursuant to this Agreement. In the event of any such action or claim, CONTRACTOR shall provide immediate notice to COUNTY of the action or claim. CONTRACTOR may defend or settle the action or claim as CONTRACTOR deems appropriate; however, CONTRACTOR shall be required to obtain for COUNTY the right to continue to use the material or product (or a similar non-infringing material or product with the same function) on terms identical to those stated in this Agreement.

**23. Insurance**

Without limiting or diminishing the CONTRACTOR'S obligation to indemnify or hold the COUNTY harmless, CONTRACTOR shall procure and maintain or cause to be maintained, at its sole cost and expense, the following insurance coverage's during the term of this Agreement.

**23.1 Workers' Compensation**

If the CONTRACTOR has employees as defined by the State of California, the CONTRACTOR shall maintain statutory Workers' Compensation Insurance (Coverage A) as prescribed by the laws of the State of California. Policy shall include Employers' Liability (Coverage B) including Occupational Disease with limits not less than \$1,000,000 per person per accident. The policy shall be endorsed to waive subrogation in favor of the County of Riverside, and, if applicable, to provide a Borrowed Servant/Alternate Employer Endorsement.

**23.2 Commercial General Liability**

Commercial General Liability insurance coverage, including but not limited to, premises liability, contractual liability, products and completed operations liability, personal and advertising injury covering claims which may arise from or out of CONTRACTOR'S performance of its obligations hereunder. Policy shall name all Agencies, Districts, Special Districts, and Departments of the COUNTY of Riverside, their respective directors, officers, Board of Supervisors, employees, elected or appointed officials, agents or representatives as Additional Insureds. Policy's limit of liability shall not be less than \$1,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this agreement or be no less than two (2) times the occurrence limit.



### 23.3 Vehicle Liability

If CONTRACTOR'S vehicles or mobile equipment are used in the performance of the obligations under this Agreement, then CONTRACTOR shall maintain liability insurance for all owned, non-owned or hired vehicles so used in an amount not less than \$1,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this agreement or be no less than two (2) times the occurrence limit. Policy shall name all Agencies, Districts, Special Districts, and Departments of the COUNTY of Riverside, their respective directors, officers, Board of Supervisors, employees, elected or appointed officials, agents or representatives as Additional Insureds.

### 23.4 Professional Liability Insurance

CONTRACTOR shall maintain Professional Liability Insurance providing coverage for the CONTRACTOR's performance of work included within this Agreement, with a limit of liability of not less than \$1,000,000 per occurrence and \$2,000,000 annual aggregate. If CONTRACTOR's Professional Liability Insurance is written on a claims made basis rather than an occurrence basis, such insurance shall continue through the term of this Agreement and CONTRACTOR shall purchase at his sole expense either 1) an Extended Reporting Endorsement (also known as Tail Coverage); or 2) Prior Dates Coverage from new insurer with a retroactive date back to the date of, or prior to, the inception of this Agreement; or 3) demonstrate through Certificates of Insurance that CONTRACTOR has Maintained continuous coverage with the same or original insurer. Coverage provided under items; 1), 2) or 3) will continue for a period of five (5) years beyond the termination of this Agreement.

### 23.5 General Insurance Provisions - All lines

a). Any insurance carrier providing insurance coverage hereunder shall be admitted to the State of California and have an A M BEST rating of not less than A: VIII (A:8) unless such requirements are waived, in writing, by the COUNTY Risk Manager. If the COUNTY's Risk Manager waives a requirement for a particular insurer such waiver is only valid for that specific insurer and only for one policy term.

b). The CONTRACTOR'S insurance carrier(s) must declare its insurance deductibles or self-insured retentions. If such deductibles or self-insured retentions exceed \$500,000 per occurrence such deductibles and/or retentions shall have the prior written consent of the COUNTY Risk Manager before the commencement of operations under this Agreement. Upon notification of deductibles or self insured retention's unacceptable to the COUNTY, and at the election of the Country's Risk Manager, CONTRACTOR'S carriers shall either; 1) reduce or eliminate such deductibles or self-insured retention's as respects this Agreement with the COUNTY, or 2) procure a bond which guarantees payment of losses and related investigations, claims administration, and defense costs and expenses.

c). CONTRACTOR shall cause CONTRACTOR'S insurance carrier(s) to furnish the COUNTY of Riverside with either 1) a properly executed original Certificate(s) of Insurance and certified original copies of Endorsements effecting coverage as required herein, or 2) if requested to do so orally or in writing by the COUNTY Risk Manager, provide original Certified copies of policies including all Endorsements and all attachments thereto, showing such insurance is in full force and effect. Further, said Certificate(s) and policies of insurance shall contain the covenant of the insurance carrier(s) that thirty (30) days written notice shall be given to the COUNTY of Riverside prior to any material modification, cancellation, expiration or reduction in coverage of such insurance. In the event of a material modification, cancellation, expiration, or reduction in coverage, this Agreement shall terminate forthwith, unless the COUNTY of Riverside receives, prior to such effective date, another properly executed original Certificate of Insurance and original copies of endorsements or certified original policies, including all endorsements and attachments thereto evidencing coverage's set forth herein and the insurance required herein is in full force and effect. *CONTRACTOR shall not commence operations until the COUNTY has been furnished original Certificate (s) of Insurance and certified original copies of endorsements or policies of insurance including all endorsements and any and all other attachments as required in this Section.*

*An individual authorized by the insurance carrier to do so on its behalf shall sign the original endorsements for each policy and the Certificate of Insurance.*

d). It is understood and agreed to by the parties hereto and the insurance company(s), that the Certificate(s) of Insurance and policies shall so covenant and shall be construed as primary insurance, and the COUNTY'S insurance and/or deductibles and/or self-insured retention's or self-insured programs shall not be construed as contributory.

e). The COUNTY'S Reserved Rights--Insurance. If, during the term of this Agreement or any extension thereof, there is a material change in the scope of services; or, there is a material change in the equipment to be used in the performance of the scope of work (such as the use of aircraft or watercraft) the COUNTY reserves the right to adjust the types of insurance required under this Agreement and the monetary limits of liability for the insurance coverage's currently required herein, if, in the COUNTY Risk Manager's reasonable judgment, the amount or type of insurance carried by the CONTRACTOR has become inadequate.

f). CONTRACTOR shall pass down the insurance obligations contained herein to all tiers of subcontractors working under this Agreement.

g). The insurance requirements contained in this Agreement may be met with a program(s) of self-insurance acceptable to the COUNTY.

#### **24. General**

24.1 CONTRACTOR shall not delegate or assign any interest in this agreement, and shall not transfer any interest in the same, whether by operation of law or otherwise, without the prior written consent of COUNTY.

24.2 Any waiver by COUNTY of any breach of any one or more of the terms of this agreement shall not be construed to be a waiver of any subsequent or other breach of the same or of any other term hereof. Failure on the part of COUNTY to require exact, full and complete compliance with any terms of this agreement shall not be construed as in any manner changing the terms hereof or preventing COUNTY from enforcement hereof.

24.3 In the event the CONTRACTOR receives payment under this Agreement which is later disallowed for nonconformance with the terms of the Agreement by the COUNTY, the CONTRACTOR shall promptly refund the disallowed amount to the COUNTY on request, or at its option the COUNTY may offset the amount disallowed from any payment due to the CONTRACTOR.

24.4 This Agreement shall be governed by the laws of the State of California. Any legal action related to the performance or interpretation of this Agreement shall be filed only in the Superior Court of the State of California located in Riverside, California, and the parties waive any provision of law providing for a change of venue to another location. In the event any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

24.5 CONTRACTOR shall comply with all air pollution control, water pollution, safety and health ordinances, statutes or regulations which apply to the work performed pursuant to this Agreement.

24.6 CONTRACTOR shall comply all requirements of the Occupational Safety and Health Administration (OSHA) standards and codes as set forth by the U.S. Department of Labor and the State of California (Cal/OSHA), and verifies that all performance under this Agreement shall be in compliance therewith

24.7 The COUNTY agrees to cooperate with the CONTRACTOR in the CONTRACTOR's performance under this Agreement, including, if stated in the Agreement, providing the CONTRACTOR with reasonable facilities and timely access to COUNTY data, information and personnel.

24.8 This Agreement, including any attachments or exhibits, constitutes the entire Agreement of the parties with respect to its subject matter and supersedes all prior and contemporaneous representations, proposals, discussions and communications, whether oral or in writing. This Agreement may be changed or modified only by a written amendment signed by authorized representatives of both parties.

24.9 Nothing in this Agreement shall prohibit the COUNTY from acquiring the same type or equivalent equipment, products, materials or services from other sources, when deemed by the COUNTY to be in its best interest.

24.10 CONTRACTOR will comply with all applicable COUNTY policies and procedures. In the event that there is a conflict between the various laws or regulations that may apply, the CONTRACTOR shall comply with the more restrictive law or regulation.

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized representatives to execute this Agreement.

**COUNTY:**

(INSERT DEPARTMENT NAME)  
(INSERT ADDRESS)

**CONTRACTOR:**

(INSERT CONTRACTOR NAME)  
(INSERT ADDRESS)

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Print Name: (YOUR NAME HERE) \_\_\_\_\_

Print Name: (CONTRACTOR NAME HERE) \_\_\_\_\_

Title: (INSERT TITLE) \_\_\_\_\_

Title: (INSERT TITLE) \_\_\_\_\_

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

**EXHIBIT A  
SCOPE OF SERVICE**

(INSERT SCOPE OF SERVICE)

**EXHIBIT B  
PAYMENT SCHEDULE**

(INSERT PAYMENT SCHEDULE)

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized representatives to execute this Agreement.

**COUNTY:**  
(INSERT DEPARTMENT NAME)  
(INSERT ADDRESS)

**CONTRACTOR:**  
(INSERT CONTRACTOR NAME)  
(INSERT ADDRESS)

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Print Name: (YOUR NAME HERE)

Print Name: (CONTRACTOR NAME HERE)

Title: (INSERT TITLE)

Title: (INSERT TITLE)

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_



**Constellation TekLok**

<b>Style Name:</b>	Constellation TekLok
<b>Style Number:</b>	60550
<b>Carpet Type:</b>	Performance Broadloom
<b>Construction:</b>	Pattern Loop
<b>Fiber Type:</b>	EcoSolution Q® Premium Branded Nylon
<b>Filament:</b>	BCF
<b>Dye Method:</b>	55 Solution Dyed 45 Yarn Dyed
<b>Protective Treatment:</b>	SSP Shaw Soil Protection, Florsept Antimicrobial, Antistatic
<b>Primary Backing:</b>	Polypropylene
<b>Secondary Backing:</b>	TekLok
<b>Gauge:</b>	1/10
<b>Average Yarn Weight:</b>	26 oz/sq yd
<b>Stitches per Inch:</b>	10
<b>Tufted Pile Thickness:</b>	.156 inches
<b>Total Thickness:</b>	.292 inches
<b>Finished Pile Thickness:</b>	.120 inches
<b>Average Density:</b>	7,800 oz/yd <sup>3</sup>
<b>Weight Density:</b>	sq oz/yd <sup>5</sup>
<b>Total Weight:</b>	67.5
<b>Radiant Panel (ASTM E-648):</b>	Class 1
<b>Flaming Mode (ASTM E 662):</b>	<450
<b>Static (AATCC-134):</b>	<3.5 Kv
<b>Type Static Control:</b>	Permanent Conductive Fiber
<b>Pattern Repeat:</b>	13/32"W X 6 29/32"L
<b>Warranty:</b>	
<b>Collection:</b>	
<b>Installation:</b>	
<b>Size:</b>	Broadloom 12
<b>Coordinating Products:</b>	

Except where noted as a minimum or maximum, the above specifications are nominal and therefore are subject to change and to normal manufacturing variance.

ATTACHMENT 1



Constellation EcoWorx Performance Broadloom

<b>Style Name:</b>	Constellation EcoWorx Performance Broadloom
<b>Style Number:</b>	60660
<b>Carpet Type:</b>	Performance Broadloom
<b>Construction:</b>	Pattern Loop
<b>Fiber Type:</b>	EcoSolution Q® Nylon
<b>Filament:</b>	BCF
<b>Dye Method:</b>	60% Yarn Dyed 40% Solution Dyed
<b>Protective Treatment:</b>	SSP Shaw Soil Protection, Antistatic
<b>Primary Backing:</b>	Synthetic
<b>Secondary Backing:</b>	EcoWorx Performance Broadloom
<b>Gauge:</b>	1/10
<b>Average Yarn Weight:</b>	26 oz/sq yd
<b>Stitches per Inch:</b>	10
<b>Tufted Pile Thickness:</b>	6/32(.187) inches
<b>Total Thickness:</b>	inches
<b>Finished Pile Thickness:</b>	.120 inches
<b>Average Density:</b>	7,800 oz/yd <sup>3</sup>
<b>Weight Density:</b>	sq oz/yd <sup>5</sup>
<b>Total Weight:</b>	
<b>Radiant Panel (ASTM E-648):</b>	Class 1
<b>Flaming Mode (ASTM E 662):</b>	<450
<b>Static (AATCC-134):</b>	<3.5 Kv
<b>Type Static Control:</b>	Permanent Conductive Fiber
<b>Pattern Repeat:</b>	13/32" W X 6-29/32" L
<b>Warranty:</b>	Lifetime Commercial Limited
<b>Collection:</b>	None
<b>Installation:</b>	
<b>Size:</b>	Broadloom 12
<b>Coordinating Products:</b>	

Except where noted as a minimum or maximum, the above specifications are nominal and therefore are subject to change and to normal manufacturing variance.

ATTACHMENT 2





**MOMENTUM IV TILE**

<b>Style Name:</b>	MOMENTUM IV TILE
<b>Style Number:</b>	59502
<b>Carpet Type:</b>	Modular Tile
<b>Construction:</b>	Textured Loop
<b>Fiber Type:</b>	Solution Q Nylon
<b>Filament:</b>	BCF
<b>Dye Method:</b>	100% Solution Dyed
<b>Protective Treatment:</b>	SSP Shaw Soil Protection, Florsept Antimicrobial, Antistatic
<b>Primary Backing:</b>	Synthetic
<b>Secondary Backing:</b>	Ecoworx
<b>Gauge:</b>	1/10
<b>Average Yarn Weight:</b>	20 oz/sq yd
<b>Stitches per Inch:</b>	9
<b>Tufted Pile Thickness:</b>	inches
<b>Total Thickness:</b>	.259 inches
<b>Finished Pile Thickness:</b>	.104 inches
<b>Average Density:</b>	6,923 oz/yd <sup>3</sup>
<b>Weight Density:</b>	sq oz/yd <sup>5</sup>
<b>Total Weight:</b>	97.0
<b>Radiant Panel (ASTM E-648):</b>	Class 1
<b>Flaming Mode (ASTM E 662):</b>	<450
<b>Static (AATCC-134):</b>	<3.5 Kv
<b>Type Static Control:</b>	Permanent Conductive Fiber
<b>Pattern Repeat:</b>	None
<b>Warranty:</b>	
<b>Collection:</b>	
<b>Installation:</b>	Monolithic
<b>Size:</b>	Tile 24x24
<b>Coordinating Products:</b>	

Except where noted as a minimum or maximum, the above specifications are nominal and therefore are subject to change and to normal manufacturing variance.

ATTACHMENT 3



**CONSTELLATION EW24**

<b>Style Name:</b>	CONSTELLATION EW24
<b>Style Number:</b>	59326
<b>Carpet Type:</b>	Modular Tile
<b>Construction:</b>	Graphic Loop
<b>Fiber Type:</b>	EcoSolution Q® Premium Branded Nylon
<b>Filament:</b>	BCF
<b>Dye Method:</b>	55% Solution Dyed 45% Yarn Dyed
<b>Protective Treatment:</b>	SSP Shaw Soil Protection, Florsept Antimicrobial, Antistatic
<b>Primary Backing:</b>	Polypropylene
<b>Secondary Backing:</b>	Ecoworx
<b>Gauge:</b>	1/10
<b>Average Yarn Weight:</b>	24 oz/sq yd
<b>Stitches per Inch:</b>	10
<b>Tufted Pile Thickness:</b>	.156 inches
<b>Total Thickness:</b>	.273 inches
<b>Finished Pile Thickness:</b>	.099 inches
<b>Average Density:</b>	8,727 oz/yd <sup>3</sup>
<b>Weight Density:</b>	209,448 sq oz/yd <sup>5</sup>
<b>Total Weight:</b>	102.3
<b>Radiant Panel (ASTM E-648):</b>	Class 1
<b>Flaming Mode (ASTM E 662):</b>	<450
<b>Static (AATCC-134):</b>	<3.5 Kv
<b>Type Static Control:</b>	Permanent Conductive Fiber
<b>Pattern Repeat:</b>	N/A
<b>Warranty:</b>	
<b>Collection:</b>	
<b>Installation:</b>	Monolithic
<b>Size:</b>	Tile 24x24
<b>Coordinating Products:</b>	

Except where noted as a minimum or maximum, the above specifications are nominal and therefore are subject to change and to normal manufacturing variance.

ATTACHMENT 4



Momentum IV UNI

<b>Style Name:</b>	Momentum IV UNI
<b>Style Number:</b>	60602
<b>Carpet Type:</b>	Performance Broadloom
<b>Construction:</b>	Textured Loop
<b>Fiber Type:</b>	Solution Q Nylon
<b>Filament:</b>	BCF
<b>Dye Method:</b>	100% Solution Dyed
<b>Protective Treatment:</b>	SSP Shaw Soil Protection, Antistatic
<b>Primary Backing:</b>	Polypropylene
<b>Secondary Backing:</b>	Unitary
<b>Gauge:</b>	1/10
<b>Average Yarn Weight:</b>	28 oz/sq yd
<b>Stitches per Inch:</b>	10
<b>Tufted Pile Thickness:</b>	inches
<b>Total Thickness:</b>	.295 inches
<b>Finished Pile Thickness:</b>	.165 inches
<b>Average Density:</b>	6,109 oz/yd <sup>3</sup>
<b>Weight Density:</b>	sq oz/yd <sup>5</sup>
<b>Total Weight:</b>	62.0
<b>Radiant Panel (ASTM E-648):</b>	Class 1
<b>Flaming Mode (ASTM E 662):</b>	<450
<b>Static (AATCC-134):</b>	<3.5 Kv
<b>Type Static Control:</b>	Permanent Conductive Fiber
<b>Pattern Repeat:</b>	NONE
<b>Warranty:</b>	
<b>Collection:</b>	
<b>Installation:</b>	
<b>Size:</b>	Broadloom 12
<b>Coordinating Products:</b>	NONE

Except where noted as a minimum or maximum, the above specifications are nominal and therefore are subject to change and to normal manufacturing variance.

ATTACHMENT 5



TECHNICAL DATA

Product Spec Sheet - EXCELON Feature Tile & Strip

**Form(s):**

**Strip**

1 in (2.54 cm) Wide x 24 in (60.96 cm) Length  
2 in (5.08 cm) Wide x 24 in (60.96 cm) Length  
4 in (10.16 cm) Wide x 24 in (60.96 cm) Length  
6 in (15.25 cm) Wide x 24 in (60.96 cm) Length

**Tile**

12 in (305 mm) Wide x 12 in (305 mm) Length

**Reference Specs:**

ASTM F 1066 Class 1 - solid color

**Fire Test Data :**

ASTM E 648 Critical Radiant Flux Class I - 0.45 or more  
watts/cm<sup>2</sup>

ASTM E 662 Smoke Developed 450 or less  
Numerical flammability ratings alone may not define the  
performance of the product under actual fire conditions. These  
ratings are provided only for use in the selection of products to  
meet the specified limits.

**Static Load Limit:**

ASTM F 970 125 psi (8.8 kg/cm<sup>2</sup>)

**Gauges:**

1/8 in (3.2 mm) overall (nominal)

**Durability :**

1/8 in (3.2 mm) - Very Good

**Maintainability :**

1/8 in (3.2 mm) - Fair

**Resilience :**

1/8 in (3.2 mm) - Good

**Approximate Installed Cost (per Sq. Ft.):**

**Strip**

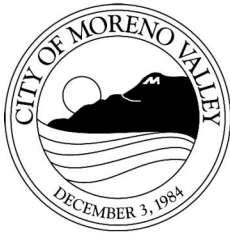
1/8 in(3.2 mm): U.S.: \$2.35 to \$3.15

**Tile**

1/8 in(3.2 mm): U.S.: \$2.35 to \$3.15

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ATTACHMENT 6



APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>ms</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad R. Ansari, P.E., Public Works Director/City Engineer

**AGENDA DATE:** October 09, 2012

**TITLE:** APPROVE A RESOLUTION 2012-XX TO AMEND THE ELECTRIC RATES FOR MORENO VALLEY UTILITY

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### **RECOMMENDED ACTION**

Staff recommends that the City Council:

1. Approve Resolution No. 2012-82 amending the Electric Rates for Moreno Valley Utility

### **BACKGROUND**

On July 8, 2003, the City Council approved Resolution No. 2003-58 adopting the Electric Service Rules, Fees and Charges for the City of Moreno Valley's Electric Utility, or Moreno Valley Utility (MVU). Electric Rule 12 entitled "Rates and Optional Rates" of that document states that the rates to be charged by and paid to the City's utility for electric service will be the rates legally in effect and on file with the Electric Utility Division, Department of Public Works. At its meeting on December 9, 2003, the City Council approved Ordinances 650 and 651 providing for the establishment and adjustment of electric rates by resolution.

### **DISCUSSION**

Consistent with Ordinances 650 and 651, the resolution considered in this action amends MVU's Electric Rates. A complete copy of the proposed *Electric Rates* document is available for review in the Public Works Department, Electric Utility Division office. To ensure the City's rates are just and reasonable and to ensure that the City's rates are set at a level sufficient to cover the utility's costs, it will be necessary for the City Council to approve an adjustment of the rates that MVU charges customers for service from time to time. Due to the structure of MVU's rates, the customer's usage will ultimately determine the impact of this proposed rate adjustment on their monthly bill.

For example, the proposed rate adjustment considered in this council action will affect a residential customer who uses 600 kWh in a month differently than a customer who uses 1000 kWh in a month. The proposed rate changes considered in the council action will result in an increase of MVU's rate schedules for both the summer season and winter season. Pursuant to MVU's rates, the summer season begins at 12:00 am on the first Sunday in June and continues until 12:00 am on the first Sunday in October. The winter season begins at 12:00 am on the first Sunday in October, and continues until 12:00 am on the first Sunday in June of the following year. In other words, there are four months in the summer season, and eight months in the winter season.

If the City Council approves the proposed rate adjustments, the impact to each class of customers is described in the tables below:

<b>Average Residential Schedule A</b>	<b>SUMMER</b>		<b>WINTER</b>	
600 kWh usage	-\$1.90	-2.15%	\$0.73	0.68%
1,000 kWh usage	\$2.04	1.10%	\$5.01	2.25%

<b>Average Small Commercial Schedule B</b>	<b>SUMMER</b>		<b>WINTER</b>	
2,978 kWh usage	-\$4.86	-0.77%	\$0.46	0.10%

<b>Average Large Commercial Schedule C</b>	<b>SUMMER</b>		<b>WINTER</b>	
24,531 kWh usage, Demand of 100 kW	-\$88.68	-1.62%	\$0.09	0.00%

<b>Average Large Commercial, TOU Schedule TOU-LGS</b>	<b>SUMMER</b>		<b>WINTER</b>	
386,896 kWh usage, Demand of 865 kW	-\$1,519.57	-2.24%		
392,333 kWh usage, Demand of 666 kW			-\$365.60	-1.00%

<b>Average Traffic Controller Schedule TC-1</b>	<b>SUMMER</b>		<b>WINTER</b>	
364 kWh usage	\$0.37	0.60%	\$0.37	0.60%

Average Streetlight	SUMMER		WINTER	
Schedule SL-1 9,500 Lumen (973 lights)	-\$60.07	-0.47%	-\$60.07	-0.47%
Schedule SL-1 22,000 Lumen (317 lights)	-\$48.94	-0.90%	-\$48.94	-0.90%
Schedule SL-2 27,500 Lumen (139 lights)	-\$25.82	-1.55%	-\$25.82	-1.55%
Schedule SL-3 (per lamp)	\$8.80	2.04%	\$8.80	2.04%

In addition to these changes, a rate for LED streetlights under Rate Schedule SL-1 is proposed that is equivalent to the applicable investor owned utility rate schedules, and is described below:

<u>Initial Lumens</u>	<u>Wattage</u>	<u>All Night Service Monthly kWhs</u>	<u>\$/Lamp Monthly Charge</u>	<u>\$/Lamp/Month Public Purpose Programs Charge</u>
14,700	173	75	19.35	\$0.47

If approved by the City Council, these changes will become effective at 12:00 a.m. on October 10, 2012.

Pursuant to Section 5 of the Professional Services Agreement by and between the City of Moreno Valley and ENCO Utility Services Moreno Valley, LLC, the City is obligated to adjust its rates from time to time so that the City's electric rates remain roughly equivalent to the otherwise applicable investor owned utility rate schedules. This council action will true-up MVU's rates to comply with this obligation, and comply with State law. If adopted, the net impact upon MVU customers will be a reduction in rates.

### **ALTERNATIVES**

1. Approve proposed resolution amending the Electric Rates for Moreno Valley Utility as on file in the Electric Utility Division, Public Works Department. *The amendment of the Electric Rates will allow the City's utility to recover its costs for service, and to offer competitive rates.*
2. Do not approve proposed resolution amending the Electric Rates for Moreno Valley Utility as on file in the Electric Utility Division, Public Works Department. *This would restrict the City's utility in its ability to recover utility costs, and also its ability to offer competitive rates.*

**FISCAL IMPACT**

As rates are adjusted, revenues will reflect the adjustments. Utility revenues are projected to decrease if the proposed changes are adopted by the City Council.

**CITY COUNCIL GOALS**

**REVENUE DIVERSIFICATION AND PRESERVATION:**

*The municipal electric utility will generate revenues to provide funding for City programs and services over time. These revenues will help achieve important financial goals of the City.*

**POSITIVE ENVIRONMENT:**

*The proposed rate adjustments ensures timely changes to the rates of the City’s utility, and helps to create a positive environment for economic development within the community. The City of Moreno Valley will offer competitive rates and will help the City create new, well paying jobs.*

**NOTIFICATION**

Posting of the Agenda.

**Attachments**

- Attachment 1 – Proposed Resolution
- Attachment 2 – Proposed Electric Rates

Prepared By  
 Jeannette Olko  
 Electric Utility Division Manager

Department Head Approval  
 Ahmad R. Ansari, P.E.  
 Public Works Director/City Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:



RESOLUTION NO. 2012-82

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, TO AMEND THE ELECTRIC RATES, AND ELECTRIC SERVICE RULES, FEES, AND CHARGES FOR MORENO VALLEY UTILITY

WHEREAS, the City of Moreno Valley (the "City"), a municipal corporation, is authorized pursuant to Article XI, Section 9(a) of the California Constitution to establish, purchase, and operate public works to furnish its inhabitants with light, water, power, heat, transportation, or means of communication; and

WHEREAS, on June 26, 2001, the City Council of the City of Moreno Valley approved Resolution No. 2001-33 and, as amended by Resolution 2002-46, authorized the formation of a municipally owned utility for the purpose of providing electrical power, storm water, telephone telecommunications, cable TV, water, natural gas, and sanitary sewer; and

WHEREAS, on July 8, 2003, the City Council approved Resolution No. 2003-58 adopting the Electric Service Rules, Fees and Charges document for Moreno Valley Utility which states, in part, that the rates to be charged by and paid to the City for electric service will be the rates legally in effect and on file with the City Council; and

WHEREAS, there are sections of the Electric Service Rules, Fees and Charges document that contain rules which define the terms and conditions under which electric service will be provided to the customer; and

WHEREAS, there are rules, fees, charges, and rates associated with providing the services identified in the document. These rules, fees, charges, and rates are deemed necessary and equitable for services rendered and are required to fund in whole or in part, all of the services required to facilitate the delivery of electric distribution pursuant to the rules; and

WHEREAS, Urgency Ordinance No. 651 was adopted by the City Council on December 9, 2003, allowing for the adoption of rates by resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. The City Council hereby adopts the amended Moreno Valley Utility Electric Rates and Electric Service Rules, Fees, and Charges as on file in the Public Works Department.

APPROVED AND ADOPTED this 9th day of October 2012.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

Resolution No. 2012 - 82  
Date Adopted: October 09, 2012

**RESOLUTION JURAT**

STATE OF CALIFORNIA        )  
COUNTY OF RIVERSIDE       ) ss.  
CITY OF MORENO VALLEY     )

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2012-82 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 9<sup>th</sup> day of October, 2012 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

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CITY CLERK

(SEAL)

Resolution No. 2012 - 82  
Date Adopted: October 09, 2012

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*Moreno Valley Utility*  
*Electric Rates*

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**Electric Rates - Table of Contents**

*SCHEDULE A – RESIDENTIAL SERVICE.....3*

*SCHEDULE B – GENERAL SERVICE .....6*

*SCHEDULE C – LARGE GENERAL SERVICE .....7*

*SCHEDULE SL – STREET LIGHTING SERVICE ..... 10*

*SCHEDULE SL2 – STREET LIGHTING SERVICE ..... 12*

*SCHEDULE SL3 – STREET LIGHTING SERVICE ..... 13*

*SCHEDULE TC-1 – TRAFFIC CONTROL SERVICE.....14*

*SCHEDULE TOU-LGS – TIME OF USE – LARGE GENERAL SERVICE..... 16*

*SCHEDULE SE – SERVICE ESTABLISHMENT CHARGE ..... 19*

*SCHEDULE NEM – NET ENERGY METERING SERVICE.....20*

*SCHEDULE ED – ECONOMIC DEVELOPMENT (“ED”) RATE .....21*

*SCHEDULE ED-BR - ECONOMIC DEVELOPMENT BUSINESS RETENTION RATE.....24*

## **SCHEDULE A – RESIDENTIAL SERVICE**

### **Applicability**

Applicable to electric service for residential uses.

### **Territory**

Within the designated areas served by the Moreno Valley Utility.

### **Rates**

#### **Basic Charge - \$/Day**

Single-Family Residence	\$ 0.029
Multi-Family Residence	\$ 0.022

#### **Energy Usage Charge - \$/kWh**

##### **Summer:**

Tier 1 -Baseline Quantities, all kWh, per kWh	\$ 0.11462
Tier 2 – 101% to 130% of Baseline	\$ 0.14498
Tier 3 – 131% to 200% of Baseline	\$ 0.23368
Tier 4 – 201% to 300% of Baseline	\$ 0.26868
Tier 5 – All excess kWh, per kWh	\$ 0.30368

##### **Winter**

Tier 1 -Baseline Quantities, all kWh, per kWh	\$ 0.11462
Tier 2 – 101% to 130% of Baseline	\$ 0.14498
Tier 3 – 131% to 200% of Baseline	\$ 0.23130
Tier 4 – 201% to 300% of Baseline	\$ 0.26868
Tier 5 – All excess kWh, per kWh	\$ 0.30368

#### **Public Purpose Programs**

All kWh per kWh	\$0.01476
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**Monthly Minimum Charge:** \$10.00

### **Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

**Special Conditions**

1. Baseline Rates: Baseline rates are applicable only to separately metered residential use.
2. Baseline Quantities: The residential allocation shall be 16.0 kWhs per day in the Summer season and 10.5 kWhs per day in the Winter season.
3. Summer and Winter Seasons are defined as follows: The Summer season begins at 12:00 a.m. on the first Sunday in June and will continue until 12:00 a.m. of the first Sunday in October each year. The Winter season begins at 12:00 a.m. on the first Sunday in October and continues until 12:00 a.m. on the first Sunday in June of the following year.
4. Voltage: Service will be supplied at one standard voltage.
5. For the purposes of applying the Basic Charge, the following definitions shall be used:

Single-Family Residence - A building of single occupancy which does not share common walls, floors, or ceilings with other residential dwelling units.

Multi-Family Residence - Apartments, mobile homes, condominiums, townhouses, or a building of multiple occupancy which shares common walls and /or floors and ceilings with other residential dwelling units.

6. Medical Baseline Allocation: Upon application and acceptance of a certification from a medical doctor or osteopath licensed to practice medicine in California, eligible residential customers are provided a standard year-round medical baseline allocation of 16.5 kWh per day in addition to the applicable baseline allocation for the season.

	Regular Baseline Daily kWh Allocation	Additional Medical Baseline Daily kWh Allocation	Total Baseline Daily kWh Allocation
Summer	16.0	16.5	32.5
Winter	10.5	16.5	27.0

Medical Baseline Allocation Eligibility:

- a) Regular use in the customer's home of one or more medical life-support devices essential to maintain the life of a full-time resident of the household; and/or
- b) A full-time resident of the household is: a paraplegic, hemiplegic, quadriplegic, multiple sclerosis or scleroderma patient, being treated for life-threatening illness, and/or has a compromised immune system.



Life-support devices include:

Aerosol Tent	Ultrasonic Nebulizer
Pressure Pad	Electrostatic Nebulizer
Apnea Monitor	Inhalation Pulmonary Pressure
Pressure Pump	Breather Machine (IPPB)
Compressor	Iron Lung
Concentrator	Dialysis Machine
Respirator (all types)	Hemodialysis Machine
Electronic Nerve Stimulator	Motorized Wheelchair
Suction Machine	Oxygen Generator

#### Applying for the Medical Baseline Allocation

1. Request application from Moreno Valley Utility by telephone, mail or in person
2. Complete application.
3. The patient's physician will need to fill out the required information on the application and sign it certifying the medical need.
4. The customer can mail or bring the application to Moreno Valley Utility's offices
5. Once the application is reviewed and approved, the Medical Baseline Allocation will be effective on the next regular electric billing.
6. Applications must be renewed every two years.
7. A low-income assistance discount program is offered under this standard residential rate. To be considered for this discount, an application must be filed with Moreno Valley Utility. To be eligible for this discount, the income of the customer, including all members of the household, must meet the income levels of the program and can be no more than 200% of Federal Poverty Guidelines. Under this program a discount for qualified low-income residents of 20% is provided on monthly energy charges. Discount applies to energy charges only. The customer charge, public purpose charge, service fees and all taxes are calculated at the standard rates.

## **SCHEDULE B – GENERAL SERVICE**

### **Applicability**

Applicable to nonresidential electric service for all types of uses including lighting and power. Customers whose monthly maximum demand is expected to exceed 20 kW, or has exceeded 20 kW in any three months during the preceding 12 months, are ineligible for service under this schedule.

### **Territory**

Within the designated areas served by the Moreno Valley Utility.

### **Rates**

#### **Customer Charge - \$/Day**

Single-Phase Service	\$ 0.749
Polyphase Service	\$ 0.033

#### **Energy Usage Charge - \$/kWh**

Summer, all kWh, per kWh	\$ 0.17803
Winter, all kWh, per kWh	\$ 0.12066

#### **Public Purpose Programs**

All kWh per kWh	\$0.01321
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<b>Monthly Minimum Charge:</b>	\$10.00
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### **Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

### **Special Conditions**

1. Summer and Winter Seasons are defined as follows: The Summer season begins at 12:00 a.m. on the first Sunday in June and will continue until 12:00 a.m. on the first Sunday in October each year. The Winter season begins at 12:00 a.m. on the first Sunday in October and continues until 12:00 a.m. on the first Sunday in June of the following year.
2. Voltage: Service will be supplied at one standard voltage.

## **SCHEDULE C – LARGE GENERAL SERVICE**

### **Applicability**

Applicable to nonresidential electric service for all types of uses including lighting and power where the customer's monthly maximum demand is expected to exceed 20 kW or has exceeded 20 kW in any of the 3 months during the preceding 12 months.

### **Territory**

Within the designated areas served by the Moreno Valley Utility.

### **Rates**

<b>Customer Charge - \$/Meter/Month – Single Phase</b>	\$124.83	
<b>Polyphase</b>	\$137.02	
<b>Energy Usage Charge - \$/kWh</b>		
Summer, all kWh, per kWh	\$ 0.07434	
Winter, all kWh, per kWh	\$ 0.05858	
<b>Demand Charge- \$/kW</b>	<u>Summer</u>	<u>Winter</u>
Facilities Related Demand Charge, per kW	\$12.64	\$12.64
Time Related Demand Charge, per kW	\$16.37	\$0.00
<b>Public Purpose Programs</b>		
All kWh per kWh	\$ 0.01202	
<b>Monthly Minimum:</b>	\$10.00	

### **Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

## **Special Conditions**

1. Summer and Winter Seasons are defined as follows:

The Summer season begins at 12:00 a.m. on the first Sunday in June and will continue until 12:00 a.m. on the first Sunday in October of each year. The Winter season begins at 12:00 a.m. on the first Sunday in October and continue until 12:00 a.m. on the first Sunday in June of the following year.

2. Voltage: Service will be supplied at one standard voltage.
3. Billing Demand: The Billing Demand shall be the kilowatts of Maximum Demand, determined to the nearest kW. The Billing Demand shall be the greater of the kilowatts of Maximum Demand recorded (or established for) the monthly billing period or 50% of the highest Maximum Demand established in the preceding eleven months (Ratcheted Demand).
4. Maximum Demand: The maximum demand in any month shall be the measured maximum average kilowatt input, indicated or recorded by instruments to be supplied by the City, during any 15-minute metered interval in the month.
5. Voltage Discount: The monthly Facilities Related Demand Charge will be reduced by 23.3% for service delivered and metered at voltages of 4 kV through 12 kV. The energy charge will be reduced by \$.00074 per kWh for service delivered and metered at voltages of 2 kV through 12 kV.
6. Excess Transformer Capacity: Excess Transformer Capacity is the amount of transformer capacity requested by a customer in excess of that which the City would normally install to serve the customer's Maximum Demand. Excess Transformer Capacity shall be billed at the amount shown in the rates section above.
7. Power Factor Adjustment: When Maximum Demand has exceeded 200 kW for three consecutive months, kilovar metering will be installed as soon as practical, and thereafter, until the Maximum Demand has been less than 150 kW for twelve consecutive months, the billing will be adjusted each month for power factor.
  - a. Adjustment Rate:
    - i. For service delivered and metered at voltages 12 kV or less, the billing will be increased by \$0.27 per kilovar of maximum reactive demand.
  - b. Determining the Reactive Demand:
    - i. Service delivered and metered at voltages of 4 kV or greater:
      1. The maximum reactive demand shall be the highest measured maximum average kilovar demand indicated or recorded by metering during any 15-minute metered interval in the month. The kilovars shall be determined to

the nearest unit. A device will be installed on each kilovar meter to prevent reverse operation of the meter.

- ii. Services delivered and metered at voltages less than 4 kV:
  - 1. For customers with metering used for billing that measures reactive demand, the maximum reactive demand shall be the highest measured maximum average kilovar demand indicated or recorded by metering during any 15-minute metered interval in the month. The kilovars shall be determined to the nearest unit. A device will be installed on each kilovar meter to prevent reverse operation of the meter.
  - 2. For customers with metering used for billing that measures kilovar-hours instead of reactive demand, the kilovars of reactive demand shall be calculated by multiplying the kilowatts of measured maximum demand by the ratio of the kilovar-hours to the kilowatt-hours. Demands in kilowatts and kilovars shall be determined to the nearest unit. A ratchet device will be installed on the kilovar-hour meter to prevent its reverse operation on leading power factors.

## **SCHEDULE SL – STREET LIGHTING SERVICE**

### **MVU OWNED SYSTEM**

#### **Applicability**

Applicable to un-metered service for the lighting of streets and highways where MVU owns and maintains the street lighting equipment and associated facilities included under this schedule.

#### **Territory**

Within the designated areas served by the Moreno Valley Utility.

#### **Rates**

##### **Monthly Charge - High Pressure Sodium Vapor Lamps**

###### **Basic Charge:**

<u>Initial Lumens</u>	<u>Wattage</u>	<u>All Night Service Monthly kWhs</u>	<u>\$/Lamp/Month Charge</u>	<u>\$/Lamp/Month Public Purpose Programs Charge</u>
9,500	100	40	\$12.00	\$0.26
16,000	150	67	\$13.69	\$0.42
22,000	200	85	\$15.49	\$0.54
27,500	250	108	\$17.07	\$0.68

##### **Monthly Charge – Light Emitting Diode (LED) Lamps**

###### **Basic Charge:**

<u>Initial Lumens</u>	<u>Wattage</u>	<u>All Night Service Monthly kWhs</u>	<u>\$/Lamp/Month Charge</u>	<u>\$/Lamp/Month Public Purpose Programs Charge</u>
14,700	173	75	\$19.35	\$0.47

#### **Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

#### **Special Conditions**

1. Maintenance shall include periodic inspection, renewal of lamps, cleaning of glassware, replacement of damaged glassware and lamps, and minor repairs to wiring and electrical appurtenances.
2. Hours of Service: Under MVU's standard all night operating schedule, approximately 4,140 hours of service will be furnished.
3. The developer shall install streetlights that will be served from MVU's underground system. These streetlights must be installed in accordance with MVU's specifications and the developer will deed such facilities to MVU.
4. Requirements and Restrictions:
  - a. The applicant for street light service shall specify the lamp size and location of streetlights.
  - b. Service shall not be furnished under this schedule where location, mounting height, or other considerations are unacceptable to the MVU.
  - c. The installation of street lighting equipment and facilities hereunder is contingent upon the MVU obtaining easements, rights of way, and highway permits satisfactory to the MVU for the required poles, equipment, and facilities.
  - d. In accordance with Rule No. 4, a written contract for a term of not less than one year is required in order to receive street light service under the provisions of this schedule.
  - e. Should the applicant not commence using the street lighting in a bona fide manner within ninety (90) days after date of completion and installation of a street light or street lighting system requested by the applicant, the MVU will bill, and the applicant shall pay, the applicable lamp charge(s).
5. Liability of Utility: MVU shall not, by taking action pursuant to its tariffs, be liable for any loss, damage, or injury, established or alleged, which may result, or be claimed to result, therefrom.

**SCHEDULE SL2 – STREET LIGHTING SERVICE  
CUSTOMER OWNED AND MAINTAINED SYSTEM SCHEDULE  
(UNMETERED)**

**Applicability**

Applicable to service for un-metered lighting of streets, highways, and directional highway signs served in conjunction with street and highway lighting, and other publicly operated automobile parking lots which are open to the general public, where the customer owns and maintains the street lighting equipment operated within the period from dusk to dawn.

**Territory**

Within the designated areas served by the Moreno Valley Utility.

**Rates**

**Monthly Charge - High Pressure Sodium Vapor Lamps**

**Basic Charge:**

<u>Initial Lumens</u>	<u>Wattage</u>	<u>All Night Service Monthly kWhs</u>	<u>\$Lamp/Month Charge</u>	<u>\$/Lamp/Month Public Purpose Programs Charge</u>
9,500	100	40	\$ 6.73	\$0.26
16,000	150	67	\$ 8.42	\$0.42
22,000	200	85	\$ 9.60	\$0.54
27,500	250	108	\$ 11.09	\$0.68

**Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

**Special Conditions**

1. Voltage: Service will be supplied at one standard voltage.
2. Requirements and Restrictions:
  - a. The applicant for street light service shall specify the lamp size and location of streetlights.



- b. Service shall not be furnished under this schedule where location, mounting height, or other considerations are unacceptable to the MVU.
  - c. The installation of street lighting equipment and facilities hereunder is contingent upon the MVU obtaining easements, rights of way, and highway permits satisfactory to the MVU for the required poles, equipment, and facilities.
3. Liability of Utility: MVU shall not, by taking action pursuant to its tariffs, be liable for any loss, damage, or injury, established or alleged, which may result, or be claimed to result, therefrom.

**SCHEDULE SL3 – STREET LIGHTING SERVICE**  
**CUSTOMER OWNED SYSTEM SCHEDULE**  
**(METERED)**

Applicability

Applicable to service for metered lighting service of streets, highways, and directional highway signs served in conjunction with street and highway lighting, and other publicly operated automobile parking lots which are open to the general public, where the customer owns the street lighting equipment operated within the period from dusk to dawn.

**Territory**

Within the designated areas served by the Moreno Valley Utility.

**Rates**

<b>Customer Charge – Per meter per Month</b>	\$14.45
<b>Energy Usage Charge - \$/kWh</b> All Year - all kWh, per kWh	\$ 0.05690
<b>Public Purpose Programs</b> All kWh, per kWh	\$0.00632

**Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

**Special Conditions**

1. Voltage: Service will be supplied at one standard voltage.
2. The customer will furnish and maintain all equipment beyond the meter.

**SCHEDULE TC-1 – TRAFFIC CONTROL SERVICE**

**Applicability**

Applicable to service for traffic directional sign or signal lighting service owned by governmental agencies and located on streets, highways and other publicly dedicated outdoor ways and places.

**Territory**

Within the designated areas served by the Moreno Valley Utility.

**Rates**

**Customer Charge – per Meter per Day**

Single-Phase Service	\$ 0.530
Polyphase Service	\$ 0.033

**Energy Usage Charge - \$/kWh**

All Year - all kWh, per kWh	\$ 0.10161
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**Public Purpose Programs**

All kWh, per kWh	\$0.01210
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**Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

**Special Conditions**

1. Voltage: Service will be supplied at one standard voltage.

## **SCHEDULE TOU-LGS – TIME OF USE – LARGE GENERAL SERVICE**

### **Applicability**

Applicable to nonresidential electric service for all types of uses including lighting and power where the customer’s monthly maximum demand is expected to exceed 500 kW or has exceeded 500 kW in any of the 3 months during the preceding 12 months.

### **Territory**

Within the designated areas served by the Moreno Valley Utility.

### **Rates**

<b>Customer Charge - \$/Meter/Month</b>	\$589.46	
<b>Energy Usage Charge - \$/kWh</b>		
<b>Summer</b>		
On-Peak	\$ 0.12962	
Mid-Peak	\$ 0.08044	
Off-Peak	\$ 0.04982	
<b>Winter</b>		
Mid-Peak	\$ 0.07039	
Off-Peak	\$ 0.04646	
<b>Demand Charge- \$/kW</b>		
Facilities Related Demand Charge, per kW	<u>Summer</u>	<u>Winter</u>
On-Peak	\$13.15	\$13.15
Mid-Peak	\$15.39	\$0.00
Off-Peak	\$4.33	\$0.00
Time Related Demand Charge, per kW	\$0.00	\$0.00
On-Peak	\$15.39	\$0.00
Mid-Peak	\$4.33	\$0.00
Off-Peak	\$0.00	\$0.00
<b>Public Purpose Programs</b>		
All kWh per kWh	\$ 0.01074	
<b>Monthly Minimum :</b>	See Condition #4	

### **Energy Cost Adjustment**

1. The energy charge may be adjusted each month based upon the percentage of the energy being provided by the Department of Water Resources to the investor owned utility on the billing date monthly. These adjustments could result in slight decreases or increases in the energy charge.

### **Special Conditions**

1. Time periods are defined as follows:
  - On-Peak: Noon to 6:00 p.m. Summer weekdays except holidays
  - Mid-Peak: 8:00 a.m. to Noon and 6:00 p.m. to 11 p.m. Summer weekdays except holidays; 8 a.m. to 9 p.m. Winter weekdays except holidays
  - Off-Peak: All other hours

Holidays are defined as New Year's Day (January 1), Martin Luther King's Birthday (third Monday in January), Washington's Birthday (third Monday in February), Memorial Day (last Monday in May), Independence Day (July 4), Labor Day (first Monday in September), Veterans Day (November 11), Thanksgiving Day (fourth Thursday in November), and Christmas Day (December 25).

When any holiday listed above falls on Sunday, the following Monday will be recognized as an off-peak period. No change will be made for holidays falling on Saturday.

2. Summer and Winter Seasons are defined as follows: The Summer season begins at 12:00 a.m. on the first Sunday in June and will continue until 12:00 a.m. on the first Sunday in October of each year. The Winter season begins at 12:00 a.m. on the first Sunday in October and continue until 12:00 a.m. on the first Sunday in June of the following year.
3. Voltage: Service will be supplied at one standard voltage.
4. Billing Demand: The Billing Demand shall be the kilowatts of Maximum Demand, determined to the nearest kW. The Billing Demand shall be the greater of the kilowatts of Maximum Demand recorded (or established for) the monthly billing period or 50% of the highest Maximum Demand established in the preceding eleven months (Ratcheted Demand).
5. Maximum Demand: The maximum demand in any month shall be the measured maximum average kilowatt input, indicated or recorded by instruments to be supplied by the City, during any 15-minute metered interval in the month.
6. Excess Transformer Capacity: Transformer Capacity is the amount of transformer capacity requested by a customer in excess of that which the City would normally install to serve the customer's Maximum Demand. Excess Transformer Capacity shall be billed at the amount shown in the rates section above.
7. Power Factor Adjustment: The billing will be adjusted each month for power factor.
  - a. Adjustment Rate: The customer's bill will be increased each month for the power factor \$0.27 per kilovar of maximum reactive demand.

- b. The maximum reactive demand shall be the highest measured maximum average kilovar demand indicated or recorded by metering during any 15 minute metered interval in the month. For customers with metering used for billing that measures kilovar-hours instead of reactive demand, the kilovars of reactive demand shall be calculated by multiplying the kilowatts of measured maximum demand by the ratio of the kilovar-hours to the kilowatt-hours. Demands in kilowatts and kilovars shall be determined to the nearest unit. A device will be installed on the kilovar-hour meter to prevent its reverse operation on leading power factors.

## **SCHEDULE SE - SERVICE ESTABLISHMENT CHARGE**

### **Applicability**

Applicable to general service and domestic service customers.

### **Territory**

Within the entire territory served by Moreno Valley Utility.

### **Rate**

For each establishment of electric service, a charge will apply.

### **Special Conditions**

1. The service establishment charge is in addition to the charges calculated on the applicable rate schedule and will be made each time an account is established.
2. Establishment means each time an account is opened, including a turn on of electric service or a change of name that requires a meter reading.
3. If the customer requests electric service be established on the same day as his request or outside regular business hours, an additional charge will apply.

## **SCHEDULE NEM – NET ENERGY METERING**

### **Applicability**

Applicable to general service and domestic service customers who have eligible renewable energy generation systems connected to MVU's system (interconnected) and meet program requirements.

### **Territory**

Within the entire territory served by Moreno Valley Utility.

### **Net Surplus Compensation Rate**

The net surplus compensation rate shall be \$0.08979 per kWh applied to any net surplus energy remaining at the end of the customer's twelve (12) month billing period ("relevant period").

### **Special Conditions**

1. NEM customers will receive a credit for the surplus electricity supplied to MVU's system.
2. This credit will be applied to the customer's energy bill, to offset all or part of the costs associated with the energy that is consumed each month.
3. Residential accounts are billed once a year for "net" energy consumed or generated over the previous 12 months, if any.
4. Small business accounts served under the General Service Rate also qualify for annual billing.
5. Large business NEM accounts under the Large General Service Rate are billed monthly for their energy usage.
6. Net surplus energy is the amount of generated kilowatt-hours (kWh) energy that is exported to MVU's system that exceeds the amount that is received from MVU.
7. Any net surplus energy remaining at the end of the 12-month billing period (also called the "relevant period") will be given a monetary value known as the Net Surplus Compensation Rate (NSCR).
8. The NSCR value is established by MVU to reflect the costs MVU avoids in procuring power during the time period net surplus generators are likely to produce excess power.
9. Customers may choose to either roll over the monetary value of any net surplus energy to the next billing cycle, or receive payment for any net surplus energy at the end of your 12-month relevant period.
10. Customers will be billed monthly for nominal non-energy-related charges such as taxes.

## **SCHEDULE ED – ECONOMIC DEVELOPMENT ("ED") RATE**



## **Applicability**

Commercial or industrial end-use customers that would otherwise receive service under Electric Rate Schedule TOU-LGS (Time of Use-Large General Service) and meet certain criteria as established and adopted by resolution of the City Council of the City of Moreno Valley may take advantage of the ED rate as a New Customer or Expanded Load Customer. This ED rate is applicable to all or part of the services provided to New Customers and Expanded Load Customers, as such terms are defined herein.

1. A New Customer shall be a customer seeking to locate a new business or relocate an existing business (not currently located within the territory served by Moreno Valley Utility) within Moreno Valley Utility's service territory.
2. An Expanded Load Customer shall be an existing Moreno Valley Utility TOU-LGS customer that is adding new load to Moreno Valley by a minimum of 200 kW based upon the customer's past electrical demand as determined by Moreno Valley Utility. The expanded load can be at the customer's current site, or at a new site within the Moreno Valley Utility service territory. The ED rate will only be applied to the expanded load as determined in Section 5 below.
3. A New Customer shall meet the following criteria:
  - a. Targeted industries
    - i. Logistics/Distribution
    - ii. Medical/Healthcare
    - iii. Auto Dealerships
  - b. Building/Area size
    - i. Logistics/Distribution      500,000 sf minimum
    - ii. Medical/Healthcare      100,000 sf minimum
    - iii. Auto Dealerships      5 acres
  - c. Job Creation
    - i. Tier 1 Discount Rate      150 – 499 jobs
    - ii. Tier 2 Discount Rate      500 – 999 jobs
    - iii. Tier 3 Discount Rate      greater than 1000 jobs
    - iv. Tier 4 Discount Rate      350 jobs minimum
  - d. City Revenue Producer – either sales tax or use tax generation
    - i. Tier 1a Discount Rate
    - ii. Tier 4 Discount Rate      \$40,000 annual minimum to the City

## **Territory**

Within the entire territory served by the Moreno Valley Utility.

## **Character of Service**

The service provided hereunder shall be alternating current with regulated frequency of 60 hertz, three-phase, or a combination single and three-phase served through one meter,

at a standard voltage not to exceed 480 volts, or as may be specified by the Electric Division. To be eligible to participate all customers must have a demand meter.

**Rates**

Except as provided herein, or in the Economic Development Rate Agreement, all charges and provisions of the customer’s otherwise applicable rate schedule shall apply. The applicable Energy Charge and Demand Charge under the customer’s otherwise applicable rate schedule will be reduced as follows:

	<b>Tier 1/Tier 1a</b>	<b>Tier 2</b>	<b>Tier 3</b>	<b>Tier 4</b>
<b>Years 1 - 2</b>	15%	20%	20%	20%
<b>Years 3 - 4</b>	12%	15%	20%	20%
<b>Years 5 – 6</b>	10%	10%	15%	20%
<b>Years 7 -12</b>	-	-	-	20%

**Special Conditions**

1. Term: Economic Development Rate Agreements entered into under this Schedule shall be for a single six-year term, except for Tier 4, which shall be for a single twelve-year term.
2. Approval: Application of this Rate Schedule shall be subject to the approval of the City Manager or his designee, based on meeting the eligibility criteria outlined herein.
3. Agreement: The customer must sign a standard Moreno Valley Economic Development Rate Agreement in order for the rates under this Schedule to be applicable. In addition to the other terms of this Schedule, the Economic Development Rate Agreement shall require the customer to reimburse Moreno Valley for all rate reductions received under this Schedule, if the customer fails to maintain the required minimum load during the six-year term or twelve-year term of the Agreement.
4. Minimum Load: Customers qualifying under this Schedule as a New Customer with a projected minimum monthly electric demand of at least 500 kW or as an Expanded Load Customer under Applicability Sections 1 and 2 above, respectively, must agree to maintain a minimum level of load for six years for Tier 1/1a, Tier 2, and Tier 3 discounts, and twelve years for Tier 4 discount from the date service is first rendered under this Schedule as set forth in the Economic Development Rate Agreement.
5. Base Period Usage: Base Period Usage shall be established and agreed to in the Economic Development Rate Agreement for Expanded Load Customers. Base Period Usage shall be the average monthly energy use and demand for the customer during the last three years of service to the customer, from the date ending the last payment period before the date of the Agreement.

Expanded Load qualifying for the rate under this Schedule shall be measured as the difference between the new monthly, meter documented energy use and demand, and the Base Period Usage.

6. State Mandated Public Purpose Program Charge: All bills rendered under this Schedule shall be subject to the Public Purpose Program Charge as established by the City Council.
7. Miscellaneous Fees and Charges: Rates charged pursuant to this Schedule shall be subject to any Energy Users Taxes, Utility Users Taxes, and any other governmental taxes, duties, or fees which are applicable to Electric Service provided to Customer by the City of Moreno Valley. Rates are also subject to adjustment, as established by the City of Moreno Valley City Council in response to federal or state climate change laws, renewable portfolio standard or other mandated legislation. These adjustments may include but are not limited to charges to mitigate the impacts of greenhouse gas emissions or “green power” premiums.
8. Expanded Load: Expanded Load customers applying for this rate must demonstrate to the satisfaction of the Utility that the expanded load is new to Moreno Valley.
9. Effective Date: The effective date of the Economic Development Rate Agreement shall commence within 12 months from the date of the City’s approval, or the Agreement becomes null and void. The Agreement becomes effective upon execution by the parties, and the Economic Development Rate commences upon written notice by customer, and coincides with the customer’s normal billing cycle.
10. Reapplication: Customers who have received service under the Economic Development Rate are eligible to reapply for the rate as an Expanded Load Customer 12 months after their current Economic Development Rate Agreement has expired, if they meet the criteria therefore.
11. Restrictions: Residential customers and federal, state or local government agencies are not eligible to apply for service under this Schedule.

## **SCHEDULE ED-BR – ECONOMIC DEVELOPMENT BUSINESS RETENTION**

### **Applicability**

This Schedule is applicable to the anchor stores at Stoneridge Towne Centre and Moreno Beach Plaza, whose building size is 25,000 square feet or larger and have 30 or more employees.

1. The Customer must demonstrate to the satisfaction of the City that relocation of its entire operation to a site outside of Moreno Valley Utility's service territory is a viable alternative or that the threat of closure of the Customer's existing facilities is otherwise imminent.
2. The Customer must provide:
  - a. An affidavit that "but for" the economic development retention rate incentives, in combination with other city-sponsored incentives, such customer would relocate outside of the City's electric service territory, and
  - b. Substantial evidence demonstrating the business has considered viable locations outside of Moreno Valley's service territory including but not limited to incentive offer letters from competing states, local jurisdictions and economic development organizations and/or real estate sale and lease agreements for competing sites, or
  - c. Substantial evidence documenting the imminent threat of facility closure, including but not limited to letters from business owners or appropriate corporate officers documenting the circumstances which have led to this imminent threat and why the Business Retention Rate is necessary to retain the business within Moreno Valley Utility's service territory.
3. The Customer must agree to maintain a minimum level of load for five years from the date service is first rendered as set forth in the Economic Development Rate Agreement for Business Retention.

### **Territory**

Within the entire territory served by Moreno Valley Utility.

### **Rates**

Except as provided herein, or in the Economic Development Business Retention Rate Agreement, all charges and provisions of the customer's otherwise applicable rate schedule shall apply. The applicable Energy Charge and Demand Charge under the customer's otherwise applicable rate schedule will be reduced as follows:

- Year 1            20%
- Year 2            20%

- Year 3            20%
- Year 4            0%
- Year 5            0%

**Special Conditions**

1. Term: Economic Development Rate Agreement for Business Retention entered into under this Schedule shall be for a single five-year term.
2. Approval: Application of this Rate Schedule shall be subject to the approval of the Public Works Director or his designee, based on meeting the eligibility criteria outlined herein.
3. Agreement: The customer must sign a standard Moreno Valley Economic Development Rate Agreement for Business Retention in order for the rates under this Schedule to be applicable. In addition to the terms of this Schedule, the Economic Development Rate Agreement for Business Retention shall require the customer to reimburse Moreno Valley for all rate reductions received under this Schedule, if the customer fails to maintain the required minimum load during the five-year term of the Agreement.
4. Minimum Load: All customers must agree to maintain a minimum level of load for five years from the date service is first rendered under this Schedule as set forth in the Economic Development Rate Agreement for Business Retention.
5. State Mandated Public Purpose Charge: All bills rendered under this Schedule shall be subject to the Public Purpose Charge as established by the City Council.
6. Miscellaneous Fees and Charges: Rates charged pursuant to this Schedule shall be subject to any Energy Users Taxes, Utility Users Taxes, and any other governmental taxes, duties, or fees which are applicable to Electric Service provided to Customer by the City of Moreno Valley. Rates are also subject to adjustment, as established by the City of Moreno Valley City Council in response to federal or state climate change laws, renewable portfolio standard or other mandated legislation. These adjustments may include but are not limited to charges to mitigate the impacts of greenhouse gas emissions or “green power” premiums.
7. Effective Date: The Agreement becomes effective upon execution by the parties, and the Economic Development Business Retention Rate commences with the customer’s normal billing cycle following execution of the Agreement by both parties.
8. Restrictions: Residential customers, small commercial customers, and federal, state or local government agencies are not eligible to apply for service under this Schedule.





APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>RH</i>
CITY MANAGER	<i>ms</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad R. Ansari, Public Works Director/City Engineer

**AGENDA DATE:** October 9, 2012

**TITLE:** ACCEPTANCE OF FISCAL YEAR 2012/2013 SB 821 GRANT AND FUNDING APPROPRIATION FOR CITYWIDE SIDEWALKS AND ACCESS RAMPS PROJECT  
PROJECT NO. 801 0044 70 76

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### **RECOMMENDED ACTION**

Staff recommends that the City Council:

1. Accept the Riverside County Transportation Commission (RCTC) SB 821 Bicycle and Pedestrian Facilities Program grant award of up to \$150,000 in funds for the Citywide Sidewalks and Access Ramps project; and
2. Authorize the following appropriations:
  - a. \$150,000 – revenue appropriation (2800-99-99-92800);
  - b. \$150,000 – expense appropriation (2800-70-76-80001) in the SCAG Article 3 Fund).

### **BACKGROUND**

The SB 821 Bicycle and Pedestrian Facilities Program administered by the RCTC provides funding for sidewalks, bicycle lanes, access ramps, and pedestrian related enhancements. Eligible expenditures for this competitive grant program are limited to preliminary engineering, right of way acquisition, construction, and reconstruction.

On August 1, 2012, the City received notification from the RCTC of a successful grant application in the amount of \$150,000 for the Fiscal Year 2012/2013 (FY 12/13) Citywide Sidewalks and Access Ramps project.

## **DISCUSSION**

The project will install sidewalk, curb, gutter, and Americans with Disabilities Act (ADA) compliant access ramps. Locations for the sidewalk and ramp improvements were selected based upon the results of the Public Right of Way Access ADA Transition Plan. Other factors included requests from disabled residents, the completed Tier 1 review of intersections and the on-going Tier 2 review which have resulted in a priority list of locations that need access ramp construction/reconstruction. A list of the locations, improvements, and priority follows:

- Sheila Street between Filaree Avenue and Gentian Avenue: Construct ADA compliant ramps for a total of four intersections (citizen request).
- Alessandro Boulevard at Indian Street: Construct ADA ramps (Tier 1 review) as Phase 1 of the project, while all other locations to be constructed as Phase 2.
- Iris Avenue at Kitching Street: Construct ADA compliant ramps (Tier 1 review).
- Fir Avenue at Tamara Drive: Construct ADA compliant ramps and sidewalk (Tier 1 review).
- Leahy Drive at Singer Street: Construct ADA compliant ramps (Tier 2 review).

Per the provisions of the SB 821 Bicycle and Pedestrian Facilities Program (no agreement is needed between the City and the RCTC), the City is required to use its own funds to implement the project and then receives a reimbursement at the completion of the project. The \$150,000 appropriation is requested so that staff can proceed with the design and construction phases. If the funds are not claimed prior to the end of FY 13/14, the project will be deleted from the SB 821 Bicycle and Pedestrian Facilities Program and the funds will be reprogrammed by the RCTC.

## **ALTERNATIVES**

1. Approve and authorize the recommended actions as presented in this Staff Report. *This alternative will allow the City to install the needed sidewalk, curb, gutter, and ADA access ramps and receive the SB 821 Bicycle and Pedestrian Facilities Program reimbursement for the project.*
2. Do not approve and authorize the recommended actions as presented in this Staff Report. *This alternative will delay the installation of needed improvements and will prohibit the City from receiving the SB 821 Bicycle and Pedestrian Facilities Program reimbursement for this project.*

## **FISCAL IMPACT**

The SB 821 Bicycle and Pedestrian Facilities Program grant will provide for reimbursement of up to \$150,000 (33% of project costs). Staff is requesting the City Council approve the \$150,000 appropriation for the construction phase of the project. The program includes local match Gas Tax funding (Fund 2000) of \$140,000 and Proposition 42 Replacement funding (Fund 2002) of \$160,000 (67% of project costs)



which are already programmed in the City's CIP budget for improvements to the intersection of Alessandro Boulevard at Indian Street. The total cost of this project is estimated at \$450,000. There will be no impact to the General Fund.

**PROPOSED APPROPRIATION:**

**Budget Appropriation**

<b>Cat.</b>	<b>Fund</b>	<b>Project No (PN) G/L Account (GL)</b>	<b>Type</b>	<b>Original Budget</b>	<b>Proposed Adjustment</b>	<b>Revised Budget</b>
CIP	SCAG Article 2 (SB 821 Grant Awards Fund (3302))	GL – 2800-99-99-92800-487100	REV	\$0	\$150,000	\$150,000
CIP	SCAG Article 2 (SB 821 Grant Awards Fund (3302))	PN - 801 0044 70 76-2800-99 GL – 2800-70-76-80001-720199	EXP	\$0 \$0	\$150,000 \$150,000	\$150,000 \$150,000

**FISCAL YEAR 2012/2013 FUNDS AVAILABLE:**

Alessandro Boulevard Improvements at Indian Street (Account No. 2000-70-77-80001 .... Project No. 801 0041 70 77) .....	\$140,000
Alessandro Boulevard Improvements at Indian Street (Account No. 2002-70 77-80001..... Project No. 801 0041 70 77) .....	\$160,000
SCAG Article 3 Funds Appropriation (Account No. 2800-70-76-80001 .... Project No. 801 0044 70 76) .....	<u>\$150,000</u>
<b>Total .....</b>	<b>\$450,000</b>

**ESTIMATED PROJECT RELATED COSTS:**

Design .....	\$40,000
Construction .....	\$387,000
Construction Geotechnical Services.....	\$8,000
Construction Survey Services .....	\$5,000
Project Administration .....	<u>\$10,000</u>
<b>Total .....</b>	<b>\$450,000</b>

**ANTICIPATED PROJECT SCHEDULE:**

Phase 1 Design Completed.....	September 2012
Award Phase 1 Construction Contract .....	November 2012
Notice to Proceed with Phase 1 Construction .....	December 2012
Complete Phase 1 Construction.....	February 2013
Complete Phase 2 Design.....	August 2013
Award Phase 2 Construction Contract .....	October 2013
Notice to Proceed with Phase 2 Construction .....	November 2013
Complete Phase 2 Construction.....	February 2014

**CITY COUNCIL GOALS**

**REVENUE DIVERSIFICATION AND PRESERVATION:**

Develop a variety of city revenue sources and policies to create a stable revenue base and fiscal policies to support essential city services, regardless of economic climate.

**PUBLIC SAFETY:**

Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous materials incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

**PUBLIC FACILITIES AND CAPITAL PROJECTS:**

Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

**ATTACHMENTS**

Attachment “A” – Location Map

Prepared By:  
Michael Lloyd, P.E.  
Senior Engineer

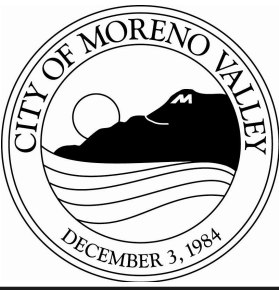
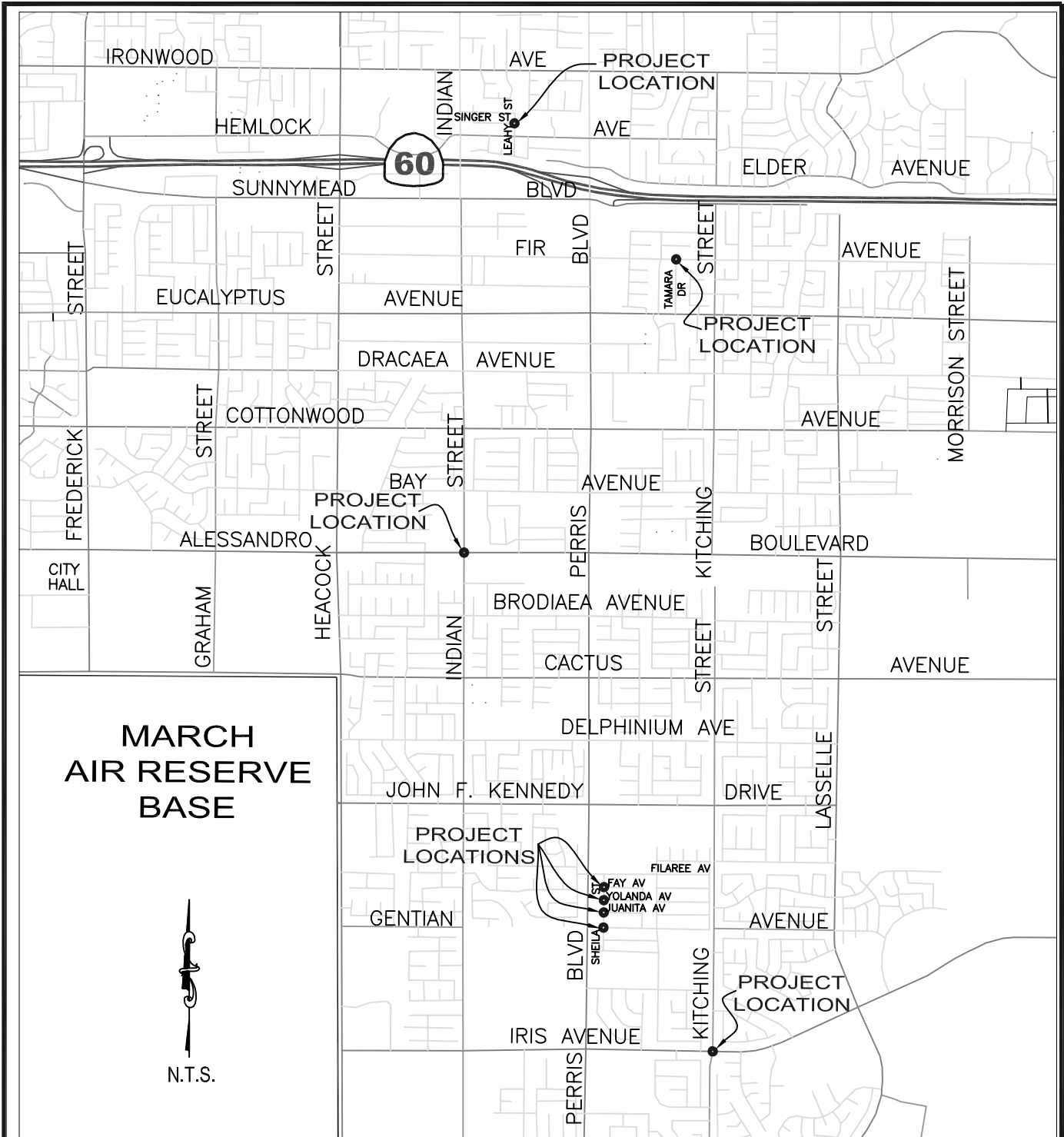
Department Head Approval:  
Ahmad R. Ansari, P.E.  
Public Works Director/City Engineer

Concurred By:  
Prem Kumar, P.E.  
Deputy Public Works Director/Assistant City Engineer

Concurred By:  
Eric Lewis, P.E., T.E.  
City Traffic Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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# LOCATION MAP

Public Works Department  
Capital Projects Division

Scale: None

ATTACHMENT "A"

**FY 2012 / 2013 SB 821 GRANT  
CITYWIDE SIDEWALK  
AND  
ACCESS RAMPS PROJECT**

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Ret</i>
CITY MANAGER	<i>msj</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad R. Ansari, P.E., Public Works Director/City Engineer

**AGENDA DATE:** October 9, 2012

**TITLE:** ACCEPTANCE OF FISCAL YEAR 2012/2013 COMMUNITY BASED TRANSPORTATION PLANNING GRANT AND FUNDING APPROPRIATION FOR CITY OF MORENO VALLEY BICYCLE MASTER PLAN UPDATE PROJECT  
PROJECT NO. 801 0045 70 76

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### **RECOMMENDED ACTION**

Staff recommends that the City Council:

1. Accept the California Department of Transportation (Caltrans) Community Based Transportation Planning (CBTP) Grant award of up to \$136,250 in funds for the City of Moreno Valley Bicycle Master Plan Update with a City match of \$13,750.
2. Authorize the following appropriations:
  - a. \$136,250 – revenue appropriation (2001-99-99-92001);
  - b. \$150,000 – expense appropriation (2001-70-76-80001) in the Measure A project fund (\$13,750 balance is the required matching funds from Measure A).

### **BACKGROUND**

The City of Moreno Valley submitted a Fiscal Year 2012/2013 (FY 12/13) grant application for the Caltrans CBTP grant program to update the City's Bicycle Master Plan. On August 15, 2012, the City received notification of a successful grant application for the project. Eligible expenditures for this competitive grant program are limited to transportation planning efforts associated with the project.

## **DISCUSSION**

The Bicycle Master Plan (BMP) Update Project serves three primary purposes. The first purpose is to bring the City's bicycle plan into conformance with the Western Riverside Council of Governments (WRCOG) Non-motorized Transportation Plan and other regional plans. The WRCOG plan is a component of the region's efforts to assist the Southern California Association of Governments (SCAG) to address regional reductions of greenhouse gases as required by Senate Bill 375. Other regional plans would include Compass Blue Print and adjacent jurisdiction plans. The second purpose is to bring the City's BMP up to date with the current State of the Practice in terms of buffered bicycle lanes, bicycle boulevards, enhanced traffic signal detection, bicycle boxes at destinations/modal transfer points, and other ongoing research. Furthermore, the update to the plan will integrate all of the other modes of transportation such as Metrolink, Amtrak California bus service, Riverside Transit Agency (RTA) bus service, etc. The third purpose is to identify deficiencies within the existing network. The identification of missing links, needed extensions among residential areas and schools/parks and employment/retail centers, and needed connections to regional/adjacent jurisdiction facilities would enable the City to improve mobility and accessibility within the City as well as the region. Furthermore, it would allow the City to enhance the utilization of the existing network of bicycle lanes by making bicycling a more viable option as a mode of transportation. Finally, identification of deficiencies would allow the City to address potential safety concerns that are discovered.

Per the provisions of the Caltrans CBTP grant program, the City is required to use its own funds to implement the project and then receives reimbursement through progress payments. The \$150,000 appropriation of unencumbered Measure A (Fund 2001) fund balance is requested so that staff can proceed with the project once the Fund Transfer Agreement with Caltrans has been executed. If the funds are not claimed prior to February 28, 2015, the project will be deleted from the grant program and the funds will be reprogrammed by Caltrans.

## **ALTERNATIVES**

1. Approve and authorize the recommended actions as presented in this Staff Report. *This alternative will allow the City to update its BMP and receive the Caltrans CBTP Grant Program reimbursement.*
2. Do not approve and authorize the recommended actions as presented in this Staff Report. *This alternative will delay the update of the BMP and will prohibit the City from receiving the Caltrans CBTP Grant Program reimbursement.*

## **FISCAL IMPACT**

The Caltrans CBTP Program grant will provide for reimbursement of up to \$136,250 (~90% of project costs). Staff is requesting the City Council to approve the \$150,000

appropriation of unencumbered Measure A (Fund 2001) fund balance for the project. The program includes a local match of \$13,750 provided through Measure A funding (Fund 2001). There will be no impact to the General Fund.

**PROPOSED APPROPRIATIONS:**

**Budget Appropriation**

<b>Cat.</b>	<b>Fund</b>	<b>Project No (PN) G/L Account (GL)</b>	<b>Type</b>	<b>Original Budget</b>	<b>Proposed Adjustment</b>	<b>Revised Budget</b>
CIP	Measure A Fund (2001)	GL – 2001-99-99-92001-486000	REV	\$0	\$150,000	\$150,000
CIP	Measure A Fund (2001)	PN - 801 0045 70 76-2001-99	EXP	\$0	\$150,000	\$150,000
		GL – 2001-70-76-80001-720199		\$0	\$150,000	\$150,000

**FISCAL YEAR 2012/2013 FUNDS AVAILABLE:**

**Measure A Funds Appropriation**

(Account No. 2001-70-76-80001 ..... Project No. 801 0045 70 76) .....	<b>\$150,000</b>
<b>Total .....</b>	<b>\$150,000</b>

**ESTIMATED PROJECT RELATED COSTS:**

Consultant Services .....	<b>\$135,000</b>
Project Administration .....	<b>\$15,000</b>
<b>Total .....</b>	<b>\$150,000</b>

**ANTICIPATED PROJECT SCHEDULE:**

Complete Bicycle Master Plan Update ..... November 2014

**CITY COUNCIL GOALS**

**REVENUE DIVERSIFICATION AND PRESERVATION:**

Develop a variety of city revenue sources and policies to create a stable revenue base and fiscal policies to support essential city services, regardless of economic climate.

**PUBLIC SAFETY:**

Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

**PUBLIC FACILITIES AND CAPITAL PROJECTS:**

Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

Prepared By  
Michael Lloyd, P.E.  
Senior Engineer

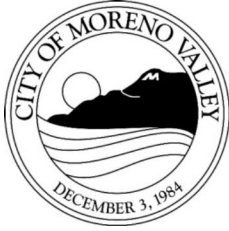
Department Head Approval  
Ahmad R. Ansari, P.E.  
Public Works Director/City Engineer

Concurred By  
Eric Lewis, P.E., T.E.  
City Traffic Engineer

Concurred By  
Prem Kumar, P.E.  
Deputy Public Works Director/Assistant City  
Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:





APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>RSW</i>
CITY MANAGER	<i>ms</i>

## Report to City Council

---

**TO:** Mayor and City Council

**FROM:** Ahmad R. Ansari, P.E., Public Works Director/City Engineer

**AGENDA DATE:** October 9, 2012

**TITLE:** AUTHORIZE THE SUBMITTAL OF AN APPLICATION FOR THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH-PAVING THE WAY FOR SAFE ROUTES TO SCHOOL GRANT PROGRAM

---

### **RECOMMENDED ACTION**

Staff recommends that the Mayor and City Council:

1. Authorize the submittal of an application for the California Department of Public Health – “Paving the Way for Safe Routes to School” grant program.

### **BACKGROUND**

The California Department of Public Health (CDPH), Safe and Active Communities Branch (SACB) is soliciting applications from eligible entities to develop, implement, and evaluate a set of small-scale, low-cost educational interventions with underserved California schools. The goal of the project is to build school interest and capacity to conduct year-round interventions to improve safety for walking and bicycling in the neighborhoods surrounding their school campuses. This funding opportunity is open to government agencies, non-profit organizations, state or public universities, and other entities that meet the qualification requirements. The application deadline for the “Paving the Way for Safe Routes to School” program is Thursday, October 11, 2012.

### **DISCUSSION**

For the last decade, the City has been actively pursuing available opportunities to improve the safety of pedestrians and bicyclists in areas surrounding the City’s 47

school campuses. New infrastructure and traffic safety enforcement have been the primary focus for the City's existing Safe Routes to School (SRTS) program. The addition of educational interventions to improve school pedestrian and bicycle safety is a critical step to further enhance our program. The proposed educational interventions will focus on five to eight elementary and/or middle schools within Moreno Valley and Val Verde school districts that currently participate in the City's existing Safe Routes to School program, but have not been the recipients of either federal or State Safe Routes to School funding. The following are some of CDPH/SACB grant-eligible SRTS educational activities that may be implemented at each school site:

1. Provide educational presentations for parents of students as well as school staff/administration, neighbors, local businesses on the benefits of SRTS.
2. Conduct photo or video voice projects with students to identify unsafe roadways and other hazards on the way to school and present findings to the Public Works Department;
3. Conduct contests (e.g., poster, video or "best tweet") designed to encourage students to engage in safer walking and bicycling behaviors;
4. Conduct walkability audits of the neighborhood surrounding the school campus and use this information to craft ideas for changes (such as traffic-calming measures);
5. Work with the Police Department or professional bicycle safety trainers to hold bicycle/scooter rodeos;
6. Establish youth bicycle helmet low-cost purchase programs (including helmet fittings);
7. Conduct classroom education or school assemblies with emphasis on safety;
8. Conduct after-school bicycle clubs that include bicycle safety as a key component;
9. Organize and maintain walking school buses or bicycle trains;

It is anticipated that the above small-scale interventions will be important in building community and the City support for a more robust SRTS program. With the recent cuts to SRTS funding at the federal level, the implementation of such low-cost and effective educational programs is critical to engaging our communities in SRTS to improve the safety of Moreno Valley's children.

An amount of \$375,000 is available from CDPH/SACB to fund each eligible application for a 24-month contract term. Funding is generated from the sale of California specialty vehicle license plates that contain an embossed heart, hand, star, or plus sign. Funding is subject to an annual appropriation by the State Legislature and the availability of funds as determined by CDPH. If full funding is not available, CDPH/SACB will either cancel the resulting agreement or amend it to reflect reduced funding and reduced activities. Eligible projects are 100% reimbursable and no local match is required.

