



## **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  
MORENO VALLEY PUBLIC FINANCING AUTHORITY  
BOARD OF LIBRARY TRUSTEES**

**March 3, 2020**

### **REGULAR MEETING – 6:00 PM**

#### **City Council Study Sessions**

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

#### **City Council Meetings**

Special Presentations – 5:30 P.M.

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

#### **City Council Closed Sessions**

*Will be scheduled as needed at 4:30 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 Guy Pegan, ADA Coordinator, at 951.413.3120 at least 72 hours before the meeting. The 72-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.*

Dr. Yxstian A. Gutierrez, Mayor

Victoria Baca, Mayor Pro Tem  
Ulises Cabrera, Council Member

David Marquez, Council Member  
Dr. Carla J. Thornton, Council Member

**AGENDA**  
**CITY COUNCIL OF THE CITY OF MORENO VALLEY**  
**March 3, 2020**

**CALL TO ORDER - 5:30 PM**

**SPECIAL PRESENTATIONS**

1. Business Spotlight

**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  
MORENO VALLEY PUBLIC FINANCING AUTHORITY  
AND THE BOARD OF LIBRARY TRUSTEES**

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

**REGULAR MEETING – 6:00 PM  
MARCH 3, 2020**

**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**

Father Mark Kotlarczyk, St. Patrick Catholic Church

**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 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 Sergeant-at-Arms. 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.

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

All items listed under the Consent Calendars, Sections A, B, C, D, and E are considered to be routine and non-controversial, and may be enacted by one motion unless a member of the City Council, Community Services District, City as Successor Agency for the Community 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 - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

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

- A.2. MINUTES - CITY COUNCIL - STUDY SESSION - FEB 11, 2020 6:00 PM

**Recommendation:** Approve as submitted.

- A.3. MINUTES - CITY COUNCIL - CLOSED SESSION - FEB 18, 2020 4:30 PM

**Recommendation:** Approve as submitted.

- A.4. MINUTES - CITY COUNCIL - REGULAR MEETING - FEB 18, 2020 6:00 PM

**Recommendation:** Approve as submitted.

- A.5. COUNCIL DISCRETIONARY EXPENDITURE REPORTS FOR FISCAL YEAR 2019/2020 FROM JULY 1, 2019 THROUGH JANUARY 31, 2020 (Report of: City Clerk)

**Recommendation:**

1. Receive and file the Fiscal Year 2019/2020 Council Discretionary Expenditure Report for July 1, 2019 through January 31, 2020.

- A.6. BID AWARD FOR POLYPHASE ELECTRICITY METERS FOR MORENO VALLEY UTILITY'S SMART METER PROGRAM (Report of: Financial & Management Services)

**Recommendations:**

1. Approve bid award to One Source Distributors for Polyphase Electricity Meters for the Advanced Metering Infrastructure (AMI) system for Moreno Valley Utility.

2. Authorize the issuance of a Purchase Order to One Source Distributors in the amount of \$130,296 (\$118,451 bid amount plus \$11,845 contingency).
3. Authorize the Chief Financial Officer/City Treasurer to execute any subsequent related minor change orders up to, but not exceeding, the 10% contingency amount of \$11,845 for the equipment as stated in the report, subject to the approval of the City Attorney.

A.7. RECEIPT OF QUARTERLY INVESTMENT REPORT FOR THE QUARTER ENDED DECEMBER 31, 2019 (Report of: Financial & Management Services)

**Recommendation:**

1. Receive and file the Quarterly Investment Report for quarter ended December 31, 2019, in compliance with the City's Investment Policy.

A.8. LIST OF PERSONNEL CHANGES (Report of: Financial & Management Services)

**Recommendation:**

1. Ratify the list of personnel changes as described.

A.9. ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE (Report of: Public Works)

**Recommendation:**

1. Adoption of the attached Resolution No. 2020-\_\_\_, amending applicable Transportation Uniform Mitigation Fee ("TUMF") schedule.

A.10. AUTHORIZATION TO INCREASE ANNUAL PURCHASE ORDERS WITH MCCAIN, INC. AND JTB SUPPLY COMPANY FOR TRAFFIC CONTROL EQUIPMENT (Report of: Public Works)

**Recommendations:**

1. Authorize a \$25,000 increase to the Fiscal Year (FY) 2019/20 annual Purchase Order with McCain, Inc. and JTB Supply Company for a total not to exceed \$75,000 each for the as-needed purchase of Traffic Control equipment.
2. Authorize staff to issue an annual purchase order of up to \$75,000 to McCain, Inc. and a purchase order of up to \$75,000 to JTB Supply Company for FY 2020/21.

A.11. Annual Progress Report as Required by Government Code 65400 (Report of: Community Development)

**Recommendations: That the City Council:**

1. **CERTIFY** that this action on the General Plan Annual Progress Report is exempt under the general rule provision allowed in Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines.
2. **APPROVE** Resolution No. 2020-XX, approving the General Plan Annual Progress Report and directing staff to submit the report to the State Office of Planning and Research and the State Department of Housing and Community Development by April 1, 2020.

A.12. RESCIND RESOLUTION NO. 2016-67 AND ADOPT RESOLUTION NO. 2020-XX DESIGNATING AND AUTHORIZING CERTAIN CITY OFFICIALS TO EXECUTE APPLICATIONS AND DOCUMENTS FOR THE PURPOSE OF OBTAINING FEDERAL FINANCIAL ASSISTANCE PROVIDED BY THE FEDERAL DEPARTMENT OF HOMELAND SECURITY AND SUB-GRANTED THROUGH THE STATE OF CALIFORNIA (Report of: Fire Department)

**Recommendation:**

1. Adopt Resolution No. 2020-XX, a Resolution of the City Council of the City of Moreno Valley, California, Rescinding Resolution No. 2016-67 and Designating and Authorizing Certain City Officials to Execute Applications and Documents for the Purposes of Obtaining Federal Financial Assistance Provided by the Federal Department of Homeland Security and Sub-granted through the State of California.

A.13. ACCEPTANCE OF THE FY2019/2020 EMERGENCY MANAGEMENT PERFORMANCE GRANT PROGRAM (EMPG) GRANT AWARD (Report of: Fire Department)

**Recommendations:**

1. Accept the Fiscal Year 2019/2020 Emergency Management Performance Grant Program (EMPG) grant award of \$42,084 from the Riverside County Emergency Management Department.
2. Authorize a budget adjustment of \$42,084 to the Emergency Management Grant Fund (2503) revenue and expenditure accounts.

**B. CONSENT CALENDAR-COMMUNITY SERVICES DISTRICT - NONE**

**C. CONSENT CALENDAR - BOARD OF LIBRARY TRUSTEES - NONE**

## **D. CONSENT CALENDAR - PUBLIC FINANCING AUTHORITY - NONE**

## **E. PUBLIC HEARINGS - NONE**

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 Sergeant-at-Arms.

## **F. GENERAL BUSINESS**

### **F.1. FISCAL YEAR 2019/20 MID-YEAR BUDGET REVIEW AND APPROVAL OF THE FISCAL YEAR 2019/20 MID-YEAR BUDGET AMENDMENTS (Report of: Financial & Management Services)**

#### **Recommendations: That the City Council:**

1. Receive and file the Fiscal Year 2019/20 Mid-Year Budget Review. (Attachment 1)
2. Adopt Resolution No. 2020-XX. A resolution of the City Council of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Years 2019/20 – 2020/21.
3. Approve the amendments to the City Position Summary.
4. Authorize the City Manager to update the Job Class Specifications as needed.

#### **Recommendation: That the CSD:**

1. Adopt Resolution No. CSD 2020-XX. A resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Years 2019/20 – 2020/21.

#### **Recommendation: That the HA:**

1. Adopt Resolution No. HA 2020-XX. A resolution of the Moreno Valley Housing Authority of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Year 2019/20.

#### **Recommendation: That the City Council as Successor Agency:**

1. Adopt Resolution No. Successor Agency 2020-XX. A Resolution of the City Council of the City of Moreno Valley, California, Serving as Successor Agency to the Community Redevelopment Agency of the

City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Year 2019/20.

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

### **H. REPORTS**

#### H.1. CITY COUNCIL REPORTS

(Informational Oral Presentation - not for Council action)

March Joint Powers Commission (JPC)

Riverside County Habitat Conservation Agency (RCHCA)

Riverside County Transportation Commission (RCTC)

Riverside Transit Agency (RTA)

Western Riverside Council of Governments (WRCOG)

Western Riverside County Regional Conservation Authority (RCA)

School District/City Joint Task Force

#### H.2. CITY MANAGER'S REPORT

(Informational Oral Presentation - not for Council action)

#### H.3. CITY ATTORNEY'S REPORT

(Informational Oral Presentation - not for Council action)

**CLOSING COMMENTS AND/OR REPORTS OF THE CITY COUNCIL, COMMUNITY SERVICES DISTRICT, CITY AS SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY, HOUSING AUTHORITY, PUBLIC FINANCING AUTHORITY, AND THE BOARD OF LIBRARY TRUSTEES.**

### **ADJOURNMENT**

### **PUBLIC INSPECTION**

The contents of the agenda packet are available for public inspection on the City's website at [www.moval.org](http://www.moval.org) and in the City Clerk's office at 14177 Frederick Street during normal business hours.



Any written information related to an open session agenda item that is known by the City to have been distributed to all or a majority of the City Council less than 72 hours prior to this meeting will be made available for public inspection on the City's website at [www.moval.org](http://www.moval.org) and in the City Clerk's office at 14177 Frederick Street during normal business hours.

## **CERTIFICATION**

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, certify that 72 hours prior to this Regular Meeting, the City Council Agenda was posted on the City's website at: [www.moval.org](http://www.moval.org) and in the following three public places pursuant to City of Moreno Valley Resolution No. 2007-40:

City Hall, City of Moreno Valley  
14177 Frederick Street

Moreno Valley Library  
25480 Alessandro Boulevard

Moreno Valley Senior/Community Center  
25075 Fir Avenue

Pat Jacquez-Nares, CMC & CERA  
City Clerk

Date Posted: February 27, 2020

**TO:**

**FROM:** Pat Jacquez-Nares, City Clerk

**AGENDA DATE:** March 3, 2020

**TITLE:** BUSINESS SPOTLIGHT

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**RECOMMENDED ACTION**

**CITY COUNCIL GOALS**

None

**CITY COUNCIL STRATEGIC PRIORITIES**

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

**ATTACHMENTS**

None

**APPROVALS**

**MINUTES  
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 PUBLIC FINANCING AUTHORITY  
MORENO VALLEY HOUSING AUTHORITY**

**STUDY SESSION – 6:00 PM  
February 11, 2020**

**CALL TO ORDER**

The Joint Meeting of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley, Moreno Valley Housing Authority, Moreno Valley Public Financing Authority and the Board of Library Trustees was called to order at 6:00 p.m. by Mayor Gutierrez in the Council Chamber located at 14177 Frederick Street.

Mayor Gutierrez announced that the City Council receives a separate stipend for CSD meetings.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Frank Wright.

**ROLL CALL**

Council:	Dr. Yxstian A. Gutierrez	Mayor
	Victoria Baca	Mayor Pro Tem
	David Marquez	Council Member
	Ulises Cabrera	Council Member
	Dr. Carla J. Thornton	Council Member

**INTRODUCTIONS**

Staff:	Pat Jacquez-Nares	City Clerk
	Martin Koczanowicz	City Attorney
	Mike Lee	Interim City Manager
	Allen Brock	Assistant City Manager
	Michael Wolfe	Public Works Director/City Engineer
	Patty Nevins	Acting Community Development Director
	Patti Solano	Parks & Community Services Director

Minutes Acceptance: Minutes of Feb 11, 2020 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

## PUBLIC COMMENTS ON MATTERS ON THE AGENDA ONLY

### Tom Jerele Sr.

1. Stressed the need for high-end housing

### Robert Then

1. Heralded the diversity of housing options available in the City and requested that the variety be stipulated in the General Plan.

### Tom Thornsley

1. Expressed his dismay with the fact that two major campaign donors were placed on the General Plan Action Committee.
2. Suggested that the South side of the 60 Freeway remain industrial while the North side be designated for housing and in the interest of transparency.
3. Requested a map of the vacant land in the City with the owners identified.

### Heeyoung Kim

1. Asked for a change in the zoning classification of his land and the neighboring lots.

## A. BUSINESS

- A.1. Comprehensive General Plan Update – Visioning Presentation (Report of: Community Development)

Andrew Hill with Dyett & Bhatia, provided the report.

Mayor Gutierrez emphasized the importance of making Moreno Valley a destination city. He noted that he too would like a dynamic economy, town centers, and to increase the livability of neighborhoods. He indicated his desire for the City to host a University or Post-Secondary educational institution. Additionally, he expressed his pleasure that the report included a flexible land use option, as it would entice companies to operate in the City.

Council Member Cabrera agreed with the feedback presented in the report. He remarked that the finite undeveloped land forces the City to be flexible in terms of land use. He proposed the incorporation of lakes or water features within the City. He stressed the need to enhance the freeway frontage to attract motorists driving through the City. He advanced the recruitment of professional sports teams and entertainment companies, development of the hillsides, the incorporation of the eventually transitioned March Air Reserve Base to a commercial airport, Moreno Valley College, electric and autonomous vehicles.

Mayor Pro Tem Baca concurred with Mayor Gutierrez and Council Member Cabrera and added that she would like to include a solution for the vacant buildings throughout the City.

Council Member Marquez remarked that the increasing aging population requires a corresponding increase in healthcare. He mentioned that the City should focus on vertical expansion, especially in light of proposed legislation. He advanced the priority of the construction of luxury homes as a lure for executives working in the City to also live here. He suggested that truck routes be updated so that semi-trucks are not traveling through the City center. Notified District 3 residents that a General Plan Workshop is scheduled for March 11th.

Council Member Thornton noted the importance of including policies and strategies that support senior citizens. She stated that housing should include a mix of high density and large lot homes. She also indicated her support for flexible land uses. She reminded residents that they can log on to [www.moval.org/2040](http://www.moval.org/2040) to obtain information regarding the General Plan update including the upcoming workshops.

#### A.2. CITY COUNCIL REQUESTS AND COMMUNICATIONS - NONE

**(ITEMS MAY BE DEFERRED BY COUNCIL IF TIME DOES NOT PERMIT FULL REVIEW.)**

#### **ADJOURNMENT**

There being no further business to come before the City Council, Mayor Gutierrez adjourned the meeting at 6:45 p.m.

Submitted by:

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Pat Jacquez-Nares, CMC & CERA  
 City Clerk  
 Secretary, Moreno Valley Community Services District  
 Secretary, City as Successor Agency for the Community  
 Redevelopment Agency of the City of Moreno Valley  
 Secretary, Moreno Valley Housing Authority  
 Secretary, Board of Library Trustees  
 Secretary, Public Finance Authority

Approved by:

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Dr. Yxstian A. Gutierrez  
 Mayor  
 City of Moreno Valley  
 President, Moreno Valley Community Services District  
 Chairperson, City as Successor Agency for the Community  
 Redevelopment Agency of the City of Moreno Valley  
 Chairperson, Moreno Valley Housing Authority  
 Chairperson, Board of Library Trustees  
 Chairperson, Public Financing Authority

**MINUTES  
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 PUBLIC FINANCING AUTHORITY  
MORENO VALLEY HOUSING AUTHORITY**

**CLOSED SESSION – 4:30 PM  
February 18, 2020**

**CALL TO ORDER**

The Closed Session 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, and Housing Authority was called to order at 4:30 p.m. by Mayor Gutierrez in the Council Chamber located at 14177 Frederick Street, Moreno Valley, California.

Mayor Gutierrez announced that the City Council receives a separate stipend for CSD meetings.

**ROLL CALL**

Council:	Dr. Yxstian A. Gutierrez	Mayor
	Victoria Baca	Mayor Pro Tem
	David Marquez	Council Member
	Dr. Carla J. Thornton	Council Member

Absent:	Ulises Cabrera	Council Member
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**PUBLIC COMMENTS ON MATTERS ON THE AGENDA ONLY**

Mayor Gutierrez opened the public comments portion of the meeting for items listed on the agenda only. There being no members of the public to come forward to speak, he closed the public comments.

**CLOSED SESSION**

City Attorney Koczanowicz announced that the City Council would recess to Closed Session to discuss the items as listed on the agenda and that staff did not anticipate any reportable action.

Minutes Acceptance: Minutes of Feb 18, 2020 4:30 PM (CONSENT CALENDAR-CITY COUNCIL)

The Closed Session will be held pursuant to Government Code:

- 1 SECTION 54956.9 (d)(4) CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION (one case)
- 2 SECTION 54957 PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Position: City Manager

Mayor Gutierrez recessed the City Council to the City Manager's Conference Room, second floor, City Hall, for their Closed Session at 4:31 p.m.

Mayor Gutierrez reconvened the City Council in the Council Chamber from their Closed Session at 5:36 p.m.

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

City Attorney Koczanowicz announced there was no reportable action taken in Closed Session.

#### **ADJOURNMENT**

There being no further business to come before the City Council, Mayor Gutierrez adjourned the meeting at 5:36 p.m.



Submitted by:

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Pat Jacquez-Nares, CMC & CERA  
 City Clerk  
 Secretary, Moreno Valley Community Services District  
 Secretary, City as Successor Agency for the Community  
 Redevelopment Agency of the City of Moreno Valley  
 Secretary, Moreno Valley Housing Authority  
 Secretary, Board of Library Trustees

Approved by:

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Dr. Yxstian A. Gutierrez  
 Mayor  
 City of Moreno Valley  
 President, Moreno Valley Community Services District  
 Chairperson, City as Successor Agency for the Community  
 Redevelopment Agency of the City of Moreno Valley  
 Chairperson, Moreno Valley Housing Authority  
 Chairperson, Board of Library Trustees

**MINUTES  
CITY COUNCIL REGULAR MEETING OF THE CITY OF MORENO VALLEY  
February 18, 2020**

**CALL TO ORDER - 5:40 PM**

**SPECIAL PRESENTATIONS**

1. Canyon Springs High School CyberPatriot National Semi-Final Team Recognition
2. Recognition of the California Rush Moreno Valley Soccer Team

Minutes Acceptance: Minutes of Feb 18, 2020 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

**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  
MORENO VALLEY PUBLIC FINANCING AUTHORITY  
BOARD OF LIBRARY TRUSTEES**

**REGULAR MEETING – 6:00 PM  
February 18, 2020**

**CALL TO ORDER**

The Joint Meeting of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley, Moreno Valley Housing Authority, Moreno Valley Public Financing Authority and the Board of Library Trustees was called to order at 6:05 p.m. by Mayor Gutierrez in the Council Chamber located at 14177 Frederick Street.

Mayor Gutierrez announced that the City Council receives a separate stipend for CSD meetings.

**PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Rafael Brugueras.

**INVOCATION**

Pastor Bobby Vargas, Flame Chapel Church

**ROLL CALL**

Council:	Dr. Yxstian A. Gutierrez	Mayor
	Victoria Baca	Mayor Pro Tem
	David Marquez	Council Member
	Dr. Carla J. Thornton	Council Member
Absent:	Ulises Cabrera	Council Member

Minutes Acceptance: Minutes of Feb 18, 2020 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

**INTRODUCTIONS**

Staff:	Pat Jacquez-Nares	City Clerk
	Renee Bryant	Management Assistant
	Marshall Eyerman	Chief Financial Officer/City Treasurer
	Martin Koczanowicz	City Attorney
	Mike Lee	Interim City Manager
	Allen Brock	Assistant City Manager
	Michael Wolfe	Public Works Director/City Engineer
	Patty Nevins	Acting Community Development Director
	John Salisbury	Police Chief
	Abdul Ahmad	Fire Chief
	Kathleen Sanchez	Human Resources Director

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

Keri Then

1. Stressed the importance of the Census and urged residents to complete it.
2. Expressed her support for Proposition 13.

Robert Then

1. Indicated his disapproval with the World Logistics project and its associated environmental impacts.

Carolyn Brodeur

1. As a show of support, she encouraged residents to send get-well cards to injured officers.

**JOINT CONSENT CALENDARS (SECTIONS A-E)**

**RESULT:** APPROVED [UNANIMOUS]  
**MOVER:** Dr. Carla J. Thornton, Council Member  
**SECONDER:** David Marquez, Council Member  
**AYES:** Dr. Yxstian A. Gutierrez, Victoria Baca, David Marquez, Dr. Carla J. Thornton

**A. CONSENT CALENDAR-CITY COUNCIL**

- A.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

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

- A.2. City Council - Closed Session - Feb 4, 2020 4:30 PM

**Recommendation:** Approve as submitted.

Minutes Acceptance: Minutes of Feb 18, 2020 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

A.3. City Council - Regular Meeting - Feb 4, 2020 6:00 PM

**Recommendation:** Approve as submitted.

A.4. SECOND READING AND CONSIDERATION OF ADOPTION OF ORDINANCE NO. 964 AMENDING CHAPTER 5.05 COMMERCIAL CANNABIS REGULATIONS (Report of: Financial & Management Services)

**Recommendation: That the City Council:**

1. Adopt Ordinance No. 964 amending Chapter 5.05 Commercial Cannabis Regulations.

A.5. PEN16-0095 (TR 36760) – APPROVE COOPERATIVE AGREEMENT BETWEEN THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, THE CITY, AND MERITAGE HOMES OF CALIFORNIA, INC. FOR THE SUNNYMEAD MDP LINE M-3, STAGE 2 STORM DRAIN LOCATED ON SANTIAGO DRIVE EAST OF PERRIS BOULEVARD. DEVELOPER: MERITAGE HOMES OF CALIFORNIA, INC. (AGMT. NO. 2020-28) (Report of: Public Works)

**Recommendations:**

1. Approve the Cooperative Agreement with the Riverside County Flood Control and Water Conservation District (the District), the City of Moreno Valley, Meritage Homes of California, Inc. (Developer), for the Sunnymead Master Drainage Plan (MDP) Storm Drain Line M-3, Stage 2.
2. Authorize the City Manager to execute the Cooperative Agreement.
3. Authorize the City Manager or designee to execute amendments to the Cooperative Agreement, subject to approval of the City Attorney.

A.6. APPROVE THE PURCHASE OF LIGHT POLES AND FIXTURES FOR THE CIVIC CENTER FROM GRAYBAR SERVICES, INC., (Report of: Financial & Management Services)

**Recommendations:**

1. Approve the purchase of light poles and fixtures for the Civic Center from Graybar Services, Inc., in the amount of \$170,125.40.
2. Authorize the Chief Financial Officer to execute a purchase order upon approval of this purchase.
3. Authorize the Chief Financial Officer to accept the light poles and fixtures into the Community Services District's maintained system

upon acceptance of the improvements as complete.

- A.7. APPROVE COOPERATIVE AGREEMENT WITH RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT AND APPROVE REIMBURSEMENT AGREEMENT WITH EASTERN MUNICIPAL WATER DISTRICT FOR THE SUNNYMEAD - FLAMING ARROW DRIVE STORM DRAIN PROJECT NO. 804 0014 (AGMT. NOS. 2020-29 and 2020-30) (Report of: Public Works)

**Recommendations:**

1. Approve the Cooperative Agreement with Riverside County Flood, and Water Conservation District (RCFC&WCD) for the Sunnymead – Flaming Arrow Drive Storm Drain project and authorize the City Manager to execute the “Cooperative Agreement” in the form attached hereto upon concurrence by RCFC&WCD;
  2. Approve the Reimbursement Agreement with Eastern Municipal Water District (EMWD) for the Sunnymead – Flaming Arrow Drive Storm Drain project and authorize the City Manager to execute the “Reimbursement Agreement” in the form attached hereto upon concurrence by EMWD;
  3. Authorize the City Manager to approve any minor changes that may be requested by the RCFC&WCD, EMWD, and/or the City, subject to approval of the City Attorney;
  4. Authorize a budget adjustment as set forth in the Fiscal Impact section of this report;
  5. Authorize the Public Works Director/City Engineer to execute any future amendments to either of the subject agreements, subject to approval of the City Attorney.
- A.8. PAYMENT REGISTER - DECEMBER 2019 (Report of: Financial & Management Services)

**Recommendation:**

1. Receive and file the Payment Register.

- A.9. LIST OF PERSONNEL CHANGES (Report of: Human Resources)

**Recommendation:**

1. Ratify the list of personnel changes as described.

A.10. REPORT OF APPROVED SALARY CHANGES (Report of: Human Resources)

**Recommendation:**

1. Receive and file the attached Report of Approved Salary Changes.

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

B.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

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

B.2. MINUTES - CLOSED SESSION OF Feb 4, 2020 4:30 PM (See A.2)

**Recommendation:** Approve as submitted.

B.3. MINUTES - REGULAR MEETING OF Feb 4, 2020 6:00 PM (See A.3)

**Recommendation:** Approve as submitted.

**C. CONSENT CALENDAR - HOUSING AUTHORITY**

C.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

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

C.2. MINUTES - CLOSED SESSION OF Feb 4, 2020 6:00 PM (See A.2)

**Recommendation:** Approve as submitted.

C.3. MINUTES - REGULAR MEETING OF Feb 4, 2020 6:00 PM (See A.3)

**Recommendation:** Approve as submitted.

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

D.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

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

D.2. MINUTES - CLOSED SESSION OF Feb 4, 2020 6:00 PM (See A.2)

**Recommendation:** Approve as submitted.

D.3. MINUTES - REGULAR MEETING OF Feb 4, 2020 6:00 PM (See A.3)

**Recommendation:** Approve as submitted.

## **E. CONSENT CALENDAR - PUBLIC FINANCING AUTHORITY**

E.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

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

E.2. MINUTES - CLOSED SESSION OF Feb 4, 2020 4:30 PM (See A.2)

**Recommendation:** Approve as submitted.

E.3. MINUTES - REGULAR MEETING OF Feb 4, 2020 6:00 PM (See A.3)

**Recommendation:** Approve as submitted.

## **F. PUBLIC HEARINGS - NONE**

## **G. GENERAL BUSINESS - NONE**

## **H. ITEMS REMOVED FROM CONSENT CALENDARS FOR DISCUSSION OR SEPARATE ACTION - NONE**

## **I. REPORTS**

### **I.1. CITY COUNCIL REPORTS**

(Informational Oral Presentation - not for Council action)

March Joint Powers Commission (JPC) - Mayor Pro Tem Baca

Mayor Pro Tem Baca reported the following:

Tonight, I'm providing an update from the March Joint Powers Commission meeting held on February 12th.

At that meeting, the Commission approved the JPA's 2020 Legislative Agenda.

We also authorized JPA Commission Members to Travel to Washington, DC to meet with congressional and federal agency representatives to seek funding commitments on JPA projects.

Riverside County Habitat Conservation Agency (RCHCA) - None



Riverside County Transportation Commission (RCTC) - None

Riverside Transit Agency (RTA) - None

Western Riverside Council of Governments (WRCOG) - None

Western Riverside County Regional Conservation Authority (RCA) - None

School District/City Joint Task Force - Mayor Pro Tem Baca

Mayor Pro Tem Baca reported the following:

The Joint Task Force met earlier today. In addition to City representatives, representatives from the Moreno Valley College, Moreno Valley Unified School District, and State of California Lake Perris attended the meeting. Highlights include the following:

The Moreno Valley Unified School District will be hosting the 8th Annual Reading Festival on February 29 from 9:15 a.m. to 3:10 p.m. at the Moreno Valley Mall. All third grade students in attendance will receive a book and certificate and enjoy activity booths, entertainment, and raffles throughout the event.

In an effort to enhance the City's Hike to the Top program and expose local hikers to other area trails systems, Parks and Community Services will be implementing multi-agency joint trail events. The goal is to provide a different hiking experience and attract more hikers to each agency's hiking events. This partnership will include surrounding cities of the City of Perris, City of Redlands, City of Menifee, Riverside County Regional Park and Open Space District, and California State Lake Perris. These agencies have been invited to attend the City's Hike to the Top to Lake Perris on February 29.

The City will host the USA Track and Field-sanctioned Race Across the Base 5K at March Field Park on March 7 from 8-11 a.m. Participants of all ages are welcome to participate. The event will feature a 5K Run, 1K Fun Run, fitness and resource fair, medals, t-shirts, food vendors, and prizes.

## **I.2. CITY MANAGER'S REPORT**

(Informational Oral Presentation - not for Council action)

Interim City Manager Lee congratulated the City Council and the City on the recent achievement of being awarded the Award of Excellence from the California Municipal Finance Officers Organization.

### I.3. CITY ATTORNEY'S REPORT

(Informational Oral Presentation - not for Council action)

City Attorney Koczanowicz addressed the comments made during Public Comments.

### **CLOSING COMMENTS AND/OR REPORTS OF THE CITY COUNCIL, COMMUNITY SERVICES DISTRICT, CITY AS SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY, HOUSING AUTHORITY, PUBLIC FINANCING AUTHORITY, AND THE BOARD OF LIBRARY TRUSTEES.**

#### Council Member Thornton

1. Congratulated Golden Corral on their Grand Opening.
2. Announced that the Cupcake and Espresso Bar opened a new shop at Lakeshore Village.
3. Reminded residents to participate in the General Plan Update by logging onto [www.moval.org](http://www.moval.org)\2040 and encouraged them to attend the District 2 General Plan outreach event on March 18th.

#### Council Member Marquez

1. Remarked on the flavorful food at Golden Corral.
2. Thanked Staff for their work.
3. Commented on the ribbon cutting for Burger IM located in the Stoneridge Towne Center.
4. Attended the UPS store ribbon cutting on January 9th.
5. Was present at the U.S. Vets groundbreaking ceremony on February 13th.
6. Informed residents of his upcoming General Plan workshop on March 11th at the Moreno Valley Senior Citizen Center.

#### Mayor Pro Tem Baca

1. Thanked staff for keeping the City Council abreast of the goings-on in the City.
2. Praised the Police Department for the patrolling the streets and for their timely responses to emergencies.
3. Reported that the District 1 General Plan Update workshop would occur on March 9th at the Towngate Community Center.

#### Mayor Gutierrez

1. Welcomed Golden Corral and Burger IM to the City.
2. Congratulated the Cupcake and Espresso Bar on their recent expansion.
3. Encouraged everyone to complete the Census.

### **ADJOURNMENT**

There being no further business to come before the City Council, Mayor Gutierrez adjourned the meeting at 6:32 p.m.

Submitted by:

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Pat Jacquez-Nares, CMC & CERA  
 City Clerk  
 Secretary, Moreno Valley Community Services District  
 Secretary, City as Successor Agency for the Community  
 Redevelopment Agency of the City of Moreno Valley  
 Secretary, Moreno Valley Housing Authority  
 Secretary, Board of Library Trustees  
 Secretary, Public Finance Authority

Approved by:

---

Dr. Yxstian A. Gutierrez  
 Mayor  
 City of Moreno Valley  
 President, Moreno Valley Community Services District  
 Chairperson, City as Successor Agency for the Community  
 Redevelopment Agency of the City of Moreno Valley  
 Chairperson, Moreno Valley Housing Authority  
 Chairperson, Board of Library Trustees  
 Chairperson, Public Financing Authority



## Report to City Council

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**TO:**

**FROM:** Pat Jacquez-Nares, City Clerk

**AGENDA DATE:** March 3, 2020

**TITLE:** COUNCIL DISCRETIONARY EXPENDITURE REPORTS  
FOR FISCAL YEAR 2019/2020 FROM JULY 1, 2019  
THROUGH JANUARY 31, 2020

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### **RECOMMENDED ACTION**

**Recommendation:**

1. Receive and file the Fiscal Year 2019/2020 Council Discretionary Expenditure Report for July 1, 2019 through January 31, 2020.

### **SUMMARY**

This staff report is prepared at the request of the City Council to provide transparency with respect to the expenditure of City funds from City Council Discretionary Expenditure Accounts. These reports are for each Council Member's year to date expenditures for Fiscal Year 2019/2020, for July 1, 2019 through January 31, 2020. Each Council District receives an annual budget allocation of \$3,000 and the Mayor receives an annual budget allocation of \$6,000.

With the adoption of the current fiscal year budget and pursuant to Resolution No. 2019-27, unused monies from Fiscal Year 2018/2019 have been carried over to the current Fiscal Year as approved by the City Manager. The Discretionary Expenditure Reports now reflect the amended budget amount.

The expenditure reports are included routinely in the City Council agenda as an additional means of distributing reports on activities to the Council and public. The reports are to be posted to the City's website following Council approval. The monthly reports provide unaudited information and are reconciled to the City's general ledger. Following the end of the Fiscal Year, the financial information shall be reviewed as part of the City's independent financial audit.

**NOTIFICATION**

Posting of the agenda as required by the Brown Act.

**PREPARATION OF STAFF REPORT**

Prepared By:  
Renee Bryant  
Management Assistant

Department Head Approval:  
Pat Jacquez-Nares  
City Clerk

**CITY COUNCIL GOALS**

None

**CITY COUNCIL STRATEGIC PRIORITIES**

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

**ATTACHMENTS**

- 1. July - Jan Discretionary Reports

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/26/20 9:54 AM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 10:43 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 11:39 AM



**MAYOR YXSTIAN A. GUTIERREZ**

Fiscal Year 2019/2020 Council Discretionary Expenditures  
 Accounts: 1010-10-01-10015-620130 Mayor Discretionary  
 1010-10-01-10015-620131 Mayor Discretionary - Carryover  
 July 1, 2019 - January 31, 2020

<b>Date</b>	<b>Amount</b>	<b>Description</b>
		<b>No expenditures to report for July 2019</b>
		<b>No expenditures to report for August 2019</b>
		<b>No expenditures to report for September 2019</b>
10/16/2019	\$ 50.00	LOCC Division Lunch, October 16, 2019
11/26/2019	\$ 500.00	Sponsorship -RVHS Crimson Regiment Rose Parade
11/30/2019	\$ 49.37	Ticket 7th Annual Turning Red Tape into Red Carpet Awards & Reception
11/30/2019	\$ 62.93	Costco - Fruit for Mayor's Pancake Breakfast
11/30/2019	\$ 17.65	Walmart - Mayor's Pancake Breakfast Supplies
11/30/2019	\$ 31.96	Costco - Juice for Mayor's Pancake Breakfast
11/30/2019	\$ 82.52	Costco - Mayor's Pancake Breakfast Supplies
11/30/2019	\$ 40.69	Walmart - Mayor's Pancake Breakfast Supplies
		<b>No expenditures to report for December 2019</b>
1/15/2020	\$ 2,000.00	Sponsorship - MVUSD Odyssey of the Mind Southern California Tournament
	\$ 2,835.12	TOTAL Council Discretionary Expenditures for FY 19/20
	\$ 6,000.00	FY 19/20 Adopted Budget Amount
	\$ 692.00	Carryover Budget Amount FY 18/19
	\$ 6,692.00	FY 19/20 Amended Budget Amount
	\$ 3,856.88	FY 19/20 Budget Amount Remaining

Source: Unaudited financial data from the City's accounting records.  
 Updated as of: 02/20/2020



**COUNCIL DISTRICT 1 VICTORIA BACA**

Fiscal Year 2019/2020 Council Discretionary Expenditures  
 Accounts: 1010-10-01-10011-620111 Council District 1 Discretionary  
 1010-10-01-10011-620116 Council District 1 Discretionary - Carryover  
 July 1, 2019 - January 31, 2020

<b>Date</b>	<b>Amount</b>	<b>Description</b>
7/1/2019	\$ 343.74	FY 18/19 Prepaid Expense US Mayor's Conference
8/3/2019	\$ 246.75	Sponsorship Planning Permit Fees for Annual Backpack Event
		<b>No expenditures to report for September 2019</b>
10/16/2019	\$ 50.00	LOCC Division Lunch, October 16, 2019
10/31/2019	\$ 69.98	Accessories for City Issued Equipment
10/31/2019	\$ 125.00	Riverside Community College President's Dinner November 7
11/14/2019	\$ 25.00	Inland Empire Latino Lawyers Association December 5th
		<b>No expenditures to report for December 2019</b>
		<b>No expenditures to report for January 2020</b>
	\$ 860.47	TOTAL Council Discretionary Expenditures for FY 19/20
	\$ 3,000.00	FY 19/20 Adopted Budget Amount
		Carryover Budget Amount FY 18/19
	\$ 3,000.00	FY 19/20 Amended Budget Amount
	\$ 2,139.53	FY 19/20 Budget Amount Remaining

Source: Unaudited financial data from the City's accounting records.

Updated as of: 02/20/2020



**COUNCIL DISTRICT 2 CARLA J. THORNTON**

Fiscal Year 2019/2020 Council Discretionary Expenditures  
 Accounts: 1010-10-01-10012-620112 Council District 2 Discretionary  
 1010-10-01-10012-620117 Council District 2 Discretionary - Carryover  
 July 1, 2019 - January 31, 2020

<b>Date</b>	<b>Amount</b>	<b>Description</b>
7/1/2019	\$ 40.00	LOCC Riverside Division Meeting Dinner
7/31/2019	\$ 36.03	Refreshments for Public Outreach Event Held on 7/13/2019
7/31/2019	\$ 20.00	Wake Up MoVal Meeting 7/24/2019
7/31/2019	\$ 32.55	Light Refreshments for Meeting
<b>No expenditures to report for August 2019</b>		
9/16/2019	\$ 10.00	Moreno Valley Elks POW/MIA Remembrance Dinner
9/30/2019	\$ 76.21	Accessories for City Issued Equipment
9/30/2019	\$ 501.00	Facility Use Sponsorship CalVets Pathways to Citizenship Workshop
9/30/2019	\$ 200.00	Membership Fee LOCC African American Caucus
10/8/2019	\$ 50.00	LOCC Division Lunch, October 16, 2019
10/21/2019	\$ 75.00	TEAM March Military Ball Ticket
10/31/2019	\$ 5.91	Accessories for City Issued Equipment
10/31/2019	\$ 2.47	Refreshments for October Public Outreach Event
10/31/2019	\$ 7.39	Refreshments for October Public Outreach Event
11/19/2019	\$ 20.00	Wake Up MoVal October Meeting
11/29/2019	\$ 17.00	Petty Cash Reimbursement   Parking Gala for 100 Black Men I.E.
<b>No expenditures to report for December 2019</b>		
<b>No expenditures to report for January 2020</b>		
	\$ 1,093.56	TOTAL Council Discretionary Expenditures for FY 19/20
	\$ 3,000.00	FY 19/20 Adopted Budget Amount
	\$ 1,803.00	Carryover Budget Amount FY 18/19
	\$ 4,803.00	FY 19/20 Amended Budget Amount
	\$ 3,709.44	FY 19/20 Budget Amount Remaining

Source: Unaudited financial data from the City's accounting records.  
 Updated as of: 02/20/2020





**COUNCIL DISTRICT 3 DAVID MARQUEZ**

Fiscal Year 2019/2020 Council Discretionary Expenditures  
 Accounts: 1010-10-01-10013-620113 Council District 3 Discretionary  
 1010-10-01-10013-620118 Council District 3 Discretionary - Carryover  
 July 1, 2019 - January 31, 2020

Date	Amount	Description
		<b>No expenditures to report for July 2019</b>
		<b>No expenditures to report for August 2019</b>
9/30/2019	\$ 300.00	Refreshments for Public Outreach "Let's Have Lunch With Dave"
10/8/2019	\$ 50.00	LOCC Division Lunch, October 16, 2019
10/14/2019	\$ 300.00	Sponsorship Moreno Valley Optimist Letterman Jacket Program
10/28/2019	\$ 75.00	TEAM March Military Ball Ticket
11/30/2019	\$ 75.00	Champions of Flight 2019 Ticket
		<b>No expenditures to report for December 2019</b>
1/28/2020	\$ 30.00	Martin Luther King Jr. Scholarship Breakfast Ticket
1/31/2020	\$ 25.00	Military Affairs Committee Niagara Falls Leadership Dinner
	\$ 855.00	TOTAL Council Discretionary Expenditures for FY 19/20
	\$ 3,000.00	FY 19/20 Adopted Budget Amount
	\$ 433.00	Carryover Budget Amount FY 18/19
	\$ 3,433.00	FY 19/20 Amended Budget Amount
	\$ 2,578.00	FY 19/20 Budget Amount Remaining

Source: Unaudited financial data from the City's accounting records.  
 Updated as of: 02/20/2020



**COUNCIL DISTRICT 4 ULISES CABRERA**

Fiscal Year 2019/2020 Council Discretionary Expenditures  
 Accounts: 1010-10-01-10014-620114 Council District 4 Discretionary  
 1010-10-01-10014-650119 Council District 4 Discretionary - Carryover  
 July 1, 2019 - January 31, 2020

<b>Date</b>	<b>Amount</b>	<b>Description</b>
7/31/2019	\$ 200.00	Sponsorship Falcon Football Jumper Deposit
		<b>No expenditures to report for August 2019</b>
		<b>No expenditures to report for September 2019</b>
10/31/2019	\$ 87.23	Large Post-It Note Boards for High School Tours
		<b>No expenditures to report for November 2019</b>
12/31/2019	\$ 103.50	Sponsorship Jitterz Coffee Artwalk - Temporary Use Permit Fees
1/28/2020	\$ 30.00	Martin Luther King Jr. Scholarship Breakfast Ticket
1/31/2020	\$ 100.00	BIA Inland Empire Economic Forecast Ticket
	\$ 520.73	TOTAL Council Discretionary Expenditures for FY 19/20
	\$ 3,000.00	FY 19/20 Adopted Budget Amount
	\$ 1,726.00	Carryover Budget Amount FY 18/19
	\$ 4,726.00	FY 19/20 Amended Budget Amount
	\$ 4,205.27	FY 19/20 Budget Amount Remaining

Source: Unaudited financial data from the City's accounting records.  
 Updated as of: 02/20/2020



## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Marshall Eyerman, Chief Financial Officer

**AGENDA DATE:** March 3, 2020

**TITLE:** BID AWARD FOR POLYPHASE ELECTRICITY METERS FOR MORENO VALLEY UTILITY'S SMART METER PROGRAM

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### **RECOMMENDED ACTION**

#### **Recommendations:**

1. Approve bid award to One Source Distributors for Polyphase Electricity Meters for the Advanced Metering Infrastructure (AMI) system for Moreno Valley Utility.
2. Authorize the issuance of a Purchase Order to One Source Distributors in the amount of \$130,296 (\$118,451 bid amount plus \$11,845 contingency).
3. Authorize the Chief Financial Officer/City Treasurer to execute any subsequent related minor change orders up to, but not exceeding, the 10% contingency amount of \$11,845 for the equipment as stated in the report, subject to the approval of the City Attorney.

### **SUMMARY**

This report recommends the award of the contract for the purchase of Polyphase Electricity Meters for the Advanced Metering Infrastructure (AMI) system, for Moreno Valley Utility. The Polyphase smart meters will allow Moreno Valley Utility commercial and industrial customers to convert to time-of-use rates, which will encourage lower energy consumption during hours when energy usage is typically the highest. The equipment includes the purchase of 120 count 3 Phase 4 Wire Self Contained – ANSI Standard FM16S meters and 155 count 3 Phase 4 Wire Transformer Rated – with KYZ output – ANSI Standard FM9S meters. This project will be funded from 2019 Taxable Lease Revenue Bonds.

### **DISCUSSION**

Electric utilities across the state, both investor-owned and publicly-owned, are transitioning to smart meters due to state mandate under Assembly Bill 327, enacted in 2013, which requires utilities to adopt time-of-use programs. Customers now expect a greater role in controlling their energy costs, which AMI technologies facilitate. Smart meters are an integral facet of modernizing MVU’s electrical distribution system and the state electric grid.

The specifications were prepared by ENCO Utility Services, and reviewed by the City. A Request for Quote (RFQ) was advertised and placed on PlanetBids, the City’s online bidding portal, from December 9, 2019 through January 6, 2020. All RFQ Questions and Answers were posted on PlanetBids.

Three responses were received. The total bid from each vendor is listed below.

- 1. One Source Distributors                      \$118,451
- 2. McAvoy & Markham                              \$128,590
- 3. Pacific Utility                                      \$200,250

One Source Distributors was deemed to be the lowest, responsive bidder.

The meters will be delivered to the Moreno Valley Utility Field Office in a single shipment.

**ALTERNATIVES**

- 1. Approve and authorize the recommended actions as presented in this staff report. *Staff recommends this alternative because it will allow the utility to offer time-of-use rates in parity with SCE and modernize its electric distribution system.*
- 2. Do not approve and authorize the recommended actions as presented in this staff report. *Staff does not recommend this alternative because it will delay the modernization of the electric distribution system and will not allow the utility to offer time-of-use rates.*

**FISCAL IMPACT**

This project is included in the Fiscal Year 2019/2020 & 2020/2021 Adopted Capital Improvement Plan Budget. It will be financed by use of 2019 Taxable Lease Revenue Bonds.

FISCAL YEAR 2019/2020 – 2020/2021 PROJECT BUDGET:

MVU Restricted Fund

GL Account No. 6011-30-80-80005-720199

Project No. 805 0045 6011 99 ..... \$2,170,185

ESTIMATED PROJECT COSTS:

Residential AMI Meters.....\$1,110,012
Consultant Work Authorization.....\$ 23,850
Polyphase AMI Meters (includes 10% contingency).....\$ 130,296

Total..... \$1,264,158

NOTIFICATION

Publication of Agenda.

PREPARATION OF STAFF REPORT

Prepared By:
Dean Ayer
Management Analyst

Department Head Approval:
Marshall Eyerman
Chief Financial Officer/City Treasurer

Concurred By:
Jeannette Olko
Electric Utility Division Manager

CITY COUNCIL GOALS

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

Objective 4.1: Develop a Moreno Valley Utility Strategic Plan to prepare for the 2020 expiration of the ENCO Utility Systems agreement.

ATTACHMENTS

None

APPROVALS

Budget Officer Approval [check] Approved 2/07/20 9:50 AM

City Attorney Approval  
City Manager Approval

✓ Approved  
✓ Approved

2/26/20 7:13 AM  
2/26/20 9:38 AM



## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Marshall Eyerman, Chief Financial Officer

**AGENDA DATE:** March 3, 2020

**TITLE:** RECEIPT OF QUARTERLY INVESTMENT REPORT FOR THE QUARTER ENDED DECEMBER 31, 2019

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### **RECOMMENDED ACTION**

#### **Recommendation:**

1. Receive and file the Quarterly Investment Report for quarter ended December 31, 2019, in compliance with the City's Investment Policy.

### **SUMMARY**

The attached Quarterly Investment Report presents the City's cash and investments for the quarter that ended December 31, 2019. This report is in compliance with California Government Code Section 53646 regarding the reporting of detailed information on all securities, investments, and monies of the City, as well as the reporting of the market value of the investments held. All of the investments contained within the portfolio are in full compliance with the City's Investment Policy and Government Code Section 53601 as to the types of investments allowed. It is recommended that the City Council receive and file the attached Quarterly Investment Report.

### **DISCUSSION**

The City maintains a portfolio of investments in order to earn interest on cash balances that are not currently required to fund operations. California Government Code Sections 53601 and 53646 establish the types of investments allowed, the governing restrictions on these investments, the third-party custodian arrangement for certain investments, and the reporting practices related to the portfolios of local agencies. In keeping with best practices the City has implemented an Investment Policy, which was last reviewed by the City Council on May 7, 2019. The policy is in full compliance with the requirements of both of the above-mentioned Code Sections.

The attached Quarterly Investment Report presents the City's cash and investments for the quarter that ended December 31, 2019. The report complies with California Government Code Section 53646 regarding the reporting of detailed information on all securities, investments, and monies of the City, as well as the reporting of the market value of the investments held. All of the investments contained within the portfolio are in full compliance with the City's Investment Policy and Government Code Section 53601 as to the types of investments allowed. As stated in the attached report, there is more than adequate liquidity within the portfolio for the City to meet its budgeted expenditures over the next six months.

The City's investment policy has set the primary goals of the portfolio management as Safety and Liquidity followed by Yield. The City's cash flow requirements are evaluated on an ongoing basis, with short-term needs accommodated through the City's pooled investment funds with the Local Agency Investment Fund (LAIF). LAIF is a pool of public funds managed by the State Treasurer of California, providing 24-hour liquidity while yielding a rate of return approximately equivalent to a one-year treasury bill. With the combined use of a conservative approach to evaluating cash flow needs and LAIF liquidity, the City will not have to liquidate securities at current market rates that are intended to be held for longer-term investment.

The table shows some of the key portfolio measures for the month.

	Portfolio, Balance	Avg. Yield to Maturity Trends		
		Dec 2019	Nov 2019	Dec 2018
Investments	\$158,388,112	2.12%	2.13%	2.14%
LAIF	\$50,681,584	2.043%	2.103%	2.291%

Bond proceeds are held and invested by a Trustee. The investment of these funds is governed by an investment policy approved by the City Council as a part of the governing documents for each specific bond issue. Deferred Compensation Plan funds are not included in the report since these funds are held and invested by the respective plan administrators based on the direction of the participating employees. These funds are placed in a trust separate from City funds.

This report was scheduled for review by the Finance Subcommittee at their meeting on February 25, 2020.

## **ALTERNATIVES**

1. Receive and file the Quarterly Investment Report for December 31, 2019. ***Staff recommends this alternative as it accomplishes timely investment reporting.***



2. Do not accept and file the Quarterly Investment Report and provide staff with additional direction. ***Staff does not recommend this alternative as it will not accomplish timely investment reporting.***

## **FISCAL IMPACT**

The federal funds rate target remained unchanged in December in a range of 1.50%-1.75%. Treasury yields declined during 2019 with the 3-month T-bill yield down 81 basis points, the 2-Year Treasury yield down 92 basis points and the 10-Year Treasury down 77 basis points. Notably, the shape of the yield curve has normalized to some extent over the past few months and is now upward sloping, which we believe reflects increased optimism about the domestic economic outlook.

## **NOTIFICATION**

Publication of the agenda

## **PREPARATION OF STAFF REPORT**

Prepared By:  
Brooke McKinney  
Treasury Operations Division Manager

Department Head Approval:  
Marshall Eyerman  
Chief Financial Officer/City Treasurer

## **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.

## **CITY COUNCIL STRATEGIC PRIORITIES**

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

## **ATTACHMENTS**

1. 2019-12 Investment Report
2. CAM-Newsletter-January-2020

## **APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	1/27/20 7:42 AM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 7:18 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:07 AM

**CITY OF MORENO VALLEY**

**Treasurer's Cash and Investments Report**

**December 2019**

General Portfolio	Cost Value	Market Value	Par Value	Average Maturity (in years)	Average Yield to Maturity	Average Duration (in years)
Bank Accounts	3,543,229	3,543,229	3,543,229			
State of California LAIF Pool	50,681,584	50,764,845	50,681,584	0.51	2.04%	
Investments	159,356,653	160,801,873	158,388,112	2.74	2.12%	2.43
<b>Total General Portfolio</b>	<b>213,581,466</b>	<b>215,109,947</b>	<b>212,612,925</b>			

Bond Proceeds with Fiscal Agents	Market Value
Construction Funds	10,390,307
Principal & Interest Accounts	1,782,383
Debt Service Reserve Funds	2,114,812
Custody Accounts	285,912
Arbitrage Rebate Accounts	10,361
Other Accounts	98
<b>Total Bond Proceeds</b>	<b>14,583,873</b>

**Total Investment Portfolio** 229,693,820

1. I hereby certify that the investments are in compliance with the investment policy adopted by the City Council. There are no items of non-compliance for this period.
2. The market values for the specific investments in the General Portfolio are provided by the City's investment advisors, Chandler Asset Management and Insight Asset Management.
3. The market value for LAIF is provided by the State Treasurer.
4. The market values for investments held by fiscal agents and the deferred compensation plans are provided by each respective trustee or fiscal agent.
5. The City has the ability to meet its budgeted expenditures for the next six months pending any future action by City Council or any unforeseen catastrophic event.

/S/ Marshall Eyerman  
City Treasurer

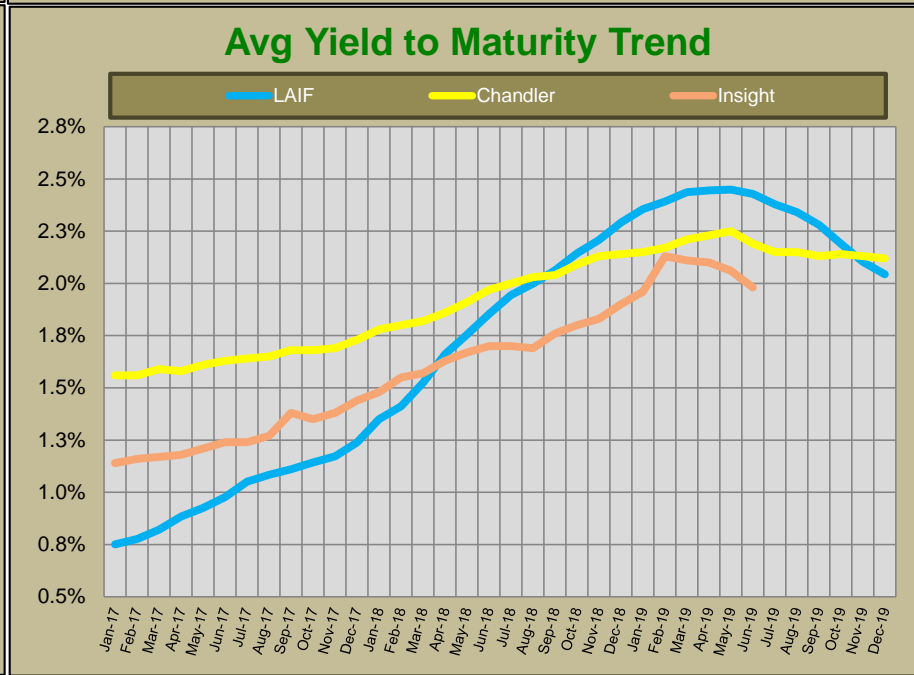
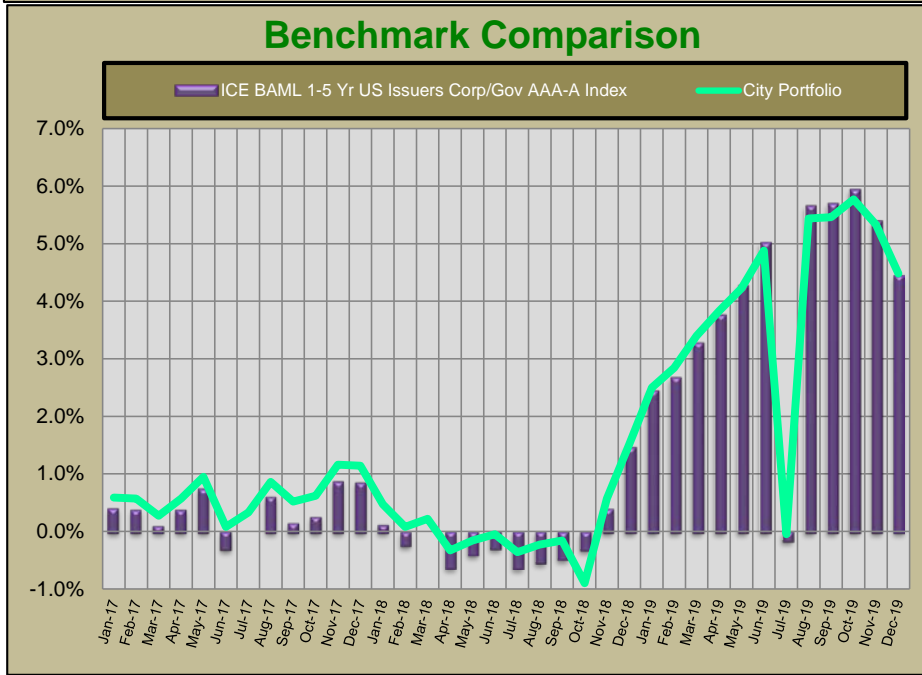
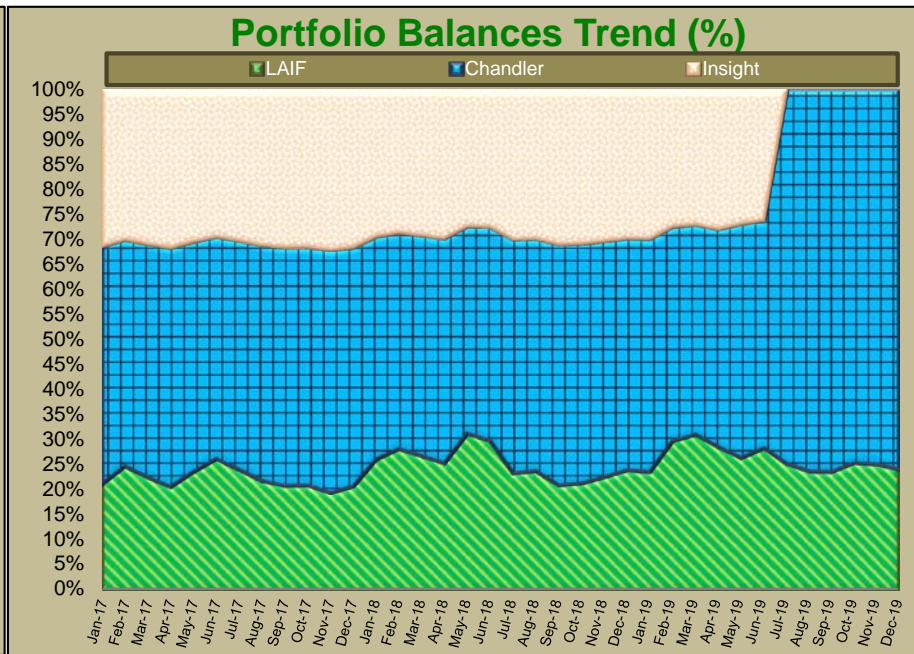
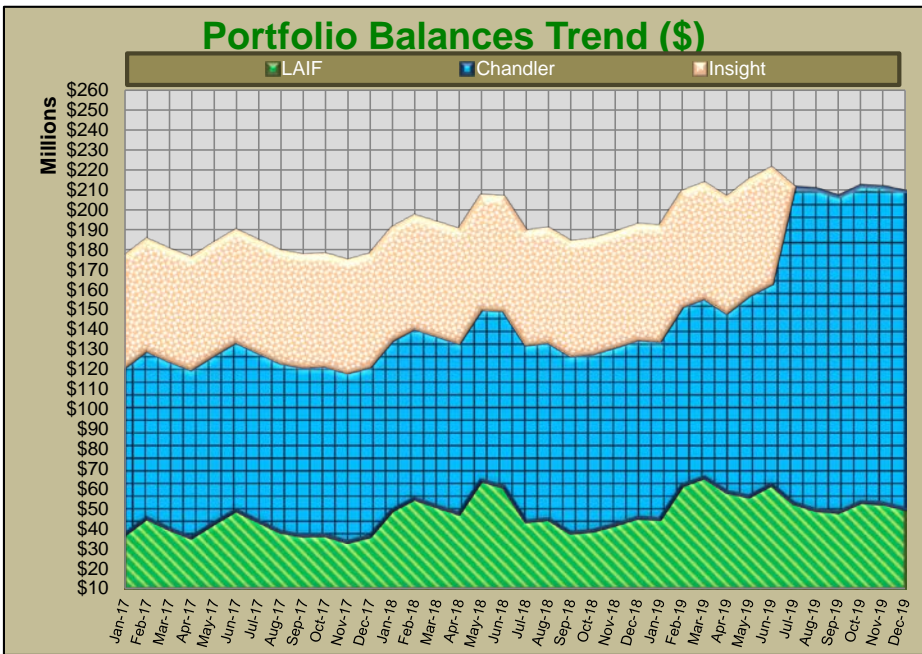
## PORTFOLIO PERFORMANCE - 36 MONTH TREND

Period	Total General Portfolio (1)		Local Agency Investment Fund (LAIF)		Chandler				Insight			
	Asset Balance (par)	Avg YTM (2)	Balance	Yield	Asset Balance (par)	Weighted Avg YTM (2)	Rate of Return (3)		Asset Balance (par)	Weighted Avg YTM (2)	Rate of Return (3)	
							Investment Portfolio (4)	Benchmark 1-5 Gov(5)			Investment Portfolio (4)	Benchmark 1-3 Gov(5)
Jan-17	178,020,726		37,628,655	0.751%	83,921,074	1.56%	0.59%	0.41%	54,865,800	1.14%	0.13%	0.40%
Feb-17	186,127,218		46,028,655	0.777%	84,036,078	1.56%	0.57%	0.38%	54,956,116	1.16%	0.26%	0.39%
Mar-17	180,720,329		40,778,655	0.821%	84,203,833	1.59%	0.27%	0.10%	55,036,202	1.17%	0.28%	0.25%
Apr-17	176,886,824		36,353,121	0.884%	84,254,557	1.58%	0.57%	0.38%	55,069,278	1.18%	0.38%	0.35%
May-17	184,129,362		43,453,119	0.925%	84,366,558	1.61%	0.95%	0.75%	55,139,856	1.21%	0.52%	0.57%
Jun-17	191,761,138		49,953,121	0.978%	84,433,672	1.63%	0.08%	-0.30%	55,188,911	1.24%	0.54%	0.83%
Jul-17	186,724,734		44,548,019	1.051%	84,553,984	1.64%	0.33%	0.00%	55,200,136	1.24%	0.74%	0.89%
Aug-17	180,293,288		39,248,019	1.084%	84,648,884	1.65%	0.86%	0.61%	55,293,843	1.27%	0.79%	0.95%
Sep-17	180,597,317		37,148,019	1.111%	84,681,990	1.68%	0.52%	0.15%	55,327,685	1.38%	0.90%	1.00%
Oct-17	179,411,035		37,462,434	1.143%	84,785,780	1.68%	0.62%	0.26%	55,413,748	1.35%	1.01%	1.06%
Nov-17	175,469,499		34,062,434	1.172%	84,916,378	1.69%	1.16%	0.88%	55,471,666	1.38%	1.12%	1.13%
Dec-17	179,112,928		36,962,434	1.239%	85,008,412	1.73%	1.14%	0.86%	55,541,162	1.44%	0.82%	0.42%
Jan-18	192,795,926		49,974,332	1.350%	85,144,970	1.78%	0.47%	0.12%	55,563,293	1.48%	-0.13%	0.93%
Feb-18	202,940,569		55,774,331	1.412%	85,263,827	1.80%	0.08%	-0.23%	55,682,887	1.55%	-0.19%	-0.13%
Mar-18	195,416,305		52,074,331	1.524%	85,446,356	1.82%	0.22%	0.00%	55,785,899	1.57%	-0.01%	0.03%
Apr-18	191,668,439		48,358,005	1.661%	85,541,787	1.86%	-0.33%	-0.62%	55,920,551	1.63%	0.00%	0.00%
May-18	210,976,889		65,058,005	1.755%	85,714,498	1.91%	-0.16%	-0.39%	55,998,203	1.67%	0.65%	1.65%
Jun-18	207,635,739		61,758,005	1.854%	88,337,665	1.97%	-0.05%	-0.28%	56,077,829	1.70%	0.36%	0.08%
Jul-18	190,571,998		44,418,902	1.944%	88,543,794	2.00%	-0.36%	-0.63%	56,116,437	1.70%	-0.14%	0.50%
Aug-18	191,837,452		45,518,902	1.998%	88,654,200	2.03%	-0.23%	-0.53%	56,196,487	1.69%	0.76%	-0.01%
Sep-18	187,805,745		38,718,902	2.063%	88,810,836	2.04%	-0.16%	-0.47%	56,303,716	1.76%	0.83%	0.04%
Oct-18	188,925,543		39,668,140	2.144%	88,887,254	2.09%	-0.90%	-0.31%	56,473,609	1.80%	0.97%	0.25%
Nov-18	192,152,043		42,768,140	2.208%	89,084,357	2.13%	0.57%	0.40%	56,568,013	1.83%	1.52%	2.25%
Dec-18	197,462,474		46,268,140	2.291%	89,215,211	2.14%	1.52%	1.47%	56,671,250	1.90%	1.68%	2.33%
Jan-19	195,050,449		45,553,390	2.355%	89,373,064	2.15%	2.50%	2.45%	56,704,121	1.96%	0.31%	2.40%
Feb-19	211,740,422		62,553,390	2.392%	89,552,434	2.17%	2.84%	2.68%	56,761,069	2.13%	0.29%	2.44%
Mar-19	216,770,725		66,553,390	2.436%	89,668,393	2.21%	3.40%	3.28%	56,827,466	2.11%	0.47%	2.72%
Apr-19	206,696,569		59,210,262	2.445%	89,757,226	2.23%	3.83%	3.76%	56,986,412	2.10%	1.12%	3.08%
May-19	217,014,248		56,910,262	2.449%	100,691,487	2.25%	4.22%	4.27%	57,041,732	2.06%	1.51%	2.52%
Jun-19	225,003,102		62,910,263	2.428%	100,533,542	2.19%	4.88%	5.01%	57,126,387	1.98%	1.85%	2.57%
Jul-19	215,879,596	2.16%	53,598,980	2.379%	157,563,906	2.15%	-0.05%	-0.15%				
Aug-19	209,798,005	2.17%	50,148,980	2.341%	160,310,760	2.15%	5.44%	5.65%				
Sep-19	211,426,202	2.14%	49,048,980	2.280%	157,687,693	2.13%	5.46%	5.69%				
Oct-19	214,964,798	2.12%	54,181,584	2.190%	157,861,930	2.14%	5.77%	5.93%				
Nov-19	214,680,646	2.08%	53,481,584	2.103%	158,054,077	2.13%	5.33%	5.39%				
Dec-19	212,612,925	2.06%	50,681,584	2.043%	158,388,112	2.12%	4.48%	4.44%				

- Notes:
- (1) Total General Portfolio includes all assets that comprise the City's Investment Portfolio which is LAIF as well as assets managed by Chandler Asset Management.
  - (2) Yield to Maturity (YTM): The rate of return on an investment or security if it were to be held until maturity. This yield does not reflect changes in the market value of a security
  - (3) Rate of Return represents the gain or loss on an investment or portfolio of investments over a specified period, expressed as a percentage of increase over the initial investment cost. Gains on investments are considered to be any income received from the security or portfolio plus any realized capital gain. This measure of return recognizes the changes in market values of a security or portfolio of securities.
  - (4) The Rate of Return for the investment portfolio reflects the performance of the portfolio during the past twelve months.
  - (5) The portfolio benchmark is the ICE Bank of America-Merrill Lynch 1 to 5 year Government Index

Attachment: 2019-12 Investment Report (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT -

# PORTFOLIO PERFORMANCE - 36 MONTH TREND



## PORTFOLIO CHARACTERISTICS

The portfolio invested in LAIF represents the City's immediate cash liquidity needs and is managed by City staff in a manner to fund the day to day operations of the City.  
The portfolio managed by Chandler is comprised of idle cash balances related to funds that generally expect to expend within the next 12 to 60 months.