### **ALTERNATIVES**

1. Approve and authorize the submittal of an application for the California Department of Public Health – “Paving the Way for Safe Routes to School” grant program. *This alternative supports the grant application for CDPH-SACB funding.*
2. Do not approve and authorize the submittal of an application for the California Department of Public Health – “Paving the Way for Safe Routes to School” grant program. *This alternative eliminates a potential funding source for eligible projects.*

### **FISCAL IMPACT**

The CDPH/SACB “Paving the Way for Safe Routes to School” is a reimbursable grant program. The contract awarded as a result of this application will be funded by Standard Agreements with CDPH/SACB. The term of the resulting contract is expected to be at least 24 months and is anticipated to be effective from January 1, 2013 through December 31, 2014. The budget amount available for this two-year time period is \$375,000. Funds will be available based on State Fiscal Year cycles of July through June. Therefore, separate budgets will be required for three separate periods as follows:

- January 1, 2013 – June 30, 2013 @ approximately \$150,000
- July 1, 2013 – June 30, 2014 @ approximately \$150,000
- July 1, 2014 – December 31, 2014 @ approximately \$75,000

The City must use its own funds first and submit invoices to CDPH/SACB for payment. If the City is successful in the grant application, unencumbered Measure “A” (Fund 125) monies will be used for the proposed project. There will be no fiscal impact to the General Fund.

### **CITY COUNCIL GOALS**

**REVENUE DIVERSIFICATION AND PRESERVATION:** Develop a variety of City revenue sources and policies to create a stable revenue base and fiscal policies to support essential City services, regardless of economic climate.

**PUBLIC SAFETY:** Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

**SUMMARY**

To enhance the safety of pedestrians and bicyclists, staff recommends that the application for the California Department of Public Health – “Paving the Way for Safe Routes to School” grant program be submitted to the California Department of Public Health, Safe and Active Communities Branch.

**NOTIFICATION**

Staff has received concurrence from the Moreno Valley Unified School District for the proposed project. Support letters from the school district, surrounding schools, the TSC and the Police Department will be requested for the application submittals.

**ATTACHMENTS**

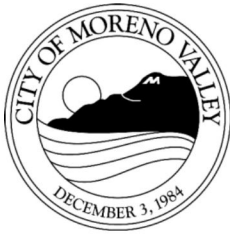
N/A

Prepared By:  
Vincent L. Tran, P.E.  
Associate Engineer

Department Head Approval:  
Ahmad R. Ansari, P.E.  
Public Works Director/City Engineer

Concurred By:  
Eric Lewis, P.E., T.E.  
City Traffic Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:



APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>ms</i>

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## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad R. Ansari, P.E., Public Works Director/City Engineer

**AGENDA DATE:** October 9, 2012

**TITLE:** AUTHORIZE A CHANGE ORDER TO THE AGREEMENT FOR CONSTRUCTION WITH RASMUSSEN BROTHERS CONSTRUCTION, INC. TO CONSTRUCT THE PUBLIC SAFETY BUILDING MONITOR ROOM SPACE CONVERSION  
PROJECT NO. 803 0019 70 77

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### RECOMMENDED ACTION

Staff recommends that the City Council:

1. Authorize a change order to the Agreement for Construction with Rasmussen Brothers Construction, Inc. (RBC) to construct the Public Safety Building Monitor Room Space Conversion.
2. Authorize the City Engineer/Public Works Director to execute said change order.
3. Authorize the issuance of a purchase order for \$57,620.40 (\$48,017.00 plus 20% contingency of \$9,603.40) to RBC when the change order has been signed by all parties.
4. Authorize the Public Works Director/City Engineer to execute any subsequent change orders to the contract with RBC, up to but not to exceed the purchase order's total contingency amount of \$9,603.40, subject to the approval of the City Attorney.
5. Authorize the Public Works Director/City Engineer to record the Notice of Completion once he determines that all contract requirements and punch-list items are completed by RBC, accept the improvements into the City's maintained

system, and release the retention to Contractor if no claims have been filed against the project.

## **BACKGROUND**

On April 10, 2012, City Council awarded the Agreement for Construction for the Moreno Valley Police Department (MVPD) Traffic Division Office Renovation project at the Public Safety Building to Rasmussen Brothers Construction, Inc. (RBC). The renovations were successfully completed in August 2012.

On August 28, 2012, City Council awarded the Citywide Camera Surveillance project contract to Avrio Group Surveillance Solutions, LLC. The first cameras shall be operational in December 2012.

## **DISCUSSION**

In August 2012, MVPD staff requested Capital Projects staff assist with additional renovations in the PSB. MVPD staff desires to create a Monitor Room for the Citywide surveillance cameras by joining the room currently used as a Report Writing Room and the adjacent IT Storage room. MVPD has requested that the construction of the Monitor Room be completed prior to the commencement of operation of the first surveillance cameras in December 2012.

With City Council's approval, RBC can complete the Monitor Room Space Conversion work as a contract change order to their existing Construction Contract for the nearby Traffic Division Office Renovation within the same building. Authorizing a change order to the existing Contract will result in a shorter time frame to complete this project and will result in cost savings compared to a later separate small design, bid, and build approach.

RBC submitted a change order request that includes the demolition of the existing wall between the Report Writing Room and IT Storage Room, construction of a wall that will ultimately join the two areas to create one complete and separate room for the Monitor Room. The request includes installation of a new door and a small window, patching as needed, and paint. Additional fire alarm (strobe and audio) and fire sprinklers are included in the change order request. Minor HVAC, electrical, and lighting work are also a part of the scope of work. The data cabling, monitoring equipment, and furniture will be purchased and installed separately by MVPD staff and are not included in the Contract Change Order scope of work.

The City has added sixty (60) working days to the original agreement contract duration of seventy (70) working days.

**ALTERNATIVES**

1. Authorize the recommended actions as presented in this staff report. *This alternative would facilitate the construction of the needed Public Safety Building Monitor Room Space Conversion in a timely manner as part of the Citywide Camera Surveillance System project.*
  
2. Do not authorize the recommended actions as presented in this staff report. *This alternative would delay the construction of the needed Public Safety Building Monitor Room Space Conversion and will not afford the efficient capability of monitoring surveillance camera footage anticipated in December 2012.*

**FISCAL IMPACT**

The design and construction of the Public Safety Building Monitor Room project is included in the adopted Fiscal Year 2012 / 2013 Capital Improvement Project as part of the Public Safety Building Phase II. The project is funded by Fund 3401 (2005 Lease Revenue Bonds). These funds have been allocated for the Monitor Room project and cannot be utilized for operational activities. There is no impact on the General Fund.

Fiscal Year 2012 / 2013 Available Budget:

PSB Monitor Room Space Conversion  
 (Account No. 3401-70-77-80003 803 0019 70 77) ..... \$130,000

ESTIMATED DESIGN AND CONSTRUCTION RELATED COSTS:

<b>Construction Change Order (with 20% contingency) .....</b>	<b>\$58,000</b>
Furniture (with 10% contingency) .....	\$27,000
Construction Administration * .....	\$15,000
<b>Total Estimated Design and Construction Related Costs.....</b>	<b>\$100,000</b>

\* Public Works and consultant staff will provide Project Management and Construction Administration.

ANTICIPATED PROJECT SCHEDULE:

Start Construction .....	October 2012
End Construction.....	December 2012

**CITY COUNCIL GOALS**

POSITIVE ENVIRONMENT:

Create a positive environment for the development of Moreno Valley's future.

PUBLIC FACILITIES AND CAPITAL PROJECTS:

Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

**SUMMARY**

This change order to the Agreement for Construction with RBC will allow the Contractor to construct a Monitor Room at the Public Safety Building in an efficient and cost-effective manner. Staff recommends that City Council authorize the change order and issue a purchase order in the amount of \$57,620.40, inclusive of a 20% contingency, to RBC for the construction of the Monitor Room.

**NOTIFICATION**

Adequate advance notification will be provided to all affected building tenants, all emergency response services, the public utilizing the services within the Public Safety Building, and other interested parties, as required.

**ATTACHMENTS**

Attachment "A" – Contract Change Order to Agreement for Construction



Prepared By:  
Henry Ngo, P.E.  
Senior Engineer

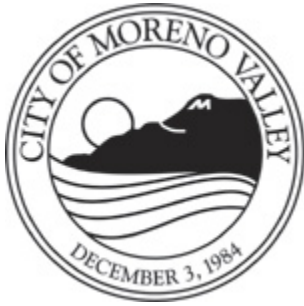
Department Head Concurrence:  
Ahmad R. Ansari, P.E.  
Public Works Director / City Engineer

Concurred By:  
Prem Kumar, P.E.,  
Deputy Public Works Director / Assistant City Engineer

Concurred By:  
Joel Ontiveros  
Police Chief

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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**CITY OF MORENO VALLEY  
PUBLIC WORKS DEPARTMENT  
Capital Projects Division**

**CONTRACT CHANGE ORDER NO.3**

PROJECT NO.: **803 0010 70 77**

DESCRIPTION: **Public Safety Building Traffic Division Office Renovation**

TO: **Rasmussen Brothers Construction, Inc.**

You are hereby requested to comply with the following changes from the Contract Plans and Specifications:

<b>SUMMARY OF CHANGES</b>	
<b>Description</b> (Detailed Explanation Attached)	<b>Change in Contract Price<sup>1</sup></b>
1. Public Safety Building Monitor Room Space Conversion (Account No. 3401-70-77-8003)	\$48,017.00
Net Change in Contract Price	\$48,017.00

<sup>1</sup> Deduction or decrease in Contract Price is denoted in parenthesis

**SUMMARY OF ALL CHANGE ORDERS**

ORIGINAL CONTRACT AMOUNT [Project No. 803 0010 70 77]	\$138,892.00
CCO1 .....	\$7,626.00
CCO2.....	\$4,306.00
CCO3 .....	\$48,017.00
<b>TOTAL.....</b>	<b>\$198,841.00</b>

**SUMMARY OF CONTRACT TIME**

FIRST DAY OF CONTRACT: .....	April 23, 2012
CONTRACT DAYS: .....	70
TIME EXTENSION:	
CCO1 .....	0 working days
CCO2.....	30 working days
CCO3.....	60 working days
EXTENDED LAST DAY OF CONTRACT: .....	December 07, 2012

### CHANGE ORDER DETAIL

Change Order No.: 3  
Project No.: 803 0010 70 77  
Description: Public Safety Building Traffic Division Office Renovation

The changes or interpretations described and noted herein are hereby authorized. The signed original of this order is on file in the Department of Public Works. Shown as separate paragraphs: (A) Reason for Change; (B) Description of Change; (C) Change in Contract Costs; and (D) Change in Completion Date.

### **Project No. 803 0010 70 77**

#### **Item No. 1: Public Safety Building Monitor Room Space Conversion**

##### A. Reason for Change:

In August 2012, MVPD staff requested Capital Projects staff assist with additional renovations in the PSB. MVPD staff desires create a Monitor Room for the Citywide surveillance cameras by joining the room currently used as a Report Writing Room and the adjacent IT Storage room. MVPD has requested that the construction of the Monitor Room be completed prior to the commencement of operation of the first surveillance cameras in December 2012.

RBC submitted a change order request that includes the demolition of the existing wall between the Report Writing Room and IT Storage Room, construction of a wall that will ultimately join the two areas to create one complete and separate room for the Monitor Room. The request includes installation of a new door and a small window, patching as needed, and paint. Additional fire alarm (strobe and audio) and fire sprinklers are included in the change order request. Minor HVAC, electrical, and lighting work are also a part of the scope of work.

The construction of the PSB Monitor Room project is included in the adopted Fiscal Year 2012 / 2013 Capital Improvement Project as part of the Public Safety Building Phase II and will be paid from Account No. 3401-70-77-80003.

**B. Description of Change**

ITEM	DESCRIPTION	UNIT	UNIT PRICE	BID QTY	FINAL QTY	CHANGE	CHANGE IN COST
New Item	Remodel existing office space to construct PSB Monitor Room including demolition of existing space; framing, insulation, and drywall of new walls; installation of one (1) lite door and one (1) 5' x 4'6" window; patch ceiling and floor as necessary; paint; relocate existing air supplies and returns as needed; electrical with six (6) new circuits to the existing panel, relocate existing lighting, add switch, and add pathway for I.T. 6" above ceiling; and relocate fire sprinklers as needed.	LS	\$32,482.00	0	1	1	\$32,482.00
New Item	Plans, excluding permit fees and plan check fees	LS	\$8,840.00	0	1	1	\$8,840.00
New Item	Fire Alarm (strobe and audible)	LS	\$6,695.00	0	1	1	\$6,695.00

C. Change in Contract Cost:  
\$48,017.00 (Account No. 3401-70-77-80003)

D. Change in Completion Date:  
60 working days

The original contract total was One Hundred Thirty Eight Thousand Eight Hundred and Ninety Two and 00/100 Dollars (\$138,892.00). Contract Change Order No. 1 increased the contract total by Seven Thousand Six Hundred and Twenty Six and 00/100 Dollars (\$7,626.00). Contract Change Order No. 2 increased the contract total by Four Thousand Three Hundred Six and 00/100 Dollars (\$4,306.00). Contract Change Order No. 3 increased the contract total by Forty Eight Thousand Seventeen and 00/100 (\$48,017.00). The new contract total is One Hundred Ninety Eight Thousand Eight Hundred and Forty One and 00/100 Dollars (\$198,841.00), resulting in a 43.16% cost increase to the original Contract.

The contract period of seventy (70) contract days is extended thirty (30) working days by Contract Change Order No. 2 and sixty (60) contract days by Contract Change Order No. 3. The extended last day of work is December 07, 2012.

**Signature Page to Follow:**

Approved: \_\_\_\_\_ Date: \_\_\_\_\_  
Ahmad R. Ansari, P.E., Public Works Director/City Engineer

Concurred by: \_\_\_\_\_ Date: \_\_\_\_\_  
Prem Kumar, Deputy Public Works Director/ Assistant City Engineer

Concurred by: \_\_\_\_\_ Date: \_\_\_\_\_  
Henry Ngo, Senior Engineer, P.E.

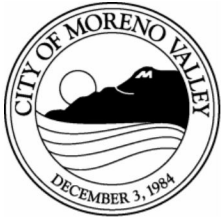
Acceptance by Contractor:

This revision includes the entire compensation for the change set forth herein. It includes, but is not limited to, compensation for engineering, materials, equipment, sub-contracts, labor, overhead, profit, loss, costs, changes in scope and/or sequencing, and/or scheduling, additions, deletions, effects on productivity, delays, disruptions, ripple effects, impacts, extra work, quantum merit, and/or equitable adjustment(s), as well as for further claims for compensation for any of them, resulting directly or indirectly from the change set forth herein. All present and future claims against the City of Moreno Valley that are incidental to, or as a consequence of, the aforesaid change(s) are satisfied by this revision.

I/We, the undersigned Contractor, have given careful consideration to the described changes and hereby agree to the changes herein.

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Title: \_\_\_\_\_



APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>MFB</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad Ansari, Public Works Director/City Engineer  
Barry Foster, Community & Economic Development Director

**AGENDA DATE:** October 9, 2012

**TITLE:** TRACT MAP 29920-1 – REDUCE FAITHFUL PERFORMANCE BOND AND ADOPT THE RESOLUTION AUTHORIZING ACCEPTANCE OF THE PUBLIC IMPROVEMENTS AS COMPLETE AND ACCEPTING SANTE FE DRIVE, PONCHA SPRINGS WAY, COPPER MOUNTAIN ROAD, WINTER PARK PLACE, STORRIE LAKE DRIVE, RIO BLANCO TRAIL, HILLROSE LANE, AND THE PORTIONS OF GRANDE VISTA DRIVE AND IRIS AVENUE ASSOCIATED WITH THE PROJECT INTO THE CITY'S MAINTAINED STREET SYSTEM

DEVELOPER – CHT INVESTMENT, LLC  
NEWPORT, CA 92660

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### RECOMMENDED ACTION

Staff recommends that the City Council:

1. Adopt the proposed Resolution No. 2012-83, authorizing the acceptance of the public improvements within Tract Map 29920-1 as complete and accepting Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue Associated with the Project Into the City's Maintained Street System; and
2. Authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received.

## **BACKGROUND**

Tract Map 29920-1 is a 89-lot single family residential development located at the south side of Iris Avenue, east of Lasselle Street that was conditionally approved requiring construction of certain public improvements. The public improvements included asphalt paving, curb, gutter, sidewalk, landscaping, street lights, landscaping, storm drain, sewer, and water work. Those improvements received on-going inspection during the construction process. Upon completion of the improvements, Community & Economic Development Department/Land Development performed an inspection, and a punch list was generated. The required corrective actions have been completed, and the improvements are now eligible for acceptance into the City's maintained street system.

## **DISCUSSION**

The completed improvements have received a final inspection, and the improvements were completed in accordance with the approved plans and the standards of the City of Moreno Valley. In accordance with the Streets and Highway Code, the method for acceptance of improvements, per Section 1806, (a), and (b), is by action of the governing body, by resolution. It is therefore appropriate to accept those improvements into the City's maintained street system and to provide a 90% reduction to the Faithful Performance Bond of \$1,707,000 issued by Developers Surety and Indemnity Company. Ninety days after City Council approves the Faithful Performance Bond reduction, the Material and Labor Bond will be exonerated by the City Engineer provided there are no stop notices or liens on file with the City Clerk. The remaining 10% of the bond will be held for the one-year guarantee and warranty period. At the end of the guarantee and warranty period the bond will be released by the City Engineer subject to completion of any defective work that may have appeared during this period.

## **ALTERNATIVES**

1. Adopt the proposed Resolution authorizing the acceptance of the public improvements within Tract Map 29920-1 as complete and accepting Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue into the City's maintained street system. Authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received. *The required improvements have been completed according to City of Moreno Valley Standards and therefore should be included in the City's maintained street system.*
2. Do not adopt the proposed Resolution authorizing the acceptance of the public improvements within Tract Map 29920-1 as complete and accepting Sante Fe



Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue into the City's maintained street system. Do not authorize the City Engineer to execute the 90% reduction to the Faithful Performance Bond, exonerate the Material and Labor Bond in 90 days if there are no stop notices or liens on file with the City Clerk, and exonerate the final 10% of the Faithful Performance Bond in one year when all clearances are received. *The required improvements have been completed according to City of Moreno Valley Standards and therefore should be included in the City's maintained street system.*

### **FISCAL IMPACT**

The acceptance of these street improvements into the City's maintained street system will create an additional fiscal impact to the street maintenance program of the City (Fund 121-Gas Tax, Fund 125-Measure "A", and Fund 152-NPDES. Fund 121 is restricted to the construction and maintenance of streets and roadways. Fund 125 is restricted for transportation projects only for the purposes of construction, maintenance and operation of streets and roadways. The County Service Area (CSA) levy collected from property owners support current NPDES Permit programs and reduce the level of General Fund support necessary to remain in compliance with unfunded federal mandates, as administered by the State. Funds collected from the CSA 152 annual levy are restricted for use only within the Storm Water Management program).

### **CITY COUNCIL GOALS**

Not applicable

### **NOTIFICATION**

Publication of agenda

### **EXHIBITS**

Exhibit "A" - Vicinity Map

Exhibit "B" - Proposed Resolution

Prepared By  
Anitra N. Holt  
Management Analyst

Department Head Approval  
Ahmad Ansari  
Public Works Director/City Engineer

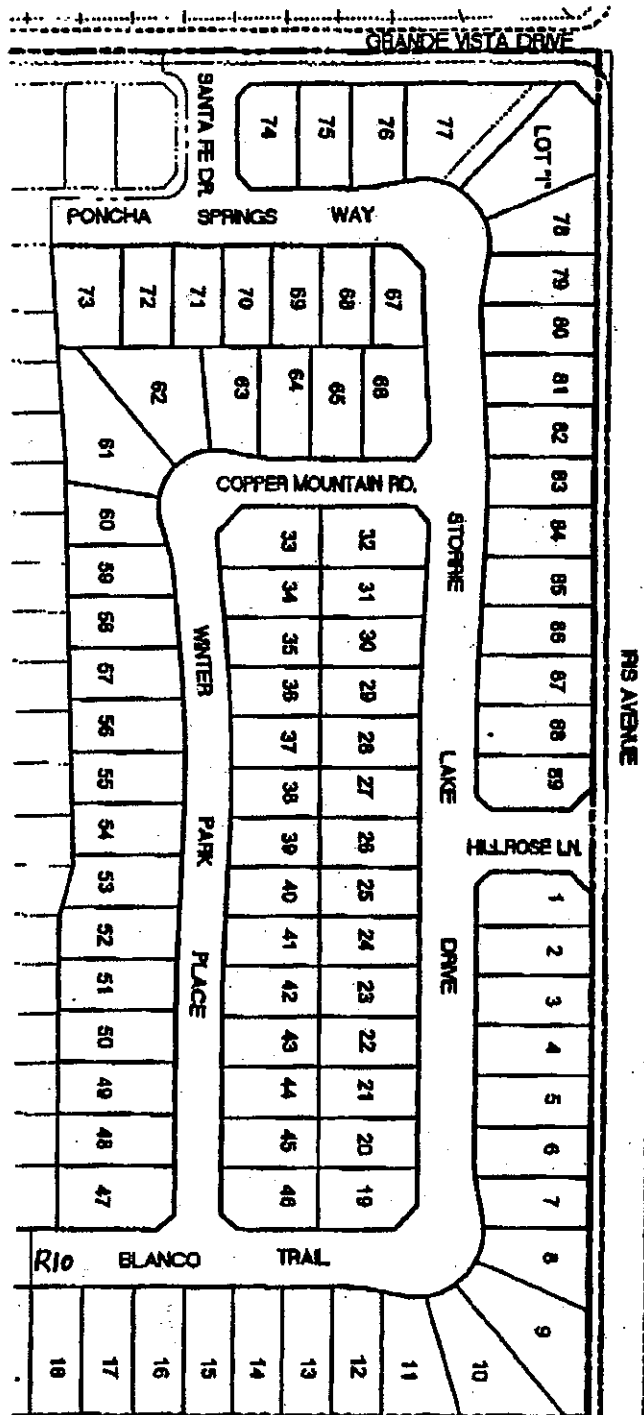
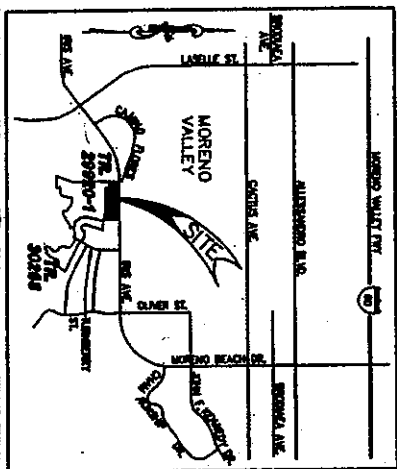
Concurred By  
Mark W. Sambito, P.E.  
Engineering Division Manager

Concurred By  
Barry Foster  
Community & Economic Development Director

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

**CITY OF MORENO VALLEY  
PUBLIC WORKS - LAND DEVELOPMENT**

**TRACT 29920-1**



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RESOLUTION NO. 2012-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, AUTHORIZING THE ACCEPTANCE OF THE PUBLIC IMPROVEMENTS AS COMPLETE WITHIN TRACT MAP 29920-1 AND ACCEPTING SANTE FE DRIVE, PONCHA SPRINGS WAY, COPPER MOUNTAIN ROAD, WINTER PARK PLACE, STORRIE LAKE DRIVE, RIO BLANCO TRAIL, HILLROSE LANE, AND THE PORTIONS OF GRANDE VISTA DRIVE AND IRIS AVENUE ASSOCIATED WITH THE PROJECT INTO THE CITY'S MAINTAINED STREET SYSTEM

WHEREAS, the City Engineer has determined that the public improvements constructed by CHT Investment, LLC on Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue associated with the project were constructed according to the approved plans on file with the City of Moreno Valley and

WHEREAS, the City Engineer has determined that those improvements were inspected during construction and were completed in an acceptable manner and

WHEREAS, the City Engineer has requested that the City Council authorize the acceptance of said public improvements as complete within Tract Map 29920-1 and accept Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue associated with the project into the City's maintained street system and

WHEREAS, it is in accordance with Streets and Highway Code, Section 1806, (a) and (b), for City Council to perform this action by resolution

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS: that the public improvements within Tract Map 29920-1 are complete, and Sante Fe Drive, Poncha Springs Way, Copper Mountain Road, Winter Park Place, Storrie Lake Drive, Rio Blanco Trail, Hillrose Lane, and the Portions of Grande Vista Drive and Iris Avenue associated with the project are accepted into the City's maintained street system.

Resolution No. 2012-83  
Date Adopted: October 9, 2012

APPROVED AND ADOPTED this 9<sup>th</sup> day of October, 2012.

\_\_\_\_\_  
Mayor of the City of Moreno Valley

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

Resolution No. 2012-83  
Date Adopted: October 9, 2012

**RESOLUTION JURAT**

STATE OF CALIFORNIA        )  
COUNTY OF RIVERSIDE       ) ss.  
CITY OF MORENO VALLEY     )

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2012-83 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 9th day of October, 2012 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

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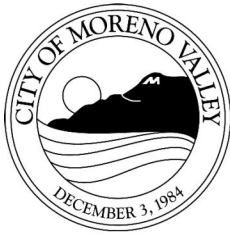
CITY CLERK

(SEAL)

Resolution No. 2012-83  
Date Adopted: October 9, 2012

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>ms</i>

## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Ahmad R. Ansari, P.E., Public Works Director/City Engineer

**AGENDA DATE:** October 9, 2012

**TITLE:** APPROVE THE TRANSFER OF FUNDS FROM THE DEPOSIT LIABILITY TRUST FUND (4010) TO PUBLIC WORKS GENERAL CAPITAL PROJECTS FUND (3002) AND AUTHORIZE THE APPROPRIATION OF FUNDS FOR PAVEMENT RESURFACING FOR IRIS AVENUE

---

### RECOMMENDED ACTIONS

Staff recommends that the City Council:

1. Approve the transfer of \$867,396 from the Deposit Liability Trust Fund-Deposits-Moreno Valley Ranch (MVR) Street Improvements Account (4010-250580) to the Public Works (PW) General Capital Projects Fund (3002-99-99-93002).
2. Appropriate \$867,396 from the transfer to the PW General Capital Projects Fund (3002-70-77-80001-720199).
3. Authorize the allocation of the above funds to the following projects:
  - Citywide Annual Pavement Resurfacing Program – 803 0003 70 77 3002-99 (\$587,396); and
  - Nason Street-Cactus Avenue Street Improvements, - 801 0019 70 77-3002C-99 (\$280,000).
4. Authorize a change order to the Purchase Order with Hardy & Harper, Inc., reducing the encumbrance by \$587,396 in the Measure A Fund (2001) and encumbering an equal amount in the PW General Capital Projects Fund (3002).
5. Authorize a change order to the Purchase Order with Sully-Miller Contracting Company, Inc., reducing the encumbrance by \$280,000 in the Measure A Fund

(2001) and encumbering an equal amount in the PW General Capital Projects Fund (3002).

## **BACKGROUND**

In 1999, the City entered into a development agreement with the Moreno Valley Ranch (MVR) Specific Plan Property Owners for development of the MVR area. This agreement established a deposit liability trust account (4010-250580) to facilitate street improvements within the MVR area. This agreement expired in February 2012. Approximately \$867,396 remains in the deposit liability trust account based on a recent audit review. According to the agreement, the remaining funds can be used for operations and maintenance of streets within the applicable areas of the MVR. Iris Avenue is one of the streets listed in the agreement.

## **DISCUSSION**

The City Council recently awarded a construction contract to Hardy & Harper for the Iris Avenue Pavement Resurfacing project between Lasselle Street and Grande Vista Drive and from the entrance of Kaiser Hospital to Via Del Lago. The Contractor has substantially completed the paving and striping work as of the first week of October 2012 and anticipates completing the project by mid-October 2012. A segment of Iris Avenue within Hardy & Harper's contracted limits of work, from Camino Flores to Grande Vista Drive, is eligible to utilize the remaining funds in the MVR Street Improvements account for pavement resurfacing/maintenance work per the development agreement.

The \$1,225,900 purchase order with Hardy & Harper (\$1,066,000 base bid plus additive bid schedules and a 15% contingency) is currently funded using Measure A funds. Staff proposes to utilize \$587,396 to pay for a portion of the construction contract with Hardy & Harper for the segment of Iris Avenue between Camino Flores and Grande Vista Drive. This will free up Measure A funds for other street pavement resurfacing projects.

As a part of the Nason Street-Cactus Avenue Street Improvements project currently under construction, Nason Street is to be connected to Iris Avenue as a new intersection. It is prudent to complete the pavement resurfacing for a segment of Iris Avenue from Grande Vista Drive to Kaiser Hospital entrance with this project. This segment of Iris Avenue was not included in the Iris Avenue Pavement Resurfacing project because of timing issues associated with the roadway work for the Nason Street-Cactus Avenue Street Improvements project. A portion within this segment of Iris Avenue, from Grande Vista Avenue to Hammett Court, is also eligible to utilize the balance of the remaining funds for pavement resurfacing/maintenance work. Staff proposes to utilize \$280,000 to pay for this portion of Iris Avenue pavement resurfacing work, which is to be added to Nason Street-Cactus Avenue Street Improvements project

as a construction contract change order. This will free up Measure A funds for other street pavement resurfacing projects.

### **ALTERNATIVES**

1. Approve and authorize the recommended actions as presented in this staff report. *This alternative will permit the City to utilize funding from an expired development agreement as originally intended for the operations and maintenance of streets in the MVR area including Iris Avenue. This will free up project funding for more street pavement resurfacing projects throughout the City.*
2. *Do not approve and authorize the recommended actions as presented in this staff report. This alternative will result in the trust funds being dormant and not put to its originally intended use for street operations and maintenance within the MVR area.*

### **FISCAL IMPACT**

The Iris Avenue Pavement Resurfacing and Nason Street-Cactus Avenue Street Improvements projects are included in the Fiscal Year 2012/2013 Capital Improvements Project Budget. This transfer will free up \$867,396 in Measure A funds that can be used for other street pavement resurfacing projects. There is no impact to the General Fund.

Proposed Transfer:

<b>Cat.</b>	<b>Fund</b>	<b>Account No.</b>	<b>Proposed Adjustment</b>
Transfer from	Trust Fund	4010-250580	\$867,396
Transfer to	PW General Capital Projects	3002-99-99-93002-500700	\$867,396

Proposed Appropriation:

<b>Cat.</b>	<b>Fund</b>	<b>Account Number</b>	<b>Account Type</b>	<b>Original Budget</b>	<b>Proposed Adjustment</b>	<b>Revised Budget</b>
G/L	PW General Capital Projects	G/L 3002-70-77-80001-720199	Expense	\$3,678,488	\$867,396	\$4,545,884
CIP	PW General Capital Projects	Project No. 801 0003 70 77-3002-99	Expense	\$0	\$587,396	\$587,396
CIP	PW General Capital Projects	Project No. 801 0019 70 77-3002C-99	Expense	\$0	\$280,000	\$280,000

**BUDGETED FUNDS FOR IRIS AVENUE PAVEMENT RESURFACING PROJECT:**

Citywide Annual Pavement Resurfacing Program	
Measure A Fund (2001-70-77-80001-720199).....	\$ 1,122,000
PW General Capital Projects (3002-70-77-80001-720199).....	\$ <u>587,396</u>
Total Budgeted Funds .....	\$ 1,709,396

**ESTIMATED IRIS AVENUE PAVEMENT RESURFACING PROJECT COSTS:**

Design Costs.....	\$ 20,000
Construction Costs (includes contingency) .....	\$ 1,279,200
Construction Surveying Costs .....	\$ 30,000
Construction Geotechnical Costs .....	\$ 45,000
Construction Management and Inspection Services* .....	\$ <u>60,000</u>
<i>Total Estimated Project Costs</i> .....	\$ 1,434,200

*\*City staff will provide Construction Management and Inspection Services*

**ANTICIPATED PROJECT SCHEDULE:**

Start Construction.....	August 2012
Anticipated Completion of Construction .....	October 2012

**CITY COUNCIL GOALS**

**PUBLIC SAFETY:**

Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

**PUBLIC FACILITIES AND CAPITAL PROJECTS:**

Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

**SUMMARY**

The \$867,396 identified in the Deposits – MVR Street Improvements account (4010-250580) in an expired development agreement can be used by the City to facilitate street improvements in the area covered by the development agreement for the MVR area. Portions of the Iris Avenue Resurfacing and Nason Street-Cactus Avenue Street Improvements projects fall within the limits of the development agreement area. The City Council is asked to approve and authorize the transfer and appropriation of \$867,396 from the deposit liability trust account for use on the resurfacing of Iris Avenue.

**ATTACHMENTS**

Attachment A – Moreno Valley Ranch Boundary and Iris Avenue Pavement Resurfacing Location Map

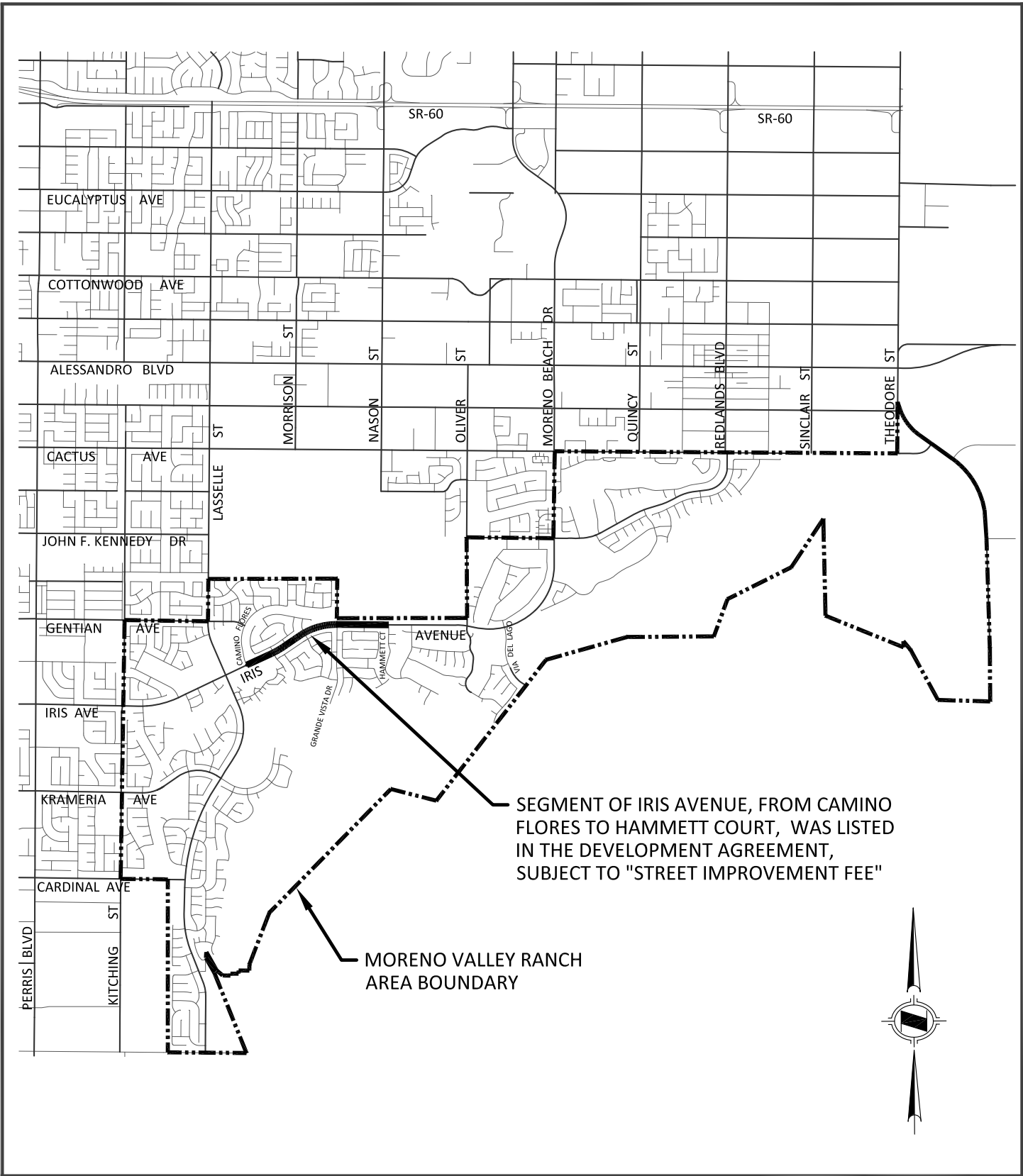
Prepared By:  
 Quang Nguyen  
 Senior Engineer, P.E.

Department Head Approval  
 Ahmad R. Ansari, P.E  
 Public Works Director/City Engineer

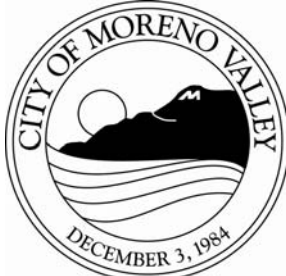
Concurred By:  
 Prem Kumar, P.E.  
 Deputy Public Works Director/Assistant City Engineer

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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# LOCATION MAP



Public Works Department  
Capital Projects Division

MORENO VALLEY RANCH AREA  
IRIS AVENUE PAVEMENT RESURFACING

Attachment "A"

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**MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012  
(Report of: City Clerk's Department)**

**Recommendation: Approve as submitted.**

**SEE AGENDA ITEM A.2**

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>Rest</i>
CITY MANAGER	<i>mso</i>

## Report to City Council

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**TO:** Mayor and City Council, acting in their respective capacities as the President and Members of the Board of Directors of the Moreno Valley Community Services District

**FROM:** Michael McCarty, Director of Parks and Community Services

**AGENDA DATE:** October 9, 2012

**TITLE:** ACCEPTANCE OF GRANT MONIES FROM THE CALIFORNIA DEPARTMENT OF EDUCATION, CHILD DEVELOPMENT SERVICES, FOR CHILD CARE SERVICES AND ADOPTION OF THE RESOLUTION TO CERTIFY THE APPROVAL OF THE GOVERNING BOARD

---

### RECOMMENDED ACTION

Staff recommends that the Mayor and City Council, acting in their capacity as President and Board of Directors of the Moreno Valley Community Services District:

1. Authorize the acceptance of grant money in the amount of \$485,107 for Fiscal Year (FY) 2012/2013 from the California Department of Education, Child Development Division, for the purpose of providing school age child care and development services.
2. Adopt Resolution No. CSD 2012-21 to certify the approval of the governing board to enter into this transaction with the California Department of Education for the purpose of providing child care and development services and to authorize the designated personnel, as shown on the resolution, to sign contract documents for FY 2012/2013.

### ADVISORY BOARD/COMMISSION RECOMMENDATION

Not applicable

## **BACKGROUND**

The State of California appropriated a total of \$6.6 million to be utilized statewide as a continuous funding source for services to school age children, in the range of kindergarten to 14 years of age. However, the Budget Act of 2003 eliminated child care services to children 13 years and older. Of the \$6.6 million allocated statewide, Riverside County was appropriated \$950,000 based on service level needs. In an effort to provide an increased level of services for Moreno Valley youth through diverse funding, staff submitted a competitive grant application to the California Department of Education, Child Development Division, requesting funding for an after school child care program. The City of Moreno Valley Parks and Community Services Department was one of ten agencies in Riverside County who competed for this funding. The Parks and Community Services Department was awarded funding.

On November 26, 1996, the City Council authorized the acceptance of a grant in the amount of \$427,683 for the calendar years 1997 and 1998 for the purpose of providing an after school child care program for children ages 5 to 14. Since that time, the City has applied for and received grant funding every fiscal year for this program. Although the City must apply for the grant funding each year, when the funding was made available to agencies for youth programs in 1987, those agencies that have received this type of grant funding have continued to receive funding for their youth programs.

## **DISCUSSION**

The focus of the grant submitted by the City of Moreno Valley Parks and Community Services Department was based on the high demands assessed by the department within its own programs. This included the need for after school care during the traditional school year and full day care on school vacation days. The program utilizes five elementary schools: Creekside, Sunnymead, Rainbow Ridge, Armada, and Red Maple. The program accommodates 170 children between the ages of kindergarten up to 12 years of age and has been in effect since January 1997.

This program is state licensed and operates under the following conditions. The healthy social and emotional development of every child is addressed by providing activities, schedules, materials and equipment to ensure that children are both challenged and successful. Programming for the students includes a nutritious snack served daily, arts and crafts, indoor and outdoor games, story time, homework time, and social time. The program also includes field trips with bus transportation, parent conferences, and special parenting classes and programs with topics including health issues, substance abuse, nutrition, personal safety, community awareness, literacy and more. The program works closely with parents and school site staff to incorporate applicable school rules into the program and provide emotional support for children.

The program operates at schools utilizing the "modified traditional" school schedule between the hours of 2:00 p.m. and 6:00 p.m. on school days and 7:00 a.m. to 6:00 p.m. on school vacation days, Monday through Friday.

As part of the City’s policy, the City Council must formally accept this funding from the California Department of Education, Child Development Services and adopt the corresponding resolution.

**ALTERNATIVES**

1. Approving staff’s recommendation would authorize the acceptance of grant monies in the amount of \$485,107 for FY 2012/2013 from the California Department of Education, Child Development Division for the purpose of providing school age child care and development services; and approve the proposed resolution to certify the approval of the governing board to enter into this transaction with the California Department of Education for the purpose of providing school age child care and development services.
  
2. Not approving staff’s recommendation would eliminate the Child Care Grant Program.

**FISCAL IMPACT**

The proposed grant funds program expenditures on a cost reimbursement basis. The grant funds as well as food program revenue, Federal Grant Revenue, and program fees are used for providing school age child care and development services and are restricted to this program. There is no impact to the General Fund. Funds are budgeted in the FY2012-13 Parks & Community Services-Child Care Grant Operating Budget (2201-50-58-75011).

**NOTIFICATION**

Posting of the Agenda.

**ATTACHMENTS/EXHIBITS**

Exhibit ‘A’ - Resolution

Prepared By:  
 Patty Grube  
 Management Analyst

Department Head Approval:  
 Mike McCarty  
 Parks and Community Services Director

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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RESOLUTION NO. CSD 2012-21

A RESOLUTION OF THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, CERTIFYING THE APPROVAL OF THE GOVERNING BOARD TO ENTER INTO A TRANSACTION WITH THE CALIFORNIA DEPARTMENT OF EDUCATION FOR THE PURPOSE OF PROVIDING CHILD CARE AND DEVELOPMENT SERVICES AND TO AUTHORIZE DESIGNATED PERSONNEL TO SIGN CONTRACT DOCUMENTS FOR FY 2012/13.

WHEREAS, the Moreno Valley Community Services District Board of Directors desires to provide school age child care services to the citizens of Moreno Valley during FY 2012/13;

WHEREAS, the Moreno Valley Community Services District Board of Directors further desire to enter into this transaction with the California Department of Education for the purpose of providing child care and development services;

WHEREAS, the Moreno Valley Community Services District Board of Directors authorize the persons listed to sign the transaction for the Governing Board;

Michael McCarty, Director of Parks and Community Services \_\_\_\_\_

Mel Alonzo, Parks & Community Services Division Mgr \_\_\_\_\_

Richard Teichert, Financial & Administrative Services Director \_\_\_\_\_

NOW, THEREFORE, THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. Accept the grant monies from the California Department of Education, Child Development Division, in the amount of \$485,107 per fiscal year to provide child care services for FY 2012/2013;
2. Adopt a resolution to certify the approval of the governing board to enter into local agreement number/s CCTR-2183, Project Number 33-2186-00-0 with the California Department of Education for the purpose of providing child care and development services;
3. Authorize designated personnel to sign contract documents on behalf of the Governing Board for FY 2012/13.

Exhibit A

Resolution No. CSD 2012-21  
Date Adopted: October 9, 2012

APPROVED AND ADOPTED this 9th day of October, 2012.

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Mayor of the City of Moreno Valley,  
acting in the capacity of President  
of the Moreno Valley Community  
Services District

ATTEST:

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Jane Halstead, acting in the capacity of  
Secretary of the Moreno Valley  
Community Services District

APPROVED AS TO FORM:

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Robert Hansen, City Attorney acting  
in the capacity of General Legal  
Counsel of the Moreno Valley  
Community Services District

Resolution No. CSD 2012-21  
Date Adopted: October 9, 2012



**RESOLUTION JURAT**

STATE OF CALIFORNIA     )  
COUNTY OF RIVERSIDE    ) ss.  
CITY OF MORENO VALLEY )

I, Jane Halstead, Secretary of the Moreno Valley Community Services District, Moreno Valley, California do hereby certify that Resolution No. CSD 2012-21 was duly and regularly adopted by the Board of Directors of the Moreno Valley Community Services District at a regular meeting held on the 9<sup>th</sup> day of October, 2012, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Boardmembers, Vice-President and President)

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SECRETARY

(SEAL)

Resolution No. CSD 2012-21  
Date Adopted: October 9, 2012

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**MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012  
(Report of: City Clerk's Department)**

**Recommendation: Approve as submitted.**

**SEE AGENDA ITEM A.2**

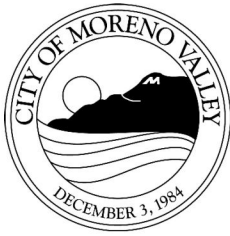
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**MINUTES - REGULAR MEETING OF SEPTEMBER 25, 2012  
(Report of: City Clerk's Department)**

**Recommendation: Approve as submitted.**

**SEE AGENDA ITEM A.2**

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>RW</i>
CITY MANAGER	<i>ms</i>

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## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Barry Foster, Community & Economic Development Director

**AGENDA DATE:** October 9, 2012

**TITLE:** A PUBLIC HEARING REGARDING PA12-0027, TO ADOPT AN ENERGY EFFICIENCY AND CLIMATE ACTION STRATEGY DOCUMENT. THE PROPOSAL INCLUDES POTENTIAL PROGRAMS AND POLICIES TO REDUCE OVERALL ENERGY USE, INCREASE THE USE OF RENEWABLE ENERGY, AND IDENTIFY THE LIFE CYCLE COSTS OF FUTURE CITY PROJECTS.

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### **RECOMMENDED ACTION**

Staff recommends that the City Council conduct a public hearing for the Energy Efficiency and Climate Action Strategy PA12-0027, and subsequent to the public hearing:

1. RECOGNIZE that application PA12-0027 (Energy Efficiency and Climate Action Strategy) will not have a significant effect on the environment and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15061 as defined by Section 15378; and
2. ADOPT City Council Resolution No. 2012-84 thereby APPROVING The Energy Efficiency and Climate Action Strategy PA12-0027, based on the findings in the City Council Resolution; and

### **ADVISORY BOARD/COMMISSION RECOMMENDATION**

The Planning Commission at its September 13, 2012, meeting approved Planning Commission Resolution No. 2012-23 by a vote of 7-0, recommending that the City Council recognize that PA12-0027 (The Energy Efficiency and Climate Action Strategy) qualify as exempt in accordance with CEQA Guidelines, Section 15061 as defined by

Section 15378, and that The Energy Efficiency and Climate Action Strategy does not have the potential to cause a significant adverse effect on the environment, and approve PA12-0027 (The Energy Efficiency and Climate Action Strategy).

## **BACKGROUND**

At its Joint Study Session of April 3, 2012, the City Council and the Planning Commission reviewed an early draft and gave direction on the continued preparation of the Energy Efficiency and Climate Action Strategy. The main direction at that meeting was for staff to reach out to the public for input. There was also discussion regarding focusing on policies that will not stunt development, and the City leading by example in implementing best practices for energy efficiency and greenhouse gas reduction. In addition, the City Council and Planning Commission asked Staff to present the Strategy document as a discussion item at a Planning Commission meeting and at a City Council meeting before being scheduled as a formal public hearing item. Staff has met and discussed the Energy Efficiency and Climate Action Strategy with the Planning Commission and City Council. With the direction given by City Council and Planning Commission at these meetings the Final Energy Efficiency and Climate Action Strategy is being provided as a public hearing item.

## **DISCUSSION**

The City received funding under the Federal Stimulus Package Energy Efficiency and Conservation Block Grant to undertake several projects and initiatives to reduce the City organization's energy use and consequently its greenhouse gas emissions. The funding covered the cost to prepare the Energy Efficiency and Climate Action Strategy, including a Greenhouse Gas Analysis for the City.

The Strategy is intended to assist with the City's compliance with Assembly Bill 32 and Senate Bill 375, both State initiatives aimed at reducing greenhouse gas emissions in California. SB 375 calls for the preparation of a Sustainable Communities Plan (SCS) by each Council of Governments. Moreno Valley is part of the SCS prepared by the Southern California Association of Governments (SCAG). The SCS assesses current development and future plans, as represented in the adopted general plans of communities to ensure a certain level of greenhouse gas emissions on an area-wide basis. AB 32 establishes a statewide greenhouse gas emissions cap which requires emissions to be reduced to 1990 levels by the year 2020. The bill includes mandatory reporting rules, adoption of a plan and regulations to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, including provisions for using both market mechanisms and alternative compliance mechanisms.

The Energy Efficiency and Climate Action Strategy includes potential programs and policies to reduce overall energy use, increase the use of renewable energy, and



identify the life cycle costs of future City projects. Life cycle cost looks at the full cost of projects including initial construction and long term maintenance to assess the feasibility of energy efficiency upgrades balancing higher upfront costs with lower operational costs. The Strategy prioritizes implementation of programs, policies, and projects based upon energy efficiency, cost efficiency and potential resources. The Greenhouse Gas Analysis provides more of a scientific approach and recommends a target to reduce 2007 community-wide GHG emissions levels by 15% levels by 2020, consistent with the State reduction goals in AB 32. The recommendations of the Analysis have been incorporated as programs in the Strategy.

The City direction with the Strategy is to lead by example in the implementation of best practices for energy efficiency. The Strategy is broken up into two main parts: Section I Energy Efficiency (City Facilities) and Section II Climate Action Strategy (Community-wide). Within the Energy Efficiency section, the first category is called out as Current Energy Efficient Practices. These practices are categorized into Electricity, Water, Recycling and Diversion, Alternative Fuels, and Education. The current practices list includes what the City is currently doing to be more energy efficient. Next the Proposed Energy Efficiency Policies section provides a comprehensive table of energy reduction measures. The energy measures are categorized into Energy use, Water use, Recycling and Diversion, Alternative Transportation, Renewable Energy, and Greenhouse Gas Emissions. The anticipated level of Cost Effectiveness and the Lead City Division on the policy is also listed.

In Section II Climate Action Strategy, there is also a comprehensive table of energy reduction measures that apply on a community-wide basis. The energy measures are categorized into the same order as Section I.

The City has been proactive in leading by example in a number of ways. A couple of examples of this are: the City has retrofitted all of the fluorescent bulbs in internally illuminated street name signs with LED light engines that enhance visibility, street safety, and last longer. Annual cost savings of about 50% will be realized with the retrofit due to less use of electricity and less maintenance due to longer life expectancy of the LED. Capital Projects has used rubberized asphalt concrete on City street projects when cost is comparable to regular asphalt concrete. Recycled tires are used. Advantages include reduced road noise, reduced breaking distance, and slightly longer life to road surface. There are some limitations on where it may be installed. Another way the City is being proactive is maintaining its Community Partnership program with Southern California Edison, the Gas Company, and Moreno Valley Electric Utility through the Energy Coalition. The City also provides energy efficiency outreach by placing poster boards in the Parks and Recreation and City Library buildings that promote potential energy rebates, and energy reducing tips. In addition to the partnership with the Energy Coalition the City has created a G.R.E.E.N. (Getting Residents Energy Efficient Now) website that encourages residents to become more energy efficient in their homes, and has web links to other energy websites.

In the development of the Strategy staff started with an Energy Efficiency and Climate

Action Strategy Task Force, and also researched other cities and agencies that had developed any type of green energy efficiency policies and/or climate action plans. The Task Force was formed with members from Planning, Capital Projects, Transportation, Special Districts, Maintenance and Operations, City Manager's Office, Electric Utility and Facilities Divisions. The Task Force identified various past, current and potential policies and practices that further energy efficiency and the reduction in greenhouse gases responsible for climate change.

In addition to the input from City Staff there was a public outreach effort that occurred with direction from the City Council and Planning Commission. At the Joint Study Session on April 3, 2012 the direction was given to involve the public. Our public outreach efforts consisted of using the resources that the City has available such as the City website, MVTV3, Environmental and Historical Preservation Board (EHPB), local high schools, the City's partnership with the Energy Coalition and interaction with Western Riverside Council of Governments (WRCOG). Some of the public input included the possibility of having harvestable landscape on bigger projects such as large industrial projects, having street signs that direct the public to alternative fueling stations, having the City encourage the use of green building materials, and recognizing businesses that are energy efficient and the products that they produce. The Energy Efficiency and Climate Action Strategy and the Greenhouse Gas Analysis were put on the City's main website and on the G.R.E.E.N. website available for public review. In addition Staff also developed flyers to promote future public meetings on the Strategy and had the flyer advertised on MVTV3. The Public Outreach meeting was held on June 7<sup>th</sup> and one person from the public was present. Staff presented a PowerPoint to the public and explained the work that has gone into the Strategy. In addition, staff from the Energy Coalition, WRCOG and Moreno Valley Utility attended and spoke on their Energy Efficient programs and efforts.

The above-referenced activities are an overview of the efforts of the Energy Efficiency and Climate Action Strategy. The Strategy has evolved from a document with many energy efficient and green policies with the fine tuning of the City Council, Planning Commission, and public input. A great deal of the document has been revised, by deleting and combining repetitive or similar program and policies and focusing on those that are most compatible to the City's other existing policy documents.

### **SUMMARY**

The above-referenced activities are an overview of the efforts of the Energy Efficiency and Climate Action Strategy. Staff recommends that the City Council approve The Energy Efficiency and Climate Action Strategy.

### **FISCAL IMPACT**

Not applicable.

## **ENVIRONMENTAL**

The project is exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061 as defined by Section 15378 of the CEQA Guidelines. The Energy Efficiency and Climate Action Strategy does not have the potential to cause a significant adverse effect on the environment.

## **ALTERNATIVES**

1. Adopt a California Environmental Quality Act (CEQA) exemption for PA12-0027 (Energy Efficiency and Climate Action Strategy), in that this project will not have the potential to cause a significant adverse effect on the environment; **and** adopt City Council Resolution No. 2012-\_\_\_\_ thereby approving The Energy Efficiency and Climate Action Strategy PA12-0027, based on the findings in the City Council Resolution. **Staff recommends this alternative.**
2. Do not adopt a California Environmental Quality Act (CEQA) exemption for PA12-0027 (Energy Efficiency and Climate Action Strategy), in that this project will not have the potential to cause a significant adverse effect on the environment; **and** do not adopt City Council Resolution No. 2012-\_\_\_\_ thereby approving The Energy Efficiency and Climate Action Strategy PA12-0027, based on the findings in the City Council Resolution. **Staff does not recommend this alternative.**

## **NOTIFICATION**

A 1/8 page public notice was published in the local newspaper and a public notice was sent to interested parties.

## **ATTACHMENTS/EXHIBITS**

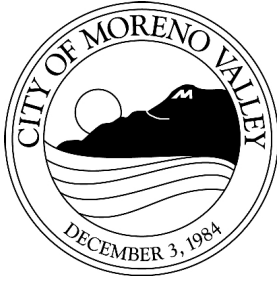
1. Public Hearing Notice
2. Resolution for The Energy Efficiency and Climate Action Strategy
3. Planning Commission Staff Report dated September 13, 2012 (excluding exhibits)
4. Planning Commission Minutes from September 13, 2012 Meeting (Under separate cover)
5. Energy Efficiency and Climate Action Strategy Document
6. Greenhouse Gas Analysis

Prepared By:  
Gabriel Diaz  
Associate Planner

Department Head Approval:  
Barry Foster  
Community and Economic Development  
Director

Concurred By:  
John C. Terrell  
Planning Official

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:



## NOTICE OF CITY COUNCIL PUBLIC HEARING

THE CITY COUNCIL WILL CONSIDER THE ENERGY EFFICIENCY AND CLIMATE ACTION STRATEGY (PA12-0027) WHICH IS INTENDED TO ASSIST WITH THE CITY'S COMPLIANCE WITH ASSEMBLY BILL 32 AND SENATE BILL 375, BOTH STATE INITIATIVES AIMED AT REDUCING GREENHOUSE GAS EMISSIONS IN CALIFORNIA.

The proposed Energy Efficiency and Climate Action Strategy (PA12-0027) includes potential programs and policies to reduce overall City energy use, increase the use of renewable energy, and identify the life cycle costs of future City projects. The City direction with the Strategy is to lead by example in the implementation of best practices for energy efficiency.

The project is exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061 of the CEQA Guidelines. The Energy Efficiency and Climate Action Strategy does not have the potential to cause a significant adverse effect on the environment.

The City Council may consider any appropriate modifications or alternatives to the amendment or the environmental determination. Any person concerned about the proposal may submit written comments to the Planning Division prior to the hearing date listed below. Any person may appear and be heard in support or opposition to the project or the environmental determination at the time of the hearing. Any person interested in the proposed project may contact Gabriel Diaz, Associate Planner at (951) 413-3206 or at the Community & Economic Development Department at 14177 Frederick Street, Moreno Valley, California, during normal business hours (7:30 a.m. to 5:30 p.m., Monday – Thursday).

If you challenge any of these items in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City Council on or before the following meeting date:

**Tuesday,  
October 9, 2012  
6:30 P.M. or thereafter  
City Council Chambers  
14177 Frederick Street  
Moreno Valley, CA 92552-0805**

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## RESOLUTION NO. 2012-84

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING THE ENERGY EFFICIENCY AND CLIMATE ACTION STRATEGY (PA12-0027), WHICH IS INTENDED TO ASSIST WITH THE CITY'S COMPLIANCE WITH ASSEMBLY BILL 32 AND SENATE BILL 375, BOTH STATE INITIATIVES AIMED AT REDUCING GREENHOUSE GAS EMISSIONS IN CALIFORNIA.

WHEREAS, the City of Moreno Valley has filed an application for the approval of The Energy Efficiency and Climate Action Strategy (PA12-0027), as described in the title of this Resolution.

WHEREAS, on September 13, 2012, the Planning Commission of the City of Moreno Valley held a meeting to consider The Energy Efficiency and Climate Action Strategy (PA12-0027). At said meeting, the Planning Commission recommended approval of The Energy Efficiency and Climate Action Strategy (PA12-0027) to the City Council, and;

WHEREAS, on October 9, 2012, the City Council of the City of Moreno Valley held a meeting to consider the application.

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

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

A. This City Council hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented during the above-referenced public hearing meeting, including written and oral staff reports, and the record from the public hearing, the City Council hereby specifically finds that:

1. Conformance with General Plan Policies – The Energy Efficiency and Climate Action Strategy is consistent with the General Plan, and its goals, objectives, policies and programs, and with any applicable specific plan.

FACT: The proposed Energy Efficiency and Climate Action Strategy is consistent with, and does not conflict with the goals, objectives, policies, and programs established within the General Plan or any specific plan.

Resolution No. 2012-84  
Date Adopted: October 9, 2012

The proposed Energy Efficiency and Climate Action Strategy includes potential programs and policies to reduce overall energy use, increase the use of renewable energy, and identify the life cycle costs of future City projects. The City direction with the Strategy is to lead by example in the implementation of best practices for energy efficiency.

2. Health, Safety and Welfare – The Energy Efficiency and Climate Action Strategy will not be detrimental to the public health, safety or general welfare.

FACT: The proposed Energy Efficiency and Climate Action Strategy does not have the potential of adversely affecting the public health, safety or welfare of the residents of the City of Moreno Valley or surrounding jurisdictions. The Energy Efficiency and Climate Action Strategy with administrative goals, objectives, policies, and programs would not cause a physical effect on the environment. The proposed energy efficient policies will only improve the Health, Safety and Welfare.

3. Conformance with Zoning Regulations – The proposed Energy Efficiency and Climate Action Strategy is consistent with the purpose and intent of Title 9.

FACT: The Energy Efficiency and Climate Action Strategy provides for a consistent set of goals, objectives, policies, and programs that are compatible with the purpose and intent of Title 9. The proposed Energy Efficiency and Climate Action Strategy enhances the meaning of some sections of Title 9. As such, it furthers the specific purpose and intent of Title 9 to “implement the goals, objectives, policies and programs of the Moreno Valley General Plan and manage future growth and change in accordance with that plan.”

BE IT FURTHER RESOLVED that the City Council of the City of Moreno Valley HEREBY APPROVES Resolution No. 2012-84, approving PA12-0027, thereby establishing The Energy Efficiency and Climate Action Strategy, as described in the title of this resolution.

APPROVED AND ADOPTED this 9<sup>th</sup> day of October, 2012.

**SIGNATURE PAGE FOLLOWS**

Resolution No. 2012-84  
Date Adopted: October 9, 2012



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Mayor

ATTEST:

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City Clerk

APPROVED AS TO FORM:

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City Attorney

Resolution No. 2012-84  
Date Adopted: October 9, 2012

**RESOLUTION JURAT**

STATE OF CALIFORNIA        )  
COUNTY OF RIVERSIDE       ) ss.  
CITY OF MORENO VALLEY     )

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2012-84 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 9th day of October, 2012 by the following vote:

AYES:

NOES:

ABSENT:

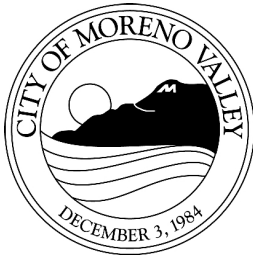
ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

\_\_\_\_\_  
CITY CLERK

(SEAL)

Resolution No. 2012-84  
Date Adopted: October 9, 2012



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## PLANNING COMMISSION STAFF REPORT

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Case: PA12-0027, Energy Efficiency and Climate Action Strategy

Date: September 13, 2012

Applicant: City of Moreno Valley

Representative: Planning Division

Location: City-wide

Proposal: To adopt an Energy Efficiency and Climate Action Strategy Document. The proposal includes potential programs and policies to reduce overall energy use, increase the use of renewable energy, and identify the life cycle costs of future City projects.

Recommendation: Approval

### SUMMARY

This is a proposal to adopt an Energy Efficiency and Climate Action Strategy Document. The intent is to reduce overall energy use, increase the use of renewable energy, and identify the life cycle costs of future City projects and to assist with the City's compliance with Assembly Bill 32 and Senate Bill 375, both State initiatives aimed at reducing greenhouse gas emissions in California.

**Planning Commission Staff Report  
Energy Efficiency and Climate Action Strategy  
PA12-0027**

**PROJECT DESCRIPTION**

The City received funding under the Federal Stimulus Package Energy Efficiency and Conservation Block Grant to undertake several projects and initiatives to reduce the City organization's energy use and consequently its greenhouse gas emissions. The funding covered the cost to prepare the Energy Efficiency and Climate Action Strategy, including a Greenhouse Gas Analysis for the City.

The Strategy is intended to assist with the City's compliance with Assembly Bill 32 and Senate Bill 375, both State initiatives aimed at reducing greenhouse gas emissions in California. SB 375 calls for the preparation of a Sustainable Communities Plan (SCS) by each Council of Governments. Moreno Valley is part of the SCS prepared by the Southern California Council of Governments (SCAG). The SCS assesses current development and future plans, as represented in the adopted general plans of communities to ensure a certain level of greenhouse gas emissions on an area-wide basis. AB 32 establishes a statewide greenhouse gas emissions cap which requires emissions to be reduced to 1990 levels by the year 2020. The bill includes mandatory reporting rules, adoption of a plan and regulations to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, including provisions for using both market mechanisms and alternative compliance mechanisms.

The Energy Efficiency and Climate Action Strategy includes potential programs and policies to reduce overall energy use, increase the use of renewable energy, and identify the life cycle costs of future City projects. Life cycle cost looks at the full cost of projects including initial construction and long term maintenance to assess the feasibility of energy efficiency upgrades balancing higher upfront costs with lower operational costs. The Strategy prioritizes implementation of programs, policies, and projects based upon energy efficiency, cost efficiency and potential resources. The Greenhouse Gas Analysis provides more of a scientific approach and recommends a target to reduce community-wide GHG emissions by 15% from 2007 levels by 2020, consistent with the State reduction goals in AB 32. The recommendations of the Analysis have been incorporated as programs in the Strategy.

The City direction with the Strategy is to lead by example in the implementation of best practices for energy efficiency. The Strategy is broken up into two main parts: Section I Energy Efficiency (City Facilities) and Section II Climate Action Strategy (Community-wide). Within the Energy Efficiency section, the first category is called out as Current Energy Efficient Practices. These practices are categorized into Electricity, Water, Recycling and Diversion, Alternative Fuels, and Education. The current practices list includes what the City is currently doing to be more energy efficient. Next the Proposed Energy Efficiency Policies section provides a comprehensive table of energy reduction measures. The energy measures are categorized into Energy use, Water use, Recycling and Diversion, Alternative Transportation, Renewable Energy, and Greenhouse Gas Emissions. The anticipated level of Cost Effectiveness and the Lead City Division on the policy is also listed.

In Section II Climate Action Strategy, there is also a comprehensive table of energy reduction measures that apply on a community-wide basis. The energy measures are categorized into the same order as Section I.

The City has been proactive in leading by example in a number of ways. A couple of examples of this are: the City has retrofitted all of the fluorescent bulbs in Internally Illuminated Street Name Signs with LED light engines that enhance visibility, street safety, and last longer.

**Planning Commission Staff Report  
Energy Efficiency and Climate Action Strategy  
PA12-0027**

Annual cost savings of about 50% will be realized with the retrofit due to less use of electricity and less maintenance due to longer life expectancy of the LED. Capital Projects has used rubberized asphalt concrete on City street projects when cost is comparable to regular asphalt concrete. Recycled tires are used. Advantages include reduced road noise, reduced breaking distance, and slightly longer life to road surface. There are some limitations on where it may be installed. Another way the City is being proactive is maintaining its Community Partnership program with Southern California Edison, the Gas Company, and Moreno Valley Electric Utility through the Energy Coalition. The City also provides energy efficiency outreach by placing poster boards in the Parks and Recreation and City Library buildings that promote potential energy rebates, and energy reducing tips. In addition to the partnership with the Energy Coalition the City has created a G.R.E.E.N. (Getting Residents Energy Efficient Now) website that encourages residents to become more energy efficient in their homes, and has web links to other energy websites.

In the development of the Strategy staff started with an Energy Efficiency and Climate Action Strategy Task Force, and also researched other cities and agencies that had development any type green energy efficiency policies and/or climate action plans. The Task Force was formed with members from Planning, Capital Projects, Transportation, Special Districts, Maintenance and Operations, City Managers, Electric Utilities and Facilities Divisions. The Task Force identified various past, current and potential policies and practices, that further energy efficiency and the reduction in greenhouse gases responsible for climate change.

In addition of the input from City Staff there was a public outreach effort that occurred with direction from the City Council and Planning Commission. At the Joint Study Session on April 3, 2012 the direction was given to involve the public. Our public outreach efforts consisted of using the resources that the City has available such as the City website, MVTV3, Environmental Historical Preservation Board (EHPB), local high schools, and the City's partnership with the Energy Coalition and interaction with WRCOG. Some of the public input included the possibility of having harvestable landscape on bigger projects such as large industrial projects, having street signs that direct the public to alternative fueling stations, having the City encourage the use of green building materials, and recognizing businesses that are energy efficient and the products that they produce. The Energy Efficiency and Climate Action Strategy and the Greenhouse Gas Analysis was put on the City's main website and on the G.R.E.E.N. website available for public review. In addition Staff also made flyers to promote future public meetings on the Strategy and had the flyer advertised on MVTV3. The Public Outreach meeting was held on June 7<sup>th</sup> and one person from the public was present. Staff presented a PowerPoint to the public and explained the work that has gone into the Strategy. In addition, staff from the Energy Coalition, WRCOG and Moreno Valley Utility attended and spoke on their Energy Efficient programs and efforts.

The above-referenced activities are an overview of the efforts of the Energy Efficiency and Climate Action Strategy. The Strategy has evolved from a document with many energy efficient and green policies with the fine tuning of the City Council, Planning Commission, and public input. A great deal of the document has been revised, by deleting a great deal of the repetitiveness since the August 28<sup>th</sup> Planning Commission. Other revisions occurred to make the policies fit our city.

**Planning Commission Staff Report  
Energy Efficiency and Climate Action Strategy  
PA12-0027  
ENVIRONMENTAL**

The project is exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061 as defined by Section 15378 of the CEQA Guidelines. The Energy Efficiency and Climate Action Strategy does not have the potential to cause a significant adverse effect on the environment.

**NOTIFICATION**

A 1/8 page public notice was published in the local newspaper and a public notice was sent to interested parties.

**STAFF RECOMMENDATION**

1. **RECOGNIZE** that PA12-0027 (The Energy Efficiency and Climate Action Strategy) qualify as exemptions in accordance with CEQA Guidelines, Section 15061 as defined by Section 15378.
2. **APPROVE** Planning Commission Resolution No. 2012-23, recommending that the City Council approve PA12-0027.

Prepared by:

Approved by:

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Gabriel Diaz  
Associate Planner

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John C. Terrell, AICP  
Planning Official

ATTACHMENTS:

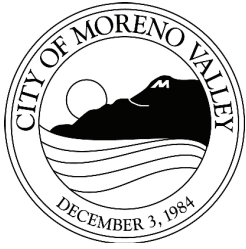
1. Public Hearing Notice.
2. Planning Commission Resolution No. 2012-23.
3. Draft Energy Efficiency and Climate Action Strategy
4. Greenhouse Gas Analysis

TO BE PROVIDED UNDER SEPARATE COVER

PLANNING COMMISSION MINUTES  
SEPTEMBER 13, 2012

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# City of Moreno Valley Energy Efficiency and Climate Action Strategy



Prepared by the City of Moreno Valley Planning Division and the Energy Efficiency and Conservation Task Force

# Table of Contents

- Summary.....3
- Introduction.....3
- Overview of the Greenhouse Gas Analysis.....4
  - Greenhouse Gas Analysis Reduction Policies.....6
- City's Current Goals and Objectives.....8
  - I. Energy Efficiency
    - Current Energy Efficiency Practices.....8
    - Proposed Energy Efficiency Policies.....12
  - II. Climate Action Strategy
    - Proposed Climate Action Policies.....21
  - III. Appendices
    - City's General Plan Goals and Objectives.....33
    - Resources.....36

## Summary

The City of Moreno Valley recognizes the impact of global climate change from carbon dioxide emissions arising from the activities of the City organization as well as the community's residents, businesses and visitors. Furthermore, the City recognizes the benefits achieved through energy and resource efficiency measures in reducing the community's carbon dioxide emissions as well as improving air quality, energy reliability and economic well-being in the City and region. The City recognizes the need to reduce our energy use and greenhouse gas emissions and become a more sustainable community. The City of Moreno Valley Energy Efficiency and Climate Action Strategy (hereafter referred to as "Strategy") is a policy document which identifies ways that the City of Moreno Valley can reduce energy and water consumption and greenhouse gas emissions as an organization (its employees and the operation of its facilities) and outlines the actions that the City can encourage and community members can employ to reduce their own energy and water consumption and greenhouse gas emissions.

## Introduction

The City of Moreno Valley's Energy Efficiency and Climate Action Strategy main objectives are to reduce the environmental impact and fiscal impact of energy usage and greenhouse gas emissions in municipal facilities and within the community. The genesis of the Strategy is the Federal Energy Efficiency and Conservation Block Grant awarded to the City to implement energy efficiency projects and strategies for the City as an organization. At the request of the City Council, the scope of the grant was expanded to include the preparation of a climate action strategy. With City Council support, City staff has applied for energy efficiency grants. In June 2010 the City was awarded a \$375,000 (SCE) Southern California Edison Strategic Solicitation for the purpose of expanding the scope of the Strategy and its implementation, including the preparation of a greenhouse gas inventory for the community.

The Strategy is intended to be a comprehensive living policy document for the City organization and the community to address energy and water conservation and effects of climate change. The Strategy is organized into two main sections: Energy Efficiency (City as an organization) and Climate Action (City as a community). The Strategy also contains a Greenhouse Gas Analysis component. The Greenhouse Gas Analysis is also separated into two parts, the City as an organization and the City as a community.

The City realizes the challenges the community may face due to climate change and excess energy and water consumption. With the implementation of energy and water conservation and greenhouse gas reduction measures, training and public awareness, the expected results are the reduction of greenhouse gas emissions and energy and water consumption. In implementing the Strategy, the City's General Plan may need to be updated to reference the Strategy for guidance on energy efficiency and greenhouse gas reduction.

In recent years, the State of California adopted several bills to address energy and climate issues, Assembly Bill 32 and Senate Bill 375.

Assembly Bill 32 establishes a statewide greenhouse gas emissions cap which requires emissions to be reduced to 1990 levels by the year 2020. The bill includes mandatory

reporting rules, adoption of a plan and regulations to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, including provisions for using both market mechanisms and alternative compliance mechanisms. Greenhouse gases, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The Air Resources Board (ARB) is the State agency charged with monitoring and regulating emissions of greenhouse gases. Under the current “business as usual” scenario, statewide emissions are increasing at a rate of approximately 1% per year as noted below.

California Senate Bill 375 provides emission-reducing goals so regions can plan to integrate disjointed planning and provide incentives for local governments and developers to follow new conscientiously-planned growth patterns. SB 375 enhances the Air Resources Board's (ARB) ability to reach AB 32 goals. For California to reach its greenhouse gas reduction goals, communities must address how they grow. This law directs the ARB to set greenhouse gas reduction targets for regions of the state and work with California's 18 metropolitan planning organizations (MPOs) to align their transportation, housing, and regional land-use plans with greenhouse gas reductions in mind. SB 375 has three goals: (1) to use the regional transportation planning process to help achieve Assembly Bill 32 goals; (2) to use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce greenhouse gas emissions (GHG); and (3) to coordinate the regional housing needs allocation process with the regional transportation planning process to reduce vehicle miles traveled. SB 375 will be responsible for reshaping the face of California's communities into more sustainable, walkable communities with alternative transportation options and increased quality of life.

### Overview of Energy Efficiency

The Energy Efficiency section's primary focus is to identify potential energy efficiency measures for the City as an organization, both those that have been implemented and those that could be implemented in the future. In addition, the document provides direction and policies to ensure the most effective, practical, and affordable, energy use practices are implemented.

### Overview of Climate Action

The focus of the Climate Action section is to promote measures similar to those identified in the Energy Efficiency section and additional measures that can be implemented by the community's residents and businesses to reduce greenhouse gas emissions on a community-wide basis. The Climate Action Strategy includes an analysis of existing and future greenhouse gas emissions community wide and provides a set of policies to guide efforts to reduce greenhouse gas emissions to meet or exceed State requirements without unduly compromising other community goals.

### Overview of the Greenhouse Gas Analysis

The analysis was completed under the premise that the City and the community it represents are uniquely capable of addressing emissions associated with sources under the City's jurisdiction. The City's emission reduction efforts should coordinate with the

state strategies in order to accomplish emission reductions in an efficient and cost effective manner. The City developed this document with the following purposes in mind:

- Create a GHG baseline from which to benchmark GHG reductions;
- Provide a plan that is consistent with and complementary to: the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB 32); the Federal Government through the actions of the Environmental Protection Agency; and the global community through the Kyoto Protocol; and
- Guide the development, enhancement, and implementation of actions that reduce GHG emissions.

This report establishes 2010 as the year on which to base the existing inventory; this is the most recent year for which reliable data concerning the City’s residential, commercial, and government operations are available. Sources of emissions include transportation, electricity and natural gas use, landscaping, water and wastewater pumping and treatment, and treatment and decomposition of solid waste. The 2007 inventory represents conditions prior to the economic recession and will be used to set the target for reducing emissions by the year 2020. The 2010 inventory was calculated using the most recent data available. The 2010 inventory serves as a reference against which to measure the City’s progress towards reducing GHG emissions since 2007 and into the future, and also serves as documentation for potential emission trading opportunities.

Moreno Valley’s 2010 municipal operations inventory includes sources and quantities of GHG emissions from government owned or rented buildings, facilities, vehicles, and equipment. The community-wide emissions inventory identifies and categorizes the major sources and quantities of GHG emissions being produced by residents, businesses, and municipal operations taking place in the City of Moreno Valley using the best available data. By having the municipal emissions separated from the community as a whole, the local government can implement reduction strategies where it has direct control, closely monitor the changes in emissions over time, and set an example for the rest of the City.

### 2010 Municipal Emissions Inventory

Table 3-1 2010 Municipal Data Inputs		
Category	Data Input	Data Source
Electricity (kWh)	9,937,015	SCE
	3,847,738	MVU
Natural Gas (therms)	90,651	SCG
Vehicle Fleet		
<i>Gasoline(gallons)</i>	77,325	Fleet Manager
<i>Diesel (gallons)</i>	28,544	Special Districts
Equipment		
<i>Gasoline(gallons)</i>	2,118	Parks Division
<i>Diesel (gallons)</i>	2,208	Special Districts
Employee Commute (responses)	141	Employee Survey



The community-wide inventory represents all emissions from sources located with the jurisdictional boundaries of the City of Moreno Valley. Therefore, the municipal emissions described in the previous section are a subset of the community-wide inventories presented here. In 2010, the City of Moreno Valley emitted a total of 920,657 MT CO<sub>2</sub>e from the community as a whole. The following sections describe the data inputs, emissions by source, and emissions by land use in 2010.

### 2010 Community-Wide Emissions Inventory

Table 3-5 2010 Community-Wide Data Inputs		
Category	Data Input	Data Source
Electricity (kWh)	633,215,207	SCE
	62,138,000	MVU
Natural Gas (therms)	26,266,326	SCG
Transportation		
<i>Annual Vehicle Miles Traveled</i>	1,077,909,543	City Traffic Engineer
<i>Annual Trips</i>	110,098,975	
Area Source (based on land use)		
<i>SFR (units)</i>	42,642	City Planning
<i>MFR (units)</i>	9,387	
<i>Commercial (ksf)</i>	8,325	
<i>Industrial (ksf)</i>	12,695	
Solid Waste (tons)	144,824	CIWMB
Water (AF)	26,183	EMWD
	87	Box Springs Mutual

With the implementation of GHG reduction measures, Moreno Valley is projected to reduce its community-wide emissions to a total of 798,137 MT CO<sub>2</sub>e, which is 556 MT CO<sub>2</sub>e below the 2020 reduction target. This is a decrease of 38.5 percent from the City’s 2020 BAU emissions inventory and 13 percent from the 2010 emissions. The reduction measures reduce GHG emissions from all sources of community-wide GHG emissions including transportation, energy, area sources, water, and solid waste. The following sections describe the emissions by source and land use category for the year 2020.

This report sets a baseline for the City’s GHG emissions, projects how these emissions will grow, and includes strategies to reduce emissions to a level consistent with California’s emissions reduction target. These strategies complement the City’s General Plan policies and are consistent with Moreno Valley’s vision for a more sustainable community.

#### Greenhouse Gas Analysis Reduction Policies

The purpose and intent of these policies is to achieve compliance with AB 32 and reduce GHG by 15% by 2020. In 2020, the City of Moreno Valley is projected to emit a total of 1,298,543 MT CO<sub>2</sub>e without the incorporation of GHG reduction policies. The statewide reduction measures would reduce the bulk of Moreno Valley’s emissions and make a substantial contribution toward reaching the 2020 reduction target. However, the City would still need to supplement the statewide measures with the implementation of local reduction policies, in order to achieve 15% reduction in GHG by 2020. Future local policy

measures will require decision-maker approval. These reduction measures include the following:

- R2-T1: Land Use Based Trips and VMT Reduction Policies. Encourage the development of Transit Priority Projects along High Quality Transit Corridors identified in the SCAG Sustainable Communities Plan, to allow a reduction in vehicle miles traveled.
- R2-T3: Employment-Based Trip Reductions. Require a Transportation Demand Management (TDM) program for new development to reduce automobile travel by encouraging ride-sharing, carpooling, and alternative modes of transportation.
- R2-E1: New Construction Residential Energy Efficiency Requirements. Require energy efficient design for all new residential buildings to be 10% beyond the current Title 24 standards. (Reach Code)
- R2-E2: New Construction Residential Renewable Energy. Facilitate the use of renewable energy (such as solar (photovoltaic) panels or small wind turbines) for new residential developments. Alternative approach would be the purchase of renewable energy resources offsite.
- R2-E5: New Construction Commercial Energy Efficiency Requirements. Require energy efficient design for all new commercial buildings to be 10% beyond the current Title 24 standards. (Reach Code)
- R3-E1: Energy Efficient Development, and Renewable Energy Deployment Facilitation and Streamlining. Updating of codes and zoning requirements and guidelines to further implement green building practices. This could include incentives for energy efficient projects.
- R3-L2: Heat Island Plan. Develop measures that address “heat islands.” Potential measures include using strategically placed shade trees, using paving materials with a Solar Reflective Index of at least 29, an open grid pavement system, or covered parking.
- R2-W1: Water Use Reduction Initiative. Consider adopting a per capita water use reduction goal which mandates the reduction of water use of 20 percent per capita with requirements applicable to new development and with cooperative support of the water agencies.
- R3-W1: Water Efficiency Training and Education. Work with EMWD and local water companies to implement a public information and education program that promotes water conservation.
- R2-S1: City Diversion Program. For Solid Waste, consider a target of increasing the waste diverted from the landfill to a total of 75% by 2020.