Attachment: 2019-12 Investment Report (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT -





# City of Moreno Valley Consolidated

## MONTHLY ACCOUNT STATEMENT

DECEMBER 1, 2019 THROUGH DECEMBER 31, 2019

### Chandler Team:

For questions about your account, please call (800) 317-4747,  
or contact [operations@chandlerasset.com](mailto:operations@chandlerasset.com)

### Custodian

Union Bank N.A.  
Tina Guzman  
(619) 230-3547

**CHANDLER ASSET MANAGEMENT**  
chandlerasset.com

*Information contained herein is confidential. We urge you to compare this statement to the one you receive from your qualified custodian. Please see Important Disclosures.*

**PORTFOLIO CHARACTERISTICS**

Average Modified Duration	1.82
Average Coupon	2.20%
Average Purchase YTM	2.06%
Average Market YTM	1.81%
Average S&P/Moody Rating	AA/Aa1
Average Final Maturity	2.05 yrs
Average Life	1.91 yrs

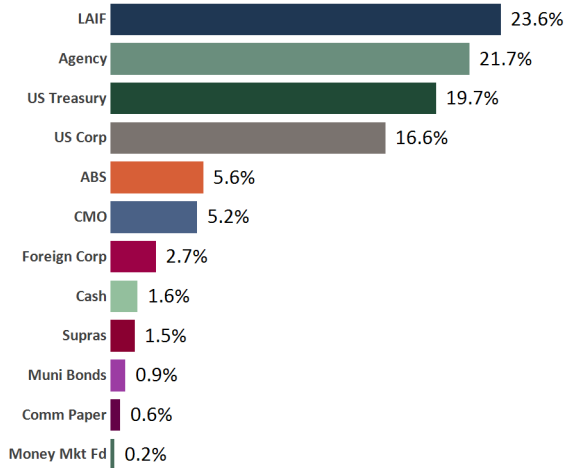
**ACCOUNT SUMMARY**

	Beg. Values as of 11/30/19	End Values as of 12/31/19
Market Value	217,098,834	215,026,687
Accrued Interest	1,015,412	1,044,703
<b>Total Market Value</b>	<b>218,114,246</b>	<b>216,071,390</b>
Income Earned	372,430	373,636
Cont/WD		
Par	214,680,647	212,612,926
Book Value	215,673,698	213,627,774
Cost Value	215,600,991	213,581,467

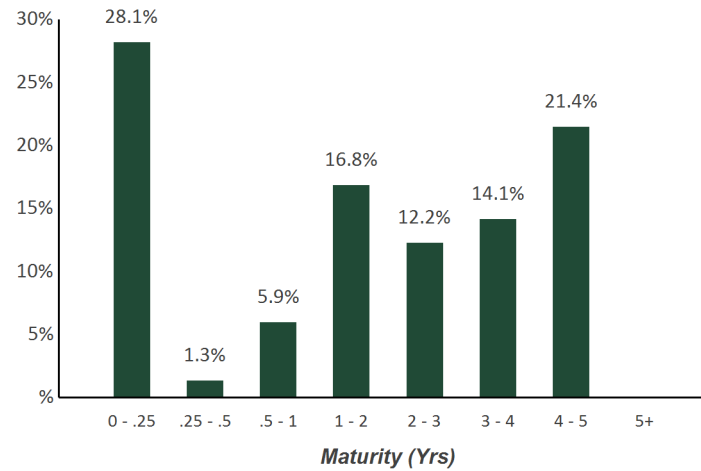
**TOP ISSUERS**

Local Agency Investment Fund	23.6%
Government of United States	19.7%
Federal Home Loan Bank	8.9%
Federal Home Loan Mortgage Corp	8.3%
Federal National Mortgage Assoc	8.0%
Federal Farm Credit Bank	1.7%
Bank Cash Account	1.6%
John Deere ABS	1.5%
<b>Total</b>	<b>73.3%</b>

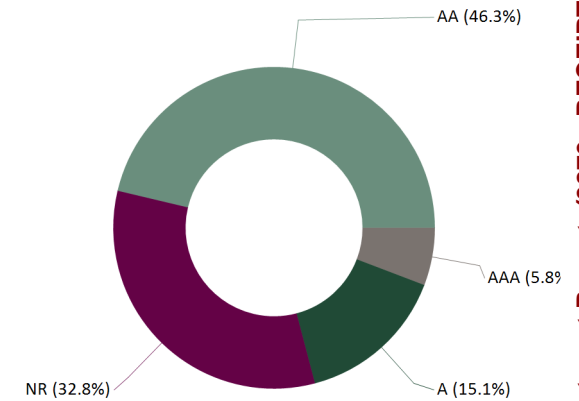
**SECTOR ALLOCATION**



**MATURITY DISTRIBUTION**



**CREDIT QUALITY (S&P)**





# Holdings Report

As of December 31, 2019



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
<b>ABS</b>									
43811BAC8	Honda Auto Receivables Trust 2017-2 A3 1.68% Due 8/16/2021	448,449.79	04/27/2018 2.62%	441,477.81 445,015.92	99.91 1.92%	448,033.11 334.84	0.21% 3,017.19	Aaa / AAA NR	1.6 0.4
47788BAD6	John Deere Owner Trust 2017-B A3 1.82% Due 10/15/2021	81,609.13	07/11/2017 1.83%	81,603.15 81,606.61	99.91 2.11%	81,536.37 66.01	0.04% (70.24)	Aaa / NR AAA	1.7 0.3
47788CAC6	John Deere Owner Trust 2018-A A3 2.66% Due 4/18/2022	228,453.76	02/21/2018 2.68%	228,437.33 228,444.64	100.38 1.95%	229,314.51 270.08	0.11% 869.87	Aaa / NR AAA	2.3 0.5
43815HAC1	Honda Auto Receivables Trust 2018-3 A3 2.95% Due 8/22/2022	750,000.00	08/21/2018 2.98%	749,897.10 749,931.82	101.01 1.91%	757,558.50 614.58	0.35% 7,626.68	Aaa / NR AAA	2.6 0.9
02587AAJ3	American Express Credit Trust 2017-1 A 1.93% Due 9/15/2022	1,300,000.00	Various 3.01%	1,280,843.74 1,287,129.69	100.00 1.98%	1,299,941.50 1,115.11	0.60% 12,811.81	Aaa / NR AAA	2.7 0.1
89238TAD5	Toyota Auto Receivables Trust 2018-B A3 2.96% Due 9/15/2022	2,100,000.00	07/25/2019 1.48%	2,122,230.47 2,119,199.04	100.98 1.89%	2,120,617.80 2,762.67	0.98% 1,418.76	Aaa / AAA NR	2.7 0.9
47788EAC2	John Deere Owner Trust 2018-B A3 3.08% Due 11/15/2022	875,000.00	07/18/2018 3.10%	874,933.68 874,955.80	101.03 2.00%	883,986.25 1,197.78	0.41% 9,030.45	Aaa / NR AAA	2.8 0.9
65479GAD1	Nissan Auto Receivables Trust 2018-B A3 3.06% Due 3/15/2023	1,000,000.00	09/16/2019 1.40%	1,013,906.25 1,012,760.13	101.35 1.92%	1,013,536.00 1,360.00	0.47% 775.87	Aaa / AAA NR	3.2 1.1
47789JAD8	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	1,500,000.00	08/27/2019 1.87%	1,531,230.47 1,528,477.43	101.44 1.98%	1,521,648.00 1,940.00	0.71% (6,829.43)	Aaa / NR AAA	3.5 1.5
43815NAC8	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	1,150,000.00	08/20/2019 1.79%	1,149,990.46 1,149,991.55	99.77 1.89%	1,147,389.50 909.78	0.53% (2,602.05)	Aaa / AAA NR	3.6 2.1
477870AC3	John Deere Owner Trust 2019-B A3 2.21% Due 12/15/2023	590,000.00	07/16/2019 2.23%	589,874.74 589,887.31	100.65 1.92%	593,859.19 579.51	0.28% 3,971.88	Aaa / NR AAA	3.9 2.1
92348AAA3	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	785,000.00	10/01/2019 1.95%	784,939.48 784,942.58	99.91 1.99%	784,258.96 465.33	0.36% (683.62)	NR / AAA AAA	4.3 2.1

Attachment: 2019-12 Investment Report (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT -

# Holdings Report

As of December 31, 2019



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
<b>ABS</b>									
65479JAD5	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	1,230,000.00	10/16/2019 1.94%	1,229,935.06 1,229,937.69	100.04 1.92%	1,230,488.31 1,055.07	0.57% 550.62	Aaa / AAA NR	4.5 2.4
<b>Total ABS</b>		<b>12,038,512.68</b>	<b>2.11%</b>	<b>12,079,299.74</b> <b>12,082,280.21</b>	<b>1.94%</b>	<b>12,112,168.00</b> <b>12,670.76</b>	<b>5.61%</b> <b>29,887.79</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>3.2</b> <b>1.3</b>
<b>AGENCY</b>									
3134G96L6	FHLMC Callable Note Qrtly 11/25/2016 1.3% Due 2/25/2020	1,000,000.00	08/09/2016 1.30%	1,000,000.00 1,000,000.00	99.95 1.64%	999,475.00 4,550.00	0.46% (525.00)	Aaa / AA+ AAA	0.1 0.1
3130AB6A9	FHLB Note 1.65% Due 7/20/2020	1,000,000.00	05/10/2017 1.65%	999,910.00 999,984.47	100.01 1.62%	1,000,145.00 7,379.17	0.47% 160.53	Aaa / AA+ NR	0.5 0.5
3130ACBY9	FHLB Callable Note Qrtly 2/28/2018 1.68% Due 8/28/2020	1,600,000.00	08/24/2017 1.68%	1,600,000.00 1,600,000.00	100.00 1.65%	1,599,993.60 9,184.00	0.74% (6.40)	Aaa / AA+ NR	0.6 0.1
3133EDWV0	FFCB Note 2.14% Due 10/6/2020	1,860,000.00	01/10/2018 2.12%	1,860,855.60 1,860,239.19	100.46 1.53%	1,868,632.26 9,398.17	0.87% 8,393.07	Aaa / AA+ AAA	0.7 0.7
3137EAEK1	FHLMC Note 1.875% Due 11/17/2020	400,000.00	11/21/2017 1.96%	398,963.53 399,695.04	100.20 1.65%	400,785.20 916.67	0.19% 1,090.16	Aaa / AA+ AAA	0.8 0.8
3135G0F73	FNMA Note 1.5% Due 11/30/2020	1,650,000.00	12/16/2015 1.90%	1,618,815.00 1,644,245.42	99.97 1.54%	1,649,425.80 2,131.25	0.76% 5,180.38	Aaa / AA+ AAA	0.9 0.9
3133EG2L8	FFCB Note 1.92% Due 12/28/2020	1,880,000.00	12/18/2017 2.03%	1,873,777.20 1,877,959.55	100.33 1.59%	1,886,153.24 300.80	0.87% 8,193.69	Aaa / AA+ AAA	0.9 0.9
3130A7CV5	FHLB Note 1.375% Due 2/18/2021	1,410,000.00	02/17/2016 1.46%	1,404,303.60 1,408,709.19	99.75 1.60%	1,406,525.76 7,162.60	0.65% (2,183.43)	Aaa / AA+ AAA	1.1 1.1
3135G0J20	FNMA Note 1.375% Due 2/26/2021	1,675,000.00	Various 1.47%	1,667,519.85 1,673,215.85	99.75 1.60%	1,670,787.38 7,996.96	0.78% (2,428.47)	Aaa / AA+ AAA	1.1 1.1
3135G0K69	FNMA Note 1.25% Due 5/6/2021	1,675,000.00	06/29/2016 1.18%	1,680,695.00 1,676,578.91	99.53 1.60%	1,667,102.38 3,198.78	0.77% (9,476.53)	Aaa / AA+ AAA	1.3 1.3
313379RB7	FHLB Note 1.875% Due 6/11/2021	1,000,000.00	08/30/2017 1.67%	1,007,540.00 1,002,879.41	100.32 1.65%	1,003,212.00 1,041.67	0.46% 332.59	Aaa / AA+ AAA	1.4 1.4

Attachment: 2019-12 Investment Report (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT -

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
<b>AGENCY</b>									
313373ZY1	FHLB Note 3.625% Due 6/11/2021	2,000,000.00	02/11/2019 2.51%	2,049,900.00 2,030,938.00	102.86 1.61%	2,057,216.00 4,027.78	0.95% 26,278.00	Aaa / AA+ NR	1.4 1.4
3130A8QS5	FHLB Note 1.125% Due 7/14/2021	1,100,000.00	10/04/2016 1.33%	1,089,836.00 1,096,732.58	99.25 1.62%	1,091,781.90 5,740.63	0.51% (4,950.68)	Aaa / AA+ AAA	1.5 1.5
3137EAEC9	FHLMC Note 1.125% Due 8/12/2021	1,625,000.00	Various 1.32%	1,610,283.75 1,620,184.97	99.26 1.59%	1,613,012.38 7,058.60	0.75% (7,172.59)	Aaa / AA+ AAA	1.6 1.5
3135G0Q89	FNMA Note 1.375% Due 10/7/2021	1,740,000.00	Various 1.76%	1,710,142.50 1,728,844.97	99.62 1.59%	1,733,389.74 5,582.50	0.80% 4,544.77	Aaa / AA+ AAA	1.7 1.7
3130AF5B9	FHLB Note 3% Due 10/12/2021	1,400,000.00	11/29/2018 2.91%	1,403,528.00 1,402,190.26	102.45 1.60%	1,434,244.00 9,216.67	0.67% 32,053.74	Aaa / AA+ NR	1.7 1.7
3135G0S38	FNMA Note 2% Due 1/5/2022	1,700,000.00	04/25/2017 1.92%	1,706,205.00 1,702,660.84	100.77 1.61%	1,713,101.90 16,622.22	0.80% 10,441.06	Aaa / AA+ AAA	2.0 1.9
3137EADB2	FHLMC Note 2.375% Due 1/13/2022	450,000.00	01/27/2017 2.03%	457,185.15 452,951.11	101.54 1.60%	456,936.75 4,987.50	0.21% 3,985.64	Aaa / AA+ AAA	2.0 1.9
3135G0T45	FNMA Note 1.875% Due 4/5/2022	1,725,000.00	06/19/2017 1.88%	1,724,739.53 1,724,877.21	100.64 1.58%	1,736,114.18 7,726.56	0.81% 11,236.97	Aaa / AA+ AAA	2.2 2.2
3135G0T78	FNMA Note 2% Due 10/5/2022	900,000.00	12/12/2017 2.25%	889,749.00 894,118.95	101.08 1.60%	909,678.60 4,300.00	0.42% 15,559.65	Aaa / AA+ AAA	2.7 2.6
3135G0T94	FNMA Note 2.375% Due 1/19/2023	1,850,000.00	04/11/2018 2.71%	1,822,731.00 1,832,571.62	102.26 1.61%	1,891,773.00 19,771.88	0.88% 59,201.38	Aaa / AA+ AAA	3.0 2.9
3137EAEN5	FHLMC Note 2.75% Due 6/19/2023	3,000,000.00	Various 2.39%	3,038,014.00 3,035,083.26	103.86 1.60%	3,115,794.00 2,750.00	1.44% 80,710.74	Aaa / AA+ AAA	3.4 3.3
3130A0F70	FHLB Note 3.375% Due 12/8/2023	1,700,000.00	01/16/2019 2.73%	1,749,623.00 1,739,926.23	106.23 1.73%	1,805,869.20 3,665.63	0.84% 65,942.97	Aaa / AA+ AAA	3.9 3.6
3130AB3H7	FHLB Note 2.375% Due 3/8/2024	1,400,000.00	04/29/2019 2.37%	1,400,098.00 1,400,084.41	102.94 1.64%	1,441,193.60 10,436.81	0.67% 41,109.19	Aaa / AA+ NR	4.1 3.9
3130A1XJ2	FHLB Note 2.875% Due 6/14/2024	3,000,000.00	Various 1.94%	3,131,160.00 3,117,990.57	105.00 1.71%	3,149,862.00 4,072.92	1.46% 31,871.43	Aaa / AA+ NR	4.4 4.1
3135G0V75	FNMA Note 1.75% Due 7/2/2024	3,000,000.00	07/16/2019 1.96%	2,969,790.00 2,972,590.93	100.11 1.72%	3,003,420.00 25,229.17	1.40% 30,829.07	Aaa / AA+ AAA	4.5 4.2
3130A2UW4	FHLB Note 2.875% Due 9/13/2024	3,000,000.00	09/13/2019 1.79%	3,155,070.00 3,145,973.24	105.23 1.71%	3,156,990.00 25,875.00	1.47% 11,016.76	Aaa / AA+ AAA	4.7 4.3

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<b>AGENCY</b>									
3135G0W66	FNMA Note 1.625% Due 10/15/2024	1,180,000.00	10/17/2019 1.66%	1,177,982.20 1,178,065.17	99.54 1.72%	1,174,620.38 3,888.26	0.55% (3,444.79)	Aaa / AA+ AAA	4.7 4.5
<b>Total Agency</b>		<b>45,920,000.00</b>	<b>1.96%</b>	<b>46,198,416.91</b> <b>46,219,291.35</b>	<b>1.63%</b>	<b>46,637,235.25</b> <b>214,212.20</b>	<b>21.68%</b> <b>417,943.90</b>	<b>Aaa / AA+</b> <b>AAA</b>	<b>2.4</b> <b>2.3</b>
<b>CASH</b>									
90CASH\$00	Cash Custodial Cash Account	3,543,229.14	Various 0.00%	3,543,229.14 3,543,229.14	1.00 0.00%	3,543,229.14 0.00	1.64% 0.00	NR / NR NR	0.0 0.0
<b>Total Cash</b>		<b>3,543,229.14</b>	<b>N/A</b>	<b>3,543,229.14</b>	<b>0.00%</b>	<b>3,543,229.14</b> <b>0.00</b>	<b>1.64%</b> <b>0.00</b>	<b>NR / NR</b> <b>NR</b>	<b>0.0</b> <b>0.0</b>
<b>CMO</b>									
3137BDDC7	FHLMC K716 A2 3.13% Due 6/25/2021	475,000.00	09/12/2017 1.92%	494,482.42 482,637.67	101.02 2.17%	479,823.15 247.79	0.22% (2,814.52)	Aaa / AA+ NR	1.4 1.2
3137BFDQ1	FHLMC K717 A2 2.991% Due 9/25/2021	1,048,006.43	12/28/2018 2.89%	1,048,661.44 1,048,421.47	101.22 2.31%	1,060,832.88 2,612.16	0.49% 12,411.41	NR / NR AAA	1.7 1.4
3137BM6P6	FHLMC K721 A2 3.09% Due 8/25/2022	2,790,000.00	Various 2.19%	2,877,120.79 2,848,080.26	102.11 2.12%	2,848,804.83 7,184.25	1.32% 724.57	Aaa / NR NR	2.6 2.3
3137B5JM6	FHLMC K034 A2 3.531% Due 7/25/2023	1,500,000.00	08/28/2018 3.03%	1,531,816.41 1,523,137.59	104.89 2.00%	1,573,369.50 4,413.75	0.73% 50,231.91	NR / NR AAA	3.5 3.2
3137B4WB8	FHLMC K033 A2 3.06% Due 7/25/2023	1,500,000.00	08/19/2019 0.96%	1,562,812.50 1,557,026.56	103.31 2.01%	1,549,605.00 765.00	0.72% (7,421.56)	Aaa / NR NR	3.5 3.2
3137B7M29	FHLMC K036 A2 3.527% Due 10/25/2023	2,145,000.00	Various 2.79%	2,209,267.38 2,200,287.72	105.09 2.03%	2,254,146.18 1,260.90	1.04% 53,858.46	Aaa / NR AAA	3.8 3.4
3137BYPQ7	FHLMC K726 A2 2.905% Due 4/25/2024	1,500,000.00	04/22/2019 2.72%	1,510,722.66 1,509,249.54	102.77 2.16%	1,541,539.50 3,631.25	0.72% 32,289.96	NR / AAA NR	4.3 3.8
<b>Total CMO</b>		<b>10,958,006.43</b>	<b>2.38%</b>	<b>11,234,883.60</b> <b>11,168,840.81</b>	<b>2.10%</b>	<b>11,308,121.04</b> <b>20,115.10</b>	<b>5.24%</b> <b>139,280.23</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>3.2</b> <b>2.8</b>

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<b>COMMERCIAL PAPER</b>									
62479LDG7	MUFG Bank Ltd Discount CP 1.89% Due 4/16/2020	1,300,000.00	11/22/2019 1.93%	1,290,035.50 1,292,765.50	99.44 1.93%	1,292,765.50 0.00	0.60% 0.00	P-1 / A-1 NR	0.2 0.2
<b>Total Commercial Paper</b>		<b>1,300,000.00</b>	<b>1.93%</b>	<b>1,290,035.50</b> <b>1,292,765.50</b>	<b>1.93%</b>	<b>1,292,765.50</b> <b>0.00</b>	<b>0.60%</b> <b>0.00</b>	<b>Aaa / AA</b> <b>NR</b>	<b>0.2</b> <b>0.2</b>
<b>FOREIGN CORPORATE</b>									
404280BA6	HSBC Holdings PLC Note 3.6% Due 5/25/2023	900,000.00	03/20/2019 3.33%	909,477.00 907,705.89	104.33 2.27%	938,956.50 3,240.00	0.44% 31,250.61	A2 / A A+	3.4 3.1
89114QCB2	Toronto Dominion Bank Note 3.25% Due 3/11/2024	1,900,000.00	Various 2.77%	1,940,554.00 1,935,711.85	104.72 2.07%	1,989,598.30 18,868.06	0.93% 53,886.45	Aa3 / A AA-	4.2 3.8
404280BS7	HSBC Holdings PLC Callable Note 1X 5/18/2023 3.95% Due 5/18/2024	1,000,000.00	08/28/2019 2.45%	1,050,660.00 1,047,014.13	105.22 2.31%	1,052,159.00 4,718.06	0.49% 5,144.87	A2 / A A+	4.3 4.0
78015K7C2	Royal Bank of Canada Note 2.25% Due 11/1/2024	1,900,000.00	12/05/2019 2.26%	1,899,012.00 1,899,024.70	100.42 2.16%	1,908,065.50 7,956.25	0.89% 9,040.80	A2 / A AA	4.8 4.5
<b>Total Foreign Corporate</b>		<b>5,700,000.00</b>	<b>2.63%</b>	<b>5,799,703.00</b> <b>5,789,456.57</b>	<b>2.17%</b>	<b>5,888,779.30</b> <b>34,782.37</b>	<b>2.74%</b> <b>99,322.73</b>	<b>A1 / A</b> <b>AA-</b>	<b>4.3</b> <b>4.0</b>
<b>LAIF</b>									
90LAIF\$00	Local Agency Investment Fund State Pool	50,681,584.62	Various 2.03%	50,681,584.62 50,681,584.62	1.00 2.03%	50,681,584.62 267,366.35	23.58% 0.00	NR / NR NR	0.0 0.0
<b>Total LAIF</b>		<b>50,681,584.62</b>	<b>2.03%</b>	<b>50,681,584.62</b>	<b>2.03%</b>	<b>50,681,584.62</b> <b>267,366.35</b>	<b>23.58%</b> <b>0.00</b>	<b>NR / NR</b> <b>NR</b>	<b>0.0</b> <b>0.0</b>

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<b>MONEY MARKET FUND FI</b>									
60934N104	Federated Investors Government Obligations Fund	531,593.20	Various 1.50%	531,593.20 531,593.20	1.00 1.50%	531,593.20 0.00	0.25% 0.00	Aaa / AAA AAA	0.00 0.00
<b>Total Money Market Fund FI</b>		<b>531,593.20</b>	<b>1.50%</b>	<b>531,593.20</b>	<b>1.50%</b>	<b>531,593.20</b> <b>0.00</b>	<b>0.25%</b> <b>0.00</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>0.00</b> <b>0.00</b>
<b>MUNICIPAL BONDS</b>									
13063DRK6	California St TE-GO 2.4% Due 10/1/2024	1,915,000.00	10/16/2019 1.91%	1,958,987.55 1,957,305.10	101.44 2.08%	1,942,556.85 8,553.67	0.90% (14,748.25)	Aa2 / AA- AA	4.7 4.4
<b>Total Municipal Bonds</b>		<b>1,915,000.00</b>	<b>1.91%</b>	<b>1,958,987.55</b> <b>1,957,305.10</b>	<b>2.08%</b>	<b>1,942,556.85</b> <b>8,553.67</b>	<b>0.90%</b> <b>(14,748.25)</b>	<b>Aa2 / AA-</b> <b>AA</b>	<b>4.7</b> <b>4.4</b>
<b>SUPRANATIONAL</b>									
45950KCM0	International Finance Corp Note 2.25% Due 1/25/2021	605,000.00	01/18/2018 2.35%	603,221.30 604,367.07	100.60 1.68%	608,626.37 5,898.75	0.28% 4,259.30	Aaa / AAA NR	1.0 1.0
4581X0CW6	Inter-American Dev Bank Note 2.125% Due 1/18/2022	1,675,000.00	01/10/2017 2.15%	1,672,939.75 1,674,156.04	100.86 1.69%	1,689,487.08 16,116.06	0.79% 15,331.04	Aaa / NR AAA	2.0 1.9
4581X0CZ9	Inter-American Dev Bank Note 1.75% Due 9/14/2022	850,000.00	03/23/2018 2.79%	813,178.00 827,730.81	100.23 1.66%	851,989.00 4,421.18	0.40% 24,258.19	Aaa / AAA AAA	2.7 2.6
<b>Total Supranational</b>		<b>3,130,000.00</b>	<b>2.36%</b>	<b>3,089,339.05</b> <b>3,106,253.92</b>	<b>1.68%</b>	<b>3,150,102.45</b> <b>26,435.99</b>	<b>1.47%</b> <b>43,848.53</b>	<b>Aaa / AAA</b> <b>AAA</b>	<b>2.0</b> <b>1.9</b>
<b>US CORPORATE</b>									
94974BGF1	Wells Fargo Corp Note 2.15% Due 1/30/2020	1,050,000.00	01/26/2015 2.17%	1,048,857.60 1,049,981.83	100.02 1.95%	1,050,157.50 9,468.96	0.49% 175.67	A2 / A- A+	0.0 0.0
594918AY0	Microsoft Callable Note Cont 1/12/2020 1.85% Due 2/12/2020	1,000,000.00	04/07/2017 1.69%	1,004,330.00 1,000,047.44	100.00 1.67%	1,000,007.00 7,143.06	0.47% (40.44)	Aaa / AAA AA+	0.1 0.0
22160KAG0	Costco Wholesale Corp Note 1.75% Due 2/15/2020	665,000.00	02/05/2015 1.77%	664,301.75 664,982.77	99.99 1.81%	664,944.81 4,396.39	0.31% (37.96)	Aa3 / A+ NR	0.1 0.1

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<b>US CORPORATE</b>									
166764AR1	Chevron Corp Callable Note Cont 2/3/2020 1.961% Due 3/3/2020	1,000,000.00	10/12/2017 1.82%	1,003,180.00 1,000,124.93	99.98 2.05%	999,823.00 6,427.72	0.47% (301.93)	Aa2 / AA NR	0.1 0.1
25468PDP8	TWDC Enterprises 18 Corp Note 1.95% Due 3/4/2020	1,000,000.00	05/10/2017 1.83%	1,003,140.00 1,000,193.18	100.00 1.96%	999,969.00 6,337.50	0.47% (224.18)	A2 / A A	0.1 0.1
747525AD5	Qualcomm Inc Note 2.25% Due 5/20/2020	980,000.00	06/11/2015 2.49%	969,146.50 979,155.84	100.11 1.96%	981,077.02 2,511.26	0.46% 1,921.18	A2 / A- NR	0.3 0.3
69353REP9	PNC Bank Callable Note 5/2/2020 2.3% Due 6/1/2020	550,000.00	12/13/2017 2.29%	550,104.50 550,017.67	100.13 1.89%	550,714.45 1,054.17	0.26% 696.78	A2 / A A+	0.4 0.3
0258M0DX4	American Express Credit Callable Note Cont 08/14/20 2.6% Due 9/14/2020	900,000.00	09/20/2017 2.01%	914,913.00 903,188.59	100.37 1.99%	903,313.80 6,955.00	0.42% 125.21	A2 / A- A	0.7 0.6
594918BG8	Microsoft Callable Note Cont. 10/3/2020 2% Due 11/3/2020	425,000.00	10/29/2015 2.02%	424,660.00 424,942.87	100.21 1.71%	425,899.73 1,369.44	0.20% 956.86	Aaa / AAA AA+	0.8 0.7
00440EAT4	Chubb INA Holdings Inc Callable Note Cont 10/3/2020 2.3% Due 11/3/2020	1,050,000.00	02/06/2017 2.16%	1,054,945.50 1,051,024.74	100.35 1.82%	1,053,719.10 3,890.83	0.49% 2,694.36	A3 / A A	0.8 0.7
48125LRK0	JP Morgan Chase Bank Callable Note 1X 2/1/2020 2.604% Due 2/1/2021	1,000,000.00	01/15/2019 2.97%	992,840.00 996,194.75	100.05 1.95%	1,000,528.00 10,850.00	0.47% 4,333.25	Aa2 / A+ AA	1.0 0.0
30231GAV4	Exxon Mobil Corp Callable Note Cont 2/1/2021 2.222% Due 3/1/2021	1,160,000.00	Various 1.97%	1,173,322.80 1,163,241.09	100.59 1.71%	1,166,847.48 8,591.74	0.54% 3,606.39	Aaa / AA+ NR	1.1 1.1
24422ESL4	John Deere Capital Corp Note 2.8% Due 3/4/2021	425,000.00	05/24/2017 2.12%	435,340.25 428,220.98	101.24 1.73%	430,266.60 3,867.50	0.20% 2,045.62	A2 / A A	1.1 1.1
369550BE7	General Dynamics Corp Note 3% Due 5/11/2021	1,055,000.00	Various 3.25%	1,047,595.75 1,051,633.14	101.68 1.74%	1,072,754.60 4,395.83	0.50% 21,121.46	A2 / A+ NR	1.3 1.3
857477AV5	State Street Bank Note 1.95% Due 5/19/2021	580,000.00	05/16/2016 1.96%	579,698.40 579,916.75	100.21 1.80%	581,202.34 1,319.50	0.27% 1,285.59	A1 / A AA-	1.3 1.3
594918BP8	Microsoft Callable Note Cont 7/8/2021 1.55% Due 8/8/2021	770,000.00	Various 1.57%	769,085.90 769,707.14	99.87 1.63%	768,981.29 4,740.85	0.36% (725.85)	Aaa / AAA AA+	1.6 1.5
69371RN44	Paccar Financial Corp Note 1.65% Due 8/11/2021	1,100,000.00	05/23/2018 3.15%	1,050,093.00 1,075,003.99	99.73 1.82%	1,097,009.10 7,058.33	0.51% 22,005.11	A1 / A+ NR	1.6 1.5

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<b>US CORPORATE</b>									
68389XBK0	Oracle Corp Callable Note Cont 8/15/2021 1.9% Due 9/15/2021	1,100,000.00	11/29/2016 2.40%	1,075,371.00 1,091,222.04	100.21 1.77%	1,102,304.50 6,153.89	0.51% 11,082.46	A1 / A+ A	1.7 1.5
17275RBJ0	Cisco Systems Callable Note Cont 8/20/2021 1.85% Due 9/20/2021	1,250,000.00	02/26/2019 2.70%	1,223,812.50 1,232,392.13	100.07 1.80%	1,250,856.25 6,487.85	0.58% 18,464.12	A1 / AA- NR	1.7 1.6
89236TDP7	Toyota Motor Credit Corp Note 2.6% Due 1/11/2022	1,200,000.00	Various 3.19%	1,176,750.00 1,186,592.49	101.51 1.84%	1,218,150.00 14,733.34	0.57% 31,557.51	Aa3 / AA- A+	2.0 1.9
89233P5T9	Toyota Motor Credit Corp Note 3.3% Due 1/12/2022	1,500,000.00	02/20/2019 2.84%	1,519,035.00 1,513,387.65	102.86 1.86%	1,542,891.00 23,237.50	0.72% 29,503.35	Aa3 / AA- A+	2.0 1.9
91159HHP8	US Bancorp Callable Cont 12/23/2021 2.625% Due 1/24/2022	515,000.00	01/19/2017 2.66%	514,114.20 514,634.23	101.59 1.80%	523,167.90 5,895.68	0.24% 8,533.67	A1 / A+ AA-	2.0 1.9
69353RFE3	PNC Bank Callable Note Cont 6/28/2022 2.45% Due 7/28/2022	1,170,000.00	07/25/2017 2.45%	1,169,894.70 1,169,945.85	101.37 1.88%	1,185,985.71 12,182.63	0.55% 16,039.86	A2 / A A+	2.9 2.8
44932HAC7	IBM Credit Corp Note 2.2% Due 9/8/2022	1,050,000.00	11/29/2017 2.58%	1,032,234.00 1,039,995.15	100.79 1.90%	1,058,256.15 7,250.83	0.49% 18,261.00	A2 / A NR	2.6 2.5
48128BAB7	JP Morgan Chase & Co Callable Note 1X 1/15/2022 2.972% Due 1/15/2023	950,000.00	02/09/2018 3.19%	940,832.50 944,337.27	101.89 2.02%	967,982.55 13,019.01	0.45% 23,645.28	A2 / A- AA-	3.0 1.9
808513AT2	Charles Schwab Corp Callable Note Cont 12/25/2022 2.65% Due 1/25/2023	665,000.00	08/01/2019 2.27%	673,179.50 672,195.05	101.96 1.97%	678,028.68 7,636.42	0.32% 5,833.63	A2 / A A	3.0 2.8
24422ETG4	John Deere Capital Corp Note 2.8% Due 3/6/2023	780,000.00	Various 2.49%	786,043.20 787,238.62	102.62 1.95%	800,453.16 6,976.66	0.37% 13,214.54	A2 / A A	3.1 3.0
037833AK6	Apple Inc Note 2.4% Due 5/3/2023	715,000.00	11/28/2018 3.54%	681,959.85 690,081.79	101.71 1.87%	727,200.76 2,764.67	0.34% 37,118.97	Aa1 / AA+ NR	3.9 3.1
097023BQ7	Boeing Co Callable Note Cont 4/15/2023 1.875% Due 6/15/2023	800,000.00	02/13/2019 2.98%	764,456.00 771,650.23	99.38 2.06%	795,000.80 666.67	0.37% 23,350.57	A3 / A- A	3.4 3.3
02665WCJ8	American Honda Finance Note 3.45% Due 7/14/2023	335,000.00	07/11/2018 3.49%	334,420.45 334,590.12	104.69 2.07%	350,720.55 5,361.40	0.16% 16,130.43	A2 / A NR	3.9 3.2
06406RAJ6	Bank of NY Mellon Corp Note 3.45% Due 8/11/2023	1,900,000.00	Various 2.64%	1,960,162.00 1,952,415.14	105.13 1.97%	1,997,414.90 25,491.66	0.94% 44,999.76	A1 / A AA-	3.6 3.5

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CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
<b>US CORPORATE</b>									
02665WCQ2	American Honda Finance Note 3.625% Due 10/10/2023	1,635,000.00	Various 3.01%	1,673,579.30 1,669,800.39	105.60 2.07%	1,726,622.13 13,335.47	0.81% 56,821.74	A2 / A NR	3.7 3.5
06051GHF9	Bank of America Corp Callable Note 1X 3/5/2023 3.55% Due 3/5/2024	1,900,000.00	Various 3.03%	1,930,235.00 1,926,249.14	103.79 2.30%	1,971,924.50 21,733.89	0.92% 45,675.36	A2 / A- A+	4.1 2.9
91159HHX1	US Bancorp Callable Note Cont 6/28/2024 2.4% Due 7/30/2024	1,750,000.00	10/10/2019 2.07%	1,775,567.50 1,774,406.69	101.39 2.07%	1,774,360.00 17,733.33	0.83% (46.69)	A1 / A+ AA-	4.5 4.2
009158AV8	Air Products & Chemicals Callable Note Cont 4/30/2024 3.35% Due 7/31/2024	500,000.00	08/07/2019 2.11%	527,750.00 525,418.74	105.29 2.07%	526,445.50 7,025.69	0.25% 1,026.76	A2 / A NR	4.5 3.9
69371RQ25	Paccar Financial Corp Note 2.15% Due 8/15/2024	670,000.00	08/08/2019 2.20%	668,519.30 668,631.95	99.91 2.17%	669,407.72 5,441.89	0.31% 775.77	A1 / A+ NR	4.6 4.3
<b>Total US Corporate</b>		<b>35,095,000.00</b>	<b>2.51%</b>	<b>35,113,470.95</b> <b>35,152,762.37</b>	<b>1.92%</b>	<b>35,614,387.58</b> <b>293,506.56</b>	<b>16.62%</b> <b>461,625.21</b>	<b>A1 / A+</b> <b>A+</b>	<b>2.1</b> <b>1.9</b>
<b>US TREASURY</b>									
912828L32	US Treasury Note 1.375% Due 8/31/2020	650,000.00	Various 1.38%	649,748.27 649,965.33	99.83 1.63%	648,908.00 3,020.09	0.30% (1,057.33)	Aaa / AA+ AAA	0.6 0.6
912828WCO	US Treasury Note 1.75% Due 10/31/2020	1,300,000.00	11/27/2017 1.85%	1,296,191.41 1,298,913.87	100.08 1.65%	1,301,066.00 3,875.00	0.60% 2,152.13	Aaa / AA+ AAA	0.8 0.8
912828N89	US Treasury Note 1.375% Due 1/31/2021	1,600,000.00	03/09/2016 1.40%	1,598,442.85 1,599,654.93	99.72 1.63%	1,595,563.20 9,206.52	0.74% (4,091.73)	Aaa / AA+ AAA	1.0 1.0
912828B90	US Treasury Note 2% Due 2/28/2021	1,650,000.00	Various 1.55%	1,683,525.06 1,658,239.68	100.41 1.64%	1,656,768.30 11,151.10	0.77% (1,471.38)	Aaa / AA+ AAA	1.1 1.1
912828Q37	US Treasury Note 1.25% Due 3/31/2021	1,700,000.00	Various 1.58%	1,676,910.00 1,693,202.98	99.54 1.62%	1,692,231.00 5,399.59	0.79% (971.98)	Aaa / AA+ AAA	1.2 1.2
912828C57	US Treasury Note 2.25% Due 3/31/2021	1,500,000.00	01/28/2019 2.58%	1,489,511.72 1,493,959.28	100.76 1.63%	1,511,425.50 8,575.82	0.70% 17,466.22	Aaa / AA+ AAA	1.2 1.2
912828S27	US Treasury Note 1.125% Due 6/30/2021	1,015,000.00	Various 1.91%	980,766.29 1,003,695.80	99.30 1.60%	1,007,903.12 31.37	0.47% 4,207.32	Aaa / AA+ AAA	1.5 1.4
912828T34	US Treasury Note 1.125% Due 9/30/2021	1,700,000.00	11/09/2016 1.48%	1,671,251.79 1,689,724.73	99.20 1.59%	1,686,320.10 4,859.63	0.78% (3,404.63)	Aaa / AA+ AAA	1.7 1.7

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**Holdings Report**  
As of December 31, 2019



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
<b>US TREASURY</b>									
912828F21	US Treasury Note 2.125% Due 9/30/2021	2,200,000.00	02/11/2019 2.47%	2,180,578.13 2,187,105.98	100.89 1.60%	2,219,679.00 11,879.10	1.03% 32,573.02	Aaa / AA+ AAA	1.7 1.7
912828J43	US Treasury Note 1.75% Due 2/28/2022	1,785,000.00	03/13/2017 2.14%	1,752,722.58 1,770,937.67	100.38 1.57%	1,791,693.75 10,555.53	0.83% 20,756.08	Aaa / AA+ AAA	2.1 2.1
912828XG0	US Treasury Note 2.125% Due 6/30/2022	1,700,000.00	08/15/2017 1.82%	1,724,111.17 1,712,353.92	101.32 1.58%	1,722,445.10 99.24	0.80% 10,091.18	Aaa / AA+ AAA	2.5 2.4
912828L57	US Treasury Note 1.75% Due 9/30/2022	1,750,000.00	10/17/2017 1.99%	1,730,585.94 1,739,229.92	100.40 1.60%	1,757,040.25 7,781.76	0.82% 17,810.33	Aaa / AA+ AAA	2.7 2.6
912828N30	US Treasury Note 2.125% Due 12/31/2022	1,750,000.00	01/25/2018 2.46%	1,722,792.97 1,733,449.06	101.52 1.60%	1,776,659.50 102.16	0.82% 43,210.44	Aaa / AA+ AAA	3.0 2.9
912828T91	US Treasury Note 1.625% Due 10/31/2023	3,200,000.00	Various 1.80%	3,176,515.63 3,179,097.72	99.91 1.65%	3,197,126.40 8,857.14	1.48% 18,028.68	Aaa / AA+ AAA	3.8 3.6
912828V23	US Treasury Note 2.25% Due 12/31/2023	3,150,000.00	Various 1.81%	3,209,369.15 3,202,857.49	102.28 1.66%	3,221,734.95 194.71	1.49% 18,877.46	Aaa / AA+ AAA	4.0 3.8
912828B66	US Treasury Note 2.75% Due 2/15/2024	3,150,000.00	Various 1.81%	3,279,865.24 3,266,059.90	104.31 1.66%	3,285,720.90 32,719.77	1.54% 19,661.00	Aaa / AA+ AAA	4.1 3.8
912828X70	US Treasury Note 2% Due 4/30/2024	3,100,000.00	Various 1.86%	3,119,312.50 3,117,318.15	101.37 1.67%	3,142,504.10 10,560.43	1.46% 25,185.95	Aaa / AA+ AAA	4.3 4.1
912828XX3	US Treasury Note 2% Due 6/30/2024	3,000,000.00	07/30/2019 1.87%	3,018,867.19 3,017,249.40	101.39 1.68%	3,041,601.00 164.84	1.41% 24,351.60	Aaa / AA+ AAA	4.5 4.2
912828D56	US Treasury Note 2.375% Due 8/15/2024	3,000,000.00	08/29/2019 1.45%	3,133,007.81 3,123,905.73	103.06 1.68%	3,091,875.00 26,912.36	1.44% (32,030.73)	Aaa / AA+ AAA	4.6 4.3
9128283D0	US Treasury Note 2.25% Due 10/31/2024	2,900,000.00	Various 1.76%	2,966,847.66 2,965,489.89	102.62 1.68%	2,975,898.80 11,114.01	1.38% 10,408.91	Aaa / AA+ AAA	4.8 4.5
<b>Total US Treasury</b>		<b>41,800,000.00</b>	<b>1.85%</b>	<b>42,060,923.36</b> <b>42,102,411.43</b>	<b>1.64%</b>	<b>42,324,163.97</b> <b>167,060.17</b>	<b>19.67%</b> <b>221,752.54</b>	<b>Aaa / AA+</b> <b>AAA</b>	<b>3.0</b> <b>2.9</b>
<b>TOTAL PORTFOLIO</b>		<b>212,612,926.07</b>	<b>2.06%</b>	<b>213,581,466.62</b> <b>213,627,774.22</b>	<b>1.81%</b>	<b>215,026,686.90</b> <b>1,044,703.17</b>	<b>100.00%</b> <b>1,398,912.68</b>	<b>Aa1 / AA</b> <b>AAA</b>	<b>2.0</b> <b>1.8</b>
<b>TOTAL MARKET VALUE PLUS ACCRUED</b>						<b>216,071,390.07</b>			

Attachment: 2019-12 Investment Report (3879) : RECEIPT OF QUARTERLY INVESTMENT REPORT -

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>ACQUISITIONS</b>										
Purchase	12/01/2019	60934N104	6,325.00	Federated Investors Government Obligations Fund	1.000	1.54%	6,325.00	0.00	6,325.00	0.00
Purchase	12/02/2019	60934N104	929.50	Federated Investors Government Obligations Fund	1.000	1.54%	929.50	0.00	929.50	0.00
Purchase	12/06/2019	60934N104	752,868.54	Federated Investors Government Obligations Fund	1.000	1.54%	752,868.54	0.00	752,868.54	0.00
Purchase	12/08/2019	60934N104	28,687.50	Federated Investors Government Obligations Fund	1.000	1.54%	28,687.50	0.00	28,687.50	0.00
Purchase	12/09/2019	78015K7C2	1,900,000.00	Royal Bank of Canada Note 2.25% Due 11/1/2024	99.948	2.26%	1,899,012.00	5,343.75	1,904,355.75	0.00
Purchase	12/11/2019	60934N104	45,625.00	Federated Investors Government Obligations Fund	1.000	1.54%	45,625.00	0.00	45,625.00	0.00
Purchase	12/13/2019	9128283D0	1,400,000.00	US Treasury Note 2.25% Due 10/31/2024	102.352	1.75%	1,432,921.88	3,721.15	1,436,643.03	0.00
Purchase	12/14/2019	60934N104	43,125.00	Federated Investors Government Obligations Fund	1.000	1.54%	43,125.00	0.00	43,125.00	0.00
Purchase	12/15/2019	60934N104	7,500.00	Federated Investors Government Obligations Fund	1.000	1.54%	7,500.00	0.00	7,500.00	0.00
Purchase	12/16/2019	60934N104	2,245.83	Federated Investors Government Obligations Fund	1.000	1.54%	2,245.83	0.00	2,245.83	0.00
Purchase	12/16/2019	60934N104	6,384.61	Federated Investors Government Obligations Fund	1.000	1.54%	6,384.61	0.00	6,384.61	0.00
Purchase	12/16/2019	60934N104	1,705.83	Federated Investors Government Obligations Fund	1.000	1.54%	1,705.83	0.00	1,705.83	0.00
Purchase	12/16/2019	60934N104	3,637.50	Federated Investors Government Obligations Fund	1.000	1.54%	3,637.50	0.00	3,637.50	0.00
Purchase	12/16/2019	60934N104	1,086.58	Federated Investors Government Obligations Fund	1.000	1.54%	1,086.58	0.00	1,086.58	0.00
Purchase	12/16/2019	60934N104	5,180.00	Federated Investors Government Obligations Fund	1.000	1.54%	5,180.00	0.00	5,180.00	0.00
Purchase	12/16/2019	60934N104	1,978.25	Federated Investors Government Obligations Fund	1.000	1.54%	1,978.25	0.00	1,978.25	0.00

Attachment: 2019-12 Investment Report (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT -

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>ACQUISITIONS</b>										
Purchase	12/16/2019	60934N104	2,550.00	Federated Investors Government Obligations Fund	1.000	1.54%	2,550.00	0.00	2,550.00	0.00
Purchase	12/16/2019	60934N104	2,090.83	Federated Investors Government Obligations Fund	1.000	1.54%	2,090.83	0.00	2,090.83	0.00
Purchase	12/16/2019	60934N104	50,839.07	Federated Investors Government Obligations Fund	1.000	1.54%	50,839.07	0.00	50,839.07	0.00
Purchase	12/16/2019	60934N104	7,258.29	Federated Investors Government Obligations Fund	1.000	1.54%	7,258.29	0.00	7,258.29	0.00
Purchase	12/16/2019	60934N104	18,828.16	Federated Investors Government Obligations Fund	1.000	1.54%	18,828.16	0.00	18,828.16	0.00
Purchase	12/19/2019	60934N104	41,250.00	Federated Investors Government Obligations Fund	1.000	1.54%	41,250.00	0.00	41,250.00	0.00
Purchase	12/20/2019	60934N104	1,269.08	Federated Investors Government Obligations Fund	1.000	1.54%	1,269.08	0.00	1,269.08	0.00
Purchase	12/23/2019	60934N104	1,843.75	Federated Investors Government Obligations Fund	1.000	1.54%	1,843.75	0.00	1,843.75	0.00
Purchase	12/26/2019	60934N104	3,631.25	Federated Investors Government Obligations Fund	1.000	1.54%	3,631.25	0.00	3,631.25	0.00
Purchase	12/26/2019	60934N104	7,184.25	Federated Investors Government Obligations Fund	1.000	1.54%	7,184.25	0.00	7,184.25	0.00
Purchase	12/26/2019	60934N104	1,238.96	Federated Investors Government Obligations Fund	1.000	1.54%	1,238.96	0.00	1,238.96	0.00
Purchase	12/26/2019	60934N104	6,304.51	Federated Investors Government Obligations Fund	1.000	1.54%	6,304.51	0.00	6,304.51	0.00
Purchase	12/26/2019	60934N104	4,413.75	Federated Investors Government Obligations Fund	1.000	1.54%	4,413.75	0.00	4,413.75	0.00
Purchase	12/26/2019	60934N104	3,825.00	Federated Investors Government Obligations Fund	1.000	1.54%	3,825.00	0.00	3,825.00	0.00
Purchase	12/26/2019	60934N104	4,126.32	Federated Investors Government Obligations Fund	1.000	1.54%	4,126.32	0.00	4,126.32	0.00
Purchase	12/28/2019	60934N104	18,048.00	Federated Investors Government Obligations Fund	1.000	1.54%	18,048.00	0.00	18,048.00	0.00

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Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>ACQUISITIONS</b>										
Purchase	12/31/2019	60934N104	107,803.13	Federated Investors Government Obligations Fund	1.000	1.50%	107,803.13	0.00	107,803.13	0.00
<b>Subtotal</b>			<b>4,489,783.49</b>				<b>4,521,717.37</b>	<b>9,064.90</b>	<b>4,530,782.27</b>	<b>0.00</b>
Security Contribution	12/04/2019	60934N104	311.00	Federated Investors Government Obligations Fund	1.000		311.00	0.00	311.00	0.00
Security Contribution	12/18/2019	90LAIF\$00	5,000,000.00	Local Agency Investment Fund State Pool	1.000		5,000,000.00	0.00	5,000,000.00	0.00
Security Contribution	12/31/2019	90CASH\$00	398,243.72	Cash Custodial Cash Account	1.000		398,243.72	0.00	398,243.72	0.00
<b>Subtotal</b>			<b>5,398,554.72</b>				<b>5,398,554.72</b>	<b>0.00</b>	<b>5,398,554.72</b>	<b>0.00</b>
<b>TOTAL ACQUISITIONS</b>			<b>9,888,338.21</b>				<b>9,920,272.09</b>	<b>9,064.90</b>	<b>9,929,336.99</b>	<b>0.00</b>
<b>DISPOSITIONS</b>										
Sale	12/06/2019	9128282Q2	750,000.00	US Treasury Note 1.5% Due 8/15/2020	99.922	1.61%	749,414.06	3,454.48	752,868.54	5,959.00
Sale	12/09/2019	60934N104	837,017.92	Federated Investors Government Obligations Fund	1.000	1.54%	837,017.92	0.00	837,017.92	0.00
Sale	12/09/2019	78012KKU0	1,050,000.00	Royal Bank of Canada Note 2.5% Due 1/19/2021	100.679	1.88%	1,057,129.50	10,208.33	1,067,337.83	5,699.00
Sale	12/13/2019	4581X0CX4	1,400,000.00	Inter-American Dev Bank Note 1.625% Due 5/12/2020	99.956	1.73%	1,399,384.00	1,959.03	1,401,343.03	-171.00
Sale	12/13/2019	60934N104	35,300.00	Federated Investors Government Obligations Fund	1.000	1.54%	35,300.00	0.00	35,300.00	0.00
<b>Subtotal</b>			<b>4,072,317.92</b>				<b>4,078,245.48</b>	<b>15,621.84</b>	<b>4,093,867.32</b>	<b>11,487.00</b>
Paydown	12/16/2019	02587AAJ3	0.00	American Express Credit Trust 2017-1 A 1.93% Due 9/15/2022	100.000		0.00	2,090.83	2,090.83	0.00
Paydown	12/16/2019	43811BAC8	50,141.04	Honda Auto Receivables Trust 2017-2 A3 1.68% Due 8/16/2021	100.000		50,141.04	698.03	50,839.07	0.00

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Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>DISPOSITIONS</b>										
Paydown	12/16/2019	43815NAC8	0.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	100.000		0.00	1,705.83	1,705.83	0.00
Paydown	12/16/2019	477870AC3	0.00	John Deere Owner Trust 2019-B A3 2.21% Due 12/15/2023	100.000		0.00	1,086.58	1,086.58	0.00
Paydown	12/16/2019	47788BAD6	7,123.71	John Deere Owner Trust 2017-B A3 1.82% Due 10/15/2021	100.000		7,123.71	134.58	7,258.29	0.00
Paydown	12/16/2019	47788CAC6	18,281.23	John Deere Owner Trust 2018-A A3 2.66% Due 4/18/2022	100.000		18,281.23	546.93	18,828.16	0.00
Paydown	12/16/2019	47788EAC2	0.00	John Deere Owner Trust 2018-B A3 3.08% Due 11/15/2022	100.000		0.00	2,245.83	2,245.83	0.00
Paydown	12/16/2019	47789JAD8	0.00	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	100.000		0.00	3,637.50	3,637.50	0.00
Paydown	12/16/2019	65479GAD1	0.00	Nissan Auto Receivables Trust 2018-B A3 3.06% Due 3/15/2023	100.000		0.00	2,550.00	2,550.00	0.00
Paydown	12/16/2019	65479JAD5	0.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	100.000		0.00	1,978.25	1,978.25	0.00
Paydown	12/16/2019	89238BAB8	6,373.46	Toyota Auto Receivables Trust 2018-A A2A 2.1% Due 10/15/2020	100.000		6,373.46	11.15	6,384.61	0.00
Paydown	12/16/2019	89238TAD5	0.00	Toyota Auto Receivables Trust 2018-B A3 2.96% Due 9/15/2022	100.000		0.00	5,180.00	5,180.00	0.00
Paydown	12/20/2019	92348AAA3	0.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	100.000		0.00	1,269.08	1,269.08	0.00
Paydown	12/23/2019	43815HAC1	0.00	Honda Auto Receivables Trust 2018-3 A3 2.95% Due 8/22/2022	100.000		0.00	1,843.75	1,843.75	0.00
Paydown	12/26/2019	3137B4WB8	0.00	FHLMC K033 A2Due 7/25/2023	100.000		0.00	3,825.00	3,825.00	0.00
Paydown	12/26/2019	3137B5JM6	0.00	FHLMC K034 A2 3.531% Due 7/25/2023	100.000		0.00	4,413.75	4,413.75	0.00

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Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>DISPOSITIONS</b>										
Paydown	12/26/2019	3137B7M29	0.00	FHLMC K036 A2Due 10/25/2023	100.000		0.00	6,304.51	6,304.51	0.00
Paydown	12/26/2019	3137BDDC7	0.00	FHLMC K716 A2 3.13% Due 6/25/2021	100.000		0.00	1,238.96	1,238.96	0.00
Paydown	12/26/2019	3137BFDQ1	1,510.40	FHLMC K717 A2 2.991% Due 9/25/2021	100.000		1,510.40	2,615.92	4,126.32	0.00
Paydown	12/26/2019	3137BM6P6	0.00	FHLMC K721 A2Due 8/25/2022	100.000		0.00	7,184.25	7,184.25	0.00
Paydown	12/26/2019	3137BYPQ7	0.00	FHLMC K726 A2 2.905% Due 4/25/2024	100.000		0.00	3,631.25	3,631.25	0.00
<b>Subtotal</b>			<b>83,429.84</b>				<b>83,429.84</b>	<b>54,191.98</b>	<b>137,621.82</b>	<b>0.00</b>
Security Withdrawal	12/03/2019	90LAIF\$00	2,800,000.00	Local Agency Investment Fund State Pool	1.000		2,800,000.00	0.00	2,800,000.00	0.00
Security Withdrawal	12/04/2019	60934N104	311.00	Federated Investors Government Obligations Fund	1.000		311.00	0.00	311.00	0.00
Security Withdrawal	12/10/2019	90LAIF\$00	4,000,000.00	Local Agency Investment Fund State Pool	1.000		4,000,000.00	0.00	4,000,000.00	0.00
Security Withdrawal	12/17/2019	90LAIF\$00	1,000,000.00	Local Agency Investment Fund State Pool	1.000		1,000,000.00	0.00	1,000,000.00	0.00
<b>Subtotal</b>			<b>7,800,311.00</b>				<b>7,800,311.00</b>	<b>0.00</b>	<b>7,800,311.00</b>	<b>0.00</b>
<b>TOTAL DISPOSITIONS</b>			<b>11,956,058.76</b>				<b>11,961,986.32</b>	<b>69,813.82</b>	<b>12,031,800.14</b>	<b>11,487.00</b>
<b>OTHER TRANSACTIONS</b>										
Interest	12/01/2019	69353REP9	550,000.00	PNC Bank Callable Note 5/2/2020 2.3% Due 6/1/2020	0.000		6,325.00	0.00	6,325.00	0.00
Interest	12/08/2019	3130A0F70	1,700,000.00	FHLB Note 3.375% Due 12/8/2023	0.000		28,687.50	0.00	28,687.50	0.00
Interest	12/11/2019	313373ZY1	2,000,000.00	FHLB Note 3.625% Due 6/11/2021	0.000		36,250.00	0.00	36,250.00	0.00
Interest	12/11/2019	313379RB7	1,000,000.00	FHLB Note 1.875% Due 6/11/2021	0.000		9,375.00	0.00	9,375.00	0.00

Attachment: 2019-12 Investment Report (3879) : RECEIPT OF QUARTERLY INVESTMENT REPORT -

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
<b>OTHER TRANSACTIONS</b>										
Interest	12/14/2019	3130A1XJ2	3,000,000.00	FHLB Note 2.875% Due 6/14/2024	0.000		43,125.00	0.00	43,125.00	0.00
Interest	12/15/2019	097023BQ7	800,000.00	Boeing Co Callable Note Cont 4/15/2023 1.875% Due 6/15/2023	0.000		7,500.00	0.00	7,500.00	0.00
Interest	12/19/2019	3137EAEN5	3,000,000.00	FHLMC Note 2.75% Due 6/19/2023	0.000		41,250.00	0.00	41,250.00	0.00
Interest	12/28/2019	3133EG2L8	1,880,000.00	FFCB Note 1.92% Due 12/28/2020	0.000		18,048.00	0.00	18,048.00	0.00
Interest	12/31/2019	912828N30	1,750,000.00	US Treasury Note 2.125% Due 12/31/2022	0.000		18,593.75	0.00	18,593.75	0.00
Interest	12/31/2019	912828S27	1,015,000.00	US Treasury Note 1.125% Due 6/30/2021	0.000		5,709.38	0.00	5,709.38	0.00
Interest	12/31/2019	912828V23	3,150,000.00	US Treasury Note 2.25% Due 12/31/2023	0.000		35,437.50	0.00	35,437.50	0.00
Interest	12/31/2019	912828XG0	1,700,000.00	US Treasury Note 2.125% Due 6/30/2022	0.000		18,062.50	0.00	18,062.50	0.00
Interest	12/31/2019	912828XX3	3,000,000.00	US Treasury Note 2% Due 6/30/2024	0.000		30,000.00	0.00	30,000.00	0.00
<b>Subtotal</b>			<b>24,545,000.00</b>				<b>298,363.63</b>	<b>0.00</b>	<b>298,363.63</b>	<b>0.00</b>
Dividend	12/02/2019	60934N104	208,077.63	Federated Investors Government Obligations Fund	0.000		929.50	0.00	929.50	0.00
<b>Subtotal</b>			<b>208,077.63</b>				<b>929.50</b>	<b>0.00</b>	<b>929.50</b>	<b>0.00</b>
<b>TOTAL OTHER TRANSACTIONS</b>			<b>24,753,077.63</b>				<b>299,293.13</b>	<b>0.00</b>	<b>299,293.13</b>	<b>0.00</b>

Attachment: 2019-12 Investment Report (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT -



JANUARY 2020



## Market Data

World Stock Market Indices  
data as of 12/31/2019

	Diff (11/30/19)	% Change
S&P 500	89.80	2.86%
3,230.78		
NASDAQ	307.13	3.54%
8,972.60		
DOW JONES	487.03	1.74%
28,538.44		
FTSE (UK)	195.91	2.67%
7,542.44		
DAX (Germany)	12.63	0.10%
13,249.01		
Hang Seng (Hong Kong)	1,843.26	7.00%
28,189.75		
Nikkei (Japan)	362.71	1.56%
23,656.62		

Source: Bloomberg. Please see descriptions of indices on Page 2.

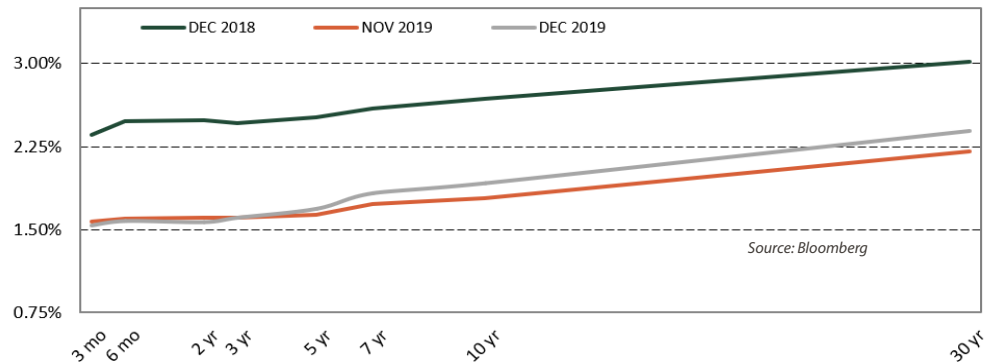
## Market Summary

We expect US economic growth to moderate in 2020 toward trend growth of about 1.8% compared to 2.3% in 2019. We believe the impact of monetary policy on economic growth is somewhat lagged and the more accommodative monetary policy stance of the Federal Reserve and other global central banks throughout 2019 should provide a tailwind for the economy in 2020. Though slow global growth continues to create a headwind for the US economy, recent domestic economic data has been mostly in line with expectations and consistent with modest growth. Most notably, the US labor market remains firm which should continue to support consumer spending trends as well as the housing market.

The Federal Open Market Committee (FOMC) kept the target fed funds rate unchanged in December in a range of 1.50%-1.75%. The vote to keep policy unchanged was unanimous and the Fed's quarterly update on their Summary of Economic Projections was little changed from the September 2019 forecast. Notably the Fed's forecast calls for no change to the fed funds rate in 2020. We believe the hurdle rate to tighten policy remains high, as market-based measures of inflation are still too low. Conversely, if market-based inflation metrics fail to improve, and/or the domestic or global economy experiences an exogenous shock, we believe the Fed has left the door open for additional policy accommodation.

The Treasury yield curve steepened slightly in December. The 2-year Treasury yield decreased about four basis points to 1.57%, the 5-year Treasury yield increased almost seven basis points to 1.69%, and the 10-year Treasury yield increased about 14 basis points to 1.92%. We believe the increase in long-term yields were driven by more favorable developments with regard to global trade and Brexit.

## Treasury Yields Have Declined Year-Over-Year



Treasury yields declined meaningfully in 2019. At year-end, the 3-month T-bill yield was down 81 basis points, the 2-Year Treasury yield was down 92 basis points, and the 10-Year Treasury yield was down 77 basis points. We believe the year-over-year decline in long-term Treasury yields largely reflects a decline in global economic growth and inflation expectations, while the decline in shorter-term rates is in line with the Fed's three 25 basis point rate cuts in 2019. Notably, the shape of the yield curve has normalized to some extent over the past few months and is now upward sloping, which we believe reflects increased optimism about the domestic economic outlook.

TREASURY YIELDS	Trend (▲/▼)	12/31/2019	11/30/2019	Change
3-Month	▼	1.54	1.57	-0.03
2-Year	▼	1.57	1.61	-0.04
3-Year	▲	1.61	1.61	0
5-Year	▲	1.69	1.63	0.06
7-Year	▲	1.83	1.73	0.10
10-Year	▲	1.92	1.78	0.14
30-Year	▲	2.39	2.21	0.18

Source: Bloomberg

Attachment: CAM-Newsletter-January-2020 (3879 : RECEIPT OF QUARTERLY INVESTMENT REPORT - QUARTER ENDED DECEMBER 31,

Since 1988, Chandler Asset Management has specialized in providing fixed income investment solutions to risk-averse public agencies and institutions. Chandler's mission is to provide fully customizable, client-centered portfolio management that preserves principal, mitigates risk and generates income in our clients' portfolios.