Examples of current statewide and regional planning efforts to reduce GHG emissions are identified in the GHG analysis. Current City efforts include working with RTA to continue to provide timely and effective transit services, and promoting existing incentive

programs for residents that promote residential and commercial energy efficient retro-fits, such as WRCOG’s low interest loan programs. These current City efforts wouldn’t involve any changes in current City policy or ordinances.

## City’s Current Goals and Objectives

The City’s General Plan includes goals and objectives to achieve energy conservation through land use planning, building design, site planning, compliance with State Title 24 energy savings requirements, and rehabilitation of existing structures. The General Plan also includes measures to reduce traffic congestion and provide more opportunities for walking and bicycling. Other areas of conservation include the use of water efficient irrigation and landscape and coordinated efforts with local water districts to use reclaimed water; recycling; and exterior lighting standards. See Section III Appendix \_ for specific General Plan goals and objectives.

# SECTION I – ENERGY EFFICIENCY

## Current Energy Efficiency Practices

The City currently employs a variety of measures in municipal operations that reduce consumption of energy and water and reduce the amount of solid and green waste sent to a landfill. The City has also purchased alternative fuel vehicles that reduce the consumption of gasoline. The following is an outline of completed energy savings projects and current energy saving practices. Many of these activities have been made possible with grant funding.

### Reduced Energy Consumption

	Energy Reduction Measures	Cost Effectiveness	Practice	Policy	Lead Division
A1.	New buildings constructed in City parks use solar tubes for day time lighting.	High	✓		Parks & Community Services
A2.	Photo cells are used for lighting park grounds and buildings along with automatic shutoff timers.	High	✓		Parks & Community Services
A3.	Park lighting is shut down at 10 p.m. except where needed to address safety issues.	High	✓		Parks & Community Services
A4.	Sport field lights at parks have been replaced with more efficient fixtures with an average energy savings of at least 30%.	High	✓		Parks & Community Services



A5.	Applied window tint/film to City Hall windows to make facility more energy efficient, comfortable, and reduce energy cost. (Completed January 2011)	High	✓		Planning
A6.	Routine maintenance is performed on all City heating, ventilation, and air conditioning (HVAC) units to keep them running efficiently.	High	✓		Purchasing & Facilities
A7.	Replacement of HVAC system at City Hall (completed September 2011) resulting in substantial reduction in energy use and cost, and improved comfort and reliability.	High	✓		Purchasing & Facilities
A8.	Conference and Recreation Center and Public Safety Building have computer systems that allow continuous control of the HVAC systems that can be adjusted offsite and scheduled to go on and off depending on the use of a particular room.	High	✓		Purchasing & Facilities
A9.	T12 florescent light fixtures have been converted to T8 fixtures which use less energy. Retrofit sites are the Senior Center, Library, City Hall, and Fire Stations 6, 48 and 65.	High	✓		Purchasing & Facilities
A10.	Light sensors have been installed in some rooms at City Hall which turn off the lights when the room is not in use.	High	✓		Purchasing & Facilities
A11.	Traffic signals synchronized to improve traffic flow and reduce air pollution and gas consumption.	High	✓		Transportation Engineering
A12.	Traffic signal lights retrofitted in 2006 with LED light fixtures, with a reduction of 60% power usage. Newer traffic signal lights installed with LED fixtures.	High	✓		Transportation Engineering
A13.	City replaced all fluorescent bulbs in Internally Illuminated Street Name Signs with LED lights that enhance visibility, street safety, and last longer. Annual cost savings of about 50% realized due to less use of electricity and less maintenance due to longer life expectancy of LED.	Medium	✓		Transportation Engineering

A14.	MV Utility analyzed alternative technologies for street lighting. A pilot program for LED street lights is scheduled to begin June 2013, one for induction lighting was completed September 2010, and testing of a device that controls the energy use of the ballast in High Pressure Sodium lighting was completed July 2012.	Medium	✓		Special Districts
A15.	City Hall fans run while the building is occupied to maintain a comfortable temperature and a humidity level of 60%, and reduce carbon dioxide levels, per Title 24.	Low	✓		Purchasing & Facilities

### Reduced Water Consumption

	Water Reduction Measures	Cost Effectiveness	Practice	Policy	Lead Division
A16.	Park restrooms and other buildings are installed with automatically shut off faucets.	High	✓		Parks & Community Services
A17.	Reclaimed water for irrigation is used on about 40 acres of City park land.	High	✓		Parks and Community Services
A18.	Newer irrigation systems at City parks utilize smart controllers which are self-regulating and utilize a central weather station or have their own weather stations.	High	✓		Parks and Community Services
A19.	City adopted new landscape standards which require the use of drought tolerant landscape and water efficient irrigation in new installations and most retrofit projects.	High		✓	Planning
A20.	Approximately 60 acres of landscaped parkways and medians are irrigated by reclaimed water. Each year roughly 345 Acre feet or 112,535,000 gallons of reclaimed water are consumed.	High	✓		Special Districts
A21.	Purchasing & Facilities Division tested 0.5 gallon per minute aerators for restroom faucets. Currently, 2.0 and 2.2 per minute gallon aerators are used. The 0.5 gallon aerators were not installed as faucet ran too long for hot water to flow out.	High	✓		Purchasing & Facilities
A22.	Synthetic turf was installed at Community Park soccer fields to conserve water and increase use time.	Medium	✓		Parks and Community Services
A23.	Facilities staff researched use of waterless urinals. Maintenance requirements and costs were too high to justify use in public restrooms.	Low	✓		Purchasing & Facilities

## Recycling and Diversion

	Recycling and Diversion Measures	Cost Effectiveness	Practice	Policy	Lead Division
A24.	Maintenance & Operations has a program to recycle asphalt concrete. Existing pavement is ground up and used as base for repaving. Unused material is stored for future use.	High	✓		Maintenance & Operations
A25.	All City facilities have recycling programs.	High	✓	✓	Maintenance & Operations
A26.	City recycling programs include: Procurement Policy, City Facilities Recycling Program, Animal Shelter Lonely Hearts Adoption Program, School Recycling Program, Residential Recycling, Curbside & Buy-back, Voluntary Commercial Recycling, C&D Recycling, CIP Program, Community Outreach, Grasscycling, Mulch, and Composting Workshops.	High	✓	✓	Maintenance & Operations
A27.	City staff works with the community, the Chamber of Commerce and City employees on promoting and presenting recycling programs.	High	✓		Maintenance & Operations
A28.	Rubberized asphalt concrete has been used on City street projects when cost is comparable to regular asphalt concrete. Recycled tires are used. Advantages include reduced road noise, reduced braking distance, and longer life to road surface.	Medium	✓		Capital Projects
A29.	Cold in Place Recycling is used as appropriate for street rehabilitation projects. The process removes old pavement, combines it with emulsion, and places it back down as part of the new pavement.	Medium	✓		Capital Projects
A30.	In central plant recycling, reclaimed asphalt pavement is screened, crushed, sized, and mixed with an asphalt rejuvenator. The recycled mix is transported immediately to a job site, or stockpiled for later use.	Medium	✓		Capital Projects
A31.	City uses green recycled janitorial products at City Hall and the Facilities Annex.	Low	✓	✓	Purchasing & Facilities

## Alternative Fuel Vehicles

	Alternative Fuel Vehicle Measures	Cost Effectiveness	Practice	Policy	Lead Division
A32.	Retrofit completed of diesel engines vehicles to comply with laws to make diesel engines cleaner burning. Phase I completed December 2009, Phase II completed December 2011.	High	✓		Maintenance & Operations
A33.	City has one electric vehicle and four natural gas vehicles (two street sweepers, one pick up truck, and one storm drain cleaning truck).	Medium	✓		Maintenance & Operations

## Education

The City of Moreno Valley currently promotes education related to energy efficiency by participating in partnerships and organizations that promote energy efficiency and by attending seminars, workshops and trade shows related to green building, water conservation, and facility maintenance.

The City of Moreno Valley participates in the following organizations:

- Community Energy Partnership – this partnership identifies incentives and rebates for City and developer projects.
- Energy Coalition - Facilities Maintenance Division has completed energy audits for five buildings with the Energy Coalition.
- WRCOG Clean Cities – public-private partnership dedicated to achieving improved air quality, energy security, economic development, and transportation goals.
- WRCOG Air Quality Task Force – the task force brings together cities and local resources to share information on efforts and funding opportunities to improve air quality in the region.
- WRCOG Solid Waste Technical Committee – the task force comprised of staff from each of WRCOG’s member agencies and meets to discuss solid waste and recycling issues and makes recommendations to the WRCOG’s Technical Advisory Committee on matters directly relating to Western Riverside County.
- Riverside County Solid Waste Management Advisory Council (Countywide Local Task Force) – this group provides advisory to the County’s Planning Commission and Board on all substantive waste management issues and solid waste facility land use matters, and also assists the County and its cities in meeting AB939 requirements, from the preparation and revision of the Countywide Integrated Waste Management Plan (CIWMP) to reviewing and commenting on solid waste facilities and their expansions for consistency and recycling goals to the Department of Resources, Recycling and Recovery.

## **Proposed Energy Efficiency Policies**

The following energy efficiency measures are suggested as policies and programs for municipal operations. The suggested measures include current practices of the City of Moreno Valley along with recommendations from the City’s Energy Efficiency Task Force and the practices and policies of other jurisdictions. Many of the policies and programs will require additional study and formal adoption by the City Council prior to becoming effective.

Reduction Measures Section I	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
B1. Use reclaimed water for City buildings, facilities, parks and parkways where connection to reclaimed water lines is feasible.		✓					High	Capital Projects or Contracting Division / Department
B2. Participate in Savings by Design or similar program to identify ways to improve the energy efficiency for all new City buildings and facilities.	✓						High	Capital Projects or Contracting Division / Department
B3. Establish policy to meet a green building rating system standard or standard beyond Title 24 for all new buildings and retrofits over 5,000 square feet.	✓						High	Capital Projects
B4. Coordinate with Southern California Edison or Moreno Valley Utility, Eastern Municipal Water District, and The Gas Company to maximize rebates for all building projects.	✓						High	Capital Projects or Contracting Division / Department
B5. Require life cycle cost for all new facilities and retrofits over 5,000 square feet that compare initial and long-term costs for projects. Include analysis in City Council reports, to inform decision makers of total costs of projects.	✓						High	Capital Projects

**Item No. E.1**

<b>Reduction Measures Section I</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
36. Benchmark all City facilities in the Energy Star web site, to monitor energy use at City facilities.	✓						High	Electric Utility
B7. Include all City facilities in recycling programs. Establish a 75% diversion rate goal.			✓				High	Maintenance & Operations
B8. Recycle existing asphalt concrete for used as base for streets whenever feasible. Store recycled material not used immediately.			✓				High	Maintenance & Operations
B9. Seek funding for alternative fuel and fuel efficient vehicles and diesel retrofits.				✓			High	Maintenance & Operations
B10. Establish minimum fleet mileage standard for fleet vehicles.				✓			High	Maintenance & Operations
311. Promote rideshare program for employees to decrease vehicles miles traveled.				✓			High	Maintenance & Operations
B12. Restrict use of turf at City buildings and facilities to gathering areas and useable open space. Replace low use turf areas with drought tolerant plants.		✓					High	Parks & Community Services
B13. Use smart controllers for all City projects consistent with City Landscape Standards. Retrofit existing controllers as funding is available.		✓					High	Parks & Community Services

Reduction Measures Section I	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
B14. Require new buildings constructed in City parks use solar tubes or equal design for daytime lighting.	✓						High	Parks & Community Services
B15. Install energy efficient fixtures for all new sport field lights. Retrofit existing lights as funding is available.	✓						High	Parks & Community Services
B16. Establish an energy efficiency revolving fund to deposit energy savings, rebates and incentives. The policy should consider the following funding sources: 100% of rebate and incentive money and 50% of energy bill savings from energy efficiency projects.	✓						High	Planning
317. Host annual Energy Efficiency Day for employees with demonstrations and literature on energy saving products and practices for work and at home. This activity helps maintain Gold level status with Energy Coalition.	✓					✓	High	Planning
B18. Encourage employees to submit energy efficiency recommendations for City operations and assess them.	✓						High	Planning
B19. Install light sensors, which turn off the lights when a room is not in use, wherever practical.	✓						High	Purchasing & Facilities

**Item No. E.1**

<b>Reduction Measures Section I</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
20. Allow for safety concerns for City facilities and reduce or turn off exterior and interior lights when facilities are not in use.	✓						High	Purchasing & Facilities
B21. Include in all City leases permission to do energy retrofits (e.g. replace light bulbs).	✓						High	Purchasing & Facilities
B22. Set City building thermostats at Federal and State recommendations, currently 68 degrees (winter) and 78 degrees (summer), wherever possible.	✓						High	Purchasing & Facilities
B23. Utilize an energy monitoring system to track electricity use and identify areas/facilities that can be operated more efficiently.	✓						High	Purchasing & Facilities
B24. Provide routine maintenance of the heating and air conditioning (HVAC) systems at City facilities.	✓						High	Purchasing & Facilities
B25. Complete periodic energy audits of all City facilities to identify energy efficiency opportunities and implement all cost effective recommendations.	✓						High	Purchasing & Facilities
B26. Replace interior and exterior lighting fixtures with more energy efficient fixtures as they become available and cost effective, as funding is available.	✓						High	Purchasing & Facilities



Reduction Measures Section I	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
B27. Base purchasing decisions on environmental information and life cycle costs.	✓						High	Purchasing & Facilities
B28. Install computer monitoring systems in new City facilities to allow continuous control of HVAC systems. Retrofit existing facilities as funding becomes available.	✓						High	Purchasing & Facilities
B29. Install automatic shutoff faucets and 0.5 gallon per minute aerators in new City buildings and facilities wherever practical. Replace existing faucets and aerators as funding is available.		✓					High	Purchasing & Facilities
B30. Review median landscape standards to increase water efficiency, with efficient irrigation, grading that retains water run off and a drought tolerant plant palette.		✓					High	Special Districts
B31. Seek grants to renovate Alessandro Boulevard medians to reduce or eliminate turf, which would reduce water, electricity and gasoline (maintenance equipment) use, and reduce maintenance cost and green waste.		✓					High	Special Districts

**Item No. E.1**

<b>Reduction Measures Section I</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
32. Establish guideline that identifies criteria for using 'green concrete' or concrete made with recycled aggregate. Use reduces CO <sub>2</sub> emissions and solid waste sent to landfills.			✓				Medium	Capital Projects
B33. Document municipal green building efforts and post-occupancy building performance metrics on the City website for use as a resource for the development community.	✓						Medium	Capital Projects
B34. Establish guideline that identifies criteria for using rubberized asphalt concrete for City projects.			✓				Medium	Capital Projects
335. Consider moving City electric load off-peak to reduce peak demand and take advantage of lower rates.	✓						Medium	Electric Utility
B36. Identify opportunities for on-site renewable energy generation on City-owned and private property.	✓						Medium	Electric Utility
B37. Establish a zero waste policy to require everything to be recycled, with minimal disposables allowed and encourage composting.			✓				Medium	Maintenance & Operations
B38. Require use of photo cells and automatic shutoff timers in park buildings wherever practical.	✓						Medium	Parks & Community Services

Reduction Measures Section I	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
B39. Coordinate with near by jurisdictions to implement regional energy efficiency programs.	✓						Medium	Planning
B40. Use green/recycled janitorial products at City facilities whenever cost effective.			✓				Medium	Purchasing & Facilities
B41. Provide bicycle parking at City facilities.				✓			Medium	Purchasing & Facilities
B42. Research potential savings of synthetic turf and/or low water use plantings in medians, assessing installation, maintenance and water costs.		✓					Medium	Special Districts
B43. Consider use of timers on street lights to shut off during late evening and early morning hours when traffic volumes are low, pursuant to adoption of a policy regarding hours of operation for streetlights.	✓						Medium	Special Districts
B44. Provide incentives for City staff to develop expertise and certification in green building strategies.	✓	✓	✓	✓	✓	✓	Low	Building
B45. Consider adding charge stations and other alternative fuel facilities at City facilities.				✓			Low	Maintenance & Operations
B46. Assess use of low flow toilets and waterless urinals as performance improves and maintenance costs drop.		✓					Low	Purchasing & Facilities

**Item No. E.1**

<b>Reduction Measures Section I</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
47. Require operation of ventilation fans at all City facilities when occupied to maintain a comfortable temperature, humidity level of 60%, and reduce carbon dioxide levels.	✓						Low	Purchasing & Facilities
B48. Replace paper towel dispensers with air dryers in City facilities where practical and cost effective.			✓				Low	Purchasing & Facilities
B49. Establish LED standard (fixture and spacing) for new streetlights for new installations and retrofit existing lights as funding permits.	✓						Low	Transportation Engineering

# SECTION II – CLIMATE ACTION STRATEGY

## **Proposed Climate Action Policies**

The following energy efficiency measures are suggested as policies for the City of Moreno Valley as a community. The suggested measures include recommendations from the City's Energy Efficiency Task Force and the practices and policies of other jurisdictions.

**Item No. E.1**

Reduction Measures Section II	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
C1. Install light colored "cool" roofs and cool pavements. (Cool roofs are a requirement per State Title 24/CalGreen Building Standards).	✓						High	Building
C2. Require Energy Star equipment and appliances in new construction & renovations.	✓					✓	High	Building
C3. Specify no- or low-VOC (Volatile Organic Compound) materials.						✓	High	Building
C4. Install photovoltaic or other solar technology for city owned facilities wherever feasible.					✓		High	Capital Projects or Contracting Division / Department
C5. Partner with the largest consumers of energy to encourage and promote their energy efficiency activities.	✓						High	Electric Utility
C6. Promote and implement programs to encourage load shifting to off-peak house and explore demand response solutions.	✓						High	Electric Utility
C7. Provide education on energy efficiency to residents, customers and/or tenants.	✓						High	Electric Utility
C8. Create new Partnership brand to integrate City and Utility marketing campaigns to customers. Develop Marketing Team to coordinate City and Utility marketing.	✓						High	Electric Utility
C9. Increase marketing efforts by organizing the following community activities: <ul style="list-style-type: none"> <li>• City sponsored ideas expo and stakeholder meetings;</li> <li>• City presenting program</li> </ul>	✓						High	Electric Utility

	<b>Reduction Measures Section II</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
	<p>at Chamber of Commerce meetings;</p> <ul style="list-style-type: none"> <li>City working with community organizations, local service clubs, HOA's to educate and sign-up participants;</li> <li>Contractors marketing to residential and business customers;</li> </ul> <p>City Council recognizing "energy champions" at televised meetings.</p>								
C10.	Implement low impact development practices that maintain existing site hydrology to manage storm water and protect the environment. (Use of low impact development practices is required by the new regional water quality permit.)		✓					High	Land Development
-265-									
C11.	Require that developers recycle existing street material for use as base for new streets.			✓				High	Land Development
C12.	Work with Waste Management to utilize billing statements or MVTV-3 to encourage businesses and residents to enroll in recycling programs.			✓				High	Maintenance & Operations
C13.	Explore grants to pay for recycling collection devices and their maintenance to be placed with public trash bins.			✓				High	Maintenance & Operations
C14.	Increase recycling at public events.			✓				High	Maintenance & Operations

**Item No. E.1**

<b>Reduction Measures Section II</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
<p>Install water-efficient irrigation systems and devices and use water-efficient irrigation methods.</p> <p>Promote use of City's multi-use trail system.</p>	✓	✓		✓			High	Parks & Community Services
<p>C17. Establish Energy Efficiency and Conservation baselines. Set municipal and community wide energy demand and usage reduction goals and implement them by leveraging program resources and incentives already committed or potentially available.</p>	✓						High	Parks & Community Services
<p>C18. Maintain City's Community Partnership program with Southern California Edison, The Gas Company, and Moreno Valley Electric Utility through the Energy Coalition. This partnership allows for funding the City can use for energy conservation marketing, education, and outreach efforts.</p>	✓						High	Planning & Electric Utility
<p>C19. City act as a model of energy conservation stewardship. Build upon historical and current energy conservation efforts as the foundation for continued efforts and education of the community on energy efficiency and conservation cost savings and environmental benefits.</p>	✓						High	Planning
<p>C20. Require new large developments (projects of regional significance) participate in the Savings by Design or similar programs to identify ways to improve energy</p>	✓						High	Planning



Reduction Measures Section II	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
efficiency of proposed construction.								
C21. Encourage community use of Southern California Edison, Moreno Valley Utility, Eastern Municipal Water District, and The Gas Company financial incentives and rebate opportunities.	✓						High	Planning
C22. Adopt a dark sky ordinance and reduce unnecessary outdoor lighting.	✓						High	Planning
C23. Encourage passive solar design, to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. (Existing design guideline).	✓						High	Planning
4. Promote customer financing programs that assist with purchasing energy efficiency improvements. WRCOG has established a financing program through property taxes based on the guidelines in Assembly Bill 811. City is a partner in this program.	✓						High	Planning
C25. Encourage Point-of-Sale Rebates, the simplest methods for customers to qualify for incentives. Pursue adding more retailer participants within community.	✓						High	Planning
C26. Review and update the landscape ordinance to continue lowering use of potable water for landscape irrigation. (City		✓					High	Planning

**Item No. E.1**

	<b>Reduction Measures Section II</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
	updated landscape standards in 2009 to further encourage water conservation.)		✓						
C28.	Provide education about water conservation and available programs and incentives.		✓					High	Planning
C29.	Protect existing trees and encourage the planting of new drought tolerant trees. Adopt a tree protection and replacement ordinance.		✓		✓			High	Planning
C30.	Work with developers to increase housing near transit through recently adopted mixed use zones. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)				✓			High	Planning
C31.	Designate Transit-Oriented Development district(s). (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)				✓			High	Planning
C32.	Explore building footprint, setbacks, height, scale, hardscape requirements to create compact building design techniques.	✓					✓	High	Planning
C33.	Explore reduced parking minimum requirements for mixed-use developments to encourage transit and non-motorized transportation.				✓			High	Planning
C33.	Apply urban planning principles that encourage high density, mixed-use, walkable/bikeable neighborhoods, and coordinate land-use and transportation with open space systems and promote	✓			✓			High	Planning

Reduction Measures Section II	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
the efficient delivery of services and goods. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)								
C34. Promote "Energy Efficiency" at City events or events that the City participates in such as 4 <sup>th</sup> of July and the March Air Show.	✓						High	Planning
C35. Develop original programming on MVTV-3 that promotes energy efficiency, e.g. a program that follows a residential energy audit, to demonstrate how residents can make their homes more energy efficient.	✓						High	Purchasing & Facilities, & Planning
C36. Work with RTA to expand access to public transit by adding routes and shelters and benches within 1/4 mile of high density residential, commercial, employment areas, schools, and parks.				✓			High	Transportation Engineering
C37. Promote rideshare and trip reduction ride programs such as carpools/vanpools and preferential parking areas at City facilities and other large employers.				✓			High	Transportation Engineering
C38. Promote school rideshare programs to assist parents/students forming carpools.				✓			High	Transportation Engineering
C39. Adopt a Non-Motorized Transportation Plan. With focuses on pedestrian and bicycle routes and Master Sidewalk Plan. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction				✓			High	Transportation Engineering

**Item No. E.1**

<b>Reduction Measures Section II</b>		Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
	Policies)								
	Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.				✓			High	Transportation Engineering
C41.	Set goals consistent with State's Long Term Strategic Plan: All new residential construction in California will be zero net energy by 2020. All new commercial construction in California will be zero net energy by 2030.	✓						Medium	Building
C42.	Encourage installation of solar and wind power systems and solar hot water heaters.					✓		Medium	Building & Planning
C43.	Establish City guideline that identifies criteria for using rubberized asphalt concrete for public streets.			✓				Medium	Capital Projects
-270-4.	Establish City guideline that identifies criteria for using 'green concrete' that has been made with recycled aggregate for public improvements. Results in reduced CO <sub>2</sub> emissions and reduces solid waste sent to landfills.			✓			✓	Medium	Capital Projects
C45.	Prepare a Master Sidewalk Plan that identifies "missing links" where sidewalks are necessary and identifies streets for which no sidewalk is required.				✓			Medium	Capital Projects
C46.	Adopt and implement a policy to increase the use of renewable energy.	✓						Medium	Electric Utility
C47.	Promote residential surveys to educate residents on energy	✓						Medium	Electric Utility

Reduction Measures Section II	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
saving behaviors, and direct leads and data to appropriate marketing channels to encourage more extensive energy upgrades.								
C48. Encourage installation of solar panels on unused roof and ground space and over carports and parking areas.					✓		Medium	Electric Utility & Planning
C49. Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.					✓		Medium	Electric Utility
C50. Conduct gray water, rainfall runoff, and other system research and pilot study.		✓					Medium	Land Development
C51. Actively explore new items to add to the list of accepted recycled materials with the City's franchised waste hauler.			✓				Medium	Maintenance & Operations
-271- 2. Implement programs to encourage and increase participation of diverted waste from landfills to meet or exceed state regulation requirements.			✓				Medium	Maintenance & Operations
C53. Provide easy and convenient recycling opportunities for residents, the public, and businesses.			✓				Medium	Maintenance & Operations
C54. Provide education and publicity about reducing waste and available recycling services.			✓				Medium	Maintenance & Operations
C55. Require shaded and accessible pedestrian paths of travel between building entrances and parking lots, sidewalks, adjacent properties, and public transportation stops.	✓			✓			Medium	Planning

**Item No. E.1**

<b>Reduction Measures Section II</b>		Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
C57.	Increase housing density near transit. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies) Steer development towards infill rather than greenfield areas. Consider differential impact fee system with lower fees for areas with infrastructure.				✓		✓	Medium	Planning
C58.	Revise municipal code to ensure solar access is maintained for future solar electric and solar hot water installations.	✓				✓	✓	Medium	Planning
C59.	Consider a shade tree ordinance and utility incentives for shading south and west faces of dwelling units.	✓					✓	Medium	Planning & Electric Utility
C60. -272-	Designate city staff person responsible for coordinating climate action by city departments.	✓						Medium	Planning
C61.	Promote local demonstration gardens at Western Municipal Water District and the planned garden at the southeast corner of Cactus and Heacock, around the EMWD pump station.		✓					Medium	Parks & Community Services
C62.	Encourage harvestable landscape.		✓					Medium	Planning
C63.	Promote free shuttle service connecting to Metrolink station.				✓			Medium	Transportation Engineering
C64.	Create travel routes that ensure destinations may be reached conveniently by public transit, bicycling and walking. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction				✓			Medium	Transportation Engineering

Reduction Measures Section II		Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
	Policies)								
C65.	Work with WRCOG to develop a master plan to encourage use of neighborhood electric vehicles, which are energy efficient street legal vehicles.				✓			Medium	Transportation Engineering
C66.	Coordinate with school districts to adopt the League of America Bicyclists' Cycling curriculum so students learn safest way to bike.				✓			Medium	Transportation Engineering
C67.	Implement "Smart Bus" technology - GPS with electronic displays at stops to provide actual time data to passengers.				✓			Medium	Transportation Engineering
C68.	Develop renewable fuel locations and electric plug-in stations including a map and street signage for drivers to find alternative fueling stations.				✓			Medium	Transportation Engineering
9.	Implement a regional transit program between educational facilities. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)				✓			Medium	Transportation Engineering
C70.	Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)				✓			Medium	Transportation Engineering
C71.	Explore developing a Smart Growth Development Impact Fee matrix. Fee based on trips generated by project. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)	✓			✓			Medium	Transportation Engineering

**Item No. E.1**

<b>Reduction Measures Section II</b>	Energy Use Reduction	Water Use Reduction	Recycling and Diversion	Alternative Transportation	Renewable Energy	Greenhouse Gas Emission	Cost Effectiveness	Lead Division
. Evaluate and update existing General Plan street cross-sections to accommodate "complete streets" design standards.				✓			Medium	Transportation Engineering
C73. Incorporate public transit into the project's design. (GHG Policy R2-T1 Land Use Based Trips and VMT Reduction Policies)				✓			Medium	Transportation Engineering
C74. Accelerate implementation of solar energy-based technology through permitting process (e.g., reduced permit fees, streamlined permit approval process).					✓		Low	Building
C75. Where solar systems cannot feasibly be incorporated into the project at the outset, build "solar ready" structures.					✓		Low	Building
6. Consider changing existing and future illuminated streetlights to LED. The retrofit cost for LED lighting is not feasible at this point. SCE and MVU do not currently have a separate rate structure for LED.	✓						Low	Special Districts



# SECTION III – APPENDICES

## General Plan Goals and Objectives

- Chapter 7. Energy conservation is a way to control energy costs, reduce reliance on foreign energy supplies and minimize air pollution. Energy efficiency can be derived in the arrangement of land uses, in the design of developments and the architecture of individual buildings. (GP Issues and Opportunities 7.6.2.)
- Chapter 7. Issues and Opportunities 7.6.2. The amount of energy consumed in automobile travel can be reduced if commercial and recreational opportunities are located near residential uses. Commuter travel can be minimized if there is a reasonable balance between jobs and housing within the area. Placing high intensity uses along transit corridors can also reduce automobile travel.

Reducing residential street width can affect microclimates and reduce the summer cooling needs of adjacent homes. The orientation of buildings can be arranged to affect the amount of heat gain. Shade trees can also cool microclimates and aid in energy conservation.

Building construction options are available to reduce energy consumption. Building construction methods include, but are not limited to, insulation of walls and ceilings, insulated windows and solar water heating systems. Many building energy conservation measures have been incorporated into Title 24 of the California Administrative Code and are required of all residential structures. (GP)

- Orient commercial development toward pedestrian use. Buildings should be designed and sited so as to present a human-scale environment, including convenient and comfortable pedestrian access, seating areas, courtyards, landscaping and convenient pedestrian access to the public sidewalk. (GP)
- Chapter 8. Energy Conservation 8.4.11 The City of Moreno Valley, through its housing rehabilitation programs provides grants or loan funds that include work for energy conservation repairs or replacements. The City of Moreno Valley, through its Neighborhood Preservation division, participates in utility energy conservation programs sponsored by private sector utility companies. When households participating in the City's housing rehabilitation programs require additional assistance in the area of energy conservation, utility discounts or replacement of inefficient appliances, staff provides information on programs available through utility companies. Depending on the availability of funds, utility companies make available weatherization services, replacement of inefficient air conditioners with evaporative coolers, replacement of refrigerators that are over 10 years old, repair or replacement of inefficient furnaces as well as free energy efficient compact fluorescent light bulbs. (GP)

- Objective 4.3 Develop a hierarchical system of trails which contribute to environmental quality and energy conservation by providing alternatives to motorized vehicular travel and opportunities for recreational equestrian riding, bicycle riding, and hiking, and that connects with major regional trail systems. (GP)
- 5-13 Implement Transportation Demand Management (TDM) strategies that reduce congestion in the peak travel hours. Examples include carpooling, telecommuting, and flexible work hours. (GP)
- 7.5.2 Encourage energy efficient modes of transportation and fixed facilities, including transit, bicycle, equestrian, and pedestrian transportation. Emphasize fuel efficiency in the acquisition and use of City-owned vehicles. (GP)
- 7.5.3 Locate areas planned for commercial, industrial and multiple family density residential development within areas of high transit potential and access. (GP)
- Chapter 5. Transportation Demand Management 5.3.5 Transportation Demand Management (TDM) strategies reduce dependence on the single-occupant vehicle, and increase the ability of the existing transportation system to carry more people. The goal of TDM is to reduce single occupant vehicle trips during peak hours and modify the vehicular demand for travel.

A reduction in peak hour trips and a decrease in non-attainment pollutants can be achieved through the implementation of TDM strategies. Examples of the strategies include: carpooling, telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home.

- 7.5.1 Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand. (GP)
  - 7.8.1 Encourage recycling projects by individuals, non-profit organizations, corporations and local businesses, as well as programs sponsored through government agencies. (GP)
  - Chapter 7. Solid Waste 7.3. The City Council adopted a “Source Reduction and Recycling Element” in 1992, describing how Moreno Valley plans to meet the goals mandated by AB939. The element includes strategies to address various components of the solid waste challenge, including the character of the waste stream, source reduction, recycling, composting, special waste (e.g. construction debris, auto bodies, medical waste, tires and appliances), education and public information, disposal facility capacity, funding and integration of the various components.

Moreno Valley works in concert with the local waste hauling company to meet its waste diversion requirements. Residential customers place recyclable materials at the curb for collection by the waste hauler, Waste Management of the Inland Empire. The waste hauler separates and markets the recyclable materials, including cardboard, paper, tin/metal, aluminum cans, plastics

and glass. In 2004, fifty-one percent of the solid waste generated in Moreno Valley was diverted from landfills. (GP)

- 7.3.1 Require water conserving landscape and irrigation systems through development review. Minimize the use of lawn within private developments, and within parkway areas. The use of mulch and native and drought tolerant landscaping shall be encouraged. (GP)
- 7.3.2 Encourage the use of reclaimed wastewater, stored rainwater, or other legally acceptable non-potable water supply for irrigation. (GP)
- 7-2 Advocate for natural drainage channels to the Riverside County Flood Control District, in order to assure the maximum recovery of local water, and to protect riparian habitats and wildlife. (GP)
- 7-4 Provide guidelines for preferred planting schemes and specific species to encourage aesthetically pleasing landscape statements that minimize water use. (GP)
- Maintenance of systems for water supply and distribution; wastewater collection, treatment, and disposal; solid waste collection and disposal; and energy distribution which are capable of meeting the present and future needs of all residential, commercial, and industrial customers within the City of Moreno Valley. (GP)
- 7-3 Maintain a close working relationship with EMWD to ensure that EMWD plans for and is aware of opportunities to use reclaimed water in the City. (GP)
- Provide landscaping in automobile parking areas to reduce solar heat and glare. (GP)
- 6.7.6 Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code. (GP)
- 7.5.4 Encourage efficient energy usage in all city public buildings. (GP)
- 7.5.5 Encourage the use of solar power and other renewable energy systems. (GP)
- A dark sky policy
- Chapter 9. 2.10.7 On-site lighting should not cause nuisance levels of light or glare on adjacent properties. (GP)
- Chapter 9. 2.10.8 Lighting should improve the visual identification of structures. Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging nighttime use of areas by pedestrians.(GP)

## Resources

- ICLIE - Local Governments for Sustainability (ICLEI) is a membership association of local governments committed to advancing climate protection and sustainable development.
- The Energy Coalition
- Community Energy Partnership
- Southern California Edison
- The Gas Company
- Eastern Municipal Water District
- Energy Star
- WRCOG
- Waste Management
- Moreno Valley Utilities
- Moreno Valley Unified School District
- Val Verde Unified School District

Final

# CITY OF MORENO VALLEY

## Greenhouse Gas Analysis

February 2012

Prepared for:



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# CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>VI</b>
<b>CHAPTER 1 INTRODUCTION .....</b>	<b>1-1</b>
1.1 Purpose .....	1-2
1.2 Goals .....	1-2
1.3 Relationship to the City’s General Plan .....	1-2
1.4 Background .....	1-3
1.5 Greenhouse Gases .....	1-3
1.6 Regulatory Setting .....	1-4
<b>CHAPTER 2 METHODOLOGY .....</b>	<b>2-1</b>
2.1 Overview .....	2-2
2.2 Calculation of GHGs .....	2-3
<b>CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY .....</b>	<b>3-1</b>
3.1 2010 Municipal Emissions Inventory .....	3-2
3.2 2010 Community-Wide Emissions Inventory.....	3-6
3.3 2020 Business-as-Usual Community-Wide Emissions Inventory .....	3-9
3.4 2020 Reduction Target .....	3-11
3.5 Emissions Comparison by Year .....	3-12
<b>CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS.....</b>	<b>4-1</b>
4.1 Existing Moreno Valley Programs .....	4-3
4.2 Transportation .....	4-6
4.3 Energy .....	4-12
4.4 Area Source.....	4-23
4.5 Water .....	4-25
4.6 Solid Waste .....	4-28
<b>CHAPTER 5 TOTAL ESTIMATED REDUCTIONS .....</b>	<b>5-1</b>
<b>CHAPTER 6 CONCLUSION .....</b>	<b>6-1</b>
<b>CHAPTER 7 IMPLEMENTATION .....</b>	<b>7-1</b>
<b>CHAPTER 8 REFERENCES .....</b>	<b>8-1</b>

## TABLES

Table ES-1	Projected GHG Emissions Comparison.....	vii
Table 3-1	2010 Municipal Data Inputs .....	3-2
Table 3-2	2010 Total Municipal Emissions.....	3-3
Table 3-3	2010 Municipal Emissions and Costs by Department .....	3-4
Table 3-4	Estimated Municipal Energy Costs.....	3-5



## CONTENTS

Table 3-5	2010 Community-Wide Data Inputs .....	3-6
Table 3-6	2010 Community-wide GHG Emissions by Source .....	3-7
Table 3-7	2010 Community-wide GHG Emissions by Land Use .....	3-8
Table 3-8	2020 BAU Community-Wide Data Inputs.....	3-9
Table 3-9	2020 BAU GHG Emissions by Source.....	3-10
Table 3-10	2020 BAU Community-wide GHG Emissions by Land Use .....	3-11
Table 3-11	2020 GHG Emissions Reduction Target.....	3-12
Table 3-12	GHG Emissions by Source.....	3-12
Table 3-13	2020 GHG Emissions Reduction Target.....	3-13
Table 4-1	Municipal EECBG Projects .....	4-4
Table 4-2	General Plan Policies Related to Reducing GHG Emissions .....	4-6

## FIGURES

Figure 3-1	2010 Municipal Emissions by Source (metric tons CO <sub>2</sub> e) .....	3-3
Figure 3-2	2010 Comparison of Municipal Emissions Generated by Department (MT CO <sub>2</sub> e) .....	3-5
Figure 3-3	2010 Emissions Generated by Source .....	3-7
Figure 3-4	2010 GHG Emissions by Land Use .....	3-8
Figure 3-5	2020 BAU Emissions Generated by Source (MT CO <sub>2</sub> e) .....	3-10
Figure 3-6	2020 BAU GHG Emissions by Land Use .....	3-11

## ACRONYMS

# ACRONYMS

AB 32	Assembly Bill 32, The California Climate Change Solutions Act of 2006
ATMS	Advanced Transportation Management Systems
ADWF	Average Daily Wastewater Flow
BAU	Business-As-Usual scenario
BTU	British thermal unit
CARB	California Air Resources Board
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal EPA	California Environmental Protection Agency
CAS	California Climate Adaption Strategy
CAT	Climate Action Team
CCAT	California Climate Action Team
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CCTP	Climate Change Technology Program
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
C <sub>2</sub> F <sub>6</sub>	Hexafluoroethane
CF <sub>4</sub>	Carbon Tetrafluoride
CH <sub>4</sub>	Methane
CIWMB	California Integrated Waste Management Board
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon dioxide Equivalent
DPM	Diesel Particulate Matter
EMFAC2007	On-Road Emission Factors published by the CARB in 2007
EMWD	Eastern Metropolitan Water District
GCC	Global Climate Change
GHG	Greenhouse Gas
GWh	Gigawatt Hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons

## ACRONYMS

HFC-23	Trifluoromethane
HFC-134	Hydrofluorocarbon 134
HFC-152a	Difluoroethane
IPCC	Intergovernmental Panel on Climate Change
Lbs/year	Pounds per Year
LEED	Leadership in Energy and Environmental Design
MMBTU	Million BTUs
MMT	Million Metric Tons
MMT CO <sub>2</sub> e	Million Metric Tons Carbon Dioxide Equivalent
MVU	Moreno Valley Utility
MWD	Metropolitan Water District of Southern California
MWh/year	Megawatt hours per year
MWh	Megawatt hours
N <sub>2</sub> O	Nitrous Oxide
O <sub>3</sub>	Ozone
OPR	California Office of Planning and Research
PSD	Prevention of Significant Deterioration
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SIP	State Implementation Plan
SF <sub>6</sub>	Sulfur Hexafluoride
SRI	Solar Reflective Index
UNFCCC	United Nations Framework Convention on Climate Change
URBEMIS 2007	Urban Emissions Model, version 9.2 published in June 2007
USEPA	United States Environmental Protection Agency
VMT	Vehicle miles traveled

## EXECUTIVE SUMMARY

The City of Moreno Valley is committed to providing a more livable, equitable, and economically vibrant community through the incorporation of sustainability features and reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power our buildings, recycling our waste, conserving water, and enhancing access to sustainable transportation modes, Moreno Valley will keep dollars in our local economy, create new green jobs and improve community quality of life. These efforts toward reducing GHG emissions described in this report must be done in coordination with the City's land use decisions. The foundation of planning land use decisions is found in the General Plan policies and programs.

Through this GHG Analysis, Moreno Valley has established goals and policies that incorporate environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development, and open space and natural habitats to further their commitment.

The first step in completing the Moreno Valley GHG Analysis was to inventory the City's GHG emissions. Moreno Valley's community-wide emissions were calculated for the year 2007 and 2010. Sources of emissions include transportation, electricity and natural gas use, landscaping, water and wastewater pumping and treatment, and treatment and decomposition of solid waste. The 2007 inventory represents conditions prior to the economic recession and will be used to set the target for reducing emissions by the year 2020. The 2010 inventory was calculated using the most recent data available; this inventory serves as a baseline to demonstrate Moreno Valley's progress toward reducing emissions. The City's GHG emissions amounted to 939,639 metric tons (MT) of CO<sub>2</sub>e community-wide in 2007 and 920,712 MT CO<sub>2</sub>e in 2010.

Following the state's adopted GHG reduction target, Moreno Valley has set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15 percent decrease from 2007 levels. The AB 32 Scoping Plan suggests a 15 percent decrease from existing levels; however, the Scoping Plan was based on 2005 emissions. For Moreno Valley, 2007 was the year closest to 2005 with the best data available. The projected business-as-usual emissions for the year 2020, based on population and housing growth estimates, are 1,298,546 metric tons of CO<sub>2</sub>e. In order to reach the reduction target, Moreno Valley must offset this growth in emissions and reduce community-wide emissions to 798,693 metric tons CO<sub>2</sub>e by the year 2020.

The City of Moreno Valley has already demonstrated its commitment to sustainability through a variety of programs and policies. These programs include EECBG-funded energy upgrade projects, participation in the Community Energy Partnership, tracking of building energy use through the Energy Star Portfolio Manager, and the Solar Incentive Program for Moreno Valley Utility customers.

Various state policies have enacted programs that will also contribute to reduced GHG emission in Moreno Valley by the year 2020. Some of these policies are: Renewable Portfolio Standard, Pavley Vehicle Emissions Standards, Low Carbon Fuel Standards, and updated Title 24 building standards. By

supporting the state in the implementation of these measures, Moreno Valley will experience substantial emissions reductions.

In order to reach the reduction target laid out in this GHG Analysis, Moreno Valley needs to implement the additional reduction measures described in this report. These measures encourage energy efficient retrofits, transportation oriented planning, water conservation, and increase recycling and reduced landfill waste. Table ES-1, below, summarizes the community wide emissions for 2007, 2010, 2020 business-as-usual (BAU), and the reduced 2020 inventory with the inclusion of the reduction measures.

<b>Table ES-1 Projected GHG Emissions Comparison</b>					
<b>Source Category</b>	<b>2007</b>	<b>2010</b>	<b>Metric tons of CO<sub>2</sub>e</b>		<b>% Reduced from BAU</b>
			<b>BAU 2020</b>	<b>Reduced 2020</b>	
Transportation	517,098	513,581	788,267	421,561	46.5
Energy	287,261	277,230	356,192	251,372	29.4
Area Sources	69,390	69,437	84,665	73,046	13.7
Water and Wastewater	21,595	16,831	20,216	14,158	30.0
Solid Waste	44,294	43,633	49,203	38,000	22.8
<b>Total</b>	<b>939,639</b>	<b>920,712</b>	<b>1,298,543</b>	<b>798,137</b>	<b>38.5</b>
<b>2020 Emission Reduction Target</b>			<b>798,693</b>	<b>798,693</b>	
Note: Mass emissions of CO <sub>2</sub> e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.					

This report sets a baseline for the City’s GHG emissions, projects how these emissions will grow, and includes strategies to reduce emissions to a level consistent with California’s emissions reduction target. These strategies complement the City’s General Plan policies and are consistent with Moreno Valley’s vision for a more sustainable community.



# Chapter 1 Introduction

## CHAPTER 1 INTRODUCTION

The City of Moreno Valley is committed to providing a more livable, equitable and economically vibrant community through the reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power our buildings, recycling our waste, and enhancing access to sustainable transportation modes, we can keep dollars in our local economy, create new green jobs and improve community quality of life.

This section describes the purpose and goals of this report; describes the relationship of the report to the current City General Plan; provides background information on GHG emissions; and summarizes the regulatory framework surrounding GHG emissions and climate change.

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### 1.1 Purpose

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The analysis was completed under the premise that the City and the community it represents are uniquely capable of addressing emissions associated with sources under the City's jurisdiction. The City's emission reduction efforts should coordinate with the state strategies in order to accomplish emission reductions in an efficient and cost effective manner. The City developed this document with the following purposes in mind:

- Create a GHG baseline from which to benchmark GHG reductions;
- Provide a plan that is consistent with and complementary to: the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB 32); the Federal Government through the actions of the Environmental Protection Agency; and the global community through the Kyoto Protocol; and
- Guide the development, enhancement, and implementation of actions that reduce GHG emissions.

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### 1.2 Goals

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With regards to reducing GHG emissions, the City identified the following achievement goals:

- Provide a list of specific measures that will reduce GHG emissions from community sources and municipal operations.
- Reduce emissions attributable to Moreno Valley to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32.

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### 1.3 Relationship to the City's General Plan

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The current Moreno Valley General Plan discusses the City's vision and the realization of this vision the following areas: Community Development; Economic Development; Parks, Recreation, and Open Spaces; Circulation; Safety; Conservation; and Housing. Many of the policies of the General Plan indirectly reduce GHG emissions by conserving energy, promoting the use of alternative transportation,



and reducing waste sent to landfills. These policies that are related to reducing GHG emissions are summarized in Section 4.1.

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## 1.4 Background

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This report achieves the purpose and goals described above by providing: an analysis of GHG emissions and sources attributable to the City of Moreno Valley; estimates on how those emissions are expected to increase to 2020; and recommended policies and actions that can reduce GHG emissions to meet State, Federal and International targets.

The following discussion includes a brief overview regarding the nature of GHG emissions, the climate change impacts anticipated within the City of Moreno Valley, and the international, federal, state, and local regulatory framework designed to address climate change. Additional details about these topics are included in Appendix \_\_ of this document.

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## 1.5 Greenhouse Gases

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Parts of the Earth's atmosphere act as an insulating blanket, trapping sufficient solar energy to keep the global average temperature within a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' or GHGs based on the idea that these gases also trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide, methane, nitrous oxide, ozone, and chlorofluorocarbons (CFCs) all act as effective global insulators, reflecting back to earth infrared radiation. Human activities, such as producing electricity and driving internal combustion vehicles, emit these gases in the atmosphere.

Due to the successful global bans on chlorofluorocarbons (primarily used as refrigerants, aerosol propellants and cleaning solvents), Moreno Valley does not generate significant emissions of these GHGs and therefore, they are not considered any further in this analysis. This also includes other synthesized gases such as HFCs and CF<sub>4</sub> which have been banned and are no longer available on the market. Because of the ban, Moreno Valley will not generate emissions of these GHGs and therefore, they are not considered any further in this analysis.

Another GHG with a high global warming potential is sulfur hexafluoride, which is mainly used as a gaseous dielectric medium in electric switchgear of high voltage electric transmission lines and medical use in retinal detachment surgery and ultrasound imaging. In both uses, sulfur hexafluoride is not released to the atmosphere and therefore, it is not considered further in this analysis.

Because GHGs have variable potencies, a common unit of measurement, the carbon dioxide equivalent (CO<sub>2</sub>e) is used to report the combined potency from all of the GHGs. The potency each GHG has in the atmosphere is measured as a combination of the volume of its emissions and its global warming

potential<sup>1</sup>, and is expressed as a function of the potency with respect to the same mass of carbon dioxide. Thus, by multiplying the individual gas by its global warming potential, the emissions of each individual gas can be measured in terms of metric tons of CO<sub>2</sub>e (MT CO<sub>2</sub>e).

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## 1.6 Regulatory Setting

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In an effort to stabilize GHG emissions and reduce impacts associated with climate change, international agreements, as well as federal and State actions were implemented beginning as early as 1988. The international, federal, State, regional, and local government agencies discussed below work jointly, as well as individually, to address GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs.

### International and Federal

#### KYOTO PROTOCOL

The United States participated in the United Nations Framework Convention on Climate Change (UNFCCC) signed on March 21, 1994. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008–2012 (UNFCCC 1997). It should be noted that although the United States is a signatory to the Kyoto Protocol, Congress has not ratified the Protocol and the United States is not bound by the Protocol's commitments.

In anticipation of providing an updated international treaty for the reduction of GHG emissions, representatives from 170 countries met in Copenhagen in December 2009 to ratify an updated UNFCCC agreement (Copenhagen Accord). The Copenhagen Accord, a voluntary agreement between the United States, China, India, and Brazil, recognizes the need to keep global temperature rise to below 2 °C and obliges signatories to establish measures to reduce GHG emissions and prepare to help poorer countries in adapting to climate change. The countries met again in Cancun in December 2010 and adopted the Cancun Agreements, which reinforces and builds upon the Copenhagen Accord. The nations agreed to recognize country targets, develop low-carbon development plans and strategies, and report inventories annually. In addition, agreements were made regarding financing for developing countries and technology support and coordination among all nations. The next conference of the parties is scheduled for December 2011 in South Africa.

#### CLIMATE CHANGE TECHNOLOGY PROGRAM

The United States has opted for a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is

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<sup>1</sup> The potential of a gas or aerosol to trap heat in the atmosphere.

a multi-agency research and development coordination effort (led by the Secretaries of Energy and Commerce) that is charged with carrying out the President's National Climate Change Technology Initiative.



## UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-carbon dioxide gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that the USEPA has authority to regulate GHG, and the USEPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the USEPA should be required to regulate carbon dioxide and other GHGs as pollutants under Section 202(a)(1) of the federal Clean Air Act (CAA).

EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufactures of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The Final Rule was effective December 29, 2009, with data collection to begin on January 1, 2010, and the first annual reports due in September 2011. This rule does not regulate the emission of GHGs—it only requires monitoring and reporting of GHG emissions for those sources above certain thresholds (EPA 2009). EPA adopted a Final Endangerment Finding for the six defined GHGs on December 7, 2009. The Endangerment Finding is required before EPA can regulate GHG emissions under Section 202(a)(1) of the CAA in fulfillment of the U.S. Supreme Court decision.

On May 13, 2010, the USEPA issued a final rule that establishes a common sense approach to addressing GHG emissions from stationary sources under the CAA permitting programs. This final rule sets a threshold of 75,000 tons per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit under the New Source Review Prevention of Significant Deterioration (PSD) and title V Operating Permit programs. This rule took effect on January 2, 2011.

## State

### CALIFORNIA AIR RESOURCES BOARD

The California Air Resources Board, a part of the California EPA (CalEPA) is responsible for the coordination and administration of both federal and state air pollution control programs within



## CHAPTER 1 INTRODUCTION

California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards (CAAQS)), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

### EXECUTIVE ORDER S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

The first California Climate Action Team (CCAT) Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts <sup>2</sup>. The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

### ASSEMBLY BILL 1493, CLEAN CAR STANDARDS

AB 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted in 2002 and requires the "maximum feasible and cost effective reduction" of GHGs from automobiles and light-duty trucks. Subsequently, in 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles beginning with model year 2009 through 2016; these regulations would reduce emissions by 30% from 2002 levels by 2016. The second set of regulations ("Pavley II") is currently in development and will cover model years 2017 through 2025 in order to reduce emissions by 45% by the year 2020. The automotive industry legally challenged the bill claiming that the federal gas mileage standards preempted these state regulations. In 2005, California filed a waiver request to the U.S. EPA in order to implement the GHG standards and in March of 2008, the U.S. EPA denied the request. However, in June 2009, the decision was reversed and the U.S. EPA

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<sup>2</sup> California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

granted California the authority to implement the GHG reduction standards for passenger cars, pickup trucks, and sport utility vehicles.

In September 2009, CARB adopted amendments to the “Pavley I” regulations that cemented California’s enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments also allowed California to coordinate its rules with the federal rules for passenger vehicles.

## ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In 2006, the California State Legislature adopted AB 32, the California *Global Warming Solutions Act of 2006*. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required CARB to adopt rules and regulations



that would achieve GHG emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, CARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide GHG emissions limit for 2020.

CARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce GHG emissions. The measures included are part of California’s strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of “discrete early action GHG reduction measures,” which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture<sup>3</sup>. CARB estimates that by 2020, the reductions from those three measures would be approximately 13-26 million metric tons (MMT) CO<sub>2</sub>e.

Under AB 32, CARB has the primary responsibility for reducing GHG emissions. CARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit<sup>4</sup> that determined the statewide levels of GHG emissions in 1990 to be 427 million MT CO<sub>2</sub>e. Additionally, in December 2008, CARB adopted the Climate Change Scoping Plan, which outlines the state’s strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

<sup>3</sup> California EPA- California Air Resources Board, Proposed Early Actions to Mitigate Climate Change in California, October 2007.

<sup>4</sup> California EPA- California Air Resources Board, California 1990 GHG Emissions Level and 2020 Emissions Limit, November 2007.

## CHAPTER 1 INTRODUCTION

### SENATE BILL 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines “for the mitigation of GHG emissions or the effects of GHG emissions” and directed the Resources Agency to certify and adopt the State CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

CEQA Guidelines § 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects. The following quote is from the CEQA Guideline amendments:

*“§15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.*

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).*
- (b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.*
  - (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:*
    - (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;*
    - (B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;*

- (C) *Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;*
  - (D) *Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;*
  - (E) *Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified levels;*
  - (F) *Be adopted in a public process following environmental review.*
- (2) *Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project’s compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.”*

## EXECUTIVE ORDER S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies;
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts;
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects; and
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

The 2009 CAS report summarizes the best known science on climate change impacts in the state to assess vulnerability, and outlines possible solutions that can be implemented within and across state



## CHAPTER 1 INTRODUCTION

agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts<sup>5</sup>.

### CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 24, PART 6

CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy;
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020;
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs;
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions;
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes; and
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

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<sup>5</sup> California Natural Resources Agency, 2009 California Climate Adaption Strategy- A Report to the Governor in Response to Executive Order S-13-2008, [WWW.Climatechange.Ca.Gov/Adaptation](http://WWW.Climatechange.Ca.Gov/Adaptation), September 2009



## SENATE BILL 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. On September 23, 2010, CARB adopted the vehicular GHG emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7 to 8 percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant GHG reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces GHG emissions while meeting housing needs and other regional planning objectives. MPOs will prepare their first SCS according to their respective regional transportation plan (RTP) update schedule; to date, no region has adopted an SCS. The first of the RTP updates with SCS strategies are expected in 2012.

The Southern California Association of Governments (SCAG) is the MPO serving the area including Moreno Valley. SCAG is currently in the process of developing the 2012 RTP and SCS for their jurisdiction aimed at attaining the reduction targets of an 8% per capita reduction in GHG emissions from passenger vehicles by the year 2020 and a 13% reduction by 2035. SCAG is currently developing the SCS and expecting to adopt the SCS, RTP, and the associated programmatic EIR in April 2012. Many of the transportation-related reduction measures included in this analysis will coordinate with efforts in SCAG's SCS.

## CALIFORNIA GREEN BUILDING CODE 2010

The California Green Building Standards Code referred to as CALGreen went into effect on January 1, 2011. The code sets new mandatory measures with sensible minimum standards for all new structures in the State. Each local jurisdiction can additionally exceed the new standards by adopting CALGreen voluntary measures as mandatory in their jurisdiction. The measures aim to reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

CALGreen has approximately 52 nonresidential mandatory measures and an additional 130 provisions that have been placed in the appendix for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20% reduction of potable water use within buildings, a 50% construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds (VOCs), and commissioning for new, nonresidential buildings over 10,000 square feet. For residential buildings, some key measures include a 20% reduction in water use, required irrigation controllers for outdoor water use, 50% construction waste diversion from landfills, and required use of low-VOC paints and building materials (CBSC 2010).

## Regional

The City of Moreno Valley is located in the South Coast Air Basin, and the South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the Basin. In order to provide GHG emission guidance to the local jurisdictions within the South Coast Air Basin, the SCAQMD has organized a Working Group to develop GHG emission analysis guidance and thresholds.



SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008, and issued revised interim CEQA GHG significance threshold in January 2009. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within a GHG Reduction Plan as less than significant.

SCAQMD has also begun work on an energy policy that integrates criteria and toxic air contaminants, GHGs, and energy issues to ensure clean air and a healthy economy. The policy includes energy facts and statistics related to the South Coast region, policies for the SCAQMD staff to promote zero emissions and clean energy, and actions for staff to take to develop plans to reduce energy use and air emissions and participate in state regulatory proceedings. The draft policy will be presented to the board on July 8, 2011. (SCAQMD 2011)

## Chapter 2 Methodology

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## 2.1 Overview

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GHG inventories include all major sources of emissions attributable directly or indirectly to the City's municipal operations or activities within the community the City serves. GHG inventories are divided into two broad categories, Municipal GHG inventories and Community-wide GHG inventories. Municipal GHG Inventories are emissions resulting from City municipal operations. Community-wide GHG inventories are a broader measure of emissions associated with both the activities within the community the City serves and the municipal operations. As such, the Municipal GHG inventory is a subset of the larger Community-wide GHG inventory. The methodology for preparing GHG inventories incorporates the protocols, methods, and emission factors found in the California Climate Action Registry (CCAR) *General Reporting Protocol* (version 3.1, January 2009), the *Local Government Operations Protocol* (LGOP) (version 1.1, May 2010), and the *Draft Community-wide GHG Emissions Protocol* under development by the Association of Environmental Professionals (AEP) and the International Council for Local Environmental Initiatives (ICLEI). The LGOP provides the guidance and protocols in the development of the Municipal GHG inventory. Currently, there is not an adopted protocol for the development of Community-wide GHG inventories. However, the AEP/ICLEI Draft Community-wide GHG Emissions Protocols provide draft guidance in the development of the Community-wide inventory.

The LGOP and the draft AEP/ICLEI Draft Community-wide GHG Emissions Protocols categorize GHG emissions into three distinct "scopes" as a way of organizing GHG emissions, as follows:

- **Scope 1 Emissions** – All "direct" sources of community-wide GHG emissions from sources within the jurisdictional boundaries of the City. This includes fuel burned onsite in buildings and equipment such as natural gas or diesel fuel; transportation fuels burned in motor vehicles; and wood-burning emissions from household hearths. For inventories of only municipal operations, these emissions are limited to activities under the operational control of the local government.
- **Scope 2 Emissions** – Encompasses "indirect" sources of GHG emissions resulting from the consumption of purchased electricity, which is electricity used by the residents, businesses, and City's facilities. An "indirect" source is one where the action that generates GHGs is separated from where the GHGs are actually emitted. For example, when a building uses electricity, it necessitates the burning of fossil fuels, such as coal or natural gas (and resultant release of GHGs) to generate electricity by a utility facility located elsewhere. Thus they are distinguished from *direct* emissions (i.e., Scope 1 emissions) from electricity production, which are reported by the utility itself, in order to avoid double counting.
- **Scope 3 Emissions** is an optional reporting category that encompasses all other "indirect emissions" that are a consequence of activities of the City's residents and businesses, but occur from sources out of the jurisdictional control of the local government. The key to this category of emissions is that they must be "indirect or embodied emissions over which the local government exerts significant control or influence." (CCAR 2010) For example, when

considering GHG emissions from trucks hauling waste under a City contract, the City does not own the waste hauling trucks, but does have significant control over how many pickups the trucks make.

Scope 1 emissions are characterized in this report as “direct emissions” While Scope 2 emissions are characterized as “indirect source emissions.”

The analysis herein is tailored to include all existing and projected emission sources within the City to provide, to the fullest extent feasible, a comprehensive analysis of GHG impacts. The Global Warming Solutions Act of 2006 (AB 32) established a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of GHG emissions. The law mandates the reduction of GHG emissions in California to 1990 levels by 2020.

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## 2.2 Calculation of GHGs

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This report establishes 2010 as the year on which to base the existing inventory; this is the most recent year for which reliable data concerning the City’s residential, commercial, and government operations are available. This inventory provides a framework on which to design programs and actions that specifically target reductions by emissions sources. Programs and actions already in place within the City are described in Section 4. The 2010 inventory serves as a reference against which to measure the City’s progress towards reducing GHG emissions since 2007 and into the future, and also serves as documentation for potential emission trading opportunities.

The methodology used for the calculation GHG emissions differs depending on the emission source, as described below. The emissions calculations follow the CCAR General Reporting Protocol, version 3.1; LGOP, version 1.1; and CARB’s Mandatory GHG Reporting Regulations (Title 17, California Code of Regulations, Sections 95100 et seq.). These protocols are consistent with the methodology and emission factors endorsed by CARB and USEPA. In cases where these protocols do not contain specific source emission factors, current industry standards or the USEPA’s AP 42 Compilation of Air Pollution Emission Factors were used.

In estimating Moreno Valley’s total GHG emissions, data sources from the City, regional, and state agencies were used. Southern California Edison (SCE) and Southern California Gas Company (SCG) provided both municipal and community wide electricity and natural gas data, respectively. Solid waste data was taken from the California Integrated Waste Management Board’s (CIWMB) database. Transportation emissions were calculated based on vehicle miles traveled (VMT) modeled by the City’s traffic engineer using the TRANSIMS traffic model. Total water use in the City was provided by EMWD. The data used in the calculations for each inventory are summarized in Chapter 3. All of the contributors to GHG emissions (kilowatt-hours of electricity generated by fossil fuel combustion in power plants, natural gas in therms, vehicle travel in VMT, and solid waste in tons) are expressed in the common unit of MT of CO<sub>2</sub>e released into the atmosphere in a given year.

In addition, the costs associated with the GHG emissions were calculated for each sector (based on availability of data). The costs were based on the consumer fees for each fuel type included in the

## CHAPTER 2 METHODOLOGY

inventory. By including the costs, the City can assess where consumers are spending the most money and utilize the information in making decisions on reduction measures.

Coefficients, modeling inputs, and other assumptions, used in the calculations of GHGs are included in Appendix \_\_\_ of this report.

GHG emissions are typically segregated into direct and indirect sources as discussed previously. However, direct and indirect sources are not completely independent of each other and are often combined into other more encompassing categories. For example, although natural gas combustion is a direct source and electricity generation is an indirect source, they both are typically discussed under a heading of “Energy” when policies are put in place to reduce emissions. Therefore, this report discusses emissions with respect to the general source categories of Transportation, Energy, Area Source, Water, Wastewater, and Solid Waste.

## Transportation

### ON-ROAD VEHICLES

Carbon dioxide emissions from vehicles were calculated utilizing EMFAC2007 emission factors for the existing and 2020 inventories. The Emission Factors (EMFAC) model was developed by CARB and used to calculate emission rates from on-road motor vehicles from light-duty passenger vehicles to heavy-duty trucks that operate on highways, freeways, and local roads in California. Motor vehicle emissions of CH<sub>4</sub>, and N<sub>2</sub>O were also calculated using USEPA emission factors for on-road vehicles based on the total annual mileage driven multiplied by their respective emission factors by year.

Vehicle miles traveled (VMT) and total number of trips were determined by the City’s Transportation Analysis and Simulation System (TRANSIMS) model. TRANSIMS is a transportation model developed by the Federal Highway Administration (FHWA) and tracks individual vehicles second-by-second through the road network. This model is based on the Riverside County Traffic Analysis Model (RivTAM) and the SCAG Regional Transportation Model. TRANSIMS estimates 2007 VMT for all trips that begin and/or end within the City limits. This accounts for traffic entering or exiting Moreno Valley and traffic within the City, but excludes pass-through traffic. Moreno Valley’s VMT includes miles from all trips within Moreno Valley and half of the miles from trips that begin or end in Moreno Valley; Moreno Valley is held accountable for all trips within the city limits while the City shares accountability with other jurisdictions for trips that have only one end point in Moreno Valley.

The estimates do not account for electrical, biodiesel (a blend of diesel and vegetable oil), or hydrogen powered systems. Any electrically powered vehicle which draws power from a residence, commercial or industrial land use will be accounted for in the electrical usage for the City. Predicted 2020 (business as usual) BAU vehicle trips were estimated by using predicted land use changes and growth. Costs associated with transportation were based on the diesel and gasoline fuel use and their associated per gallon costs in 2007.

## Energy

### ELECTRICITY

The City emits carbon dioxide, methane, and nitrous oxide indirectly through the use of electricity provided by Southern California Edison (SCE); SCE provided annual energy usage for 2007. 2020 BAU electricity use was estimated based on anticipated growth in the residential and commercial/industrial areas.



SCE provides electricity from a variety of sources including natural gas, nuclear energy, and large hydroelectric systems. Each of these sources of electricity emits different levels of GHGs. The annual usage in megawatt hours per year (MWh/year) was multiplied by the emission factors appropriate to the inventory year for carbon dioxide, methane, and nitrous oxide to determine emissions from these sources.

Costs of electricity calculations were based on the annual kWh use and price per kWh for each rate class. Electricity rates fluctuate throughout the year, so average values were used.

### NATURAL GAS COMBUSTION

The City emits GHGs from the combustion of natural gas. The annual natural gas usage for the City in thousand cubic feet (Mcf) was converted to million British Thermal Units (MMBTUs) and multiplied by the respective emissions factors for carbon dioxide, methane, and nitrous oxide to determine the emissions from natural gas combustion, typically used for heating. Natural gas usage for 2007 was obtained from The Southern California Gas Company. Anticipated 2020 natural gas data was based on per unit usage in 2007 and the anticipated unit growth by 2020. The costs associated with natural gas use were calculated using California 2007 average rates obtained from the U.S. Energy Information Administration (EIA). The rates align with the use breakdowns of residential, industrial, and commercial use.

## Area Source

### LANDSCAPING

Emissions of carbon dioxide, methane, and nitrous oxide are generated by the use of landscape equipment through the combustion of gasoline. Carbon dioxide emissions were determined directly through URBEMIS2007 for the existing and 2020 inventories. URBEMIS2007 is a computer software package that is used for modeling projected emissions of air quality pollutants including carbon dioxide. From the carbon dioxide emissions, the approximate number of gallons of gasoline consumed through landscape equipment use was calculated. This number was then multiplied by emission factors presented in the General Reporting Protocol, version 3.1 to determine both methane and nitrous oxide emissions.



## WOOD BURNING

Direct carbon dioxide emissions are produced from the burning of wood in wood stoves, fireplaces, and natural gas fired stoves. The emissions from natural gas fired stoves are included in the Energy source category. Carbon dioxide, methane, and nitrous oxide emissions from wood stoves and fireplaces are calculated based on the percentage of residential units using each type of hearth and the estimated annual amount of wood burned. The emission coefficients used are taken from the USEPA's AP-42 document. Cost estimates were made for wood burning using the average cost of wood.

## Water

### POTABLE WATER

Electricity is needed to move and treat water. Moreno Valley residents and businesses currently use approximately 9 billion gallons of potable water. The water for Moreno Valley is provided by the Eastern Municipal Water District (EMWD) and Box Springs Mutual Water Company. A portion of EMWD's water comes from local sources while the remaining water is from the Colorado River and the State Project water originating in Northern California, which is delivered to Southern California via the California aqueduct. Box Springs' water comes primarily from local sources; however, the company does purchase a small amount of water from Western Municipal Water District (WMWD). WMWD water comes from similar sources as those described for EMWD. The emissions associated with the energy used to pump the local water are included in the Electricity section described above. There are additional emissions associated with this purchased water from the Colorado River and the State Water Project due to the electricity used to transport the water over a long distance. Costs associated with water were based on the average rates for residential, commercial, and industrial customers.



### WASTEWATER TREATMENT

EMWD is also the main provider of wastewater and sewer treatment for the City of Moreno Valley. Wastewater-related GHG emissions arise from the electricity used to pump and treat the water, the transportation fuel used to truck the biosolids to an off-site disposal area, and the direct methane emissions from the anaerobic digesters used in the treatment process. The electricity and transportation emissions are included in their respective categories. This category of emissions only represents the direct methane emissions.



## Waste Management

### SOLID WASTE

Emissions from solid waste are determined as the sum of emissions generated by transportation from its source to the landfill, the equipment used in its disposal at the landfill, fugitive emissions from decomposition in landfills, and the anthropogenic carbon sink generated by the incomplete decomposition of materials in the landfill.



Emissions from the transportation of solid waste is determined based on the annual lbs/year (pounds per year) of total waste disposed in landfills including biosolids waste from wastewater treatment plants, the density of the waste, the capacity of the hauling trucks, the average number of miles traveled by each truck; and the carbon dioxide, methane, and nitrous oxide emissions generated per mile traveled.

Landfill equipment emissions are only included in the inventory if the landfill is under the direct control of the City or County of interest. As the Badlands landfill used for the disposal of waste for Moreno Valley, is not under the City's direct control, emissions from onsite equipment are not included in this inventory.

Fugitive emissions of methane from the decomposition of solid waste are calculated based on the annual waste generation multiplied by the USEPA emission factor for waste production for methane. The emission factor to determine methane generation varies if the landfill operations are known to operate a methane flare or to generate electricity from methane capture. Carbon dioxide generated by decomposition of waste in landfills is not considered anthropogenic because it would be produced through the natural decomposition process regardless of its disposition in the landfill. Nitrous oxide is not a by-product of decomposition and therefore no fugitive emissions of nitrous oxide are anticipated from this source.



# Chapter 3 Greenhouse Gas Emissions Inventory

The following sections include Moreno Valley’s 2010 municipal operations and community-wide emissions inventories. The municipal operations inventory includes sources and quantities of GHG emissions from government owned or rented buildings, facilities, vehicles, and equipment. The community-wide emissions inventory identifies and categorizes the major sources and quantities of GHG emissions being produced by residents, businesses, and municipal operations taking place in the City of Moreno Valley using the best available data. By having the municipal emissions separated from the community as a whole, the local government can implement reduction strategies where it has direct control, closely monitor the changes in emissions over time, and set an example for the rest of the City.

## 3.1 2010 Municipal Emissions Inventory

### Data Inputs

Data for the municipal inventory was gathered from various City departments. Table 3-1, below, summarizes the data inputs and sources for each of the emission categories included in the inventory.

Category	Data Input	Data Source
Electricity (kWh)	9,937,015	SCE
	3,847,738	MVU
Natural Gas (therms)	90,651	SCG
Vehicle Fleet		
<i>Gasoline(gallons)</i>	77,325	Fleet Manager
<i>Diesel (gallons)</i>	28,544	Special Districts
Equipment		
<i>Gasoline(gallons)</i>	2,118	Parks Division
<i>Diesel (gallons)</i>	2,208	Special Districts
Employee Commute (responses)	141	Employee Survey

With the exception of the employee commute data, each data input was then multiplied by the associated emission factor to calculate the emissions inventory. The data from the employee commute survey was used to estimate total miles traveled, fuel used, and associated GHG emissions for all City employees’ commutes. Additionally, where possible, the emissions were categorized by City Department.

### Emissions Summary

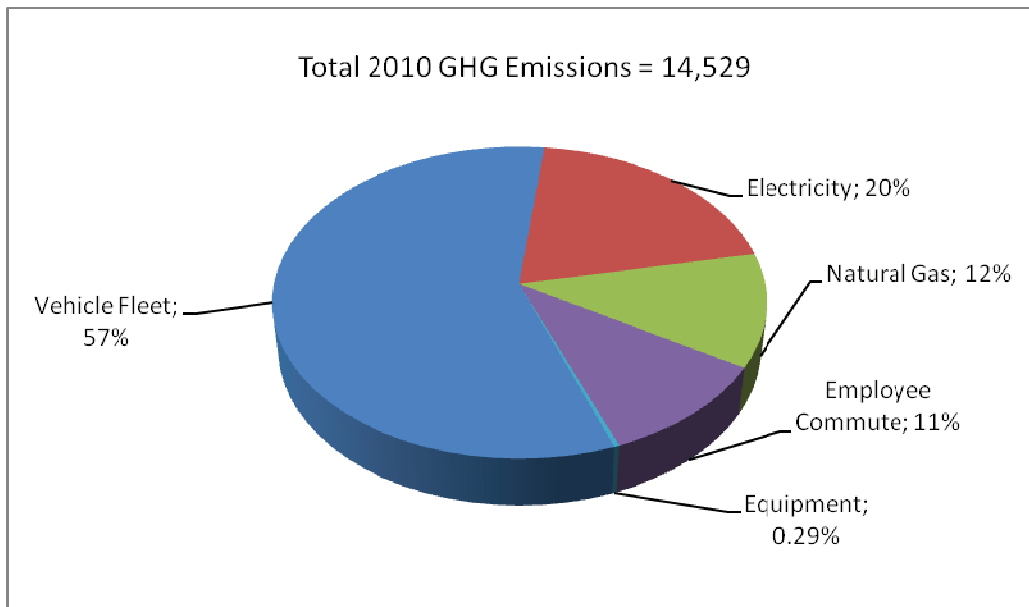
The City of Moreno Valley emitted 14,529 MT CO<sub>2</sub>e through its municipal operations in 2010. The emissions were calculated based on the vehicle and equipment fleet fuel use, energy accounts, waste management, and a survey of the City’s employee commutes. The largest portion of the City’s 2010 government emissions were from the City’s vehicle fleet (57 percent), followed by emissions from electricity (20 percent). Table 3-2 summarizes the City’s net 2010 emissions of CO<sub>2</sub>e as broken down by

### 3.1 2010 MUNICIPAL EMISSIONS INVENTORY

emissions category. Figure 3-1 is a graphical representation of Table 3-2. A detailed breakdown of 2010 emissions by category is available in Appendix \_\_\_.

Table 3-2 2010 Total Municipal Emissions	
Category	Metric tons of CO <sub>2</sub> e
Vehicle Fleet	7,988
Electricity	2,898
Natural Gas	1,712
Employee Commute	1,538
Equipment	41
<b>Total</b>	<b>14,529</b>

**Figure 3-1 2010 Municipal Emissions by Source (metric tons CO<sub>2</sub>e)**



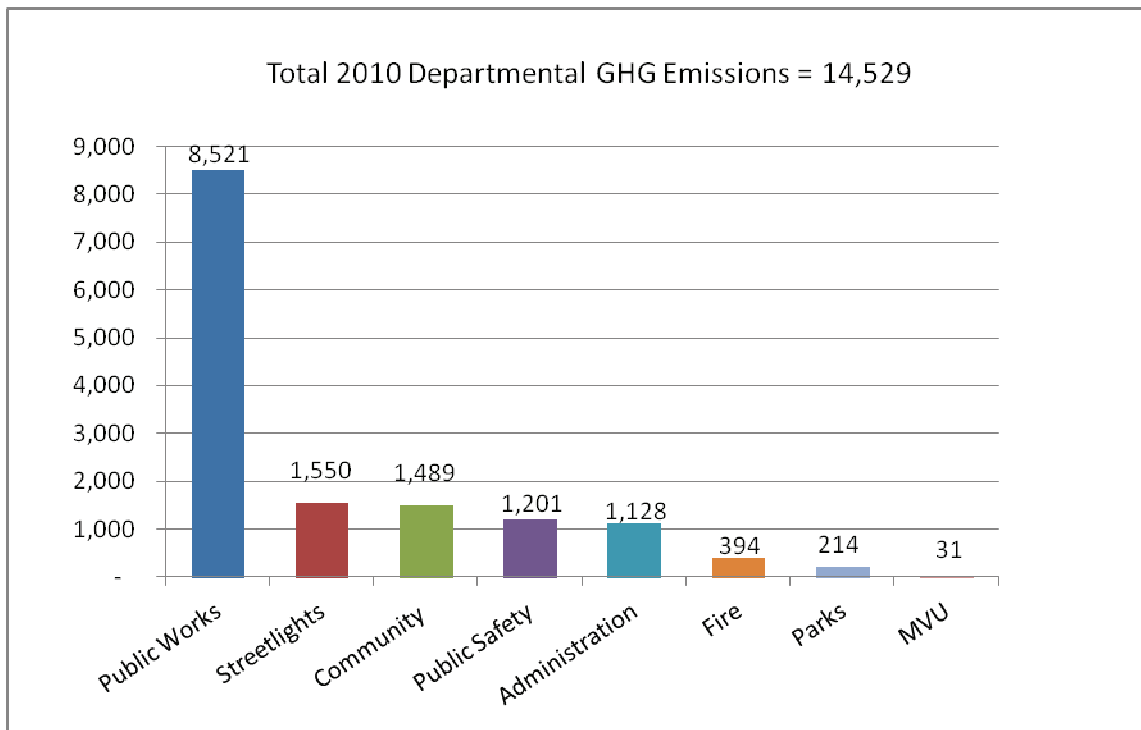
### 2010 MUNICIPAL DEPARTMENT EMISSIONS AND COSTS

For the municipal inventory it is helpful to see which departments are generating the most emissions. This helps to pinpoint where emissions are coming from and where the focus should be placed for targeting emissions reductions. Table 3-3 and Figure 3-2, below, summarize the electricity, natural gas, and employee commute emissions by department. Vehicle fleet fuel use was not available for each individual department, so those emissions are not included in Table 3-3.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

<b>Table 3-3 2010 Municipal Emissions and Costs by Department</b>		
<b>Category</b>	<b>Metric Tons of CO<sub>2</sub>e</b>	<b>Cost (\$)</b>
Public Works <sup>a</sup>	8,521	\$ 561,979
Public Lighting	1,550	\$ 1,753,647
Community/Special Districts	1,490	\$ 343,743
Public Safety	1,201	\$ 210,268
Administration	1,128	\$ 310,242
Fire	394	\$ 87,132
Parks	214	\$ 123,755
MVU <sup>b</sup>	31	\$ 27,236
<b>Total</b>	<b>14,529</b>	<b>\$ 3,418,004</b>
<p>Note: Emission sources include electricity, natural gas, and fuel use in vehicle fleet, equipment, and employee commute.</p> <p><sup>a</sup> Public Works category includes all vehicle fleet emissions with the exception of park-owned vehicles.</p> <p><sup>b</sup> MVU category only represents emissions from indirect electricity use by MVU facilities. See the community-wide inventory for all indirect emissions from MVU electricity used throughout the City of Moreno Valley.</p>		

**Figure 3-2 2010 Comparison of Municipal Emissions Generated by Department (MT CO<sub>2</sub>e)**



### 2010 MUNICIPAL COST ESTIMATES

The costs associated with the inventory represent the municipal energy and fuel use costs. These cost estimates give the City a perspective on where the City is spending the most money and help to prioritize reduction measures toward the sectors that have the potential to both reduce emissions and costs. Electricity was the largest source of emissions and cost in 2010, while the employees’ commutes followed in emissions and cost. Table 3-4, below, summarizes the cost estimates for 2010.

Category	Cost
Electricity	\$2,634,674
Vehicle Fleet	\$ 383,909
Employee Commute	\$ 303,339
Natural Gas	\$ 79,968
Equipment	\$ 16,113
<b>Total</b>	<b>\$ 3,418,004</b>

## 3.2 2010 Community-Wide Emissions Inventory

The community-wide inventory represents all emissions from sources located with the jurisdictional boundaries of the City of Moreno Valley. Therefore, the municipal emissions described in the previous section are a subset of the community-wide inventories presented here. In 2010, the City of Moreno Valley emitted a total of 920,657 MT CO<sub>2</sub>e from the community as a whole. The following sections describe the data inputs, emissions by source, and emissions by land use in 2010.

### Data Inputs

Data for the community-wide inventory was gathered from various City departments, SCE, SCG, and EMWD. Table 3-5, below, summarizes the data inputs and sources for each of the emission categories included in the inventory.

Category	Data Input	Data Source
Electricity (kWh)	633,215,207	SCE
	62,138,000	MVU
Natural Gas (therms)	26,266,326	SCG
Transportation		
<i>Annual Vehicle Miles Traveled</i>	1,077,909,543	City Traffic Engineer
<i>Annual Trips</i>	110,098,975	
Area Source (based on land use)		
<i>SFR (units)</i>	42,642	City Planning
<i>MFR (units)</i>	9,387	
<i>Commercial (ksf)</i>	8,325	
<i>Industrial (ksf)</i>	12,695	
Solid Waste (tons)	144,824	CIWMB
Water (AF)	26,183	EMWD
	87	Box Springs Mutual

Each data input was then multiplied by the associated emission factor to calculate the emissions associated with each source.