## Credit Spreads Tightened in December

CREDIT SPREADS	Spread to Treasuries (%)	One Month Ago (%)	Change
3-month top rated commercial paper	0.11	0.18	(0.07)
2-year A corporate note	0.29	0.31	(0.02)
5-year A corporate note	0.46	0.53	(0.07)
5-year Agency note	0.05	0.07	(0.02)

Source: Bloomberg

Data as of 12/31/2019

## Economic Data Remains Consistent with Trend Growth

ECONOMIC INDICATOR	Current Release	Prior Release	One Year Ago
Trade Balance	(43.10) \$Bln NOV 19	(46.90) \$Bln OCT 19	(53.60) \$Bln NOV 18
Gross Domestic Product	2.10% SEP 19	2.00% JUN 19	2.90% SEP 18
Unemployment Rate	3.50% DEC 19	3.50% NOV 19	3.90% DEC 18
Prime Rate	4.75% DEC 19	4.75% NOV 19	5.50% DEC 18
Commodity Research Bureau Index	185.79 DEC 19	176.65 NOV 19	169.80 DEC 18
Oil (West Texas Int.)	\$61.06 DEC 19	\$55.17 NOV 19	\$45.41 DEC 18
Consumer Price Index (y/o/y)	2.10% NOV 19	1.80% OCT 19	2.20% NOV 18
Producer Price Index (y/o/y)	1.10% NOV 19	(0.20%) OCT 19	2.00% NOV 18
Dollar/Euro	1.12 DEC 19	1.10 NOV 19	1.15 DEC 18

Source: Bloomberg

## Economic Roundup

### Consumer Prices

The Consumer Price Index (CPI) was up 2.1% year-over-year in November, up from 1.8% in October. Core CPI (CPI less food and energy) was up 2.3% year-over-year in November, unchanged from October. The Personal Consumption Expenditures (PCE) index was up 1.5% year-over-year in November versus up 1.4% year-over-year in October. Core PCE, which is the Fed's primary inflation gauge, was up 1.6% year-over-year in November versus 1.7% year-over-year in October. Core PCE softens and remains below the Fed's 2.0% inflation target.

### Retail Sales

Retail sales increased 0.2% in November, following growth of 0.4% in October. Excluding auto and gas, retail sales were flat in November, below expectations of 0.4%. On a year-over-year basis, retail sales increased 3.3% in November, versus 3.2% in October.

### Labor Market

U.S. nonfarm payrolls rose by 145,000 in December, below expectations of 160,000. Payrolls for October and November were revised down by a total of 14,000. On a trailing 3-month and 6-month basis, payrolls increased an average of about 184,000 and 189,000 per month, respectively. The unemployment rate was unchanged at 3.5% and the participation rate held steady at 63.2%. A broader measure of unemployment called the U-6, which includes those who are marginally attached to the labor force and employed part time for economic reasons, declined to 6.7% in December from 6.9% in November. Wages edged up 0.1% in December, below expectations of 0.3%, but the November increase in wages was revised up slightly to 0.3% from 0.2%. The average workweek was unchanged at 34.3 hours. On a year-over-year basis, wages were up 2.9% in December, versus up 3.1% in November.

### Housing Starts

Housing starts increased 3.2% in November to a 1.365 million annualized rate and starts in the prior month were revised higher. Permits were also stronger than expected in November, up 1.4%. Multi-family starts rose 4.9% month-over-month in November to an annualized rate of 427,000. Single-family starts rose 2.4% in November to an annualized rate of 938,000. The trends suggest that low mortgage rates and a strong labor market continue to drive housing activity.

### World Stock Market Index Descriptions

**S&P 500**– The S&P 500 is a market value weighted index of 500 large-capitalization stocks. The 500 companies included in the index capture approximately 80% of available US market capitalization. **NASDAQ**–The NASDAQ Composite Index is the market capitalization-weighted index of over 3,300 common stocks listed on the NASDAQ stock exchange. **Dow Jones**–The Dow Jones Industrial Average is an index that tracks 30 large, publicly-owned companies trading on the New York Stock Exchange and the NASDAQ. **The Financial Times Stock Exchange Group (FTSE)**– The FTSE is a share index of the 100 companies listed on the London Stock Exchange with the highest market capitalization. **DAX**–The Deutscher Aktienindex (DAX) is a blue chip stock market index consisting of the 30 major German companies trading on the Frankfurt Stock Exchange. **Hang Seng**–The Hang Seng Index is a freefloat-adjusted market-capitalization-weighted stock market index in Hong Kong. It is used to record and monitor daily changes of the large companies of the Hong Kong stock market and is the main indicator of overall market performance in Hong Kong. **Nikkei**–Japan's Nikkei 225 Stock Average is a price-weighted index composed of Japan's top 225 blue-chip companies traded on the Tokyo Stock Exchange.

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Data source: Bloomberg. This report is provided for informational purposes only and should not be construed as specific investment or legal advice. The information contained herein was obtained from sources believed to be reliable as of the date of publication, but may become outdated or superseded at any time without notice. All opinions or views expressed are based on current market conditions and are subject to change. This report may contain forecasts and forward-looking statements which are inherently limited and should not be relied upon as an indicator of future results. Past performance is not indicative of future results. This report is not intended to constitute an offer, solicitation, recommendation or advice regarding any securities or investment strategy and should not be regarded by recipients as a substitute for the exercise of their own judgment. Fixed income investments are subject to interest, credit, and market risk. Interest rate risk: the value of fixed income investments will decline as interest rates rise. Credit risk: the possibility that the borrower may not be able to repay interest and principal. Low rated bonds generally have to pay higher interest rates to attract investors willing to take on greater risk. Market risk: the bond market in general could decline due to economic conditions, especially during periods of rising interest rates.

Attachment: CAM-Newsletter-January-2020 (3879) : RECEIPT OF QUARTERLY INVESTMENT REPORT - QUARTER ENDED DECEMBER 31,



## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Marshall Eyerman, Chief Financial Officer

**AGENDA DATE:** March 3, 2020

**TITLE:** LIST OF PERSONNEL CHANGES

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### **RECOMMENDED ACTION**

#### **Recommendation:**

1. Ratify the list of personnel changes as described.

### **DISCUSSION**

The attached list of personnel changes scheduled since the last City Council meeting is presented for City Council ratification.

Staffing of City positions ensures assignment of highly qualified and trained personnel to achieve Momentum MoVal priorities, objectives and initiatives.

### **FISCAL IMPACT**

All position changes are consistent with appropriations previously approved by the City Council.

### **PREPARATION OF STAFF REPORT**

Prepared By:  
Vanessa Leccese  
Executive Assistant

Department Head Approval:  
Marshall Eyerman  
Chief Financial Officer

### **CITY COUNCIL GOALS**

None

### **CITY COUNCIL STRATEGIC PRIORITIES**

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

**ATTACHMENTS**

- 1. Personnel Changes

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/24/20 1:42 PM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 7:14 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:08 AM

**City of Moreno Valley  
Personnel Changes  
March 3, 2020**

**New Hires**

Steven Pivovaroff, Maintenance & Operations Division Manager, Public Works/ Maintenance & Operations Division

Gail Smerkol, Management Aide, Public Works Department/Capital Projects Division

**Promotions**

None

**Transfers**

None

**Separations**

None



## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Michael L. Wolfe, P.E., Public Works Director/City Engineer

**AGENDA DATE:** March 3, 2020

**TITLE:** ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE

---

### **RECOMMENDED ACTION**

#### **Recommendation:**

1. Adoption of the attached Resolution No. 2020-\_\_\_, amending applicable Transportation Uniform Mitigation Fee ("TUMF") schedule.

### **SUMMARY**

In compliance with Gov. Code §§ 66000 et seq., at its November 4, 2019 Executive Board Meeting, the Western Riverside Council of Governments ("WRCOG") approved changes to their fee schedule as part of an administrative element of the TUMF program associated with Construction Cost Index (CCI) adjustments. As such, the City, as a Member Jurisdiction of WRCOG, has been asked to approve a corresponding update to the City's TUMF fee schedule to reflect the changes. This report recommends adoption of the Resolution No. 2020-\_\_\_, amending the applicable TUMF schedule to all developments in the City.

### **DISCUSSION**

The current TUMF fee schedule is based upon WRCOG's 2016 Nexus Study, which was prepared pursuant to applicable Mitigation Fee Act requirements. In accordance with the Mitigation Fee Act, the Ordinance and 2016 Nexus Study: (i) identify the purpose of the revised fees; (ii) identify the use to which the revised fees is to be put, including identification of any facilities to be financed; (iii) determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed; (iv) determine how there is a reasonable relationship between the need for the public facilities and the type of development project upon which the fees are imposed; and (v) determine how there is a reasonable relationship between the

amount of the fees and the cost of the public facilities or portion of the public facility attributable to the development on which the fees are imposed.

Pursuant to the TUMF Program, WRCOG Staff is required to bring annual Construction Cost Index (CCI) adjustment information through the WRCOG Committee structure for discussion and recommendation for final consideration by the Executive Committee. The CCI is an administrative element of the TUMF Program and is intended to keep the dollar value of the TUMF Program whole. In recent years, the WRCOG Executive Committee has not approved a CCI adjustment to the TUMF.

Since the adoption of the most current Nexus Study in 2016, construction, labor, and land costs have demonstrated an increasing trend. Factors contributing to a potential increase in the CCI include tariffs and the rebounding economy placing competition on transportation construction from other sectors for materials and labor.

In November 2019, the WRCOG Executive Committee approved adjustments in the TUMF Fee Schedule to account for the increased costs in construction. The following table outlines the current fees and the proposed changes, over time, for implementation and adoption by each of WRCOG's member agencies consistent with WRCOG's Executive Board approval.

TUMF Fee Schedule Summary			
Land Use type	Current Fee	Jul 1, 2020	Jan 1, 2021
Single-family residential	\$9,146	\$9,478	\$9,810
Multi-family residential	\$6,134	\$6,389	\$6,389
Industrial	\$1.77	\$1.81	\$1.81
Retail	\$7.50	\$7.50	\$7.50
Service Commercial	\$4.56	\$4.75	\$4.75
Service Class A & B Office	\$2.19	\$2.38	\$2.38

To effectuate the above changes, the proposed resolution will establish the City's Fee Schedule for TUMF as follows:

- A. Continuation of the previously adopted TUMF schedule:
- (1) \$9,146.00 per single-family residential unit
  - (2) \$6,134.00 per multi-family residential unit
  - (3) \$1.77 per square foot of an industrial project
  - (4) \$7.50 per square foot of a retail commercial project
  - (5) \$4.56 per square foot of a service commercial project
  - (6) \$2.19 per square foot of a service Class A and B Office

B. For single-family residential, multi-family residential and retail non-residential projects, the fees set shall be phased in as follows:

From July 1, 2020 to December 31<sup>st</sup>, 2020, the fee schedule shall be as follows:

- (1) \$9,478.00 per single-family residential unit
- (2) \$6,389.00 per multi-family residential unit
- (3) \$1.81 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.75 per square foot of a service commercial project
- (6) \$2.38 per square foot of a service Class A and B Office

From January 1, 2021, the fee schedule shall be as follows:

- (1) \$9,810.00 per single-family residential unit
- (2) \$6,389.00 per multi-family residential unit
- (3) \$1.81 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.75 per square foot of a service commercial project
- (6) \$2.38 per square foot of a service Class A and B Office

On February 25, 2020, Finance Subcommittee reviewed the proposed changes to the TUMF Fee Schedule and recommended for adoption by City Council.

To be in good standing with the TUMF program, staff recommends approving the attached resolution to account for WRCOG's Executive Committee's changes to the TUMF Fee Schedule.

### **ALTERNATIVES**

1. Approve and authorize the recommended actions as presented in this staff report. *This alternative will continue the City's participation in the TUMF program and amend the applicable TUMF schedule per 2016 TUMF Nexus Study to all developments.*
2. Do not approve and authorize the recommended actions as presented in this staff report. *This alternative will discontinue the City's participation in the TUMF program.*

### **FISCAL IMPACT**

Participating in the TUMF program will provide needed resource to enlarge the capacity of the Regional System of Highways and Arterials due to new development in Western Riverside County. There is no impact on the General Fund.



## **NOTIFICATION**

Notice of Adoption of Resolution Amending Applicable TUMF was published in The Press-Enterprise on February 20, 2020.

## **PREPARATION OF STAFF REPORT**

Prepared By:  
Henry Ngo, P.E.  
Capital Projects Division Manager

Department Head Approval:  
Michael L. Wolfe  
Public Works Director/City Engineer

Concurred By:  
Patty Nevins  
Acting Community Development Director

## **CITY COUNCIL GOALS**

**Public Facilities and Capital Projects.** Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

**Positive Environment.** Create a positive environment for the development of Moreno Valley's future.

**Community Image, Neighborhood Pride and Cleanliness.** Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

## **CITY COUNCIL STRATEGIC PRIORITIES**

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

## **ATTACHMENTS**

1. Resolution No. 2020-\_\_
2. Ordinance No. 925
3. Resolution No. 2017-50
4. WRCOG November 4, 2019 Staff Report

## **APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/24/20 10:27 AM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 7:07 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:13 AM

**RESOLUTION NO. 2020-****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY AMENDING THE APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) APPLICABLE TO ALL DEVELOPMENTS IN THE CITY OF MORENO VALLEY**

WHEREAS, the City of Moreno Valley ("City") is a member agency of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and eighteen cities located in Western Riverside County; and

WHEREAS, the member agencies of WRCOG recognized that there was insufficient funding to address the impacts of new development on the regional system of highways and arterials in Western Riverside County (the "Regional System"); and

WHEREAS, in order to address this shortfall, the member agencies formulated a plan whereby a transportation mitigation fee would be assessed on new development and would be used to fund the necessary improvements for the Regional System; and

WHEREAS, in furtherance of this plan, the WRCOG Executive Committee adopted the "Western Riverside County Transportation Uniform Fee Nexus Study", dated October 18, 2002 (the "2002 Nexus Study"); and

WHEREAS, based on the 2002 Nexus Study, the City adopted Ordinance 623 on March 11, 2003 (the "TUMF Ordinance") pursuant to California Government Code sections 66000 et seq. authorizing the City to impose the Transportation Uniform Mitigation Fee ("TUMF") upon new development; and

WHEREAS, the City adopted Ordinance 719 on May 09, 2006 amending Chapter 3.44 of Title 3 of the City of Moreno Valley Municipal Code; and

WHEREAS, based on the 2009 Nexus Study, the City adopted Ordinance No. 807 on January 12, 2010 and Ordinance No. 835 on January 10, 2012 amending Chapter 3.44 of Title 3 of the City of Moreno Valley Municipal Code; and

WHEREAS, WRCOG, with the assistance of TUMF Program participating jurisdictions, has prepared an updated Nexus Study entitled "Transportation Uniform Mitigation Fee Nexus Study: 2016 Update" ("2016 Nexus Study") pursuant to California Government Code sections 66000 et seq. (the Mitigation Fee Act), for the purpose of updating the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and TUMF Program and recommended TUMF participating jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program; and

WHEREAS, the City adopted Ordinance No. 925 on September 19, 2017 amending Chapter 3.44 of Title 3 of the City of Moreno Valley Municipal Code; and

WHEREAS, consistent with its previous findings made in the adoption of Ordinance No. 925 (TUMF Ordinance), the City Council has been informed and advised, and hereby finds, that

if the capacity of the Regional System is not enlarged and unless development contributes to the cost of improving the Regional System, the result will be substantial traffic congestion in all parts of Western Riverside County, with unacceptable Levels of Service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare. Therefore, continuation of a TUMF Program is essential; and

WHEREAS, the City Council finds and determines that there is a reasonable and rational relationship between the use of the TUMF and the type of development projects on which the fees are imposed because the fees will be used to construct the transportation improvements that are necessary for the safety, health, and welfare of the residential and non-residential users of the development in which the TUMF will be levied; and

WHEREAS, the City Council finds and determines that there is a reasonable and rational relationship between the need for the improvements to the Regional System and the type of development projects on which the TUMF is imposed because it will be necessary for the residential and non-residential users of such projects to have access to the Regional system. Such development will benefit from the Regional System improvements and the burden of such developments will be mitigated in part by payment of the TUMF; and

WHEREAS, the City Council finds and determines that the cost estimates set forth in the new 2016 Nexus Study are reasonable cost estimates for constructing the Regional System improvements and the facilities that compromise the Regional System, and that the amount of the TUMF expected to be generated by new development will not exceed the total fair share cost to such development; and

WHEREAS, the fees collected pursuant to the TUMF Ordinance shall be used to help pay for the design, planning, construction of and real property acquisition for the Regional System improvements and its facilities as identified in the 2016 Nexus Study. The need for the improvements and facilities is related to new development because such development results in additional traffic and creates the demand for the improvements; and

WHEREAS, the City Council finds that the 2016 Nexus Study proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements and facilities to the Regional system.

WHEREAS, the TUMF Ordinance authorizes periodic review and adjustment to the applicable TUMF in accordance with any adjustments made by the WRCOG Executive Committee; and

WHEREAS, the fees collected pursuant to this Resolution shall be used to finance the public facilities described or identified in the Nexus Study; and

WHEREAS, the levying of TUMF has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and it has been determined that the adoption of this Resolution is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, the City Council of City of Moreno Valley does resolve as follows:

SECTION 1. Findings. The recitals set forth above are hereby adopted as findings in

support of this Resolution. In addition, the City Council re-adopts the findings contained in Section 2 of Ordinance No. 925 in support of the adjusted TUMF contained herein.

**SECTION 2. TUMF Schedule.** In accordance with the TUMF Ordinance, there is hereby adopted the following fee schedule for the TUMF which replaces the fee schedule set forth in Sections 2 of Resolution No. 2017-50 in its entirety and shall go into effect upon the Effective Date set forth in Section 4, below:

A. Continuation of the previously adopted TUMF schedule:

- (1) \$9,146.00 per single-family residential unit
- (2) \$6,134.00 per multi-family residential unit
- (3) \$1.77 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.56 per square foot of a service commercial project
- (6) \$2.19 per square foot of a service Class A and B Office

B. For single-family residential, multi-family residential, and retail non-residential projects, the fees set forth in Section 2.A. shall be phased in as follows:

From July 1, 2020, to December 31, 2020, the fee schedule shall be as follows:

- (1) \$9,478.00 per single family residential unit
- (2) \$6,389.00 per multi-family residential unit
- (3) \$1.81 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.75 per square foot of a service commercial project
- (6) \$2.38 per square foot of a service Class A and B Office

From January 1, 2021, the fee schedule shall be as follows:

- (1) \$9,810.00 per single family residential unit
- (2) \$6,389.00 per multi-family residential unit
- (3) \$1.81 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.75 per square foot of a service commercial project
- (6) \$2.38 per square foot of a service Class A and B Office

**SECTION 3. CEQA Findings.** The City Council hereby finds that in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines the adoption of this Resolution is exempt from CEQA pursuant to Section 15061(b)(3).

**SECTION 4. Effective Date.** This Resolution shall become effective on March 3, 2020.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_ 2020.

By: \_\_\_\_\_  
Dr. Yxstian Gutierrez, Mayor  
City of Moreno Valley

ATTEST:

By: \_\_\_\_\_  
Pat Jacquez-Nares, City Clerk  
City of Moreno Valley

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Martin Koczanowicz, City Attorney  
City of Moreno Valley

DRAFT

## ORDINANCE NO. 925

AN ORDINANCE OF THE CITY OF MORENO VALLEY AMENDING AND SUPERSEDING ORDINANCE NO. 807 & 835, AMENDING CHAPTER 3.44 OF TITLE 3 OF THE CITY OF MORENO VALLEY MUNICIPAL CODE TO UPDATE PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

The City Council of the City of Moreno Valley, California "(City)" ordains as follows:

SECTION 1. PRIOR ENACTMENTS REPEALED

1.1 All prior enactments of Chapter 3.44 of the Municipal Code are hereby repealed, effective upon the date which this Ordinance becomes effective and operative.

SECTION 2. MUNICIPAL CODE AMENDED

2.1 Chapter 3.44 of Title 3 of the City of Moreno Valley Municipal Code is hereby amended in its entirety to read as follows:

Chapter 3.44  
Western Riverside County  
Transportation Uniform Mitigation Fee Program  
Sections:

- 3.44.010 Title
- 3.44.020 Findings
- 3.44.030 Definitions
- 3.44.040 Establishment of the Transportation Uniform Mitigation Fee
- 3.44.050 Reimbursements
- 3.44.060 Procedures for the Levy, Collection, and Disposition of Fees
- 3.44.070 Appointment of TUMF Fund Administrator
- 3.44.080 Effect
- 3.44.090 Severability
- 3.44.100 Judicial Review
- 3.44.110 No Procedural Defenses

3.44.010 Title.

This Ordinance shall be known as the "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2017" ("Ordinance").

3.44.020 Findings.

A. The City is a member agency of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and 18 cities located in Western Riverside County. Acting in concert, the WRCOG Member Agencies developed a plan whereby the shortfall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials in Western Riverside County (the "Regional System") could be made up in part by a Transportation Uniform Mitigation Fee ("TUMF") on future residential, commercial and industrial development. A map depicting the boundaries of Western Riverside County and the Regional System is attached here as Exhibit "A" and incorporated herein. As a Member Agency of WRCOG and as a TUMF Participating Jurisdiction, the City participated in the preparation of a certain "Western Riverside County Transportation Uniform Fee Nexus Study," dated October 18, 2002 (the "2002 Nexus Study") prepared in compliance with the Mitigation Fee Act (Gov. Code §§ 66000 *et seq.*) and adopted by the WRCOG Executive Committee. Based on the 2002 Nexus Study, the City adopted and implemented an ordinance authorizing the City's participation in a TUMF Program.

B. WRCOG, with the assistance of TUMF Participating Jurisdictions, has prepared an updated nexus study entitled "Transportation Uniform Mitigation Fee Nexus Study: 2016 Update" ("2016 Nexus Study") pursuant to California Government Code sections 66000 *et seq.* (the Mitigation Fee Act), for the purpose of updating the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and TUMF Program and recommended TUMF Participating Jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program.

C. Consistent with its previous findings made in the adoption of Ordinances No. 807 & 835, the City Council has been informed and advised, and hereby finds, that if the capacity of the Regional System is not enlarged and unless development contributes to the cost of improving the Regional System, the result will be substantial traffic congestion in all parts of Western Riverside County, with unacceptable Levels of Service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare. Therefore, continuation of a TUMF Program is essential.

D. The City Council finds and determines that there is a reasonable and rational relationship between the use of the TUMF and the type of development projects on which the fees are imposed because the fees will be used to construct the transportation improvements that are necessary for the safety, health and welfare of the residential and non-residential users of the development in which the TUMF will be levied.

E. The City Council finds and determines that there is a reasonable and rational relationship between the need for the improvements to the Regional System and the type of development projects on which the TUMF is imposed because it will be



necessary for the residential and non-residential users of such projects to have access to the Regional system. Such development will benefit from the Regional System improvements and the burden of such developments will be mitigated in part by payment of the TUMF.

F. The City Council finds and determines that the cost estimates set forth in the new 2016 Nexus Study are reasonable cost estimates for constructing the Regional System improvements and the facilities that compromise the Regional System, and that the amount of the TUMF expected to be generated by new development will not exceed the total fair share cost to such development.

G. The fees collected pursuant to this Ordinance shall be used to help pay for the design, planning, construction of and real acquisition for the Regional System improvements and its facilities as identified in the 2016 Nexus Study. The need for the improvements and facilities is related to new development because such development results in additional traffic and creates the demand for the improvements.

H. By notice duly given and published, the City Council set the time and place for a public hearing on the 2016 Nexus Study and the fees proposed thereunder and at least ten (10) days prior to this hearing, the City Council made the 2016 Nexus Study available to the public.

I. At the time and place set for the hearing, the City Council duly considered data and information provided by the public relative to the cost of the improvements and facilities for which the fees are proposed and all other comments, whether written or oral, submitted prior to the conclusion of the hearing.

J. The City Council finds that the 2016 Nexus Study proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements and facilities to the Regional system.

K. The City Council hereby adopts the 2016 Nexus Study and its findings. The 2016 Nexus Study is attached and incorporated herein as Exhibit "B."

L. The City Council hereby adopts this Ordinance to amend and supersede the provisions of Ordinances No. 807 & 835.

#### 3.44.030 Definitions.

For the purpose of this Ordinance, the following words, terms and phrases shall have the following meanings:

A. "Class 'A' Office" means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class 'A' Office shall be as follows: (i) minimum of three stories

(exception will be made for March JPA, where height requirements exist); (ii) minimum of 10,000 square feet per floor; (iii) steel frame construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/ exits for commercial uses within the building.

B. "Class 'B' Office" means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class 'B' Office shall be as follows: (i) minimum of two stories; (ii) minimum of 15,000 square feet per floor; (iii) steel frame, concrete or masonry shell construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/exits for commercial uses within the building.

C. "Development Project" or "Project" means any project undertaken for the purposes of development, including the issuance of a permit for construction.

D. "Gross Acreage" means the total property area as shown on a land division of a map of record, or described through a recorded legal description of the property. This area shall be bounded by road rights of way and property lines.

E. "Habitable Structure" means any structure or part thereof where persons reside, congregate or work and which is legally occupied in whole or part in accordance with applicable building codes, and state and local laws.

F. "Industrial Project" means any development project that proposes any industrial or manufacturing use. Retail, office and financial, restaurant, service or auto service or non-industrial uses are not included in this classification.

G. "Low Income Residential Housing" means "Residential Affordable Units": (A) for rental housing, the units shall be made available, rented and restricted to "lower income households" (as defined in Health and Safety Code Section 50079.5) at an "affordable rent" (as defined in Health and Safety Code Section 50053), ). Affordable units that are rental housing shall be made available, rented, and restricted to lower income households at an affordable rent for a period of at least fifty-five (55) years after the issuance of a certificate of occupancy for new residential development. and (B) for for-sale housing, the units shall be sold to "persons or families of low or moderate income" (as defined in Health and Safety Code Section 50093) at a purchase price that will not cause the purchaser's monthly housing cost to exceed "affordable housing cost (as defined in Health and Safety Code Section 50052.5) Affordable units that are for-sale housing units shall be restricted to ownership by persons and families of low or

moderate income for at least forty-five (45) years after the issuance of a certificate of occupancy for the new residential development.

H. "Multi-Family Residential Unit" means a development project that has a density of greater than eight (8) residential dwelling units per gross acre.

I. "Non-Residential Unit" means retail commercial, service commercial and industrial development which is designed primarily for non-dwelling use, but shall include hotels and motels.

J. "Recognized Financing District" means a Financing District as defined in the TUMF Administrative Plan as may be amended from time to time.

K. "Residential Dwelling Unit" means a building or portion thereof used by one (1) family and containing but one (1) kitchen, which is designed primarily for residential occupancy including single-family and multi-family dwellings. "Residential Dwelling Unit" shall not include hotels or motels.

L. "Retail Commercial Project" means any development project that proposes any commercial use not defined as a service commercial project, per "service commercial project" definition below, and consisting of retail sales of goods or services produced or warehoused on site, as defined in the city of Moreno Valley Municipal Code.

M. "Service Commercial Project" means any development project that is predominately dedicated to business activities associated with professional or administrative services, and typically consists of corporate offices, financial institutions, legal, and medical offices.

N. "Single Family Residential Unit" means each residential dwelling unit in a development that has a density of eight (8) units to the gross acre or less.

O. "TUMF Participating Jurisdiction" means a jurisdiction in Western Riverside County which has adopted and implemented an ordinance authorizing participation in the TUMF Program and complies with all regulations established in the TUMF Administrative Plan, as adopted and amended from time to time by the WRCOG.

P. "Disabled Veteran" means any veteran who is retired or is in process of medical retirement from military service who is or was severely injured in a theatre of combat operations and has or received a letter of eligibility for the Veterans Administration Specially Adapted Housing (SAH) Grant Program.

Q. Government/public buildings, public schools, and public facilities means any owned and operated facilities by a government entity in accordance with Section G. Exemptions, Subsection 2. of this Ordinance. A new development that is subject to a

long-term lease with a government agency for government/public buildings, public schools, and public facilities shall apply only if all of the following conditions are met:

- (a) The new development being constructed is subject to a long-term lease with a government agency.
- (b) The project shall have a deed restriction placed on the property that limits the use to government/public facility for the term of the lease, including all extension options, for a period of not less than 20 years. Any change in the use of the facility from government shall trigger the payment of the TUMF in effect at the time of the change is made.
- (c) No less than ninety percent of the total square footage of the building is leased to the government agency during the term of deed restriction the long term and any extensions thereof.
- (d) The new development is constructed at prevailing wage rates.
- (e) A copy of the lease is provided to the applicable jurisdiction and to WRCOG.
- (f) Based on the facts and circumstances WRCOG determines that the intent of the lease is to provide for a long-term government use, and not to evade payment of TUMF.

R. “Non-profit Organization” means an organization operated exclusively for exempt purposes set forth in section 501(c)(3) of the Internal Revenue Code, and none of its earnings may inure to any private shareholder or individual. In addition, it may not be an action organization, i.e., it may not attempt to influence legislation as a substantial part of its activities and it may not participate in any campaign activity for or against political candidates. For the purposes of the TUMF Program, the non-profit may be a 501(c) (3) charitable organization as defined by the Internal Revenue Service.

S. “Long-Term Lease” as used in the TUMF Program, a “long-term lease” shall mean a lease with a term of no less than twenty years.

T. “Mixed-Use Development” as used in the TUMF Program, means Developments with the following criteria: (1) three or more significant revenue-producing uses, and (2) significant physical and functional integration of project components.

U. “Guest Dwellings” and “Detached Second Units” according to the State of California legal definition as following: 1) The second unit is not intended for sale and may be rented; 2) The lot is zoned for single-family dwellings; 3) The lot contains an existing single-family dwelling; 4) The second unit is either attached to the existing dwelling and located within the living area of the existing dwelling or detached from the existing dwelling and located on the same lot as the existing dwelling; and 5) Are ministerially amended by each jurisdiction’s local codes.

.V. “TUMF Administrative Plan” means that the TUMF Administration Plan adopted by the WRCOG Execution Committee May 5, 2003, as amended, setting forth detailed administration procedures and requirements for the TUMF program.

### 3.44.040 Establishment of the Transportation Uniform Mitigation Fee.

A. Adoption of TUMF Schedule. The City Council shall adopt an applicable TUMF schedule through a separate resolution, which may be amended from time to time.

B. Fee Calculation. The fees shall be calculated according to the calculation methodology fee set forth in the WRCOG TUMF Fee Calculation Handbook adopted July 14, 2003, as amended from time to time. In addition to data in the Fee Calculation Handbook, WRCOG Staff and the local agency may consider the following items when establishing the appropriate fee calculation methodology:

- Underlying zoning of the site
- Land-use classifications in the latest Nexus Study
- Project specific traffic studies
- Latest Standardized reference manuals such as the Institute of Traffic Engineers Trip Generation Manual
- Previous TUMF calculations for similar uses
- WRCOG staff shall approve final draft credit / reimbursement agreement prior to execution

WRCOG shall have final determination regarding the appropriate methodology to calculate the fee based on the information provided. In case of a conflict between the applicant, WRCOG, and/or the local agency regarding the fee calculation methodology, the dispute resolution process in the TUMF Administrative Plan will apply.

C. Fee Adjustment. The fee schedule may be periodically reviewed and the amounts adjusted by the WRCOG Executive Committee. By amendment to the Resolution reference is subsection A, above, the fees may be increased or decreased to reflect the changes in actual and estimated costs of the Regional System including, but not limited to, debt service, lease payments and construction costs. The adjustment of the fees may also reflect changes in the facilities required to be constructed, in estimated revenues received pursuant to this Ordinance, as well as the availability or lack thereof of other funds with which to construct the Regional System. WRCOG shall review the TUMF Program no less than every four (4) years after the effective date of this Ordinance.-

D. Purpose. The purpose of the TUMF is to fund those certain improvements to the Regional System as depicted in Exhibit "A" and identified in the 2016 Nexus Study, Exhibit "B."

E. Applicability. The TUMF shall apply to all new development within the City, unless otherwise exempt hereunder.

F. Exemptions. The following types of new development shall be exempt from the provisions of this Ordinance and in TUMF Administrative Plan:

1. Low income residential housing as described in Section 3 Definitions, Subsection G of this Ordinance and in the TUMF Administrative Plan.

2. Government/public buildings, public schools, and public facilities as described in Section 3. Definitions, Subsection Q. of this Ordinance and in the TUMF Administrative Plan. Airports that are public use airports and are appropriately permitted by Caltrans or other state agency.

3. The rehabilitation and/or reconstruction of any habitable structure in use on or after January 1, 2000, provided that the same or fewer traffic trips are generated as a result thereof.

4. Development Projects which are the subject of a Public Facilities Development Agreement entered into pursuant to Government Code section 65864 *et seq*, prior to the effective date of Ordinance No. 623 Section 2.2, 2003, wherein the imposition of new fees are expressly prohibited, provided that if the term of such a Development Agreement is extended by amendment or by any other manner after the effective date of Ordinance No. 623 Section 2.2, 2003, the TUMF shall be imposed.

5. Guest Dwellings as defined in the city of Moreno Valley Municipal Code.

6. Additional single-family residential units located on the same parcel pursuant to the provisions of any agricultural zoning classifications as defined in the city of Moreno Valley Municipal Code.

7. Kennels and Catteries established in connection with an existing single family residential unit.

8. Detached Second Units and attached second units as defined in the city of Moreno Valley Municipal Code

9. Any sanctuary, or other activity under the same roof of a church or other house of worship that is not revenue generating and is eligible for a property tax exemption (excluding concert venues, coffee/snack shops, book stores, for-profit pre-school day-cares, etc., which would be assessed TUMF.)

10. Any nonprofit corporation or nonprofit organization offering and conducting full-time day school at the elementary, middle school or high school level for students between the ages of five and eighteen years.

11. New single-family homes, constructed by non-profit organizations, specially adapted and designed for maximum freedom of movement and independent living for qualified Disabled Veterans."

12. Other uses may be exempt as determined by the WRCOG Executive Committee as further defined in the TUMF Administrative Plan.

G. Credit. Regional System improvements may be credited toward the TUMF in accordance with the TUMF Administrative Plan and the following:

#### Regional Tier

i. Arterial Credits: If a developer constructs arterial improvements identified on the Regional System, the developer shall receive credit for all costs associated with the arterial component based on approved Nexus Study for the

Regional System effective at the time the credit agreement is entered into. WRCOG staff must pre-approve any credit agreements that deviate from the standard WRCOG approved format.

ii. Other Credits: In special circumstances, when a developer constructs off-site improvements such as an interchange, bridge, or railroad grade separation, credits shall be determined by WRCOG and the City in consultation with the developer. All such credits must have prior written approval from WRCOG.

iii. The amount of the development fee credit shall not exceed the maximum amount determined by the Nexus Study for the Regional System at the time the credit agreement is entered into or actual costs, whichever is less.

#### Local Tier

i. The local jurisdictions shall compare facilities in local fee programs against the Regional System and eliminate any overlap in its local fee program except where there is a Recognized Financing District has been established.

ii. If there is a Recognized Financing District established, the local agency may credit that portion of the facility identified in both programs against the TUMF in accordance with the TUMF Administrative Plan.

#### 3.44.050 Reimbursements.

Should the developer construct Regional System improvements in excess of the TUMF fee obligation, the developer may be reimbursed based on actual costs or the approved Nexus Study effective at the time the agreement was entered into, whichever is less. Reimbursements shall be enacted through an agreement between the developer and the City, contingent on funds being available and approved by WRCOG. In all cases, however, reimbursements under such special agreements must coincide with construction of the transportation improvements as scheduled in the five-year Zone Transportation Improvement Program's adopted annually by WRCOG.

#### 3.44.060 Procedures for the Levy, Collection and Disposition of Fees.

A. Authority of the Community Development Department. The Director of Community Development, or his/her designee, is hereby authorized to levy and collect the TUMF and make all determinations required by this chapter.

B. Payment. Payment of the fees shall be as follows:

i. The fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first (the "Payment Date"). However this section should not be construed to prevent payment of the fees prior to issuance of an occupancy permit or final inspection. Fees may be paid at the issuance of a building permit, and the fee payment shall be calculated based on the fee in effect at that time, provided the

developer tenders the full amount of his/her TUMF obligation. If the developer makes only a partial payment prior to the Payment Date, the amount of the fee due shall be based on the TUMF fee schedule in place on the Payment Date. The fees shall be calculated according to fee schedule set forth in the Ordinance and the calculation methodology set forth in the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time.

ii. The fees required to be paid shall be the fee amounts in effect at the time of payment is due under this Ordinance, not the date the Ordinance is initially adopted. The City shall not enter into a development agreement which freezes future adjustments of the TUMF.

iii. If all or part of any development project is sold prior to payment of the fee, the property shall continue to be subject to the requirement for payment of the fee. The obligation to pay the fee shall run with the land and be binding on all the successors in interest to the property.

iv. Fees shall not be waived.

C. Disposition of Fees. All fees collected hereunder shall be transmitted to the Executive Director of WRCOG along with a corresponding Remittance Report by the tenth (10) day of the close of the month for the previous month in which the fees were collected for deposit, investment, accounting and expenditure in accordance with the provisions of this Ordinance, TUMF Administrative Plan, and the Mitigation Fee Act.

D. Appeals. Appeals shall be filed with WRCOG in accordance with the provisions of the TUMF Administrative Plan. Appealable issues shall be the application of the fee, application of credits, application of reimbursement, application of the legal action stay and application of exemption.

E. Reports to WRCOG. The Director of Community Development, or designee, shall prepare and deliver to the executive director of WRCOG periodic reports as will be established in the administrative plan.

#### 3.44.070 Appointment of the TUMF Administrator.

WRCOG is hereby appointed as the Administrator of the Transportation Uniform Mitigation Fee Program. WRCOG is hereby authorized to receive all fees generated from the TUMF within the City, and to invest, account for and expend such fees in accordance with the provisions of this Ordinance and the Mitigation Fee Act. The detailed administrative procedures concerning the implementation of this Ordinance shall be contained in the TUMF Administrative Plan . Furthermore, the TUMF Administrator shall use the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time, for the purpose of calculating a developer's TUMF obligation. In addition to detailing the methodology for calculating all TUMF obligations of different categories of new development, the purpose of the Fee Calculation



Handbook is to clarify for the TUMF Administrator, where necessary, the definition and calculation methodology for uses not clearly defined in the respective TUMF ordinances.

WRCOG shall expend only that amount of the funds generated from the TUMF for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities and in no case shall the funds expended for salaries and benefits exceed one percent (1%) of the revenue raised by the TUMF Program. The TUMF Administrative Plan further outlines the fiscal responsibilities and limitations of the Administrator.

3.44.080 Effect.

No provisions of this Ordinance shall entitle any person who has already paid the TUMF to receive a refund, credit or reimbursement of such payment. This Ordinance does not create any new TUMF.

3.44.090 Severability.

If any one or more of the terms, provisions or sections of this Ordinance shall to any extent be judged invalid, unenforceable and/or voidable for any reason whatsoever by a court of competent jurisdiction, then each and all of the remaining terms, provisions and sections of this Ordinance shall not be affected thereby and shall be valid and enforceable.

3.44.100 Judicial Review.

In accordance with State law, any judicial action or proceeding to attack, review, set aside, void or annul this Ordinance shall be commenced within 90 days of the date of adoption of this Ordinance.

3.44.110 No Procedural Defenses.

Prohibition of Jurisdictions from raising procedural defenses, including without limitation a statute of limitations, laches, the California Government Tort Claims Act, and necessary parties in a dispute with WRCOG regarding the matters set forth herein.

### SECTION 3. ORDINANCES

This Ordinance supersedes the provisions of Ordinance No. 807 & 835 provided this Ordinance is not declared invalid or unenforceable by a court of competent jurisdiction. If, for whatever reason, this Ordinance is declared invalid or unenforceable by a court of competent jurisdiction, Ordinances No. 807 & 835, and all other related ordinances and polices shall remain in full force and effect.

SECTION 4. MUNICIPAL CODE AMENDED

Section 4. Effective Date.

This Ordinance shall take effect on November 1, 2017.

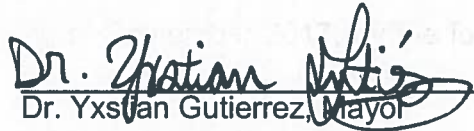
MOVED AND PASSED upon this 19<sup>th</sup> day of September 2017, by the following vote:

AYES: Council Members Marquez, Cabrera, Mayor Pro Tem Baca and Mayor Gutierrez

NOES: None

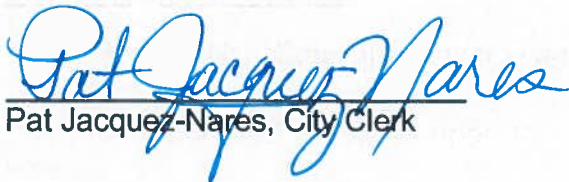
ABSENT: None

ABSTAIN: Council Member Giba

  
Dr. Yxstfan Gutierrez, Mayor

ATTEST:

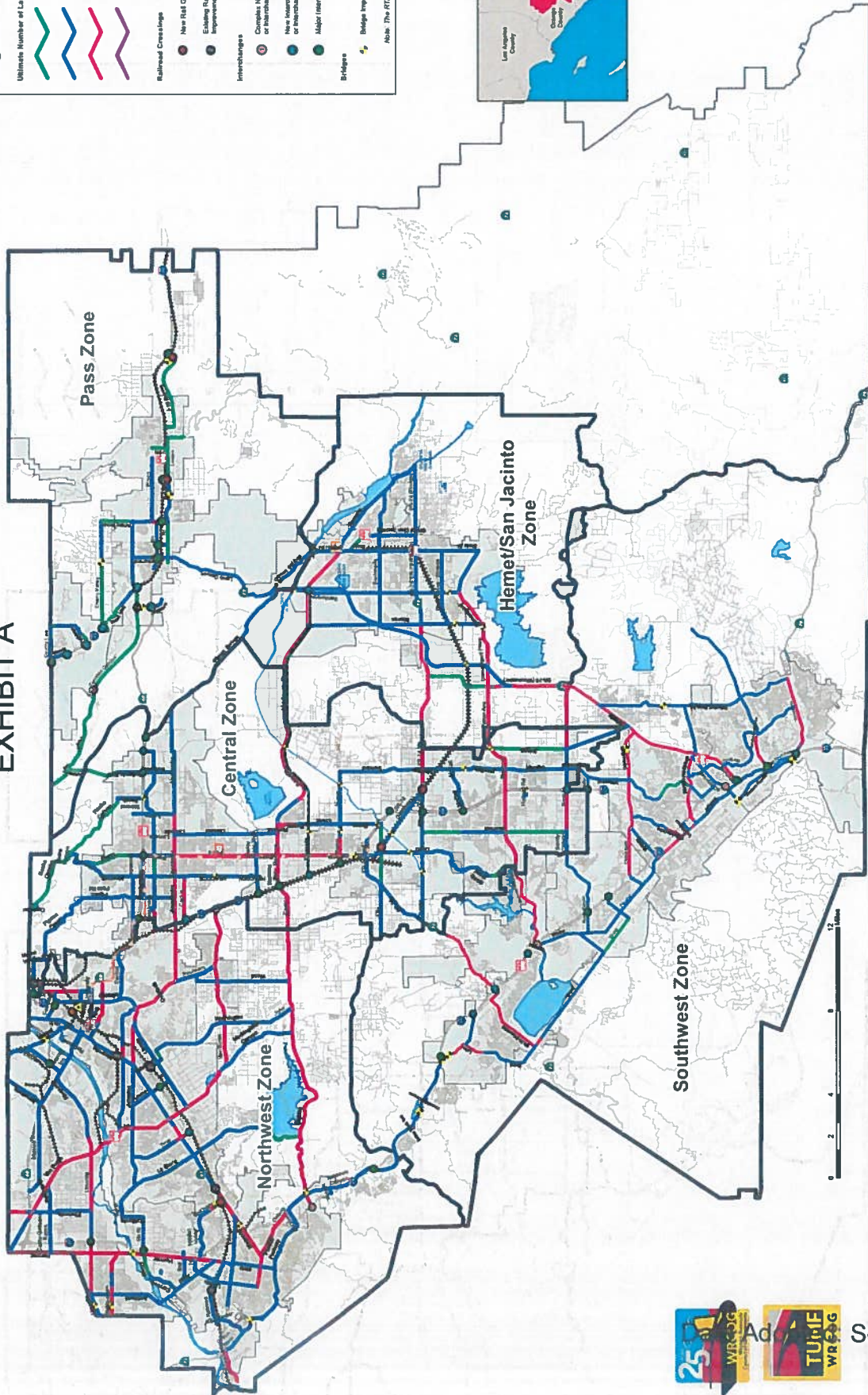
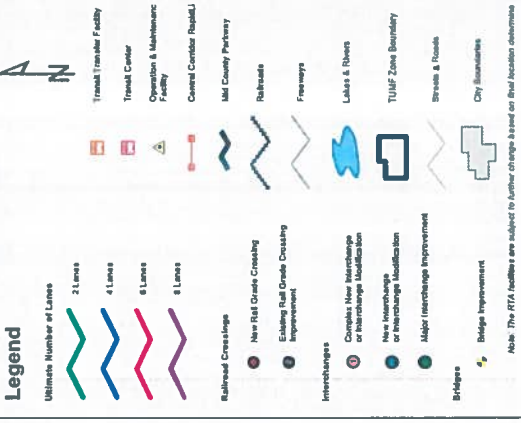
APPROVED AS TO FORM

  
Pat Jacques-Nares, City Clerk

by:   
Martin D. Koczanowicz, City Attorney

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

EXHIBIT A



# Regional System of Highways and Arterials (RSHA)

## Transportation Uniform Mitigation Fee Program | Figure 4.4



Ordinance No. 925  
September 19, 2017

## EXHIBIT B



**TRANSPORTATION UNIFORM MITIGATION FEE  
NEXUS STUDY  
2016 UPDATE**

**FINAL REPORT**

**Prepared for the Western Riverside Council of Governments**

In Cooperation with

The City of Banning  
 The City of Beaumont  
 The City of Calimesa  
 The City of Canyon Lake  
 The City of Corona  
 The City of Eastvale  
 The City of Hemet  
 The City of Jurupa Valley  
 The City of Lake Elsinore  
 The City of Menifee  
 The City of Moreno Valley  
 The City of Murrieta  
 The City of Norco  
 The City of Perris  
 The City of Riverside  
 The City of San Jacinto  
 The City of Temecula  
 The City of Wildomar  
 The County of Riverside  
 Eastern Municipal Water District  
 March Joint Powers Authority  
 Morongo Band of Mission Indians  
 Riverside County Superintendent of Schools  
 Riverside Transit Agency  
 Western Municipal Water District

**Prepared by WSP**

**As adopted by the WRCOG Executive Committee, July 10, 2017**



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 Ordinance No. 925  
 September 19, 2017

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## ES.0 EXECUTIVE SUMMARY

### ES.1 Introduction and Purpose of the Nexus Study

Western Riverside County includes 18 incorporated cities and the unincorporated county covering an area of approximately 2,100 square miles. Through the mid 2000's, this portion of Riverside County was growing at a pace exceeding the capacity of existing financial resources to meet increasing demand for transportation infrastructure. Although the economic recession of the late 2000's, and the associated crises in the mortgage and housing industries, has slowed this rate of growth, the region is expected to rebound and the projected growth in Western Riverside County is expected to increase. This increase in growth could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements.

In February 1999, the cities of Temecula, Murrieta and Lake Elsinore, the Western Riverside Council of Governments (WRCOG), the Riverside County Transportation Commission (RCTC) and the Building Industry Association (BIA) met to discuss the concept of a Transportation Uniform Mitigation Fee (TUMF) for southwest Riverside County. In August 2000, the concept was expanded to include the entire WRCOG sub-region.

The TUMF Program is implemented through the auspices of WRCOG. As the council of governments for Western Riverside County, WRCOG provides a forum for representatives from 18 cities, the Riverside County Board of Supervisors, the Eastern and Western Municipal Water Districts, the Riverside County Superintendent of Schools, the March Joint Powers Authority, the Riverside Transit Agency and the Morongo Band of Mission Indians to collaborate on issues that affect the entire subregion, such as air quality, solid waste, transportation and the environment. While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on regional transportation infrastructure. Funding accumulated through the TUMF Program will be used to construct transportation improvements that will be needed to accommodate future travel demand in Western Riverside County. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers and in turn new county residents and employees will effectively contribute their "fair share" toward sustaining the regional transportation system.

This TUMF Draft Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California. The initial WRCOG TUMF Nexus Study was completed in October 2002 and adopted by the WRCOG Executive Committee in November 2002. The results of the first review of the Program were

documented in the TUMF Nexus Study 2005 Update adopted by the WRCOG Executive Committee on February 6, 2006. A second comprehensive review of the TUMF Program was conducted in 2008 and 2009 in part to address the impacts of the economic recession on the rate of development within the region and on transportation project costs. The findings of the 2009 review of the program were adopted by the WRCOG Executive Committee on October 5, 2009.

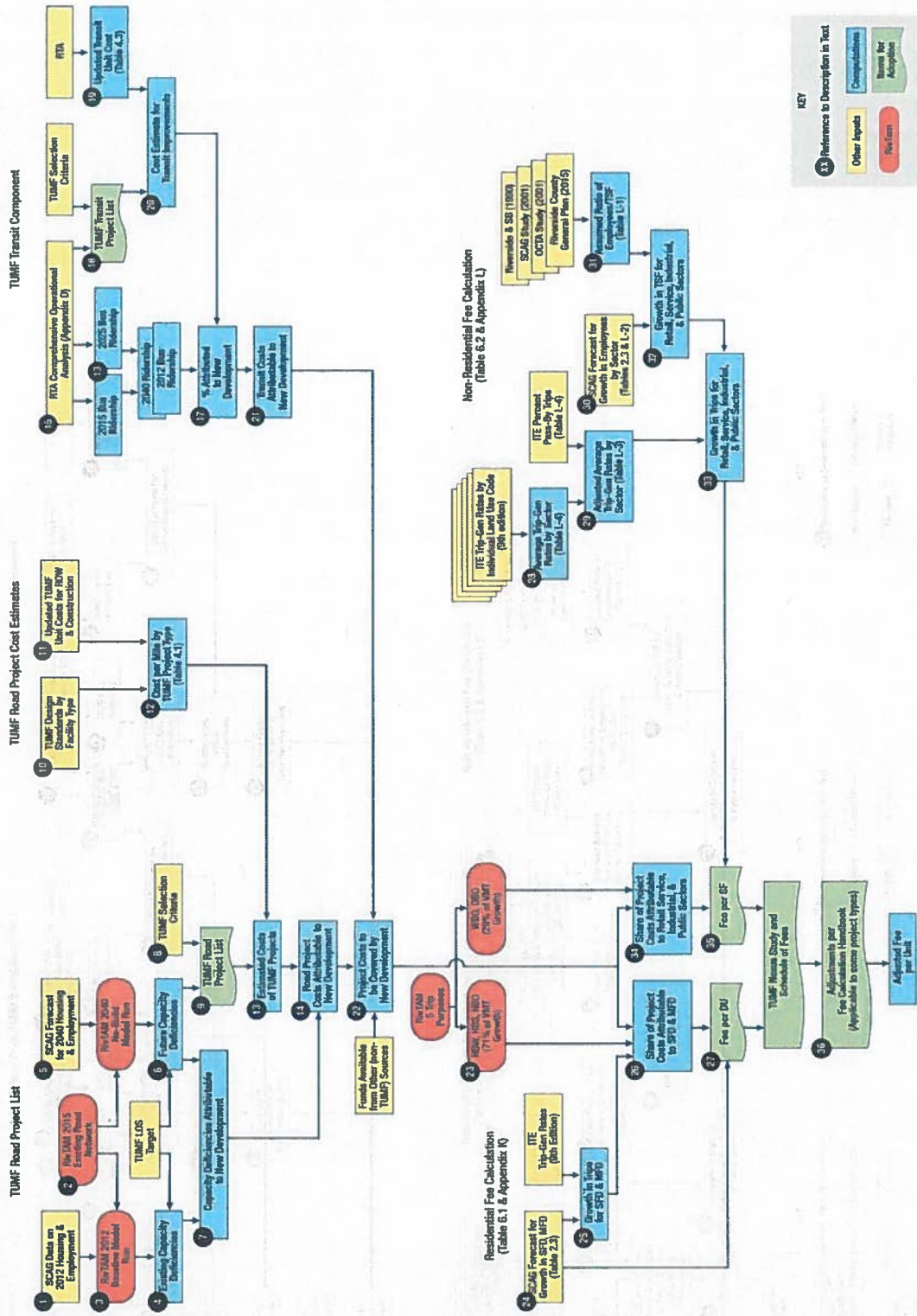
A third comprehensive review of the TUMF Program was conducted in 2014 and 2015 leading to a Draft Nexus Study document being distributed for review in August 2015. The WRCOG Executive Committee subsequently considered comments related to the Draft Nexus Study 2015 Update at the meeting held on September 14, 2015 where it was resolved to "delay finalizing the Nexus Study for the TUMF Program Update until the 2016 Southern California Association of Governments' 2016 Regional Transportation Plan / Sustainable Communities Strategy growth forecast is available for inclusion in the Nexus Study". The Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016 enabling WRCOG staff to proceed with finalizing the update of the TUMF Nexus Study.

The overall process for establishing the TUMF nexus is illustrated in **Figure ES.1**. Each technical step is denoted with a number on the flow chart with the numbers correlating to the detailed description of each step provided in **Section 1.3** of the Nexus Study Report. The flow chart also incorporates color coding of the steps to indicate those steps that involved the application of the Riverside County Traffic Analysis Model (RivTAM), steps that utilized other input data, steps that are computations of various inputs, and steps that required specific actions of the various WRCOG committees to confirm major variables. Where appropriate, the flow chart also includes specific cross references to the sections or tables included in the Nexus Study document that correlate to the particular step.

This version of the WRCOG TUMF Nexus Study Report documents the final results of the third comprehensive review of the TUMF Program to incorporate the revisions completed during 2016. This version of the document also incorporates revisions in response to comments received during the 45 day review of the earlier Draft TUMF Nexus Study 2016 Update. The findings of this report were ultimately adopted by the WRCOG Executive Committee on July 10, 2017.



Figure ES.1 - Flowchart of Key Steps in the TUMF Nexus Study Process



Adopted WRCOG Executive Committee July 10, 2017

WRCOG TUMF Nexus Study - 2016 Program Update

## ES.2 Future Growth

For earlier versions of the TUMF Nexus Study, the primary available source of consolidated demographic information for Western Riverside County was provided by the Southern California Association of Governments (SCAG). Recognizing the need to develop a more comprehensive source of socioeconomic data for Riverside County, the Riverside County Center for Demographic Research (RCCDR) was established under the joint efforts of the County of Riverside, the Western Riverside Council of Governments, the Coachella Valley Association of Governments, and the University of California, Riverside in 2005. RCCDR provided demographic estimates and forecasts for Riverside County as input to the SCAG regional forecasts as well as providing the demographic basis for the Riverside County Traffic Analysis Model (RivTAM). RCCDR data was used as the basis for the TUMF Nexus Study 2009 Update.

As directed by the WRCOG Executive Committee, the SCAG 2016 RTP/SCS demographics forecasts were utilized as the basis for this 2016 Update of the TUMF Nexus Study. A major distinction between RCCDR data used for the TUMF Nexus Study 2009 Update and the SCAG 2016 RTP/SCS data used for this 2016 Update is the change in the base year from 2007 to 2012, as well as the change in the horizon year from 2035 to 2040. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation.

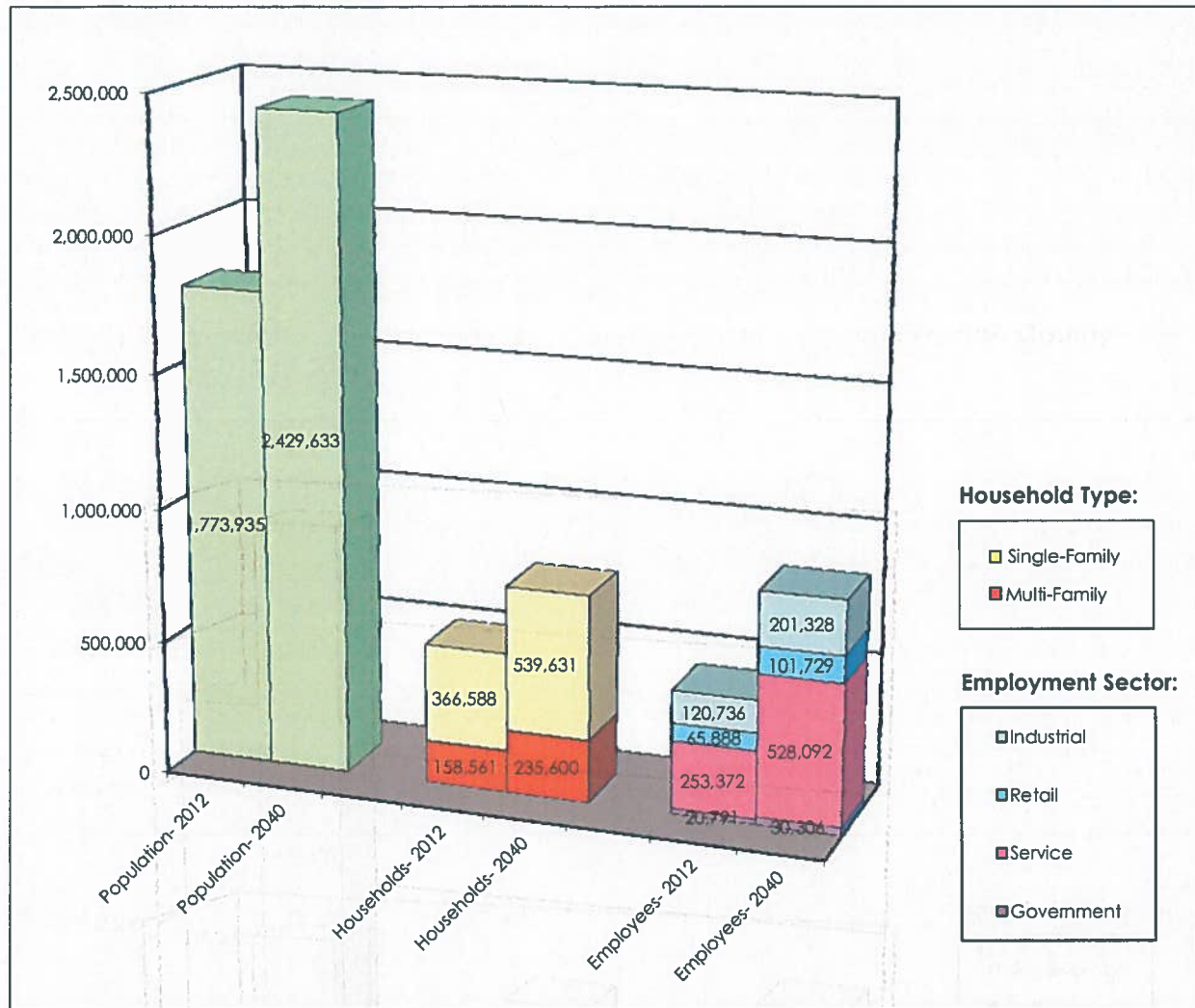
The population of Western Riverside County is projected to increase by 37% in the period between 2012 and 2040. During the same period, employment in Western Riverside County is anticipated to grow by 87%. **Figure ES.2** illustrates the forecast growth in population, household and employment for Western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

## ES.3 Need for the TUMF

The WRCOG TUMF study area was extracted from the greater regional model network for the purpose of calculating measures for Western Riverside County only. Peak period performance measures for the TUMF study area included total vehicle miles of travel (VMT), total vehicle hours of travel (VHT), total combined vehicle hours of delay (VHD), and total VMT experiencing unacceptable level of service (LOS E).

As a result of the new development and associated growth in population and employment in Western Riverside County, additional pressure will be placed on the transportation infrastructure, particularly the arterial roadways, with the peak period VMT on the TUMF Network estimated to increase by 63% between 2012 and 2040. By 2040, 57% of the total VMT on the TUMF Network is forecast to be traveling on facilities experiencing peak period LOS E or worse. Without improvements to the arterial highway system, the total vehicle hours of delay (VHD) experienced by area motorists on the TUMF Network will increase over 4.9% per year. The need to improve these roadways and relieve future congestion is therefore directly linked to the future development which generates the travel demand.

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



As population and employment in Western Riverside County grows as a result of new development, demand for regional transit services in the region is also expected to grow. Weekday system ridership for RTA bus transit services is approximately 31,016 riders per day in Western Riverside County in 2015. By 2025, bus transit services are forecast to serve approximately 46,572 riders per weekday. This represents an average increase of 1,414 weekday riders each year. Based on this rate of ridership growth, weekday ridership is estimated to increase by 41,011 riders per weekday between 2012 and 2040.

The idea behind a uniform mitigation fee is to have new development throughout the region contribute equally to paying the cost of improving the transportation facilities that serve these longer-distance trips between communities. Thus, the fee should be used to improve transportation facilities that serve trips between communities within the region (primarily arterial roadways) as well as the infrastructure for public transportation.

The fee should be assessed proportionately on new residential and non-residential development based on the relative impact of each use on the transportation system.

**ES.4 The TUMF Network**

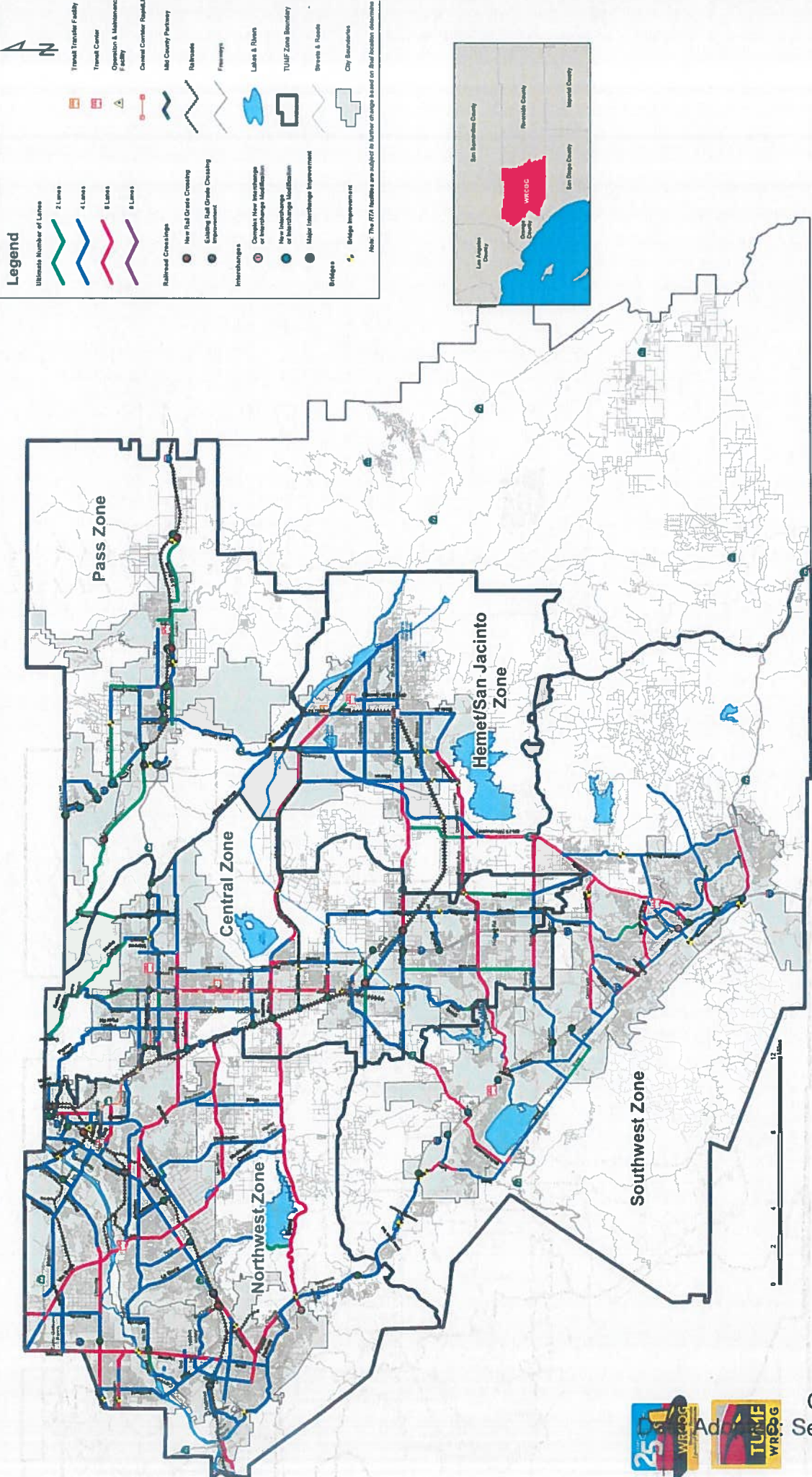
The Regional System of Highways and Arterials (also referred to as the TUMF Network) is the system of roadways that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. Transportation facilities in Western Riverside County that generally satisfied select performance guidelines were identified, and a skeletal regional transportation framework evolved from facilities where multiple guidelines were observed. This framework was reviewed by representatives of all WRCOG constituent jurisdictions and private sector stakeholders, and endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, TUMF Policy Committee and the WRCOG Executive Committee.

The TUMF Network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance". The Facilities of Regional Significance have been identified as the "backbone" highway network for Western Riverside County. Facilities of Zonal Significance (the "secondary" network) represent the balance of the Regional System of Highways and Arterials for Western Riverside County. A portion of the TUMF is specifically designated for improvement projects on the backbone system and on the secondary network within the zone in which it is collected.

**Figure ES.3** illustrates the TUMF improvements to the Regional System of Highways and Arterials.

The total cost of improving the TUMF system is \$3.76 billion. Accounting for obligated funds and unfunded existing needs, the estimated maximum eligible value of the TUMF Program is \$2.96 billion. The maximum eligible value of the TUMF Program includes approximately \$2.71 billion in eligible arterial highway and street related improvements and \$92.6 million in eligible transit related improvements. An additional \$43.3 million is also eligible as part of the TUMF Program to mitigate the impact of eligible TUMF related arterial highway and street projects on critical native species and wildlife habitat, while \$112.2 million is provided to cover the costs incurred by WRCOG to administer the TUMF Program.