### Emissions by Source

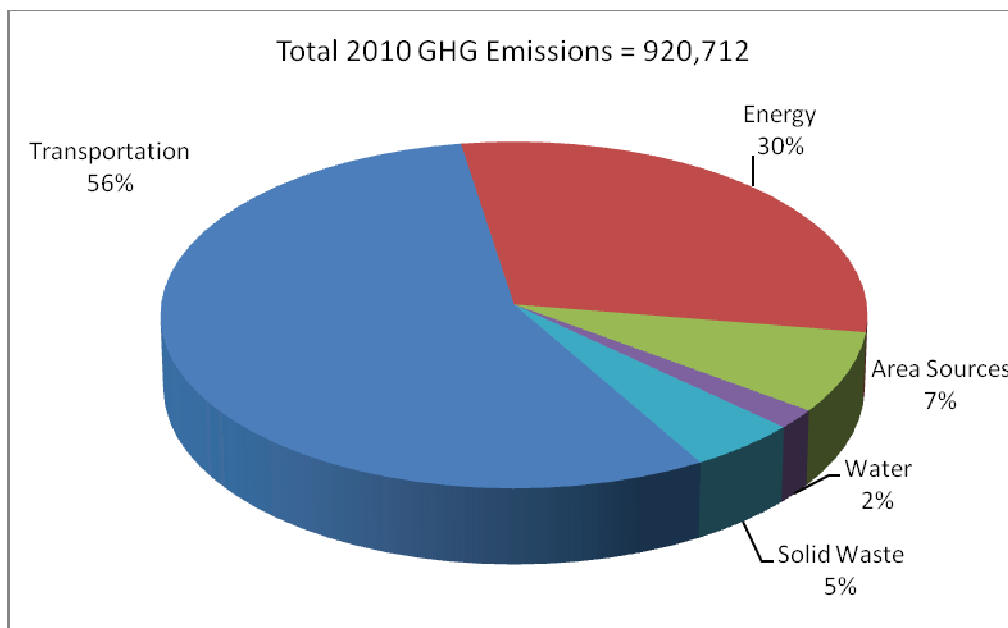
Table 3-6 includes the total amount of community-wide GHG emissions for the City of Moreno Valley in 2010 by emission source category. The City of Moreno Valley as a whole emitted 920,657 MT CO<sub>2</sub>e in 2010. The largest portion of the City’s 2010 emissions were from transportation (56 percent), followed by emissions from electricity and natural gas use in buildings (30 percent). Figure 3-3 provides a comparison of GHG emissions by source category.



### 3.2 2010 COMMUNITY-WIDE EMISSIONS INVENTORY

Table 3-6 2010 Community-wide GHG Emissions by Source	
Category	Metric tons of CO <sub>2</sub> e
Transportation	513,581
Energy	277,230
Area Sources	69,437
Solid Waste	43,633
Water and Wastewater	16,831
<b>Total</b>	<b>920,712</b>

**Figure 3-3 2010 Emissions Generated by Source**



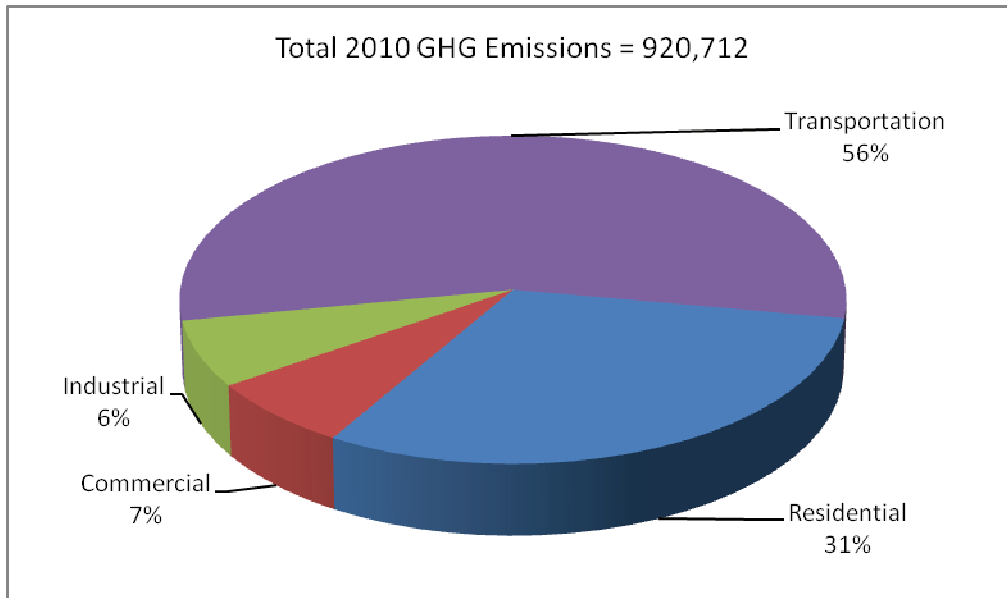
## Emissions by Land Use

Table 3-7 summarizes the total amount of community-wide GHG emissions for the City of Moreno Valley in 2010 by land use category. The City of Moreno Valley as a whole emitted 920,712 MT CO<sub>2</sub>e in 2010. The largest portion of the City's 2010 emissions were from transportation (56 percent), followed by emissions from residential land uses (31 percent). Due to the nature of mobile emissions, transportation emissions could not be allocated to the individual land use types. Figure 3-4 provides a comparison of GHG emissions by land use category.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

Table 3-7 2010 Community-wide GHG Emissions by Land Use	
Category	Metric tons of CO <sub>2</sub> e
Transportation	513,581
Residential	283,451
Industrial	60,552
Commercial	63,129
<b>Total</b>	<b>920,712</b>
Note: Numbers may not add up to the total due to rounding.	

Figure 3-4 2010 GHG Emissions by Land Use



## 3.3 2020 Business-as-Usual Community-Wide Emissions Inventory

In 2020, Moreno Valley is projected to emit a total of 1,298,543 MT CO<sub>2</sub>e from a BAU standpoint. BAU refers to continued operations and development of the City according to existing approved General Plan policies, without the inclusion of recently-adopted sustainability initiatives or proposed policies included as part of the General Plan Update as described in Chapter 4. As with the 2010 community-wide inventory, these emissions represent all sources within the jurisdictional boundary of the City of Moreno Valley, including emissions due to the municipal operations of the City. The following sections describe the data inputs, emissions by source, and emissions by land use category for the year 2020.

### Data Inputs

Data for the 2020 community-wide inventory was estimated based on projected growth rates for the City and the traffic model's forecasts. Table 3-8, below, summarizes the growth rates and annual VMT data for 2020.

Category	Data Input	Data Source
Transportation		
<i>Annual VMT</i>	1,585,559,510	City Traffic Engineer
<i>Annual Trips</i>	157,447,088	
Growth Rates <sup>a</sup>		
<i>Population</i>	12.8%	City Planning
<i>Housing</i>	19.8%	
<i>Employment</i>	46.2%	
<sup>a</sup> Note: The growth rates represent the overall growth from 2010 to 2020.		

The VMT data from the City's 2035 traffic model was used to extrapolate between 2007 and 2035 in order to estimate 2020 VMT. The growth rates were used to estimate the emissions associated with electricity, natural gas, water, wastewater, area source, and solid waste.

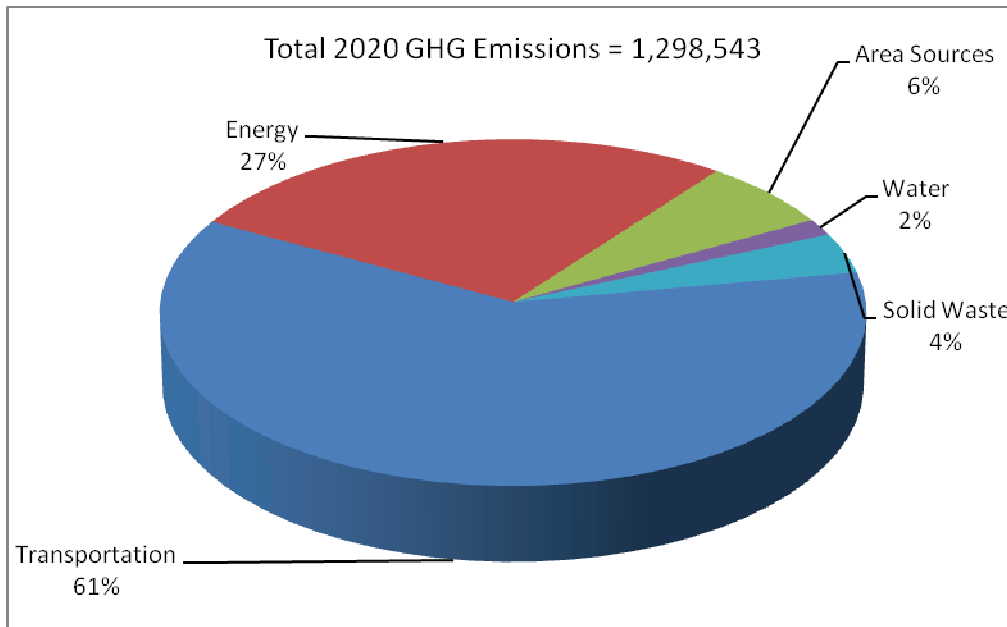
### Emissions by Source

The 2020 BAU emissions are estimated based on the projected growth in Moreno Valley from 2010 to 2020. These projections include a 12.8 percent increase in population, 19.8 percent increase in housing, and a 46.2 percent increase employment; these growth rates were applied to 2010 community-wide emissions in order to estimate 2020 BAU emissions. Table 3-9 summarizes the 2020 City emissions of CO<sub>2</sub>e as broken down by Emissions category. Figure 3-5 is a graphical representation of Table 3-9. A detailed breakdown of 2020 emissions by category is available in Appendix \_\_\_.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

Table 3-9 2020 BAU GHG Emissions by Source	
Category	Metric tons of CO <sub>2</sub> e
Transportation	788,267
Energy	356,192
Area Sources	84,665
Solid Waste	49,203
Water and Wastewater	20,216
<b>Total</b>	<b>1,298,543</b>

Figure 3-5 2020 BAU Emissions Generated by Source (MT CO<sub>2</sub>e)

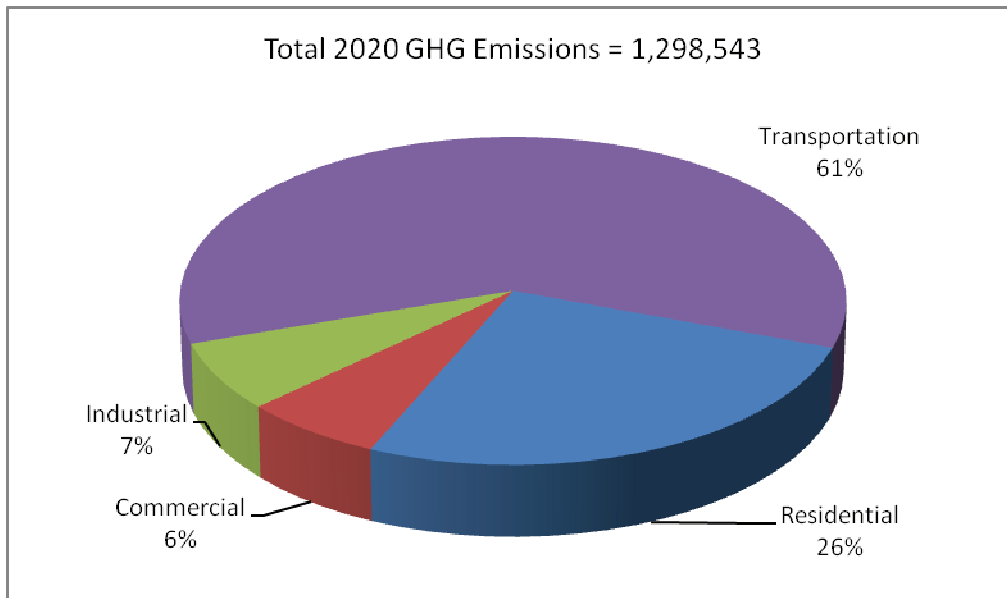


## Emissions by Land Use

Table 3-10 summarizes the total amount of community-wide GHG emissions for the City of Moreno Valley in 2020 by land use category. The City of Moreno Valley as a whole is projected to emit 1,298,543 MT CO<sub>2</sub>e in 2020. The largest portion of the City’s 2020 emissions are projected to be from transportation (61 percent), followed by emissions from residential land uses (26 percent). Due to the nature of mobile emissions, transportation emissions could not be allocated to the individual land use types. Figure 3-6 provides a comparison of GHG emissions by land use category.

Table 3-10 2020 BAU Community-wide GHG Emissions by Land Use	
Category	Metric tons of CO <sub>2</sub> e
Transportation	788,267
Residential	338,360
Commercial	84,178
Industrial	87,737
<b>Total</b>	<b>1,298,543</b>
Note: Numbers may not add up to the total due to rounding.	

Figure 3-6 2020 BAU GHG Emissions by Land Use



### 3.4 2020 Reduction Target

In order for California to meet the goals of AB 32, statewide GHG emissions will need to be reduced back to 1990 levels by 2020. To be consistent with the goals of AB 32, the City of Moreno Valley would also need to achieve the same GHG emission reduction target. In the AB 32 Scoping Plan, CARB equated a return to 1990 levels to a 15 percent reduction from “current” levels. CARB states, “... ARB recommended a GHG reduction goal for local governments of 15 percent below today’s levels by 2020 to ensure that their municipal and community-wide emissions match the state’s reduction target.” (CARB 2008) The reduction target calculated in the Scoping Plan was based on an inventory of the state’s 2004 GHG emissions (then considered to be “current” levels); these emissions represent a high-point in the economy before the economic recession. For Moreno Valley, the reduction target is based

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

on the inventory of the City’s 2007 GHG emissions. By using 2007, Moreno Valley is consistent with CARB in using an inventory target that is based on pre-recession conditions.

The reduction target is displayed in Table 3-11. Having one overall reduction target, as opposed to targets for each sector, allows Moreno Valley to have the flexibility to reduce emissions from the sector with the most cost-effective reduction strategies (i.e. the greatest reduction in emissions at the least cost).

<b>Table 3-11 2020 GHG Emissions Reduction Target</b>	
	<b>Metric Tons CO<sub>2</sub>e</b>
2007 Emissions	939,639
% Reduction	15%
<b>2020 Reduction Target</b>	<b>798,693</b>

The 2007 emissions inventory was used to set the GHG emissions reduction target for the year 2020. The 2010 inventory, discussed previously and summarized below, provides a baseline for Moreno Valley to measure future progress toward attaining the 2020 target.

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## 3.5 Emissions Comparison by Year

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This report analyzes GHG emissions from the most current year with data available (2010) and estimates the future emissions for the City in 2020. Additionally, this report includes an estimate of 2007 GHG emissions which is used to set the 2020 reduction target for the City. See Table 3-16 for a summary of all inventories.

The 1,298,543 MT CO<sub>2</sub>e of GHG emissions for 2020 is an estimated increase of 377,830 MT CO<sub>2</sub>e above 2010 levels following BAU projections. The growth from 2007 and 2010 to 2020 is a 38 percent increase and 41 percent increase, respectively. Table 3-12 shows a comparison of total emissions for 2007, 2010, and 2020 BAU emissions.

<b>Table 3-12 GHG Emissions by Source</b>			
<b>Source</b>	<b>Metric Tons CO<sub>2</sub>e</b>		
	<b>2007</b>	<b>2010</b>	<b>2020 BAU</b>
Transportation	517,098	513,581	788,267
Energy	287,261	277,230	356,120
Area Sources	69,390	69,437	84,665
Water and Wastewater	21,595	16,831	20,216
Solid Waste	44,294	43,633	49,203
<b>Total</b>	<b>939,639</b>	<b>920,712</b>	<b>1,298,543</b>

### 3.5 EMISSIONS COMPARISON BY YEAR

The impact of the economic recession is evident in the emission summaries. 2007 emissions represent the peak of the economy with a decline to the levels in 2010; this is consistent with trends in the overall economy.

The AB 32 Scoping Plan suggests local governments estimate a reduction target for 2020 that is 15 percent below 2007 emissions. Table 3-13 shows the 2020 reduction target for the City's community-wide emissions, the 2020 BAU emissions projected for the City, and the difference between the two. This difference represents the total emissions that the City will need to reduce in order to meet the target by 2020.

<b>Table 3-13 2020 GHG Emissions Reduction Target</b>	
	<b>Metric Tons CO<sub>2</sub>e</b>
2020 BAU Emissions	1,298,543
2020 Reduction Target	798,693
<b>Amount to Reduce from 2020 BAU</b>	<b>499,850</b>

With the reduction target set at 798,693 MT CO<sub>2</sub>e, the City will need to reduce emissions by 499,850 MT CO<sub>2</sub>e from the 2020 BAU emissions. This amounts to a 38 percent decrease from 2020 BAU emissions and a 13 percent decrease from the 2010 community-wide emissions. Chapter 4 describes the efforts currently underway in Moreno Valley and the reduction strategies that would be implemented to reduce emissions in the City in order to reach the 2020 reduction target.

CHAPTER 3 GREENHOUSE GAS EMISSIONS INVENTORY

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## Chapter 4

# GHG Emissions Reduction Programs and Regulations

## CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS



The State of California has set specific targets for reducing GHG emissions from the burning of fossil fuels in both power plants and vehicles by adopting various regulations. In addition, State energy efficiency and renewable requirements provide another level of reductions. In order to provide credit to Moreno Valley for regulatory actions already taken or planned by the State of California, this analysis first evaluates the GHG reductions that will occur within the City as a result of these actions. These will be identified as R1 reduction measures. The R1 measures are included here to show all of the anticipated reduction strategies

identified in the AB 32 Scoping Plan for implementation at the State Level that will ultimately result in a reduction of GHG emissions at the City level. The R1 measures are not administered or enforced by the City, but the City - by describing them herein- substantiates the reductions associated with these State Measures.

R2 and R3 reduction measures are measures that will be incorporated at the City level to provide additional reductions in GHG emissions. R2 measures are those measures that can be quantified to show the value of the reduction from the incorporation of those measures. A complete list of assumptions and reductions for each of the R1 and R2 measures is included in Appendix \_\_\_.

R3 measures are those measures that, although they provide a means through which reductions in emissions will occur, cannot be quantified at this time. The R3 measures are supportive measures or methods of implementation for the R2 measures. For example, R3-E2: Energy Efficiency Training and Public education, is a measure that provides education to inform people of the programs, technology, and potential funding available to them to be more energy efficient, and provides the incentives to participate in the voluntary programs shown in R2-E1 through R2-E7. R3-E2 is supportive of measures R2-E1 through R2-E7 because it will provide more publicity, reduce the perceived challenge of being energy efficient, and provide information on potential rebates and other funding programs which will make retrofits more accessible to everyone. Therefore, although by itself R3-E2 cannot be quantified, its implementation provides a level of assurance that the reduction goals specified in the R2 measures will be achieved.

Also included in the R3 measures are reduction measures that reduce Moreno Valley's government operation emissions. Government operations make up less than 2% of the City's total emissions, but the City can set an example for residents by implementing reduction measures at the municipal level.

Over the last few years Moreno Valley has implemented several programs that have already begun to reduce the City's GHG emissions and will continue to provide reductions through to 2020. Programs that were in place prior to 2010 are accounted for in the existing inventory while programs implemented since 2010 are included below as reduction measures used to reach the 2020 target.

## 4.1 EXISTING MORENO VALLEY PROGRAMS

The following discussion summarizes the existing Moreno Valley programs and the proposed reduction measures to be implemented by the City to further reduce GHG emissions. The reduction measures are organized herein by source category (transportation, energy, area source, water, and solid waste) then by R1, R2, and R3 measure. The convention to be used for numbering the mitigation measures will be to list the R designation (R1, R2, or R3) then an abbreviation of the source category, followed by the order number. So, R1-E1 is the first R1 measure within the energy category, R1-E2 is the second measure within the energy category, and so on. The source category abbreviations are as follows: T – transportation; E – energy; A – area source; W – water; and S - solid waste.

Each of the R2 measures include the GHG reduction potential, estimated cost, estimated savings, and additional community co-benefits. The co-benefits describe the additional community benefits from implementing the reduction measure beyond the GHG emissions reduced. The following icons are used to indicate the co-benefits for each measure:



Air Quality



Renewable Energy



Energy Use/Energy Efficiency



Transportation Mobility



Land Use/Community Design



Waste Reduction/Recycling



Livable Communities



Water Quality



Public Health



Water Use/Water Conservation

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## 4.1 Existing Moreno Valley Programs

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### Community Energy Partnership

The Community Energy Partnership (CEP) is a collaboration among seven Southern California cities, Southern California Edison, Southern California Gas Company, and The Energy Coalition. Moreno Valley is one of the member cities participating in CEP. By including in this report an inventory of municipal energy usage, establishing a long term vision and plan for energy efficiency in the City, and identifying policies and funding mechanisms to complete municipal facility energy efficiency projects, Moreno Valley has completed the groundwork for an Energy Action Plan and will soon qualify for Gold Level and an Energy Leader.

## Energy Star Portfolio Manager

The Energy Star Portfolio Manager is an online tool for monitoring energy use in buildings. Moreno Valley has setup their portfolio with all municipal buildings; SCE and SCG automatically update the energy use data electronically into the portfolio on a monthly basis. The Portfolio Manager assists the City in comparing energy use and assessing Energy Star qualifying status across facilities.

## EECBG Projects

The City has completed a number of energy saving renovations made possible by the allocation of Energy Efficiency and Conservation Block Grant (EECBG) funding. The EECBG Program was funded for the first time by the American Recovery and Reinvestment Act of 2009. It is intended to assist U.S. cities, counties, states, territories, and Indian tribes to develop, promote, implement, and manage energy efficiency and conservation projects and programs designed to:

- Reduce fossil fuel emissions;
- Reduce the total energy use of eligible entities;
- Improve energy efficiency in the transportation, building, and other appropriate sectors; and
- Create and retain jobs.

Table 4-1 summarizes the projects the City has completed along with the annual kWh saved, the project cost, the incentive received, and the annual emissions reduced.

Table 4-1 Municipal EECBG Projects					
Project Name	kWh saved	Project Cost (\$)	Incentive (\$)	Emissions Reduced (MT CO <sub>2</sub> e)	
Fire Station 48 Lighting	3,155	\$ 3,668	\$ 747	0.61	
Fire Station 65 Lighting	5,368	\$ 3,961	\$ 758	1.03	
Fire Station 6 Lighting	8,095	\$ 10,227	\$ 2,225	1.55	
Senior Center Lighting	14,687	\$ 10,088	\$ 2,038	2.82	
Library Thermostat	26,460	\$ 1,219	\$ 785	5.08	
Library Lighting and HID	79,109	\$ 32,237	\$ 13,670	15.18	
City Hall A/C	179,079	\$ 711,000	\$ 32,017	34.36	
City Hall Lighting	318,988	\$23,817	\$25,354	61.21	
City Hall Window Film <sup>a</sup>	203,250	\$ 43,187	\$ 10,927	230.25	
<b>Total</b>	<b>838,191</b>	<b>\$ 815,587</b>	<b>\$ 88,521</b>	<b>352.09</b>	

<sup>a</sup> The window film installation also saved 1,726 therms of natural gas annually.

## GREEN MoVal

Getting Residents Energy Efficient Now (GREEN) MoVal is a City initiative that encourages residents to become more energy efficient in their homes. The City has a page on their website that connects members of the community to resources related to energy efficiency: <http://www.moreno-valley.ca.us/green-mv.shtml>

## MVU Solar Incentive Program

Moreno Valley Electric Utility offers a Solar Electric Incentive Program, a rebate that can cut the cost of a solar installation. MVU offers a rebate of \$2.80 for every watt of solar installed on the roof of a home or business. All incentives are based on limited available funds and verification of installation. The requirements are as follows:



- Incentives are available to MVU electric customers only.
- The qualifying system must be on the same premises as the customer.
- All solar system components must be new and approved by MVU. Panels and inverters must appear on the latest California Energy Commission certified photovoltaic modules list or certified inverters list.
- Panels must have a warranty for 25 years, and inverters and labor for 10 years. And electric meter must be in place to monitor the system's performance.

## Existing General Plan Policies

The City's General Plan lays the framework for continued growth and development in the City. The policies lay the framework for guiding development and land use changes in order to achieve certain goals and objectives. Moreno Valley has goals to create a city that is safe, healthy, and conserves natural resources while accommodating growth and development. While the general plan does not address the reduction of GHGs directly, it does have policies that indirectly reduce emissions. Table 4-2, below, summarizes these relevant policies by emissions category and General Plan element.

CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

Table 4-2 General Plan Polices Related to Reducing GHG Emissions			
Source	Element	Objective	Policies
Energy	Community Development	Residential Opportunities	2.2.15
	Safety	Reduce Air Pollution	6.7.6
	Conservation	Energy Efficiency	7.5.1, 7.5.4, 7.5.5
Transportation	Community Development	Convenient Commercial	2.4.8
		Programs	2-6
	Parks, Recreation, and Open Space Element	Trails System	4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5
		Programs	4-3, 4-10, 4-12, 4-13
	Circulation	Safe Street System	5.1.1, 5.1.2
		Maximize Efficiency	5.4.2, 5.4.5, 5.4.6,
		Retain Rural	5.7.2
		Public Transportation System	5.8.1, 5.8.2, 5.8.3, 5.8.4, 5.8.5
		Pedestrian Facilities	5.9.1, 5.9.2, 5.9.3, 5.9.4
		Encourage Bicycling	5.10.1, 5.10.2, 5.10.3, 5.10.4,
		Eliminate Obstructions	5.11.1, 5.11.2
		School Safety	5.12.1
	Programs	5-10e, 5-10f, 5-11, 5-13, 5-14, 5-15, 5-16, 5-17	
Safety	Reduce Vehicle Trips	6.6.1, 6.6.2, 6.6.3, 6.7.2, 6.7.3	
Conservation	Energy Efficiency	7.5.2, 7.5.3	
Water	Conservation	Minimize Water Consumption	7.3.1, 7.3.2
Area Source	Community Development	High Quality Development	2.10.14
	Safety	Reduce Air Pollutants	6.7.1
Solid Waste	Conservation	Adequate Solid Waste System	7.8.1

## 4.2 Transportation

Transportation accounts for the largest source of emissions in Moreno Valley. Measures to reduce emissions associated with transportation include encouraging mixed use development, developing near transit corridors, offering incentives for alternative fuels, creating pedestrian and bicycle friendly communities, and replacing older vehicles with more fuel-efficient ones. The measures below describe opportunities for Moreno Valley to reduce the emissions from transportation.

## R1 Transportation Measures

The following list of R1 transportation related measures are those measures that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City.

### R1-T1: ASSEMBLY BILL 1493: PAVLEY I

Assembly Bill (AB) 1493 (Pavley) required the California Air Resources Board (CARB) to adopt regulations that will reduce GHG from automobiles and light-duty trucks by 30 percent below 2002 levels by the year 2016, effective with 2009 models. By 2020, this requirement will reduce emissions in California by approximately 16.4 MMTCO<sub>2</sub>e, representing 17.3 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008). Implementation of Pavley I was delayed by the USEPA's denial of California's waiver request to set State standards that are more stringent than the federal standards, but in June 2009 the denial of the waiver was reversed and California was able to begin enforcing the Pavley requirements.

### R1-T2: ASSEMBLY BILL 1493: PAVLEY II

California committed to further strengthening the AB1493 standards beginning in 2017 to obtain a 45 percent GHG reduction from 2020 model year vehicles. This requirement will reduce emissions in California by approximately 4.0 MMTCO<sub>2</sub>e, representing 2.5 percent of emissions from passenger/light-duty vehicles in the State beyond the reductions from the Pavley I regulations described above (CARB 2008).

### R1-T3: EXECUTIVE ORDER S-1-07 (LOW CARBON FUEL STANDARD)

The Low Carbon Fuel Standard (LCFS) will require a reduction of at least ten (10) percent in the carbon intensity of California's transportation fuels by 2020. By 2020, this requirement will reduce emissions in California by approximately 15 MMTCO<sub>2</sub>e, representing 6.9 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008). The emissions reduced by this strategy overlap with emissions as a result of the Pavley legislation; adding the emissions reductions would be an overestimate of the actual emissions reductions. This is accounted for in the emission reduction calculations following the methodology used by CARB to calculate emissions reductions in the AB 32 Scoping Plan.

### R1-T4: TIRE PRESSURE PROGRAM

The AB 32 early action measure involves actions to ensure that vehicle tire pressure is maintained to manufacturer specifications. The State's plan for implementing this measure is directed at automotive service providers. CARB is requiring automotive service providers to check and inflate each vehicle's tires to the recommended tire pressure rating at the time of performing any automotive maintenance or repair service, indicate on the vehicle service invoice that a tired inflation service was completed and the tire pressure measurements after the services were performed, and keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to the ARB, or its authorized representative upon request. By 2020, CARB estimates that this requirement will reduce emissions in California by approximately 0.55 MMTCO<sub>2</sub>e, representing 0.3 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008).

### R1-T5: LOW ROLLING RESISTANCE TIRES

This AB 32 early action measure would increase vehicle efficiency by creating an energy efficiency standard for automobile tires to reduce rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.3 MMTCO<sub>2</sub>e, representing 0.2 percent of emissions from passenger/light-duty vehicles in the State (CARB 2008).

### R1-T6: LOW FRICTION ENGINE OILS

This AB 32 early action measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications. By 2020, this requirement will reduce emissions in California by approximately 2.8 MMTCO<sub>2</sub>e, representing 1.7 percent of emissions from passenger light-duty vehicles in the State (CARB 2008).

### R1-T7: GOODS MOVEMENT EFFICIENCY MEASURES

This AB 32 early action measure targets system wide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion. By 2020, this requirement will reduce emissions in California by approximately 3.5 MMTCO<sub>2</sub>e, representing 1.6 Percent of emissions from all mobile sources (on-road and off-road) in the State (CARB 2008).

### R1-T8: HEAVY-DUTY VEHICLE GHG EMISSION REDUCTION (AERODYNAMIC EFFICIENCY)

This AB 32 early action measure would increase heavy-duty vehicle (long-haul trucks) efficiency by requiring installation of best available technology and/or CARB approved technology to reduce aerodynamic drag and rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.93 MMTCO<sub>2</sub>e, representing 1.9 percent of emissions from heavy-duty vehicles in the State (CARB 2008).

### R1-T9: MEDIUM AND HEAVY-DUTY VEHICLE HYBRIDIZATION

The implementation approach for this AB 32 measure is to adopt a regulation and/or incentive program that reduce the GHG emissions of new trucks (parcel delivery trucks and vans, utility trucks, garbage trucks, transit buses, and other vocational work trucks) sold in California by replacing them with hybrids. By 2020, this requirement will reduce emissions in California by approximately 0.5 MMTCO<sub>2</sub>e, representing 0.2 percent of emissions from all on-road mobile sources in the State. This reduction is also equivalent to a 1.0 percent reduction of emissions from all heavy-duty trucks in the State (CARB 2008).



## R2 Transportation Measures

The following list of R2 measures are candidate measures the City can implement to achieve an AB 32 compliant reduction target.

### R2-T1: LAND USE BASED TRIPS AND VMT REDUCTION POLICIES

The demand for transportation is influenced by the density and geographic distribution of people and places. Whether neighborhoods have sidewalks or bike paths, whether homes are within walking distance of shops or transit stops will influence the type and amount of transportation that is utilized. By changing the focus of land use from automobile centered transportation, a reduction in vehicle miles traveled will occur.



**GHG Reduction Potential:**

20,423 MT CO<sub>2</sub>e

4% reduction in passenger vehicle VMT

**Community Co-Benefits:**



**City Costs:**

Undetermined costs due to extensive variables in how this is implemented ranging from very modest costs associated with providing incentives to employers to provide commute trip reductions to substantial bicycle and pedestrian infrastructure to facilitate vehicle trip reductions associated with bicycle and pedestrian alternatives.

**Private Savings:**

\$6,959,091 annually, based on fuel savings from fewer, shorter vehicle trips.

The forthcoming Sustainable Communities Strategy and Regional Transportation Plan for the SCAG region should include opportunities for Moreno Valley to identify areas for Transit Priority Projects (TPPs). TPPs are eligible for streamlined CEQA review. See Appendix \_\_\_ for detailed emissions reduction calculations for this strategy and all of the reduction strategies.

## R2-T2: TRANSIT IMPROVEMENTS

The City of Moreno Valley will continue to coordinate with Riverside Transit Agency (RTA) and SCAG in order to provide timely and cost effective transit services. In particular, the City will work to expand the bus system, incorporate rapid bus transit to desirable destinations, and provide adequate facilities and connections to pedestrian and bicycle systems.



**GHG Reduction Potential:**

120,087 MT CO<sub>2</sub>e  
 25% reduction in passenger vehicle VMT

**Community Co-Benefits:**



**City Costs:**

A more detailed cost analysis must be completed in order to assess the costs that the City will incur from these projects.

**City Savings:**

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**Private Costs:**

A more detailed cost analysis must be completed in order to assess the costs that the RTA and private developers will incur to implement these projects.

**Private Savings:**

\$40,919,458 annually, based on fuel savings from using public transit rather than personal vehicles

**Potential Funding Sources:**

In July 2010, RTA published its *Short Range Transit Plan*, which details the plans for improving the RTA system through Fiscal years 2011-2013. In this Plan, RTA identified the following strategies for service improvements in Moreno Valley:

- Establish a base transit network serving major activity centers including schools, shopping centers, medical centers, and the approved Metrolink station
- Connect Moreno Valley to UCR and Downtown Riverside as well as Perris with direct and frequent transit services
- Provide transit service to the existing and planned major development at March Air Reserve Base and adjacent Joint Powers Authority reuse areas.

SCAG is currently in the process of updating the RTP with the draft to be released in December 2011. The RTP will identify plans for the region to expand transit in Moreno Valley and surrounding areas.

### R2-T3: EMPLOYMENT-BASED TRIP REDUCTIONS

Transportation Demand Management (TDM) programs work to reduce automobile travel by encouraging ride-sharing, carpooling, and alternative modes of transportation.

The City of Moreno Valley would implement this strategy by including a TDM strategy as mitigation for New Development.



**GHG Reduction Potential:**

7,401 MT CO2e  
2% reduction in passenger vehicle VMT

**Community Co-Benefits:**



**City Costs:**

Undetermined costs depending upon how this is implemented ranging from no costs, to very modest costs associated with providing incentives to employers to provide commute trip reductions.

**City Savings:**

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**Private Costs:**

Minimal administrative fees

**Private Savings:**

\$2,521,975 annually, based on decreased fuel use

**Potential Funding Sources:**

New businesses can mitigate transportation related emissions by offering programs, facilities and incentives to their employees that would promote carpooling, transit use, and use of other alternative modes.

## R3 Transportation Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through education programs or are measures that will reduce emissions but cannot be quantified. Also, reduction measures implemented at the municipal level are described.

### R3-T1: REGIONAL LAND USE AND TRANSPORTATION COORDINATION

Promoting the development and use of transit between Moreno Valley and other jurisdictions including the County and neighboring cities enhances the implementation of R2-T1 and R2-T2 described above.

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## 4.3 Energy

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Electricity and natural gas use in buildings represent the second largest source of emissions in the City of Moreno Valley. The state has begun to address this source of emissions by requiring new buildings to attain higher standards for energy efficiency and requiring utilities to use more renewable power sources. At the local level, Moreno Valley can encourage developers to go beyond the state requirements and offer incentives to bring older buildings up to current standards.

## R1 Energy Reduction Measures

The following list of R1 building energy efficiency related measures are those measures that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City.

### R1-E1: RENEWABLE PORTFOLIO STANDARD FOR BUILDING ENERGY USE

Senate Bills (SBs) 1075 (2002) and 107 (2006) created the State's Renewable Portfolio Standard (RPS), with an initial goal of 20 percent renewable energy production by 2010. Executive Order (EO) S-14-08 establishes a RPS target of 33 percent by the year 2020 and requires State agencies to take all appropriate actions to ensure the target is met. In April 2011, Governor Jerry Brown signed Senate Bill 2 (2011), which codified the Executive Order and requires the State to reach the 2020 goal (CARB 2008).

### R1-E2 AND R1-E3: AB 1109 ENERGY EFFICIENCY STANDARDS FOR LIGHTING (RESIDENTIAL AND COMMERCIAL INDOOR AND OUTDOOR LIGHTING)

Assembly Bill (AB 1109) mandated that the California Energy Commission (CEC) on or before December 31, 2008, adopt energy efficiency standards for general purpose lighting. These regulations, combined with other State efforts, shall be structured to reduce State-wide electricity consumption in the following ways:

- R1-E2: At least 50 percent reduction from 2007 levels for indoor residential lighting by 2018; and
- R1-E3: At least 25 percent reduction from 2007 levels for indoor commercial and outdoor lighting by 2018 (CARB 2008).

#### R1-E4: ELECTRICITY ENERGY EFFICIENCY (AB32)

This measure captures the emission reductions associated with electricity energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards") of California's Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations; hereinafter referred to as "CALGreen").



By 2020, this requirement will reduce emissions in California by approximately 21.3 MMTCO<sub>2e</sub>, representing 17.5 percent of emissions from all electricity in the State (CARB 2008). This measure includes the following strategies:

- "Zero Net Energy" buildings (buildings that combine energy efficiency and renewable generation so that they, based on an annual average, extract no energy from the grid);
- Broader standards for new types of appliances and for water efficiency;
- Improved compliance and enforcement of existing standards;
- Voluntary efficiency and green building targets beyond mandatory codes;
- Voluntary and mandatory whole-building retrofits for existing buildings;
- Innovative financing to overcome first-cost and split incentives for energy efficiency, on-site renewables, and high efficiency distributed generation;
- More aggressive utility programs to achieve long-term savings;
- Water system and water use efficiency and conservation measures;
- Additional industrial and agricultural efficiency initiatives; and
- Providing real time energy information technologies to help consumers conserve and optimize energy performance.

#### R1-E5: NATURAL GAS ENERGY EFFICIENCY (AB32)

This measure captures the emission reductions associated with natural gas energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting

## CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in the Title 24 Energy Efficiency Standards or CALGreen. By 2020, this requirement will reduce emissions in California by approximately 4.3 MMTCO<sub>2</sub>e, representing 6.2 percent of emissions from all natural gas combustion in the State (CARB 2008). This measure includes similar strategies to those listed above for R1-E4.

### R1-E6: INCREASED COMBINED HEAT AND POWER (AB32)

This measure captures the reduction in building electricity emissions associated with the increase of combined heat and power activities, as outlined in CARB's AB 32 Scoping Plan. The Scoping Plan suggests that increased combined heat and power systems, which capture "waste heat" produced during power generation for local use, will offset 30,000 GWh State-wide in 2020. Approaches to lowering market barriers include utility-provided incentive payments, a possible CHP portfolio standard, transmission and distribution support systems, or the use of feed-in tariffs. By 2020, this requirement will reduce emissions in California by approximately 6.7 MMTCO<sub>2</sub>e, representing 7.6 percent of emissions from all electricity in the State (CARB 2008).

### R1-E7: INDUSTRIAL EFFICIENCY MEASURES (AB32)

This measure captures the reduction in industrial building energy emissions associated with the energy efficiency measures for industrial sources included in CARB's AB 32 Scoping Plan. By 2020, this requirement will reduce emissions in California by approximately 1.0 MMTCO<sub>2</sub>e, representing 3.9 percent of emissions from all industrial natural gas combustion in the State (CARB 2008). CARB proposes the following possible State-wide measures:

- Oil and gas extraction regulations and programs to reduce fugitive CH<sub>4</sub> emissions;
- GHG leak reduction from oil and gas transmission;
- Refinery flare recovery process improvements; and
- Removal of methane exemption from existing refinery regulations.



## R2 Energy Reduction Measures

The following list of R2 measures are candidate measures related to building energy efficiency the City can implement to achieve an AB 32 compliant reduction target.

### R2-E1: NEW CONSTRUCTION RESIDENTIAL ENERGY EFFICIENCY REQUIREMENTS

This measure would facilitate the implementation of energy efficient design for all new residential buildings to be 10% beyond the current Title 24 Standards. This energy efficiency requirement is equal to that of the LEED for Homes and ENERGY STAR programs.

The 2008 Title 24 Energy Standards were adopted by the Energy Commission on April 23, 2008, with the 2008 Residential Compliance Manual adopted by the Commission on December 17, 2008. Compliance with the 2008 standards went into effect January 1, 2010. In an effort to meet the overall goal of the California Energy Efficiency Strategic Plan of reaching zero net energy for residential buildings by 2020, the stringency of the Title 24 Energy Standards as regulated and required by the State will continue to increase every three years. As energy efficiency standards increase Moreno Valley may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

#### GHG Reduction Potential:

3,357 MT CO<sub>2</sub>e

10% beyond Title 24 in new residential

#### Community Co-Benefits:



#### City Costs:

Administrative costs associated with incorporating energy efficiency mitigation into the development review process

#### City Savings:

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#### Private Costs:

\$15.9 million

The cost is based on an estimated \$1,500 per residential unit.

#### Private Savings:

\$778,000 annually in reduced energy costs, resulting in an estimated 20 year payback period on the initial cost.

#### Potential Funding Sources:

WRCOG and SCE

- Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc ;
- Install solar water heaters;
- Install top quality windows and insulation;
- Install energy efficient lighting;
- Optimize conditions for natural heating, cooling and lighting by building siting and orientation;
- Use features that incorporate natural ventilation;
- Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- Incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

## R2-E2: NEW CONSTRUCTION RESIDENTIAL RENEWABLE ENERGY

**GHG Reduction Potential:**

1,252 MT CO<sub>2</sub>e

10% of energy in new residential from on-site renewable energy

**Community Co-Benefits:**



**City Costs:**

Administrative costs associated with incorporating alternative energy mitigation into the development review process

**City Savings:**

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**Private Costs:**

\$20 million

Costs assume 10% of units install 2kW solar PV systems at \$7,796/kW. (Anders 2009)

**Private Savings:**

\$760,000 annually in reduced energy costs, resulting in an estimated 26 year payback period on the initial cost.

**Potential Funding Sources:**

WRCOG and SCE

This measure would facilitate the incorporation of renewable energy (such as photovoltaic panels or small wind turbines) into new residential developments. For participating developments, renewable energy application should be such that the new home’s projected energy use from the grid is reduced by 50%. The California Energy Commissions’ New Solar Homes Partnership is a component of the California Solar Initiative and provides rebates to developers of 6 or more units where 50% of the units include solar power. In addition this measure would encourage that all residents be equipped with “solar ready” features where feasible, to encourage future installation of solar energy systems. These features should include the proper solar orientation (south facing roof sloped at 20° to 55° from the horizontal), clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank. The incentive program should provide enough funding and other incentives as shown in the R3 measures to result in approximately 20% of new residential development participation in this program, thereby resulting in a 10% reduction in electrical consumption from new residential developments.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent can buy into a purchased energy offset program that will allow for the purchase of electricity generated from renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must be equal to 50% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.



## R2-E3: RESIDENTIAL ENERGY EFFICIENCY RETROFITS

### GHG Reduction Potential:

33,418 MT CO<sub>2</sub>e

On average, all existing units become 20% more efficient

### Community Co-Benefits:



### Private Costs:

\$49 million

Assumes cost is equal to \$0.75/kWh and \$4.35/therm saved. (Anders 2009)

### Private Savings:

\$7.7 million annually in reduced energy costs, resulting in an estimated 6 year payback period on the initial cost.

### Potential Funding Sources:

WRCOG and SCE

This reduction measure would set a goal for the City to increase energy efficiency in existing homes. With the rebates and incentive programs currently available, this measure could allow for all residential units to become, on average, 20% more efficient. One key program ensuring the achievement of this reduction measures is Moreno Valley's partnership with the Western Riverside Council of Governments (WRCOG) surrounding their Energy Efficiency and Water Conservation Program (WRCOG 2009). The program would provide residences with low-interest loans that can be used to implement energy efficient improvements on their homes. This program has the potential to reduce energy consumption in retrofitted homes by a minimum of 15%. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Install solar water heaters;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize the existing building to increase energy efficiency.

## R2-E4: RESIDENTIAL RENEWABLE ENERGY RETROFITS

### GHG Reduction Potential:

5,750 MT CO<sub>2</sub>e

10% of energy in residential from on-site renewable energy

### Community Co-Benefits:



### City Costs:

Undetermined costs depending upon how this is implemented ranging from modest administration costs to moderate costs of incentive programs.

### City Savings:

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### Private Costs:

\$81.1 million

Costs assume 10% of units install 2kW solar PV systems at \$7,796/kW. (Anders 2009)

### Private Savings:

\$3.5 million annually in reduced energy costs, resulting in an estimated 23 year payback period on the initial cost.

### Potential Funding Sources:

WRCOG, SCE, SEC, MVU Solar Incentive

This measure would set a goal for City residents to retrofit their homes with photovoltaic panels or small wind turbines such that 50% of the home's electrical usage is offset. With the current rebates and incentives available, a participation rate of 20% can be achieved. In particular, the California Energy Commission's Solar Initiative has incentives available to home owners. In addition, WRCOG's Energy Efficiency and Water Conservation Program helps finance solar photovoltaic systems for residents.

Residents may also be eligible for an MVU rebate of \$2.80 for every watt of solar installed on the roof of a home.

## R2-E5: NEW CONSTRUCTION COMMERCIAL ENERGY EFFICIENCY REQUIREMENTS

### GHG Reduction Potential:

3,357 MT CO<sub>2</sub>e

On average, all existing units become 10% more efficient

### Community Co-Benefits:



### City Costs:

Administrative costs associated with incorporating energy efficiency mitigation into the development review process

### City Savings:

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### Private Costs:

\$9.7 million

The cost is based on an estimated \$1.00 per square foot to achieve 10% beyond Title 24. (Anders 2009)

### Private Savings:

\$1.3 million annually in reduced energy costs, resulting in an estimated 8 year payback period on the initial cost.

### Potential Funding Sources:

WRCOG and SCE

This measure would facilitate the implementation of energy efficient design for all new commercial buildings to be 10% beyond the current Title 24 Standards. This energy efficiency requirement meets the minimum requirements of the LEED and ENERGY STAR programs. As energy efficiency standards increase the City may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
- Install solar water heaters;
- Install top quality windows and insulation;
- Install energy efficient lighting;
- Optimize conditions for natural heating, cooling and lighting by building siting and orientation;
- Use features that incorporate natural ventilation;
- Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- Incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

## R2-E6: NEW CONSTRUCTION COMMERCIAL/INDUSTRIAL RENEWABLE ENERGY

**GHG Reduction Potential:**

2,030 MT CO<sub>2</sub>e

10% of energy in commercial is from on-site renewable energy

**Community Co-Benefits:**



**City Costs:**

Administrative costs associated with incorporating alternative energy mitigation into the development review process

**City Savings:**

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**Private Costs:**

\$31.7 million

This cost represents 5kW of solar photovoltaic per 10,000 square feet of new commercial development at an estimated \$6,526/kW. (Anders 2009)

**Private Savings:**

\$1.2 million annually in reduced energy costs, resulting in an estimated 26 year payback period on the initial cost.

**Potential Funding Sources:**

SCE, WRCOG

This measure would facilitate the incorporation of renewable (solar or other renewable) energy generation into the design and construction of new commercial, office, and industrial developments. Renewable energy generation would be incorporated such that a minimum of 10% of the project’s total energy needs are offset. In addition, this measure would encourage all facilities be equipped with “solar ready” features where feasible, to facilitate future installation of solar energy systems. These features should include the proper solar orientation, clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent could buy into an offset program that will allow for the purchase of renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must equal 20% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

## R2-E7: COMMERCIAL/INDUSTRIAL ENERGY EFFICIENCY AND RENEWABLE ENERGY RETROFITS

This measure sets a goal for all commercial or industrial buildings undergoing major renovations to reduce their energy consumption by 25%. The State offers incentives and programs that contribute toward the implementation of this goal. Similar to the residential goals described above, WRCOG's Energy Efficiency and Water Conservation Program could help finance energy efficiency and renewable energy projects for commercial



buildings. Although not limited to these actions, this

reduction goal can be achieved through the incorporation of the following:

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Install solar water heaters;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize the existing building to increase energy efficiency.

### GHG Reduction Potential:

18,261 MT CO<sub>2</sub>e

Assumes a 25% decrease in energy use through a combination of energy efficiency and renewable energy retrofits.

### Community Co-Benefits:



### City Costs:

Undetermined costs depending upon how this is implemented ranging from modest administration costs to moderate costs of incentive programs.

### City Savings:

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### Private Costs:

\$14.6 million

The cost is based on an estimated \$1.50 per square foot to achieve the reductions. (Anders 2009)

### Private Savings:

\$6.9 million annually in reduced energy costs, resulting in an estimated 2 year payback period on the initial cost.

### Potential Funding Sources:

## R3 Energy Reduction Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through education programs or are measures that will reduce emissions but cannot be quantified.

### R3-E1: ENERGY EFFICIENT DEVELOPMENT, AND RENEWABLE ENERGY DEPLOYMENT FACILITATION AND STREAMLINING

This measure would encourage the City to identify key opportunities for the implementation of green building practices and the incorporation of renewable energy systems. This could include the updating of codes and zoning requirements and guidelines. This measure could be further enhanced by providing incentives for energy efficient projects such as priority in the reviewing, permitting, and inspection process. Additional incentives could include flexibility in building requirements such as height limits or set-backs in exchange for incorporating green building practices or renewable energy systems.

### R3-E2: ENERGY EFFICIENCY TRAINING & PUBLIC EDUCATION

This measure would strengthen Moreno Valley General Plan Policy Infrastructure & Utilities 7.6.8 which provides public education and publicity about energy efficiency measures and reduction programs available within the City through a variety of methods including newsletters, brochures, and the City's Website. This measure would enhance this existing program by including rebates and incentives available for residences and businesses as well as providing training in green building materials, techniques, and practices for all plan review and building inspection staff.

### R3-E3: ENERGY EFFICIENCY AND SOLAR ENERGY FINANCING

This measure would facilitate the incorporation of innovative, grant funded or low-interest financing programs for energy efficiency and renewable energy projects for both existing and new developments. This would include financing for heating, ventilation, air conditioning, lighting, water heating equipment, insulation, weatherization, and residential and commercial renewable energy. The City is a member of a partnership with WRCOG surrounding their Energy Efficiency and Water Conservation Program. The program would provide property with low-interest loans that would be repaid over time through annual property tax payments.

### R3-E4: CROSS-JURISDICTIONAL COORDINATION

Under this reduction measure the City would coordinate with other local governments, special districts, nonprofit, and other organizations in order to optimize energy efficiency and renewable resource development and usage. This would allow for economies of scale and shared resources to more effectively implement these environmental enhancements.

### R3-E5: ALTERNATIVE ENERGY DEVELOPMENT PLAN

The accomplishment of this measure would encourage the City and MVU to work with SCE to explore the possibilities for producing energy by renewable means within the built environment. This would be developed to identify appropriate alternative energy facilities (i.e., photovoltaic) for use within residential and commercial developments. The Alternative Energy Development Plan will encourage the

establishment of City policies and ordinances to address how alternative energy production would be conducted. This measure would identify the most optimal locations and the best means by which to avoid noise, aesthetics and other land use compatibility conflicts. Another provision of this Plan could be to identify possible sites for the production of renewable energy using local renewable sources such as solar, wind, small hydro, and/or biogas. This would encourage adopting measures to protect these resources and providing right-of-way easements, utility easements, or by setting aside land for future development of these potential production sites.

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## 4.4 Area Source

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The following list includes measures related to landscaping and wood burning emissions that will reduce emissions and help the City to achieve an AB 32 compliant reduction target.

### R1 Area Source Reduction Measure

#### R1-L1: SCAQMD HEALTHY HEARTHS PROGRAM

AQMD's Rule 445-Wood Burning Devices, adopted on March 7, 2008, applies to residents in the South Coast Air Basin and includes the following key components:

- No permanently installed indoor or outdoor wood burning devices in new developments;
- Establishes a mandatory wood burning curtailment program on high pollution days during November through February, beginning November 1, 2011. Based on current air quality conditions, there may be 10 to 25 mandatory curtailment days in specific areas (AQMD 2008).

## R2 Area Source Reduction Measure

### R2-L1: ELECTRIC LANDSCAPING EQUIPMENT

This measure reduces GHG emissions by substituting electric landscaping equipment for the traditional gas-powered equipment. Electric lawn equipment including lawn mowers, leaf blowers and vacuums, shredders, trimmers, and chain saws are available. When

**GHG Reduction Potential:**

4,207 MT CO<sub>2</sub>e

The change out from gas powered equipment to electric powered equipment reduces emissions by 38.5%. The reduction calculations assume all new developments use electricity rather than gas powered equipment.

**Community Co-Benefits:**



**City Costs:**

Undetermined costs due to variables ranging from no costs with no city involvement, modest costs associated engaging the public to participate in the program, to moderate costs of teaming with SCE in the incentive program.

**City Savings:**

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**Private Costs:**

There is no additional cost associated with installing external outlets and purchasing electric equipment rather than gas-powered.

**Private Savings:**

Savings vary depending on fuel used

**Potential Funding Sources:**

SCAQMD lawn-mower trade-in program

electric landscaping equipment in used in place of conventional equipment, direct GHG emissions from natural gas combustion are replaced with indirect GHG emissions associated with the electricity used to power the equipment.





## R3 Area Source Reduction Measures

The following R3 measures are related to landscape strategies that will help reduce GHG emissions and can be incorporated into development projects without additional cost. These measures strategically place trees and other landscape mechanisms that create shade to reduce the heat island effect within parking lots and adjacent to buildings, which in turn, reduces the temperature of buildings and cars during the summer.

### R3-L1: EXPAND CITY TREE PLANTING

This program evaluates the feasibility of expanding tree planting within the City. This includes the evaluation of potential carbon sequestration from different tree species, potential reductions of building energy use from shading, and GHG emissions associated with pumping water used for irrigation. Commercial and retail development should be encouraged to exceed shading requirements by a minimum of 10% and to plant low emission trees. In support of Environmental Resources Goal 10.10 from Moreno Valley's General Plan, all future development shall be encouraged to preserve native trees and vegetation to the furthest extent possible.

### R3-L2: HEAT ISLAND PLAN

The implementation of this measure would include promoting the use of cool roofs, cool pavements, and parking lot shading by increasing the number of strategically placed shade trees. Further, City wide Design Guidelines should be amended to include that all new developments and major renovations (additions of 25,000 square feet or more) would be encouraged to incorporate the following strategies such that heat gain would be reduced for 50% of the non-roof impervious site landscape (including parking, roads, sidewalks, courtyards, and driveways). The strategies include:

- Strategically placed shade trees;
- Paving materials with a Solar Reflective Index (SRI) of at least 29;
- Open grid pavement system; or
- Covered parking (with shade or cover having an SRI of at least 29).

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## 4.5 Water

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Although emissions associated with water represent a small portion of the total emissions for the City, Moreno Valley can still conserve water use in order to reduce the reliance on imported water from the state and encourage the use of recycled water.

## R1 Water Reduction Measure

The following R1 water related reduction measure has been identified in the AB 32 Scoping Plan and will result in emission reductions within the City.

### R1-W1: RENEWABLE PORTFOLIO STANDARD (33 PERCENT BY 2020) RELATED TO WATER SUPPLY AND CONVEYANCE

This measure would increase electricity production from eligible renewable power sources to 33 percent by 2020. A reduction in GHG emissions results from replacing natural gas-fired electricity production with zero GHG-emitting renewable sources of power. By 2020, this requirement will reduce emissions from electricity used for water supply and conveyance in California by approximately 21.3 MMTCO<sub>2</sub>e, representing 15.2 percent of emissions from electricity generation (in-State and imports) (CARB 2008).

### R1-W2: CAL GREEN BUILDING STANDARDS

The 2010 California Green Building Standards (CALGreen) went into effect January 1, 2011. The standards include a 20% mandated reduction in indoor water use for all residential and commercial buildings. For outdoor water use, CALGreen requires developers to install landscaping devices that can sense moisture content of soil and restrict landscaping-related water use when moisture content is high.

## R2 Water Reduction Measure

The following R2 measure is a candidate measure related to water that the City can implement to achieve an AB 32 compliant reduction target.

### R2-W1: WATER USE REDUCTION INITIATIVE

#### GHG Reduction Potential:

3,493 MT CO<sub>2</sub>e

The calculated emission reductions assume all new developments reduce water consumption by 20%.

#### Community Co-Benefits:



#### City Costs:

Administrative costs associated with water conservation included in the development review process.

#### City Savings:

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#### Private Costs:

Considered negligible if implemented with new development

#### Private Savings:

\$3.9 million annually in reduced water costs.

#### Potential Funding Sources:

EMWD rebates

This initiative would reduce emissions associated with electricity consumption for water treatment and conveyance. This measure encourages the City to adopt a per capita water use reduction goal in support of the Governors Executive Order S-14-08 which mandates the reduction of water use of 20 percent per capita. The City's adoption of a water use reduction goal would introduce requirements for new development and would provide cooperative support for water purveyors that are required to implement these reductions for existing developments. The City would also provide internal reduction measures such that City facilities will support this reduction requirement. The following represent potential programs that could be implemented to attain this reduction goal.

#### WATER CONSERVATION PROGRAM

Under this program the excessive watering of landscaping, excessive fountain operation, watering during peak daylight hours, water of non-permeable surfaces, excessive water use for noncommercial washing, and water use resulting in flooding or runoff would be prohibited. In addition the program would encourage efficient water use for construction activities, the installation of low-flow toilets and showerheads for all new developments, use of drought-tolerant plants with efficient landscape watering systems for all new developments, recycling of water used for cooling systems, use of pool covers, and the posting of water conservation signage at all

hotels.

#### WATER EFFICIENCY RETROFIT PROGRAM

This program would encourage upgrades in water efficiency for renovations or additions of residential, commercial, office, and industrial properties equivalent to that of new developments. The City would work with local water purveyors to achieve consistent standards, and to develop, approve, and review procedures for implementation.

#### INCREASED RECYCLED WATER USE

Coordinate with EMWD to promote the use of municipal wastewater and graywater for agricultural, industrial and irrigation purposes. This measure would be subject to approval of the State Health Department and compliance with Title 22 provisions. This measure would facilitate the following:

## CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

- Inventory of non-potable water uses that could be substituted with recycled or graywater;
- Determination of the feasibility of producing and distributing recycled water for groundwater replenishment;
- Determine the associated energy/GHG tradeoffs for treatment/use vs. out of basin water supply usage;
- Cooperation and coordination with responsible agencies to encourage the use of recycled water where energy tradeoffs are favorable.

### R3 Water Reduction Measure

The following R3 measure enhances and/or ensures the reductions accounted for within the R2 measure identified above.

#### R3-W1: WATER EFFICIENCY TRAINING AND EDUCATION

Under this measure the City, in coordination with EMWD and local water purveyors would implement a public information and education program that promotes water conservation. The program could include certification programs for irrigation designers, installers, and managers, as well as classes to promote the use of drought tolerant, native species and xeriscaping. This measure supports measure R2-W1 discussed above.

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## 4.6 Solid Waste

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The following measures describe ways for the City of Moreno Valley to reduce the amount of waste sent to the landfill and thus reduce the associated GHG emissions.

### R1 Solid Waste Measure

The following R1 solid waste related measure is a measure that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City.

#### R1-S1: WASTE MEASURES

The CARB AB 32 Scoping Plan recommends three measures for reducing emissions from Municipal Solid Waste at the State level, including: 1) landfill methane control; 2) increase the efficiency of landfill methane capture; and 3) high recycling/zero waste. CARB approved a regulation implementing the discrete early action program for methane recovery (1), which became effective June 17, 2010. This measure is expected to result in a 1.0 MMTCO<sub>2</sub>e reduction by 2020 (CARB 2008). Other measures proposed by CARB include increasing efficiency of landfill methane capture (2) and instituting high recycling/zero waste policies (3). Potential reductions associated with these measures are still to be determined.

## R1-S2: CAL GREEN CONSTRUCTION WASTE REDUCTION

The 2010 CALGreen Standards also include a measure for the reduction of construction waste. This measure states that at least 50% of non-hazardous construction and demolition debris must be recycled or salvaged. This reduces the amount of waste sent to the landfill and thus reduces GHG emissions associated with the decomposition of solid waste.

## R2 Solid Waste Measures

The following R2 measure reduces emissions related to solid waste and helps Moreno Valley to achieve an AB 32 compliant reduction target.

### R2-S1: CITY DIVERSION PROGRAM

#### GHG Reduction Potential:

26,577 MT CO<sub>2</sub>e

The emissions reductions account for a 20% decrease in non-construction waste sent to landfills. Non-construction waste represents 87% of Moreno Valley's total waste.

#### Community Co-Benefits:



#### City Costs:

Administrative costs of including construction material recycling, interior and exterior recycling storage areas in new development, and recycling at public events.

#### City Savings:

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#### Private Costs:

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#### Private Savings:

Undetermined

#### Potential Funding Sources:

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The state has set the following targets for Moreno Valley's solid waste disposal: 4.4 pounds per day (PPD) per resident and 31.8 PPD per employee (equating to a diversion rate of 50%). As of 2009, the City is below the target for both categories: 3.3 PPD per resident and 26 PPD per employee. To further reduce the amount of waste disposed, and comply with AB 341, this measure would set a target for the City to increase the waste diverted to 75% by 2020 (this equates to 2.2 PPD per resident and 15.9 PPD per employee). The following is a potential list of waste reduction measures that will further strengthen existing waste reduction/diversion programs along with coordination with Waste Management of the Inland Empire and Riverside County Waste Management.

- Provide outreach and education programs for residential, commercial, and industrial land uses in order to further promote existing City diversion programs;
- Encourage businesses to adopt a voluntary procurement standard and prioritize those products that have less packaging, are reusable, or recyclable;
- Support State level policies that provide incentives for efficient and reduced packaging waste for commercial products;
- Provide waste audits;
- Make recycling mandatory at all public events;
- Support legislation which advocates for extended producer responsibility;
- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard);

## CHAPTER 4 GHG EMISSIONS REDUCTION PROGRAMS AND REGULATIONS

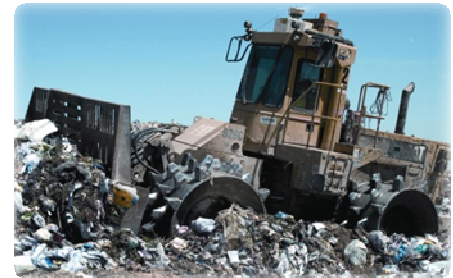
- Require interior and exterior storage areas for recyclables at all buildings associated with new construction;
- Provide adequate recycling containers in public areas, including parks, public golf courses, and City owned facilities; and
- Provide education and publicity about reducing waste and available recycling services.

### R3 Solid Waste Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measure identified above.

#### R3-S1: ENCOURAGE INCREASED EFFICIENCY OF THE GAS TO ENERGY SYSTEM AT LANDFILLS.

El Sobrante Landfill and the Badlands Landfill, where Moreno Valley's waste is sent, currently have gas-to-energy systems that convert methane released from the decomposition of waste into energy. This measure would encourage Waste Management of the Inland Empire and Riverside County Waste Management Department to keep current with upgrades in efficiencies to waste to energy systems and to upgrade as feasible when significant increases in conversion efficiencies are available. Moreno Valley's waste is deposited in the El Sobrante Landfill and the Badlands Landfill, so the emissions from Moreno Valley's solid waste are dependent on the waste management and methane capture systems in place at El Sobrante and Badlands. Any reductions in emissions from the landfill will, in turn, reduce Moreno Valley's emissions from solid waste generation.



#### R3-S2: WASTE EDUCATION PROGRAM

This measure would provide public education and increased publicity about commercial and residential recycling. This measure would educate the public about waste reduction options available at both residential and commercial levels, including composting, grass recycling, and waste prevention, and available recycling services.

## Chapter 5 Total Estimated Reductions

## CHAPTER 5 TOTAL ESTIMATED REDUCTIONS

In 2020, the City of Moreno Valley is projected to emit a total of 1,298,543 MT CO<sub>2</sub>e without the incorporation of reduction measures. With implementation of the reduction measures discussed in Chapter 4, the City emissions for 2020 would be reduced to 798,137 MT CO<sub>2</sub>e. The statewide reduction measures (the R1 Measures in Chapter 4) would reduce the bulk of Moreno Valley’s emissions and make a substantial contribution toward reaching the 2020 reduction target. However, the City would need to supplement the state measures with the implementation of the local reduction measures (R2 measures) discussed in Chapter 4.

### 5.1 Reductions from R1 and R2 Measures

The R1 measures described in Chapter 4 will be implemented at the State level with reductions occurring at the local level in Moreno Valley. The R2 measures go beyond the State measures to reduce GHG emissions in order to meet the 2020 reduction target. Table 5-1 summarizes the MT CO<sub>2</sub>e and the corresponding percentage of emissions reduced for each of the R1 and R2 measures.

<b>Table 5-1 Measures and Associated Emissions Reduced from 2020 Inventory</b>		
<b>Transportation</b>	<b>MT CO<sub>2</sub>e Reduced</b>	<b>% of Transportation Emissions</b>
R1-T1 & R1-T2: Pavley I and II	150,196	19.1
R1-T3: Low Carbon Fuel Standard	45,941	5.8
R1-T4: Tire Pressure	1,591	0.2
R1-T5: Low Rolling Resistance Tires	1,058	0.1
R1-T6: Low Friction Oils	8,973	1.1
R1-T7: Goods Movement Efficiency	9,288	1.2
R1-T8: Aerodynamic Efficiency	1,152	0.2
R1-T9: Medium/Heavy Duty Hybridization	595	0.1
R2-T1: Land Use and VMT Reduction Policies	20,423	2.6
R2-T2: Transit Improvements	120,087	15.2
R2-T3: Employment Based Trips	7,401	0.9
<b>Transportation Total</b>	<b>366,706</b>	<b>46.5</b>
<b>Energy</b>	<b>MT CO<sub>2</sub>e Reduced</b>	<b>% of Energy Emissions</b>
R1-E1: Renewable Portfolio Standard 33%	3,194	0.9
R1-E2: Indoor Residential Lighting	5,900	1.7
R1-E3: Indoor Commercial/Outdoor Lighting	4,380	1.2
R1-E4: Electrical Energy Efficiency	3,060	0.9
R1-E5: Natural Gas Energy Efficiency	1,382	0.4
R1-E6: Combined Heat/Power	12,678	3.6
R1-E7: Industrial Efficiency	791	0.2
R2-E1: New Residential Energy Efficiency	3,357	0.9
R2-E2: New Residential Renewable Energy	1,252	0.4
R2-E3: Residential Energy Efficiency Retrofits	33,418	9.4
R2-E4: Residential Renewable Energy Retrofits	5,750	1.6
R2-E5: New Commercial Energy Efficiency	3,357	0.9
R2-E6: New Commercial Renewable Energy	2,030	0.6
R2-E7: Commercial Energy Retrofits	18,261	5.1
<b>Energy Total</b>	<b>80,549</b>	<b>22.6</b>



5.2 REDUCED 2020 COMMUNITY-WIDE EMISSIONS INVENTORY

Table 5-1 Measures and Associated Emissions Reduced from 2020 Inventory		
Area Source	MT CO <sub>2</sub> e Reduced	% of Area Source Emissions
R1-L1: SCAQMD Healthy Hearths Programs	6,244	7.6
R2-A1: Electric Landscaping Equipment	4,207	5.1
<b>Area Source Total</b>	<b>10,451</b>	<b>12.7</b>
Water	MT CO <sub>2</sub> e Reduced	% of Water Emissions
R1-W1: RPS related to Water Supply	2,535	12.7
R1-W2 & R2-W1: Water Conservation Strategies	3,493	17.5
<b>Water Total</b>	<b>6,028</b>	<b>30.1</b>
Solid Waste	MT CO <sub>2</sub> e Reduced	% of Solid Waste Emissions
R1-S2: CalGreen Construction Waste	10,618	6.5
R2-S1: Waste Disposal Program	26,577	16.3
<b>Solid Waste Total</b>	<b>37,196</b>	<b>22.8</b>

With the statewide reduction measures and the implementation of the R2 measures, Moreno Valley would reduce its community-wide emissions to a level below the established 2020 reduction target. Table 5-2 summarizes the 2020 inventory emissions, the GHG reductions associated with the reduction measures, and the reduced 2020 emissions.

Table 5-2 Reduction Summary for 2020 Inventory				
	2020 MT CO <sub>2</sub> e	Reductions MT CO <sub>2</sub> e	Reduced 2020 MT CO <sub>2</sub> e	% Reduction
Transportation	788,267	366,706	421,561	46.5
Energy	356,193	104,820	251,372	29.4
Area Sources	84,665	11,619	73,046	13.7
Water/Wastewater	20,216	6,057	14,158	30.0
Solid Waste	49,203	11,203	38,000	22.8
<b>TOTAL</b>	<b>1,298,543</b>	<b>500,406</b>	<b>798,137</b>	<b>38.5</b>

The implementation of the R1 and R2 reduction measures would reduce Moreno Valley’s emissions by 38.5 percent to 798,137 MT CO<sub>2</sub>e.

## 5.2 Reduced 2020 Community-Wide Emissions Inventory

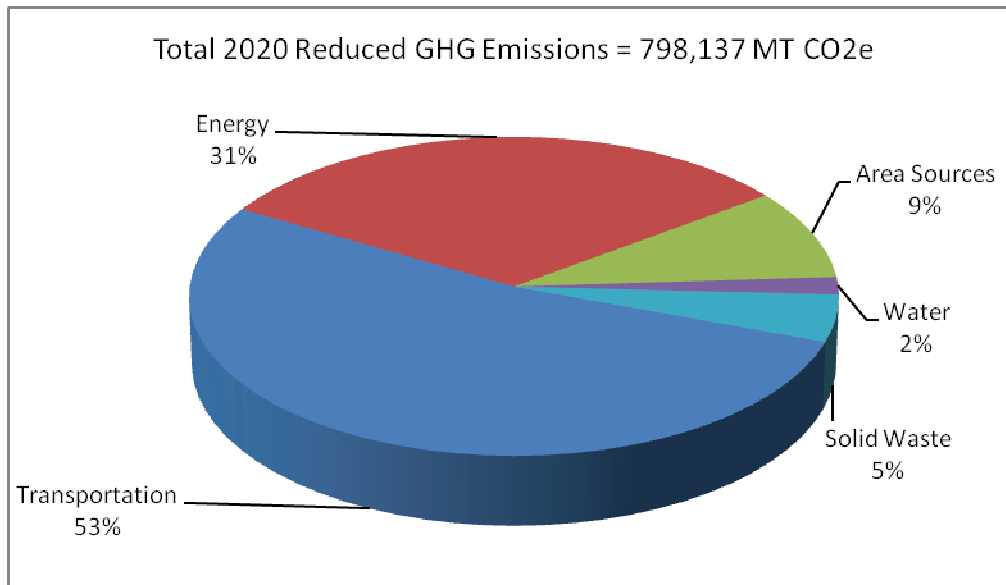
With the implementation of GHG reduction measures, Moreno Valley is projected to reduce its emissions to a total of 798,137 MT CO<sub>2</sub>e, which is 556 MT CO<sub>2</sub>e below the 2020 reduction target. This is a decrease of 38.5 percent from the City’s 2020 BAU emissions inventory and 13 percent from the 2010 emissions. The reduction measures reduce GHG emissions from all sources of community-wide GHG emissions including transportation, energy, area sources, water, and solid waste. The following sections describe the emissions by source and land use category for the year 2020.

## Emissions by Source

The emissions by source for the reduced 2020 inventory were calculated by applying a percent reduction to the 2020 emissions for each reduction measure. Table 5-3 summarizes the reduced 2020 City emissions of CO<sub>2</sub>e as broken down by emissions category. Figure 5-1 is a graphical representation of Table 5-3. A detailed breakdown of reduced 2020 emissions by category is available in Appendix \_\_\_.

Table 5-3 Reduced 2020 GHG Emissions by Source	
Category	Metric tons of CO <sub>2</sub> e
Transportation	421,561
Energy	251,372
Area Sources	73,046
Solid Waste	38,000
Water and Wastewater	14,158
<b>Total</b>	<b>798,137</b>

**Figure 5-1 Reduced 2020 GHG Emissions Generated by Source**



### 5.3 Emissions Summary

With the implementation of the reduction measures outlined in Chapter 4, the City of Moreno Valley would reduce its emissions to a level below the 2020 reduction target calculated in Chapter 3. This represents a 38.5 percent decrease from the BAU 2020 inventory and is consistent with the State’s GHG

## 5.3 EMISSIONS SUMMARY

reduction goals. Table 5-4 summarizes the existing 2010 emissions, the 2020 emissions inventory, and the reduced 2020 emissions.

<b>Table 5-4 2020 GHG Emissions Comparison</b>				
<b>Source Category</b>	<b>Metric tons of CO<sub>2</sub>e</b>			
	<b>2010</b>	<b>BAU 2020</b>	<b>Reduced 2020</b>	<b>% Reduced</b>
Transportation	513,581	788,267	421,561	46.5
Energy	277,230	356,192	251,372	29.4
Area Sources	69,437	84,665	73,046	13.7
Water and Wastewater	16,831	20,216	14,158	30.0
Solid Waste	43,633	49,203	38,000	22.8
<b>Total</b>	<b>920,712</b>	<b>1,298,543</b>	<b>798,137</b>	<b>38.5</b>
<b>Emission Reduction Target</b>		<b>798,693</b>	<b>798,639</b>	
<b>Below Reduction Target?</b>		<b>No</b>	<b>Yes</b>	
Note: Mass emissions of CO <sub>2</sub> e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.				

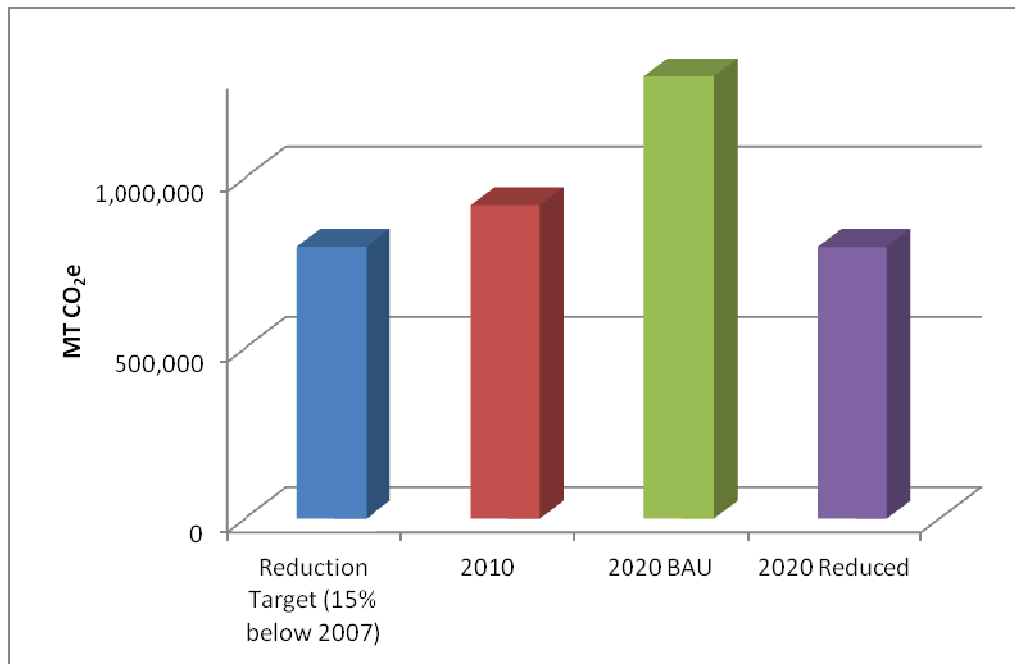


## Chapter 6 Conclusion

## 6.1 Conclusions

This report serves as a guide to help the City implement the objectives of conserving resources and reducing GHG emissions. This document also serves as a technical resource future updates of the City’s General Plan and other land use related documents that may require evaluation and documentation of GHG emissions. Figure 6-1 shows a comparison between the emission inventories discussed throughout this report.

**Figure 6-1 Moreno Valley GHG Emissions by Year**



This document sets a target to reduce community-wide GHG emission emissions by 15% from 2007 levels by 2020, consistent with the State reduction goals in AB 32. The CARB Scoping Plan outlines the reduction strategies designed to meet the statewide reduction goal of AB 32. The City has a reduction strategy as described in Chapter 4 that would meet the State reduction goal. Reduction measures provided herein would ensure that Moreno Valley meets the AB 32 reduction target of reducing to 15% below 2007 levels (reduce down to 798,693 MT CO<sub>2</sub>e) by 2020. In many cases, implementation of the reduction measures will require the cooperation of other agencies, private businesses, and residents. Even with the anticipated growth, the modernization of vehicle fleets, combined with the continued implementation of the proposed measures, will reduce GHG emissions by approximately 500,406 MT CO<sub>2</sub>e from 2020 levels. Therefore, the implementation of the State (R1) measures combined with the City’s R2 and R3 measures will reduce GHG emissions down to 798,137 MT CO<sub>2</sub>e by year 2020, which is 556 MT CO<sub>2</sub>e below the reduction target.

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## 6.2 Additional Reduction Opportunities

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The quantitative analysis of reductions demonstrates that the City can achieve the reduction target by implementing the reduction strategies. The quantitative analysis of future emissions in Moreno Valley also demonstrates that the target is achieved with only 556 MT CO<sub>2</sub>e to spare. However, there are many additional opportunities to reduce emissions that cannot be calculated in a quantitative manner at this time.

One class of additional reduction opportunities includes many of the R3 measures which are anticipated to reduce emissions but cannot be calculated due to indeterminate variables. These include cross-jurisdictional coordination on transportation and energy programs that can reap huge additional reduction opportunities beyond what Moreno Valley can do on their own, an Alternative Energy Development Plan coordinated with SCE, City tree planting program that provides additional sequestration and shade, and a Heat Island Plan. Addressing the heat island affect will reduce the energy needed to cool buildings and automobiles, which would result in a reduction in GHG emissions. However, the current state of emission modeling cannot calculate the emissions reductions associated with addressing the heat island effect.

Another class of additional reduction opportunities includes the implementation of the Regional Sustainable Communities Strategy (SCS) within Moreno Valley. The Southern California Association of Governments (SCAG) has released the draft SCS, but has not finalized it or provided the quantitative values to estimate the GHG reductions within Moreno Valley attributable to implementation of the SCS. Once more quantitative data is available, additional reductions due to the SCS within Moreno Valley can be calculated and provided.

The last class of additional reduction opportunities includes the City's ability to implement the R2 measures in a manner that reduces emissions beyond what was calculated in Section 4. As an example, a very modest participation in voluntary energy efficiency retrofits of existing buildings was expected in the calculations that are shown. Increasing participation in these programs will result in additional reductions.

The City should monitor progress of achieving the reduction goal as the R2 measures are implemented and take advantage of these additional reduction opportunities to insure that the target is achieved.





# Chapter 7 Implementation

## CHAPTER 7 IMPLEMENTATION

This GHG Analysis sets a framework for Moreno Valley to reduce its GHG emissions. Through this analysis, the City has set a baseline for emissions, a target for emissions reductions, and a strategy to attain the reductions to a series of reduction measures. The implementation of these measures will depend on development review; coordination with other agencies, businesses, and residents; and availability of funding through rebates and incentives.

Many of the proposed reduction measures will be implemented through the development review process. New construction offers the opportunity to build with energy efficiency and renewable energy integrated from the start. Additionally, making land use decisions based on transit accessibility and proximity to a variety of uses will help to reduce the dependency on vehicles as the main mode of transportation. Reductions from existing development will also be critical in order to reduce emissions in Moreno Valley. These improvements to existing buildings can offer direct energy cost savings and there are a variety of rebates and incentives available at the state and local level to make the upfront costs more affordable.

On a municipal level, the City of Moreno Valley has already begun to implement energy efficiency upgrades with funding from the EECBG grant money. By implementing all of the remaining planned projects, the City can set an example for the rest of the community and demonstrate how these retrofits are saving the City money and reducing GHG emissions. The City has also been monitoring its energy use through the Energy Star Portfolio Manager program. This has allowed the City to assess energy use in its facilities and monitor changes in energy use based on the retrofits described above. In the future, Moreno Valley can also work to identify additional funding for future projects and continue to administrate the Energy Star Portfolio Manager.

This report is the first step in getting Moreno Valley on track with reducing its GHG emissions. Moving forward, the City will need to monitor and evaluate the implementation of the plan, reassess the reduction measures, and continually update the plan in order to address emissions beyond 2020.

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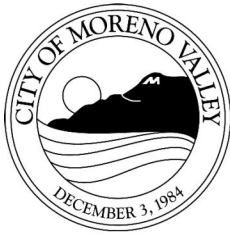
## CHAPTER 8 REFERENCES

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APPROVALS	
BUDGET OFFICER	<i>caf</i>
CITY ATTORNEY	<i>SA</i>
CITY MANAGER	<i>ms</i>

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## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Barry Foster, Community & Economic Development Director

**AGENDA DATE:** October 9, 2012

**TITLE:** PUBLIC HEARING AND RESOLUTION ADJUSTING DEVELOPMENT IMPACT FEES FOR RESIDENTIAL AND COMMERCIAL & INDUSTRIAL DEVELOPMENT

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### **RECOMMENDED ACTION**

Staff recommends that the City Council:

1. Conduct a Public Hearing for the adjustment of the City of Moreno Valley Development Impact Fees for Residential and Commercial & Industrial Development;
2. Accept the Update Development Impact Fee Nexus Study (Dated October 2012) as submitted by Colgun Consulting Corporation;
3. Adopt Resolution No. 2012-85 adjusting Development Impact Fees for Residential and Commercial & Industrial Development.