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)



# Regional System of Highways and Arterials (RSHA)

Transportation Uniform Mitigation Fee Program | Figure ES.3



Ordinance No. 925  
September 19, 2017

## ES.5 TUMF Nexus Analysis

There is a reasonable relationship between the future growth and the need for improvements to the TUMF system. These factors include:

- Western Riverside County is expected to continue growing as a result of future new development.
- Continuing new growth will result in increasing congestion on arterial roadways.
- The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County.
- Capacity improvements to the transportation system will be needed to mitigate the cumulative regional impacts of new development.
- Roads on the TUMF network are the facilities that merit improvement through this fee program.
- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.

The split of fee revenues between the backbone and secondary highway networks is related to the proportion of highway vehicle travel that is relatively local (between adjacent communities) and longer distance (between more distant communities but still within Western Riverside County). To estimate a rational fee split between the respective networks, the future travel forecast estimates were aggregated to a matrix of peak period trips between zones. The overall result is that 50.7% of the regional travel is attributable to the backbone network and 49.3% is assigned to the secondary network.

In order to establish the approximate proportionality of the future traffic impacts associated with new residential development and new non-residential development, peak period growth in VMT between 2012 and 2040 was derived from RivTAM and aggregated by trip purpose. It was concluded that home-based person trips represent 71.0% of the total future person trips, and the non-home-based person trips represent 29.0% of the total future person trips.

## ES.6 Fair-Share Fee Calculation

The balance of the unfunded TUMF system improvement needs is \$2.96 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCOG region, and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments (and indirectly on new residents and new employees to Western Riverside County), these transportation system users are assigned their "fair share" of the

costs to address the cumulative impacts of additional traffic they will generate on the regional transportation system.

Of the \$2.96 billion in unfunded future improvement needs, 71.0% (\$2.10 billion) will be assigned to future new residential development and 29.0% (\$858.7 million) will be assigned to future new non-residential development.

## ES.7 Conclusions

Based on the results of the Nexus Study evaluation, it can be demonstrated that there is reasonable relationship between the cumulative regional transportation impacts of new land development projects in Western Riverside County and the need to mitigate these transportation impacts using funds levied through the proposed TUMF Program. Factors that reflect this reasonable relationship include:

- Western Riverside County is expected to continue growing as a result of future new development.
- Continuing new growth will result in increasing congestion on arterial roadways;
- The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County;
- Capacity improvements to the transportation system will be needed to mitigate the cumulative impacts of new development;
- Roads on the TUMF network are the facilities that merit improvement through this fee program;
- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automotive travel.

The Nexus Study evaluation has established a proportional “fair share” of the improvement cost attributable to new development based on the impacts of existing development and the availability of obligated funding through traditional sources. The fair share fee allocable to future new residential and non-residential development in Western Riverside County is summarized for differing use types in **Table ES.1**.

<b>Table ES.1 - Transportation Uniform Mitigation Fee for Western Riverside County</b>				
<b>Land Use Type</b>	<b>Units</b>	<b>Development Change</b>	<b>Fee Per Unit</b>	<b>Total Revenue (\$ million)</b>
Single Family Residential	DU	173,043	\$9,418	\$1,629.8
Multi Family Residential	DU	77,039	\$6,134	\$472.5
Industrial	SF GFA	64,710,138	\$1.77	\$114.8
Retail	SF GFA	17,920,500	\$12.31	\$220.5
Service	SF GFA	105,211,915	\$4.56	\$480.0
Government/Public	SF GFA	2,696,349	\$16.08	\$43.4
<b>MAXIMUM TUMF VALUE</b>				<b>\$2,961.0</b>

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)



# 1.0 INTRODUCTION AND PURPOSE OF THE NEXUS STUDY

## 1.1 Background

Western Riverside County includes 18 incorporated cities and the unincorporated county covering an area of approximately 2,100 square miles. Through the mid 2000's, this portion of Riverside County was growing at a pace exceeding the capacity of existing financial resources to meet increasing demand for transportation infrastructure. Although the economic recession of the late 2000's, and the associated crises in the mortgage and housing industries, slowed this rate of growth, the regional economy is continuing to rebound and the projected rate of development in Western Riverside County is expected to increase. This increase in growth could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements. Development exactions only provide improvements near the development site, and the broad-based county-level funding sources (i.e., Riverside County's half-cent sales tax known as Measure A) designate only a small portion of their revenues for arterial roadway improvements.

In anticipation of the continued future growth projected in Riverside County, several county-wide planning processes were initiated in 1999. These planning processes include the Riverside County General Plan Update, the Community Environmental Transportation Acceptability Process (CETAP) and the Multi-Species Habitat Conservation Plan (MSHCP). Related to these planning processes is the need to fund the mitigation of the cumulative regional transportation impacts of future new development.

Regional arterial highways in Western Riverside County are forecast to carry significant traffic volumes by 2040. While some localized fee programs exist to mitigate the local impacts of new development on the transportation system in specific areas, and while these programs are effective locally, they are insufficient in their ability to meet the regional demand for transportation infrastructure. Former Riverside County Supervisor Buster recognized the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways. The need to establish a comprehensive funding source for arterial highway improvements has evolved into the development of the Transportation Uniform Mitigation Fee (TUMF) for Western Riverside County.

In February 1999, the cities of Temecula, Murrieta and Lake Elsinore, the Western Riverside Council of Governments (WRCOG), the Riverside County Transportation Commission (RCTC) and the Building Industry Association (BIA) met to discuss the concept of a TUMF. The intent of this effort was to have the southwest area of Western Riverside County act as a demonstration for the development of policies and a process for a regional TUMF Program before applying the concept countywide. From February 1999 to September 2000, the Southwest Area Transportation Infrastructure System

Funding Year 2020 (SATISFY 2020) Program progressed with policy development, the identification of transportation improvements, traffic modeling, cost estimates, fee scenarios and a draft Implementation Agreement.

In May 2000, Riverside County Supervisor Tavaglione initiated discussions in the northwest area of Western Riverside County to determine the level of interest in developing a TUMF for that area of the county. Interest in the development of a northwest area fee program was high. In August 2000, the WRCOG Executive Committee took action to build upon the work completed in the southwest area for the SATISFY 2020 program and to develop a single consolidated mitigation fee program for all of Western Riverside County. This action was predicated on the desire to establish a single uniform mitigation fee program to mitigate the cumulative regional impacts of new development on the regional arterial highway system, rather than multiple discrete and disparate fee programs with varying policies, fees and improvement projects. A TUMF Policy Committee comprising regional elected officials was formed to recommend and set policies for staff to develop the TUMF Program and provide overall guidance to all other staff committees.

While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future new development will contribute toward addressing its indirect cumulative traffic impacts on regional transportation infrastructure. Funding accumulated through the TUMF Program will be used to construct transportation improvements such as new arterial highway lanes, reconfigured freeway interchanges, railroad grade separations and new regional express bus services that will be needed to accommodate future travel demand in Western Riverside County. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers and in turn new county residents and employees will effectively contribute their "fair share" toward sustaining the regional transportation system.

This TUMF Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act), which governs imposing development impact fees in California. The Mitigation Fee Act requires that all local agencies in California, including cities, counties, and special districts follow two basic rules when instituting impact fees. These rules are as follows:

- 1) Establish a nexus or reasonable relationship between the development impact fee's use and the type of project for which the fee is required.
- 2) The fee must not exceed the project's proportional "fair share" of the proposed improvement and cannot be used to correct current problems or to make improvements for existing development.

## 1.2 TUMF Nexus Study History

The TUMF Program is implemented through the auspices of WRCOG. As the council of governments for Western Riverside County, WRCOG provides a forum for

representatives from 18 cities, the Riverside County Board of Supervisors, the Eastern and Western Municipal Water Districts, the Riverside County Superintendent of Schools, the March Joint Powers Authority, the Riverside Transit Agency and the Morongo Band of Mission Indians to collaborate on issues that affect the entire subregion, such as air quality, solid waste, transportation and the environment. A current list of the standing WRCOG TUMF related committees and committee membership is included in **Appendix A.**

The initial WRCOG TUMF Nexus Study was completed in October 2002 and adopted by the WRCOG Executive Committee in November 2002. Its purpose was to establish the nexus or reasonable relationship between new land development projects in Western Riverside County and the proposed development impact fee that would be used to improve regional transportation facilities. It also identified the proportional "fair share" of the improvement cost attributable to new development.

Consistent with the provisions of the Mitigation Fee Act, the WRCOG Executive Committee has established that the TUMF Nexus Study will be subject of a comprehensive review of the underlying program assumptions at least every five years to confirm the Nexus. Acknowledging the unprecedented and unique nature of the TUMF Program, the Executive Committee determined that the first comprehensive review of the Program should be initiated within two years of initial adoption of the Program primarily to validate the findings and recommendations of the study and to correct any program oversights. The results of the first review of the Program were documented in the TUMF Nexus Study 2005 Update adopted by the WRCOG Executive Committee on February 6, 2006. A second comprehensive review of the TUMF Program was conducted in 2008 and 2009 in part to address the impacts of the economic recession on the rate of development within the region and on transportation project costs. The findings of the 2009 review of the program were adopted by the WRCOG Executive Committee on October 5, 2009.

A third comprehensive review of the TUMF Program was conducted in 2014 and 2015 leading to a Draft Nexus Study document being distributed for review in August 2015. The WRCOG Executive Committee subsequently considered comments related to the Draft Nexus Study 2015 Update at the meeting held on September 14, 2015 where it was resolved to "delay finalizing the Nexus Study for the TUMF Program Update until the 2016 Southern California Association of Governments' 2016 Regional Transportation Plan / Sustainable Communities Strategy growth forecast is available for inclusion in the Nexus Study". The Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016 enabling WRCOG staff to proceed with finalizing the update of the TUMF Nexus Study. This version of the WRCOG TUMF Nexus Study Report documents the final results of the third comprehensive review of the TUMF Program to incorporate the revisions completed during 2016. The findings of this report were ultimately adopted by the WRCOG Executive Committee on July 10, 2017.

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

WRCOG Executive Committee has also established that the TUMF Schedule of Fees will be reviewed annually, and adjusted, as needed, on July 1<sup>st</sup> to reflect current costs. The revised schedule of fees will be recalculated in February of each year based on the percentage increase or decrease in the Engineering News Record (ENR) Construction Cost Index (CCI) for the twelve (12) month period from January of the prior year to January of the current year, and the percentage increase or decrease in the National Association of Realtors (NAR) Median Sales Price of Existing Single Family Homes in the Riverside/San Bernardino Metropolitan Statistical Area for the twelve (12) month period from the 3<sup>rd</sup> Quarter of the second year prior to the 3<sup>rd</sup> Quarter of the prior year (to coincide with the publication of the most recently updated index). If approved by the Executive Committee, the resultant percentage change for each of the indices will be applied to the unit cost assumptions for roadway and bus transit costs, and land acquisition costs, respectively, to reflect the combined effects of changes in eligible project costs on the resultant per unit fee for each defined land use category.

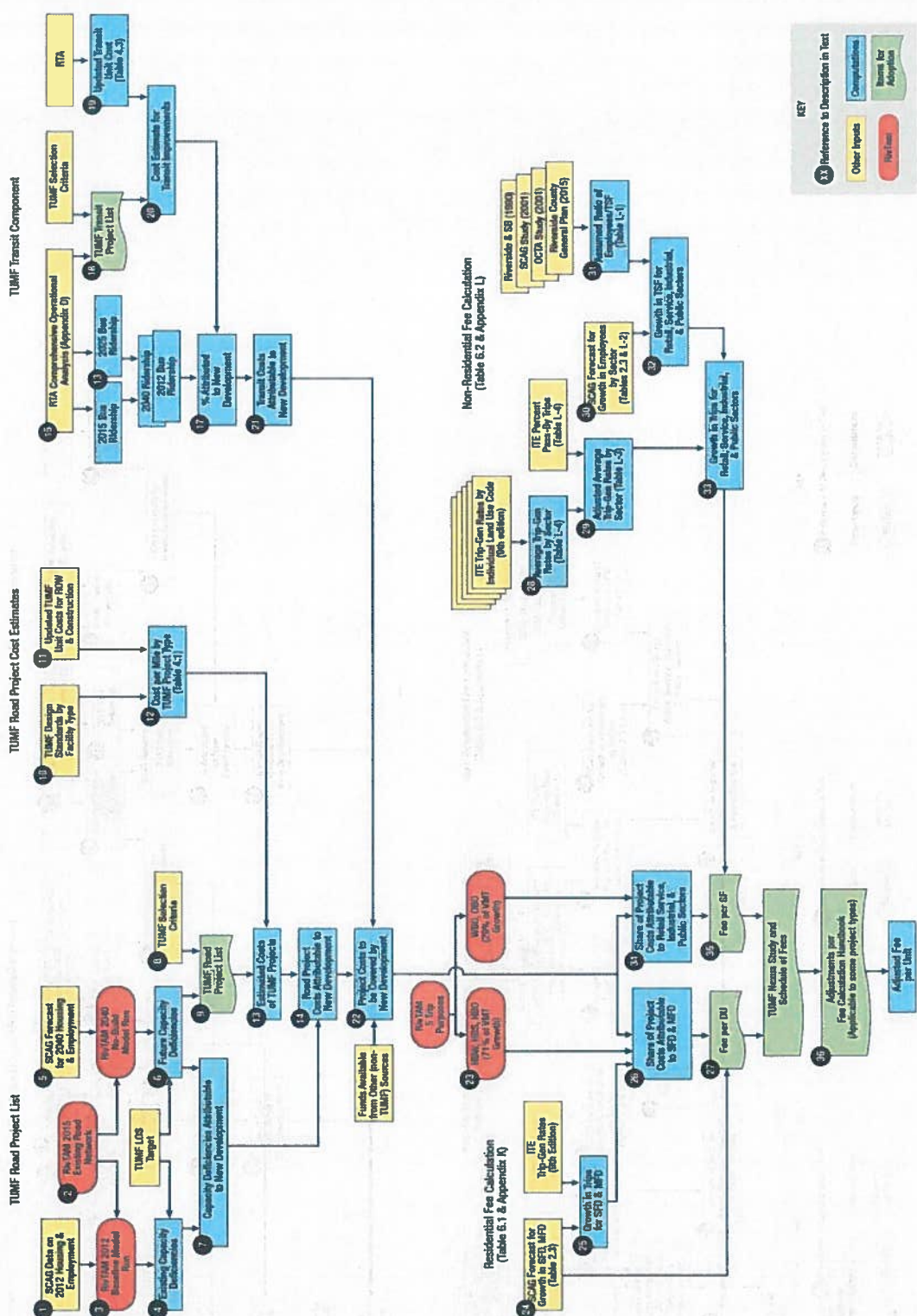
### 1.3 TUMF Nexus Study Process

In coordination with WRCOG, city and county representatives, developers, and other interested parties reviewed and updated the underlying assumptions of the Nexus Study as part of this comprehensive program review. In particular, the most recent socioeconomic forecasts developed by SCAG as the basis for the 2016 RTP/SCS were incorporated, as resolved by the WRCOG Executive Committee at the September 14, 2015 meeting. This use of the most recent SCAG forecasts resulted in a shift of the program base year from 2007 to 2012, as well as a shift in the program horizon year from 2035 to 2040. Furthermore, the TUMF Network was re-examined in detail based on travel demand forecasts derived from the most recent version of the Riverside County Transportation and Analysis Model (RivTAM) to more accurately reflect future project needs to address the cumulative regional impacts of new development in Western Riverside County as well as eliminating those projects having been completed prior to the commencement of the Nexus review in 2016.

The subsequent chapters of this Nexus Study document describe the various assumptions, data inputs and analysis leading to the determination of each major variable in the TUMF calculation, and ultimately leading to the determination of the TUMF Schedule of Fees that indicates the maximum "fair share" fee for each of the various use types defined in the TUMF program. The overall process for establishing the TUMF nexus is summarized in this section, including the flow chart in **Figure 1.1** that illustrates the various technical steps in this fee calculation process. Each technical step that was followed to determine the TUMF Schedule of Fees and establish the program nexus is summarized below, with the numbers denoted on the flow chart correlating to the steps described. The flow chart also incorporates color coding of the steps to indicate those steps that involved the application of RivTAM, steps that utilized other input data, steps that are computations of various inputs, and steps that required specific actions of the various WRCOG committees to confirm major variables. Where appropriate, the flow chart also includes specific cross references to the sections or tables included in this Nexus Study document that correlate to the particular step.

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

Figure 1.1 - Flowchart of Key Steps in the TUMF Nexus Study Process



Adopted WRCOG Executive Committee July 10, 2017

### 1.1.1. Establish the TUMF Network Project List

The roadway network in Western Riverside County must be evaluated to determine how new development activity will impact the performance of the network, and how the resultant traffic impacts can be mitigated by completing various roadway improvements. The following steps integrate the latest SCAG socio-economic forecasts into RivTAM as the basis for determining future roadway deficiencies and identifying the list of eligible improvements to address these future deficiencies. The rational and methodology for accomplishing these steps is further explained in **Chapters 2 and 3** of this report, with the resultant TUMF Network described in **Chapter 4**.

- 1) The SCAG 2016 RTP/SCS was developed using housing and employment data for 2012 as its base year. This officially-adopted dataset was updated for the base for the TUMF 2016 Nexus Update, including redistribution of the SCAG data to correspond to the RivTAM TAZ structure.
- 2) The RivTAM model<sup>1</sup> has datasets available that represent the capacity of the different facilities in the road network for several different study years. For this nexus update, the RivTAM 2012 base network that was developed following the adoption of the SCAG 2012 RTP was selected as the one most closely resembling current conditions. This network was subsequently reviewed and updated, including a detailed review by WRCOG and participating jurisdictions, as well as partner entities, including BIA, to identify projects that were completed on the arterial network in the period between 2012 and December 2015. The arterial network was then recoded to reflect the changes to the TUMF Network to create a 2015 existing network as the basis for analysis.
- 3) RivTAM was run using the 2012 socio-economic data (SED) and the 2015 road network to produce the baseline volumes on the roads in the TUMF Network.
- 4) The baseline volume-to-capacity (V/C) ratio was then determined. The target LOS for TUMF facilities is "D", meaning that facilities with LOS "E" or "F", i.e. those with a V/C ratio of 0.9 or higher, are deemed to have inadequate capacity. The result of this step is a list of roads that have existing capacity deficiencies.
- 5) The SCAG 2016 RTP/SCS was developed using housing and employment data for 2040 as its forecast horizon year. This officially-adopted dataset was also used as the future base year for the TUMF update calculation.
- 6) RivTAM was run using the arterial road network for 2015 with the land use assumptions for 2040. This "No Build" scenario was used to determine where

<sup>1</sup> The macro-level traffic forecasting was conducted using the Riverside County Transportation and Analysis Model (RivTAM). RivTAM is a version of SCAG's six-county model with additional detail (traffic analysis zones and local roads) added within Riverside County. It was developed for use in traffic studies in Riverside County as a replacement for several older models that covered different portions of the county. RivTAM has both the geographic scope needed to analyze all TUMF facilities and conformity with regional planning assumptions. There is a memorandum of understanding among the jurisdictions of Riverside County that encourages the use of the RivTAM model for use in traffic studies.

deficiencies would occur in the roadway system if development occurred as expected but no roadway improvements were implemented.

- 7) Comparing the existing capacity deficiencies with the future deficiencies showed where new deficiencies would occur that are entirely attributable to new development. Comparing the existing and future traffic volume to capacity ratio on the roads that are currently deficient shows the portion of the future deficiency that is attributable to new development.
- 8) It is generally acknowledged that the TUMF program cannot and should not attempt to fund every roadway improvement needed in Western Riverside County. WRCOG has adopted a set of selection criteria that was used to choose which roadway improvements would be eligible for TUMF funding.
- 9) The selection criteria were applied to the forecast deficiencies to identify projects for the TUMF Project List. The project list was subsequently reviewed to confirm the eligibility of proposed projects, including projects previously included in the TUMF program, as well as additional projects requested for inclusion as part of the current update. The project list was then subsequently updated to reflect those projects considered eligible for TUMF funding as part of the 2016 Nexus.

### 1.1.2. Determine the TUMF Network Project Costs

The estimated costs of proposed improvements on the TUMF Network are calculated based on the prices of construction materials, labor and land values for the various eligible project types included as part of the TUMF program. The approach and outcomes of the following steps is described in Chapter 4 of this report.

- 10) The TUMF program has design standards covering the road project components that are eligible for TUMF funding. This ensures that projects in jurisdictions with different design standards are treated equally<sup>2</sup>.
- 11) The unit costs for the various construction components were updated based on the current cost values for labor and materials such as cement, asphalt, reinforcing steel, etc., as derived from Caltrans cost database, RCTC and other sources, effective March 2016. Additionally, the ROW cost components per square foot for various land use types were also updated based on current property valuations in Riverside County as researched by Overland, Pacific and Cutler in March 2016.
- 12) The design standards and the unit costs were combined to create conceptual engineering cost estimates for different eligible project types (road costs per lane-mile, typical costs per arterial-freeway interchange, bridge costs per linear foot, etc.). The unit costs from the previous step were then applied to the project list to estimate the costs of the improvements on the TUMF project list.

<sup>2</sup> A jurisdiction may choose to design to a higher standard, but if it does so TUMF will only fund up to the equivalent of what costs would have been had the TUMF design standards been followed.

- 13) The percentage of each project that was attributable to new development was then applied to the costs of TUMF road projects to find the total road project cost that is attributable to new development.

### 1.1.3. Determine the TUMF Transit Component

A portion of the TUMF funding is made available for transit services that provide an alternative to car travel for medium-to-long distance intra-regional trips. The eligible transit projects and their associated costs are determined using the following steps, with additional explanation provided in **Chapter 4** of this report.

- 14) The Riverside Transit Agency (RTA) commissioned a Comprehensive Operational Analysis (COA) that was completed in January 2015. This analysis looked at existing and future ridership and identified potential projects to expand and improve transit service in Riverside County.
- 15) The COA's ridership figures for 2015 and 2025 were extrapolated to 2012 and 2040 to match the analysis years used for TUMF road projects.
- 16) The growth in ridership between 2012 and 2040 was compared to total ridership in 2040 to determine the portion of 2040 ridership that is attributable to existing passengers and the portion attributable to new growth.
- 17) As was the case for road improvements, possible transit projects from the COA were screened using a set of criteria to determine whether they should receive TUMF funding. The COA project list was then reviewed by WRCOG and RTA staff to confirm the validity of the project list and to reflect any changes in RTA project recommendations established since the adoption of the COA to establish a final recommended transit project list to be included as part of the program. The result was the TUMF Transit Project List.
- 18) RTA provided information on current costs for transit infrastructure.
- 19) The cost information was then used to determine the cost of the items on the TUMF Transit Project List.
- 20) The percent attribution from Step 21 was applied to the project cost estimates from Step 24 to determine the cost of transit improvements that are attributable to new development.
- 21) The costs for road and transit projects that are attributable to new development are then combined along with information on other (non-TUMF) funds to determine the total cost for TUMF projects that is to be cover by new development through the imposition of the fees. The available alternate funding sources were reviewed as part of the Nexus update, specifically including the completion of a detailed review of available federal, state and local funding sources administered by RCTC.

### 1.1.4. Computing the Fee for Residential Developments

Having determined the total project costs to be covered by new development under the TUMF program, it is necessary to divide these costs among different types of



developments roughly in proportion to their expected traffic impacts. The following steps described the process for determining the proportion attributable to new residential development. These approach for accomplishing these steps along with the findings of this analysis are described in detail in **Chapter 5** and **Chapter 6** of this report.

- 22) California legislation encourages the use of vehicle miles of travel (VMT) as the primary indicator of traffic impacts because it takes into account both to the number of vehicle trips and the average length of those trips to reflect the proportional impact to the roadway network. As a result, the methodology for determining the relative distribution of traffic impacts between residential and non-residential uses for the purposes of TUMF was revised from a trip based approach used in the earlier nexus studies to a VMT based approach for the 2016 update. The RivTAM 2012 existing and 2040 no-build model runs were examined to determine the VMT of various trip types that would take place in Western Riverside County (excluding through trips). The results were compared to determine the growth in VMT for each trip type. Per WRCOG policy (based on National Cooperative Highway Research Program (NCHRP) recommended practice) trips originating in or destined for a home are attributed to residential development while trips where neither the origin nor the destination are a home are attributed to non-residential development.
- 23) The SCAG 2016 RTP/SCS socio-economic forecasts were used to estimate the number of single-family and multi-family dwelling units that will be developed during the 2012 to 2040 period.
- 24) The Institute of Transportation Engineers' (ITE's) trip generation rates, which come from surveys of existing sites for various development types, were then used to estimate the daily number of trips that will be generated by future single- and multi-family developments that will occur in the region from 2012 to 2040.
- 25) The cost to be covered by residential development was divided into the portion attributable to new single-family dwellings and portion attributable to new multi-family development to calculate the cost share for each use.
- 26) The cost share for single-family dwellings and multi-family dwellings was divided by the number of dwellings of each type to determine the fee level required from each new dwelling unit to cover their fair share of the cost to mitigate the impacts of new developments.

### 1.1.5. Computing the Fee for Non-Residential Developments

A process similar to that used for residential units was used to determine the fee level for non-residential development. However, the determination of fees for non-residential development involves additional steps due to the additional complexity of accounting for a greater variety of development types within each use category. **Chapter 5** and **Chapter 6** of this report provide additional explanation regarding the methodology for accomplishing these steps along with the results of this analysis.

- 27) Like most impact fee programs, TUMF groups similar development projects together into general use categories in order to simplify the administration of the program. TUMF groups the various land use categories found in ITE's Trip

Generation Manual into four non-residential categories (industrial, retail, service, and government/public sector) based on the North American Industry Classification System (NAICS), which is also used by the U.S. Census Bureau and SCAG for demographic classifications, and is the basis for such classifications in the SCAG Regional Travel Demand Model as well as and the RivTAM model. The ITE trip generation rates for all uses were reviewed for accuracy updated to reflect the most current ITE published rates. The median value for the trip-generation rates for all uses within each category was used in the nexus study to represent the trip-generation characteristics for the category as a whole.

- 28) The trip-generation rates of retail uses and service uses were adjusted to take into account the share of pass-by trips these uses generate. Pass by trip rates for various retail and service uses were derived from the ITE Trip Generation Manual to determine the median value of all uses as the basis for the adjustment. The ITE pass by trip rates for all uses were reviewed for accuracy and updated to reflect the most current ITE published rates.
- 29) The SCAG 2016 RTP/SCS socio economic forecasts included non-residential employment for 2012 and 2040. These forecasts were used to estimate the growth in employment in each of the four non-residential uses.
- 30) The SCAG employment forecasts are denominated in jobs while development applications are typically denominated in square feet of floorspace. The ratio of floorspace per employee was determined as a median value derived from four studies, including a comprehensive study San Bernardino and Riverside Counties conducted in 1990, an OCTA study conducted in 2001, a SCAG study (including a specific focus on Riverside County) conducted in 2001, and the Riverside County General Plan adopted in 2015. It should be noted the SCAG study and Riverside County General Plan were identified and included as part of the 2016 Nexus Update in response to a recommendation made during the review of the prior draft 2015 Nexus Study.
- 31) The forecast growth in employees was multiplied by the floorspace per employee to produce a forecast of the floorspace that will be developed for each of the four non-residential use types.
- 32) The trip-generation rate for each of the four uses was multiplied by the forecast of new floorspace to estimate the number of trips generated by each use.
- 33) The amount of project costs to be covered by non-residential development was split between the four non-residential uses to determine the TUMF cost share for each.
- 34) The TUMF cost share for each of the four non-residential uses was divided by the forecast growth in floorspace to determine the fee level required from each new square foot of non-residential development to cover their fair share of the cost to mitigate the impacts of new developments.
- 35) WRCOG has adopted a TUMF Fee Calculation Handbook that allows for fee adjustments to be made to account for unusual circumstances for certain types of residential and non-residential development (fuel filling stations, golf courses, high-cube warehouses, wineries, electric charging stations, etc.) These

adjustments are intended to calculate a fairer proportional fee based on the unique trip generation characteristics of these particular development types.

The outcome of this process is a schedule of fees for the various use categories identified as part of the TUMF program. The study conclusions including the Schedule of Fees is presented in **Chapter 7** of this report. The schedule of fees represents the maximum fee permissible under California law for the purposes of the TUMF program. The WRCOG Executive Committee has the option to adopt lower fees, however, in doing so each use category subject to a lower fee would not be contributing a fair share of the cost of their impacts. This would in turn create a funding gap for the program that would necessitate identifying additional project funding from some other source in order to ensure the cumulative regional impacts of new development are being mitigated fully in accordance with the program.

## 2.0 FUTURE GROWTH

### 2.1 Recent Historical Trend

Western Riverside County experienced robust growth in the period from the late 1990's to the mid 2000's. The results of Census 2000 indicate that in the year 2000, Western Riverside County had a population of 1.187 million representing a 30% increase (or 2.7% average annual increase) from the 1990 population of 912,000. Total employment in Western Riverside County in 2000 was estimated by the SCAG to be 381,000 representing a 46% increase (or 3.9% average annual increase) over the 1990 employment of 261,000.

Despite the impacts of the Great Recession and the associated residential mortgage and foreclosure crisis, Western Riverside County continued to grow due to the availability of relatively affordable residential and commercial property, and a generally well-educated workforce. By 2010, the population of the region had grown to 1.742 million, a further 47% growth in population from 2000. Similarly, total employment in the region had also grown from 2000 to 2010 with 434,000 employees estimated to be working in Western Riverside County. This represents a 12% increase from the 381,000 employees working in the region in 2000.

### 2.2 Available Demographic Data

A variety of alternate demographic information that quantifies future population, household and employment growth is available for Western Riverside County. For earlier versions of the TUMF Nexus Study, the primary available source of consolidated demographic information for Western Riverside County was provided by SCAG. SCAG is the largest of nearly 700 Councils of Government (COG) in the United States and functions as the Metropolitan Planning Organization (MPO) for six counties in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. SCAG is mandated by the federal government to research and plan for issues of regional significance including transportation and growth management. As part of these responsibilities, SCAG maintains a comprehensive database of regional socioeconomic data and develops demographic projections and travel demand forecasts for Southern California.

Recognizing the need to develop a more comprehensive source of socioeconomic data for Riverside County, the Riverside County Center for Demographic Research (RCCDR) was established under the joint efforts of the County of Riverside, the Western Riverside Council of Governments, the Coachella Valley Association of Governments, and the University of California, Riverside in 2005. RCCDR was responsible for establishing and maintaining demographic information and ensuring data consistency through a centralized data source of demographic characteristics. RCCDR provided demographic estimates and forecasts for Riverside County as input to the SCAG regional forecasts as well as providing the demographic basis for RivTAM. RCCDR forecasts were utilized as the basis for the TUMF Nexus Study 2009 Update.

The functions of the RCCDR have been subsequently integrated into the Riverside County Information Technology – Geographic Information Systems (RCIT-GIS) group, and their role in the development and distribution of SED has recently diminished. Although RCIT-GIS, WRCOG and other regional partners participated in the process to develop regional demographic forecasts as part of the SCAG 2016 RTP/SCS, SCAG remained the lead agency in the compilation and dissemination of the forecasts that were ultimately adopted in 2016, including those specific to Western Riverside County. For this reason, the SCAG forecasts adopted for the 2016 RTP/SCS were used as the basis for the TUMF Nexus Study 2016 Update, with the adopted SCAG data being disaggregated to correlate to the traffic analysis zone (TAZ) structure utilized for RivTAM.

### 2.3 Demographic Assumptions Used for the Nexus Study Analysis

A major distinction between RCCDR data used for the TUMF Nexus Study 2009 Update and the SCAG 2016 RTP/SCS data used for this 2016 Update is the change in the base year from 2007 to 2012, as well as the change in the horizon year from 2035 to 2040. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation.

The SCAG 2016 RTP/SCS data were compared to the RCCDR 2007 data used in the TUMF Nexus Study 2009 Update. As can be seen in **Table 2.1** and **Figure 2.1**, the 2012 data reflects a modest increase in population, a very slight decline in households, and a modest decline in overall employment, with a notable shift in employment away from industry and government/public sector to retail. These changes reflect a restructuring of the regional economy in response to the influences of the Great Recession during this time.