### **BACKGROUND**

Moreno Valley adopted its Development Impact Fee (DIF) program in 2000 in full compliance with AB 1600. For the DIF, Moreno Valley adopted two Ordinances codifying Chapter 3.38 Residential Development Impact Fees and Chapter 3.42 Commercial and Industrial Development Impact Fees. The two chapters of the City's government code permit Moreno Valley to collect Development Impact Fees based on the impacts of future development on capital facilities and infrastructure in the community. An original DIF Nexus Study was done in 2000. The last DIF Nexus Study was adopted in October 2005 and then amended in March 2006 for a CPI adjustment. A Nexus Study is used to determine the fair distribution of DIF costs based on 1) identified future infrastructure needs of the community, 2) the cost of the future infrastructure (i.e. cost factors go up or down over time) and 3) to account for that

infrastructure that has been constructed by development activity that has occurred since the date of the last DIF Nexus Study.

The twelve components for facilities and infrastructure contained in Moreno Valley's Development Impact Fee Program include:

- Police Facilities
- Fire Protection Facilities
- Libraries
- Park Improvements
- Community & Recreation Centers
- Animal Shelter
- City Hall
- Corporate Yard
- Maintenance Equipment
- Arterial Streets
- Traffic Control
- Interchange Improvements

As part of the DIF program update for 2012, staff worked with an outside consult, along with an interdepartmental effort towards updating the methodology and service levels used to calculate the DIF for many of the established DIF components. Based on this effort and discussion with the City Council at the August 21 Study Session a number of DIF components have been revised including:

- Police Capital Facilities – Adjusted the per sq. ft. cost for police facilities to \$450.
- Park Improvements – Will continue to be collected as DIF, but staff is recommending that Park Land (Quimby Act) be removed from the DIF program and instead be imposed as a condition of approval on residential development.
- Community & Recreation Centers – Removed already constructed centers including the Sr. Center, TownGate Community Center, March Field Community Center and MV Conference & Recreation Center.
- City Hall-Reduced additional building space for City Hall by 50%.
- Arterial Streets – Created one standard, easy to use DIF standard for arterial streets.
- Traffic Control – Increased the standard for spacing DIF traffic signals from ¼ to ½ mile.
- High-Cube Industrial – To be consistent with WRCOG's TUMF program, establish a High-Cube Industrial building type DIF category.

## **DISCUSSION**

Generally, it is appropriate and prudent to undertake a Development Impact Fee (DIF) Nexus Study every few years so the DIF program reflects updated construction costs, and adjustments to land uses, along with current direction on the build out of the community and needed future public facilities and infrastructure. The DIF Nexus Study serves to provide the most equitable distribution of future facilities costs attributable to

new development—including residential, commercial-retail, office and industrial projects. A DIF Nexus Study provides a credible and legitimate methodology for identifying the development demand to illustrate through a series of models and calculations to determine what the impact of future development projects will have on City facilities and infrastructure.

While some cities choose to develop their own DIF methodologies and nexus arguments, Moreno Valley has chosen to use an outside consultant—Colgun Consulting Corporation to perform and make recommendations with its DIF Nexus Study. Colgun Consulting Corporation has completed many DIF Nexus studies for local governments throughout California. In 2008, a DIF Nexus Study Update was prepared by Colgun Consulting Corporation, but not adopted by the City Council because of the challenging economic times.

In 2012, Colgun Consulting Corporation was again retained to prepare a comprehensive DIF Nexus Study Update for Moreno Valley. The 2012 DIF Nexus Study utilizes the seven assumptions identified above with program revisions to a number of DIF components that were discussed with the City Council at the August 21 Study Session. Additionally, staff has reached out to the development industry in looking at ways to update Moreno Valley's DIF program while being sensitive to cost considerations to developers doing business in Moreno Valley. The Building Industry Association (BIA) and a number of developers (residential, commercial & industrial) have been consulted as part of the proposed 2012 update to Moreno Valley's DIF program.

The DIF Program shall provide for a reduction for Affordable Residential Single-Family, Residential Multi-Family and Residential Mobile/Senior categories until such time as the City Council deems it appropriate to revise. It was considered and determined that this reduction does not increase the impacts on other residential developments. The continued availability of this reduced rate will assist in the City's housing element compliance with the state of California. To qualify, an affordable housing project must comply with the required Area Median Income levels to ensure affordability qualification and record the appropriate affordability covenants.

The updated DIF report includes the addition of a High Cube Warehouse and Distribution category. This is defined as buildings with a minimum gross floor area of more than 200,000 square feet, a minimum ceiling height of 24 feet, and a minimum dock-high door loading ratio of 1 door per 10,000 square feet. The use of this definition and development category is consistent with WRCOG's Transportation Uniform Mitigation Fee (TUMF) program.

Attached to this agenda staff report is the Final Draft of Colgun Consulting Corporations DIF Nexus Study—titled Development Impact Fee Update Study Report—October 2012. The comprehensive study includes a section by section breakdown of the twelve established DIF categories; along with the necessary calculations to measure the demand future development will have on those twelve service level categories. The submitted DIF Nexus Study for 2012 provides for a correct proportionality between the amount charged to the residential and commercial & industrial development community for the type and amount of facilities and infrastructure demand generated by that type of development project. Additionally, the updated 2012 Nexus Study provides a

reasonable connection between the use of fees and the benefits produced for development. Most importantly, staff is not recommending the continuation of any discounting or reductions in DIF development types except for affordable housing.

In order to reimburse the City for the 2012 update to the DIF Nexus Study to account for changes in land values, equipment cost and construction costs of those certain capital improvements, it is appropriate to levy a 2.0% charge to the total DIF Fee for each project to be set aside. At the direction of Council, these additional funds will be placed in a separate account specifically for the purpose collected. Once the amount of the funds collected reach the cost of the study update, the 2.0% charge will no longer be imposed.

### **ALTERNATIVES**

1. Accept staff recommendations on approving the 2012 DIF Nexus Study and adjusting the Development Impact Fees for Residential and Commercial & Industrial Development.
2. Provide other direction to staff.

### **FISCAL IMPACT**

The updated DIF Nexus Study supports a future revenue stream of nearly \$378 million through build out of Moreno Valley. Please note that the impact fees as calculated in the DIF Nexus Study will require residential and non-residential developers to pay their fair share of the cost of future public facilities and infrastructure improvements resulting from the demands resulting from new development. The updated DIF Nexus Study and proposed DIF rates shall not continue a past practice of discounting any development type except for affordable housing—which is a requirement of the Moreno Valley’s State certified Housing Element.

Below are the projected revenues for the twelve development impact fee components:

- Police Facilities \$25,428,267
- Fire Protection Facilities \$34,316,512
- Libraries \$9,536,579
- Park Improvements \$79,354,572
- Community & Recreations Centers \$20,192,228
- Animal Shelter \$5,721,848
- City Hall \$6,314,181
- Corporate Yard \$19,004,475
- Maintenance Equipment \$5,332,010
- Arterial Streets \$75,058,190
- Traffic Control \$51,987,767
- Interchange Improvements \$46,751,783

**TOTAL PROJECTED DIF REVENUE \$378,998,413**

DIF revenue is used to support debt service for the 2005 City Lease Revenue Bonds that constructed a number of City capital improvement projects. DIF revenue has decreased significantly since the development industry slowdown of late 2007, thereby providing a financial challenge in paying debt service on the Lease Revenue Bonds. The hope is with the economy improving and Moreno Valley having a competitive DIF rate structure that a number of industrial developers and home builders will pursue new projects in Moreno Valley—thereby increasing DIF revenues and providing adequate debt service coverage.

**NOTIFICATION**

Publication of agenda

**ATTACHMENTS**

Attachment 1 - Proposed Resolution

Prepared By:  
 Barry Foster  
 Community & Economic Development Director

Council Action	
Approved as requested:	Referred to:
Approved as amended:	For:
Denied:	Continued until:
Other:	Hearing set for:

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RESOLUTION NO. 2012-85

A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF MORENO VALLEY, CALIFORNIA,  
ADOPTING THE DEVELOPMENT IMPACT FEE  
(DIF) UPDATE STUDY 2012 APPLICABLE TO  
ALL DEVELOPMENTS IN THE CITY OF  
MORENO VALLEY

WHEREAS, the City of Moreno Valley (“City”) previously recognized that there was insufficient funding to address the impacts of new development on certain capital facilities in the City (the “City System”); and

WHEREAS, in order to address this shortfall, the City formulated a plan whereby a development impact fee would be assessed on new development and would be used to fund the necessary improvements for the City System; and

WHEREAS, in furtherance of this plan, the City Council adopted the “Development Impact Fee Update Study”, dated October 11, 2005, (the “2005 DIF Nexus Study”); and

WHEREAS, based on the 2005 DIF Nexus Study, the City amended Chapter 3.38 and 3.42 of the Moreno Valley Municipal Code as adopted by Ordinance No. 695 on October 11, 2005, pursuant to California Government Code sections 66000 et seq. authorizing the City to impose the Development Impact Fee (“DIF”) upon new development; and

WHEREAS, Section 3.38.160 of Chapter 3.38 and Section 3.42.130 of Chapter 3.42 authorizes periodic review and adjustment to the applicable DIF in accordance with any adjustments made by the City Council; and

WHEREAS, the fees collected pursuant to this Resolution shall be used to finance the certain capital facilities described or identified in the DIF Nexus Study; and

WHEREAS, the 2012 Development Impact Fee Nexus Study updates the 2005 Development Impact Fee Nexus Study and validates and supports the adoption of updated development impact fees; and

WHEREAS, this levying of development impact fees has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act (“CEQA”) and the CEQA Guidelines and it has been determined that the adoption of this

Resolution No. 2012-XX  
Date Adopted: October 09, 2012

resolution is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, the City Council of the City of Moreno Valley does hereby resolve as follows:

**Section 1.** The City Council hereby finds that in accordance with the California Environmental Quality Act (“CEQA”) and the CEQA Guidelines the adoption of this Resolution is exempt from CEQA pursuant to Section 15061(b)(3).

**Section 2.** The recitals set forth above are hereby adopted as findings in support of this Resolution. In addition, the City Council re-adopts the findings contained in Sections 3.38 and 3.42 of the Moreno Valley Municipal Code in support of the adjusted DIF contained herein.

**Section 3.** The terms of this Resolution shall have the same meaning ascribed to them in Sections 3.38 and 3.42 of the Moreno Valley Municipal Code.

**Section 4.** A temporary reduction shall be in place for Affordable Residential Single-Family, Residential Multi-Family and Residential Mobile/Senior categories until such time as the City Council deems it appropriate to amend the resolution further. The continued availability of this rate will assist in the City’s housing element compliance. To qualify, an affordable housing project must:

- Comply with the required Area Median Income levels to ensure affordability qualification.
- Record appropriate affordability covenants.

**Section 5.** The terms of this Resolution shall include the addition of High Cube Warehouse and Distribution Centers if the building meets specific criteria, including a minimum gross floor area of more than 200,000 square feet, a minimum ceiling height of 24 feet, and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.

**Section 6.** In accordance with Chapter 3.38 and 3.42 of the Moreno Valley Municipal Code, the 2012 Development Impact Fee Nexus Study attached as Exhibit A is hereby adopted in its entirety.

Resolution No. 2012-XX  
Date Adopted: October 09, 2012



**Section 7.** In accordance with Section 3.38.160 of Chapter 3.38 and Section 3.42.130 of Chapter 3.42 of the Moreno Valley Municipal Code, there is hereby adopted the revised DIF Fee Table, attached hereto as Exhibit B, which replaces Section 11 of the fee schedule set forth in Resolution No. 2012-25, summarized below as the total DIF Impact based on revise Section 11:

- (1) \$8,902.65 per DU for Residential Single-Family
- (2) \$4,451.33 per DU for Affordable Residential Single-Family
- (3) \$5,884.39 per DU for Residential Multi-Family
- (4) \$2,942.20 per DU for Affordable Residential Multi-Family
- (5) \$3,586.13 per DU for Residential Mobile/Senior
- (6) \$1,793.07 per DU for Affordable Residential Mobile/Senior
- (7) \$4,754.89 per 1,000 square foot of a General Commercial project
- (8) \$4,240.43 per 1,000 square foot of a Regional Commercial project
- (9) \$2,292.53 per 1,000 square foot of a General Industrial project
- (10) \$ 997.75 per 1,000 square foot of a High Cube Commercial project
- (11) \$3,183.66 per 1,000 square foot of an Office project
- (12) 2.0% for Future Updates to the DIF Nexus Study (See note below)

Note: A 2.0% charge will be added to the total DIF Fee for each project to be set aside for reimbursement of the 2012 update to the DIF Nexus Study to account for changes in land values, equipment cost and construction costs of those certain capital improvements.

The fees will be adjusted annually to reflect any changes in costs for those certain capital improvements using the Council approved figures published in the Engineering News Record's Building Cost Index –20 Cities Annual Average.

**Section 8.** This resolution shall become effective on December 10, 2012.

APPROVED AND ADOPTED this 9th day of October, 2012.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

Resolution No. 2012-XX  
Date Adopted: October 09, 2012

City Attorney

Resolution No. 2012-XX  
Date Adopted: October 09, 2012

**RESOLUTION JURAT**

STATE OF CALIFORNIA        )  
COUNTY OF RIVERSIDE       ) ss.  
CITY OF MORENO VALLEY     )

I, \_\_\_\_\_, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. \_\_\_\_\_ was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

\_\_\_\_\_  
CITY CLERK

(SEAL)

Resolution No. 2012-XX  
Date Adopted: October 09, 2012

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# City of Moreno Valley



## 2012 Development Impact Fee Study

Final Draft Report  
October 1, 2012



Submitted by:  
Colgan Consulting Corporation

3323 Watt Avenue # 131  
Sacramento, CA 95821

Exhibit "A"

## Table of Contents

### **Executive Summary**

Organization of the Report	S-1
Future Development	S-1
Impact Fee Analysis	S-2
Impact Fee Summary	S-4
Implementation	S-5
Recovery of Study Cost	S-5

### **Chapter 1 - Introduction**

Legal Framework	1-1
Impact Fee Calculation Methodology	1-5
Facilities Addressed in this Study	1-7

### **Chapter 2 - Development and Demand Data**

Population Growth	2-1
Study Area and Time Frame	2-1
Development Types	2-2
Units of Development and Conversion Factors	2-3
Demand Variables	2-3
Development Data	2-6

### **Chapter 3 - Police Facility Impact Fees**

Service Area	3-1
Demand Variable	3-1
Level of Service	3-2
Methodology	3-2
Facility Needs	3-3
Facility Cost per Call for Service	3-3
Impact Fees per Unit of Development	3-3
Projected Revenue	3-4

### **Chapter 4 - Fire Protection Impact Fees**

Service Area	4-1
Methodology	4-1
Demand Variable	4-2
Level of Service	4-2
Facility Needs	4-2
Average Cost per Acre of Development	4-6
Impact Fees per Unit of Development	4-6
Projected Revenue	4-7

## Table of Contents (cont'd)

### **Chapter 5 – Library Impact Fees**

Service Area	5-1
Methodology	5-1
Demand Variable	5-1
Existing Facilities	5-1
Level of Service	5-2
Per-Capita Cost	5-3
Impact Fees per Unit of Development	5-3
Projected Revenue	5-4

### **Chapter 6 – Park Improvement Impact Fees**

Service Area	6-1
Demand Variable	6-1
Methodology	6-1
Level of Service	6-1
Per Capita Cost	6-3
In-Lieu/Impact Fees per Unit of Development	6-3
Projected Revenue	6-4

### **Chapter 7 – Community/Recreation Center Impact Fees**

Service Area	7-1
Demand Variable	7-1
Methodology	7-1
Existing Facilities and Level of Service	7-1
Per Capita Cost	7-2
Impact Fees per Unit of Development	7-3
Projected Revenue	7-3

### **Chapter 8 – Arterial Street Impact Fees**

Service Area	8-1
Demand Variable	8-1
Level of Service	8-1
Methodology	8-2
Facility Needs	8-2
Average Cost per Weighted Trip	8-3
Impact Fees per Unit of Development	8-4
Projected Revenue	8-4

## Table of Contents (cont'd)

### **Chapter 9 – Traffic Signal Impact Fees**

Service Area	9-1
Demand Variable	9-1
Level of Service	9-1
Methodology	9-1
Facility Needs	9-2
Average Cost per Weighted Trip	9-3
Impact Fees per Unit of Development	9-3
Projected Revenue	9-4

### **Chapter 10 – Interchange Improvement Impact Fees**

Service Area	10-1
Demand Variable	10-1
Level of Service	10-1
Methodology	10-1
Facility Needs	10-2
Average Cost per Weighted Trip	10-2
Impact Fees per Unit of Development	10-3
Projected Revenue	10-3

### **Chapter 11 – City Hall Impact Fees**

Service Area	11-1
Methodology	11-1
Demand Variable	11-1
Level of Service	11-1
Facility Cost per Developed Acre	11-2
Impact Fees per Unit of Development	11-3
Projected Revenue	11-3

### **Chapter 12 – Animal Shelter Impact Fees**

Service Area	12-1
Demand Variable	12-1
Level of Service	12-1
Methodology	12-2
Facility Cost per Capita	12-2
Impact Fees per Unit of Development	12-3
Projected Revenue	12-3



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## Table of Contents (cont'd)

### **Chapter 13 – Corporate Yard Impact Fees**

Service Area	13-1
Demand Variable	13-1
Level of Service	13-1
Methodology	13-2
Facility Needs	13-2
Facility Cost per Developed Acre	13-2
Impact Fees per Unit of Development	13-3
Projected Revenue	13-3

### **Chapter 14 – Maintenance Equipment Impact Fees**

Service Area	14-1
Demand Variable	14-1
Level of Service	14-1
Methodology	14-1
Equipment Needs	14-2
Equipment Cost per Developed Acre	14-3
Impact Fees per Unit of Development	14-3
Projected Revenue	14-4

### **Chapter 15 – Implementation**

Adoption	15-1
Administration	15-2
Training and Public Information	15-7
Recovery of Study Cost	15-7

### **Appendix A – Arterial Street Projects and Cost Estimates**

### **Appendix B – New Traffic Signal Locations**

## Executive Summary

The City of Moreno Valley has retained Colgan Consulting Corporation to prepare this impact fee study update to analyze the impact of development on certain capital facilities and to calculate impact fees based on that analysis. The methods used to calculate impact fees in this study are intended to satisfy all legal requirements of the U. S. Constitution, the California Constitution, and the California Mitigation Fee Act (Government Code Section 66000 *et seq.*).

### Organization of the Report

Chapter 1 of this report provides an overview of impact fees. It discusses legal requirements for establishing and imposing such fees, as well as methods used in this study to calculate the fees.

Chapter 2 contains information on existing and future development used for this analysis, and organizes that data in a form that can be used in the impact fee calculations. Projections of future development shown in Chapter 2 are based on the Land Use Element of the Moreno Valley General Plan adopted in 2006.

Chapters 3 through 12 analyze the impacts of development on specific facility types, as follows:

- |                                       |                                  |
|---------------------------------------|----------------------------------|
| Ch. 3. Police Facilities              | Ch. 9. Traffic Control           |
| Ch. 4. Fire Protection Facilities     | Ch. 10. Interchange Improvements |
| Ch. 5. Libraries                      | Ch. 11. City Hall                |
| Ch. 6. Park Improvements              | Ch. 12. Animal Shelter           |
| Ch. 7. Community & Recreation Centers | Ch. 13. Corporate Yard           |
| Ch. 8. Arterial Streets               | Ch. 14. Maintenance Equipment    |

Each of the chapters listed above identifies costs eligible for impact fee funding and calculates the maximum impact fees that can be justified by the data used in this study.

Chapter 15 discusses implementation of the impact fee program including legal requirements for adopting and administering the impact fee program under California law.

### Future Development

Forecasts of future development for this study are intended to represent potential development on undeveloped land in the City under the 2006 General Plan. Data presented in Chapter 2 of this report indicate that the land available for future development in the City represents the potential for an increase of 72% in developed acreage, a 57% increase in population, a doubling of average daily vehicle trips in the City. Those figures provide some perspective on the need for future investment by the City in additional capital facilities and infrastructure to support future development.

## Impact Fee Analysis

Each type of facility addressed in this report is analyzed individually. In each case, the relationship between development and the need for facilities is quantified in a way that allows impact of development on facility needs to be measured. Impact fees calculated in this report are based on the capital cost of facilities needed to mitigate those impacts.

Impact fees calculated in this study are summarized in Table S.1 on page S-4. The following paragraphs briefly discuss factors considered in the calculation of impact fees for each facility type covered in this report.

**Police Facilities.** Impact fees for police facilities address the need for additional space needed to serve future development. Those space needs are defined in the 2006 City of Moreno Valley Police Department Building Program prepared by LPA, Inc. Architects and Daniel C. Smith & Associates. The building program projects the amount of facility space that will be needed by the department at buildout under different scenarios.

This study assigns a share of the ultimate (buildout) police facility to future development based on the projected increase in calls for service associated with future development. The cost of facilities needed to serve future development is allocated in proportion to the number of additional calls for service per year generated by various types of development.

**Fire Protection Facilities.** The impact of development on the need for fire protection facilities and equipment is measured by developed acreage, because the number of fire stations needed to serve the City at buildout is determined primarily by the size of the area to be served. The facility needs used to calculate fire protection impact fees include a total of 13 fire stations at buildout, including seven new stations and one replacement station, as well as additional apparatus and vehicles identified in the analysis. Costs for both existing and future Fire Department capital assets are allocated to both existing and future development so that the capital cost of the overall system is distributed proportionately between existing and future development.

**Libraries.** The need for library buildings and library materials in the City is based on the City's existing ratios of library square feet per capita and items of library materials per capita. The impact fees calculated in this study apply only to residential development because population is used as the measure of facility needs for libraries.

**Park Improvements.** The need for additional improved park acreage to serve new development in the City is defined in this study by the existing ratio of improved park acreage to population. Fees are based on the cost of improvements needed to maintain that ratio as the City grows. The park improvement fees calculated in this study apply only to residential development because the need for park land and improvements is measured by population.

**Community and Recreation Centers.** Fees calculated in this study for community and recreation center facilities are based on the existing level of service, which is defined as the existing ratio of community and recreation center building square footage to population. Impact fees for community and recreation centers are based on the cost per capita

to maintain the existing level of service. These fees apply only to residential development because the need for community and recreation center facilities is based on population.

**Arterial Streets.** Costs for arterial street improvements needed to serve additional traffic associated with new development are allocated to future development based on vehicle trips and trip length associated with different types of development. The number of daily vehicle trips (ADT) generated by each development type is weighted by a trip length factor to create a weighted trip factor. The use of weighted ADT factors is intended to reflect the fact that longer trips generated by some types of development create a larger impact on the need for street capacity. Arterial street costs to be funded by the WRCOG Traffic Uniform Mitigation Fee (TUMF) are excluded from the costs used to calculate impact fees for arterial street improvements.

**Traffic Signals.** As with arterial streets, costs for additional traffic signals needed to serve additional traffic associated with new development are allocated to new development using weighted trips because longer trips tend to increase the number of signals impacted by each trip.

**Interchange Improvements.** As with arterial streets and traffic signals, interchange improvements needed to serve additional traffic associated with new development are allocated to new development using weighted trips because longer trips tend to increase the number of signals impacted by each trip.

**City Hall.** Impact fees for City Hall facilities are based on the cost of maintaining a reduced level of service based on the ratio of City Hall building square footage to population. That ratio is based on the City’s existing population and one-half the square footage of the existing City Hall building. See Chapter 11 for a more detailed discussion.

**Animal Shelter.** Impact fees for the Animal Shelter are based on the cost of maintaining the 2005 ratio of animal shelter space to population. This study assumes the need for animal shelter space is primarily attributable to increases in the City’s population. Impact fees for the animal shelter are calculated only for residential development.

**Corporate Yard.** Impact fees for the Corporate Yard are based on new development’s share of the cost of the City’s planned new corporate yard facility. The fees are calculated by allocating the cost of the facility to both existing and future development based on developed acreage.

**Maintenance Equipment.** Impact fees for major maintenance equipment are based on the cost of acquiring specific items of additional equipment to serve new development. The fees are calculated by allocating those costs on a per-acre basis to all new development.

## Impact Fee Summary

Table S.1 summarizes the impact fees calculated in this report. Fees shown in Table S.1 are for one unit of development by development type. Fees have been calculated in this study for two new development types: Residential Mobile/Senior and Industrial High-Cube.

**Table S-1: Summary of Impact Fees Calculated in This Study**

Impact Fee Type	Residential Single-Family	Residential Multi-Family	Residential Mobile/Senior	Commercial General	Commercial Regional	Industrial	Industrial High-Cube	Office
Development Units>>	DU <sup>1</sup>	DU <sup>1</sup>	DU <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>
Police Facilities	\$ 493.63	\$ 191.73	\$ 125.86	\$ 646.34	\$ 553.26	\$ 115.77	\$ 115.77	\$ 246.73
Fire Protection	\$ 980.93	\$ 261.58	\$ 392.37	\$ 360.31	\$ 360.31	\$ 257.36	\$ 257.36	\$ 300.25
Libraries	\$ 327.90	\$ 280.31	\$ 128.37	No Fee	No Fee	No Fee	No Fee	No Fee
Park Land	No Fee	No Fee	No Fee	No Fee	No Fee	No Fee	No Fee	No Fee
Park Improvements	\$ 2,728.51	\$ 2,332.44	\$ 1,068.16	No Fee	No Fee	No Fee	No Fee	No Fee
Community/Recr Centers	\$ 694.29	\$ 593.50	\$ 271.80	No Fee	No Fee	No Fee	No Fee	No Fee
Arterial Streets	\$ 1,125.17	\$ 787.62	\$ 506.33	\$ 1,479.77	\$ 1,297.79	\$ 729.66	\$ 170.48	\$ 1,022.89
Traffic Signals	\$ 764.56	\$ 535.19	\$ 344.05	\$ 1,005.51	\$ 881.85	\$ 495.80	\$ 115.84	\$ 695.05
Interchange Improvements	\$ 700.84	\$ 490.59	\$ 315.38	\$ 921.71	\$ 808.36	\$ 454.48	\$ 106.19	\$ 637.13
City Hall	\$ 180.49	\$ 48.13	\$ 72.20	\$ 66.30	\$ 66.30	\$ 47.35	\$ 47.35	\$ 55.25
Animal Shelter	\$ 196.74	\$ 168.18	\$ 77.02	No Fee	No Fee	No Fee	No Fee	No Fee
Corporate Yard	\$ 543.24	\$ 144.86	\$ 217.30	\$ 199.54	\$ 199.54	\$ 142.53	\$ 142.53	\$ 166.28
Maintenance Equipment	\$ 152.41	\$ 40.64	\$ 60.97	\$ 55.98	\$ 55.98	\$ 39.99	\$ 39.99	\$ 46.65
<b>Total</b>	<b>\$ 8,888.72</b>	<b>\$ 5,874.77</b>	<b>\$ 3,579.80</b>	<b>\$ 4,735.45</b>	<b>\$ 4,223.37</b>	<b>\$ 2,282.95</b>	<b>\$ 995.51</b>	<b>\$ 3,170.23</b>

<sup>1</sup> DU = dwelling unit; KSF = 1,000 gross square feet of building area

Table S.2 shows Moreno Valley’s existing impact fees, as adopted in April 2007. Reduced fees for the Affordable Single-Family and Class A Office categories are not shown because of space limitations.

**Table S.2: Summary of Existing Impact Fees**

Impact Fee Type	Residential Single-Family	Residential Multi-Family	Residential Mobile/Senior	Commercial General	Commercial Regional	Industrial	Industrial High-Cube	Office
Development Units>>	DU <sup>1</sup>	DU <sup>1</sup>	DU <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>
Police Facilities	\$ 464.00	\$ 368.00		\$ 232.00	\$ 64.00	\$ 42.00		\$ 114.00
Fire Protection	\$ 650.00	\$ 261.00		\$ 80.00	\$ 36.00	\$ 58.00		\$ 67.00
Libraries	\$ 813.00	\$ 712.00		No Fee	No Fee	No Fee		No Fee
Park Land	\$ 1,865.00	\$ 1,634.00	New	No Fee	No Fee	No Fee	New	No Fee
Park Improvements	\$ 3,109.00	\$ 2,723.00	Category	No Fee	No Fee	No Fee	Category	No Fee
Community/Recr Centers	\$ 193.00	\$ 169.00	in 2011	No Fee	No Fee	No Fee	in 2011	No Fee
Arterial Streets	\$ 4,531.00	\$ 3,171.00		\$ 4,482.00	\$ 2,231.00	\$ 1,281.00		\$ 1,921.00
Traffic Signals	\$ 567.00	\$ 397.00		\$ 678.00	\$ 443.00	\$ 194.00		\$ 290.00
Interchange Improvements	\$ 524.00	\$ 367.00		\$ 684.00	\$ 0.00	\$ 195.00		\$ 293.00
City Hall	\$ 529.00	\$ 212.00		\$ 74.00	\$ 42.00	\$ 52.00		\$ 62.00
Animal Shelter	\$ 152.00	\$ 133.00		No Fee	No Fee	No Fee		No Fee
Corporate Yard	\$ 298.00	\$ 119.00		\$ 53.00	\$ 41.00	\$ 37.00		\$ 43.00
Maintenance Equipment	\$ 50.00	\$ 20.00		\$ 4.00	\$ 0.00	\$ 3.00		\$ 4.00
<b>Total</b>	<b>\$ 13,745.00</b>	<b>\$ 10,286.00</b>		<b>\$ 6,287.00</b>	<b>\$ 2,857.00</b>	<b>\$ 1,862.00</b>		<b>\$ 2,794.00</b>

<sup>1</sup> DU = dwelling unit; KSF = 1,000 gross square feet of building area

Table S.3 on the next page shows the difference between the impact fees calculated in this study and the City’s existing impact fees. The City’s existing impact fees are based on a 2005 study, but some fees were adopted below the levels calculated in that study.

**Table S.3: Difference Between Fees Calculated in This Study and Existing Fees**

Impact Fee Type	Residential	Residential	Residential	Commercial	Commercial	Industrial		Office
	Single-Family	Multi-Family	Mobile/Senior	General	Regional	Industrial	High-Cube	
Development Units>>	DU <sup>1</sup>	DU <sup>1</sup>	DU <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>	KSF <sup>1</sup>
Police Facilities	\$ 29.63	\$ (176.27)		\$ 414.34	\$ 489.26	\$ 73.77		\$ 132.73
Fire Protection	\$ 330.93	\$ 0.58		\$ 280.31	\$ 324.31	\$ 199.36		\$ 233.25
Libraries	\$ (485.10)	\$ (431.69)		No Fee	No Fee	No Fee		No Fee
Park Land	\$ (1,865.00)	\$ (1,634.00)	New	No Fee	No Fee	No Fee	New	No Fee
Park Improvements	\$ (380.49)	\$ (390.56)	Category	No Fee	No Fee	No Fee	Category	No Fee
Community/Recr Centers	\$ 501.29	\$ 424.50	in 2011	No Fee	No Fee	No Fee	in 2011	No Fee
Arterial Streets	\$ (3,405.83)	\$ (2,383.38)		\$ (3,002.23)	\$ (933.21)	\$ (551.34)		\$ (898.11)
Traffic Signals	\$ 197.56	\$ 138.19		\$ 327.51	\$ 438.85	\$ 301.80		\$ 405.05
Interchange Improvements	\$ 176.84	\$ 123.59		\$ 237.71	\$ 808.36	\$ 259.48		\$ 344.13
City Hall	\$ (348.51)	\$ (163.87)		\$ (7.70)	\$ 24.30	\$ (4.65)		\$ (6.75)
Animal Shelter	\$ 44.74	\$ 35.18		No Fee	No Fee	No Fee		No Fee
Corporate Yard	\$ 245.24	\$ 25.86		\$ 146.54	\$ 158.54	\$ 105.53		\$ 123.28
Maintenance Equipment	\$ 102.41	\$ 20.64		\$ 51.98	\$ 55.98	\$ 36.99		\$ 42.65
<b>Total</b>	<b>\$ (4,856.28)</b>	<b>\$ (4,411.23)</b>		<b>\$ (1,551.55)</b>	<b>\$ 1,366.37</b>	<b>\$ 420.95</b>		<b>\$ 376.23</b>

<sup>1</sup> DU = dwelling unit; KSF = 1,000 gross square feet of building area

## Implementation

Chapter 15 of this report discusses the requirements of the California Mitigation Fee Act and the Quimby Act for adoption and administration of impact fees. The fees calculated in this report are intended to be the highest fees that are justified by the data used in the analysis. The City Council may choose to adopt fees lower than the calculated fees.

It is also important to note that some of the fees calculated in this report are based on adopted standards or intended levels of service rather than existing service levels. In such cases, the City must provide a substantial amount of funding from other sources to elevate the existing community to the level of service on which the fees are based.

## Recovery of Study Cost

As discussed in Chapter 15 of this report, Colgan Consulting normally recommends that agencies charging impact fees increase the fees by a small percentage to recover the cost of periodically updating the fees.

One method that can be used for allocating the cost of fee study updates to impact fees is to divide the cost of the current study by the amount of revenue that will be generated by the impact fees before the fees will need to be updated. However, in light of uncertainty regarding the timing of an economic recovery, and the possibility that development may be unusually slow over the next five years, that approach does not appear to be appropriate at this time.

A substantial number of California cities add an administrative charge of 2% or 2.5% to impact fees to cover the cost of periodic updates and administration of impact fees. In this case, Colgan Consulting recommends that an increase of 2% be applied to the City’s impact fees to cover the cost of future updates. The administrative charge can be built into the fees by increasing each fee by 2% before it is adopted, or added as a surcharge when the fee is collected. For administrative simplicity, we recommend the former.

Any revenue collected as a result of the administrative charge should be used only for the purpose of updating the City's impact fees.

# Chapter 1

## Introduction

The City of Moreno Valley has retained Colgan Consulting Corporation to prepare this study to analyze the impacts of development on the City's capital facilities needs and to calculate development impact fees based on that analysis. This study is intended to update the City's existing impact fees.

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

### Legal Framework

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

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

To comply with the Fifth Amendment, development regulations must be shown to substantially advance a legitimate governmental interest, and must not deprive the owner of all economically viable use of the property. In the case of impact fees, the government's interest is in protecting public health, safety, and welfare by ensuring that development is not detrimental to the quality and availability of essential public services provided to the community at large.

Impact fees are not subject to the same level of judicial scrutiny as exactions involving the dedication of land or an interest in land, or a fee imposed as a condition of approval on a single development project. In those cases, heightened scrutiny applies, and a higher standard must be met. The U. S. Supreme Court has found that a government agency must demonstrate an "essential nexus" between such exactions and the interest being protected (See *Nollan v. California Coastal Commission*, 1987). The agency must also demonstrate that the exaction imposed is "roughly proportional" to the burden created by development. (See *Dolan v. City of Tigard*, 1994).



A local legislative body is accorded considerable discretion by the courts when enacting impact fees that apply to all development projects in its jurisdiction. However, even where heightened scrutiny does not apply, an agency enacting impact fees should take care to demonstrate a nexus and ensure proportionality in the calculation of its fees.

**California Constitution.** The California Constitution grants broad police power to local governments, including the authority to regulate land use and development. That police power is the source of authority for imposing impact fees on development to pay for infrastructure and capital facilities. Some impact fees have been challenged on grounds that they are special taxes imposed without voter approval in violation of Article XIII A. However, that objection is valid only if the fees exceed the cost of providing capital facilities needed to serve new development. If that were the case, then the fees would also run afoul of the U. S. Constitution and the Mitigation Fee Act. Articles XIII C and XIII D, added by Proposition 218 in 1996, require voter approval for some “property-related fees,” but exempt “the imposition of fees or charges as a condition of property development.”

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

The Act does not limit the types of capital improvements for which impact fees may be charged. It defines public facilities very broadly to include “public improvements, public services and community amenities.” Although the issue is not specifically addressed in the Mitigation Fee Act, other provisions of the Government Code (see Section 65913.8) prohibit the use of impact fees for maintenance or operating costs. Consequently, the fees calculated in this report are based on capital costs only.

The Mitigation Fee Act does not use the term “mitigation fee” except in its official title. Nor does it use the more common term “impact fee.” The Act simply uses the word “fee,” which is defined as “a monetary exaction, other than a tax or special assessment, ... that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project ....” To avoid confusion with other types of fees, this report uses the widely-accepted term “impact fee,” which should be understood to mean “fee” as defined in the Mitigation Fee Act.

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

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

1. Identify the purpose of the fee;
2. Identify the use of the fee; and,
3. Determine that there is a reasonable relationship between:
  - a. The use of the fee and the development type on which it is imposed;
  - b. The need for the facility and the type of development on which the fee is imposed; and
  - c. The amount of the fee and the facility cost attributable to the development project. (Applies when fees are imposed on a specific project.)

Each of those requirements is discussed in more detail below.

**Identifying the Purpose of the Fees.** The broad purpose of impact fees is to protect public health, safety and general welfare by providing for adequate public facilities. The specific purpose of the fees calculated in this study is to fund construction of certain capital improvements identified in this report. Those improvements will be needed to mitigate the impacts of planned new development on City facilities, and maintain an acceptable level of public services as the City grows. Findings with respect to the purpose of a fee should state the purpose as providing funding for public facilities needed to serve additional development without reducing the level of service provided to the existing community.

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

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

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

These three reasonable relationship requirements as defined in the statute mirror the nexus and proportionality requirements widely considered the standard for defensible impact fees.

The term “dual rational nexus” is often used to characterize the standard used by courts in evaluating the legitimacy of impact fees. The “duality” of the nexus refers to (1) an impact or need created by a development project subject to impact fees, and (2) a benefit to the project from the expenditure of the fees. Although proportionality is reasonably implied in the dual rational nexus formulation it was explicitly required by the Supreme Court in the *Dolan* case, and we prefer to list it as the third element of a complete nexus.

**Demonstrating an Impact.** All new development in a community creates additional demands on some, or all, public facilities provided by local government. If the supply of facilities is not increased to satisfy the additional demand, the quality or availability of public services for the entire community will deteriorate. Impact fees may be used to recover the cost of development-related facilities, but only to the extent that the need for facilities is occasioned by the development project subject to the fees. The *Nollan* decision reinforced the principle that development exactions may be used only to mitigate impacts created by the development projects upon which they are imposed. In this study, the impact of development on facility needs is analyzed in terms of quantifiable relationships between various types of development and the demand for public facilities, based on applicable level-of-service standards. This report contains all of the information needed to demonstrate this element of the nexus.

**Demonstrating a Benefit.** A sufficient benefit relationship requires that impact fee revenues be segregated from other funds and expended only on the facilities for which the fees were charged. Fees must be spent in a timely manner and facilities funded by the fees must serve the development projects paying the fees. Nothing in the U.S. Constitution or California law requires that facilities paid for with impact fee revenues be available exclusively to developments paying the fees. Procedures for earmarking and expenditure of fee revenues are mandated by the Mitigation Fee Act, as are procedures to ensure that the fees are expended expeditiously or refunded. Those requirements are intended to ensure that developments benefit from the impact fees they are required to pay. Thus, an adequate showing of benefit must address procedural as well as substantive issues.

**Demonstrating Proportionality.** Proportionality in impact fees depends on properly identifying development-related facility costs and the calculating the fees in such a way that the impact of development is reflected in the allocation of those costs. In calculating impact fees, costs for development-related facilities must be allocated in proportion to the facility needs created by different types and quantities of development. The section on impact fee methodology, below, describes methods used to allocate facility costs and calculate impact fees that meet the proportionality standard.

**Impact Fees for Existing Facilities.** It is important to note that impact fees may be used to help pay for existing facilities, provided that those facilities are needed to serve additional development and have the capacity to do so, given relevant level-of-service standards. In other words, it must be possible to show that the fees meet the need and benefit elements of the nexus.

**Development Agreements and Reimbursement Agreements.** The requirements of the Mitigation Fee Act do not apply to fees collected under development agreements (see Govt. Code § 66000) or reimbursement agreements (see Govt. Code § 66003). The same is true of fees in lieu of park land dedication imposed under the Quimby Act (see Govt. Code § 66477).

**Existing Deficiencies.** In 2006, Section 66001(g) was added to the Mitigation Fee Act (by AB 2751) to prohibit impact fees from including costs attributable to existing deficiencies in public facilities. The legislature’s intent in adopting this amendment, as stated in the bill, was to codify the Holdings of *Bixel v. City of Los Angeles* (1989), *Rohn v. City of Visalia* (1989), and *Shapell Industries Inc. v. Governing Board* (1991). That amendment does not appear to be a substantive change. It is widely understood that other provisions of law make it improper for impact fees to include costs for correcting existing deficiencies.

## Impact Fee Calculation Methodology

Any one of several legitimate methods may be used to calculate impact fees. The choice of a particular method depends primarily on the service characteristics and planning requirements for the facility type being addressed. Each method has advantages and disadvantages in a particular situation. To some extent they are interchangeable, because they all allocate facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating impact fees involves two steps: determining the cost of development-related capital improvements, and allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many factors involved in defining the relationship between development and the need for facilities.

Allocating facility costs to various types and amounts of development is central to all methods of impact fee calculation. Costs are allocated by means of formulas that quantify the relationship between development and the need for facilities. In a cost allocation formula, the impact of development is measured by a “demand variable,” which is an attribute of development that represents the facility needs created by different types and amounts of development. Different variables are used in analyzing different types of facilities. Specific demand variables used in this study are discussed in more detail in subsequent chapters.

The following paragraphs discuss three general approaches to calculating impact fees and how they can be applied.

**Plan-Based or Improvements-Driven Method.** Plan-based impact fee calculations are based on the relationship between a specified set of improvements and a specified increment of development. The improvements are typically identified by a facility plan, while the development is identified by a land use plan that identifies potential development by type and quantity. Facility costs are allocated to various categories of development in proportion to the amount of development and the relative intensity of demand created by each category. To calculate impact fees using this approach, it is neces-

sary to define an end point or “buildout” condition for development, and to determine what facilities will be needed to serve the additional development that occurs from the time of the analysis to buildout. Buildout is a hypothetical condition in which undeveloped land encompassed by the study has been developed to its expected intensity.

Under this approach, the total cost of eligible facilities is divided by the total units of additional demand (based on the demand variable) to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the units of demand per unit of development (e.g. dwelling units or square feet of building area) in each category to arrive at a cost per unit of development. This method is somewhat inflexible in that it is based on the relationship between a particular facility plan and a particular land use plan. If either plan changes significantly, the fees may have to be recalculated.

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

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

**Standard-based Method.** Standard-based fees are calculated using a specified relationship or standard that determines the number of demand units to be provided for each unit of development. The standard can be established as a matter of policy or it can be based on the level of service being provided to existing development in the study area. Using the standard-based method, costs are defined on a generic unit-cost basis and then applied to development according to a standard that sets the amount of service or capacity to be provided for each unit of development. The standard-based method is useful where facility needs are defined directly by a service standard, and where unit costs can be determined without reference to the total size or capacity of a facility or system. Parks fit that description. It is common for cities or counties to establish a service standard for parks in terms of acres per thousand residents. In addition, the cost per acre for parks can usually be estimated without knowing the size of a particular park or the total acreage of parks in the system.

This approach is also useful for facilities such as libraries, where it is possible to estimate a generic cost per square foot before a building is actually designed. One advantage of the standard-based method is that a fee can be established without committing to a particular size of facility, and facility size can be adjusted based on the amount of development that actually occurs.

## Facilities Addressed by this Study

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

- Police Facilities, Vehicles, and Equipment
- Fire Protection Facilities, Vehicles, and Equipment
- Libraries and Library Materials
- Park Land and Improvements
- Community and Recreation Centers
- City Hall and Administrative Facilities
- Animal Shelter
- Corporate Yard and Maintenance Equipment
- Arterial Streets
- Traffic Signals
- Interchange Improvements

The impact fee analysis for each facility type is presented in a separate chapter of this report, beginning with Chapter 3. The next chapter, Chapter 2, contains data on development and service demand in the study area.

## Chapter 2

# Development Data

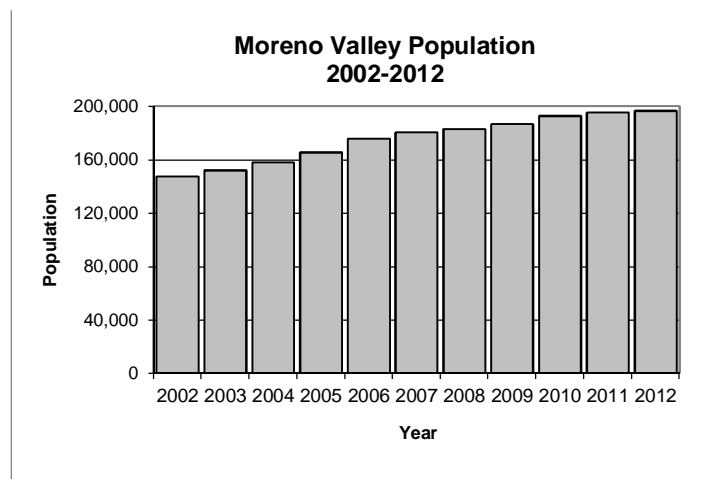
Both existing and planned development must be addressed as part of the analysis required to support the establishment of impact fees. This chapter of the report organizes and correlates information on existing and planned development to provide a framework for the impact fee analysis contained in subsequent chapters of the report. The information in this chapter forms a basis for establishing levels of service, analyzing facility needs, and allocating the cost of capital facilities between existing and future development and among various types of new development.

Data on existing and future development shown in this report were provided by the City of Moreno Valley Community and Economic Development Department. Projections of future development are based on the 2006 City of Moreno Valley General Plan.

### Population Growth

The adjacent chart depicts the City's estimated January 1 population year-by-year from 2002 through 2012, as estimated by the California Department of Finance. The 2010 through 2012 estimates reflect the results of the 2010 Census.

This chart shows that, unlike many California cities, Moreno Valley has continued to grow at a steady pace in recent years, although the rate of growth fell below 1% in 2011. The January 1, 2012 population estimate for the City was 196,495. Over the last five years, population growth in Moreno Valley has averaged over 1.75% per year. The average for the entire period depicted in the chart was just under 3%. The City added about 16,000 residents in the past five years and 33,000 in the previous five years.



### Study Area and Time Frame

The study area for the impact fee analysis is the area covered by the Moreno Valley General Plan. The timeframe for this study extends from the present to buildout of all land designated for development within the study area. The term "buildout" is used to describe a hypothetical condition in which all currently undeveloped land in the study area has been developed as indicated in the Land Use Element of the General Plan.

The time required for buildout will depend on the rate at which development occurs. The timing of development does not enter into the impact fee analysis, except in cases where fees incorporate interest on future debt financing.

## Development Types

The development types used in this study are based on land use categories defined in the Moreno Valley General Plan. Impact fees calculated in this report are intended to be based on actual land uses rather than zoning.

**Residential Development.** Residential development types used in this study are:

- Single-Family Residential
- Multi-Family Residential
- Mobile Home/Senior Residential

In this report, the single-family residential category includes only detached units. Single-family attached units (condominiums and townhouses) are classified as multi-family units. The mobile home/senior residential category includes both mobile homes and units in age-restricted senior residential projects. Senior residential units may be either detached or attached units.

**Private Non-Residential Development.** Non-residential development types used in this study are:

- General Commercial
- Regional Commercial
- Industrial
- High Cube Industrial
- Office

The general commercial category includes both neighborhood commercial and community commercial development as defined in the General Plan.

**Public/Quasi-public Development.** In some cases, in order to calculate reasonable impact fees, it is necessary to account for the impact of public or quasi-public facilities such as schools, hospitals, government offices, parks, etc. Even though the City may not have the authority to impose impact fees on some of those uses, their impact must be included in the analysis so that the cost of facilities needed to mitigate those impacts is not shifted to other types of development. The Public/Quasi-public development types used in this study are:

- Public/Institutional
- Educational (K-12)
- Educational (College - University)
- Parks



## Units of Development and Conversion Factors

In this study, quantities of existing and planned development are measured in terms of certain units of development. Those units are discussed below.

**Acreage.** Land area is a fundamental attribute of all types of development. Gross acreage, representing the acreage of a development site before street right-of-way is dedicated, is used in this study as a measure of land area for all development types, and is the standard unit of development for certain Public/Quasi-public development types.

**Dwelling Units.** The dwelling unit (DU) is the most commonly used measure of residential development, and is the standard unit for residential development in this study.

**Building Area.** For private non-residential development, gross building area in thousands of square feet (KSF) is used as the standard unit of development.

In some cases, it is useful to convert one type of development unit to another. Some factors used in those conversions are discussed below.

**Residential Density.** The relationship between dwelling units and acreage is referred to as “density,” and is defined by the average number of dwelling units per acre for a particular type of residential development. The inverse of density is acres per dwelling unit. For example, single family residential development might have a density of 4.0 dwelling units per acre, which equates to 0.25 acres per dwelling unit.

**Floor Area Ratio.** Floor area ratio (FAR) is a factor that is used to represent the relationship between building area and site area for non-residential development. For example, a FAR of 0.25 : 1 (or more commonly just 0.25) indicates that building area is 25% of site area. Translated into square feet, for a floor area ratio of 0.25, each acre (43,560 square feet) of site area would convert to 10,890 (43,560 x 0.25) square feet or 10.89 KSF of building area.

## Demand Variables

In calculating impact fees, the relationship between facility needs and development must be quantified in cost allocation formulas. Certain measurable attributes of development (e.g., population, vehicle trip generation) are used in those formulas to reflect the impact of different types and amounts of development on the demand for specific public services and the facilities that support those services. Those attributes are referred to in this study as “demand variables.” Demand variables are selected either because they directly measure service demand created by various types of development, or because they are reasonably correlated with that demand.

For example, the service standard for parks in a community is typically defined as a ratio of park acreage to population. As population grows, more parks are needed to maintain the desired standard. Logically, then, population is an appropriate yardstick or demand variable for measuring the impacts of development on the need for additional parks.

Similarly, the need for capacity in a street system depends on the volume of traffic the system must handle. Thus the vehicle trip generation rate (the number of vehicle trips generated by one unit of development per day or during the peak hour) is an appropriate demand variable to represent the impact of development on the street system.

Each demand variable has a specific value per unit of development for each type of development. Those values may be referred to as *demand factors*. For example, on average, one single-family detached dwelling unit generates about 10 vehicle trips each weekday. Consequently, the traffic impact factor for single-family residential development is 10 trips per day dwelling unit. Other land use categories would have different impact factors. Some of the impact factors used in this study are based on widely-accepted standards (e.g., trip generation rates), while others are based on local conditions (e.g., population per dwelling unit).

Specific demand variables used in this study are discussed below. The values of demand factors for each land use category are shown in Table 2.1 later in this chapter.

**Resident Population.** Resident population is used as a demand variable to calculate impact fees for certain types of facilities in this study. Because resident population is tied to residential development only, the value of this variable is zero for all non-residential development types. Where the term “population” is used alone in this report, it refers to resident population.

It is important to emphasize that, existing and projected resident population figures used in this study are intended to represent a “full-occupancy” population. That device is intended to account for the fact that actual population may fluctuate over time with changes in vacancy rates, but once a residence is constructed, the City is committed to serve its occupants. Full-occupancy population estimates are established by applying an average persons-per-dwelling factor to the number of existing dwelling units or projected future dwelling units for each residential development type. Persons-per-dwelling unit factors used in this study are based on an analysis of data from the 2000 Census. Detailed data from the 2010 Census were not available in time to be used in this study.

**Vehicle Trips and Weighted Vehicle Trips.** The impact of development on a City’s street and highway system is often measured by the number of average daily vehicle trips (ADT) generated by development. In this study, the number of ADT generated by development is used to measure the impact of that development on freeway interchanges. For arterial streets and signals, ADT is weighted by a trip length factor to reflect the fact that differences in average trip length influences the impact of trips generated different types of development. In other words, longer trips use more roadway capacity and impact more traffic signals.

Trip length factors used in this study are based on analysis by the Moreno Valley City Traffic Engineer. The weighted trip generation rate for each type of development is the product of the ADT rate and the trip length factor for that type of development. The trip length factors are not shown in Table 2.1 because of space limitations, but they can be calculated quite simply by dividing weighted trips per unit by trips per unit.

ADT rates used for commercial development in this study have been adjusted to reflect “intercepted trips” (pass-by and diverted-link trips). That adjustment is necessary because standard ADT rates are based on studies that count vehicles entering and leaving the driveways of specific development types. Such studies count each arrival or departure as one end of a separate trip, and do not account for the fact that a single trip may involve multiple stops.

**Police Calls for Service.** Demand for Police Department services is represented in this study by the number of calls for service per year generated by a typical unit of development in each development type. Calls-for-service factors by development type were established by analyzing actual calls for service for selected samples of development in each category for the 2005/06 and 2006/07 fiscal years. Traffic-related calls were analyzed separately and allocated to development based on the proportion of total vehicle trips generated by each development type.

Table 2.1 contains demand factors and conversion factors used in this study.

**Table 2.1: Demand and Conversion Factors**

Development Type	Dev Units <sup>1</sup>	Ft Area Ratio <sup>2</sup>	Units per Acre <sup>3</sup>	Pop per Unit <sup>4</sup>	Trips per Unit <sup>5</sup>	Trip Weight	Wtd Trips per Unit <sup>6</sup>	PD Calls per Unit <sup>7</sup>	Acres per Unit <sup>8</sup>
Residential, Single-Family	DU	N/A	4.00	3.83	10.00	1.32	13.20	1.35	0.250
Residential, Multi-Family	DU	N/A	15.00	3.28	7.00	1.32	9.24	0.52	0.067
Residential, Mobile/Senior	DU	N/A	10.00	1.50	4.50	1.32	5.94	0.34	0.100
Commercial, General	KSF	0.25	10.89	0.00	28.00	0.62	17.36	1.77	0.092
Commercial, Regional	KSF	0.25	10.89	0.00	21.00	0.73	15.23	1.51	0.092
Industrial	KSF	0.35	15.25	0.00	8.00	1.07	8.56	0.32	0.066
Office	KSF	0.30	13.07	0.00	12.00	1.00	12.00	0.68	0.077
Public/Institutional	KSF	0.25	10.89	0.00	25.00	1.00	25.00	3.17	0.092
Educational, K-12	Acre	N/A	1.00	0.00	50.00	1.00	50.00	6.08	1.000
Educational, College/Univ	Acre	N/A	1.00	0.00	80.00	1.00	80.00	2.95	1.000
Parks	Acre	N/A	1.00	0.00	5.00	1.00	5.00	0.42	1.000

<sup>1</sup> Units of Development: DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Typical floor area ratio (square feet of building area / square feet of site area)

<sup>3</sup> Average units of development per gross acre of site area

<sup>4</sup> Population per occupied dwelling unit; factors for single-family and multi-family development based on 2000 Census data adjusted upward by 3% to track with 2010 Census population totals; factor for mobile/senior housing estimated by the Moreno Valley Community and Economic Development Department

<sup>5</sup> Average daily trips (ADT) per unit of development based on data from the Moreno Valley Traffic Model

<sup>6</sup> Average daily trips (ADT) per unit of development weighted by trip length factor based on analysis by the Moreno Valley City Traffic Engineer

<sup>7</sup> Police calls per unit of development from analysis of sampled calls for Fiscal Years 2005/06 and 2006/07

<sup>8</sup> Gross acres per unit of development.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

## Development Data

Tables 2.2 through 2.4 present data on existing and planned development in the City of Moreno Valley that will be used throughout this report. Table 2.2 shows data for existing development, based on 2011 data.

**Table 2.2: Existing Development**

Development Type	Dev Units <sup>1</sup>	No. of Units <sup>2</sup>	Dev Acres <sup>3</sup>	Population <sup>4</sup>	Veh Trips (ADT) <sup>5</sup>	Weighted ADT <sup>6</sup>	Police Calls <sup>7</sup>
Residential, Single-Family	DU	42,642	10,660.5	163,387	426,420	562,874	57,613
Residential, Multi-Family	DU	9,387	625.8	30,746	65,709	86,736	4,926
Residential, Mobile/Senior	DU	1,743	174.3	2,615	7,844	10,353	600
Commercial, General	KSF	3,853	305.1		107,884	66,888	6,816
Commercial, Regional	KSF	2,926	120.0		61,446	44,548	4,431
Industrial	KSF	12,695	238.2		101,560	108,669	4,023
Office	KSF	1,546	103.5		18,552	18,552	1,044
Public/Institutional	Acre	1,250	114.8		31,257	31,257	3,967
Educational, K-12	Acre	760	760.0		38,002	38,002	4,617
Educational, College/Univ	Acre	40	40.0		3,200	3,200	118
Parks	Acre	440	431.9		2,200	2,200	185
<b>Totals</b>			<b>13,574.2</b>	<b>196,748</b>	<b>864,073</b>	<b>973,280</b>	<b>88,341</b>

<sup>1</sup> Units of Development: DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Number of units estimated by the Moreno Valley Community and Economic Development Dept.

<sup>3</sup> Estimated developed acres based on units per acre factors from Table 2.1

<sup>4</sup> Estimated full-occupancy population = dwelling units X persons per DU from Table 2.1

<sup>5</sup> Estimated vehicle trips (ADT) = units X trips per unit from Table 2.1

<sup>6</sup> Estimated weighted vehicle trips = units X weighted trips per unit from Table 2.1

<sup>7</sup> Estimated Police Department calls for service = units X calls per unit from Table 2.1

Table 2.3 on the next page presents a forecast of future development in the City, based on the 2006 Moreno Valley General Plan.

**Table 2.3: Added Development to Buildout**

Development Type	Dev Units <sup>1</sup>	No. of Units <sup>2</sup>	Dev Acres <sup>3</sup>	Population <sup>4</sup>	Veh Trips (ADT) <sup>5</sup>	Weighted ADT <sup>6</sup>	Police Calls <sup>7</sup>
Residential, Single-Family	DU	13,090	3,272.5	50,156	130,900	172,788	17,686
Residential, Multi-Family	DU	17,084	1,138.9	55,957	119,588	157,856	8,965
Residential, Mobile/Senior	DU	3,549	354.9	5,323	15,971	21,081	1,223
Commercial, General	KSF	11,855	1,137.3		331,940	205,803	20,972
Commercial, Regional	KSF	3,119	435.1		65,499	47,487	4,723
Industrial	KSF	26,550	2,335.9		212,400	227,268	8,413
Office	KSF	11,279	877.9		135,348	135,348	7,617
Public/Institutional	KSF	222	20.4		5,543	5,543	703
Educational, K-12	Acre	112	112.0		5,600	5,600	680
Educational, College/Univ	Acre	0	0		0	0	0
Parks	Acre	124	132.1		620	620	52
<b>Totals</b>			<b>9,817.0</b>	<b>111,436</b>	<b>1,023,409</b>	<b>979,394</b>	<b>71,035</b>

Note: See footnotes at Table 2.2

Table 2.4 sums the data from the previous two tables and represents a forecast of total development in the study area at buildout.

**Table 2.4: Total Development at Buildout**

Development Type	Dev Units <sup>1</sup>	No. of Units <sup>2</sup>	Dev Acres <sup>3</sup>	Population <sup>4</sup>	Veh Trips (ADT) <sup>5</sup>	Weighted ADT <sup>6</sup>	Police Calls <sup>7</sup>
Residential, Single-Family	DU	55,732	13,933.0	213,543	557,320	735,662	75,299
Residential, Multi-Family	DU	26,471	1,764.7	86,703	185,297	244,592	13,891
Residential, Mobile/Senior	DU	5,292	529.2	7,938	23,814	31,434	1,823
Commercial, General	KSF	15,708	1,442.4		439,824	272,691	27,788
Commercial, Regional	KSF	6,045	555.1		126,945	92,035	9,154
Industrial	KSF	39,245	2,574.1		313,960	335,937	12,436
Office	KSF	12,825	981.4		153,900	153,900	8,661
Public/Institutional	KSF	1,472	135.2		36,800	36,800	4,670
Educational, K-12	Acre	872	872.0		43,603	43,603	5,298
Educational, College/Univ	Acre	40	40.0		3,200	3,200	118
Parks	Acre	564	564.0		2,820	2,820	237
<b>Totals</b>			<b>23,391.1</b>	<b>308,184</b>	<b>1,887,483</b>	<b>1,952,675</b>	<b>159,376</b>

Note: See footnotes at Table 2.2

The forecasted future development shown in Table 2.3 represents a 72% increase in developed acreage, a 57% increase in population, a 118% increase in the number of average daily vehicle trips in the City. Those figures indicate that the impacts of future development on Moreno Valley will be substantial. The fees calculated in subsequent chapters are intended to pay for the capital facilities needed to serve that additional demand.

## Chapter 3

# Police Facility Impact Fees

This chapter addresses police facilities needed to serve future development in Moreno Valley. The City of Moreno Valley contracts with the Riverside County Sheriff's Department to staff the City's Police Department, but the City is responsible for providing the capital facilities needed to support the Police Department.

In 2006, the City completed a needs analysis and building program for police facilities, which was prepared by LPA Inc. Architects and Daniel C. Smith & Associates. That study analyzed two scenarios. The facility needs used in this chapter are based on that analysis.

### Service Area

The Police Department and its supporting facilities serve the entire City. Consequently, the service area for fees calculated in this chapter is the entire study area defined in Chapter 2. The resulting fees are intended to apply to all development in the study area.

### Demand Variable

In this chapter, demand for police services is measured by calls for service. In a previous impact fee study for the City, factors representing calls for service per unit of development by development type were estimated by collecting data on actual calls for service between July 1, 2005 and June 30, 2007 for selected sample areas in the City. At least two, and in most cases three areas were analyzed for each type of development. The results of that analysis were used to calculate the number of calls per year per unit of development for each development type.

The samples on which those factors were based did not include traffic calls, which account for 21% of total calls in calendar year 2006. The factors were adjusted by allocating the traffic calls in proportion to the distribution of vehicle trips generated by each development type. Those calls per unit per year factors will be used in this analysis. They are shown in Table 2.1 in Chapter 2, and in Table 3.3 below.

When applied to existing development, the factors used in this analysis account for only about two-thirds of actual call volume. That is not unexpected, because the areas sampled to establish those factors are intended to represent the call characteristics of new development and do not include portions of the City with higher-than-average call volumes. If theoretical call volume were used in this analysis instead of actual call volume for existing development, the resulting fees would overstate the impact of new development. Consequently, actual call volume for existing development is used in the impact fee calculations.

## Level of Service

Level of service for police services is normally stated in terms of response times to emergency calls, or ratios of sworn officers to population. Cities normally do not adopt formal level of service standards for police facilities, per se. Police department facility needs used in this chapter are based on Scenario B in the 2006 Police Department Building Program by LPA Architects and Daniel C. Smith & Associates.

As indicated above, demand for police service is measured by calls for service. Table 3.1 quantifies the level of service at buildout in terms of square feet of building area per call for service, based on the Scenario B building program.

**Table 3.1: Square Feet per Call at Buildout - Police Facilities**

Facility Square Feet at Buildout <sup>1</sup>	Total Calls at Buildout <sup>2</sup>	Square Feet per Call at Buildout <sup>3</sup>
167,783	206,655	0.812

<sup>1</sup> Gross square feet of facility space projected in Scenario B of the 2006 Police Department Building Program

<sup>2</sup> Total calls for service at buildout = actual existing volume of 135,620 for calendar year 2011 plus projected future development calls from Table 2.3

<sup>3</sup> Level of service at buildout = facility square feet at buildout / total calls for service at buildout

## Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. The plan-based method allocates costs for a defined set of facilities to a defined quantity of development. In this case, the relationship of police facility building area to calls for service at buildout is used as the basis for the impact fee calculations (see Level of Service section above).

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

## Facility Needs

As shown in Table 3.1, the 2006 Building Program projects a need for 167,783 square feet of facility space at buildout. Detailed plans for future facilities have not yet been developed. The most likely option is that the existing 43,700 square foot Public Safety Building will be expanded to provide the additional 124,083 square feet of space that will ultimately be required. Based on the proportion of existing and future calls for service measured in this study, new development is responsible for 34.4% of the buildout space or about 57,700 square feet. The impact fees calculated in this chapter are based on the cost of additional facility space needed to serve future development. Additional space needed to serve existing development must be funded from other sources of revenue.

## Facility Cost per Call for Service

Table 3.2 shows the facility cost per call for service, as derived from the cost per square foot of facility space and the square feet per call from Table 3.1.

**Table 3.2: Cost per Call for Service - Police Facilities**

Cost per Square Foot <sup>1</sup>	Square Feet per Call <sup>2</sup>	Cost per Call <sup>3</sup>
\$450.00	0.812	\$365.35

<sup>1</sup> Estimated cost per square foot for future police facilities

<sup>2</sup> Square feet per call for service at buildout; see Table 3.1

<sup>3</sup> Cost per call for service = cost per square foot X square feet per call

In the next section, the cost per call from Table 3.2 is used to calculate impact fees per unit of development by development type.

## Impact Fees per Unit of Development

Table 3.3 shows police facility impact fees per unit of development by development type. Those fees are calculated using the facility cost per call from Table 3.2 and the calls per unit of development by development type from Table 2.1.



**Table 3.3: Impact Fees per Unit of Development - Police Facilities**

Development Type	Dev Units <sup>1</sup>	Calls per Unit <sup>2</sup>	Cost per Call <sup>3</sup>	Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	1.35	\$365.35	\$ 493.63
Residential, Multi-Family	DU	0.52	\$365.35	\$ 191.73
Residential, Mobile/Senior	DU	0.34	\$365.35	\$ 125.86
Commercial, General	KSF	1.77	\$365.35	\$ 646.34
Commercial, Regional	KSF	1.51	\$365.35	\$ 553.26
Industrial	KSF	0.32	\$365.35	\$ 115.77
Office	KSF	0.68	\$365.35	\$ 246.73

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Calls for service per unit of development; see Table 2.1

<sup>3</sup> Cost per call for service; see Table 3.2

<sup>4</sup> Impact fee per unit of development = calls per unit X cost per call

## Projected Revenue

Potential revenue from the police facility impact fees calculated in this chapter can be projected by applying the fees per unit of development from Table 3.3 to forecasted future units as shown in Table 2.3. The results are shown in Table 3.4.

**Table 3.4: Projected Revenue - Police Facility Impact Fees**

Development Type	Dev Units <sup>1</sup>	Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 493.63	13,090	\$ 6,461,602
Residential, Multi-Family	DU	\$ 191.73	17,084	\$ 3,275,445
Residential, Mobile/Senior	DU	\$ 125.86	3,549	\$ 446,684
Commercial, General	KSF	\$ 646.34	11,855	\$ 7,662,320
Commercial, Regional	KSF	\$ 553.26	3,119	\$ 1,725,607
Industrial	KSF	\$ 115.77	26,550	\$ 3,073,751
Office	KSF	\$ 246.73	11,279	\$ 2,782,858
<b>Total</b>				<b>\$ 25,428,267</b>

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Fee per unit of development; see Table 3.3

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

That total cost of future police facilities, based on the square footage from Table 3.1 and the cost per square foot from Table 3.2 is about \$55.8 million. New development's share of that cost is \$25.9 million. The revenue projected in Table 3.4 is roughly \$470,000 or

1.8% less than new development's total share of cost because some of the demand for police services arises from public facilities and schools that do not pay the impact fees. The City must cover those costs from other sources of revenue.

The costs used in this report are given in current dollars. Once adopted, impact fees should be adjusted annually, to reflect changes in price levels. An index, such as the Engineering News Record Construction Cost Index can be used to adjust facility cost estimates. See the Implementation Chapter for more on indexing of fees.

## Chapter 4

# Fire Protection Impact Fees

This chapter addresses impact fees for fire protection facilities needed to serve future development in Moreno Valley. The City of Moreno Valley contracts with the Riverside County Fire Department/California Department of Forestry and Fire Protection for fire protection services including fire prevention, fire suppression, emergency medical response and related services.

The City's service contract with Riverside County Fire covers fire service operations. The City owns all of the existing fire stations in Moreno Valley. The County owns some of the fire engines and other firefighting apparatus and vehicles currently in service. However, the City is responsible for funding new fire protection facilities, apparatus, and equipment to serve additional development. The small amount of administrative office space used by the Fire Department is not addressed in this chapter. That space, currently located in City Hall and the Public Safety Building, will be accommodated within the projected expansion of those facilities.

### Service Area

The Fire Department and its supporting facilities serve the entire City. Consequently, the service area for impact fees calculated in this chapter is the entire study area defined in Chapter 2. The resulting fees are intended to apply to all development in the study area.

### Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. Plan-based fees are calculated by allocating costs for a defined set of improvements to a defined set of land uses that will be served by the improvements. In this case, the analysis allocates the cost of both existing and future facilities to both existing and future development. That approach is used because development anywhere in the City depends on a whole system of fire protection resources, and this study seeks to allocate the cost of those resources proportionately to all development in the City.

Although each fire station is responsible for the initial response to a designated "first due" area, development in any part of the City depends on the whole system for fire protection. While each fire station houses at least one engine company, other equipment such as ladder trucks are not available at every station. A standard first alarm response to even a relatively small structure fire requires multiple companies from two or more fire stations. Furthermore, when one company is called out, other companies may have to be repositioned temporarily to ensure adequate coverage in case of additional emergency calls.

Consequently, this analysis will treat fire protection facilities serving Moreno Valley as an integrated system, and will allocate costs for fire protection assets citywide. The cost of the system will be defined to include both existing and future capital assets, and those costs will be allocated to both existing and future development so that all development in the City is allocated its proportionate share of the overall system cost. The mechanics of that allocation are explained later in this chapter.

The impact fees calculated in this chapter will cover only future development's share of the cost of capital facilities and equipment used to provide fire protection to the City.

## Demand Variable

In this analysis, the demand for fire protection service is measured in terms of developed acreage. The first-response coverage from any station is limited by the distance that can be covered within response time standards, so the number of fire stations needed to serve the City is determined primarily by the size of the area to be served. Logically, then, the attribute of development that is most significant in determining facility needs is site area. Impact fees calculated in this chapter are based on the net acreage of a development project.

## Level of Service

Capital costs for fire protection relate primarily to fire stations and associated fire-fighting apparatus, equipment, and vehicles. The level of service used to determine fire station needs in Moreno Valley is a 5-minute emergency response time. That response time translates into an average of approximately 1.5 miles travel distance in urban areas, although that distance is affected by several factors, including traffic congestion. The number of fire stations needed to serve the City at buildout was determined by the Fire Department in its 2012-2022 Strategic Plan.

## Facility Needs

At present, Moreno Valley has six fire stations and the Fire Department Strategic Plan calls for seven additional stations to be constructed in the future, as well as one replacement station and one station expansion. Table 4.1 lists Moreno Valley's existing and future fire stations and other Fire Department facilities. That table shows depreciated replacement cost for existing buildings and estimated project costs for future buildings.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

**Table 4.1: Existing and Planned Fire Department Facilities with Costs**

Existing Facilities	Constr Date	Bldg Repl Cost <sup>1</sup>	Useful Life (Yrs)	Bldg Depr Repl Cost <sup>2</sup>	Est Land Value <sup>3</sup>	Total Repl Cost <sup>4</sup>
Station 2 (Sunnymead)	2002	\$ 5,425,000	50	\$ 4,448,500	\$ 500,000	\$ 4,948,500
Station 6 (Towngate)	1995	\$ 5,425,000	50	\$ 3,689,000	\$ 500,000	\$ 4,189,000
Station 48 (Sunnymd Rch)	1984	\$ 5,425,000	50	\$ 2,495,500	\$ 500,000	\$ 2,995,500
Station 58 (Moreno)	2008	\$ 6,287,000	50	\$ 5,909,780	\$ 500,000	\$ 6,409,780
Station 65 (Kennedy Park)	1984	To be replaced		\$ 0	\$ 0	\$ 0
Station 91 (College Park)	2004	\$ 5,425,000	50	\$ 4,665,500	\$ 500,000	\$ 5,165,500
<b>Subtotal Existing Facilities</b>		<b>\$ 27,987,000</b>		<b>\$ 21,208,280</b>	<b>\$ 2,500,000</b>	<b>\$ 23,708,280</b>
Future and Replacement Facilities	Constr Date	Est Bldg Cost <sup>5</sup>	Useful Life (Yrs)		Est Land Cost <sup>6</sup>	Est Total Cost <sup>7</sup>
Industrial Station, Drill Tower/ Training Center	2016	\$ 7,500,000	50	N/A	\$ 833,000	\$ 8,333,000
Morrison Park Station	2012	\$ 6,276,261	50	N/A	\$ 500,000	\$ 6,776,261
Redlands Blvd. Station	2015	\$ 6,280,000	50	N/A	\$ 242,600	\$ 6,522,600
Fire Station 48 Expansion	2016	\$ 1,967,000	50	N/A	\$ 0	\$ 1,967,000
Future Fire Station	<sup>8</sup>	\$ 6,500,000	50	N/A	\$ 739,000	\$ 7,239,000
Gilman Fire Station	<sup>8</sup>	\$ 6,500,000	50	N/A	\$ 500,000	\$ 7,000,000
Fire Station 65 Replacemt	2016	\$ 7,040,000	50	N/A	\$ 439,000	\$ 7,479,000
Cottonwood Park Station	<sup>8</sup>	\$ 6,240,000	50	N/A	\$ 520,000	\$ 6,760,000
Northeast Station	<sup>8</sup>	\$ 6,100,000	50	N/A	\$ 500,000	\$ 6,600,000
<b>Subtotal Future Facilities</b>		<b>\$ 54,403,261</b>			<b>\$ 4,273,600</b>	<b>\$ 58,676,861</b>
<b>Totals</b>		<b>\$ 82,390,261</b>			<b>\$ 6,773,600</b>	<b>\$ 82,385,141</b>

<sup>1</sup> Estimated building replacement cost

<sup>2</sup> Building depreciated replacement cost based on expected useful life and straight line depreciation

<sup>3</sup> Estimated current land value

<sup>4</sup> Total replacement cost = depreciated replacement value + estimated land value

<sup>5</sup> Estimated building construction cost in current dollars. Includes soft costs + furniture, fixtures, equipt.

<sup>6</sup> Estimated land cost for future fire station sites

<sup>7</sup> Estimated total cost = estimated building construction cost + estimated land cost

<sup>8</sup> Construction date beyond 2016

Table 4.2 on the next page lists the Fire Department's existing firefighting apparatus and other vehicles, with the replacement cost and depreciated value of each. Depreciation is based on current replacement costs depreciated over the expected useful life of each vehicle.

**Table 4.2: Existing Fire Department Vehicles and Apparatus**

Assignment	Unit	Year	Make	Type	Useful Life <sup>3</sup>	Repl Cost <sup>4</sup>	Depr Repl Cost <sup>5</sup>
Station 2	E-2 <sup>2</sup>	2010	Smeal	Engine	15	\$ 423,192	\$ 394,979
	T-2	2003	KME	Truck	15	\$ 925,000	\$ 431,667
	U-209	2007	Ford	F350	7	\$ 31,500	\$ 13,500
	USAR 2	2003	AZ-TEX	USAR Trailer	15	\$ 20,000	\$ 9,333
	U-9	2007	Ford	Pickup	7	\$ 31,500	\$ 13,500
Station 6	E-6	2006	Smeal	Engine	15	\$ 423,192	\$ 282,128
	E-206 <sup>1,2</sup>	1994	E-One	Engine	15	\$ 423,192	\$ 84,638
		2003	AZ-TEX	MCI Trailer	15	\$ 20,000	\$ 9,333
Station 48	E-48	2003	Smeal	Engine	15	\$ 423,192	\$ 197,490
	E-248 <sup>1,2</sup>	1988	Ford Kov.	Engine	15	\$ 423,192	\$ 84,638
Station 58	E-58 <sup>2</sup>	2006	Smeal	Engine	15	\$ 423,192	\$ 282,128
	BR-58 <sup>2</sup>	1998	Int'l	Brush Engine	15	\$ 250,000	\$ 50,000
	S-58	1992	Ford	Squad	10	\$ 125,000	\$ 25,000
	T-58 <sup>1</sup>	2003	Smeal	Lt. Truck	15	\$ 650,000	\$ 303,333
		2003	AZ-TEX	MCI Trailer	15	\$ 20,000	\$ 9,333
Station 65	E-65 <sup>2</sup>	1994	E-One	Engine	15	\$ 423,192	\$ 84,638
	E-265 <sup>1,2</sup>	1991	E-One	Engine	15	\$ 429,192	\$ 85,838
Station 91	E-91	2006	Smeal	Engine	15	\$ 423,192	\$ 282,128
	T-91	2008	Smeal	Truck	15	\$ 650,000	\$ 520,000
	S-91	1992	Ford	Squad	10	\$ 125,000	\$ 25,000
<b>Subtotal Fire Station Vehicles/Apparatus</b>						<b>\$ 5,887,728</b>	<b>\$ 2,643,606</b>
Chief	D-4 <sup>2</sup>	2008	Ford	Expedition	7	\$ 50,000	\$ 28,571
Battalion Chief	B-9A <sup>2</sup>	2007	Ford	Pickup	7	\$ 50,000	\$ 21,429
Battalion Chief	B-9B <sup>2</sup>	2008	Ford	Pickup	7	\$ 50,000	\$ 28,571
<b>Subtotal Chief Officer Vehicles</b>						<b>\$ 150,000</b>	<b>\$ 78,571</b>
Dep. Fire Mrshl		2007	Ford	F150	7	\$ 23,500	\$ 10,071
Fire Safety Spec		2000	Ford	Ranger	7	\$ 14,500	\$ 2,900
Fire Safety Spec		2008	Ford	F150	7	\$ 23,500	\$ 13,429
Fire Inspector		2002	Ford	Pickup	7	\$ 14,500	\$ 2,900
Fire Inspector		2006	Ford	Ranger	7	\$ 14,500	\$ 4,143
Fire Inspector		2007	Ford	Ranger	7	\$ 14,500	\$ 6,214
Fire Inspector		2007	Ford	Ranger	7	\$ 14,500	\$ 6,214
<b>Subtotal Fire Prevention Bureau Vehicles</b>						<b>\$ 119,500</b>	<b>\$ 45,871</b>
<b>Total All Vehicles/Apparatus</b>						<b>\$ 6,157,228</b>	<b>\$ 2,768,049</b>

<sup>1</sup> Reserve vehicle<sup>2</sup> County-owned vehicle<sup>3</sup> Years of service before scheduled replacement<sup>4</sup> Estimated replacement cost at current prices<sup>5</sup> Depreciated replacement cost using straight-line depreciation over useful life. Minimum value = 20% of replacement cost

Table 4.3 on the next page lists additional firefighting apparatus and vehicles that must be acquired in the future for assignment to new fire stations and to accommodate additional staff. Costs are estimated at current price levels.

**Table 4.3: Additional Fire Vehicles and Apparatus**

Additional Vehicles/Apparatus	Estimated Cost <sup>1</sup>
Engine -Type 1 (Industrial Station)	\$ 545,754
Engine -Type 1 (Morrison Park Station)	\$ 545,754
Engine -Type 1 (Redlands Blvd. Station)	\$ 545,754
Engine -Type 1 (Future Station)	\$ 545,754
Engine -Type 1 (Gilman Station)	\$ 545,754
Engine -Type 1 (Northeast Station)	\$ 545,754
Engine -Type 1 (Cottonwood Park Station)	\$ 545,754
Heavy Truck	\$ 925,000
Light Truck	\$ 700,000
Reserve Heavy Truck	\$ 925,000
Assistant Chief Vehicle	\$ 50,000
Batallion Chief Vehicles (3)	\$ 150,000
Training Captain Vehicle	\$ 28,000
Fire Prevention Staff Vehicles (2)	\$ 29,000
<b>Total</b>	<b>\$ 6,627,278</b>

<sup>1</sup> Costs estimated by the Moreno Valley Fire Department based on recent bids. Estimated costs in current dollars

Table 4.4 summarizes information from the previous three tables regarding the cost of all existing and future capital assets needed by the Fire Department to serve the City at buildout.

**Table 4.4: Cost Basis for Existing and Future Fire Assets**

Component	Component Cost <sup>1</sup>
Existing Fire Stations	\$ 23,708,280
Existing Apparatus/Vehicles	\$ 2,768,049
Subtotal Existing Assets	\$ 26,476,329
Future Fire Stations	\$ 58,676,861
Future Apparatus/Vehicles	\$ 6,627,278
Subtotal Future Assets	\$ 65,304,139
<b>Total Cost</b>	<b>\$ 91,780,468</b>

<sup>1</sup> Depreciated replacement cost for existing assets and estimated cost for future assets; see Tables 4.1, 4.2, and 4.3

## Average Cost per Acre of Development

As discussed previously, developed acreage is used as the demand variable in calculating impact fees for Fire Department capital assets in this chapter. The average cost per acre is calculated in Table 4.5, using the total cost of fire protection assets from Table 4.4 and the total developed acreage at buildout from Table 2.4 in Chapter 2.

**Table 4.5: Average Cost per Acre - Fire Assets**

Total Cost <sup>1</sup>	Total Developed Acreage <sup>2</sup>	Average Cost per Acre <sup>3</sup>
\$91,780,468	23,391.15	\$3,923.73

<sup>1</sup> See Table 4.4

<sup>2</sup> See Table 2.4

<sup>3</sup> Average cost per acre = total cost / total developed acreage

## Impact Fees per Unit of Development

To arrive at impact fees per unit of development by development type, the average cost per acre from Table 4.5 is multiplied by the number of acres per unit of development for each development type. That calculation is shown in Table 4.6.

**Table 4.6: Impact Fees per Unit of Development - Fire Protection**

Development Type	Dev Units <sup>1</sup>	Acres per Unit <sup>2</sup>	Cost per Dev Acre <sup>3</sup>	Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	0.250	\$3,923.73	\$ 980.93
Residential, Multi-Family	DU	0.067	\$3,923.73	\$ 261.58
Residential, Mobile/Senior	DU	0.100	\$3,923.73	\$ 392.37
Commercial, General	KSF	0.092	\$3,923.73	\$ 360.31
Commercial, Regional	KSF	0.092	\$3,923.73	\$ 360.31
Industrial	KSF	0.066	\$3,923.73	\$ 257.36
Office	KSF	0.077	\$3,923.73	\$ 300.25

<sup>1</sup> Units of Development: DU = dwelling units; KSF = 1,000 gross square feet of building area

<sup>2</sup> Acres per unit of development; see Table 2.1

<sup>3</sup> Cost per acre of development; see Table 4.5

<sup>4</sup> Impact fee per unit of development = acres per unit X cost per acre



## Projected Revenue

Potential revenue from the fire protection impact fees calculated in this chapter can be projected by applying the fees per unit of development from Table 4.6 to forecasted future units as shown in Table 2.3. The results are shown in Table 4.7.

**Table 4.7: Projected Revenue - Fire Protection Impact Fees**

Development Type	Dev Units <sup>1</sup>	Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 980.93	13,090	\$ 12,840,396
Residential, Multi-Family	DU	\$ 261.58	17,084	\$ 4,468,863
Residential, Mobile/Senior	DU	\$ 392.37	3,549	\$ 1,392,531
Commercial, General	KSF	\$ 360.31	11,855	\$ 4,271,422
Commercial, Regional	KSF	\$ 360.31	3,119	\$ 1,123,793
Industrial	KSF	\$ 257.36	26,550	\$ 6,832,936
Office	KSF	\$ 300.25	11,279	\$ 3,386,571
<b>Total</b>				<b>\$ 34,316,512</b>

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Impact fee per unit; see Table 4.6

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

The revenue projected in Table 4.7 represents only new development's share of the cost of fire stations, apparatus and vehicles, and represents approximately 53% of the \$65.4 million cost of future fire protection capital asset needs. The remaining cost is attributable to existing development and, to a small extent, to public facilities that do not pay impact fees. The shortfall must be funded from other sources of revenue. Unspent impact fee revenue collected in the past will be used to fund a portion of those costs, because the projects that paid those fees are considered existing development for purposes of this analysis. The balance in the Fire Impact Fee Fund at the end of the last fiscal year was approximately \$700,000.

The costs used in this report are given in current dollars. Once adopted, impact fees should be adjusted annually, to reflect changes in price levels. An index, such as the Engineering News Record Construction Cost Index can be used to adjust facility cost estimates. See the Implementation Chapter for more on indexing of fees.

## Chapter 5

# Library Impact Fees

This chapter addresses library facilities and materials needed to serve future development in Moreno Valley. Information about existing and planned library facilities was provided by the Moreno Valley Public Library and the Moreno Valley Public Works Department.

### Service Area

This study treats all of the City's libraries assets as components of a single library system serving the entire City. Consequently, impact fees calculated in this chapter are intended to apply to all residential development in the study area.

### Methodology

This chapter calculates impact fees using the standard-based method discussed in Chapter 1. Standard-based fees are calculated using a specified relationship or standard that determines the number of demand units to be provided for each unit of development. Impact fees for library facilities, as calculated in this chapter, are based on the existing ratio of building area (square feet) to population, and the existing ratio of library materials (items in the collection) to population.

### Demand Variable

Level-of-service standards for libraries are almost universally based on population, so population is used as the demand variable in calculating library impact fees. Because population is used as the demand variable in the fee calculations, and population is related to residential development, the fees calculated in this chapter apply only to residential development.

### Existing Facilities

Moreno Valley has one existing library, a 16,000 square foot building located on Alessandro Boulevard between Perris Boulevard and Laselle Street near the center of the existing City. In addition, the City has approximately \$4.2 million in library impact fee revenue on hand--enough to construct about 10,300 square feet of additional library facility space at today's costs.

The 2010-2035 Moreno Valley Public Library Facilities Master Plan calls for three future libraries to be constructed in the City--a 70,000 square foot flagship library to be located at the Civic Center, a 30,000 square foot branch library north of State Route 60 along Perris Blvd, and a 30,000 square foot branch library in the eastern portion of the City. The Master Plan also calls for the City to continue operating the existing library.

However, the impact fees calculated in this chapter are not designed to recover new development’s share of all planned library facilities. Instead, those fees are only intended to cover the cost of facilities and materials needed to maintain the existing ratio of library square footage and materials to population.

Table 5.1 lists the City’s existing library facilities. Future library facility space that can be constructed with funds currently on hand in the Library impact fee fund is treated as existing in this analysis.

**Table 5.1: Existing Library Facilities**

Facility	Bldg Area (Sq Ft)
Existing Library	16,000
Future facilities to be constructed with by available funds <sup>1</sup>	10,277
<b>Total</b>	<b>26,277</b>

<sup>1</sup> Future facilities to be constructed with approximately \$4, 172,500 currently available in the library impact fee fund, at the square foot cost shown in table 5.3

## Level of Service

Table 5.2 calculates the existing level of service in terms of units per capita for library facilities and materials.

**Table 5.2: Existing Level of Service for Libraries**

Asset Type	Units	Existing Facilities and Materials <sup>1</sup>	Existing Population <sup>2</sup>	Existing Units per Capita <sup>3</sup>
Library Facilities	Square Feet	26,277	196,748	0.134
Library Materials	Items	157,688	196,748	0.801

<sup>1</sup> Existing facilities from Table 5.1; number of existing items of library materials provided by the Moreno Valley Public Library

<sup>2</sup> See Table 2.2

<sup>3</sup> Units per capita = existing facilities or materials / existing population

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

## Per-Capita Cost

Table 5.3 shows the per-capita cost for library facilities and materials based on the existing level of service factors in Table 5.2 and the estimated current cost per unit for facilities and materials. The average cost per square foot for facilities is estimated by the Moreno Valley Capital Projects Division. The average cost per volume to acquire new materials is estimated by the Library Services Department.

**Table 5.3: Per Capita Costs - Library Facilities and Materials**

Development Type	Service Units <sup>1</sup>	Units per Capita <sup>2</sup>	Cost per Unit <sup>3</sup>	Cost per Capita <sup>4</sup>	Percentage Allocation <sup>5</sup>
Library Facilities	Square Feet	0.134	\$ 406.00	\$ 54.40	63.6%
Library Materials	Items	0.801	\$ 38.92	\$ 31.17	36.4%
<b>Total</b>				<b>\$ 85.58</b>	<b>100.0%</b>

<sup>1</sup> Square feet = square feet of building area; items = books and other items of library materials

<sup>2</sup> Units per capita based on existing units per capita; see Table 5.2

<sup>3</sup> Estimated cost per square foot for new library facilities, including land; average cost per item for library materials provided by the Moreno Valley Public Library

<sup>4</sup> Cost per capita = units per capita X cost per unit

<sup>5</sup> Percentage allocation indicates the share of impact fee revenue to be allocated to facilities and materials

In the next section, the per-capita costs from Table 5.3 are used to calculate impact fees per unit of development by development type.

## Impact Fees per Unit of Development

Table 5.4 calculates library impact fees per unit of development by development type. Those fees are calculated using the per-capita costs from Table 5.3 and persons per dwelling unit from Table 2.1.

**Table 5.4: Fees per Unit of Development -Libraries**

Development Type	Dev Units <sup>1</sup>	Pop per Unit <sup>2</sup>	Cost per Capita <sup>3</sup>	Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	3.83	\$85.58	\$ 327.90
Residential, Multi-Family	DU	3.28	\$85.58	\$ 280.31
Residential, Mobile/Senior	DU	1.50	\$85.58	\$ 128.37

<sup>1</sup> Units of development. DU = dwelling unit

<sup>2</sup> Population per unit of development; see Table 2.1

<sup>3</sup> Cost per capita; see Table 5.3

<sup>4</sup> Impact fee per unit of development = population per unit X cost per capita

## Projected Revenue

Potential revenue from the library impact fees calculated in this chapter can be projected by applying the fees per unit from Table 5.4 to forecasted future residential units. The resulting projections are shown in Table 5.5.

**Table 5.5: Projected Revenue - Library Impact Fees**

Development Type	Dev Units <sup>1</sup>	Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 327.90	13,090	\$ 4,292,266
Residential, Multi-Family	DU	\$ 280.31	17,084	\$ 4,788,734
Residential, Mobile/Senior	DU	\$ 128.37	3,549	\$ 455,579
<b>Total</b>				<b>\$ 9,536,579</b>
Revenue for Library Facilities			63.6%	\$ 6,062,568
Revenue for Library Materials			36.4%	\$ 3,474,011

<sup>1</sup> Units of development. DU = dwelling unit

<sup>2</sup> Impact fee per unit of development; see Table 5.4

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

Of the total revenue projected in Table 5.5, 63.6% should be applied to library facilities and 36.4% should be applied to library materials, as indicated in the table.

The costs used in this report are given in current dollars. The fees calculated above should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 6

# Park Improvement Impact Fees

This chapter addresses impact fees for park improvements needed to serve future development in Moreno Valley. Information about developed parks and undeveloped park land in the City was provided by the Moreno Valley Parks and Community Services Department.

### Service Area

Fees calculated in this chapter are intended to apply to a single citywide service area encompassing the entire study area defined in Chapter 2. However, it is important that revenue from park improvement impact fees be spent for parks that serve the development projects paying the fees.

### Demand Variable

Level-of-service standards for parks are almost universally based on population, and Moreno Valley’s adopted general plan standards for public parks are stated in terms of the relationship between acreage and population. Consequently, population is used as the demand variable in calculating park improvement impact fees in this report.

### Methodology

This chapter calculates impact fees using the standard-based method discussed in Chapter 1. Standard-based fees are calculated using a specified relationship or standard that determines the number of service units to be provided for each unit of development. Both in-lieu fees for park land acquisition and impact fees for park improvements are based on the relationship between park acreage and population, as discussed in the previous section on level-of-service standards. Because population is used as a demand variable in the fee calculations, and population is related to residential development, the fees calculated in this chapter apply only to residential development.

### Existing Facilities and Level of Service

Table 6.1 on the next page lists the City’s existing parks, showing both total acres and improved acres of park land.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets, which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

**Table 6.1: Existing Parks and Park Sites**

Park Classification	Total Acreage	Improved Acreage	Unimproved Acreage
Adrienne Mitchell Memorial Park	4.43	4.43	0.00
Aqueduct Bike Trail (Elsworth to Laselle)	27.46	22.48	4.98
Bayside Park	2.04	2.04	0.00
Bethune Park	6.00	6.00	0.00
Celebration Park	6.65	6.65	0.00
Cold Creek Staging Area	0.64	0.64	0.00
College Park	25.00	18.00	7.00
Cottonwood Equestrian Station	0.40	0.40	0.00
Cottonwood Golf Center	15.83	15.83	0.00
Cottonwood Park	7.00	0.00	7.00
El Potrero Park	15.00	15.00	0.00
Fairway Park	5.50	5.50	0.00
Festival Site	12.00	0.00	12.00
Gateway Park	7.67	7.67	0.00
Hidden Springs Park	7.00	7.00	0.00
Hidden Springs Park Site #2	17.00	0.00	17.00
John F. Kennedy Park	7.69	7.69	0.00
Laselle Sports Park Complex	12.25	0.00	12.25
March Field Park	93.32	10.00	83.32
Markborough Property	40.00	0.00	40.00
Moreno Valley Community Park	15.58	15.58	0.00
Moreno Valley Equestrian Park	45.00	10.00	35.00
Morrison Park	22.01	14.01	8.00
Pan Am Linear Park	1.25	0.00	1.25
Parque Amistad	4.24	4.24	0.00
Patriot Park	0.50	0.50	0.00
Pedrorena Park	5.50	5.50	0.00
Poorman's Reservoir	125.00	0.00	125.00
Rancho Verde Equestrian Staging Area	1.30	1.30	0.00
Rancho Verde Park	3.50	0.00	3.50
Ridge Crest Park	5.00	5.00	0.00
Rock Ridge Park	1.93	1.93	0.00
Shadow Mountain Park	10.00	10.00	0.00
Sunnymead Equestrian Station	0.50	0.50	0.00
Sunnymead Park	15.53	15.53	0.00
Sunnymead Ranch Linear Park	5.50	5.50	0.00
Towngate Memorial Park	16.97	16.97	0.00
Victoriano Park	5.00	5.00	0.00
Vista Lomas Park	4.00	4.00	0.00
Westbluff Park	5.00	5.00	0.00
Weston Park	4.14	4.14	0.00
Woodland Park	9.11	9.11	0.00
	619.44	263.14	356.30

Source: Moreno Valley Parks and Community Services Department

The 2006 Moreno Valley General Plan specifies a standard of 3.0 acres per thousand residents for all parks. However, the impact fees calculated in this chapter are based on the existing ratio of improved park land to population, which is lower. Table 6.2 shows the existing ratios of park acres per capita and per thousand residents.

**Table 6.2: Existing Ratio of Improved Park Acreage to Population**

Existing Acres <sup>1</sup>	Funded Acres <sup>2</sup>	Total Acres <sup>3</sup>	Existing Population <sup>4</sup>	Acres per Capita <sup>5</sup>	Acres per 1,000 <sup>6</sup>
263.14	5.26	268.40	196,748	0.001364	1.364

<sup>1</sup> Existing improved park acres; see Table 6.1

<sup>2</sup> Added acres that can be improved using \$2,746,650 on hand in the park facilities impact fee fund, at the per-acre cost shown in Table 6.3

<sup>3</sup> Total improved acres = existing improved acres + additional funded acres

<sup>4</sup> Existing population; see Table 2.2.

<sup>5</sup> Improved acres per capita = total improved acres / existing population

<sup>6</sup> Improved acres per thousand population = acres per capita X 1,000

## Per-Capita Cost

Table 6.3 calculates the per-capita cost for park improvements. Estimated per-acre park improvement costs are intended to represent the average cost of constructing park improvements similar to those provided in the City’s existing parks.

**Table 6.3: Per Capita Cost - Park Improvements**

Improved Acres per Capita <sup>1</sup>	Improvement Cost per Acre <sup>2</sup>	Cost per Capita <sup>3</sup>
0.001364	\$522,000.00	\$712.11

<sup>1</sup> Improved acres per capita from Table 6.2

<sup>2</sup> Cost per acre for park improvements estimated by the Moreno Capital Projects Division, based on recent project costs

<sup>3</sup> Cost per capita = improved acres per capita X improvement cost per acre

In the next section, the per-capita costs from Table 6.3 are used to calculate impact fees per unit of development by development type.

## Impact Fees per Unit of Development

Table 6.4 on the next page calculates park improvement impact fees per unit of development by development type. Those fees are calculated using the per-capita costs from Table 6.3 and the population-per-dwelling-unit factors from Table 2.1.



**Table 6.4: Impact Fees per Unit of Development - Park Improvements**

Development Type	Dev Units <sup>1</sup>	Pop per Unit <sup>2</sup>	Cost per Capita <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	3.83	\$ 712.11	\$ 2,728.51
Residential, Multi-Family	DU	3.28	\$ 712.11	\$ 2,332.44
Residential, Mobile/Senior	DU	1.50	\$ 712.11	\$ 1,068.16

<sup>1</sup> Units of development. DU = dwelling unit

<sup>2</sup> Population per unit of development; see Table 2.1

<sup>3</sup> Cost per capita; see Table 6.3

<sup>4</sup> Fee per unit of development = population per unit X cost per capita

## Projected Revenue

Potential revenue from the park improvement impact fees calculated in this chapter can be projected by applying the impact fees per unit from Table 6.4 to forecasted future residential units from Table 2.3.

**Table 6.5: Projected Revenue - Park Improvement Impact Fees**

Development Type	Dev Units <sup>1</sup>	Impact Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 2,728.51	13,090	\$ 35,716,258
Residential, Multi-Family	DU	\$ 2,332.44	17,084	\$ 39,847,405
Residential, Mobile/Senior	DU	\$ 1,068.16	3,549	\$ 3,790,909
<b>Total</b>				<b>\$ 79,354,572</b>

<sup>1</sup> Units of development. DU = dwelling unit

<sup>2</sup> Impact fee per unit of development; see Table 6.4

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

The costs used in this chapter are given in current dollars, and the fees calculated above should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 7

# Community and Recreation Center Impact Fees

This chapter addresses community and recreation center facilities needed to serve future development in Moreno Valley. Information about existing facilities was provided by the Moreno Valley Parks and Community Services Department.

### Service Area

Fees addressed in this chapter are calculated for a single citywide service area encompassing the entire study area defined in Chapter 2. The resulting fees are intended to apply to all development in the study area.

### Demand Variable

Level-of-service standards for community and recreation centers are almost universally based on population. Consequently, population is used as the demand variable in calculating impact fees for community and recreation centers in this study.

### Methodology

This chapter calculates impact fees using the standard-based method discussed in Chapter 1. Standard-based fees are calculated using a specified relationship or standard that determines the number of service units to be provided for each unit of development. The fees calculated in this chapter are based on the existing ratio of community and recreation center space to population. Because population is used as a demand variable in the fee calculations, and population is related to residential development, the fees calculated in this chapter apply only to residential development.

### Existing Facilities and Level of Service

Table 7.1 lists Moreno Valley’s existing community and recreation center facilities.

**Table 7.1: Existing Community and Recreation Centers**

Existing Facilities	Square Feet
Senior Center	14,700
TownGate Community Center	4,000
March Field Park Community Center	9,948
MV Conference & Community Center	42,413
<b>Total</b>	<b>71,061</b>

Source: Moreno Valley Parks and Community Services Department

The level of service standard used in the impact fee analysis is the existing ratio of community and recreation center facility space to population. That ratio is calculated in Table 7.2 below.

**Table 7.2: Existing Level of Service - Community and Rec Centers**

Existing Square Feet <sup>1</sup>	Existing Population <sup>2</sup>	Existing LOS in Sq Ft per Capita <sup>3</sup>
71,061	196,748	0.361

<sup>1</sup> Square feet of existing community and recreation centers from Table 7.1

<sup>2</sup> Existing population; see Table 2.2

<sup>3</sup> Existing level of service in square feet per capita = existing square feet of community and recreation center space / existing population

In the next section, the per-capita costs from Table 7.2 are used to calculate impact fees per unit of development by development type.

### Per-Capita Cost

Table 7.3 on the next page calculates the cost per capita to maintain the existing level of service for community and recreation centers in Moreno Valley.

**Table 7.3: Cost per Capita - Community and Recreation Centers**

Existing Sq Ft per Capita <sup>1</sup>	Cost per Square Foot <sup>2</sup>	Cost per Capita <sup>3</sup>
0.361	\$501.94	181.20

<sup>1</sup> Existing square feet per capita; see Table 7.2

<sup>2</sup> Cost per square foot of building area includes construction cost of \$460 per sq ft plus \$19.00 per square foot for furniture, fixtures and equipment and \$22.94 per sq ft for land (based on FAR of 0.3 and land cost of \$333,000 per acre; costs estimated by the Moreno Valley Capital Projects Division)

<sup>3</sup> Cost per capita = square feet per capita X cost per square foot

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets, which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

## Impact Fees per Unit of Development

Table 7.4 shows the community and recreation center impact fees per unit of development by development type. Those fees are calculated using the per-capita costs from Table 7.3 and the persons per dwelling unit data from Table 2.1.

**Table 7.4: Fees per Unit of Development - Community and Rec Centers**

Development Type	Dev Units <sup>1</sup>	Pop per Unit <sup>2</sup>	Cost per Capita <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	3.83	\$181.20	\$694.29
Residential, Multi-Family	DU	3.28	\$181.20	\$593.50
Residential, Mobile/Senior	DU	1.50	\$181.20	\$271.80

<sup>1</sup> Units of development. DU = dwelling unit

<sup>2</sup> Population per unit of development; see Table 2.1

<sup>3</sup> Cost per capita; see Table 7.3

<sup>4</sup> Impact fee per unit of development = population per unit X cost per capita

## Projected Revenue

Potential revenue from the community and recreation center impact fees calculated in this chapter can be projected by applying the fees per unit from Table 7.4 to forecasted future residential units from Table 2.3. The results are shown in Table 7.5.

**Table 7.5: Projected Revenue - Community and Rec Center Impact Fees**

Development Type	Dev Units <sup>1</sup>	Impact Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 694.29	13,090	\$ 9,088,256
Residential, Multi-Family	DU	\$ 593.50	17,084	\$ 10,139,354
Residential, Mobile/Senior	DU	\$ 271.80	3,549	\$ 964,618
<b>Total</b>				<b>\$ 20,192,228</b>

<sup>1</sup> Units of development. DU = dwelling unit

<sup>2</sup> Impact fee per unit of development; see Table 7.4

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = impact fee per unit X future units

The costs used in this chapter are given in current dollars, and the fees calculated above should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 8

# Arterial Street Impact Fees

This chapter calculates impact fees for arterial streets needed to serve future development in Moreno Valley. Information about planned arterial street improvements was provided by the Moreno Valley Public Works Department Transportation Engineering Division and the Public Works Department Capital Projects Division, based on the Circulation Element of the City's 2006 General Plan. Funding of improvement costs by the City's arterial street impact fee program is coordinated with the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, so that the same costs are not covered by both programs.

The fees calculated in this chapter do not include costs for traffic signals or freeway interchange improvements. Those facility types are addressed in separate chapters.

### Service Area

Arterial streets make up a system that moves traffic throughout the entire City. Fees addressed in this chapter are calculated for a single citywide service area encompassing the entire study area defined in Chapter 2. The fees calculated in this chapter are intended to apply to all development in the study area.

### Demand Variable

The demand variable used to allocate improvement costs for street improvements in this study is weighted average daily vehicle trips (weighted ADT), defined as average daily trips (ADT) multiplied by a trip length factor. The trip length factors for each development type were calculated by the Moreno Valley Public Works Department Transportation Engineering Division. Those factors are intended to reflect the fact that longer trips generated by some types of development impact arterial street capacity to a larger extent than shorter trips. Both ADT rates and weighted trip generation rates for defined categories of development are shown in Table 2.1, in Chapter 2 of this report.

### Level of Service

Level-of-service for streets and intersections is described in terms of traffic flow characteristics. Level of service (LOS) categories range from A to F. LOS A, the highest level, is characterized by free-flowing traffic and minimal delays at intersections. LOS F, the lowest level is characterized by severe congestion and long delays at intersections. The operative level-of-service standard is significant because it determines the amount of street capacity, and thus the cost of improvements needed to accommodate a certain volume of traffic.

The standard adopted in Moreno Valley's Circulation Element and used to determine the need for arterial street improvements identified in this study is LOS C, generally,

with LOS D as the standard for peak hour traffic near freeway interchanges. At LOS D, roadways reach the upper limit of stable flow conditions, and volumes approach 90% of capacity. Intersections at LOS D experience significant congestion, and vehicles may have to wait through more than one cycle at signalized intersections.

## Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. Plan-based fees are calculated by allocating costs for a defined set of improvements to a defined set of land uses that will be served by the improvements. Demand is measured in terms of the demand variable discussed above. Actual fee calculations are shown later in this chapter.

## Facility Needs

At the time of the 2005 impact fee study, the Moreno Valley Public Works Department Transportation Engineering Division determined that there were no significant existing deficiencies in the City's arterial street system relative to the adopted level-of-service standard. That is the baseline condition for the arterial impact fee program. This analysis updates the improvement needs and costs related to that program. The City has been collecting impact fees for arterial streets over a long period, and this study assumes that improvements funded by those impact fees, or improvements that will be funded in the future by impact fees previously collected, are adequate to maintain the level of service defined in the General Plan.

At a particular point in time, some deficiencies may exist in the arterial street system because projects funded by impact fees have not yet been constructed. However, overall, this study recognizes no significant existing deficiencies relative to the adopted LOS standards. Consequently, the entire cost of improvements identified in this chapter, less the TUMF contribution, will be allocated to future development and included in the impact fees calculated in this chapter.

Table 9.1 shows a breakdown of arterial street improvement costs. The portion of costs that will be covered by the Western Riverside County Council of Governments (WRCOG) regional Transportation Unified Mitigation Fee (TUMF) is deducted from the total costs shown in Table 8.1. A detailed list of improvements and cost estimates is included in Appendix A of this report.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

**Table 8.1: Estimated Costs - Arterial Street Improvements**

Cost Component	Est Improvmt Cost <sup>1</sup>
Total DIF Cost for Arterial Streets	\$ 160,470,000
Quincy Street Storm Drain Improvements (From Ironwood Avenue to SR-60)	\$ 1,594,000
Sunnymead Blvd Storm Drain Improvements - Frederick St to Graham St and Indian St to Perris Blvd	\$ 3,000,000
Ironwood Av Storm Drain Improvements - Day St to Pigeon Pass Rd	\$ 400,000
Freeway Overpass at Indian Street and SR-60	\$ 13,000,000
Nason-Dracaeca (Letterman) Booster Pump Station	\$ 2,000,000
Citywide Bridges	\$ 23,018,000
<b>Subtotal</b>	<b>\$ 203,482,000</b>
TUMF Credit for North-South Arterial Streets	\$ (61,964,000)
TUMF Credit for East-West Arterial Streets	\$ (58,034,000)
<b>Total</b>	<b>\$ 83,484,000</b>

<sup>1</sup> Estimated improvement costs provided by the City of Moreno Valley  
Capital Projects Division

## Average Cost per Weighted Trip

Table 8.2 shows the average cost per weighted trip for arterial street improvements based on the costs shown in Table 8.1 and the number of weighted trips to be added by future development.

**Table 8.2: Average Cost per Weighted Trip - Arterial Streets**

Total New Dev Improvement Cost <sup>1</sup>	New Dev Weighted Trips <sup>2</sup>	Cost per Weighted Trip <sup>3</sup>
\$83,484,000	979,394	\$85.24

<sup>1</sup> See Table 8.1

<sup>2</sup> Weighted trips (ADT) added by future development; see Table 2.3

<sup>3</sup> Cost per weighted trip = improvement cost / weighted trips added  
by new development

In the next section, the cost per weighted trip from Table 8.2 is used to calculate impact fees per unit of development by development type.

## Impact Fees per Unit of Development

Table 8.3 shows impact fees per unit of development by development type for arterial streets improvements. Those fees are calculated using the average cost per weighted trip from Table 8.2 and the number of weighted trips per unit of development from Table 2.1.

In calculating impact fees for arterial streets as well as for traffic control and interchanges, high-cube warehouse development is treated as a separate development type because extensive use of automation substantially reduces trip generation for that type of development. The estimate of weighted trips per unit for that category was provided by the Moreno Valley Public Works Department Transportation Engineering Division.

For purposes of administering these impact fees, the definition of high-cube warehouse development will be consistent with the WRCOG TUMF Fee Calculation Handbook (2005 update): “High-Cube Warehouses/Distribution Centers: Structures with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet.”

**Table 8.3: Fees per Unit of Development - Arterial Streets**

Development Type	Dev Units <sup>1</sup>	Wtd Trips per Unit <sup>2</sup>	Cost per Wtd Trip <sup>3</sup>	Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	13.20	\$85.24	\$ 1,125.17
Residential, Multi-Family	DU	9.24	\$85.24	\$ 787.62
Residential, Mobile/Senior	DU	5.94	\$85.24	\$ 506.33
Commercial, General	KSF	17.36	\$85.24	\$ 1,479.77
Commercial, Regional	KSF	15.23	\$85.24	\$ 1,297.79
Industrial	KSF	8.56	\$85.24	\$ 729.66
Industrial, High-Cube	KSF	2.00	\$85.24	\$ 170.48
Office	KSF	12.00	\$85.24	\$ 1,022.89

<sup>1</sup> Units of development. DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Weighted trips per unit of development; see Table 2.1

<sup>3</sup> Average cost per weighted trip; see Table 8.2

<sup>4</sup> Fee per unit of development = weighted trips per unit X cost per weighted trip

## Projected Revenue

Potential revenue from the arterial streets impact fees calculated in this chapter can be projected by applying the fees per unit from Table 8.3 to forecasted future development. The resulting projections are shown in Tables 8.4.

High-cube warehouses are prevalent as a component of new industrial development in the Inland Empire, and are likely to represent a significant percentage of new industrial development in Moreno Valley in the foreseeable future. However, the City’s existing General Plan does not identify high-cube warehouses as a separate development type,



so there is no official estimate of the percentage of all future industrial development that is likely to consist of high-cube warehouses. For purposes of projecting revenue from arterial street impact fees, this study assumes that 50% of future industrial development in the City will consist of high-cube warehouses. That estimate is based on discussions with the City's Community and Economic Development Department.

**Table 8.4: Projected Revenue - Arterial Street Impact Fees**

Development Type	Dev Units <sup>1</sup>	Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 1,125.17	13,090	\$ 14,728,524
Residential, Multi-Family	DU	\$ 787.62	17,084	\$ 13,455,727
Residential, Mobile/Senior	DU	\$ 506.33	3,549	\$ 1,796,959
Commercial, General	KSF	\$ 1,479.77	11,855	\$ 17,542,720
Commercial, Regional	KSF	\$ 1,297.79	3,119	\$ 4,047,793
Industrial	KSF	\$ 729.66	13,275	\$ 9,686,211
Industrial, High-Cube	KSF	\$ 170.48	13,275	\$ 2,263,133
Office	KSF	\$ 1,022.89	11,279	\$ 11,537,122
<b>Total</b>				<b>\$ 75,058,190</b>

<sup>1</sup> Units of development. DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Fee per unit of development; see Table 8.3

<sup>3</sup> Future units; see Table 2.3; 50% of the future units of Industrial development shown in Table 2.3 have been allocated to High-Cube Industrial in this table for purposes of projecting impact fee revenue

<sup>4</sup> Projected revenue = fee per unit X future units

The projected revenue shown in Table 8.4 is \$8.4 million or 10% less than the total cost attributed to new development in Table 8.1. That difference is due in part to the fact that this study assumes the City will not be able to collect impact fees from new development in the public facilities categories, which are generally exempt from such fees. The rest of the difference relates to the adjustment in trip generation rate for high-cube warehouses.

The costs and fees shown in this report are in current dollars. This study assumes that the projects covered by the arterial street impact fees will be constructed on a pay-as-you-go basis, so they should be indexed or adjusted annually to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 9

# Traffic Control Impact Fees

This chapter calculates impact fee for traffic signals and related traffic control improvements needed to serve future development in Moreno Valley. Information about existing and planned signal system improvements was provided by the City’s Public Works Department Transportation Engineering Division, based on the General Plan Circulation Element.

### Service Area

Traffic signals make up part of a system that moves traffic throughout the entire City. Fees addressed in this chapter are calculated for a single citywide service area encompassing the entire study area defined in Chapter 2. The fees calculated in this chapter are intended to apply to all new development in the study area.

### Demand Variable

The demand variable used to allocate costs for traffic control improvements in this study is weighted average daily vehicle trips (weighted trips), defined as average daily trips (ADT) multiplied by a trip length factor. The trip length factors for each development type were calculated by the Public Works Department Transportation Engineering Division. Those factors are intended to reflect the fact that longer trips generated by some types of development tend to impact more signals than shorter trips. Both ADT rates and weighted trip generation rates for defined categories of development are shown in Table 2.1, in Chapter 2 of this report.

### Level of Service

Plans for future traffic signals are based on level-of-service standards adopted in the General Plan Circulation Element, and on projected traffic conditions at intersections throughout the City. Level-of-service (LOS) for intersections is described in terms of traffic flow characteristics. LOS categories range from A to F. LOS A is characterized by free-flowing traffic and minimal delays at intersections. LOS F is characterized by severe congestion and long delays at intersections. The standard for the City, generally is LOS C, while LOS D is specified for arterial streets and intersections providing direct access to freeway interchanges or employment centers

### Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. Plan-based fees are calculated by allocating costs for a specified set of improvements to a specified set of land uses. Costs are allocated to various categories of development in proportion to the amount of demand they create. As discussed above, demand is measured in terms of weighted trips. Actual fee calculations are shown later in this chapter.

## Facility Needs

The need for traffic signals is based on warrants, or threshold conditions, at individual intersections. The Public Works Department Transportation Engineering Division has identified 151 intersections where additional traffic signals will be warranted in the future as a result of increased traffic related to future development. That assessment is based on the Circulation Element of the 2006 General Plan. A list of specific traffic signal locations is included in this report as Appendix B.

At some of the intersections designated for traffic signals in Appendix B, the City may choose to construct roundabouts as an alternative to installing traffic signals. The Public Works Department Transportation Engineering Division has not yet selected specific locations where roundabouts will be substituted for traffic signals. However, costs for roundabouts and traffic signals are comparable, so the impact fees calculated in this chapter may be used either for traffic signals or for roundabouts at the designated intersections. Hence, where this report refers to traffic signals, that term should be interpreted to mean either traffic signals or roundabouts.

Table 9.1 shows the cost of planned traffic control improvements and the share of those costs being attributed to future development in the impact fee calculations.

**Table 9.1: Estimated Cost - Traffic Control Improvements**

System Component	Estimated Cost <sup>1</sup>	New Dev Share <sup>2</sup>	New Dev Cost <sup>3</sup>
New Traffic Signals	\$ 41,389,100	100.0%	\$ 41,389,100
Communication System Imprvmts	\$ 14,520,000	100.0%	\$ 14,520,000
Signal Contoller Upgrades	\$ 1,330,000	50.2%	\$ 667,660
Future Traffic Mgmt Ctr Upgrades	\$ 300,000	50.2%	\$ 150,600
<b>Total</b>	<b>\$ 57,539,100</b>	<b>98.6%</b>	<b>\$ 56,727,360</b>

<sup>1</sup> Traffic signal costs based on 151 new signals at \$274,100 each; cost estimates by Traffic Engineering Division

<sup>2</sup> New development share of cost for signals and communication infrastructure = 100%; new development share of cost for other improvements is based on new development share of total weighted trips at buildout (see Tables 2.3, 2.4)

<sup>3</sup> Cost allocated to new development = estimated cost X new development share

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

In Table 9.1, 100% of the cost of traffic signals and communication system improvements is attributed to new development because those improvements will be needed entirely as a result of new development. For the signal controller upgrades and traffic management center, costs are allocated proportionately between existing and new development based on shares of total weighted trips at buildout.

## Average Cost per Weighted Trip

Table 9.2 shows the average cost per weighted trip for traffic control improvements based on the cost allocated to new development in Table 9.1 and the number of weighted trips to be added by future development.

**Table 9.2: Average Cost per Trip - Traffic Control Improvements**

New Development Cost <sup>1</sup>	New Dev Weighted Trips <sup>2</sup>	Cost per Weighted Trip <sup>3</sup>
\$56,727,360	979,394	\$57.92

<sup>1</sup> See Table 9.1

<sup>2</sup> Future development weighted trips; see Table 2.3

<sup>3</sup> Cost per weighted trip = new development cost / new development weighted trips

In the next section, the cost per weighted trip from Table 9.2 is used to calculate impact fees per unit of development by development type.

## Impact Fees per unit of Development

Table 9.3 shows impact fees per unit of development by development type for traffic control improvements. Those fees are calculated using the average cost per weighted trip from Table 9.2 and weighted trips per unit of development from Table 2.1.

In calculating impact fees for arterial streets, traffic control, and interchanges, high-cube warehouse development is added as a separate development type because extensive use of automation substantially reduces trip generation for that type of development. The estimate of weighted trips per unit for that category was provided by the City's Public Works Department Transportation Engineering Division.

For purposes of administering these impact fees, the definition of high-cube warehouse development will be consistent with the WRCOG TUMF Fee Calculation Handbook (2005 update): "High-Cube Warehouses/Distribution Centers: Structures with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet."

**Table 9.3: Fees per Unit of Development - Traffic Control**

Development Type	Dev Units <sup>1</sup>	Wtd Trips per Unit <sup>2</sup>	Cost per Wtd Trip <sup>3</sup>	Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	13.20	\$57.92	\$ 764.56
Residential, Multi-Family	DU	9.24	\$57.92	\$ 535.19
Residential, Mobile/Senior	DU	5.94	\$57.92	\$ 344.05
Commercial, General	KSF	17.36	\$57.92	\$ 1,005.51
Commercial, Regional	KSF	15.23	\$57.92	\$ 881.85
Industrial	KSF	8.56	\$57.92	\$ 495.80
Industrial, High-Cube	KSF	2.00	\$57.92	\$ 115.84
Office	KSF	12.00	\$57.92	\$ 695.05

<sup>1</sup> Units of development. DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Weighted trips per unit of development; see Table 2.1

<sup>3</sup> Average cost per weighted trip; see Table 9.2

<sup>4</sup> Fee per unit of development = weighted trips per unit X cost per weighted trip

## Projected Revenue

Potential revenue from the traffic control impact fees calculated in this chapter can be projected by applying the fees per unit from Table 9.3 to forecasted future development. The resulting projections are shown in Table 9.4 on the next page.

High-cube warehouses are prevalent as a component of new industrial development in the Inland Empire, and are likely to represent a significant percentage of new industrial development in Moreno Valley in the foreseeable future. However, the City's existing General Plan does not identify high-cube warehouses as a separate development type, so there is no official estimate of the percentage of all future industrial development that is likely to consist of high-cube warehouses. For purposes of projecting revenue from arterial street impact fees, this study assumes that 50% of future industrial development in the City will consist of high-cube warehouses. That estimate is based on discussions with the City's Community and Economic Development Department.

**Table 9.4: Projected Revenue - Traffic Control Impact Fees**

Development Type	Dev Units <sup>1</sup>	Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 764.56	13,090	\$ 10,008,029
Residential, Multi-Family	DU	\$ 535.19	17,084	\$ 9,143,164
Residential, Mobile/Senior	DU	\$ 344.05	3,549	\$ 1,221,033
Commercial, General	KSF	\$ 1,005.51	11,855	\$ 11,920,274
Commercial, Regional	KSF	\$ 881.85	3,119	\$ 2,750,475
Industrial	KSF	\$ 495.80	13,275	\$ 6,581,779
Industrial, High-Cube	KSF	\$ 115.84	13,275	\$ 1,537,799
Office	KSF	\$ 695.05	11,279	\$ 7,839,472
<b>Total</b>				<b>\$ 51,002,024</b>

<sup>1</sup> Units of development. DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Fee per unit of development; see Table 9.3

<sup>3</sup> Future units; see Table 2.3; 50% of the future units of Industrial development shown in Table 2.3 have been allocated to High-Cube Industrial in this table for purposes of projecting impact fee revenue

<sup>4</sup> Projected revenue = fee per unit X future units

The projected revenue shown in Table 9.4 is approximately \$5.8 million less than the total cost of traffic control improvements serving new development, as shown in Table 9.1. The difference is due in part to the fact that this study assumes the City will not be able to collect impact fees from new development in the public facilities categories, which are generally exempt from such fees. The rest of the difference relates to the adjustment in the trip generation rate for high-cube warehouses.

The costs and fees shown in this report are in current dollars. This study assumes that the projects covered by the traffic control impact fees will be constructed on a pay-as-you-go basis, so they should be indexed or adjusted annually to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 10

# Interchange Impact Fees

This chapter calculates impact fees for interchange improvements needed to serve future development in Moreno Valley. Information about planned interchange improvements was provided by the Moreno Valley Public Works Department Capital Projects Division, based on the Circulation Element of the 2006 General Plan. Funding of interchange improvement costs by the City's interchange improvement impact fee program is coordinated with the Western Riverside Council of Government (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, so that the same costs are not covered by both programs.

### Service Area

Interchanges are part of the larger transportation system serving the entire City. Fees addressed in this chapter are calculated for a single citywide service area encompassing the entire study area defined in Chapter 2. The fees calculated in this chapter are intended to apply to all development in the study area.

### Demand Variable

The demand variable used to allocate costs for interchange improvements in this study is weighted average daily vehicle trips (weighted trips), defined as average daily trips (ADT) multiplied by a trip length factor. The trip length factors for each development type were calculated by the Public Works Department Transportation Engineering Division. Both ADT rates and weighted trip generation rates for defined categories of development are shown in Table 2.1, in Chapter 2 of this report.

### Level of Service

As with arterial streets and traffic signals, interchange improvement needs are determined using level of service standards adopted in the General Plan Circulation Element and discussed in previous chapters. However, planning for interchange improvements involves both the City and CalTrans, so final decisions on interchange planning are not entirely within the purview of the City. The interchange improvements identified in this chapter are based on preliminary plans.

### Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. Plan-based fees are calculated by allocating costs for a specified set of improvements to a specified set of land uses. Costs are allocated to various categories of development in proportion to the amount of demand they create. Demand is measured in terms of average daily trip generation, as discussed above. Actual fee calculations are shown later in this chapter.

## Facility Needs

Table 10.1 shows estimated costs for interchange improvements attributed to new development in the impact fee calculations.

**Table 10.1: Estimated Cost - Interchange Improvements**

Interchange Location	Estimated Cost <sup>1</sup>	New Dev Share <sup>2</sup>	New Dev Cost <sup>3</sup>
SR 60 @ Theodore	\$ 52,000,000	100%	\$ 52,000,000

<sup>1</sup> 2011 estimate of interchange improvement cost

<sup>2</sup> Percentage of cost attributed to new development

<sup>3</sup> New development cost = estimated cost X new development share

## Average Cost per Weighted Trip

Table 10.2 shows the average cost per weighted trip for interchange improvements being addressed in this analysis. The average cost per weighted trip is based on the costs shown in Table 10.1 and the number of weighted trips to be added by future development.

**Table 10.2: Average Cost per Trip - Interchange Improvements**

New Development Cost <sup>1</sup>	New Development Weighted Trips <sup>2</sup>	Cost per Weighted Trip <sup>3</sup>
\$52,000,000	979,394	\$53.09

<sup>1</sup> See Table 10.1

<sup>2</sup> Weighted trips added by new development; see Table 2.3

<sup>3</sup> Cost per weighted trip = new dev cost / new dev weighted trips

In the next section, the cost per weighted trip from Table 10.2 is used to calculate impact fees per unit of development by development type.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.



## Impact Fees per Unit of Development

Table 10.3 shows impact fees per unit of development by development type for interchange improvements. Those fees are calculated using the average cost per weighted trip from Table 10.2 and the weighted trips per unit of development from Table 2.1.

**Table 10.3: Impact Fees per Unit of Development - Interchanges**

Development Type	Dev Units <sup>1</sup>	Wtd Trips per Unit <sup>2</sup>	Cost per Wtd Trip <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	13.20	\$53.09	\$ 700.84
Residential, Multi-Family	DU	9.24	\$53.09	\$ 490.59
Residential, Mobile/Senior	DU	5.94	\$53.09	\$ 315.38
Commercial, General	KSF	17.36	\$53.09	\$ 921.71
Commercial, Regional	KSF	15.23	\$53.09	\$ 808.36
Industrial	KSF	8.56	\$53.09	\$ 454.48
Industrial, High-Cube	KSF	2.00	\$53.09	\$ 106.19
Office	KSF	12.00	\$53.09	\$ 637.13

<sup>1</sup> Units of development. DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Weighted trips per unit of development; see Table 2.1

<sup>3</sup> Average cost per weighted trip; see Table 10.2

<sup>4</sup> Impact fee per unit of development = weighted trips per unit X cost per weighted trip

In calculating impact fees for arterial streets, traffic control, and interchanges, high-cube warehouse development is added as a separate development type because extensive use of automation substantially reduces trip generation for that type of development. The estimate of weighted trips per unit for that category was provided by the City's Transportation Engineering Division.

For purposes of administering these impact fees, the definition of high-cube warehouse development will be consistent with the WRCOG TUMF Fee Calculation Handbook (2005 update): "High-Cube Warehouses/Distribution Centers: Structures with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading ratio of 1 door per 10,000 square feet."

## Projected Revenue

Potential revenue from the interchange improvement impact fees calculated in this chapter can be projected by applying the fees per unit from Table 10.3 to forecasted future development. The resulting projections are shown in Table 10.4 on the next page.

High-cube warehouses are prevalent as a component of new industrial development in the Inland Empire, and are likely to represent a significant percentage of new industrial development in Moreno Valley in the foreseeable future. However, the City's existing General Plan does not identify high-cube warehouses as a separate development type,

so there is no official estimate of the percentage of all future industrial development that is likely to consist of high-cube warehouses. For purposes of projecting revenue from arterial street impact fees, this study will assume that 50% of future industrial development in the City will consist of high-cube warehouses. That estimate is based on discussion with the Moreno Valley Community and Economic Development Department.

**Table 10.4: Projected Revenue - Interchange Impact Fees**

Development Type	Dev Units <sup>1</sup>	Impact Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 700.84	13,090	\$ 9,174,012
Residential, Multi-Family	DU	\$ 490.59	17,084	\$ 8,381,221
Residential, Mobile/Senior	DU	\$ 315.38	3,549	\$ 1,119,279
Commercial, General	KSF	\$ 921.71	11,855	\$ 10,926,901
Commercial, Regional	KSF	\$ 808.36	3,119	\$ 2,521,265
Industrial	KSF	\$ 454.48	13,275	\$ 6,033,288
Industrial, High-Cube	KSF	\$ 106.19	13,275	\$ 1,409,647
Office	KSF	\$ 637.13	11,279	\$ 7,186,172
<b>Total</b>				<b>\$ 46,751,783</b>

<sup>1</sup> Units of development. DU = dwelling unit; KSF = 1,000 gross square feet of building area

<sup>2</sup> Impact fee per unit of development; see Table 10.3

<sup>3</sup> Future units; see Table 2.3; 50% of the future units of Industrial development shown in Table 2.3 have been allocated to High-Cube Industrial in this table for purposes of projecting impact fee revenue

<sup>4</sup> Projected revenue = impact fee per unit X future units

The projected revenue shown in Table 10.4 is about \$5.25 million or 10% less than the total cost attributed to new development in Table 10.1. The difference is due in part to the fact that this study assumes the City will not be able to collect impact fees from new development in the public facilities categories, which are generally exempt from such fees. The rest of the difference relates to the adjustment in trip generation rates for high-cube warehouses.

The costs and fees shown in this report are in current dollars. This study assumes that the projects covered by the interchange impact fees will be constructed on a pay-as-you-go basis, so they should be indexed or adjusted annually to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 11

# City Hall Impact Fees

This chapter addresses the impact fees for City Hall including related administrative facilities needed to serve future development in Moreno Valley.

### Service Area

All of the facilities addressed in this chapter serve the City as a whole. Impact fees for those facilities are calculated for a single citywide service area and are intended to apply to all development in the study area.

### Methodology

This chapter calculates impact fees using the standard-based method discussed in Chapter 1. The standard-based method bases fees on a specified relationship between facilities and development. As indicated above, the standards used in this chapter are based on the relationship between existing facilities and existing development.

### Demand Variable

City Hall and related administrative space houses most City departments, and provides meeting space for the City Council. Some of the departments that occupy space in City Hall and related facilities provide service directly to the public (e.g., Development Services, Public Works, Fire Prevention) while others are responsible for administrative or support functions (e.g., City Manager, Finance). For certain types of public facilities, service usage can be measured and related directly to the demand created by development. However, the relationship between development and the need for administrative space is complex and indirect.

The need for City Hall space cannot be measured in the same way as the need for facilities such as streets that serve development directly. Under these circumstances, it is reasonable to use a generalized measure of development to approximate service demand related to City Hall facilities. Acreage is the most general measure of development, and net developed acreage is used in this chapter as the demand variable in calculating impact fees for City Hall facilities.

### Level of Service

Cities rarely adopt formal level-of-service standards for the types of facilities addressed in this chapter. Rather, facilities are designed to meet the specific needs of the functions to be housed there, and the level of service is implied in the relationship between development and facility capacity.

The methods used to calculate impact fees in this chapter are intended to ensure that impact fees charged to new development are based on same level of service provided to the existing community.

Moreno Valley’s existing City Hall occupies a 56,000 square foot building on a 25-acre site that is being developed as Moreno Valley’s Civic Center. Several years ago, the City purchased a nearby building to provide additional administrative space.

However, recent staff reductions have diminished the need for space in City Hall, and current plans call for the City to contract out more services in the future. As a result, the City’s need for administrative space, relative to the size of the City, has decreased, and is not likely to increase to former levels again in the foreseeable future.

In recognition of those changes, the level of service used to calculate City Hall impact fees in this chapter has been reduced substantially below the existing level. Rather than using the existing square footage of City-owned administrative space, about 68,000 square feet, as the basis for the impact fee calculations, this study will assume that only 28,000 square feet (half the size of the existing City Hall building) is needed to serve the City at present. Table 11.1 calculates the ratio of City Hall square footage to developed acreage based on that number. The resulting level of service will be used to determine the amount of space needed to serve future development.

**Table 11.1: Existing Level of Service - City Hall**

Component	Square Feet <sup>1</sup>	Existing Dev Acres <sup>2</sup>	Square Feet per Dev Acre <sup>3</sup>
Current Space Needs	28,000	13,574.2	2.063

<sup>1</sup> Square feet needed to serve the existing City

<sup>2</sup> Estimated existing developed acreage in City; see Table 2.2

<sup>3</sup> Square feet of building area per developed acre = square feet/existing developed acres

## Facility Cost per Developed Acre

Table 11.2 on the next page shows the cost per acre of new development for City Hall facilities, based on the level-of-service standard (square feet per developed acre) from Table 11.1 and the estimated current dollar cost of such facilities.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

**Table 11.2: Cost per Developed Acre - City Hall**

Cost per Square Foot <sup>1</sup>	Square Feet per Dev Acre <sup>2</sup>	Cost per Dev Acre <sup>3</sup>
\$350.00	2.063	\$721.96

<sup>1</sup> Estimated cost per square foot for City Hall building

<sup>2</sup> Square feet per developed acre; see Table 11.1

<sup>3</sup> Cost per acre = cost per square foot X square feet per developed acre

In the next section, the unit cost from Table 11.2 is used to calculate impact fees per unit of development by development type.

## Impact Fees per Unit of Development

Table 11.3 shows City Hall impact fees per unit of development by development type. Those fees are calculated using the cost per acre of development from Table 11.2 and the acres per unit of development from Table 2.1.

**Table 11.3: Fees per Unit of Development - City Hall**

Development Type	Dev Units <sup>1</sup>	Acres per Unit <sup>2</sup>	Cost per Dev Acre <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	0.250	\$721.96	\$ 180.49
Residential, Multi-Family	DU	0.067	\$721.96	\$ 48.13
Residential, Mobile/Senior	DU	0.100	\$721.96	\$ 72.20
Commercial, General	KSF	0.092	\$721.96	\$ 66.30
Commercial, Regional	KSF	0.092	\$721.96	\$ 66.30
Industrial	KSF	0.066	\$721.96	\$ 47.35
Office	KSF	0.077	\$721.96	\$ 55.25

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Acres per unit of development; see Table 2.1

<sup>3</sup> Cost per developed acre; see Table 11.2

<sup>4</sup> Impact fee per unit of development = acres per unit X cost per acre

## Projected Revenue

Potential revenue from the City Hall impact fees calculated in this chapter can be projected by applying the fees per unit of development from Table 11.3 to forecasted future units as shown in Table 2.3. The results are shown in Table 11.4.

**Table 11.4: Projected Revenue - City Hall**

Development Type	Dev Units <sup>1</sup>	Impact Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 180.49	13,090	\$ 2,362,612
Residential, Multi-Family	DU	\$ 48.13	17,084	\$ 822,263
Residential, Mobile/Senior	DU	\$ 72.20	3,549	\$ 256,223
Commercial, General	KSF	\$ 66.30	11,855	\$ 785,934
Commercial, Regional	KSF	\$ 66.30	3,119	\$ 206,776
Industrial	KSF	\$ 47.35	26,550	\$ 1,257,249
Office	KSF	\$ 55.25	11,279	\$ 623,124
<b>Total</b>				<b>\$ 6,314,181</b>

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Impact fee per unit of development; see Table 11.3

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = impact fee per unit X future units

The costs used in this report are given in current dollars. Those costs should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 12

# Animal Shelter Impact Fees

Moreno Valley constructed a new Animal Shelter in 2000. The need for space in that facility already exceeds its capacity. It will have to be expanded to serve additional demand resulting from future development. The impact fees calculated in this chapter are intended to cover the cost of future expansion of the animal shelter facility to serve additional demand created by new development.

### Service Area

The City's animal shelter serves the entire City. Impact fees for the animal shelter are calculated for a single citywide service area and are intended to apply to all residential development in the study area.

### Demand Variables

Demand for animal shelter services arises primarily as a result of pet ownership by residents, and generally increases with residential development. Non-residential development creates little or no demand. As with other facilities impacted primarily by residential development this chapter uses population to measure demand for animal shelter services.

### Level of Service

Cities rarely adopt formal level-of-service standards for animal shelters. Rather, facilities are designed to meet the specific needs of the functions to be housed there, and the level of service is implied in the relationship between development and facility capacity. The methods used to calculate impact fees in this chapter are intended to ensure that impact fees charged to new development are based on same level of service provided to the existing community.

Animal shelter space needs attributed to future development in this analysis are based on the relationship between existing facilities and existing development at the time of the 2005 impact fee study on which the current impact fees are based. Table 12.1 on the next page shows the square feet of animal shelter space per capita in 2005.

The 2005 ratio is used here to maintain a stable basis for the fee calculation. The City's population has increased since 2005, and it will be several years before it is feasible for the City to expand the animal shelter to satisfy the additional demand associated with development since 2005. This report assumes that impact fees collected since 2005 represent approximately the amount of money needed to maintain the 2005 ratio of square footage to population up to the time of this study. Those funds have been used to purchase land for a future expansion, but no additional facility space has been constructed.

Consequently, it is not possible to calculate an updated ratio of building square feet to population that reflects the expenditure of those funds.

**Table 12.1: Existing Level of Service - Animal Shelter**

Component	2005 Sq Feet <sup>1</sup>	2005 Population <sup>2</sup>	Square Feet per Capita <sup>3</sup>
Existing Animal Shelter	17,977	172,255	0.104

<sup>1</sup> Square feet of existing facilities, from 2005 impact fee study

<sup>2</sup> Existing population from 2005 impact fee study

<sup>3</sup> Square feet per capita = existing square feet / existing population

## Methodology

This chapter calculates impact fees using the standard-based method discussed in Chapter 1. The standard-based method, bases fees on a specified relationship between facilities and development. As indicated above, the standard used in this chapter is based on the relationship between existing facilities and existing development as of 2005.

## Facility Cost per Capita

Table 12.2 shows the cost per capita for expansion of the animal shelter, based on the level-of-service standard from Table 12.1 and the estimated current dollar cost of such facilities. The cost per square foot shown in Table 12.2 is based on the estimated current dollar cost for additional animal shelter space. That unit cost includes design, construction and other all other associated costs of the facility, including land.

**Table 12.2: Cost per Capita - Animal Shelter Facilities**

Cost per Square Foot <sup>1</sup>	Square Feet per Capita <sup>2</sup>	Cost per Capita <sup>3</sup>
\$492.00	0.104	\$51.35

<sup>1</sup> Estimated cost per square foot for future animal shelter including design, construction, project management and equipment. Cost includes \$19.00 per square foot of building area for land, based on land cost of \$7.65 per square foot land cost and a floor area ratio of 0.4.

<sup>2</sup> Square feet per capita; see Table 12.1

<sup>3</sup> Cost per capita = cost per square foot X square feet per capita

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.



## Impact Fees per Unit of Development

Table 12.3 shows animal shelter impact fees per unit of development by development type. Those fees are calculated using the cost per capita from Table 12.2 and the population per dwelling unit from Table 2.1. Because no population is associated with non-residential development, the animal shelter fees apply only to residential development.

**Table 12.3: Fees per Unit of Development - Animal Shelter**

Development Type	Dev Units <sup>1</sup>	Pop per Unit <sup>2</sup>	Cost per Capita <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	3.83	\$51.35	\$ 196.74
Residential, Multi-Family	DU	3.28	\$51.35	\$ 168.18
Residential, Mobile/Senior	DU	1.50	\$51.35	\$ 77.02

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Population per unit of development; see Table 2.1

<sup>3</sup> Cost per capita; see Table 12.2

<sup>4</sup> Impact fee per unit of development = pop per unit X cost per capita

## Projected Revenue

Potential revenue from the animal shelter impact fees calculated in this chapter can be projected by applying the fees per unit of development from Table 12.3 to forecasted future units as shown in Table 2.3. The results are shown in Table 12.4.

**Table 12.4: Projected Revenue - Animal Shelter Impact Fees**

Development Type	Dev Units <sup>1</sup>	Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 196.74	13,090	\$ 2,575,315
Residential, Multi-Family	DU	\$ 168.18	17,084	\$ 2,873,190
Residential, Mobile/Senior	DU	\$ 77.02	3,549	\$ 273,343
<b>Total</b>				<b>\$ 5,721,848</b>

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Fee per unit of development; see Table 12.3

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

The entire cost of future animal shelter needs is due to future development. Consequently, the revenue projected in Table 12.4 is expected to fund most of the cost of a future animal shelter expansion.

The costs used in this report are given in current dollars. Those costs should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 13

# Corporate Yard Impact Fees

The City plans to construct an entirely new corporate yard to replace the existing facility, which is housed in structures not designed for that purpose and is inadequate to serve future needs. The new corporate yard facility, to be constructed on a site owned by the City, would provide capacity to serve both existing and future development. The impact fees calculated in this chapter are intended to recover future development's proportionate share of the cost of that facility.

### Service Area

The Corporate Yard serves the City as a whole, so impact fees for that facility are calculated for a single citywide service area, and are intended to apply to all development in the study area.

### Demand Variable

The relationship of the corporate yard to additional development is similar to that described for City Hall, because it supports a variety of functions and the effects of development are somewhat indirect. Therefore, as with City Hall, net developed acreage will be used as the demand variable in calculating impact fees for the corporate yard.

### Level of Service

Cities don't adopt formal level-of-service standards for corporate yard facilities. Rather, facilities are designed to meet the specific needs of the functions to be housed there, and the level of service is implied in the relationship between development and facility capacity.

The methods used to calculate impact fees in this chapter are intended to ensure that impact fees charged to new development are based on same level of service provided to the existing community.

Because the City plans to construct an entirely new corporate yard facility to serve all existing and future development in the City, the level of service used in this study is defined in this analysis as the relationship between the cost of the planned facility and the demand created by all existing and future development. The costs of the facility will be allocated to both existing and future development, using developed acreage as the demand variable. The resulting impact fees will recover only new development's proportionate share of the facility cost.

## Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. The plan-based method, used for corporate yard facilities allocates costs for a defined set of assets to a defined quantity of development

## Facility Needs

Table 13.1 contains a breakdown of facility components and costs for the proposed new corporate yard facility. Those costs will be allocated to both existing and future development. The resulting impact fees will recover only new development's share of the facility cost.

**Table 13.1: Corporate Yard Facilities and Costs**

Facility Component	Quantity	Units	Cost per Unit	Est Facility Cost <sup>1</sup>
Office Space	42,727	SF	\$ 410.00	\$ 17,518,070
Warehouse Space	17,520	SF	\$ 220.00	\$ 3,854,400
Shop and Storage Space	21,102	SF	\$ 310.00	\$ 6,541,620
Canopy Space	10,928	SF	\$ 130.00	\$ 1,420,640
Exterior Space	228,773	SF	\$ 50.00	\$ 11,438,650
Site Development	642,100	SF	\$ 4.50	\$ 2,889,450
<b>Subtotal Construction</b>				<b>\$ 43,662,830</b>
Design/Engineering				\$ 7,165,170
<b>Total</b>				<b>\$ 50,828,000</b>

<sup>1</sup> Estimated costs provided by the Moreno Valley Public Works Department

## Facility Cost per Developed Acre

Table 13.2 on the next page shows the average cost per acre of development for the new corporate yard facility. The cost per acre is calculated using the estimated cost of the proposed new corporate yard facility from Table 13.1 and the total (existing and future) developed acreage of the City at buildout from Table 2.4.

Allocating the cost of the new facility to both existing and future development ensures that the impact fees for corporate yard facilities will recover only the portion of cost attributable to new development.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.

**Table 13.2: Cost per Acre of Development - Corporate Yard**

Facility Cost <sup>1</sup>	Dev Acres at Buildout <sup>2</sup>	Cost per Dev Acre <sup>3</sup>
\$50,828,000	23,391.15	\$2,172.96

<sup>1</sup> Estimated cost of new corporate yard facility; see Table 13.1

<sup>2</sup> Existing and future developed acres at buildout; see Table 2.4

<sup>3</sup> Cost developed acre = facility cost / developed acres at buildout

## Impact Fees per Unit of Development

Table 13.3 shows corporate yard impact fees per unit of development by development type. Those fees are calculated using the cost per acre of development from Table 13.2 and the acres per unit of development from Table 2.1.

**Table 13.3: Fees per Unit of Development - Corporate Yard**

Development Type	Dev Units <sup>1</sup>	Acres per Unit <sup>2</sup>	Cost per Dev Acre <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	0.250	\$2,172.96	\$ 543.24
Residential, Multi-Family	DU	0.067	\$2,172.96	\$ 144.86
Residential, Mobile/Senior	DU	0.100	\$2,172.96	\$ 217.30
Commercial, General	KSF	0.092	\$2,172.96	\$ 199.54
Commercial, Regional	KSF	0.092	\$2,172.96	\$ 199.54
Industrial	KSF	0.066	\$2,172.96	\$ 142.53
Office	KSF	0.077	\$2,172.96	\$ 166.28

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Acres per unit of development; see Table 2.1

<sup>3</sup> Cost per developed acre; see Table 13.2

<sup>4</sup> Impact fee per unit of development = acres per unit X cost per acre

## Projected Revenue

Potential revenue from the corporate yard impact fees calculated in this chapter can be projected by applying the fees per unit of development from Table 13.3 to forecasted future units as shown in Table 2.3. The results are shown in Table 13.4 on the next page.

**Table 13.4: Projected Revenue - Corporate Yard Impact Fees**

Development Type	Dev Units <sup>1</sup>	Impact Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 543.24	13,090	\$ 7,111,008
Residential, Multi-Family	DU	\$ 144.86	17,084	\$ 2,474,855
Residential, Mobile/Senior	DU	\$ 217.30	3,549	\$ 771,183
Commercial, General	KSF	\$ 199.54	11,855	\$ 2,365,512
Commercial, Regional	KSF	\$ 199.54	3,119	\$ 622,356
Industrial	KSF	\$ 142.53	26,550	\$ 3,784,078
Office	KSF	\$ 166.28	11,279	\$ 1,875,482
<b>Total</b>				<b>\$ 19,004,475</b>

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Impact fee per unit of development; see Table 13.3

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

The revenue projected in Table 13.4 represents only new development's share of the cost of corporate yard facilities, which is approximately 37% of the total cost of the facility. The portion of corporate yard facility costs attributable to existing development must be funded from other sources of revenue.

The costs used in this report are given in current dollars. Those costs should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 14

# Maintenance Equipment Impact Fees

This chapter addresses the need for additional maintenance equipment to serve the City as new development occurs. Additional vehicles and equipment will be needed to maintain streets, sidewalks and drainage facilities, to trim trees, and carry out many other routine maintenance tasks. The impact fees calculated in this chapter are intended only to pay for additional maintenance equipment that will be needed to handle the increased demands associated with additional development.

### Service Area

All of the equipment identified in this chapter will serve the City as a whole. Impact fees for those facilities are calculated for a single citywide service area and are intended to apply to all development in the study area.

### Demand Variable

The relationship of the maintenance equipment to development is similar to that described for City Hall in an earlier chapter, in that they support a variety of functions and the effects of development are somewhat indirect. As with City Hall, gross developed acreage will be used as the demand variable in calculating impact fees for the corporate yard and maintenance equipment.

### Level of Service

The methods used to calculate impact fees in this chapter are intended to ensure that impact fees charged to new development are based on same level of service provided to the existing community.

The need for additional maintenance equipment to serve future development is based on the need to maintain the existing level of service. Only vehicles and major items of equipment are covered by these impact fees. The specific equipment needed to serve future development is listed in Table 14.1 later in this chapter.

### Methodology

This chapter calculates impact fees using the plan-based method discussed in Chapter 1. The plan-based method allocates costs for a defined set of assets to a defined quantity of development.

### Equipment Needs

Table 14.1 lists major items of maintenance equipment needed to serve future development. That list is based on the expected increase in the need for maintenance equipment as a result of planned future development in the City.

The need for additional maintenance equipment is measured in this study by developed acreage. The projected increase in developed acreage associated with future development, as shown in Chapter 2, equals approximately 72% of the current developed acreage in the City. The equipment needs reflected in Table 14.1 are based on a Public Works Department assessment of major equipment needs related to future development.

**Table 14.1: Future Major Maintenance Equipment Needs**

Item	Number of Units 1	Est. Cost per Unit 2	Total Cost 3
Street Sweepers	4	\$ 350,000	\$ 1,400,000
Aerial Lift Truck	7	\$ 175,000	\$ 1,225,000
Dump Truck	4	\$ 100,000	\$ 400,000
Backhoe/Loader	3	\$ 100,000	\$ 300,000
Water Truck	1	\$ 120,000	\$ 120,000
Vacuum Truck	1	\$ 400,000	\$ 400,000
Patch Truck	1	\$ 130,000	\$ 130,000
Paving Machine	1	\$ 275,000	\$ 275,000
Front End Loader	1	\$ 185,000	\$ 185,000
Fleet Service Truck	1	\$ 100,000	\$ 100,000
Flat Bed Truck	7	\$ 65,000	\$ 455,000
Pickup Truck - Full Size	10	\$ 40,000	\$ 400,000
Pickup Truck - Mid Size	4	\$ 25,000	\$ 100,000
Roller	1	\$ 165,000	\$ 165,000
Skid Steer	1	\$ 50,000	\$ 50,000
25-Ton Trailer	2	\$ 40,000	\$ 80,000
Sign Truck	2	\$ 100,000	\$ 200,000
<b>Total</b>			<b>\$ 5,985,000</b>

<sup>1</sup> Number of units based on existing units of equipment

<sup>2</sup> Estimated cost per unit based on recent acquisitions

<sup>3</sup> Total cost = number of units X estimated cost per unit

## Equipment Cost per Developed Acre

Table 14.2 shows the cost per acre of future development for new maintenance equipment. The cost per acre is calculated using the estimated cost of new equipment from Table 14.1 and the gross acreage of future development from Table 2.3.

**A Note on Rounding in Tables:** The tables presented in this report were created in Excel spreadsheets which perform calculations using numbers that are accurate to 15 decimal places. However, the tables in this report may display rounded numbers, so using those numbers to check the calculations may produce slightly different, and less accurate, results.



**Table 14.2: Cost per Developed Acre - Maintenance Equipment**

Equipment Cost <sup>1</sup>	Future Dev Acres <sup>2</sup>	Cost per Dev Acre <sup>3</sup>
\$5,985,000	9,817.0	\$609.66

<sup>1</sup> Estimated cost of new maintenance equipment; see Table 14.1

<sup>2</sup> Future developed acres; see Table 2.3

<sup>3</sup> Cost per developed acre = equipment cost / developed acres

## Impact Fees per Unit of Development

Table 14.3 shows maintenance equipment impact fees per unit of development by development type. Those fees are calculated using the cost per developed acre from Table 14.2 and the acres per unit of development from Table 2.1.

**Table 14.3: Fees per Unit of Development - Maintenance Equipment**

Development Type	Dev Units <sup>1</sup>	Acres per Unit <sup>2</sup>	Cost per Dev Acre <sup>3</sup>	Impact Fee per Unit <sup>4</sup>
Residential, Single-Family	DU	0.250	\$609.66	\$ 152.41
Residential, Multi-Family	DU	0.067	\$609.66	\$ 40.64
Residential, Mobile/Senior	DU	0.100	\$609.66	\$ 60.97
Commercial, General	KSF	0.092	\$609.66	\$ 55.98
Commercial, Regional	KSF	0.092	\$609.66	\$ 55.98
Industrial	KSF	0.066	\$609.66	\$ 39.99
Office	KSF	0.077	\$609.66	\$ 46.65

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Acres per unit of development; see Table 2.1

<sup>3</sup> Cost per acre of development; see Table 14.2

<sup>4</sup> Impact fee per unit of development = acres per unit X cost per acre

## Projected Revenue

Potential revenue from the maintenance equipment impact fees calculated in this chapter can be projected by applying the fees per unit of development from Table 14.3 to forecasted future units as shown in Table 2.3. The results are shown in Table 14.4.

**Table 14.4: Projected Revenue - Maintenance Equipment Impact Fees**

Development Type	Dev Units <sup>1</sup>	Impact Fee per Unit <sup>2</sup>	Future Units <sup>3</sup>	Projected Revenue <sup>4</sup>
Residential, Single-Family	DU	\$ 152.41	13,090	\$ 1,995,107
Residential, Multi-Family	DU	\$ 40.64	17,084	\$ 694,360
Residential, Mobile/Senior	DU	\$ 60.97	3,549	\$ 216,368
Commercial, General	KSF	\$ 55.98	11,855	\$ 663,682
Commercial, Regional	KSF	\$ 55.98	3,119	\$ 174,612
Industrial	KSF	\$ 39.99	26,550	\$ 1,061,684
Office	KSF	\$ 46.65	11,279	\$ 526,197
<b>Total</b>				<b>\$ 5,332,010</b>

<sup>1</sup> Units of development; DU = dwelling unit, KSF = 1,000 gross square feet of building area

<sup>2</sup> Impact fee per unit of development; see Table 14.3

<sup>3</sup> Future units; see Table 2.3

<sup>4</sup> Projected revenue = fee per unit X future units

The entire cost of future maintenance equipment needs defined in this chapter is due to future development. Consequently, the revenue projected in Table 14.4 is expected to fund most of the cost that equipment. The difference between the total cost of that equipment, and the projected revenue, is due to the fact that development of public facilities, such as schools, is not subject to impact fees.

The costs used in this report are given in current dollars. Costs for maintenance equipment should be indexed, or adjusted annually, to keep pace with changes in price levels. See the Implementation Chapter for more on indexing of fees.

## Chapter 15

### Implementation

This chapter of the report contains recommendations for adoption and administration of a development impact fee program based on this study, and for the interpretation and application of impact fees recommended herein. Statutory requirements for the adoption and administration of fees imposed as a condition of development approval are found in the Mitigation Fee Act (Government Code Sections 66000 *et seq.*). For implementation of fees in lieu of park land dedication, see the Quimby Act (Government Code Section 66477).

#### Adoption

The form in which development impact fees are enacted, whether by ordinance or resolution, should be determined by the City Attorney. Ordinarily, it is desirable that specific fee amounts be set by resolution to facilitate periodic adjustments. Procedures for adoption of fees subject to the Mitigation Fee Act, including notice and public hearing requirements, are specified in Government Code Sections 66016 and 66018. It should be noted that Section 66018 refers to Government Code Section 6062a, which requires that the public hearing notice be published at least twice during the 10-day notice period. Government Code Section 66017 provides that fees subject to the Mitigation Fee Act do not become effective until 60 days after final action by the governing body.

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

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

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

Examples of findings that could be used for impact fees calculated in this study are shown below. The specific language of such findings should be reviewed and approved by the City Attorney.

**Finding: Purpose of the Fee.** The City Council finds that the purpose of the impact fees hereby enacted is to prevent new development from reducing the quality and availability of public services provided to residents of the City by requiring new development to contribute to the cost of additional capital assets needed to serve additional development.

**Finding: Use of the Fee.** The City Council finds that revenue from the impact fees hereby enacted will be used to construct public facilities and pay for other capital assets needed to serve new development. Those public facilities and other assets are identified in the 2012 Impact Fee Study prepared by Colgan Consulting Corporation.<sup>1</sup>

**Finding: Reasonable Relationship:** Based on analysis presented in the 2012 Impact Fee Study prepared by Colgan Consulting Corporation, the City Council finds that there is a reasonable relationship between:

- a. The use of the fees and the types of development projects on which they are imposed; and,
- b. The need for facilities and the types of development projects on which the fees are imposed.

## Administration

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

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

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

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

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

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

In addition, Section 66006 (f) provides that a local agency, at the time it imposes a fee for public improvements on a specific development project, "... shall identify the public improvement that the fee will be used to finance." In this case, the fees will be used to finance public facilities, infrastructure, and other development-related capital expenditures identified in the 2012 Impact Fee Study prepared by Colgan Consulting Corporation.

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

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

The City should develop procedures for imposing fees that satisfy those requirements for findings and notice.

**Collection of Fees.** Section 66007 (a), provides that a local agency shall not require payment of fees by developers of residential projects prior to the date of final inspection, or issuance of a certificate of occupancy, whichever occurs first. However, "utility service fees" (not defined) may be collected upon application for utility service. In a residential development project of more than one dwelling unit, Section 66007 (a) allows the agency to choose to collect fees either for individual units or for phases upon final inspection, or for the entire project upon final inspection of the first dwelling unit completed.

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

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

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

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

The language of the law is not clear as to whether depositing fees “with other fees for the improvement” refers to a specific capital improvement or a class of improvements (e.g., street improvements). We are not aware of any city that has interpreted that language to mean that funds must be segregated by individual projects.

As a practical matter, that approach is unworkable because it would mean that no pay-as-you-go project could be constructed until all benefiting development had paid the fees. Common practice is to maintain separate funds or accounts for impact fee revenues by facility category (i.e., streets, park improvements), but not for individual projects. We recommend that approach.

It is important that fee revenue be expended so as to provide a reasonable benefit to the development projects from which the fees are collected. Some fees in this report were calculated without knowing the specific locations of all facilities to be funded by the fees. The City should exercise caution in the expenditure of those fees to ensure that facilities are located in such a way as to serve the development projects from which the fees were collected.

**Impact Fee Exemptions, Reductions, and Waivers.** In the event that a development project is found to have no impact on facilities for which impact fees are charged, such project must be exempted from the fees. If a project has characteristics that indicate its impacts on a particular public facility or infrastructure system will be significantly and permanently smaller than the average impact used to calculate impact fees in this study, the fees should be reduced accordingly. Per Section 66001 (b), there must be a reasonable relationship between the amount of the fee and the cost of the public facility attributable to the development on which the fee is imposed. The fee reduction is required if the fee is not proportional to the impact of the development on relevant public facilities.

In some cases, the City may desire to voluntarily waive or reduce impact fees that would otherwise apply to a project, as a way of promoting goals such as affordable housing or economic development. Such a waiver or reduction may not result in increased costs to other development projects, and are allowable only if the City offsets the lost revenue from other fund sources.

**Credit for Improvements Provided by Developers.** If the City requires a developer, as a condition of project approval, to dedicate land or construct facilities or improvements for which impact fees are charged, the impact fee imposed on that development project for that type of facility must be adjusted to reflect a credit for such dedication or construction. In the event that a developer voluntarily offers to dedicate land, or construct facilities or improvements in lieu of paying impact fees, the City may accept or reject such offers, and may negotiate the terms under which such an offer would be accepted.

**Credit for Existing Development.** If a project involves replacement, redevelopment or intensification of previously existing development, impact fees should be applied only to the portion of the project which represents a net increase in demand for relevant City facilities, applying the measure of demand used in this study to calculate that particular impact fee. Where residential service demand is estimated on the basis of demand per dwelling unit, an addition to, or expansion of, a dwelling unit would not be subject to an impact fee if it does not increase the number of dwelling units in the structure. In any project that results in a net increase in the number of dwelling units, the added units would normally be subject to impact fees. A similar analysis can be applied to non-residential development, using the unit of demand on which the impact fees are based.

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

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

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

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

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

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

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

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

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

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

**Indexing of Impact Fees.** Impact fees calculated in this report assume the facilities in question will be constructed on a pay-as-you-go basis. Those fees are based on current costs and should be adjusted annually to account for inflation. That adjustment is in-



tended to keep the fees at a level consistent with changes in costs for land and construction. For indexing construction costs, Colgan Consulting recommends the *Engineering News Record Building Cost Index*. Where land costs make up a significant portion of the costs covered by a fee, land costs should be adjusted relative to changes in local land costs.

## Training and Public Information

Effective administration of an impact fee program requires considerable preparation and training. It is important that those responsible for collecting the fees, and for explaining them to the public, understand both the details of the fee program and its supporting rationale. Before fees are imposed, a staff training workshop is highly desirable if more than a handful of employees will be involved in collecting or accounting for fees.

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

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

## Recovery of Study Cost

Colgan Consulting normally recommends that agencies charging impact fees increase the fees by a small percentage to recover the cost of periodically updating the fees. Section 66014 of the Government Code provides that fees for processing applications related to planning, zoning, subdivisions, building permits and certain other procedures “may include the costs reasonably necessary to prepare and revise the plans and policies that a local agency is required to adopt before it can make any necessary findings and determinations.”

Although impact fees are not specifically addressed in that section of the code, Section 66014 is located within the Mitigation Fee Act, and the preparation of an impact fee study is clearly necessary to support the finding required by the Mitigation Fee Act for the adoption and imposition of impact fees.

One method Colgan Consulting often uses for allocating the cost of fee study updates to impact fees is to divide the cost of the current study by the amount of revenue that will be generated by the impact fees before the fees will need to be updated. Moreno Valley has pursued a policy of updating its impact fees every two years. So, assuming the impact fees will be updated after two years, the cost of the study would be divided by the amount of impact fee revenue to be generated over that period. The result of that calculation is the percentage by which the impact fees must be increased to recover the cost of

the study over two years—assuming the revenue projections are correct. However, in light of uncertainty regarding the timing of an economic recovery, and the possibility that development may be unusually slow over the next several years, that approach does not appear to be appropriate at this time.

A substantial number of California cities add an administrative charge of 2% or 2.5% to impact fees to cover the cost of periodic updates and administration of impact fees. In this case, Colgan Consulting recommends that an increase of 2% be applied to the City's impact fees to cover the cost of future updates. The administrative charge can be built into the fees by increasing each fee by 2% before it is adopted, or added as a surcharge when the fee is collected. For administrative simplicity, we recommend the former. Any revenue collected as a result of the administrative charge should be used only for the purpose of updating the City's impact fees.

# Appendix A

## Arterial Street Projects and Cost Estimates

# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH (FT)	UNIMPROVED LENGTH (FT)	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST	
				USING UNIT COST OF							\$188
				PER LINEAR FOOT OF LANE							
DIR	STREET NAME	FROM	TO								
NB	Day St	Old 215 Frontage Rd	820' N/O Old 215 Frontage Rd	820	820	MA	1	2	1	\$154,160	
SB	Day St	Old 215 Frontage Rd	820' N/O Old 215 Frontage Rd	820	820	MA	1	2	1	\$154,160	
NB	Day St	820' N/O Old 215 Frontage Rd	Alessandro Blvd	1202	0	MA	2	2	0	\$0	
SB	Day St	820' N/O Old 215 Frontage Rd	Alessandro Blvd	1202	1202	MA	1	2	1	\$225,976	
NB	Day St	Alessandro Blvd	Bay Ave	1323	650	MA	2	2	0	\$122,200	
SB	Day St	Alessandro Blvd	Bay Ave	1323	1323	MA	2	2	0	\$248,724	
NB	Day St	Bay Ave	Cottonwood Av	1322	1322	MA	2	2	0	\$248,536	
SB	Day St	Bay Ave	Cottonwood Av	1322	1322	MA	2	2	0	\$248,536	
NB	Day St	Cottonwood Av	Dracaea Av	1322	1322	DA-4	2	2	0	\$248,536	
SB	Day St	Cottonwood Av	Dracaea Av	1322	1322	DA-4	1	2	1	\$248,536	
NB	Day St	Dracaea Av	Eucalyptus Av	1323	1322	DA-4	1	2	1	\$248,536	
SB	Day St	Dracaea Av	Eucalyptus Av	1323	1322	DA-4	1	2	1	\$248,536	
NB	Day St	Eucalyptus Av	Gateway Dr.	1230	650	DMA	2	3	1	\$122,200	
SB	Day St	Eucalyptus Av	Gateway Dr.	1230	650	DMA	3	3	0	\$122,200	
NB	Day St	Gateway Dr.	Campus Pkwy	925	0	DMA	3	3	0	\$0	
SB	Day St	Gateway Dr.	Campus Pkwy	925	0	DMA	3	3	0	\$0	
NB	Day St	Campus Pkwy	EB SR 60 Fwy On/Off Ramps	1476	0	DMA	3	3	0	\$0	
SB	Day St	Campus Pkwy	EB SR 60 Fwy On/Off Ramps	1476	0	DMA	3	3	0	\$0	
NB	Day St	EB SR 60 Fwy On/Off Ramps	WB SR 60 Fwy On/Off Ramps	850	850	DMA	2	3	1	\$159,800	
SB	Day St	EB SR 60 Fwy On/Off Ramps	WB SR 60 Fwy On/Off Ramps	850	850	DMA	2	3	1	\$159,800	
NB	Day St	WB SR 60 Fwy On/Off Ramps	Box Springs	1056	0	MA	2	2	0	\$0	
SB	Day St	WB SR 60 Fwy On/Off Ramps	Box Springs	1056	0	MA	2	2	0	\$0	
				<b>15747</b>					<b>\$2,960,436</b>		
NB	Elsworth St	Cactus Av	Goldcrest Dr.	554	0	MA	2	2	0	\$0	
SB	Elsworth St	Cactus Av	Goldcrest Dr.	554	0	MA	2	2	0	\$0	
NB	Elsworth St	Goldcrest Dr	Alessandro Blvd	1978	750	MA	1	2	1	\$141,000	
SB	Elsworth St	Goldcrest Dr	Alessandro Blvd	1978	0	MA	2	2	0	\$0	
NB	Elsworth St	Alessandro Blvd	Bay Av	1320	0	MA	2	2	0	\$0	
SB	Elsworth St	Alessandro Blvd	Bay Av	1320	1320	MA	1	2	1	\$248,160	
NB	Elsworth St	Bay Av	Cottonwood Av	1450	1450	MA	1	2	1	\$272,600	
SB	Elsworth St	Bay Av	Cottonwood Av	1450	1450	MA	1	2	1	\$272,600	
NB	Elsworth St	Cottonwood Av	Dracaea Av	1274	350	MA	1	2	1	\$55,800	
SB	Elsworth St	Cottonwood Av	Dracaea Av	1274	0	MA	1	2	1	\$0	
NB	Elsworth St	Dracaea Av	Eucalyptus Av	1412	0	MA	2	2	0	\$0	
SB	Elsworth St	Dracaea Av	Eucalyptus Av	1412	0	MA	2	2	0	\$0	
				<b>5320</b>					<b>\$1,000,160</b>		
NB	Frederick St	Cactus Av	Brodiaea Av	1273	0	MA	2	2	0	\$0	
SB	Frederick St	Cactus Av	Brodiaea Av	1273	0	MA	2	2	0	\$0	
NB	Frederick St	Brodiaea Av	Alessandro Blvd	1317	0	MA	2	2	0	\$0	
SB	Frederick St	Brodiaea Av	Alessandro Blvd	1317	0	MA	2	2	0	\$0	
NB	Frederick St	Alessandro Blvd	Bay Av	1310	0	Art	2	2	0	\$0	
SB	Frederick St	Alessandro Blvd	Bay Av	1310	0	Art	2	2	0	\$0	
NB	Frederick St	Bay Av	Cottonwood Av	1320	0	Art	2	2	0	\$0	
SB	Frederick St	Bay Av	Cottonwood Av	1320	0	Art	2	2	0	\$0	
NB	Frederick St	Cottonwood Av	Dracaea Av	1320	0	Art	2	2	0	\$0	
SB	Frederick St	Cottonwood Av	Dracaea Av	1320	0	Art	2	2	0	\$0	
NB	Frederick St	Dracaea Av	Eucalyptus Av	1235	0	Art	2	2	0	\$0	
SB	Frederick St	Dracaea Av	Eucalyptus Av	1235	0	Art	2	2	0	\$0	
NB	Frederick St	Eucalyptus Av	Towngate Blvd	1355	0	Art	2	2	0	\$0	
SB	Frederick St	Eucalyptus Av	Towngate Blvd	1355	0	Art	2	2	0	\$0	
NB	Frederick St	Towngate Blvd	Centerpoint Dr	1006	0	DMA	3	3	0	\$0	
SB	Frederick St	Towngate Blvd	Centerpoint Dr	1006	0	DMA	3	3	0	\$0	
NB	Frederick St	Centerpoint Dr	Sunnymead Bl	610	0	DMA	3	3	0	\$0	
SB	Frederick St	Centerpoint Dr	Sunnymead Bl	610	0	DMA	3	3	0	\$0	
				<b>0</b>					<b>\$0</b>		
NB	Gilman Spring Rd	EB SR60 Fwy On/Off Ramps	Old/Eucalyptus Av	750	750	DMA	1	2	1	\$141,000	
SB	Gilman Spring Rd	EB SR60 Fwy On/Off Ramps	Old/Eucalyptus Av	750	750	DMA	1	2	1	\$141,000	
NB	Gilman Spring Rd	Old/Eucalyptus Av	Virginia St	1850	1850	DMA	1	2	1	\$347,800	
SB	Gilman Spring Rd	Old/Eucalyptus Av	Virginia St	1850	1850	DMA	1	2	1	\$347,800	
NB	Gilman Spring Rd	Virginia St	160 FT N. of Kevin Rd	2500	2500	DMA	1	2	1	\$470,000	
SB	Gilman Spring Rd	Virginia St	160 FT N. of Kevin Rd	2500	2500	DMA	1	2	1	\$470,000	
				<b>10200</b>					<b>\$1,917,600</b>		
NB	Graham St	Cactus Av	Alessandro Blvd	2590	200	MA	2	2	0	\$37,600	
SB	Graham St	Cactus Av	Alessandro Blvd	2590	1100	MA	2	2	0	\$206,800	
NB	Graham St	Alessandro Blvd	Bay Av	1316	0	MA	2	2	0	\$0	
SB	Graham St	Alessandro Blvd	Bay Av	1316	0	MA	2	2	0	\$0	
NB	Graham St	Bay Av	Cottonwood Av	1325	0	MA	2	2	0	\$0	
SB	Graham St	Bay Av	Cottonwood Av	1325	0	MA	2	2	0	\$0	
NB	Graham St	Cottonwood Av	Dracaea Av	1318	0	MA	2	2	0	\$0	
SB	Graham St	Cottonwood Av	Dracaea Av	1318	0	MA	2	2	0	\$0	
NB	Graham St	Dracaea Av	Eucalyptus Av	1323	0	MA	2	2	0	\$0	
SB	Graham St	Dracaea Av	Eucalyptus Av	1323	0	MA	2	2	0	\$0	
NB	Graham St	Eucalyptus Av	1/4mi N. Eucalyptus Av	1320	0	MA	2	2	0	\$0	
SB	Graham St	Eucalyptus Av	1/4mi N. Eucalyptus Av	1320	0	MA	2	2	0	\$0	
NB	Graham St	1/4 mi N. of Eucalyptus Av	Sunnymead Av	1288	0	MA	2	2	0	\$0	
SB	Graham St	1/4 mi N. of Eucalyptus Av	Sunnymead Av	1288	0	MA	2	2	0	\$0	
NB	Graham St	Sunnymead Av	Hemlock Av	1370	1370	MA	0	0	2	\$257,560	
SB	Graham St	Sunnymead Av	Hemlock Av	1370	1370	MA	0	0	2	\$257,560	
NB	Graham St	Hemlock Ave	Ironwood Av	1438	1438	MA	1	2	1	\$270,344	
SB	Graham St	Hemlock Ave	Ironwood Av	1438	750	MA	1	2	1	\$141,000	
				<b>6228</b>					<b>\$1,170,864</b>		

# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH (FT)	UNIMPROVED LENGTH (FT)	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				USING UNIT COST OF				\$188		
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
NB	Heacock St	Harley Knox Blvd	San Michelle Rd	4170	4170	Art	1	2	1	\$783,960
SB	Heacock St	Harley Knox Blvd	San Michelle Rd	4170	4170	Art	1	2	1	\$783,960
NB	Heacock St	San Michele Rd	Mariposa Av	1390	1390	Art	1	2	1	\$261,320
SB	Heacock St	San Michele Rd	Mariposa Av	1390	1390	Art	1	2	1	\$261,320
NB	Heacock St	Mariposa Av	Krameria Av	2654	1600	Art	1	2	1	\$300,800
SB	Heacock St	Mariposa Av	Krameria Av	2654	1600	Art	1	2	1	\$300,800
NB	Heacock St	Krameria Av	Iris Av	2645	2645	Art	1	2	1	\$497,260
SB	Heacock St	Krameria Av	Iris Av	2645	2645	Art	1	2	1	\$497,260
NB	Heacock St	Iris Av	Gentian Av	2641	1550	Art	1	2	1	\$291,400
SB	Heacock St	Iris Av	Gentian Av	2641	2641	Art	1	2	1	\$496,508
NB	Heacock St	Gentian Av	Poppystone Av	1159	0	Art	2	2	0	\$0
SB	Heacock St	Gentian Av	Poppystone Av	1159	1159	Art	1	2	1	\$217,892
NB	Heacock St	Poppystone Av	John F. Kennedy Dr	1481	0	Art	2	2	0	\$0
SB	Heacock St	Poppystone Av	John F. Kennedy Dr	1481	160	Art	1	2	1	\$30,080
NB	Heacock St	John F. Kennedy Dr	Delphinium Av	1320	0	Art	2	2	0	\$0
SB	Heacock St	John F. Kennedy Dr	Delphinium Av	1320	1320	Art	2	2	0	\$248,160
NB	Heacock St	Delphinium Av	Cactus Av	1358	0	Art	2	2	0	\$0
SB	Heacock St	Delphinium Av	Cactus Av	1358	1358	Art	2	2	0	\$255,304
NB	Heacock St	Cactus Av	Brodiaea Av	1269	0	Art	2	2	0	\$0
SB	Heacock St	Cactus Av	Brodiaea Av	1269	1269	Art	2	2	0	\$238,572
NB	Heacock St	Brodiaea Av	Alessandro Blvd	1320	0	Art	2	2	0	\$0
SB	Heacock St	Brodiaea Av	Alessandro Blvd	1320	1320	Art	2	2	0	\$248,160
NB	Heacock St	Alessandro Blvd	Bay Av	1314	0	Art	2	2	0	\$0
SB	Heacock St	Alessandro Blvd	Bay Av	1314	0	Art	2	2	0	\$0
NB	Heacock St	Bay Av	Cottonwood Av	1326	0	Art	2	2	0	\$0
SB	Heacock St	Bay Av	Cottonwood Av	1326	0	Art	2	2	0	\$0
NB	Heacock St	Cottonwood Av	Dracaea Av	1321	0	Art	2	2	0	\$0
SB	Heacock St	Cottonwood Av	Dracaea Av	1321	0	Art	2	2	0	\$0
NB	Heacock St	Dracaea Av	Eucalyptus Av	1320	340	Art	2	2	0	\$63,920
SB	Heacock St	Dracaea Av	Eucalyptus Av	1320	0	Art	2	2	0	\$0
NB	Heacock St	Eucalyptus Av	Fir Av	1320	1000	Art	2	2	0	\$188,000
SB	Heacock St	Eucalyptus Av	Fir Av	1320	0	Art	2	2	0	\$0
NB	Heacock St	Fir Av	Sunnymead Blvd	1330	0	Art	2	2	0	\$0
SB	Heacock St	Fir Av	Sunnymead Blvd	1330	0	Art	2	2	0	\$0
NB	Heacock St	Sunnymead Blvd	Hemlock Av	1310	700	Art	2	2	0	\$131,600
SB	Heacock St	Sunnymead Blvd	Hemlock Av	1310	700	Art	2	2	0	\$131,600
NB	Heacock St	Hemlock Av	Ironwood Av	1439	0	Art	2	2	0	\$0
SB	Heacock St	Hemlock Av	Ironwood Av	1439	0	Art	2	2	0	\$0
NB	Heacock St	Ironwood Av	Gregory Ln	1988	700	Art	0	2	2	\$131,600
SB	Heacock St	Ironwood Av	Gregory Ln	1988	0	Art	2	2	0	\$0
NB	Heacock St	Gregory Ln	Sandy Glade Av	1355	0	Art	2	2	0	\$0
SB	Heacock St	Gregory Ln	Sandy Glade Av	1355	0	Art	2	2	0	\$0
NB	Heacock St	Sandy Glade Av	Hillgate St	1369	0	Art	2	2	0	\$0
SB	Heacock St	Sandy Glade Av	Hillgate St	1369	0	Art	2	2	0	\$0
NB	Heacock St	Hillgate St	Sunnymead Ranch Pkwy	1835	0	Art	2	2	0	\$0
SB	Heacock St	Hillgate St	Sunnymead Ranch Pkwy	1835	0	Art	2	2	0	\$0
NB	Heacock St	Sunnymead Blvd	Lake Summit Dr	1382	0	Art	2	2	0	\$0
SB	Heacock St	Sunnymead Blvd	Lake Summit Dr	1382	435	Art	2	2	0	\$81,780
NB	Heacock St	Lake Summit Dr	Meander Ct	1750	1750	Art	2	2	0	\$329,000
SB	Heacock St	Lake Summit Dr	Meander Ct	1750	1750	Art	1	2	1	\$329,000
NB	Heacock St	Meander Ct	Reche Vista Rd	2560	2560	Art	2	2	0	\$481,280
SB	Heacock St	Meander Ct	Reche Vista Rd	2560	2560	Art	1	2	1	\$481,280
				<b>42882</b>						<b>\$8,061,816</b>
NB	Indian St.	Harley Knox Bl	Nandina St.	2790	2790	MA	1	2	1	\$524,520
SB	Indian St.	Harley Knox Bl	Nandina St.	2790	2790	MA	1	2	1	\$524,520
NB	Indian St.	Nandina St.	San Michele Rd	1270	1270	MA	1	2	1	\$238,760
SB	Indian St.	Nandina St.	San Michele Rd	1270	1270	MA	1	2	1	\$238,760
NB	Indian St.	San Michele Rd	Superior Av	2250	2250	MA	1	2	1	\$423,000
SB	Indian St.	San Michele Rd	Superior Av	2250	2250	MA	1	2	1	\$423,000
NB	Indian St.	Superior Av	Krameria Av	1854	450	MA	1	2	1	\$84,600
SB	Indian St.	Superior Av	Krameria Av	1854	1854	MA	1	2	1	\$348,552
NB	Indian St.	Krameria Av	Goya Av	1430	450	MA	1	2	1	\$84,600
SB	Indian St.	Krameria Av	Goya Av	1430	1430	MA	1	2	1	\$268,840
NB	Indian St.	Goya Av	Iris Av	1560	1560	MA	1	2	1	\$293,280
SB	Indian St.	Goya Av	Iris Av	1560	1560	MA	1	2	1	\$293,280
NB	Indian St.	Iris Av	Wildwood St	1036	0	MA	2	2	0	\$0
SB	Indian St.	Iris Av	Wildwood St	1036	0	MA	2	2	0	\$0
NB	Indian St.	Wildwood St	Gentian Av	1598	1300	MA	1	2	1	\$244,400
SB	Indian St.	Wildwood St	Gentian Av	1598	0	MA	2	2	0	\$0
NB	Indian St.	Gentian Av	Filaree Av	1456	660	MA	0	2	2	\$124,080
SB	Indian St.	Gentian Av	Filaree Av	1456	0	MA	2	2	0	\$0
NB	Indian St.	Filaree Av	John F. Kennedy Dr.	1180	0	MA	2	2	0	\$0
SB	Indian St.	Filaree Av	John F. Kennedy Dr.	1180	0	MA	2	2	0	\$0
NB	Indian St.	John F. Kennedy Dr	Delphinium Av	1320	0	MA	2	2	0	\$0
SB	Indian St.	John F. Kennedy Dr	Delphinium Av	1320	0	MA	2	2	0	\$0
NB	Indian St.	Delphinium Av	Cactus Av	1320	0	MA	2	2	0	\$0
SB	Indian St.	Delphinium Av	Cactus Av	1320	0	MA	2	2	0	\$0
NB	Indian St.	Cactus Av	Brodiaea Av	1320	0	MA	2	2	0	\$0
SB	Indian St.	Cactus Av	Brodiaea Av	1320	0	MA	2	2	0	\$0
NB	Indian St.	Brodiaea Av	Alessandro Av	1320	0	MA	2	2	0	\$0
SB	Indian St.	Brodiaea Av	Alessandro Av	1320	0	MA	2	2	0	\$0
NB	Indian St.	Alessandro Av	Bay Av	1320	600	MA	2	2	0	\$112,800

# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH (FT)	UNIMPROVED LENGTH (FT)	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST	
				USING UNIT COST OF							\$188
				PER LINEAR FOOT OF LANE							
DIR	STREET NAME	FROM	TO								
SB	Indian St.	Alessandro Av	Bay Av	1320	0	MA	2	2	0	\$0	
NB	Indian St.	Bay Av	Cottonwood Av	1320	0	MA	2	2	0	\$0	
SB	Indian St.	Bay Av	Cottonwood Av	1320	0	MA	2	2	0	\$0	
NB	Indian St.	Cottonwood Av	Dracaea Av	1320	860	MA	1	2	1	\$161,680	
SB	Indian St.	Cottonwood Av	Dracaea Av	1320	700	MA	1	2	1	\$131,600	
NB	Indian St.	Dracaea Av	Eucalyptus Av	1320	1320	MA	1	2	1	\$248,160	
SB	Indian St.	Dracaea Av	Eucalyptus Av	1320	1320	MA	1	2	1	\$248,160	
NB	Indian St.	Eucalyptus Av	Fir Av	1320	1320	MA	1	2	1	\$248,160	
SB	Indian St.	Eucalyptus Av	Fir Av	1320	1320	MA	1	2	1	\$248,160	
NB	Indian St.	Fir Av	Sunnymead Blvd	1320	1320	MA	1	2	1	\$248,160	
SB	Indian St.	Fir Av	Sunnymead Blvd	1320	600	MA	1	2	1	\$112,800	
NB	Indian St.	Sunnymead Blvd	Hemlock Av	1320	1320	MA	1	2	1	\$248,160	
SB	Indian St.	Sunnymead Blvd	Hemlock Av	1320	1320	MA	1	2	1	\$248,160	
NB	Indian St.	Hemlock Av	Ironwood Av	1414	1414	MA	1	2	1	\$265,832	
SB	Indian St.	Hemlock Av	Ironwood Av	1414	0	MA	1	2	1	\$0	
NB	Indian St.	Ironwood Av	Treasure Dr	1473	360	MA	1	2	1	\$67,680	
SB	Indian St.	Ironwood Av	Treasure Dr	1473	980	MA	1	2	1	\$184,240	
NB	Indian St.	Treasure Dr	Sundial Wy	1321	0	MA	2	2	0	\$0	
SB	Indian St.	Treasure Dr	Sundial Wy	1321	0	MA	2	2	0	\$0	
NB	Indian St.	Sundial Wy	Sunnyridge Dr	1323	0	MA	2	2	0	\$0	
SB	Indian St.	Sundial Wy	Sunnyridge Dr	1323	950	MA	1	2	1	\$178,600	
NB	Indian St.	Sunnyridge Dr	Manzanita Av	1043	0	MA	2	2	0	\$0	
SB	Indian St.	Sunnyridge Dr	Manzanita Av	1043	0	MA	2	2	0	\$0	
				<b>37588</b>						<b>\$7,066,544</b>	
NB	Kitching St	Harley Knox Bl	Globe St	1395	1395	Art	1	2	1	\$262,260	
SB	Kitching St	Harley Knox Bl	Globe St	1395	1395	Art	1	2	1	\$262,260	
NB	Kitching St	Globe St	Nandina Av	1320	1320	Art	0	2	2	\$248,160	
SB	Kitching St	Globe St	Nandina Av	1320	660	Art	1	2	1	\$124,080	
NB	Kitching St	Mariposa Av	Lurin Av	1450	500	MA	1	2	1	\$94,000	
SB	Kitching St	Mariposa Av	Lurin Av	1450	500	MA	1	2	1	\$94,000	
NB	Kitching St	Lurin Av	Krameria Av	1328	0	MA	2	2	0	\$0	
SB	Kitching St	Lurin Av	Krameria Av	1328	0	MA	2	2	0	\$0	
NB	Kitching St	Krameria Av	Moorland Rd	1183	0	MA	2	2	0	\$0	
SB	Kitching St	Krameria Av	Moorland Rd	1183	0	MA	2	2	0	\$0	
NB	Kitching St	Moorland Rd	Iris Av	1476	0	MA	2	2	0	\$0	
SB	Kitching St	Moorland Rd	Iris Av	1476	0	MA	2	2	0	\$0	
NB	Kitching St	Iris Av	Gentian Av	2638	0	MA	2	2	0	\$0	
SB	Kitching St	Iris Av	Gentian Av	2638	2638	MA	2	2	0	\$495,944	
NB	Kitching St	Gentian Av	Margaret Av	1482	1482	MA	2	2	0	\$278,616	
SB	Kitching St	Gentian Av	Margaret Av	1482	1482	MA	2	2	0	\$278,616	
NB	Kitching St	Margaret Av	John F Kennedy Dr	1320	1320	MA	2	2	0	\$248,160	
SB	Kitching St	Margaret Av	John F Kennedy Dr	1320	1320	MA	2	2	0	\$248,160	
NB	Kitching St	John F Kennedy Dr	Delphinium Av	1320	1320	MA	2	2	0	\$248,160	
SB	Kitching St	John F Kennedy Dr	Delphinium Av	1320	1320	MA	2	2	0	\$248,160	
NB	Kitching St	Delphinium Av	Cactus Av	1320	1320	MA	2	2	0	\$248,160	
SB	Kitching St	Delphinium Av	Cactus Av	1320	1320	MA	2	2	0	\$248,160	
NB	Kitching St	Cactus Av	Brodiaea Av	1323	0	MA	2	2	0	\$0	
SB	Kitching St	Cactus Av	Brodiaea Av	1323	0	MA	2	2	0	\$0	
NB	Kitching St	Brodiaea Av	Alessandro Blvd	1327	0	MA	2	2	0	\$0	
SB	Kitching St	Brodiaea Av	Alessandro Blvd	1327	0	MA	2	2	0	\$0	
NB	Kitching St	Alessandro Blvd	Bay Av	1320	0	MA	2	2	0	\$0	
SB	Kitching St	Alessandro Blvd	Bay Av	1320	0	MA	2	2	0	\$0	
NB	Kitching St	Bay Av	Cottonwood Av	1320	0	MA	2	2	0	\$0	
SB	Kitching St	Bay Av	Cottonwood Av	1320	0	MA	2	2	0	\$0	
NB	Kitching St	Cottonwood Av	Dracaea Av	1320	0	MA	2	2	0	\$0	
SB	Kitching St	Cottonwood Av	Dracaea Av	1320	0	MA	2	2	0	\$0	
NB	Kitching St	Dracaea Av	Eucalyptus Av	1320	0	MA	2	2	0	\$0	
SB	Kitching St	Dracaea Av	Eucalyptus Av	1320	0	MA	2	2	0	\$0	
NB	Kitching St	Eucalyptus Av	Fir Av	1320	0	MA	2	2	0	\$0	
SB	Kitching St	Eucalyptus Av	Fir Av	1320	700	MA	1	2	1	\$131,600	
NB	Kitching St	Fir Av	Sunnymead Av	1260	0	MA	1	2	1	\$0	
SB	Kitching St	Fir Av	Sunnymead Av	1260	650	MA	1	2	1	\$122,200	
				<b>20642</b>						<b>\$3,880,696</b>	
NB	Lasselle St	S. City Limit	Camino Quintana	1861	0	Art	2	2	0	\$0	
SB	Lasselle St	S. City Limit	Camino Quintana	1861	0	Art	2	2	0	\$0	
NB	Lasselle St	Camino Quintana	Avenida Espalzar	1271	0	Art	2	2	0	\$0	
SB	Lasselle St	Camino Quintana	Avenida Espalzar	1271	0	Art	2	2	0	\$0	
NB	Lasselle St	Avenida Espalzar	Avenida De Plata	783	0	Art	2	2	0	\$0	
SB	Lasselle St	Avenida Espalzar	Avenida De Plata	783	0	Art	2	2	0	\$0	
NB	Lasselle St	Avenida De Plata	Rojo Tierra	1265	0	Art	2	2	0	\$0	
SB	Lasselle St	Avenida De Plata	Rojo Tierra	1265	1490	Art	2	2	0	\$280,120	
NB	Lasselle St	Rojo Tierra	Via Xavier Ln	1526	0	Art	2	2	0	\$0	
SB	Lasselle St	Rojo Tierra	Via Xavier Ln	1526	0	Art	2	2	0	\$0	
NB	Lasselle St	Via Xavier Ln	Yanez Trail Rd	1083	0	Art	2	2	0	\$0	
SB	Lasselle St	Via Xavier Ln	Yanez Trail Rd	1083	0	Art	2	2	0	\$0	
NB	Lasselle St	Yanez Trail Rd	Krameria Av	979	0	Art	2	2	0	\$0	
SB	Lasselle St	Yanez Trail Rd	Krameria Av	979	0	Art	2	2	0	\$0	
NB	Lasselle St	Krameria Av	Calle Agua	1542	0	Art	2	2	0	\$0	
SB	Lasselle St	Krameria Av	Calle Agua	1542	0	Art	2	2	0	\$0	
NB	Lasselle St	Calle Agua	Iris Av	1906	0	Art	2	2	0	\$0	
SB	Lasselle St	Calle Agua	Iris Av	1906	0	Art	2	2	0	\$0	
NB	Lasselle St	Iris Av	Gentian Av	1752	0	Art	2	2	0	\$0	
SB	Lasselle St	Iris Av	Gentian Av	1752	0	Art	2	2	0	\$0	

# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH (FT)	UNIMPROVED LENGTH (FT)	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST	
				USING UNIT COST OF				\$188			
				PER LINEAR FOOT OF LANE							
DIR	STREET NAME	FROM	TO								
NB	Lasselle St	Gentian Av	Margaret Av	1493	0	Art	2	2	0	\$0	
SB	Lasselle St	Gentian Av	Margaret Av	1493	0	Art	2	2	0	\$0	
NB	Lasselle St	Margaret Ave	John F Kennedy Dr	1170	0	Art	2	2	0	\$0	
SB	Lasselle St	Margaret Ave	John F Kennedy Dr	1170	0	Art	2	2	0	\$0	
NB	Lasselle St	John F Kennedy Dr	Delphinium Av	1320	0	Art	2	2	0	\$0	
SB	Lasselle St	John F Kennedy Dr	Delphinium Av	1320	0	Art	2	2	0	\$0	
NB	Lasselle St	Delphinium Av	Cactus Av	1320	0	Art	2	2	0	\$0	
SB	Lasselle St	Delphinium Av	Cactus Av	1320	0	Art	2	2	0	\$0	
NB	Lasselle St	Cactus Av	Brodiaea Av	1320	260	Art	2	2	0	\$49,880	
SB	Lasselle St	Cactus Av	Brodiaea Av	1320	0	Art	2	2	0	\$0	
NB	Lasselle St	Brodiaea Av	Copper Cove Ln	650	650	Art	2	2	0	\$122,200	
SB	Lasselle St	Brodiaea Av	Copper Cove Ln	650	0	Art	2	2	0	\$0	
NB	Lasselle St	Copper Cove Ln	Alessandro Blvd	670	374	Art	2	2	0	\$70,312	
SB	Lasselle St	Copper Cove Ln	Alessandro Blvd	670	0	Art	2	2	0	\$0	
NB	Lasselle St	Alessandro Blvd	Timo St	670	670	Art	1	2	1	\$125,960	
SB	Lasselle St	Alessandro Blvd	Timo St	670	670	Art	1	2	1	\$125,960	
NB	Lasselle St	Timo St	Bay Av	650	650	Art	1	2	1	\$122,200	
SB	Lasselle St	Timo St	Bay Av	650	650	Art	2	2	0	\$122,200	
NB	Lasselle St	Bay Av	Cottonwood Av	1320	1320	Art	2	2	0	\$248,160	
SB	Lasselle St	Bay Av	Cottonwood Av	1320	1320	Art	1	2	1	\$248,160	
NB	Lasselle St	Cottonwood Av	Dracaea Av	1320	500	Art	2	2	0	\$94,000	
SB	Lasselle St	Cottonwood Av	Dracaea Av	1320	1000	Art	1	2	1	\$188,000	
NB	Lasselle St	Dracaea Av	Eucalyptus Av	1320	0	Art	2	2	0	\$0	
SB	Lasselle St	Dracaea Av	Eucalyptus Av	1320	720	Art	2	2	0	\$135,360	
				<b>10274</b>				<b>\$1,931,512</b>			
NB	Moreno Beach Dr	Via Del Lago	1/4m N Via Del Lago	1083	0	DMA	3	3	0	\$0	
SB	Moreno Beach Dr	Via Del Lago	1/4m N Via Del Lago	1083	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	1/4m N Via Del Lago	Championship Dr	1065	0	DMA	3	3	0	\$0	
SB	Moreno Beach Dr	1/4m N Via Del Lago	Championship Dr	1065	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	Championship Dr	John F Kennedy Dr	1306	0	DMA	3	3	0	\$0	
SB	Moreno Beach Dr	Championship Dr	John F Kennedy Dr	1306	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	John F Kennedy Dr	Auburn Ln	1475	0	DMA	3	3	0	\$0	
SB	Moreno Beach Dr	John F Kennedy Dr	Auburn Ln	1475	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	Auburn Ln	Cactus Av	1195	0	DMA	3	3	0	\$0	
SB	Moreno Beach Dr	Auburn Ln	Cactus Av	1195	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	Cactus Av	Brodiaea Av	1320	1320	DMA	1	3	2	\$248,160	
SB	Moreno Beach Dr	Cactus Av	Brodiaea Av	1320	1320	DMA	3	3	0	\$248,160	
NB	Moreno Beach Dr	Brodiaea Av	Alessandro Bl	1320	1320	DMA	1	3	2	\$248,160	
SB	Moreno Beach Dr	Brodiaea Av	Alessandro Bl	1320	1320	DMA	1	3	2	\$248,160	
NB	Moreno Beach Dr	Alessandro Bl	Bay Av	1320	1320	DMA	1	3	2	\$248,160	
SB	Moreno Beach Dr	Alessandro Bl	Bay Av	1320	1320	DMA	1	3	2	\$248,160	
NB	Moreno Beach Dr	Bay Av	Cottonwood Av	1450	1450	DMA	1	3	2	\$272,600	
SB	Moreno Beach Dr	Bay Av	Cottonwood Av	1450	1450	DMA	1	3	2	\$272,600	
NB	Moreno Beach Dr	Cottonwood Av	1/4m N Cottonwood Av	1320	1320	DMA	1	3	2	\$248,160	
SB	Moreno Beach Dr	Cottonwood Av	1/4m N Cottonwood Av	1320	1320	DMA	1	3	2	\$248,160	
NB	Moreno Beach Dr	1/4m N Cottonwood Av	1/2m N Cottonwood Av	1320	1320	DMA	1	3	2	\$248,160	
SB	Moreno Beach Dr	1/4m N Cottonwood Av	1/2m N Cottonwood Av	1320	1320	DMA	1	3	2	\$248,160	
NB	Moreno Beach Dr	1/2m N Cottonwood Av	3/4m N Cottonwood Av	1320	0	DMA	1	3	2	\$0	
SB	Moreno Beach Dr	1/2m N Cottonwood Av	3/4m N Cottonwood Av	1346	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	3/4m N Cottonwood Ave	Eucalyptus Av	1320	0	DMA	1	3	2	\$0	
SB	Moreno Beach Dr	3/4m N Cottonwood Av	Eucalyptus Av	1346	0	DMA	3	3	0	\$0	
NB	Moreno Beach Dr	Eucalyptus Av	1/4m N Eucalyptus Av	1320	1320	Art	1	2	1	\$248,160	
SB	Moreno Beach Dr	Eucalyptus Av	1/4m N Eucalyptus Av	1320	1320	Art	1	2	1	\$248,160	
NB	Moreno Beach Dr	1/4m N Eucalyptus Av	1/2m N Eucalyptus Av	1320	1320	Art	1	2	1	\$248,160	
SB	Moreno Beach Dr	1/4m N Eucalyptus Av	1/2m N Eucalyptus Av	1320	1320	Art	1	2	1	\$248,160	
NB	Moreno Beach Dr	1/2m N Eucalyptus Av	Ironwood Av	660	660	Art	1	2	1	\$124,080	
SB	Moreno Beach Dr	1/2m N Eucalyptus Av	Ironwood Av	660	660	Art	1	2	1	\$124,080	
NB	Moreno Beach Dr	Ironwood Av	Juniper Av	1323	1323	Art	1	2	1	\$248,724	
SB	Moreno Beach Dr	Ironwood Av	Juniper Av	1323	1323	Art	1	2	1	\$248,724	
NB	Moreno Beach Dr	Juniper Av	Kalmia Av	1322	0	Art	1	2	1	\$0	
SB	Moreno Beach Dr	Juniper Av	Kalmia Av	1322	1322	Art	1	2	1	\$248,536	
NB	Moreno Beach Dr	Kalmia Av	Locust Av	1380	1380	Art	1	2	1	\$259,440	
SB	Moreno Beach Dr	Kalmia Av	Locust Av	1380	1380	Art	1	2	1	\$259,440	
				<b>29428</b>				<b>\$5,532,464</b>			
NB	Morrison St	Cactus Av	Brodiaea Av	1276	1276	MA	0	2	2	\$239,888	
SB	Morrison St	Cactus Av	Brodiaea Av	1276	1276	MA	0	2	2	\$239,888	
NB	Morrison St	Brodiaea Av	Alessandro Blvd	1320	1320	MA	0	2	2	\$248,160	
SB	Morrison St	Brodiaea Av	Alessandro Blvd	1320	1320	MA	0	2	2	\$248,160	
NB	Morrison St	Alessandro Blvd	Bay Av	1320	0	MA	2	2	0	\$0	
SB	Morrison St	Alessandro Blvd	Bay Av	1320	0	MA	2	2	0	\$0	
NB	Morrison St	Bay Av	Cottonwood Av	1325	0	MA	2	2	0	\$0	
SB	Morrison St	Bay Av	Cottonwood Av	1325	0	MA	2	2	0	\$0	
NB	Morrison St	Cottonwood Av	Dracaea Av	1320	0	MA	2	2	0	\$0	
SB	Morrison St	Cottonwood Av	Dracaea Av	1320	0	MA	2	2	0	\$0	
NB	Morrison St	Dracaea Av	Eucalyptus Av	1320	0	MA	2	2	0	\$0	
SB	Morrison St	Dracaea Av	Eucalyptus Av	1320	0	MA	2	2	0	\$0	
				<b>5192</b>				<b>\$976,096</b>			
NB	Nason St	Iris Av	Delphinium Av	4280	4280	Art	0	2	2	\$804,640	
SB	Nason St	Iris Av	Delphinium Av	4280	4280	Art	0	2	2	\$804,640	
NB	Nason St	Delphinium Av	Cactus Av	1269	1269	DMA	2	3	1	\$238,572	
SB	Nason St	Delphinium Av	Cactus Av	1269	1269	DMA	1	3	2	\$238,572	
NB	Nason St	Cactus Av	Brodiaea Av	1320	1320	DMA	2	3	1	\$248,160	

# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
SB	Nason St	Cactus Av	Brodiaaea Av	1320	1320	DMA	2	3	1	\$248,160
NB	Nason St	Brodiaaea Av	Alessandro Blvd	1320	1320	DMA	2	3	1	\$248,160
SB	Nason St	Brodiaaea Av	Alessandro Blvd	1320	1320	DMA	2	3	1	\$248,160
NB	Nason St	Alessandro Blvd	Bay Av	1320	1000	Art	1	2	1	\$188,000
SB	Nason St	Alessandro Blvd	Bay Av	1320	1320	Art	1	2	1	\$248,160
NB	Nason St	Bay Av	Cottonwood Av	1320	970	Art	1	2	1	\$182,360
SB	Nason St	Bay Av	Cottonwood Av	1320	1320	Art	1	2	1	\$248,160
NB	Nason St	Cottonwood Av	Dracaea Av	1327	1327	Art	1	2	1	\$249,476
SB	Nason St	Cottonwood Av	Dracaea Av	1327	0	Art	1	2	1	\$0
NB	Nason St	Dracaea Av	Eucalyptus av	1313	590	DA-4	1	2	1	\$110,920
SB	Nason St	Dracaea Av	Eucalyptus av	1313	380	DA-4	2	2	0	\$71,440
NB	Nason St	Eucalyptus av	Fir Av	1320	1320	DA-4	2	2	0	\$248,160
SB	Nason St	Eucalyptus av	Fir Av	1320	1320	DA-4	1	2	1	\$248,160
NB	Nason St	Fir Av	SR-601wy EB On/Off Ramps	602	602	DA-4	1	2	1	\$113,176
SB	Nason St	Fir Av	SR-601wy EB On/Off Ramps	602	602	DA-4	1	2	1	\$113,176
NB	Nason St	SR-601wy WB Exit	Ironwood Av	2057	0	MA	2	2	0	\$0
SB	Nason St	SR-601wy WB Exit	Ironwood Av	2057	1550	MA	1	2	1	\$291,400
				<b>28679</b>						<b>\$5,391,652</b>
NB	Oliver St	Iris Ave	1/4m N. Iris Ave	1320	0	MA	2	2	0	\$0
SB	Oliver St	Iris Ave	1/4m N. Iris Ave	1320	1320	MA	0	2	2	\$248,160
NB	Oliver St	1/4m N. Iris Ave	John F Kennedy Dr	1450	0	MA	2	2	0	\$0
SB	Oliver St	1/4m N. Iris Ave	John F Kennedy Dr	1450	1450	MA	0	2	2	\$272,600
NB	Oliver St	John F Kennedy Dr	Rockwood Av	1747	0	MA	2	2	0	\$0
SB	Oliver St	John F Kennedy Dr	Rockwood Av	1747	0	MA	2	2	0	\$0
NB	Oliver St	Rockwood Av	Cactus Av	918	0	MA	2	2	0	\$0
SB	Oliver St	Rockwood Av	Cactus Av	918	0	MA	2	2	0	\$0
NB	Oliver St	Cactus Av	Brodiaaea Ave	1320	1320	MA	1	2	1	\$248,160
SB	Oliver St	Cactus Av	Brodiaaea Ave	1320	1320	MA	1	2	1	\$248,160
NB	Oliver St	Brodiaaea Ave	Alessandro Blvd	1320	660	MA	1	2	1	\$124,060
SB	Oliver St	Brodiaaea Ave	Alessandro Blvd	1320	1320	MA	1	2	1	\$248,160
				<b>7390</b>						<b>\$1,389,320</b>
NB	Perris Blvd	Harley Knox Bl	Globe St	1338	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Harley Knox Bl	Globe St	1338	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Globe St	Nandina Av	1367	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Globe St	Nandina Av	1367	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Nandina Av	San Michele Rd	1273	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Nandina Av	San Michele Rd	1273	0	DA-6	1	3	2	\$0
NB	Perris Blvd	San Michele Rd	Slate Creek Dr	1595	0	DA-6	2	3	1	\$0
SB	Perris Blvd	San Michele Rd	Slate Creek Dr	1595	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Slate Creek Dr	Northern Dancer Dr	1278	0	DA-6	2	3	1	\$0
SB	Perris Blvd	Slate Creek Dr	Northern Dancer Dr	1278	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Northern Dancer Dr	Krameria Av	1146	0	DA-6	2	3	1	\$0
SB	Perris Blvd	Northern Dancer Dr	Krameria Av	1146	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Krameria Av	Red Maple Dr	1346	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Krameria Av	Red Maple Dr	1346	0	DA-6	3	3	0	\$0
NB	Perris Blvd	Red Maple Dr	Iris Av	1320	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Red Maple Dr	Iris Av	1320	0	DA-6	3	3	0	\$0
NB	Perris Blvd	Iris Av	Santiago Dr	1311	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Iris Av	Santiago Dr	1311	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Santiago Dr	Gentian Av	1311	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Santiago Dr	Gentian Av	1303	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Gentian Av	Filaree Av	1151	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Gentian Av	Filaree Av	1151	0	DA-6	1	3	2	\$0
NB	Perris Blvd	Filaree Av	John F Kennedy Dr	1470	0	DA-6	2	3	1	\$0
SB	Perris Blvd	Filaree Av	John F Kennedy Dr	1470	0	DA-6	3	3	0	\$0
NB	Perris Blvd	John F Kennedy Dr	Delphinium Av	1320	0	DA-6	2	3	1	\$0
SB	Perris Blvd	John F Kennedy Dr	Delphinium Av	1320	0	DA-6	3	3	0	\$0
NB	Perris Blvd	Delphinium Av	Cactus	1320	0	DA-6	2	3	1	\$0
SB	Perris Blvd	Delphinium Av	Cactus	1320	0	DA-6	2	3	1	\$0
NB	Perris Blvd	Cactus	Brodiaaea Av	1320	1320	DA-6	2	3	1	\$248,160
SB	Perris Blvd	Cactus	Brodiaaea Av	1320	1320	DA-6	2	3	1	\$248,160
NB	Perris Blvd	Brodiaaea Av	Alessandro Blvd	1320	850	DA-6	2	3	1	\$159,800
SB	Perris Blvd	Brodiaaea Av	Alessandro Blvd	1320	0	DA-6	3	3	0	\$0
NB	Perris Blvd	Alessandro Blvd	Bay Av	1320	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Alessandro Blvd	Bay Av	1320	0	DA-6	3	3	0	\$0
NB	Perris Blvd	Bay Av	Cottonwood Av	1321	670	DA-6	2	3	1	\$125,950
SB	Perris Blvd	Bay Av	Cottonwood Av	1321	1321	DA-6	3	3	0	\$248,348
NB	Perris Blvd	Cottonwood Av	Dracaea Av	1320	1320	DA-6	2	3	1	\$248,160
SB	Perris Blvd	Cottonwood Av	Dracaea Av	1320	1320	DA-6	2	3	1	\$248,160
NB	Perris Blvd	Dracaea Av	Eucalyptus Av	1320	1320	DA-6	2	3	1	\$248,160
SB	Perris Blvd	Dracaea Av	Eucalyptus Av	1320	1320	DA-6	2	3	1	\$248,160
NB	Perris Blvd	Eucalyptus Av	Fir Av	1320	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Eucalyptus Av	Fir Av	1320	1320	DA-6	2	3	1	\$248,160
NB	Perris Blvd	Fir Av	Sunnymead Blvd	1330	620	DA-6	3	3	0	\$116,560
SB	Perris Blvd	Fir Av	Sunnymead Blvd	1330	620	DA-6	3	3	0	\$116,560
NB	Perris Blvd	Sunnymead Blvd	Hemlock Av	1310	1310	DA-6	3	3	0	\$246,280
SB	Perris Blvd	Sunnymead Blvd	Hemlock Av	1310	1310	DA-6	3	3	0	\$246,280
NB	Perris Blvd	Hemlock Av	Ironwood Av	1445	0	DA-6	3	3	0	\$0
SB	Perris Blvd	Hemlock Av	Ironwood Av	1445	0	DA-6	2	3	1	\$0
NB	Perris Blvd	Ironwood Av	Via Von Batsch	992	350	DA-6	1	3	2	\$65,800
SB	Perris Blvd	Ironwood Av	Via Von Batsch	992	350	DA-6	1	3	2	\$65,800
NB	Perris Blvd	Via Von Batsch	Kalmia Av	1650	400	DA-6	1	3	2	\$75,200
SB	Perris Blvd	Via Von Batsch	Kalmia Av	1650	980	DA-6	1	3	2	\$184,240



# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH (FT)	UNIMPROVED LENGTH (FT)	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
NB	Perris Blvd	Kalmia Av	Robin Ln	1320	1320	DA-6	1	3	2	\$248,160
SB	Perris Blvd	Kalmia Av	Robin Ln	1320	1320	DA-6	1	3	2	\$248,160
NB	Perris Blvd	Robin Ln	1480' N/O Robin Ln	1480'	1480	DA-6	1	3	2	\$278,240
SB	Perris Blvd	Robin Ln	1480' N/O Robin Ln	1480'	1480	DA-6	1	3	2	\$278,240
NB	Perris Blvd	1480' N/O Robin Ln	Manzanita AVE	1142	1320	DA-6	2	3	1	\$248,160
SB	Perris Blvd	1480' N/O Robin Ln	Manzanita AVE	1142	1320	DA-6	2	3	1	\$248,160
NB	Perris Blvd	Manzanita Av	Sunnymead Ranch Pkwy	1667	1697	DA-6	2	3	1	\$319,036
SB	Perris Blvd	Manzanita Av	Sunnymead Ranch Pkwy	1667	1697	DA-6	2	3	1	\$319,036
NB	Perris Blvd	Sunnymead Ranch Pkwy	Canyon Vista Rd	1665	1665	DA-6	2	3	1	\$313,020
SB	Perris Blvd	Sunnymead Ranch Pkwy	Canyon Vista Rd	1665	1665	DA-6	2	3	1	\$313,020
NB	Perris Blvd	Canyon Vista Rd	Heacock St	1215	1215	DA-6	1	3	2	\$228,420
SB	Perris Blvd	Canyon Vista Rd	Heacock St	1215	1215	DA-6	2	3	1	\$228,420
				<b>35415</b>						<b>\$6,658,020</b>
NB	Pigeon Pass Rd	Ironwood Av	Climbing Rose Dr	1133	0	MA-PP	2	2	0	\$0
SB	Pigeon Pass Rd	Ironwood Av	Climbing Rose Dr	1133	0	MA-PP	2	2	0	\$0
NB	Pigeon Pass Rd	Climbing Rose Dr	Harland Dr.	1752	0	MA-PP	2	2	0	\$0
SB	Pigeon Pass Rd	Climbing Rose Dr	Harland Dr.	1752	0	MA-PP	2	2	0	\$0
NB	Pigeon Pass Rd	Harland Dr	Tiffany Ln	1279	0	MA-PP	2	2	0	\$0
SB	Pigeon Pass Rd	Harland Dr	Tiffany Ln	1279	0	MA-PP	2	2	0	\$0
NB	Pigeon Pass Rd	Tiffany Ln	Cougar Canyon Dr	1229	0	MA-PP	2	2	0	\$0
SB	Pigeon Pass Rd	Tiffany Ln	Cougar Canyon Dr	1229	0	MA-PP	2	2	0	\$0
NB	Pigeon Pass Rd	Cougar Canyon Dr	Old Lake Dr.	2552	0	MA-PP	2	2	0	\$0
SB	Pigeon Pass Rd	Cougar Canyon Dr	Old Lake Dr.	2552	0	MA-PP	2	2	0	\$0
NB	Pigeon Pass Rd	Old Lake Dr	Lakeside Dr	2236	1370	MA	1	2	1	\$257,560
SB	Pigeon Pass Rd	Old Lake Dr	Lakeside Dr	2236	0	MA	2	2	0	\$0
NB	Pigeon Pass Rd	Lakeside Dr	Presidillo Hills Dr	1187	0	MA	2	2	0	\$0
SB	Pigeon Pass Rd	Lakeside Dr	Presidillo Hills Dr	1187	0	MA	2	2	0	\$0
NB	Pigeon Pass Rd	Presidillo Hills Dr	Hidden Springs Dr	2280	0	MA	2	2	0	\$0
SB	Pigeon Pass Rd	Presidillo Hills Dr	Hidden Springs Dr	2280	0	MA	2	2	0	\$0
NB	Pigeon Pass Rd	Hidden Springs Dr	N'y City Limit	1320	1320	MA	1	2	1	\$248,160
SB	Pigeon Pass Rd	Hidden Springs Dr	N'y City Limit	0		MA	1	2	1	\$0
				<b>2690</b>						<b>\$505,720</b>
NB	Quincy St	Cactus Av	Brodiaea Av	1350	1350	Coll	0	1	1	\$253,800
SB	Quincy St	Cactus Av	Brodiaea Av	1350	1350	Coll	0	1	1	\$253,800
NB	Quincy St	Brodiaea Av	Alessandro Blvd	1350	1350	Coll	0	1	1	\$253,800
SB	Quincy St	Brodiaea Av	Alessandro Blvd	1350	1350	Coll	0	1	1	\$253,800
NB	Quincy St	Alessandro Blvd	Bay Av	1350	1350	Coll	0	1	1	\$253,800
SB	Quincy St	Alessandro Blvd	Bay Av	1350	1350	Coll	0	1	1	\$253,800
NB	Quincy St	Bay Av	Cottonwood Av	1350	1350	Coll	0	1	1	\$253,800
SB	Quincy St	Bay Av	Cottonwood Av	1350	1350	Coll	0	1	1	\$253,800
NB	Quincy St	Cottonwood Av	Dracaea Ave	1350	1350	Coll	0	1	1	\$253,800
SB	Quincy St	Cottonwood Av	Dracaea Ave	1350	1350	Coll	0	1	1	\$253,800
NB	Quincy St	Dracaea Av	Eucalyptus Av	1350	1350	Coll	0	1	1	\$253,800
SB	Quincy St	Dracaea Av	Eucalyptus Av	1350	1350	Coll	0	1	1	\$253,800
NB	Quincy St	Eucalyptus Av	Fir Av	1315	1315	Coll	0	1	1	\$247,220
SB	Quincy St	Eucalyptus Av	Fir Av	1315	1315	Coll	0	1	1	\$247,220
NB	Quincy St	Ironwood Av	Kalmia Av	2640	2640	Coll	0	1	1	\$496,320
SB	Quincy St	Ironwood Av	Kalmia Av	2640	2640	Coll	0	1	1	\$496,320
NB	Quincy St	Kalmia Av	Locust Av	1320	1320	Coll	0	1	1	\$248,160
SB	Quincy St	Kalmia Av	Locust Av	1320	1320	Coll	0	1	1	\$248,160
				<b>26750</b>						<b>\$5,029,000</b>
NB	Reche Vista Rd	Heacock St	Northerly City Limit	2360	2360	DA-4	0	2	2	\$443,680
SB	Reche Vista Rd	Heacock St	Northerly City Limit	2360	2360	DA-4	0	2	2	\$443,680
				<b>4720</b>						<b>\$887,360</b>
NB	Redlands Blvd	Cactus Av	Brodiaea Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Cactus Av	Brodiaea Av	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Brodiaea Av	Alessandro Blvd	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Brodiaea Av	Alessandro Blvd	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Alessandro Blvd	Bay Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Alessandro Blvd	Bay Av	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Bay Av	Cottonwood Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Bay Av	Cottonwood Av	1570	662	Art-4	1	2	1	\$124,456
NB	Redlands Blvd	Cottonwood Av	Dracaea Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Cottonwood Av	Dracaea Av	1570	0	Art-4	1	2	1	\$0
NB	Redlands Blvd	Dracaea Av	Eucalyptus Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Dracaea Av	Eucalyptus Av	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Eucalyptus Av	Fir Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Eucalyptus Av	Fir Av	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Fir Av	EB SR60 Fwy On/Off Ramps	583	583	Art-4	1	2	1	\$109,604
SB	Redlands Blvd	Fir Av	EB SR60 Fwy On/Off Ramps	583	583	Art-4	1	2	1	\$109,604
NB	Redlands Blvd	WB SR 60 Fwy On/Off Ramps	Hemlock Av	487	487	Art-4	1	2	1	\$91,556
SB	Redlands Blvd	WB SR 60 Fwy On/Off Ramps	Hemlock Av	487	487	Art-4	1	2	1	\$91,556
NB	Redlands Blvd	Hemlock Av	Ironwood Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Hemlock Av	Ironwood Av	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Ironwood Av	Juniper Av	1326	1326	Art-4	1	2	1	\$249,288
SB	Redlands Blvd	Ironwood Av	Juniper Av	1326	1326	Art-4	1	2	1	\$249,288
NB	Redlands Blvd	Juniper Av	Kalmia Av	1380	1380	Art-4	1	2	1	\$259,440
SB	Redlands Blvd	Juniper Av	Kalmia Av	1380	1200	Art-4	1	2	1	\$225,600
NB	Redlands Blvd	Kalmia Av	Locust Av	1570	1570	Art-4	1	2	1	\$295,160
SB	Redlands Blvd	Kalmia Av	Locust Av	1570	1570	Art-4	1	2	1	\$295,160
NB	Redlands Blvd	Locust Av	Northern City Limits	2560	2560	Art-4	1	2	1	\$481,280



# NORTH-SOUTH UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/12

NORTH-SOUTH ARTERIAL STREET SEGMENTS				SEGMENT LENGTH (FT)	UNIMPROVED LENGTH (FT)	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
USING UNIT COST OF										\$188
PER LINEAR FOOT OF LANE										
DIR	STREET NAME	FROM	TO							
<b>TOTAL TUMF CREDIT FOR NORTH-SOUTH ARTERIAL STREETS = \$48,013,000</b>										

# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
EB	Alessandro Bl	I-215	Day St	2760	2760	DMA	3	3	0	\$518,880
WB	Alessandro Bl	I-215	Day St	2760	2760	DMA	3	3	0	\$518,880
EB	Alessandro Bl	Day St	Grant St	1395	1395	DMA	3	3	0	\$262,260
WB	Alessandro Bl	Day St	Grant St	1395	1395	DMA	2	3	1	\$262,260
EB	Alessandro Bl	Grant St	Elsworth St	1278	0	DMA	3	3	0	\$0
WB	Alessandro Bl	Grant St	Elsworth St	1278	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Elsworth St	Veterans Wy	914	0	DMA	3	3	0	\$0
WB	Alessandro Bl	Elsworth St	Veterans Wy	914	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Veterans Wy	Frederick St	1785	0	DMA	3	3	0	\$0
WB	Alessandro Bl	Veterans Wy	Frederick St	1785	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Frederick St	Chaeall Ct	1322	1322	DMA	2	3	1	\$248,536
WB	Alessandro Bl	Frederick St	Chaeall Ct	1322	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Chaeall Ct	Graham St	1320	1320	DMA	2	3	1	\$248,160
WB	Alessandro Bl	Chaeall Ct	Graham St	1320	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Graham St	Alessandro Plaza	1320	800	DMA	2	3	1	\$150,400
WB	Alessandro Bl	Graham St	Alessandro Plaza	1320	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Alessandro Plaza	Heacock St	1326	1300	DMA	2	3	1	\$244,400
WB	Alessandro Bl	Alessandro Plaza	Heacock St	1326	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Heacock St	1/4 mi E. of Heacock St	1320	850	DMA	3	3	0	\$159,800
WB	Alessandro Bl	Heacock St	1/4 mi E. of Heacock St	1320	850	DMA	3	3	0	\$159,800
EB	Alessandro Bl	1/4 mi E. of Heacock St	Indian St	1320	0	DMA	3	3	0	\$0
WB	Alessandro Bl	1/4 mi E. of Heacock St	Indian St	1320	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Indian St	1/4 mi E. of Indian St	1319	910	DMA	3	3	0	\$171,090
WB	Alessandro Bl	Indian St	1/4 mi E. of Indian St	1319	910	DMA	3	3	0	\$171,090
EB	Alessandro Bl	1/4 mi E. of Indian St	Perris Bl	1319	800	DMA	3	3	0	\$150,400
WB	Alessandro Bl	1/4 mi E. of Indian St	Perris Bl	1319	800	DMA	3	3	0	\$150,400
EB	Alessandro Bl	Perris Bl	1/4 mi E. of Perris Bl	1320	850	DMA	2	3	1	\$159,800
WB	Alessandro Bl	Perris Bl	1/4 mi E. of Perris Bl	1320	850	DMA	3	3	0	\$159,800
EB	Alessandro Bl	1/4 mi E. of Perris Bl	Kitching St	1320	0	DMA	3	3	0	\$0
WB	Alessandro Bl	1/4 mi E. of Perris Bl	Kitching St	1320	0	DMA	3	3	0	\$0
EB	Alessandro Bl	Kitching St	1/4 mi E. of Kitching St	1320	1320	DMA	1	3	2	\$248,160
WB	Alessandro Bl	Kitching St	1/4 mi E. of Kitching St	1320	950	DMA	1	3	2	\$178,600
EB	Alessandro Bl	1/4 mi E. of Kitching St	Lasselle St	1320	1320	DMA	1	3	2	\$248,160
WB	Alessandro Bl	1/4 mi E. of Kitching St	Lasselle St	1320	800	DMA	1	3	2	\$150,400
EB	Alessandro Bl	Lasselle St	1/4 mi E. of Lasselle St	1320	1320	DMA	1	3	2	\$248,160
WB	Alessandro Bl	Lasselle St	1/4 mi E. of Lasselle St	1320	1320	DMA	1	3	2	\$248,160
EB	Alessandro Bl	1/4 mi E. of Lasselle St	Morrison St	1320	1320	DMA	1	3	2	\$248,160
WB	Alessandro Bl	1/4 mi E. of Lasselle St	Morrison St	1320	0	DMA	1	3	2	\$0
EB	Alessandro Bl	Morrison St	1/4 mi E. of Morrison St	1320	1320	DMA	1	3	2	\$248,160
WB	Alessandro Bl	Morrison St	1/4 mi E. of Morrison St	1320	800	DMA	1	3	2	\$150,400
EB	Alessandro Bl	1/4 mi E. of Morrison St	Nason St	1320	1320	DMA	1	3	2	\$248,160
WB	Alessandro Bl	1/4 mi E. of Morrison St	Nason St	1320	1320	DMA	1	3	2	\$248,160
EB	Alessandro Bl	Nason St	1/4 mi E. of Nason St	1650	1650	DA-4	1	2	1	\$310,200
WB	Alessandro Bl	Nason St	1/4 mi E. of Nason St	1650	1650	DA-4	1	2	1	\$310,200
EB	Alessandro Bl	1/4 mi E. of Nason St	Oliver St	1650	1650	DA-4	1	2	1	\$310,200
WB	Alessandro Bl	1/4 mi E. of Nason St	Oliver St	1650	1650	DA-4	1	2	1	\$310,200
EB	Alessandro Bl	Oliver St	1/4 mi E. of Oliver St	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	Oliver St	1/4 mi E. of Oliver St	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	1/4 mi E. of Oliver St	Moreno Beach Drive	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	1/4 mi E. of Oliver St	Moreno Beach Drive	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	1/4 mi E. of Moreno Beach Drive	1/2 mi E. of Moreno Beach Drive	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	1/2 mi E. of Moreno Beach Drive	1/2 mi E. of Moreno Beach Drive	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	1/2 mi E. of Moreno Beach Drive	Wilnot St	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	1/2 mi E. of Moreno Beach Drive	Wilnot St	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	Wilnot St	Redlands Bl	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	Wilnot St	Redlands Bl	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	Redlands Bl	Merwin St	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	Redlands Bl	Merwin St	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	Merwin St	Sinclair St	1330	1330	DA-4	1	2	1	\$250,040
WB	Alessandro Bl	Merwin St	Sinclair St	1330	1330	DA-4	1	2	1	\$250,040
EB	Alessandro Bl	Sinclair St	1/4 mi E. of Sinclair St	1320	1320	DA-4	1	2	1	\$248,160
WB	Alessandro Bl	Sinclair St	1/4 mi E. of Sinclair St	1320	1320	DA-4	1	2	1	\$248,160
EB	Alessandro Bl	1/4 mi E. of Sinclair St	Theodore St	1335	1335	DA-4	1	2	1	\$250,980
WB	Alessandro Bl	1/4 mi E. of Sinclair St	Theodore St	1335	1335	DA-4	1	2	1	\$250,980
EB	Alessandro Bl	Theodore St	1/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	Theodore St	1/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	1/2 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	1/2 mi E. of Theodore St	3/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	1/2 mi E. of Theodore St	3/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	3/4 mi E. of Theodore St	1 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	3/4 mi E. of Theodore St	1 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	1 mi E. of Theodore St	1-1/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	1 mi E. of Theodore St	1-1/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	1-1/4 mi E. of Theodore St	1-1/2 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	1-1/4 mi E. of Theodore St	1-1/2 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	1-1/2 mi E. of Theodore St	1-3/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	1-1/2 mi E. of Theodore St	1-3/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	1-3/4 mi E. of Theodore St	2 mi E. of Theodore St	1620	1620	DA-4	0	2	2	\$304,560
WB	Alessandro Bl	1-3/4 mi E. of Theodore St	2 mi E. of Theodore St	1620	1620	DA-4	0	2	2	\$304,560
EB	Alessandro Bl	2 mi E. of Theodore St	2-1/4 mi E. of Theodore St	1550	1550	DA-4	0	2	2	\$291,400
WB	Alessandro Bl	2 mi E. of Theodore St	2-1/4 mi E. of Theodore St	1550	1550	DA-4	0	2	2	\$291,400
EB	Alessandro Bl	2-1/4 mi E. of Theodore St	2-1/2 mi E. of Theodore St	1650	1650	DA-4	0	2	2	\$310,200
WB	Alessandro Bl	2-1/4 mi E. of Theodore St	2-1/2 mi E. of Theodore St	1650	1650	DA-4	0	2	2	\$310,200
EB	Alessandro Bl	2-1/2 mi E. of Theodore St	2-3/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	2-1/2 mi E. of Theodore St	2-3/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	2-3/4 mi E. of Theodore St	3 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	2-3/4 mi E. of Theodore St	3 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	3 mi E. of Theodore St	3-1/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	3 mi E. of Theodore St	3-1/4 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	3-1/4 mi E. of Theodore St	3-1/2 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
WB	Alessandro Bl	3-1/4 mi E. of Theodore St	3-1/2 mi E. of Theodore St	1320	1320	DA-4	0	2	2	\$248,160
EB	Alessandro Bl	3-1/2 mi E. of Theodore St	Glman Springs Rd	1550	1550	DA-4	0	2	2	\$291,400
WB	Alessandro Bl	3-1/2 mi E. of Theodore St	Glman Springs Rd	1550	1550	DA-4	0	2	2	\$291,400

107812

\$20,266,656

# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
EB	Box Springs Rd	Morton Rd	1/4 mi E. of Morton Rd	1326	0	MA	2	2	0	\$0
WB	Box Springs Rd	Morton Rd	1/4 mi E. of Morton Rd	1326	0	MA	2	2	0	\$0
EB	Box Springs Rd	1/4 mi E. of Morton Rd	Clark St	1326	700	MA	1	2	1	\$131,600
WB	Box Springs Rd	1/4 mi E. of Morton Rd	Clark St	1326	0	MA	2	2	0	\$0
EB	Box Springs Rd	Clark St	1/4 mi E. of Clark St	1320	1320	MA	1	2	1	\$248,160
WB	Box Springs Rd	Clark St	1/4 mi E. of Clark St	1320	0	MA	2	2	0	\$0
EB	Box Springs Rd	1/4 mi E. of Clark St	Day St	1320	0	MA	2	2	0	\$0
WB	Box Springs Rd	1/4 mi E. of Clark St	Day St	1320	0	MA	2	2	0	\$0
					<b>2020</b>					<b>\$379,760</b>
EB	Cacluss Av	W. City boundary	Commerce Dr	1620	1620	DMA-R	2	3	1	\$304,560
WB	Cacluss Av	W. City boundary	Commerce Dr	1620	1620	DMA-R	2	3	1	\$304,560
EB	Cacluss Av	Commerce Dr	Elsworth St	1256	1256	DMA-R	2	3	1	\$236,128
WB	Cacluss Av	Commerce Dr	Elsworth St	1256	780	DMA-R	2	3	1	\$146,640
EB	Cacluss Av	Elsworth St	Veterans Wy	1119	1119	DMA-R	2	3	1	\$210,372
WB	Cacluss Av	Elsworth St	Veterans Wy	1119	0	DMA-R	3	3	0	\$0
EB	Cacluss Av	Veterans Wy	Frederick St	1635	1635	DMA-R	2	3	1	\$307,380
WB	Cacluss Av	Veterans Wy	Frederick St	1635	1635	DMA-R	2	3	1	\$307,380
EB	Cacluss Av	Frederick St	1/4 mi E. of Frederick St	1322	1322	DMA-R	2	3	1	\$248,536
WB	Cacluss Av	Frederick St	1/4 mi E. of Frederick St	1322	0	DMA-R	3	3	0	\$0
EB	Cacluss Av	1/4 mi E. of Frederick St	Graham St	1322	1322	DMA-R	2	3	1	\$248,536
WB	Cacluss Av	1/4 mi E. of Frederick St	Graham St	1322	0	DMA-R	3	3	0	\$0
EB	Cacluss Av	Graham St	1/4 mi E. of Graham St	1309	1309	DMA-R	2	3	1	\$246,092
WB	Cacluss Av	Graham St	1/4 mi E. of Graham St	1309	0	DMA-R	3	3	0	\$0
EB	Cacluss Av	1/4 mi E. of Graham St	Heacock St	1309	1309	DMA-R	2	3	1	\$246,092
WB	Cacluss Av	1/4 mi E. of Graham St	Heacock St	1309	0	DMA-R	3	3	0	\$0
EB	Cacluss Av	Heacock St	1/4 mi E. of Heacock St	1300	0	MA	2	2	0	\$0
WB	Cacluss Av	Heacock St	1/4 mi E. of Heacock St	1300	0	MA	2	2	0	\$0
EB	Cacluss Av	1/4 mi E. of Heacock St	Indian St	1300	0	MA	2	2	0	\$0
WB	Cacluss Av	1/4 mi E. of Heacock St	Indian St	1300	0	MA	2	2	0	\$0
EB	Cacluss Av	Indian St	1/4 mi E. of Indian St	1319	0	MA	2	2	0	\$0
WB	Cacluss Av	Indian St	1/4 mi E. of Indian St	1319	0	MA	2	2	0	\$0
EB	Cacluss Av	1/4 mi E. of Indian St	Parris Bl	1319	0	MA	2	2	0	\$0
WB	Cacluss Av	1/4 mi E. of Indian St	Parris Bl	1319	0	MA	2	2	0	\$0
EB	Cacluss Av	Parris Bl	1/4 mi E. of Parris Bl	1355	0	MA	2	2	0	\$0
WB	Cacluss Av	Parris Bl	1/4 mi E. of Parris Bl	1355	0	MA	2	2	0	\$0
EB	Cacluss Av	1/4 mi E. of Parris Bl	Kitching St	1355	0	MA	2	2	0	\$0
WB	Cacluss Av	1/4 mi E. of Parris Bl	Kitching St	1355	0	MA	2	2	0	\$0
EB	Cacluss Av	Kitching St	1/4 mi E. of Kitching St	1286	0	MA	2	2	0	\$0
WB	Cacluss Av	Kitching St	1/4 mi E. of Kitching St	1286	0	MA	2	2	0	\$0
EB	Cacluss Av	1/4 mi E. of Kitching St	Lasselle St	1286	0	MA	2	2	0	\$0
WB	Cacluss Av	1/4 mi E. of Kitching St	Lasselle St	1286	0	MA	2	2	0	\$0
EB	Cacluss Av	Lasselle St	1/4 mi E. of Lasselle St	1320	1320	MA	1	2	1	\$248,160
WB	Cacluss Av	Lasselle St	1/4 mi E. of Lasselle St	1320	1320	MA	1	2	1	\$248,160
EB	Cacluss Av	1/4 mi E. of Lasselle St	Morrison St	1320	1320	MA	1	2	1	\$248,160
WB	Cacluss Av	1/4 mi E. of Lasselle St	Morrison St	1320	1320	MA	1	2	1	\$248,160
EB	Cacluss Av	Morrison St	1/4 mi E. of Morrison St	1320	1320	MA	1	2	1	\$248,160
WB	Cacluss Av	Morrison St	1/4 mi E. of Morrison St	1320	0	MA	2	2	1	\$0
EB	Cacluss Av	1/4 mi E. of Morrison St	Nason St	1320	1320	MA	1	2	1	\$248,160
WB	Cacluss Av	1/4 mi E. of Morrison St	Nason St	1320	0	MA	2	2	0	\$0
EB	Cacluss Av	Nason St	1/4 mi E. of Nason St	1320	1050	MA	1	2	1	\$197,400
WB	Cacluss Av	Nason St	1/4 mi E. of Nason St	1320	1320	MA	1	2	1	\$248,160
EB	Cacluss Av	1/4 mi E. of Nason St	Oliver St	1320	0	MA	1	2	1	\$0
WB	Cacluss Av	1/4 mi E. of Nason St	Oliver St	1320	1320	MA	1	2	1	\$248,160
EB	Cacluss Av	Oliver St	1/4 mi E. of Oliver St	1330	0	MA	2	2	0	\$0
WB	Cacluss Av	Oliver St	1/4 mi E. of Oliver St	1330	0	MA	1	2	1	\$0
EB	Cacluss Av	1/4 mi E. of Oliver St	Moreno Beach Drive	1330	0	MA	2	2	0	\$0
WB	Cacluss Av	1/4 mi E. of Oliver St	Moreno Beach Drive	1330	290	MA	1	2	1	\$54,520
EB	Cacluss Av	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1302	0	MA	2	2	0	\$0
WB	Cacluss Av	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1302	1302	MA	1	2	1	\$244,776
EB	Cacluss Av	1/4 mi E. of Moreno Beach Drive	Quincy St	1302	0	MA	2	2	0	\$0
WB	Cacluss Av	1/4 mi E. of Moreno Beach Drive	Quincy St	1302	1302	MA	1	2	1	\$244,776
EB	Cacluss Av	Quincy St	Wilnot St	1320	0	MA	2	2	0	\$0
WB	Cacluss Av	Quincy St	Wilnot St	1320	1320	MA	1	2	1	\$248,160
EB	Cacluss Av	Wilnot St	Redlands Bl	1320	0	MA	2	2	0	\$0
WB	Cacluss Av	Wilnot St	Redlands Bl	1320	1320	MA	1	2	1	\$248,160
					<b>32071</b>					<b>\$6,029,348</b>
EB	Cottonwood Av	E. City Boundary	Edgemont St	900	900	MA	1	2	1	\$169,200
WB	Cottonwood Av	E. City Boundary	Edgemont St	900	900	MA	1	2	1	\$169,200
EB	Cottonwood Av	Edgemont St	Day St	1385	1385	MA	1	2	1	\$260,380
WB	Cottonwood Av	Edgemont St	Day St	1385	1385	MA	1	2	1	\$260,380
EB	Cottonwood Av	Day St	1/4 mi E. of Day St	1331	1331	MA	1	2	1	\$250,228
WB	Cottonwood Av	Day St	1/4 mi E. of Day St	1331	1331	MA	1	2	1	\$250,228
EB	Cottonwood Av	1/4 mi E. of Day St	Elsworth St	1331	1331	MA	1	2	1	\$250,228
WB	Cottonwood Av	1/4 mi E. of Day St	Elsworth St	1331	1331	MA	1	2	1	\$250,228
EB	Cottonwood Av	Elsworth St	1/4 mi E. of Elsworth St	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	Elsworth St	1/4 mi E. of Elsworth St	1320	1300	MA	1	2	1	\$244,400
EB	Cottonwood Av	1/4 mi E. of Elsworth St	Frederick St	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	1/4 mi E. of Elsworth St	Frederick St	1320	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	Frederick St	1/4 mi E. of Frederick St	1321	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	Frederick St	1/4 mi E. of Frederick St	1321	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	1/4 mi E. of Frederick St	Graham St	1321	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	1/4 mi E. of Frederick St	Graham St	1321	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	Graham St	1/4 mi E. of Graham St	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	Graham St	1/4 mi E. of Graham St	1320	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	1/4 mi E. of Graham St	Heacock St	1510	1510	MA	2	2	0	\$283,680
WB	Cottonwood Av	1/4 mi E. of Graham St	Heacock St	1510	1510	MA	2	2	0	\$283,680
EB	Cottonwood Av	Heacock St	1/4 mi E. of Heacock St	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	Heacock St	1/4 mi E. of Heacock St	1320	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	1/4 mi E. of Heacock St	Indian St	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	1/4 mi E. of Heacock St	Indian St	1320	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	Indian St	1/4 mi E. of Indian St	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	Indian St	1/4 mi E. of Indian St	1320	1320	MA	2	2	0	\$248,160
EB	Cottonwood Av	1/4 mi E. of Indian St	Parris Bl	1320	1320	MA	2	2	0	\$248,160
WB	Cottonwood Av	1/4 mi E. of Indian St	Parris Bl	1320	1320	MA	2	2	0	\$248,160

# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
EB	Cottonwood Av	Perris Bl	1/4 mi E. of Perris Bl	1312	680	MA	1	2	1	\$124,080
WB	Cottonwood Av	Perris Bl	1/4 mi E. of Perris Bl	1312	1320	MA	1	2	1	\$248,160
EB	Cottonwood Av	1/4 mi E. of Perris Bl	Kitching St	1312	1312	MA	2	2	0	\$246,656
WB	Cottonwood Av	1/4 mi E. of Perris Bl	Kitching St	1312	0	MA	2	2	0	\$0
EB	Cottonwood Av	Kitching St	1/4 mi E. of Kitching St	1320	0	MA	2	2	0	\$0
WB	Cottonwood Av	Kitching St	1/4 mi E. of Kitching St	1320	0	MA	2	2	0	\$0
EB	Cottonwood Av	1/4 mi E. of Kitching St	Lasselle St	1320	670	MA	1	2	1	\$125,960
WB	Cottonwood Av	1/4 mi E. of Kitching St	Lasselle St	1320	0	MA	2	2	0	\$0
EB	Cottonwood Av	Lasselle St	1/4 mi E. of Lasselle St	1320	670	MA	1	2	1	\$125,960
WB	Cottonwood Av	Lasselle St	1/4 mi E. of Lasselle St	1320	0	MA	2	2	0	\$0
EB	Cottonwood Av	1/4 mi E. of Lasselle St	Morrison St	1320	670	MA	1	2	1	\$125,960
WB	Cottonwood Av	1/4 mi E. of Lasselle St	Morrison St	1320	0	MA	2	2	0	\$0
EB	Cottonwood Av	Morrison St	1/4 mi E. of Morrison St	1290	0	MA	2	2	0	\$0
WB	Cottonwood Av	Morrison St	1/4 mi E. of Morrison St	1290	0	MA	2	2	0	\$0
EB	Cottonwood Av	1/4 mi E. of Morrison St	Nason St	1290	1320	MA	1	2	1	\$248,160
WB	Cottonwood Av	1/4 mi E. of Morrison St	Nason St	1290	0	MA	2	2	0	\$0
EB	Cottonwood Av	Nason St	1/4 mi E. of Nason St	1320	1320	MA	1	2	1	\$248,160
WB	Cottonwood Av	Nason St	1/4 mi E. of Nason St	1320	1320	MA	1	2	1	\$248,160
EB	Cottonwood Av	1/4 mi E. of Nason St	1/2 mi E. of Nason St	1320	650	MA	1	2	1	\$122,200
WB	Cottonwood Av	1/4 mi E. of Nason St	1/2 mi E. of Nason St	1320	1320	MA	1	2	1	\$248,160
EB	Cottonwood Av	1/2 mi E. of Nason St	Oliver St	900	900	MA	1	2	1	\$169,200
WB	Cottonwood Av	1/2 mi E. of Nason St	Oliver St	900	900	MA	1	2	1	\$169,200
EB	Cottonwood Av	Oliver St	550 ft E. of Oliver	880	680	MA	0	2	2	\$127,840
WB	Cottonwood Av	Oliver St	550 ft E. of Oliver	880	680	MA	0	2	2	\$127,840
EB	Cottonwood Av	550 ft E. of Oliver St	Moreno Beach Drive	1450	1450	MA	1	2	1	\$272,600
WB	Cottonwood Av	550 ft E. of Oliver St	Moreno Beach Drive	1450	1450	MA	1	2	1	\$272,600
EB	Cottonwood Av	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1320	0	MA	2	2	0	\$0
WB	Cottonwood Av	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1320	1320	MA	1	2	1	\$248,160
EB	Cottonwood Av	1/4 mi E. of Moreno Beach Drive	Quincy St	1320	0	MA	2	2	0	\$0
WB	Cottonwood Av	1/4 mi E. of Moreno Beach Drive	Quincy St	1320	1320	MA	1	2	1	\$248,160
EB	Cottonwood Av	Quincy St	Wilmet St	1320	720	MA	1	2	1	\$135,360
WB	Cottonwood Av	Quincy St	Wilmet St	1320	0	MA	1	2	1	\$0
EB	Cottonwood Av	Wilmet St	Redlands Bl	1320	0	MA	1	2	1	\$0
WB	Cottonwood Av	Wilmet St	Redlands Bl	1320	0	MA	1	2	1	\$0
EB	Cottonwood Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	MA	0	2	2	\$248,160
WB	Cottonwood Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	MA	0	2	2	\$248,160
EB	Cottonwood Av	1/4 mi E. of Redlands Bl	Sinclair St	1320	1320	MA	0	2	2	\$248,160
WB	Cottonwood Av	1/4 mi E. of Redlands Bl	Sinclair St	1320	1320	MA	0	2	2	\$248,160
EB	Cottonwood Av	Sinclair St	1/4 mi E. of Sinclair St	1320	1320	MA	0	2	2	\$248,160
WB	Cottonwood Av	Sinclair St	1/4 mi E. of Sinclair St	1320	1320	MA	0	2	2	\$248,160
EB	Cottonwood Av	1/4 mi E. of Sinclair St	Theodore St	1320	1320	MA	0	2	2	\$248,160
WB	Cottonwood Av	1/4 mi E. of Sinclair St	Theodore St	1320	1320	MA	0	2	2	\$248,160
EB	Cottonwood Av	Theodore St	1/4 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
WB	Cottonwood Av	Theodore St	1/4 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
EB	Cottonwood Av	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
WB	Cottonwood Av	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
EB	Cottonwood Av	1/2 mi E. of Theodore St	Eucalyptus Av	936	936	MA	0	2	2	\$175,988
WB	Cottonwood Av	1/2 mi E. of Theodore St	Eucalyptus Av	936	936	MA	0	2	2	\$175,988
				<b>75018</b>						<b>\$14,103,384</b>
EB	Encilia Av	Eucalyptus	1/4 mi E. of Eucalyptus	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	Eucalyptus	1/4 mi E. of Eucalyptus	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	1/4 mi E. of Old Eucalyptus	Quincy St	1375	1375	MA	0	2	2	\$258,500
WB	Encilia Av	1/4 mi E. of Old Eucalyptus	Quincy St	1375	1375	MA	0	2	2	\$258,500
EB	Encilia Av	Quincy St	Mozart Wy	1330	1330	MA	0	2	2	\$250,040
WB	Encilia Av	Quincy St	Mozart Wy	1330	1330	MA	0	2	2	\$250,040
EB	Encilia Av	Mozart Wy	Redlands Bl	1320	1320	MA	2	2	0	\$248,160
WB	Encilia Av	Mozart Wy	Redlands Bl	1320	1320	MA	1	2	1	\$248,160
EB	Encilia Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	1/4 mi E. of Redlands Bl	Sinclair St	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	1/4 mi E. of Redlands Bl	Sinclair St	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	Sinclair St	1/4 mi E. of Sinclair St	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	Sinclair St	1/4 mi E. of Sinclair St	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	1/4 mi E. of Sinclair St	Theodore St	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	1/4 mi E. of Sinclair St	Theodore St	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	Theodore St	1/4 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	Theodore St	1/4 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	MA	0	2	2	\$248,160
EB	Encilia Av	1/2 mi E. of Theodore St	Eucalyptus Av	1320	1320	MA	0	2	2	\$248,160
WB	Encilia Av	1/2 mi E. of Theodore St	Eucalyptus Av	1320	1320	MA	0	2	2	\$248,160
				<b>29170</b>						<b>\$5,483,960</b>
EB	Eucalyptus Av	E. City Boundary	Old Hwy 215	925	925	DMA	3	3	0	\$173,900
WB	Eucalyptus Av	E. City Boundary	Old Hwy 215	925	400	DMA	3	3	0	\$75,200
EB	Eucalyptus Av	Old Hwy 215	Edgemont St	725	725	DMA	2	3	1	\$136,300
WB	Eucalyptus Av	Old Hwy 215	Edgemont St	725	725	DMA	2	3	1	\$136,300
EB	Eucalyptus Av	Edgemont St	Day St	1384	1384	DMA	2	3	1	\$260,182
WB	Eucalyptus Av	Edgemont St	Day St	1384	1384	DMA	2	3	1	\$260,182
EB	Eucalyptus Av	Day St	Arbor Park Ln	1175	1175	DMA	3	3	0	\$220,900
WB	Eucalyptus Av	Day St	Arbor Park Ln	1173	1173	DMA	3	3	0	\$220,524
EB	Eucalyptus Av	Arbor Park Ln	Towngate Bl	1041	1041	DMA	3	3	0	\$195,708
WB	Eucalyptus Av	Arbor Park Ln	Towngate Bl	1041	1041	DMA	3	3	0	\$195,708
EB	Eucalyptus Av	Towngate Bl	Elsworth St	1057	0	Art	2	2	0	\$0
WB	Eucalyptus Av	Towngate Bl	Elsworth St	1057	0	Art	2	2	0	\$0
EB	Eucalyptus Av	Elsworth St	1/4 mi E. of Elsworth St	1244	0	MA	2	2	0	\$0
WB	Eucalyptus Av	Elsworth St	1/4 mi E. of Elsworth St	1244	0	MA	2	2	0	\$0
EB	Eucalyptus Av	1/4 mi E. of Elsworth St	Frederick St	1244	0	MA	2	2	0	\$0
WB	Eucalyptus Av	1/4 mi E. of Elsworth St	Frederick St	1244	0	MA	2	2	0	\$0
EB	Eucalyptus Av	Frederick St	1/4 mi E. of Frederick St	1354	0	MA	2	2	0	\$0
WB	Eucalyptus Av	Frederick St	1/4 mi E. of Frederick St	1354	0	MA	2	2	0	\$0
EB	Eucalyptus Av	1/4 mi E. of Frederick St	Graham St	1354	0	MA	2	2	0	\$0
WB	Eucalyptus Av	1/4 mi E. of Frederick St	Graham St	1354	0	MA	2	2	0	\$0
EB	Eucalyptus Av	Graham St	1/4 mi E. of Graham St	1320	0	MA	2	2	0	\$0
WB	Eucalyptus Av	Graham St	1/4 mi E. of Graham St	1320	0	MA	2	2	0	\$0
EB	Eucalyptus Av	1/4 mi E. of Graham St	Heacock St	1320	0	MA	2	2	0	\$0



# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
WB	Eucalyptus Av	1/4 mi E. of Graham St	Heacock St	1320	0	MA	2	2	0	\$0
EB	Eucalyptus Av	Heacock St	1/4 mi E. of Heacock St	1321	1321	MA	1	2	1	\$248,348
WB	Eucalyptus Av	Heacock St	1/4 mi E. of Heacock St	1321	1321	MA	1	2	1	\$248,348
EB	Eucalyptus Av	1/4 mi E. of Heacock St	Indian St	1321	1321	MA	1	2	1	\$248,348
WB	Eucalyptus Av	1/4 mi E. of Heacock St	Indian St	1321	1321	MA	1	2	1	\$248,348
EB	Eucalyptus Av	Indian St	1/4 mi E. of Indian St	1320	1320	MA	1	2	1	\$248,160
WB	Eucalyptus Av	Indian St	1/4 mi E. of Indian St	1320	1320	MA	1	2	1	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Indian St	Perris Bl	1320	1070	MA	1	2	1	\$201,160
WB	Eucalyptus Av	1/4 mi E. of Indian St	Perris Bl	1320	1070	MA	1	2	1	\$201,160
EB	Eucalyptus Av	Perris Bl	1/8 mi E. of Perris Bl	660	660	Art	1	2	1	\$124,090
WB	Eucalyptus Av	Perris Bl	1/8 mi E. of Perris Bl	660	0	Art	1	2	1	\$0
EB	Eucalyptus Av	1/8 mi E. of Perris Bl	1/4 mi E. of Perris Bl	660	660	Art	1	2	1	\$124,080
WB	Eucalyptus Av	1/8 mi E. of Perris Bl	1/4 mi E. of Perris Bl	660	660	Art	1	2	1	\$124,080
EB	Eucalyptus Av	1/4 mi E. of Perris Bl	3/8 mi E. of Perris Bl	660	660	Art	1	2	1	\$124,080
WB	Eucalyptus Av	1/4 mi E. of Perris Bl	3/8 mi E. of Perris Bl	660	660	Art	1	2	1	\$124,080
EB	Eucalyptus Av	3/8 mi E. of Perris Bl	Kitching St	635	635	Art	1	2	1	\$119,380
WB	Eucalyptus Av	1/4 mi E. of Perris Bl	Kitching St	1295	1295	Art	1	2	1	\$243,460
EB	Eucalyptus Av	Kitching St	1/4 mi E. of Kitching St	1318	1318	Art	2	2	0	\$247,784
WB	Eucalyptus Av	Kitching St	1/4 mi E. of Kitching St	1318	1318	Art	2	2	0	\$247,784
EB	Eucalyptus Av	1/4 mi E. of Kitching St	Lasselle St	1318	1318	Art	2	2	0	\$247,784
WB	Eucalyptus Av	1/4 mi E. of Kitching St	Lasselle St	1318	1318	Art	2	2	0	\$247,784
EB	Eucalyptus Av	Lasselle St	1/4 mi E. of Lasselle St	1320	1320	Art	2	2	0	\$248,160
WB	Eucalyptus Av	Lasselle St	1/4 mi E. of Lasselle St	1320	1320	Art	2	2	0	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Lasselle St	Morrison St	1320	1320	Art	1	2	1	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Lasselle St	Morrison St	1320	1320	Art	2	2	0	\$248,160
EB	Eucalyptus Av	Morrison St	1/4 mi E. of Morrison St	1320	0	Art	2	2	0	\$0
WB	Eucalyptus Av	Morrison St	1/4 mi E. of Morrison St	1320	0	Art	2	2	0	\$0
EB	Eucalyptus Av	1/4 mi E. of Morrison St	Nason St	1320	0	Art	2	2	0	\$0
WB	Eucalyptus Av	1/4 mi E. of Morrison St	Nason St	1320	0	Art	2	2	0	\$0
EB	Eucalyptus Av	Nason St	1/4 mi E. of Nason St	1320	0	Art	2	2	0	\$0
WB	Eucalyptus Av	Nason St	1/4 mi E. of Nason St	1320	0	Art	2	2	0	\$0
EB	Eucalyptus Av	1/4 mi E. of Nason St	1/2 mi E. of Nason St	1320	0	Art	2	2	0	\$0
WB	Eucalyptus Av	1/4 mi E. of Nason St	1/2 mi E. of Nason St	1320	0	Art	2	2	0	\$0
EB	Eucalyptus Av	1/2 mi E. of Nason St	3/4 mi E. of Nason St	1320	0	Art	2	2	0	\$0
WB	Eucalyptus Av	1/2 mi E. of Nason St	3/4 mi E. of Nason St	1320	0	Art	2	2	0	\$0
EB	Eucalyptus Av	3/4 mi E. of Nason St	Moreno Beach Drive	942	350	Art	2	2	0	\$65,800
WB	Eucalyptus Av	3/4 mi E. of Nason St	Moreno Beach Drive	942	350	Art	2	2	0	\$65,800
EB	Eucalyptus Av	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1320	0	Art	2	2	0	\$0
WB	Eucalyptus Av	Moreno Beach Drive	1/4 mi E. of Moreno Beach Drive	1320	0	Art	2	2	0	\$0
EB	Eucalyptus Av	1/4 mi E. of Moreno Beach Drive	Enclia Av	1390	1390	Art	0	2	2	\$261,320
WB	Eucalyptus Av	1/4 mi E. of Moreno Beach Drive	Enclia Av	1390	1390	Art	0	2	2	\$261,320
EB	Eucalyptus Av	Enclia Av	1/4 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	Enclia Av	1/4 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Enclia Av	1/2 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Enclia Av	1/2 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/2 mi E. of Enclia Av	Redlands Bl	1370	1370	Art	0	2	2	\$257,560
WB	Eucalyptus Av	1/2 mi E. of Enclia Av	Redlands Bl	1370	1370	Art	0	2	2	\$257,560
EB	Eucalyptus Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Redlands Bl	Sinclair St	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Redlands Bl	Sinclair St	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	Sinclair St	1/4 mi E. of Sinclair St	1325	1325	Art	0	2	2	\$249,100
WB	Eucalyptus Av	Sinclair St	1/4 mi E. of Sinclair St	1325	1325	Art	0	2	2	\$249,100
EB	Eucalyptus Av	1/4 mi E. of Sinclair St	Theodore St	1325	1325	Art	0	2	2	\$249,100
WB	Eucalyptus Av	1/4 mi E. of Sinclair St	Theodore St	1325	1325	Art	0	2	2	\$249,100
EB	Eucalyptus Av	Theodore St	1/4 mi E. of Theodore St	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	Theodore St	1/4 mi E. of Theodore St	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Theodore St	1/2 mi E. of Theodore St	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/2 mi E. of Theodore St	Enclia Av	660	660	Art	0	2	2	\$124,080
WB	Eucalyptus Av	1/2 mi E. of Theodore St	Enclia Av	660	660	Art	0	2	2	\$124,080
EB	Eucalyptus Av	Enclia Av	1/4 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	Enclia Av	1/4 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Enclia Av	1/2 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Enclia Av	1/2 mi E. of Enclia Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/2 mi E. of Enclia Av	Cottonwood Av	1000	1000	Art	0	2	2	\$188,000
WB	Eucalyptus Av	1/2 mi E. of Enclia Av	Cottonwood Av	1000	1000	Art	0	2	2	\$188,000
EB	Eucalyptus Av	Cottonwood Av	1/4 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	Cottonwood Av	1/4 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Cottonwood Av	1/2 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Cottonwood Av	1/2 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/2 mi E. of Cottonwood Av	3/4 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/2 mi E. of Cottonwood Av	3/4 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	3/4 mi E. of Cottonwood Av	1 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	3/4 mi E. of Cottonwood Av	1 mi E. of Cottonwood Av	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1 mi E. of Cottonwood Av	Virginia St	1100	1100	Art	0	2	2	\$206,800
WB	Eucalyptus Av	1 mi E. of Cottonwood Av	Virginia St	1100	1100	Art	0	2	2	\$206,800
EB	Eucalyptus Av	Virginia St	1/4 mi E. of Virginia St	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	Virginia St	1/4 mi E. of Virginia St	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/4 mi E. of Virginia St	1/2 mi E. of Virginia St	1320	1320	Art	0	2	2	\$248,160
WB	Eucalyptus Av	1/4 mi E. of Virginia St	1/2 mi E. of Virginia St	1320	1320	Art	0	2	2	\$248,160
EB	Eucalyptus Av	1/2 mi E. of Virginia St	Gilman Springs Rd	2720	2720	Art	0	2	2	\$511,360
WB	Eucalyptus Av	1/2 mi E. of Virginia St	Gilman Springs Rd	2720	2720	Art	0	2	2	\$511,360
					<b>95259</b>					<b>\$17,908,692</b>
EB	Fir Av	Nason St	Eucalyptus Av	1049	0	MA	0	2	2	\$0
WB	Fir Av	Nason St	Eucalyptus Av	1049	0	MA	0	2	2	\$0
					<b>0</b>					<b>\$0</b>
EB	Genitan Av	Heacock Av	Canyon Stone Dr	1121	1121	MA	1	2	1	\$210,748
WB	Genitan Av	Heacock Av	Canyon Stone Dr	1121	0	MA	1	2	1	\$0
EB	Genitan Av	Canyon Stone Dr	Indian St	1483	1483	MA	1	2	1	\$278,804
WB	Genitan Av	Canyon Stone Dr	Indian St	1483	0	MA	2	2	0	\$0
EB	Genitan Av	Indian St	Perris Blvd	2640	2640	MA	0	2	2	\$496,320
WB	Genitan Av	Indian St	Perris Blvd	2640	2640	MA	0	2	2	\$496,320
EB	Genitan Av	Kitching St	Casa Grande St	1100	0	MA	2	2	0	\$0
WB	Genitan Av	Kitching St	Casa Grande St	1100	0	MA	2	2	0	\$0

# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
EB	Gentian Av	Casa Grande St	Lasselle St	1463	0	MA	2	2	0	\$0
WB	Gentian Av	Casa Grande St	Lasselle St	1463	0	MA	2	2	0	\$0
				<b>7884</b>						<b>\$1,482,192</b>
EB	Iris Av	Heacock Av	Concord Wy	1100	1100	Art	1	2	1	\$206,800
WB	Iris Av	Heacock Av	Concord Wy	1100	0	Art	1	2	1	\$0
EB	Iris Av	Concord Wy	Indian St	1590	1590	Art	1	2	1	\$298,920
WB	Iris Av	Concord Wy	Indian St	1590	0	Art	2	2	0	\$0
EB	Iris Av	Indian St	Emma Ln	1320	1320	Art	1	2	1	\$248,160
WB	Iris Av	Indian St	Emma Ln	1320	0	Art	2	2	0	\$0
EB	Iris Av	Emma Ln	Perris Blvd	1320	1320	Art	1	2	1	\$248,160
WB	Iris Av	Emma Ln	Perris Blvd	1320	0	Art	2	2	0	\$0
EB	Iris Av	Perris Blvd	2001 E of Wedow Dr	1320	0	Art	1	2	1	\$0
WB	Iris Av	Perris Blvd	2001 E of Wedow Dr	1320	0	Art	2	2	0	\$0
EB	Iris Av	2001 E of Wedow Dr	Kilching St	1320	0	Art	2	2	0	\$0
WB	Iris Av	2001 E of Wedow Dr	Kilching St	1320	0	Art	2	2	0	\$0
EB	Iris Av	Kilching St	Rancho Del Lago	1320	0	DMA	3	3	0	\$0
WB	Iris Av	Kilching St	Rancho Del Lago	1320	0	DMA	3	3	0	\$0
EB	Iris Av	Rancho Del Lago	Edgewater Ln	1100	0	DMA	3	3	0	\$0
WB	Iris Av	Rancho Del Lago	Edgewater Ln	1100	0	DMA	3	3	0	\$0
EB	Iris Av	Edgewater Ln	Lassele St	957	0	DMA	3	3	0	\$0
WB	Iris Av	Edgewater Ln	Lassele St	957	0	DMA	3	3	0	\$0
EB	Iris Av	Lassele St	Avenida Circo	1617	0	DMA	3	3	0	\$0
WB	Iris Av	Lassele St	Avenida Circo	1617	0	DMA	3	3	0	\$0
EB	Iris Av	Avenida Circo	Fire Rock Ln	1141	0	DMA	3	3	0	\$0
WB	Iris Av	Avenida Circo	Fire Rock Ln	1141	0	DMA	3	3	0	\$0
EB	Iris Av	Fire Rock Ln	Nason St	1037	0	DMA	3	3	0	\$0
WB	Iris Av	Fire Rock Ln	Nason St	1037	0	DMA	3	3	0	\$0
EB	Iris Av	Nason St	Hammitt Ct	1588	0	DMA	3	3	0	\$0
WB	Iris Av	Nason St	Hammitt Ct	1588	0	DMA	3	3	0	\$0
EB	Iris Av	Hammitt Ct	Oliver St	2410	0	DMA	3	3	0	\$0
WB	Iris Av	Hammitt Ct	Oliver St	2410	0	DMA	3	3	0	\$0
EB	Iris Av	Oliver St	Via Del Lago	1146	0	DMA	3	3	0	\$0
WB	Iris Av	Oliver St	Via Del Lago	1146	0	DMA	3	3	0	\$0
				<b>5330</b>						<b>\$1,002,040</b>
EB	Ironwood Av	Day St	1/4 mi E. of Day St	1309	0	MA	0	2	2	\$0
WB	Ironwood Av	Day St	1/4 mi E. of Day St	1309	0	MA	2	2	0	\$0
EB	Ironwood Av	1/4 mi E. of Day St	Heritage Dr	1309	0	MA	2	2	0	\$0
WB	Ironwood Av	1/4 mi E. of Day St	Heritage Dr	1309	0	MA	2	2	0	\$0
EB	Ironwood Av	Heritage Dr	Yellow Iris Wy	1352	0	MA	2	2	0	\$0
WB	Ironwood Av	Heritage Dr	Yellow Iris Wy	1352	0	MA	2	2	0	\$0
EB	Ironwood Av	Yellow Iris Wy	Pigeon Pass Rd	1337	0	MA	2	2	0	\$0
WB	Ironwood Av	Yellow Iris Wy	Pigeon Pass Rd	1337	0	MA	2	2	0	\$0
EB	Ironwood Av	Pigeon Pass Rd	1/4 mi E. of Pigeon Pass Rd	1320	0	MA	2	2	0	\$0
WB	Ironwood Av	Pigeon Pass Rd	1/4 mi E. of Pigeon Pass Rd	1320	0	MA	2	2	0	\$0
EB	Ironwood Av	1/4 mi E. of Pigeon Pass Rd	Graham St	1335	0	MA	2	2	0	\$0
WB	Ironwood Av	1/4 mi E. of Pigeon Pass Rd	Graham St	1335	0	MA	2	2	0	\$0
EB	Ironwood Av	Graham St	1/4 mi E. of Graham St	1328	0	MA	2	2	0	\$0
WB	Ironwood Av	Graham St	1/4 mi E. of Graham St	1328	0	MA	2	2	0	\$0
EB	Ironwood Av	1/4 mi E. of Graham St	Heacock St	1328	0	MA	2	2	0	\$0
WB	Ironwood Av	1/4 mi E. of Graham St	Heacock St	1328	0	MA	2	2	0	\$0
EB	Ironwood Av	Heacock St	Davis St	1271	0	MA	1	2	1	\$0
WB	Ironwood Av	Heacock St	Davis St	1271	0	MA	1	2	1	\$0
EB	Ironwood Av	Davis St	Indian St	1324	0	MA	1	2	1	\$0
WB	Ironwood Av	Davis St	Indian St	1324	0	MA	1	2	1	\$0
EB	Ironwood Av	Indian St	Hubbard St	1279	0	MA	1	2	1	\$0
WB	Ironwood Av	Indian St	Hubbard St	1279	0	MA	1	2	1	\$0
EB	Ironwood Av	Hubbard St	Perris Bl	1324	0	MA	2	2	0	\$0
WB	Ironwood Av	Hubbard St	Perris Bl	1324	0	MA	1	2	1	\$0
EB	Ironwood Av	Perris Bl	Mathews Rd	1310	0	MA	2	2	0	\$0
WB	Ironwood Av	Perris Bl	Mathews Rd	1310	0	MA	2	2	0	\$0
EB	Ironwood Av	Mathews Rd	Kilching St	1330	0	MA	2	2	0	\$0
WB	Ironwood Av	Mathews Rd	Kilching St	1330	400	MA	2	2	0	\$75,000
EB	Ironwood Av	Kilching St	Stawson Av	1308	0	MA	1	2	1	\$0
WB	Ironwood Av	Kilching St	Stawson Av	1308	0	MA	2	2	0	\$0
EB	Ironwood Av	Stawson Av	Lassele St	1333	0	MA	2	2	0	\$0
WB	Ironwood Av	Stawson Av	Lassele St	1333	500	MA	1	2	1	\$94,000
EB	Ironwood Av	Lassele St	Vista De Cerros Dr	1185	0	MA	1	2	1	\$0
WB	Ironwood Av	Lassele St	Vista De Cerros Dr	1185	1200	MA	1	2	1	\$225,600
EB	Ironwood Av	Vista De Cerros Dr	1/4 mi E. of Vista De Cerros Dr	1320	1100	MA	1	2	1	\$206,800
WB	Ironwood Av	Vista De Cerros Dr	1/4 mi E. of Vista De Cerros Dr	1320	1100	MA	1	2	1	\$206,800
EB	Ironwood Av	1/4 mi E. of Vista De Cerros Dr	1/2 mi E. of Vista De Cerros Dr	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	1/4 mi E. of Vista De Cerros Dr	1/2 mi E. of Vista De Cerros Dr	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	1/2 mi E. of Vista De Cerros Dr	3/4 mi E. of Vista De Cerros Dr	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	1/2 mi E. of Vista De Cerros Dr	3/4 mi E. of Vista De Cerros Dr	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	3/4 mi E. of Vista De Cerros Dr	Nason St	700	700	MA	1	2	1	\$131,600
WB	Ironwood Av	3/4 mi E. of Vista De Cerros Dr	Nason St	700	700	MA	1	2	1	\$131,600
EB	Ironwood Av	Nason St	1/4 mi E. of Nason St	1320	1320	MA	2	2	0	\$248,160
WB	Ironwood Av	Nason St	1/4 mi E. of Nason St	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	1/4 mi E. of Nason St	Oliver St	1320	1320	MA	2	2	0	\$248,160
WB	Ironwood Av	1/4 mi E. of Nason St	Oliver St	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	Oliver St	Moreno Beach Drive	1326	1326	MA	1	2	1	\$249,288
WB	Ironwood Av	Oliver St	Moreno Beach Drive	1326	1326	MA	1	2	1	\$249,288
EB	Ironwood Av	Moreno Beach Drive	Petit St	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	Moreno Beach Drive	Petit St	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	Petit St	1/4 mi E. of Petit St	1320	0	MA	1	2	1	\$0
WB	Ironwood Av	Petit St	1/4 mi E. of Petit St	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	1/4 mi E. of Petit St	Quincy St	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	1/4 mi E. of Petit St	Quincy St	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	Quincy St	1/4 mi E. of Quincy St	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	Quincy St	1/4 mi E. of Quincy St	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	1/4 mi E. of Quincy St	Redlands Bl	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	1/4 mi E. of Quincy St	Redlands Bl	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	MA	1	2	1	\$248,160
WB	Ironwood Av	Redlands Bl	1/4 mi E. of Redlands Bl	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	1/4 mi E. of Redlands Bl	1/2 mi E. of Redlands Bl	1320	680	MA	1	2	1	\$124,080



# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST
				(FT)	(FT)					
				USING UNIT COST OF						\$188
				PER LINEAR FOOT OF LANE						
DIR	STREET NAME	FROM	TO							
WB	Ironwood Av	1/4 mi E. of Redlands Bl	1/2 mi E. of Redlands Bl	1320	1320	MA	1	2	1	\$248,160
EB	Ironwood Av	1/2 mi E. of Redlands Bl	Highland Bl	1500	1500	MA	1	2	1	\$282,000
WB	Ironwood Av	1/2 mi E. of Redlands Bl	Highland Bl	1500	1500	MA	1	2	1	\$282,000
EB	Ironwood Av	Highland Bl	Theodore St	1300	1300	MA	1	2	1	\$244,400
WB	Ironwood Av	Highland Bl	Theodore St	1300	1300	MA	1	2	1	\$244,400
				<b>41012</b>						<b>\$7,710,256</b>
EB	John F Kennedy Dr	Heacock St	Pepper Ct	1114	1000	Art	1	2	1	\$188,000
WB	John F Kennedy Dr	Heacock St	Pepper Ct	1114	0	Art	0	2	2	\$0
EB	John F Kennedy Dr	Pepper Ct	Indian St	1487	700	Art	1	2	1	\$131,600
WB	John F Kennedy Dr	Pepper Ct	Indian St	1487	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	Indian St	Vinehill St	1635	0	Art	2	2	0	\$0
WB	John F Kennedy Dr	Indian St	Vinehill St	1635	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	Vinehill St	Parris Blvd	945	0	Art	2	2	0	\$0
WB	John F Kennedy Dr	Vinehill St	Parris Blvd	945	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	Parris Blvd	La Bris WY	1165	0	Art	2	2	0	\$0
WB	John F Kennedy Dr	Parris Blvd	La Bris WY	1165	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	La Bris WY	Kitching St	1544	0	Art	2	2	0	\$0
WB	John F Kennedy Dr	La Bris WY	Kitching St	1544	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	Kitching St	Rio Grande Dr	1110	0	Art	2	2	0	\$0
WB	John F Kennedy Dr	Kitching St	Rio Grande Dr	1110	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	Rio Grande Dr	Lasselle St	1460	0	Art	2	2	0	\$0
WB	John F Kennedy Dr	Rio Grande Dr	Lasselle St	1460	0	Art	2	2	0	\$0
EB	John F Kennedy Dr	Oliver St	Fair Meadow Ln	1331	0	MA	2	2	0	\$0
WB	John F Kennedy Dr	Oliver St	Fair Meadow Ln	1331	0	MA	2	2	0	\$0
EB	John F Kennedy Dr	Fair Meadow Ln	Moreno Beach Dr	1358	0	MA	2	2	0	\$0
WB	John F Kennedy Dr	Fair Meadow Ln	Moreno Beach Dr	1358	0	MA	2	2	0	\$0
EB	John F Kennedy Dr	Moreno Beach Dr	Pete Dye St	1405	0	MA	2	2	0	\$0
WB	John F Kennedy Dr	Moreno Beach Dr	Pete Dye St	1405	0	MA	2	2	0	\$0
EB	John F Kennedy Dr	Pete Dye St	Champion Dr	1554	0	MA	2	2	0	\$0
WB	John F Kennedy Dr	Pete Dye St	Champion Dr	1554	0	MA	2	2	0	\$0
EB	John F Kennedy Dr	Champion Dr	EagleHead Mountain Dr	1063	0	MA	2	2	0	\$0
WB	John F Kennedy Dr	Champion Dr	EagleHead Mountain Dr	1063	0	MA	2	2	0	\$0
EB	John F Kennedy Dr	EagleHead Mountain Dr	Cactus Av	2447	0	MA	2	2	0	\$0
WB	John F Kennedy Dr	EagleHead Mountain Dr	Cactus Av	2447	0	MA	2	2	0	\$0
				<b>1700</b>						<b>\$319,600</b>
EB	Krameria Av	Heacock St	1/4 mi E. of Heacock St	1340	1340	MA	0	2	2	\$251,920
WB	Krameria Av	Heacock St	1/4 mi E. of Heacock St	1340	1340	MA	0	2	2	\$251,920
EB	Krameria Av	1/4 mi E. of Heacock St	Indian St	1320	1320	MA	0	2	2	\$248,160
WB	Krameria Av	1/4 mi E. of Heacock St	Indian St	1320	1320	MA	0	2	2	\$248,160
EB	Krameria Av	Indian St	Emma Ln	1320	0	MA	0	2	2	\$0
WB	Krameria Av	Indian St	Emma Ln	1320	0	MA	0	2	2	\$0
EB	Krameria Av	Emma Ln	Parris Blvd	1320	1320	MA	1	2	1	\$248,160
WB	Krameria Av	Emma Ln	Parris Blvd	1320	0	MA	2	2	0	\$0
EB	Krameria Av	Parris Blvd	Saddlebrook Ln	1322	0	MA	2	2	0	\$0
WB	Krameria Av	Parris Blvd	Saddlebrook Ln	1322	0	MA	2	2	0	\$0
EB	Krameria Av	Saddlebrook Ln	Kitching St	1312	0	MA	2	2	0	\$0
WB	Krameria Av	Saddlebrook Ln	Kitching St	1312	0	MA	2	2	0	\$0
EB	Krameria Av	Kitching St	Calle Aurora	2212	0	MA	2	2	0	\$0
WB	Krameria Av	Kitching St	Calle Aurora	2212	0	MA	2	2	0	\$0
EB	Krameria Av	Calle Aurora	Lasselle St	1050	0	MA	2	2	0	\$0
WB	Krameria Av	Calle Aurora	Lasselle St	1050	0	MA	2	2	0	\$0
				<b>6640</b>						<b>\$1,248,320</b>
EB	Locust Av	Moreno Beach Drive	Petit St	1320	1320	Coil	2	2	0	\$248,160
WB	Locust Av	Moreno Beach Drive	Petit St	1320	1320	Coil	1	2	1	\$248,160
EB	Locust Av	Petit St	1/4 mi E. of Petit St	1320	1320	Coil	1	2	1	\$248,160
WB	Locust Av	Petit St	1/4 mi E. of Petit St	1320	1320	Coil	1	2	1	\$248,160
EB	Locust Av	1/4 mi E. of Petit St	Quincy St	1320	1320	Coil	1	2	1	\$248,160
WB	Locust Av	1/4 mi E. of Petit St	Quincy St	1320	1320	Coil	1	2	1	\$248,160
EB	Locust Av	Quincy St	1/4 mi E. of Quincy St	1325	1325	Coil	1	2	1	\$249,100
WB	Locust Av	Quincy St	1/4 mi E. of Quincy St	1325	1325	Coil	1	2	1	\$249,100
EB	Locust Av	1/4 mi E. of Quincy St	Redlands Bl	1325	1325	Coil	1	2	1	\$249,100
WB	Locust Av	1/4 mi E. of Quincy St	Redlands Bl	1325	1325	Coil	2	2	0	\$249,100
				<b>13220</b>						<b>\$2,485,360</b>
EB	Manzanita Av	Heacock St	Davis St	1314	0	MA	2	2	0	\$0
WB	Manzanita Av	Heacock St	Davis St	1314	0	MA	2	2	0	\$0
EB	Manzanita Av	Davis St	Indian St	1318	0	MA	2	2	0	\$0
WB	Manzanita Av	Davis St	Indian St	1318	0	MA	2	2	0	\$0
EB	Manzanita Av	Indian St	Muskeg Wy	1427	0	MA	2	2	0	\$0
WB	Manzanita Av	Indian St	Muskeg Wy	1427	0	MA	2	2	0	\$0
EB	Manzanita Av	Muskeg Wy	Parris Bl	435	0	MA	2	2	0	\$0
WB	Manzanita Av	Muskeg Wy	Parris Bl	435	0	MA	2	2	0	\$0
				<b>0</b>						<b>\$0</b>
EB	Nandina Av	Indian St	Parris Blvd	2660	2660	MA	1	2	1	\$500,080
WB	Nandina Av	Indian St	Parris Blvd	2660	2660	MA	1	2	1	\$500,080
				<b>5320</b>						<b>\$1,000,160</b>
EB	Old Lake Dr	Pigeon Pass Rd	1/4 mi E. of Pigeon Pass Rd	1320	0	MA	2	2	0	\$0
WB	Old Lake Dr	Pigeon Pass Rd	1/4 mi E. of Pigeon Pass Rd	1320	0	MA	2	2	0	\$0
EB	Old Lake Dr	1/4 mi E. of Pigeon Pass Rd	Sunnymead Ranch Pky	1372	0	MA	2	2	0	\$0
WB	Old Lake Dr	1/4 mi E. of Pigeon Pass Rd	Sunnymead Ranch Pky	1372	0	MA	2	2	0	\$0
				<b>0</b>						<b>\$0</b>
EB	Reche Canyon Rd	Moreno Beach Drive	1/4 mi W. of Moreno Beach Drive	1320	1320	Art	0	2	2	\$248,160
WB	Reche Canyon Rd	Moreno Beach Drive	1/4 mi W. of Moreno Beach Drive	1320	1320	Art	0	2	2	\$248,160
EB	Reche Canyon Rd	1/4 mi W. of Moreno Beach Drive	N. City Boundary	2680	2680	Art	0	2	2	\$541,440
WB	Reche Canyon Rd	1/4 mi W. of Moreno Beach Drive	N. City Boundary	2680	2680	Art	0	2	2	\$541,440
				<b>8400</b>						<b>\$1,579,200</b>
EB	San Michelle Av	Heacock Av	Indian St	2700	2700	Art	1	2	1	\$507,600
WB	San Michelle Av	Heacock Av	Indian St	2700	2700	Art	1	2	1	\$507,600
EB	San Michelle Av	Indian St	Parris Blvd	2640	2640	Art	1	2	1	\$498,320
WB	San Michelle Av	Indian St	Parris Blvd	2640	1500	Art	1	2	1	\$282,000

# EAST-WEST UNIMPROVED ARTERIAL STREET SEGMENTS COST CALCULATION

Updated: 8/8/2012

EAST - WEST ARTERIAL STREET SEGMENTS				SEGMENT LENGTH	UNIMPROVED LENGTH	STREET CLASSIFICATION	EXISTING LANE	FUTURE LANE	ADD LANE	NEW LANE COST	
				(FT)	(FT)						
				USING UNIT COST OF						\$189	
				PER LINEAR FOOT OF LANE							
DIR	STREET NAME	FROM	TO								
				<b>9540</b>							<b>\$1,793,520</b>
EB	Sunnymead Bl	Frederick St	1/4 mi E. of Frederick St	1338	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	Frederick St	1/4 mi E. of Frederick St	1338	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	1/4 mi E. of Frederick St	Graham St	1338	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	1/4 mi E. of Frederick St	Graham St	1338	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	Graham St	1/4 mi E. of Graham St	1351	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	Graham St	1/4 mi E. of Graham St	1351	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	1/4 mi E. of Graham St	Heacock St	1351	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	1/4 mi E. of Graham St	Heacock St	1351	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	Heacock St	1/4 mi E. of Heacock St	1321	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	Heacock St	1/4 mi E. of Heacock St	1321	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	1/4 mi E. of Heacock St	Indian St	1321	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	1/4 mi E. of Heacock St	Indian St	1321	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	Indian St	1/4 mi E. of Indian St	1320	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	Indian St	1/4 mi E. of Indian St	1320	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	1/4 mi E. of Indian St	Perris Bl	1320	0	Art	2	2	0	\$0	
WB	Sunnymead Bl	1/4 mi E. of Indian St	Perris Bl	1320	0	Art	2	2	0	\$0	
EB	Sunnymead Bl	Perris Bl	1/4 mi E. of Perris Bl	1337	1337	Art	2	2	0	\$251,356	
WB	Sunnymead Bl	Perris Bl	1/4 mi E. of Perris Bl	1337	1337	Art	2	2	0	\$251,356	
EB	Sunnymead Bl	1/4 mi E. of Perris Bl	Kitching St	1337	1337	Art	1	2	1	\$251,356	
WB	Sunnymead Bl	1/4 mi E. of Perris Bl	Kitching St	1337	1337	Art	1	2	1	\$251,356	
				<b>5348</b>							<b>\$1,005,424</b>
EB	Sunnymead Ranch Pky	Pigeon Pass Rd	Via Porto	1401	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Pigeon Pass Rd	Via Porto	1401	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Via Pavon	Via Pavon	1386	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Via Pavon	Via Pavon	1386	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Via Pavon	Old Lake Dr	877	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Via Pavon	Old Lake Dr	877	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Old Lake Dr	Peppergrass Wy	1395	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Old Lake Dr	Peppergrass Wy	1395	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Peppergrass Wy	Heacock St	2168	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Peppergrass Wy	Heacock St	2168	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Heacock St	Alyssum Ln	1308	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Heacock St	Alyssum Ln	1308	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Alyssum Ln	Hyacinth Ln	1792	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Alyssum Ln	Hyacinth Ln	1792	0	MA	2	2	0	\$0	
EB	Sunnymead Ranch Pky	Hyacinth	Perris Bl	667	0	MA	2	2	0	\$0	
WB	Sunnymead Ranch Pky	Hyacinth	Perris Bl	667	0	MA	2	2	0	\$0	
				<b>0</b>							<b>\$0</b>
EB	Towngate Bl	Eucalyptus	1/4 mi E. of Eucalyptus	1320	0	DMA	3	3	0	\$0	
WB	Towngate Bl	Eucalyptus	1/4 mi E. of Eucalyptus	1320	0	DMA	3	3	0	\$0	
EB	Towngate Bl	1/4 mi E. of Eucalyptus	Heritage Wy	750	0	DMA	3	3	0	\$0	
WB	Towngate Bl	1/4 mi E. of Eucalyptus	Heritage Wy	750	0	DMA	3	3	0	\$0	
EB	Towngate Bl	Heritage Wy	Frederick St	1320	0	DMA	3	3	0	\$0	
WB	Towngate Bl	Heritage Wy	Frederick St	1320	0	DMA	3	3	0	\$0	
				<b>0</b>							<b>\$0</b>
<b>TOTAL EAST-WEST ARTERIAL UNIMPROVED LENGTH =</b>				<b>445744</b>	<b>TOTAL COST =</b>				<b>\$83,799,872</b>		

TUMF CREDIT (Data obtained from WRCOG's TUMF FEE NEXUS STUDY 2009 UPDATE - Adopted October 5, 2009)									
STREET NAME	SEGMENT FROM	SEGMENT TO	MILES			EXISTING LANE	FUTURE LANE	NEW LANE	TOTAL COST
Alessandro Blvd	I-215	Perris Blvd	3.71 mi			4	6	2	\$5,322,000
Alessandro Blvd	Perris Blvd	Nason St	2.00 mi			2	6	4	\$12,198,000
Alessandro Blvd	Nason St	Moreno Beach Dr	0.99 mi			2	4	2	\$3,556,000
Alessandro Blvd	Moreno Beach Dr	Gilman Springs Rd	4.13 mi			2	4	2	\$9,681,000
Cacltus Av	I-215	Heacock St	1.81 mi			4	6	2	\$4,867,000
Eucalyptus Av	I-215	Towngate Blvd	1.00 mi			4	6	2	\$2,691,000
Eucalyptus Av	Towngate Blvd	Frederick St	0.67 mi			4	4	0	\$0
Ironwood Av	SR-60	Redlands Blvd	8.46 mi			2	4	2	\$19,719,000
Reche Canyon Rd	Reche Vista Dr	Moreno Beach Dr	4.02 mi			2	2	0	\$0
Sunnymead Blvd	Frederick St	Perris Blvd	2.02			4	4	0	\$0
<b>TOTAL TUMF CREDIT FOR EAST-WEST ARTERIAL STREETS =</b>				<b>\$58,034,000</b>					

# Appendix B

## New Traffic Signal Locations



Public Works Department  
Transportation Engineering Division

## MEMORANDUM

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To: Eric Lewis, City Traffic Engineer  
From: John Kerenyi, Senior Engineer, P.E. *JAK*  
Date: August 2, 2012  
Subject: Development Impact Fee Update: Traffic Signals Component

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In support of the Development Impact Fee (DIF) update, I have reviewed all inputs to the DIF Traffic Signals component, specifically including DIF traffic signals not currently existing or in construction, cost to construct, and capital cost for management infrastructure.

### *Traffic Signal Inventory*

The City currently maintains 178 signalized intersections. The most recently activated traffic signal is the intersection of Ironwood Avenue and Davis Street.

The network of future signalizations to be performed with DIF funds was reviewed to remove signalizations which have occurred since last DIF update in 2005, and for reasonableness. Further, as per recent discussions, the area within the limits of the future World Logistics Center specific plan (essentially, the entire city east of Redlands Boulevard) was removed from consideration since there is much uncertainty about how the site will develop, and since that project need not rely on the DIF program to mitigate its impacts. A total of 151 intersections are included on the list of future DIF signals, which is a reduction of 59 intersections from the prior (2005) list. Attached to this memorandum are a map and table of the intersections proposed for inclusion in the program.

### *Cost to Construct*

The cost to construct recent (within the past three years) traffic signals was reviewed. Only standalone projects were included. Civil engineering improvements that are integral to signalizing the intersection, for example removal and replacement of access ramps, were included; but road widening, pavement rehabilitation, right-of-way, and drainage improvements were not. Such costs are normally borne either by the DIF arterials

component or represent betterments that are not the responsibility of the DIF program to address. Traffic signal interconnect cost is considered separately below (under "Management Infrastructure") and thus was removed from this calculation.

Seven signalization projects were found meeting the selection criteria. The average hard cost was found to be \$205,572. The hard costs included the construction contract, cost to provide electrical service, and City-furnished equipment (generally, the traffic signal controller cabinet and service pedestal). Allowing for 30% soft costs, the average cost to signalize an intersection was found to be \$274,100.

The analyzed projects were constructed in a recessionary environment, and the future cost to signalize DIF intersections is expected to increase as the economy improves. However, as the program includes an escalator to adjust fees collected based on a certain cost index, no adjustment was made to the estimated cost to signalize future DIF intersections and the programmed cost equals the observed recent cost of \$274,100.

The programmed cost represents an average cost; half the projects cost more than this amount to construct. It is recommended that the budgeted cost for any given signalization project be established from the DIF fund balance at the programmed cost plus one standard deviation (\$18,500), with the remainder returned to fund balance at completion of construction. This will allow for minor cost overruns to be absorbed without the need to seek additional funds mid-project in most cases. Thus the recommended budget to deliver a given DIF traffic signal in the capital improvement program is \$292,600.

### *Management Infrastructure*

A traffic signal system consists of many components, all of which must operate reliably in order for the system as a whole to operate smoothly and efficiently. The components include individual traffic signal cabinets and controllers, a central computer server or servers, traffic signal software, communication network, and interconnect/communication plant to link all of these elements.

The estimated cost of the management infrastructure includes future Transportation Management Center upgrades, traffic signal controller retrofits on arterials, and future communication multiduct conduit:

- *Transportation Management Center upgrades:* The cost of the Transportation Management Center is not included in the program because its cost has been transferred from various fund balances to the CIP project account for the associated capital improvement program project. However, several future enhancements are known to be required to serve future development, including provision of adaptive traffic control and provision of bus rapid transit on the Alessandro Boulevard corridor.

- *Traffic signal controller retrofits:* The City's installed base of Traconex controllers is not compatible with the City's new traffic signal control system. To provide surveillance and control functionality, existing controllers must be replaced. The estimated cost per location is \$10,000. The number of units to be replaced represents only those existing signalized locations located on roads classified Arterial and above. Such roads can be considered to be carrying mainly through traffic and thus are either already synchronized, or can be expected to be synchronized by the time the City is built out. One exception to the selection rule was made: Although Ironwood Avenue and Box Springs Road are classified as minor arterials, they were included because they are the only through street north of State Route 60.
- *Multiduct conduit:* Multiduct conduit is estimated at \$25 per linear foot and represents a melded cost between expected cost to complete communication duct installations under existing sidewalk (which can be expected to cost more than \$25 per linear foot), and expected cost when completed with other work (which can be expected to cost less). The recommended cost to use for crediting communication duct installation when performed in conjunction with other work is \$20 per linear foot. These unit figures include the cost of the necessary splice vaults and cabling (whether fiber optic or copper).

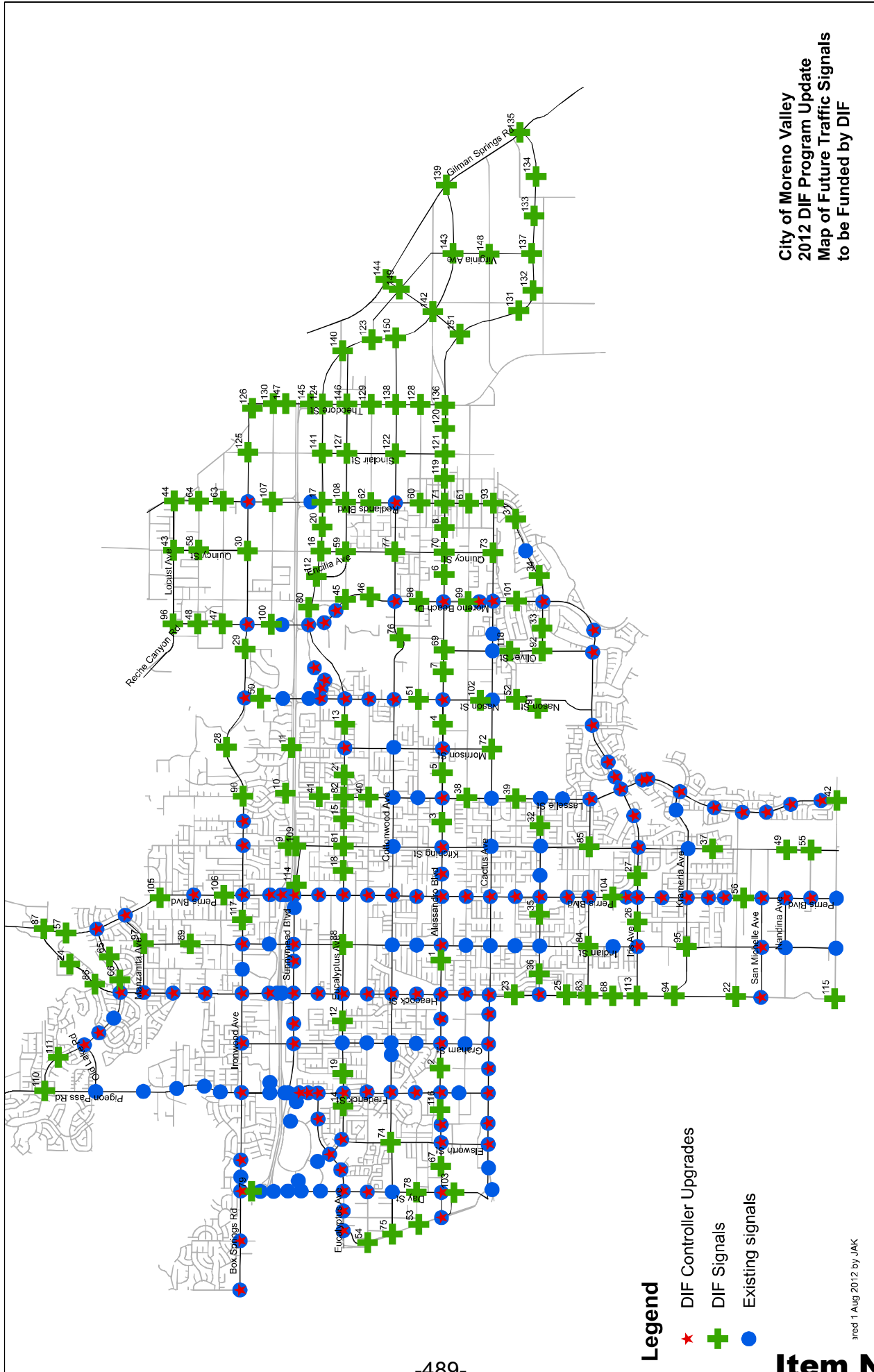
*Total Cost to Construct the DIF Signal System*

The following table estimates the total future cost of the DIF traffic signal system.

<b>Component</b>	<b>Quantity</b>	<b>Cost</b>
Traffic signals @ \$274,100 per signal	151	\$41,389,100
Future communication ducts @ \$25/lf	110 miles	\$14,520,000
Traffic signal controller upgrades @ \$10,000 ea.	133	\$1,330,000
Future TMC upgrades	-	\$300,000
<b>Total cost of DIF Signal System</b>		<b>\$57,539,100</b>

- encl.: Map of future DIF signals  
 Map of future traffic signal communication ducts  
 Table of future DIF signals  
 Table of future controller upgrades

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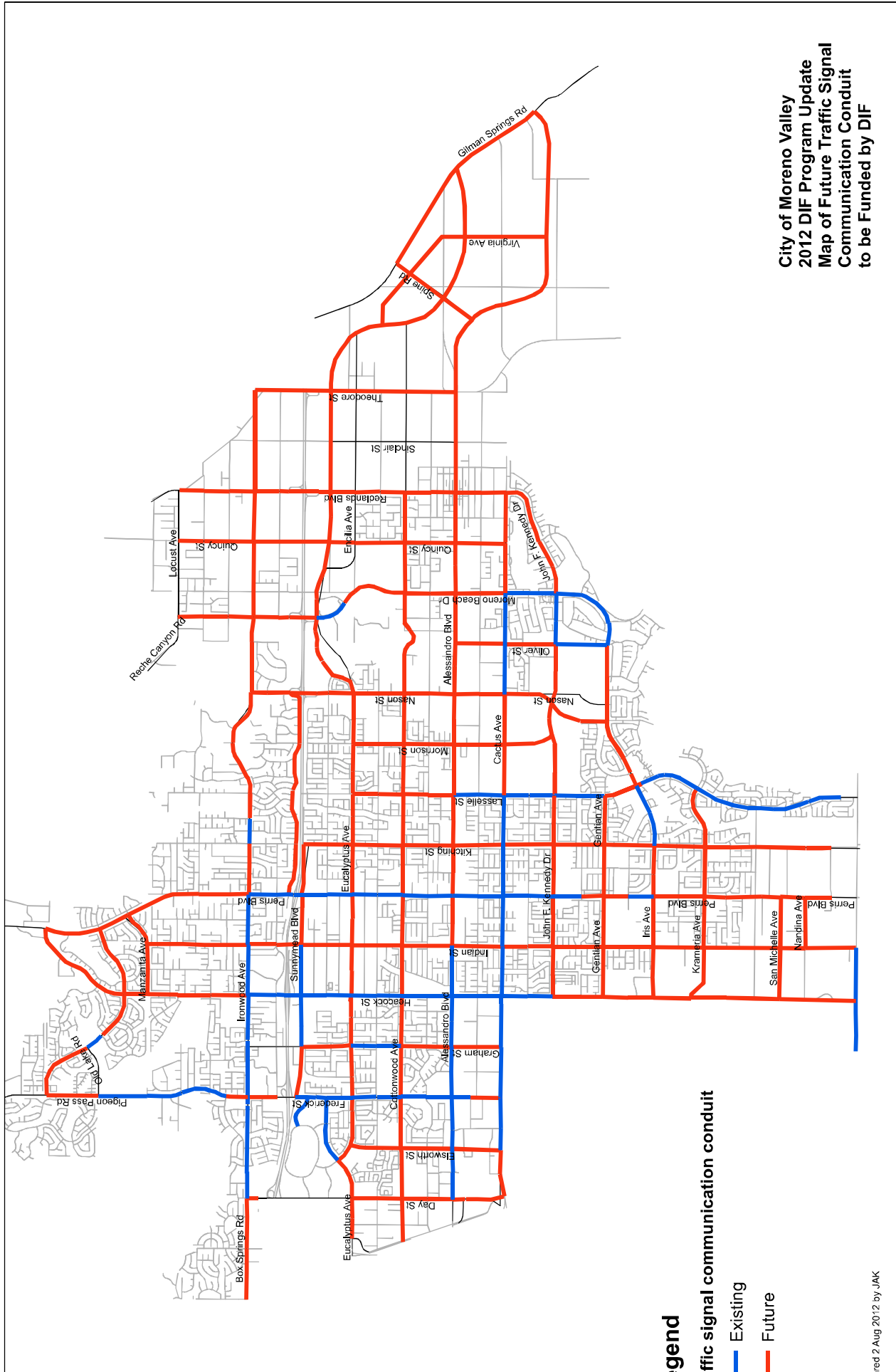


City of Moreno Valley  
 2012 DIF Program Update  
 Map of Future Traffic Signals  
 to be Funded by DIF

- Legend**
- ★ DIF Controller Upgrades
  - ✚ DIF Signals
  - Existing signals

dated 1 Aug 2012 by JAK





City of Moreno Valley  
 2012 DIF Program Update  
 Map of Future Traffic Signal  
 Communication Conduit  
 to be Funded by DIF

**Legend**  
 Traffic signal communication conduit  
 Existing  
 Future

Prepared 2 Aug 2012 by JAK



City of Moreno Valley 2012 D F Program Update  
Programmed Signage

ID	N S STREET	E W STREET
1	Brandt Dr/Va Vargas	Alessandro B
2	Chaga Ct	Alessandro B
3	Chara St	Alessandro B
4	Cvc Center Dr	Alessandro B
5	btw Lasse e & Morr	Alessandro B
6	btw Morrison & Quincy	Alessandro B
7	btw Nason & Over	Alessandro B
8	W mot St	Alessandro B
9	Ktching St	Eder Av
10	Lasse e St	Eder Av
11	Morrison St	Eder Av
12	Aona St	Eucalyptus Av
13	btw Morrison & Nason	Eucalyptus Av
14	Pan Am B	Eucalyptus Av
15	Pepperbush Dr	Eucalyptus Av
16	Quincy St	Eucalyptus Av
17	Redands B	Eucalyptus Av
18	Shrebound Rd	Eucalyptus Av
19	Sunnymeadows Dr	Eucalyptus Av
20	W mot St	Eucalyptus Av
21	Wchta Wy	Eucalyptus Av
22	Heacock St	Cardinal Av
23	Heacock St	Dephnum Av
24	Heacock St	Meander Ct
25	Heacock St	Poppystone Dr
26	Emma Ln	rs Av
27	Wedow Dr	rs Av
28	Morrison/Avocado	ronwood Av
29	Over St	ronwood Av
30	Quincy St	ronwood Av
31	btw Champ & Redands	John F Kennedy Dr
32	Ro Grande Dr	John F Kennedy Dr
33	Legendary Dr	John F Kennedy Dr
34	Pete Dye St	John F Kennedy Dr
35	Vneh St	John F Kennedy Dr
36	Pepper Ct	John F Kennedy Dr
37	Lurn Ct	Ktching St
38	Lasse e St	Brod aea Av
39	Lasse e St	Dephnum Av
40	Lasse e St	Dracaea Av
41	Lasse e St	Fr Av
42	Lasse e St	Harley Knox Blvd
43	Quincy St	Locust St
44	Redands B	Locust St
45	Moreno Beach Dr	A St
46	Moreno Beach Dr	Dracaea Av
47	Moreno Beach Dr	Juniper Av
48	Moreno Beach Dr	Kama Av
49	Ktching St	Nandna Av
50	Nason St	Arche Av
51	Nason St	Bay Av

City of Moreno Valley 2012 D F Program Update  
Programmed Signage

52 Nason St	De ph n um Av
53 O d 215 Frontage Rd	Bay Av
54 O d 215 Frontage Rd	Dracaea Av
55 K tch ng St	G obe St
56 Perr s B	R vard Rd
57 Perr s B	Canyon V sta Rd
58 Qu ncy St	Ka m a Av
59 Qu ncy St	O d Euca yptus Av
60 Red and s B	Bay Av
61 Red and s B	Brod aea Av
62 Red and s B	Dracaea Av
63 Red and s B	Jun per Av
64 Red and s B	Ka m a Av
65 O d Country Rd (East)	Sunnymead Ranch Pw
66 O d Country Rd (West)	Sunnymead Ranch Pw
67 Grant St	A essandro B
68 Lasse e St	r /Gen
69 O ver St	A essandro B
70 Qu ncy St	A essandro B
71 Red and s B	A essandro B
72 Morr son St	Cactus Av
73 Qu ncy St	Cactus Av
74 E sworth St	Cottonwood Av
75 O d 215 Frontage Rd	Cottonwood Av
76 O ver St	Cottonwood Av
77 Qu ncy St	Cottonwood Av
78 Day St	Bay Av
79 Day St	Ram/ ro Av
80 Auto Ma Dr	Euca yptus Av
81 K tch ng St	Euca yptus Av
82 Lasse e St	Euca yptus Av
83 Heacock St	Gent an Av
84 nd an St	Gent an Av
85 K tch ng St	Gent an Av
86 Heacock St	Lake Summ t Dr
87 Heacock St	Perr s B
88 nd an St	Euca yptus Av
89 nd an St	Sund a Wy
90 Lasse e St	ronwood Av
91 Nason St	C ubhouse Dr
92 O ver St	John F Kennedy Dr
93 Red and s B	John F Kennedy Dr
94 Heacock St	Kramer a Av
95 nd an St	Kramer a Av
96 Moreno Beach Dr	Locust St
97 nd an St	Manzan ta Av
98 Moreno Beach Dr	Bay Av
99 Moreno Beach Dr	Brod aea Av
100 Moreno Beach Dr	Hem ock Av
101 Moreno Beach Dr	Lew s Homes
102 Nason St	RCRMC dwy
103 O d 215 Frontage Rd	Day St

City of Moreno Valley 2012 D F Program Update  
Programmed Signage

104 Perris B	Santiago Dr
105 Perris B	Pico Vista Dr
106 Perris B	Va Von Botsch
107 Redlands B	New Ironwood Av
108 Redlands B	Old Euca yptus Av
109 Kitching St	Sunnymead B
110 Pigeon Pass Rd	Sunnymead Ranch Pw
111 Lake Vista Rd	Sunnymead Ranch Pw
112 btw Auto Ma & Quinc	Euca yptus Av
113 Heacock St	irs Av
114 SR 60 EB on ramp	Sunnymead Blvd
115 Heacock St	Harley Knox Blvd
116 City Hall Campus	Alessandro
117 Hubbard St	Ironwood Ave
118 Over St	De ph n um Av
119 Merwin St	Alessandro B
120 S n/The St	Alessandro B
121 Snc ar St	Alessandro B
122 Snc ar St	Cottonwood Av
123 Euca yptus Av	Dracaea Av
124 Theodore St	Euca yptus Av
125 Snc ar St	Ironwood Av
126 Theodore St	Ironwood Av
127 Snc ar St	Old Euca yptus Av
128 Theodore St	Bay Av
129 Theodore St	Dracaea Av
130 Theodore St	Hem ock Av
131 A St	Alessandro B
132 B St	Alessandro B
133 C St	Alessandro B
134 D St	Alessandro B
135 G man Springs Rd	Alessandro B
136 Theodore St	Alessandro B
137 Virginia St	Alessandro B
138 Theodore St	Cottonwood Av
139 G man Springs Rd	Euca yptus Av
140 Euca yptus Av	Old Euca yptus Av
141 Snc ar St	Euca yptus Av
142 Sp ne Rd	Euca yptus Av
143 Virginia St	Euca yptus Av
144 G man Springs Rd	Sp ne Rd
145 Theodore St	SR 60 EB Ramps
146 Theodore St	Old Euca yptus Av
147 Theodore St	SR 60 WB Ramps
148 Virginia St	A St
149 Virginia St/Dracaea A	Sp ne Rd
150 Euca yptus Av	Cottonwood Av
151 Sp ne Rd	Alessandro B

City of Moreno Valley 2012 D F Program Update  
Programmed Controller Upgrades

ID	N S STREET	E W STREET
1	FREDERICK ST	EUCALYPTUS AV
2	FREDERICK ST	DRACAEA AV
3	FREDERICK ST	TOWNGATE BL
4	HERTAGEWAY	TOWNGATE BL
5	TOWNGATE BL	EUCALYPTUS AV
6	FREDERICK ST	COTTONWOOD AV
7	FREDERICK ST	ALESSANDRO BL
8	FREDERICK ST	CACTUS AV
9	NEWHOPE ST	CACTUS AV
10	ELSWORTH ST	CACTUS AV
11	OLD HWY 215	ALESSANDRO BL
12	DAY ST	ALESSANDRO BL
13	GRAHAM ST	CACTUS AV
14	GRAHAM ST	ALESSANDRO BL
15	HEACOCK ST	ALESSANDRO BL
16	ALESSANDRO PLZA	ALESSANDRO BL
17	HEACOCK ST	CACTUS AV
18	HEACOCK ST	BAY AV
19	HEACOCK ST	COTTONWOOD AV
20	HEACOCK ST	DRACAEA AV
21	HEACOCK ST	EUCALYPTUS AV
22	HEACOCK ST	F R AV
23	HEACOCK ST	SUNNYMEAD BL
24	GRAHAM ST	SUNNYMEAD BL
25	MORENO VALLEY PLZA	SUNNYMEAD BL
26	FREDERICK ST	CENTERPOINT DR
27	VALLEY SPRINGS PKWY	EUCALYPTUS AV
28	EDGEMONT SCHOOL	EUCALYPTUS AV
29	DAY ST	EUCALYPTUS AV
30	DAY ST	RONWOOD AV
31	BARCLAY DR	RONWOOD AV
32	PERGEON PASS RD	RONWOOD AV
33	SUNNYMEAD RANCH PKWY	OLD LAKE DR
34	SUNNYMEAD RANCH PKWY	VILLAGE RD
35	HEACOCK ST	SUNNYMEAD RANCH PKWY
36	HEACOCK ST	MANZANITA AV
37	HEACOCK ST	GREGORY LN
38	HEACOCK ST	RONWOOD AV
39	BACK WY	SUNNYMEAD BL
40	INDIAN ST	SUNNYMEAD BL
41	INDIAN ST	RONWOOD AV
42	PERRIS BL	SUNNYMEAD BL
43	PERRIS BL	ELDER AV
44	PERRIS BL	HEMLOCK AV
45	PERRIS BL	RONWOOD AV
46	PERRIS BL	KALMA AV
47	KITCHING ST	RONWOOD AV
48	SLAWSON AV	RONWOOD AV
49	REDLANDS BL	RONWOOD AV
50	MORENO BEACH DR	EB SHWY 60 OFF
51	MORENO BEACH DR	AUTOMALL DR

City of Moreno Valley 2012 D F Program Update  
 Programmed Controller Upgrades

52 NASON ST	ALESSANDRO BL
53 V A DEL LAGO	R S AV
54 LASSELLE ST	COLLEGE DR
55 LASSELLE ST	R S AV
56 K TCH NG ST	R S AV
57 PERR S BL	R S AV
58 PERR S BL	KRAMER A AV
59 PERR S BL	GENT AN AV
60 PERR S BL	F LAREE AV
61 PERR S BL	JOHN F KENNEDY DR
62 PERR S BL	DELPH N UM AV
63 PERR S BL	CACTUS AV
64 PERR S BL	BROD AEA AV
65 PERR S BL	ALESSANDRO BL
66 ND AN ST	ALESSANDRO BL
67 PERR S BL	BAY AV
68 PERR S BL	COTTONWOOD AV
69 PERR S BL	DRACAEA AV
70 PERR S BL	EUCALYPTUS AV
71 PERR S BL	F R AV
72 GRAHAM ST	RONWOOD AV
73 K TCH NG ST	ALESSANDRO BL
74 LASSELLE ST	ALESSANDRO BL
75 HEACOCK ST	JOHN F KENNEDY DR
76 PERR S BL	NAND NA AV
77 ELSWORTH ST	ALESSANDRO BL
78 CLARK ST	BOX SPR NGS RD
79 FREDER CK ST	BAY AV
80 NASON ST	COTTONWOOD AV
81 NASON ST	EUCALYPTUS AV
82 ND AN ST	SAN M CHELE RD
83 HEACOCK ST	SAN M CHELE RD
84 PERR S BL	NORTHERN DANCER DR
85 FREDER CK ST	BRABHAM ST
86 PERR S BL	SAN M CHELE RD
87 LASSELLE ST	COLLEGE F RE STAT ON
88 PERR S BL	SUNNYMEAD RANCH PKWY
89 AVEN DA C RCO	R S AV
90 ND AN ST	R S AV
91 PERR S BL	HOME DEPOT
92 MORENO BEACH DR	ALESSANDRO BL
93 HEACOCK ST	PARKLAND AV
94 CL VER ST	R S AV
95 LOS CABOS DR	R S AV
96 MORENO BEACH DR	COTTONWOOD AV
97 PERR S BL	RED MAPLE LN
98 NEWHOPE ST	ALESSANDRO BL
99 LASSELLE ST	RANCHO VERDE H GH SCHOOL
100 CAM NO FLORES	R S AV
101 MORTON RD	BOX SPR NG RD
102 PERR S BL	MANZAN TA AV
103 PERR S BL	GLOBE ST

City of Moreno Valley 2012 D F Program Update  
Programmed Controller Upgrades

104 MORENO BEACH DR	JOHN F KENNEDY DR
105 LASSELLE ST	KRAMER A AV
106 MORRISON ST	ALESSANDRO BL
107 MORENO BEACH DR	RONWOOD AV
108 NASON ST	RONWOOD AV
109 LASSELLE ST	AVEN DA DE PLATA
110 LASSELLE ST	GENT AN AV
111 LASSELLE ST	ROJO TERRA
112 LASSELLE ST	VAXAVER
113 MORENO BEACH DR	TRAIL RIDGE WY
114 LASSELLE ST	AVEN DA CLASS CA
115 MORENO BEACH DR	CACTUS AV
116 APPLE BLOSSOM	ALESSANDRO BL
117 ARBOR PARK	EUCALYPTUS AV
118 ELSWORTH ST	EUCALYPTUS AV
119 GRANDE VISTA	RS AV
120 FRAV	EUCALYPTUS AV
121 NASON ST	FRAV
122 STONERIDGE TOWN CT	FRAV
123 DAY ST	DRACAEA AV
124 NASON ST	DRACAEA AV
125 MORRISON ST	EUCALYPTUS AV
126 HEACOCK ST	BRODAEA AV
127 JOY ST	CACTUS AV
128 PERRIS BL	SUBURBAN LN
129 GILBERT ST	CACTUS AV
130 REDLANDS BL	COTTONWOOD AV
131 MORENO BEACH DR	MARKETPLACE
132 Stoneridge Towne Ctr	Eucalyptus Ave
133 Heacock St	Heacock St

## Section 11 - Development Impact Fees

Unit	----- Residential -----						---- Commercial ----		-----Industrial-----		-----Office-----
	Single Family	Affordable Single Family	Multi-Family	Affordable Multi-Family	Mobile/Senior	Affordable Mobile/Senior	General	Regional	General	High-Cube	
	Current	Current	Current	Current	Current	Current	Current	Current	Current	Current	Current
	DU	DU	DU	DU	DU	DU	KSF	KSF	KSF	KSF	KSF
Transportation Uniform Mitigation Fees (TUMF)	\$ 8,873.00	\$ -	\$ 6,231.00	\$ -	\$ 8,873.00	\$ -	\$ 10,490.00	\$ 10,490.00	\$ 1,730.00	\$ 1,730.00	\$ 4,190.00
Arterial Streets	\$ 1,125.17	\$ 562.59	\$ 787.62	\$ 393.81	\$ 506.33	\$ 253.17	\$ 1,479.77	\$ 1,297.79	\$ 729.66	\$ 170.48	\$ 1,022.89
Traffic Signals	\$ 779.33	\$ 389.67	\$ 545.53	\$ 272.77	\$ 350.70	\$ 175.35	\$ 1,024.94	\$ 898.89	\$ 505.39	\$ 118.08	\$ 708.48
Interchange Improvements	\$ 700.84	\$ 350.42	\$ 490.59	\$ 245.30	\$ 315.38	\$ 157.69	\$ 921.71	\$ 808.36	\$ 454.48	\$ 106.19	\$ 637.13
Fire Facilities	\$ 980.93	\$ 490.47	\$ 261.58	\$ 130.79	\$ 392.37	\$ 196.19	\$ 360.31	\$ 360.31	\$ 257.36	\$ 257.36	\$ 300.25
Police Facilities	\$ 493.63	\$ 246.82	\$ 191.73	\$ 95.87	\$ 125.86	\$ 62.93	\$ 646.34	\$ 553.26	\$ 115.77	\$ 115.77	\$ 246.73
Park Improvements	\$ 2,728.51	\$ 1,364.26	\$ 2,332.44	\$ 1,166.22	\$ 1,068.16	\$ 534.08	\$ -	\$ -	\$ -	\$ -	\$ -
Recreation Centers	\$ 694.29	\$ 347.15	\$ 593.50	\$ 296.75	\$ 271.80	\$ 135.90	\$ -	\$ -	\$ -	\$ -	\$ -
Libraries and Materials	\$ 327.07	\$ 163.54	\$ 279.59	\$ 139.80	\$ 128.04	\$ 64.02	\$ -	\$ -	\$ -	\$ -	\$ -
Animal Shelter	\$ 196.74	\$ 98.37	\$ 168.18	\$ 84.09	\$ 77.02	\$ 38.51	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance Equipment	\$ 152.41	\$ 76.21	\$ 40.64	\$ 20.32	\$ 60.97	\$ 30.49	\$ 55.98	\$ 55.98	\$ 39.99	\$ 39.99	\$ 46.65
City Hall	\$ 180.49	\$ 90.25	\$ 48.13	\$ 24.07	\$ 72.20	\$ 36.10	\$ 66.30	\$ 66.30	\$ 47.35	\$ 47.35	\$ 55.25
Corporate Yard	\$ 543.24	\$ 271.62	\$ 144.86	\$ 72.43	\$ 217.30	\$ 108.65	\$ 199.54	\$ 199.54	\$ 142.53	\$ 142.53	\$ 166.28
<b>Total</b>	\$ 17,776	\$ 4,451	\$ 12,115	\$ 2,942	\$ 12,459	\$ 1,793	\$ 15,245	\$ 14,730	\$ 4,022.53	\$ 2,727.75	\$ 7,373.66

**NOTES:**

1. The general policy is that all impact fees will be adjusted annually.
2. The fees will be adjusted to reflect the annual increase using the Council approved 20-City Average Building Cost Index of the Engineering News Record.
3. TUMF fees are set by the Western Riverside County Organization of Governments (WRCOG).
4. High Cube Warehouse and Distribution Centers are defined as those with a minimum gross floor area of more than 20,000 square feet, a minimum ceiling height of 24 feet, and a minimum dock-high door loading ration of 1 door per 10,000 square feet.

**UNITS LEGEND**

DU = Dwelling Unit for residential development types  
 KSF = 1,000 gross square feet of building area for commercial, industrial and office development types

**IMPLEMENTATION NOTES:**

With respect to each second dwelling unit on a single family residential lot qualifying as a "granny flat" housing unit, the fees shall equal one-half of the fees applicable to each multi-family dwelling unit.

All development impact fees shall be charged at 100% of the fees as calculated in the Development Impact Fee Update Study Report (nexus study) as approved by City Council on October 09, 2012, and shall take effect on Decemeber 10, 2012.

With respect to Residential Affordable Single-Family and Residential Affordable Multi-Family, these fees shall be collected at the Council-approved reduced amount. These fees do not increase the impacts on other residential developments.

Exhibit "B"

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## **CITY COUNCIL REPORTS ON REGIONAL ACTIVITIES**

- a) Report by Council Member Robin N. Hastings on Western Riverside Council of Governments (WRCOG)**

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**MORENO VALLEY**  
WHERE DREAMS SOAR

**Department Update:**

***Human  
Resources***

***October 9, 2012***

-501-

**Item No. G.2.1**

# Your HR Team



**Bridgette Montgomery**



**Kim Schmitz**



**Liliana Alvarado**

# Your Facilities Team



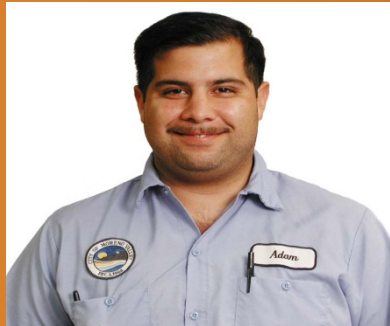
Lisa Morgan



Alice Rod



Mayra Robledo



Adam Patino



Rix Skonberg



Daphne McKinney



Frank Kim



Javier Ponce



Hector Gomez

# *Human Resources*



# Core Functions

- **Recruitment and Staffing**
- **Classification & Compensation**
- **Employee Relations**
- **Training**
- **Benefits**
- **Workers' Compensation**
- **Regulatory Compliance**



# Recent *Results*

- Pension Reform: Tier III CalPERS Contract Amendments
- 3-year MOUs with Employee Associations
- Comprehensive MOUs with MVMA, MVCME
- Electronically searchable MOUs
- 27 Recruitments (FY 11-12)
  - 13 more Recruitments since 7/1



- **All Recruitments/Applications now online**
- **Enhanced Volunteer recruitment**
  - **Volunteer openings now featured on City's Job listing**
- **Completed Health Needs Assessment with Employee Associations**
- **Re-Tooled Employee Service Milestone program**



- **Partnered with Departments to:**
  - **Transfer 3 employees to preclude layoff**
  - **Recall 3 laid off employees (Fire, FASD)**
- **Compliance with new PERS rules affecting retirees on temp assignment**
- **Expanded specialized legal support (while reducing costs)**
- **Created Internship opportunities for RCC/MoVal College Kinesiology students**

City of Moreno Valley

**MotiVate**

**wellness**

Home Health Work Life



# Wellness Objectives

- Invest in our employees
- Create comprehensive, holistic program offerings
- Address 4 key components

**Home**

**Health**

**Work**

**Life**



# Program Activities

- Programs build on employee ideas/requests...several led by our employees
- Website for quick access to all program info & activities
- Lunch & Learns:
  - Mortgage Loan Refinancing, Modifications
  - Financial Planning
- City Relay for Life team
- Run-Walk-Jog Group



- **Early Detection Health Screenings, with service packages uniquely created for Moreno Valley employees and their families**
- **Fitness Challenge (MoVal Movers)**
- **Line Dancing/Aerobics**
- **Participation in RivCo's employee Education Fair**
- **On-site information sessions for Cal State Northridge's MPA program**
- ***Lunch & A Movie* programs**
- **College Tuition Funding information**



- Interview Skills Workshops (w/Toastmasters)
- Self-Defense class
- Zumba class
- CalPERS Retirement Planning Seminar
- Employee Resource Directory
- Family Movie Night (w/Parks)
- FAFSA Workshop (w/MVUSD)
- Car rental discount program
- Costco membership incentives
- Speedway event tickets
- *More coming soon!!!*

# *Facilities Division*



# Recent *Results*

- Replaced City Hall HVAC System (secured grant funding)
- Completed more than 2,000 work orders last fiscal year
- Collaborated on Fire Station 99 project
- City Hall Parking Lot rehabilitation
- City Hall Lobby renovation
- Earned GOLD status in SCE's Energy Leader Partnership Program



# Recent *Results*

- **Lighting retrofits (grant funded)**
  - City Hall
  - Senior Center
  - Library
  - FS 6
  - FS 48
  - FS 65
- **Solar Film installation at City Hall (grant funded)**

# *On the Horizon*

-517-

**Item No. G.2.1**



# HR Activities

- **ERP: Human Resources module goes live in January**
- **Pension Reform: collective bargaining, new employees**
- **MOU re-openers**
- **Training programs**
- **Succession Planning/Preparation**
- **Workers' Comp Program Audit**



# Facilities Activities

- **City Hall Improvement/Rehabilitation**
- **In-Field Automation**
- **Roll Out: “It’s My Building” program for designated point-of-contact**
- **Emergency Power for CRC**
- **Multi-Year Facilities Maintenance Plan**
- **Annex 1 Renovation**
- **Public Safety Bldg Lobby Upgrades (Access and Security)**

*Proudly Serving Those Who Serve  
Moreno Valley Residents*



MORENO VALLEY

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W H E R E D R E A M S S O A R

*Human Resources Department*

ORDINANCE NO. 854

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING PA08-0034 (ZONE CHANGE) TO CHANGE THE LAND USE DISTRICT FOR APPROXIMATELY 0.54 ACRES OF 22184 ALESSANDRO BOULEVARD (PORTION OF ASSESSOR PARCEL NUMBER 291-190-025) FROM OFFICE COMMERCIAL (OC) TO COMMUNITY COMMERCIAL (CC).

The City Council of the City of Moreno Valley does ordain as follows:

SECTION 1:

1.1 Pursuant to the provisions of law, public hearings were held before the City of Moreno Valley Planning Commission and the City Council.

1.2 The matter was fully discussed and the public and other agencies presented testimony and documentation.

1.3 Page 81 of the City of Moreno Valley Official Zoning Atlas shall be modified to reflect the Zone Change (PA08-0034).

1.4 An Initial Study has been completed for PA08-0034 (Zone Change). Based upon the Initial Study, a determination has been made that, as designed and conditioned, this project will not result in the potential for significant impacts to the environment. Therefore, adoption of a Negative Declaration is appropriate.

SECTION 2: FINDINGS

2.1 With respect to the proposed change to page 81 of the City of Moreno Valley Official Zoning Atlas, and based upon substantial evidence presented to the City Council during the public hearing on September 25, 2012, including written and oral staff reports, and the record from the public hearing, the City Council hereby specifically finds as follows:

1. Conformance with General Plan Policies – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The project includes three applications, a General Plan Amendment, Change of Zone and Conditional Use Permit to change the existing land use for 0.54 acres Assessor's Parcel Number 291-190-025 (southern end closest to Alessandro Boulevard) and approve a Smog Inspection Station and Tire Sales commercial business. The project site current land use designation is Office Commercial.

ATTACHMENT 3



This project proposes to change the General Plan from Residential/Office (R/O) to Commercial (C) and the Zoning designation from Office Commercial (OC) to Community Commercial (CC). There is a development application (CUP PA08-0035) associated with the proposed land use change for a Smog Inspection Station and Tire Sales commercial business. The proposed zoning would permit such a development.

Since the proposed General Plan Amendment, as well as the Change of Zone, is compatible in intensity with the current General Plan, the project would not conflict with the goals, objectives, policies or programs of the General Plan.

2. Conformance with Specific Plan Policies – The proposed use is consistent with any applicable Specific Plan.

**FACT:** The project site is not within a specific plan area.

3. Health, Safety and Welfare – The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

**FACT:** The proposed General Plan Amendment will not adversely affect the public health, safety or general welfare. An initial study of the potential environmental impacts of the amendment has been conducted in accordance with the provisions of the California Environmental Quality Act (CEQA). A Negative Declaration has been considered and prepared, as there is no evidence that the proposed land use change will have a significant affect on public health or be materially injurious to surrounding properties or the environment as a whole.

4. Conformance with Title 9 – The proposed amendment to change the zoning atlas is consistent with the purposes and intent of Title 9.

**FACT:** The applicant has met the City’s Municipal Code and other regulations to change the zone. As proposed, the zone change from Office Commercial (OC) to Community Commercial (CC) is consistent with the purposes and intent of Title 9.

### SECTION 3: ZONE CHANGE

3.1 Based on the findings contained in Section 2 of this Ordinance, the City Council hereby adopts a Zone Change to change to the zoning districts from Office Commercial (OC) to Community Commercial (CC) for the approximately 0.54 acres located at 22184 Alessandro Boulevard, subject to the revised zoning designations depicted in the attached Exhibit A.



SECTION 4: EFFECT OF ENACTMENT

4.1 Except as specifically provided herein, nothing contained in this ordinance shall be deemed to modify or supersede any prior enactment of the City Council which addresses the same subject addressed herein.

SECTION 5: NOTICE OF ADOPTION

5.1 Within fifteen days after the date of adoption hereof, the City Clerk shall certify to the adoption of this ordinance and cause it to be posted in three public places within the city.

SECTION 6: EFFECTIVE DATE

6.1 This ordinance shall take effect thirty days after the date of its adoption.

APPROVED AND ADOPTED this 9th day of October, 2012.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**ORDINANCE JURAT**

STATE OF CALIFORNIA    )  
COUNTY OF RIVERSIDE   ) ss.  
CITY OF MORENO VALLEY )

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. \_\_\_\_\_ had its first reading on September 25, 2012 and had its second reading on October 9, 2012, and was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 9<sup>th</sup> day of October, 2012, by the following vote:

AYES:

NOES:

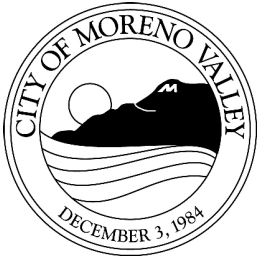
ABSENT:

ABSTAIN:

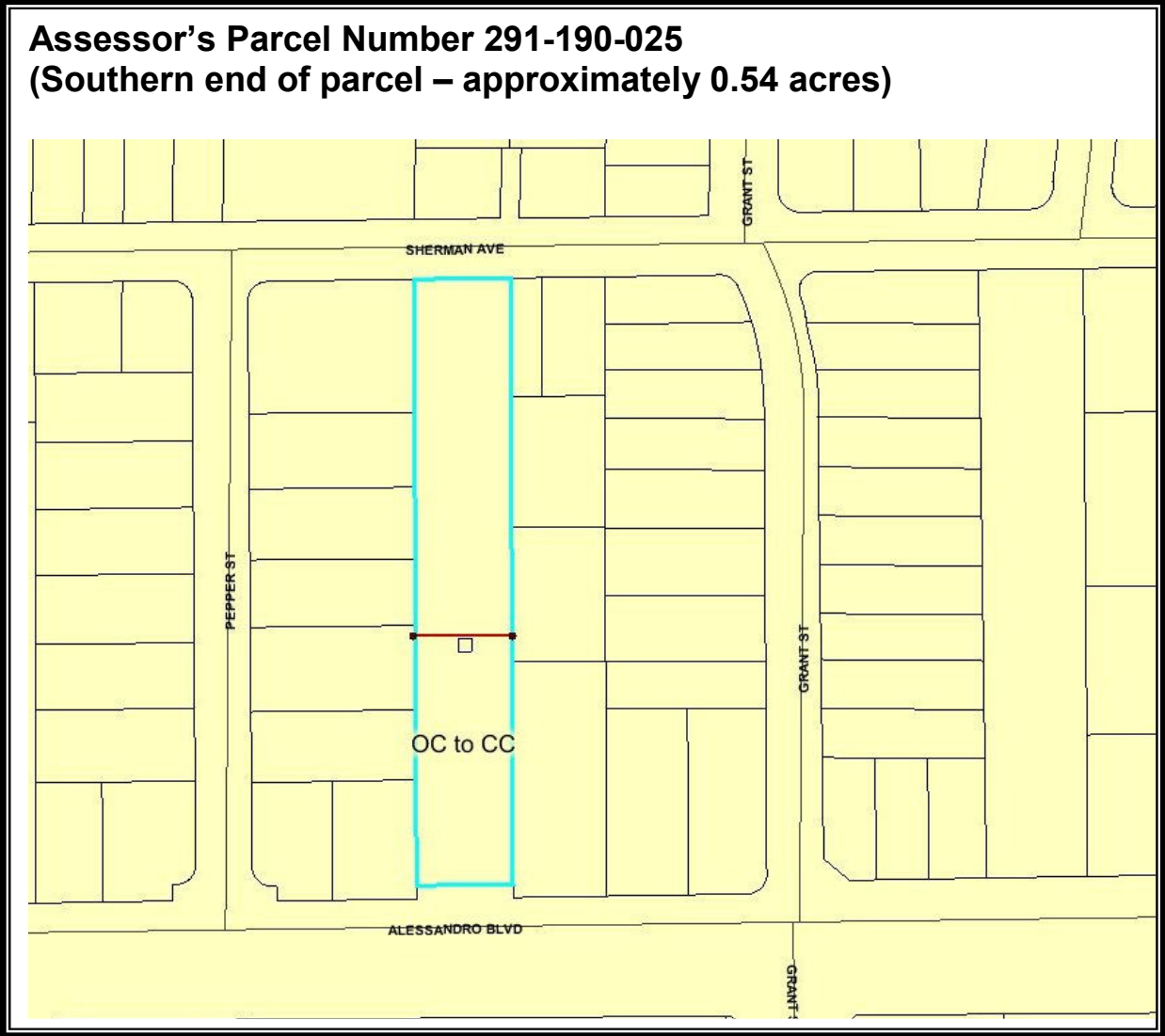
(Council Members, Mayor Pro Tem and Mayor)

\_\_\_\_\_  
CITY CLERK

(SEAL)



**CHANGE OF ZONE**  
Application No. PA08-0034  
ADOPTED BY ORDINANCE NO.



ADOPTED: 10-09-12

EFFECTIVE: 11-06-12



N

**LEGEND**

From OC to:



EXHIBIT A

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