**Table 2.1 - Base Year Socioeconomic Estimates for Western Riverside County**

SED Type	2009 Update (2007)	2016 Update (2012)	Change	Percent
<b>Total Population</b>	<b>1,569,393</b>	<b>1,773,935</b>	<b>204,542</b>	<b>13%</b>
<b>Total Households</b>	<b>530,289</b>	<b>525,149</b>	<b>-5,140</b>	<b>-1%</b>
Single-Family	395,409	366,588	-28,821	-7%
Multi-Family	134,880	158,561	23,681	18%
<b>Total Employment</b>	<b>515,914</b>	<b>460,787</b>	<b>-55,127</b>	<b>-11%</b>
Industrial	175,571	120,736	-54,835	-31%
Retail	39,576	65,888	26,312	66%
Service	256,813	253,372	-3,441	-1%
Government/Public Sector	43,954	20,791	-23,163	-53%

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

Figure 2.1 – Base Year Socioeconomic Estimates for Western Riverside County

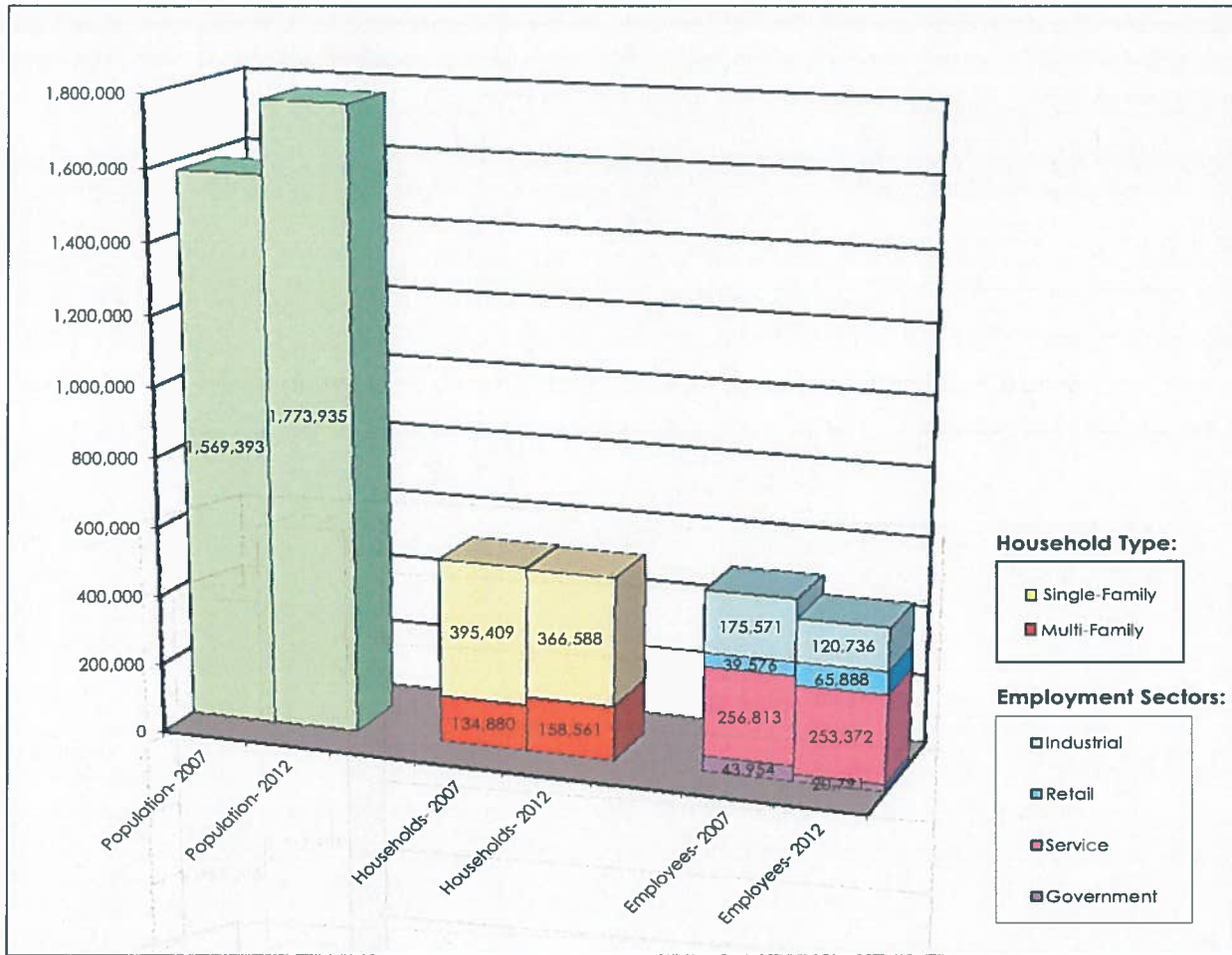


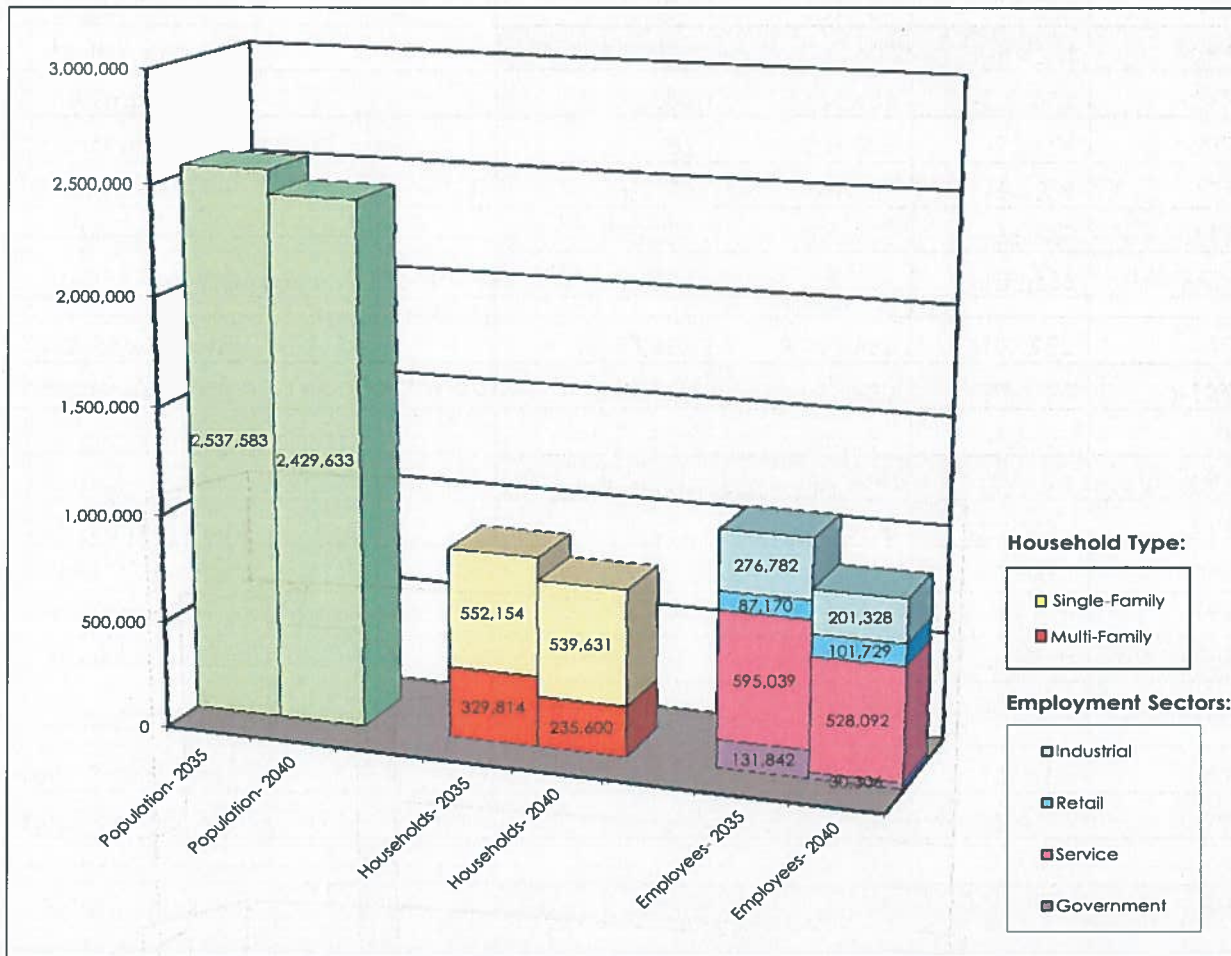
Table 2.2 and Figure 2.2 compare the socioeconomic forecasts for the program horizon year of 2035 used in the TUMF Nexus Study 2009 Update and 2040 for this study. The most recent forecasts reflect a reduction in the horizon year population, households and overall employment in Western Riverside County, as well as shifts in the projected growth in employment sectors away from government/public sector and service towards retail. These changes are considered to be consistent with the influence of the economic recession on the rate of growth in Western Riverside County.

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

SED Type	2009 Update (2035)	2016 Update (2040)	Change	Percent
<b>Total Population</b>	<b>2,537,583</b>	<b>2,429,633</b>	<b>-107,950</b>	<b>-4%</b>
<b>Total Households</b>	<b>881,968</b>	<b>775,231</b>	<b>-106,737</b>	<b>-12%</b>
Single-Family	552,154	539,631	-12,523	-2%
Multi-Family	329,814	235,600	-94,214	-29%
<b>Total Employment</b>	<b>1,090,833</b>	<b>861,455</b>	<b>-229,378</b>	<b>-21%</b>
TUMF Industrial	276,782	201,328	-75,454	-27%
TUMF Retail	87,170	101,729	14,559	17%
TUMF Service	595,039	528,092	-66,947	-11%
TUMF Government/Public Sector	131,842	30,306	-101,536	-77%

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

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



**Table 2.3** and **Figure 2.3** summarize the socioeconomic data obtained from SCAG and used as the basis for completing this Nexus Study analysis. The SCAG employment data for 2012 and 2040 was provided for thirteen employment sectors consistent with the California Employment Development Department (EDD) Major Groups including: Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Transportation, Warehousing and Utilities; Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service; and Government. For the purposes of the Nexus Study, the EDD Major Groups were aggregated to Industrial (Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Transportation, Warehousing and Utilities), Retail (Retail Trade), Service (Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service) and Government/Public Sector (Government). These four aggregated sector types were used as the basis for calculating the fee as described in **Section 6.2. Appendix B** provides a table detailing the EDD Major Groups and corresponding North American Industry Classification System (NAICS) Categories that are included in each non-residential sector type.

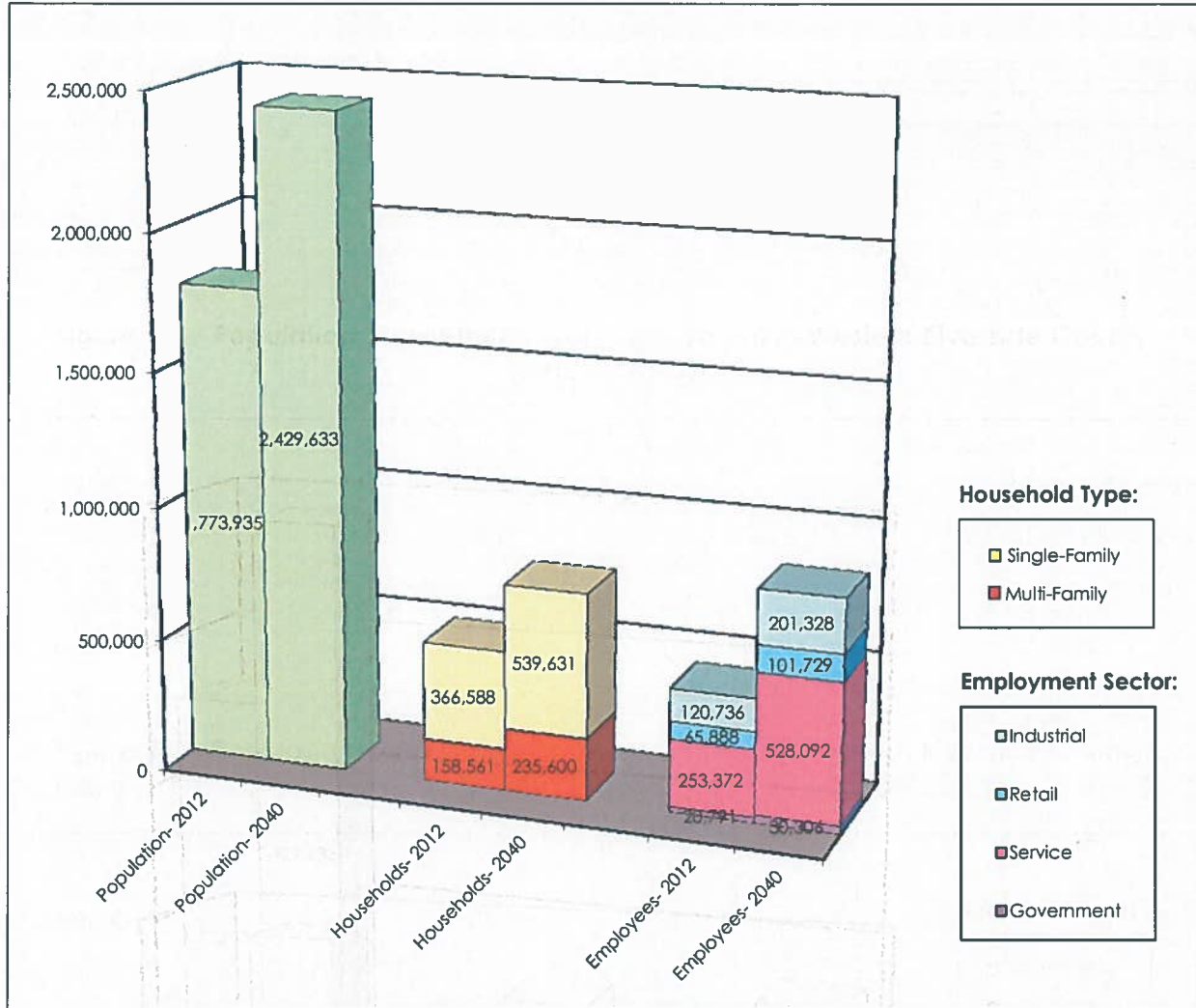
**Table 2.3 - Population, Households and Employment in Western Riverside County (2012 to 2040)**

SED Type	2012	2040	Change	Percent
<b>Total Population</b>	<b>1,773,935</b>	<b>2,429,633</b>	<b>655,698</b>	<b>37%</b>
<b>Total Households</b>	<b>525,149</b>	<b>775,231</b>	<b>250,082</b>	<b>48%</b>
Single-Family	366,588	539,631	173,043	47%
Multi-Family	158,561	235,600	77,039	49%
<b>Total Employment</b>	<b>460,787</b>	<b>861,455</b>	<b>400,668</b>	<b>87%</b>
TUMF Industrial	120,736	201,328	80,592	67%
TUMF Retail	65,888	101,729	35,841	54%
TUMF Service	253,372	528,092	274,720	108%
TUMF Government/Public Sector	20,791	30,306	9,515	46%

Source: SCAG 2016 RTP; WSP, April 2016



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



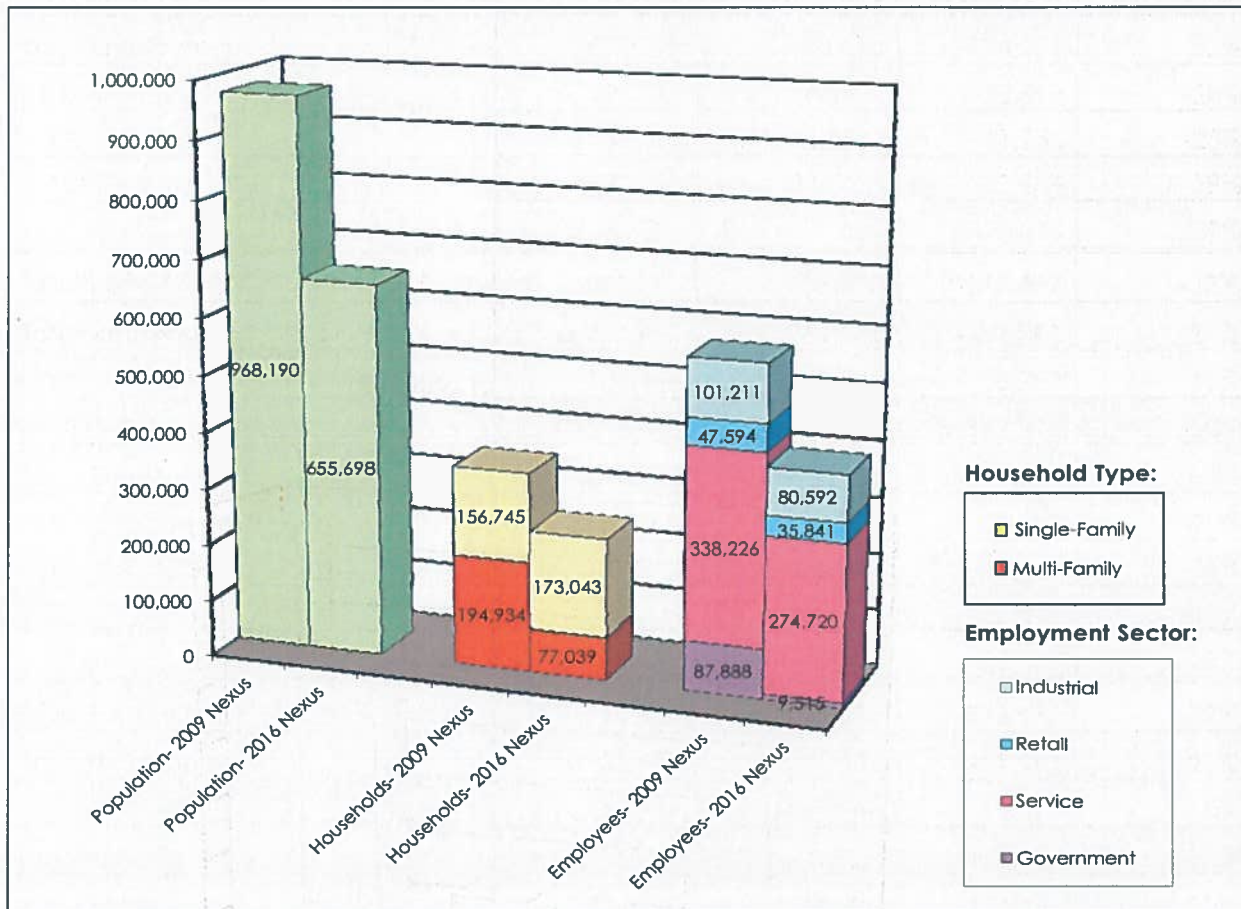
The combined effects of the changes in the base year and horizon year socioeconomic data is a notable reduction in the total growth in population, households and employment for the current Nexus Update compared to the 2009 Nexus Update. **Table 2.4** and **Figure 2.4** provide a comparison of the changes in population, households and employment between the 2016 Nexus Update and the 2009 Nexus Update. The table and figure clearly illustrate the reduction in the rate of growth in Western Riverside County largely attributable to the effects of the economic recession. This reduced rate of growth in the region will serve as the basis for reevaluating the level of impact of new development on the transportation system in the next section, as well as providing the basis for the determination of the fair share fee for each land use type.

**Table 2.4 - Population, Households and Employment in Western Riverside County  
(Existing to Future Change Comparison)**

SED Type	2009 Update (2007-2035)	2015 Update (2012-2040)	Difference	Percent
<b>Total Population</b>	<b>968,190</b>	<b>655,698</b>	<b>-312,492</b>	<b>-32%</b>
<b>Total Households</b>	<b>351,679</b>	<b>250,082</b>	<b>-101,597</b>	<b>-29%</b>
Single-Family	156,745	173,043	16,298	10%
Multi-Family	194,934	77,039	-117,895	-60%
<b>Total Employment</b>	<b>574,919</b>	<b>400,668</b>	<b>-174,251</b>	<b>-30%</b>
TUMF Industrial	101,211	80,592	-20,619	-20%
TUMF Retail	47,594	35,841	-11,753	-25%
TUMF Service	338,226	274,720	-63,506	-19%
TUMF Government/Public Sector	87,888	9,515	-78,373	-89%

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

**Figure 2.4 - Population, Households and Employment in Western Riverside County  
(Existing to Future Change Comparison)**



### 3.0 NEED FOR THE TUMF

All new development has some effect on the transportation infrastructure in a community, city or county due to an increase in travel demand. Increasing usage of the transportation facilities leads to more traffic, progressively increasing VMT, traffic congestion and decreasing the level of service (LOS)<sup>3</sup>. In order to meet the increased travel demand and keep traffic flowing, improvements to transportation facilities become necessary to sustain pre-development traffic conditions.

The projected growth in Western Riverside County (37% growth in population and 87% growth in employment in under 30 years) and the related growth in VMT can be expected to significantly increase congestion and degrade mobility if substantial investments are not made in the transportation infrastructure. This challenge is especially critical for arterial highways and roadways that carry a significant number of the trips between cities, since traditional sources of transportation improvement funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the improvements needed to serve new development. Development exactions generally provide only a fraction of the improvements with improvements confined to the area immediately adjacent to the respective development, and the broad-based county-level funding sources (i.e., Riverside County’s half-cent sales tax known as Measure A) designate only a small portion of their revenues for arterial roadway improvements.

This section documents the existing and future congestion levels that demonstrate the need for future improvements to the transportation system to specifically mitigate the cumulative regional transportation impacts of new development. It then describes the TUMF concept that has been developed to fund future new developments' fair share of needed improvements.

The forecast of future congestion levels is derived from Year 2040 No-Build travel demand forecasts for Western Riverside County developed using RivTAM. The Year 2040 No-Build scenario evaluates the effects of 2040 population, employment and resultant traffic generation on the 2015 existing arterial highway network.

### 3.1 Future Highway Congestion Levels

To support the evaluation of the cumulative regional impacts of new development on the existing arterial highway system in Western Riverside County, existing (2012) and

<sup>3</sup> The Highway Capacity Manual (Transportation Research Board, National Research Council, Washington, D.C., 2010, pp 2-2, 2-3) describes LOS as a “quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.” Letters are used to designate each of six LOS (A to F), with LOS A representing the best operating conditions and LOS F representing the worst. According to the Highway Capacity Manual, LOS C or D is typically used in planning efforts to ensure an acceptable operating service for facility users. Therefore, LOS E represents the threshold for unacceptable LOS.

future (2040) SED were modeled on the existing (2015) arterial highway network using RivTAM. To quantify traffic growth impacts, various traffic measures of effectiveness were calculated for the AM and PM peak periods for each of the two scenarios. The WRCOG TUMF study area was extracted from the greater regional model network for the purpose of calculating measures for Western Riverside County only. Peak period performance measures for the Western Riverside County TUMF study area included total VMT, total vehicle hours of travel (VHT), total combined vehicle hours of delay (VHD), and total VMT experiencing unacceptable level of service (LOS E). These results were tabulated in **Table 3.1**. Plots of the Network Extents are attached in **Appendix C**.

Total Arterial VMT, VHT, VHD and LOS E Threshold VMT were calculated to include all principal arterials, minor arterials and major connectors, respectively. Regional values for each threshold were calculated for a total of all facilities including arterials, freeways, freeway ramps and High-Occupancy Vehicle (HOV) lanes.

**Table 3.1 - Regional Highway System Measures of Performance (2012 Baseline to 2040 No-Build)**

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

\* Based on RivTAM 2012 network provided by Riverside County Transportation Department and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016.

NOTES:

Volume is adjusted by PCE factor

VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)

VHT = vehicle hours of travel (the total combined time that all vehicles are traveling on the system)

VHD = vehicle hours of delay (the total combined time that all vehicles have been delayed on the system based on the difference between forecast travel time and free-flow (ideal) travel time)

LOS = level of service (based on forecast volume to capacity ratios).

LOS E or Worse was determined by V/C ratio that exceeds 0.9 thresholds as indicated in the Riverside County General Plan.

The following formulas were used to calculate the respective values:

VMT = Link Distance \* Total Daily Volume

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

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

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

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

The calculated values were compared to assess the total change between 2012 Baseline and 2040 No-Build, and the average annual change between 2012 Baseline and 2040 No-Build. As can be seen from the RivTAM outputs summarized in **Table 3.1**, the additional traffic generated by new development will cause VMT on the arterial highway network to increase by approximately 74% by the year 2040 (approximately 2.0% per year). In the absence of additional improvements to the transportation network in Western Riverside County, the growth in VMT will cause congestion on the highway system to increase almost exponentially, with the most significant increase in congestion observed on the arterial highway system that includes the TUMF Network. Many facilities will experience a significant increase in vehicle delay and deterioration in LOS to unacceptable levels as a result of new development and the associated growth in traffic. According to the Highway Capacity Manual (Transportation Research Board, 2010), LOS C or D are required to "ensure an acceptable operating service for facility users." LOS E is generally recognized to represent the threshold of unacceptable operating service and the onset of substantial systemic traffic congestion.

The Congestion Management Program for Riverside County (CMP) published by the Riverside County Transportation Commission (RCTC) in 2011 designates LOS E as the "traffic standards must be set no lower than LOS E for any segment or intersection along the CMP System of Highways and Roadways" in Riverside County. "The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality." <sup>4</sup> The CMP provides a mechanism for monitoring congestion on the highway system and, where congestion is observed, establishes procedures for developing a deficiency plan to address improvement needs. The reactive nature of the CMP to identify and remediate existing congestion differs from the proactive nature of the TUMF program to anticipate and provide for future traffic needs. For this reason, the TUMF program follows the guidance of the Highway Capacity Manual in establishing LOS E as the threshold for unacceptable level of service, and subsequently as the basis for measuring system performance and accounting for existing needs. This approach ensures a more conservative accounting of existing system needs as part of the

<sup>4</sup> Congestion Management Program for Riverside County – Executive Summary (Riverside County Transportation Commission, 2011) Page ES-3, ES-1

determination of the "fair share" of mitigating the cumulative regional impacts of future new development on the transportation system.

The continuing need for a mitigation fee on new development is shown by the adverse impact that new development will have on Western Riverside County's transportation infrastructure, and in particular, the arterial highway network. As a result of the new development and associated growth in population and employment in Western Riverside County, additional pressure will be placed on the transportation infrastructure with the total VMT on the Western Riverside County Regional System of Highways and Arterials (RSHA; also referred to as the TUMF Network) estimated to increase by approximately 63% or 1.8% compounded annually.

As shown in **Table 3.1**, the VMT on arterial facilities within the TUMF Network experiencing LOS of E or worse will increase by approximately 253% or 4.6% compounded annually in Western Riverside County in the period between 2012 and 2040. By 2040, 57% of the total VMT on the TUMF arterial highway system is forecast to be traveling on facilities experiencing daily LOS E or worse. Without improvements to the TUMF arterial highway system, the total vehicle hours of delay (VHD) experienced by area motorists on TUMF arterial highways will increase by approximately 4.9% per year. The combined influences of increased travel demand and worsened LOS that manifest themselves in severe congestion and delay highlight the continuing need to complete substantial capacity expansion on the TUMF arterial highway system to mitigate the cumulative regional impact of new development.

The RivTAM outputs summarized in **Table 3.1** clearly demonstrate that the travel demands generated by future new development in the region will lead to increasing levels of traffic congestion, especially on the arterial roadways. The need to improve these roadways to accommodate the anticipated growth in VMT and relieve future congestion is therefore directly linked to the future development which generates the additional travel demand.

### 3.2 Future Transit Utilization Levels

In addition to the roadway network, public transportation will play a role in serving future travel demand in the region. Transit represents a critical component of the transportation system by providing an alternative mode choice for those not wanting to use an automobile, and particularly for those who do not readily have access to an automobile. As population and employment in Western Riverside County grows as a result of new development, demand for regional transit services in the region is also expected to grow.

While some future transit trips will be accommodated by inter-regional transit services such as Metrolink, a substantial number of the trips within Western Riverside County will be served by bus transit services and for this reason the provision of regional bus transit service is considered integral to addressing the cumulative regional transportation impacts of new developments. Regional bus transit services within Western Riverside County are primarily provided by RTA. To support the evaluation of regional bus service

needs to accommodate new development, daily transit trip forecasts were derived from the RTA Comprehensive Operational Analysis<sup>5</sup>. Weekday projected system ridership for 2015 and 2025 were interpolated to 2012 and 2040 to represent existing and future transit trips consistent with the analysis of highway trips described in **Section 3.1**. The interpolated year 2012 and year 2040 existing and future transit ridership were compared in order to assess the impact of new development on transit demand. The weekday projected system ridership indicates that RTA bus transit services accommodate approximately 31,016 riders per day in Western Riverside County in 2015. By 2025, bus transit services are forecast to serve approximately 46,572 riders per weekday. This represents an increase in projected weekday ridership of 15,556 between 2015 and 2025, or an average increase of 1,414 weekday riders each year. Based on these projected weekday ridership levels and rate of ridership growth each year, the interpolated weekday ridership for 2012 is 26,773 while the interpolated weekday ridership for 2040 would be 67,785. This translates into an increase of 41,011 riders per weekday between 2012 and 2040. Weekday projected system ridership for 2015 and 2025, as presented in Table 7 of the RTA Comprehensive Operational Analysis Executive Summary, along with the interpolated weekday system ridership in 2012 and 2040 are included in **Appendix D**.

The significant future growth in demand for public transit services is reflective of the cumulative regional impacts of new development, and the associated increase in demand for all types of transportation infrastructure and services to accommodate this growth. Furthermore, bus transit ridership is expected to grow as the improved services being planned and implemented by RTA attracts new riders and encourages existing riders to use transit more often as an alternative to driving. Attracting additional riders to bus transit services contributes to the mitigation of the cumulative regional transportation impacts of new development by reducing the number of trips that need to be served on the highway system. The need to provide additional bus transit services within Western Riverside County to satisfy this future demand is therefore directly linked to the future development that generates the demand.

**3.3 The TUMF Concept**

A sizable percentage of trip-making for any given local community extends beyond the bounds of the individual community as residents pursue employment, education, shopping and entertainment opportunities elsewhere. As new development occurs within a particular local community, this migration of trips of all purposes by new residents and the new business that serve them contributes to the need for transportation improvements within their community and in the other communities of Western Riverside County. The idea behind a uniform mitigation fee is to have new development throughout the region contribute uniformly to paying the fair share cost of improving the transportation facilities that serve these longer-distance trips between communities. Thus, the fee is intended to be used primarily to improve transportation

<sup>5</sup> Riverside Transit Agency (RTA), Comprehensive Operational Analysis Executive Summary, January 2015, Table 7

facilities that serve trips between communities within the region (in particular, arterial roadways and regional bus transit services).

Some roadways serve trips between adjacent communities, while some also serve trips between more distant communities within the region. The differing roadway functions led to the concept of using a portion of the fee revenues for a backbone system of arterial roadways that serve the longer-distance trips (i.e. using TUMF revenues from the entire region), while using a second portion of the fee revenues for a secondary system of arterials that serve inter-community trips within a specific subregion or zone (i.e. using TUMF revenues from the communities most directly served by these roads – in effect, a return-to-source of that portion of the funds). Reflecting the importance of public transit service in meeting regional travel needs, a third portion of fee revenues was reserved for improvements to regional bus transit services (i.e. using TUMF revenues from the entire region).

Much, but not all, of the new trip-making in a given area is generated by residential development (i.e. when people move into new homes, they create new trips on the transportation system as they travel to work, school, shopping or entertainment). Some of the new trips are generated simply by activities associated with new businesses (i.e. new businesses will create new trips through the delivery of goods and services, etc.). With the exception of commute trips by local residents coming to and from work, and the trips of local residents coming to and from new businesses to get goods and services, the travel demands of new businesses are not directly attributable to residential development. The consideration of different sources of new travel demand is therefore reflected in the concept of assessing both residential and non-residential development for their related transportation impacts.

In summary, the TUMF concept includes the following:

- A uniform fee that is levied on new development throughout Western Riverside County.
- The fee is assessed roughly proportionately on new residential and non-residential development based on the relative impact of each new use on the transportation system.
- A portion of the fee is used to fund capacity improvements on a backbone system of arterial roadways that serve longer-distance trips within the region; a portion of the fee is returned to the subregion or zone in which it was generated to fund capacity improvements on a secondary system of arterial roadways that link the communities in that area; and a portion of the fee is used to fund improvements to regional bus transit services that serve longer-distance trips between the communities within the region.



## 4.0 THE TUMF NETWORK

### 4.1 Identification of the TUMF Roadway Network

An integral element of the initial Nexus Study was the designation of the Western Riverside County Regional System of Highways and Arterials. This network of regionally significant highways represents those arterial and collector highway and roadway facilities that primarily support inter-community trips in Western Riverside County and supplement the regional freeway system. As a result, this system also represents the extents of the network of highways and roadways that would be eligible for TUMF funded improvements. The TUMF Network does **not** include the freeways of Western Riverside County as these facilities primarily serve longer distance inter-regional trips and a significant number of pass-through trips that have no origin or destination in Western Riverside County<sup>6</sup>.

The TUMF Network is the system of roadways that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. The RSHA for Western Riverside County was identified based on several transportation network and performance guidelines as follows:

1. Arterial highway facilities proposed to have a minimum of four lanes at ultimate build-out (not including freeways).
2. Facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining Western Riverside County.
3. Facilities with forecast traffic volumes in excess of 20,000 vehicles per day in the future horizon year.
4. Facilities with forecast volume to capacity ratio of 0.90 (LOS E) or greater in the future horizon year.
5. Facilities that accommodate regional fixed route transit services.
6. Facilities that provide direct access to major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

**Appendix E** includes exhibits illustrating the various performance measures assessed during the definition of the RSHA.

Transportation facilities in Western Riverside County that generally satisfied the respective guidelines were initially identified, and a skeletal regional transportation framework evolved from facilities where multiple guidelines were observed. Representatives of all WRCOG constituent jurisdictions reviewed this framework in the context of current local transportation plans to define the TUMF Network, which was

<sup>6</sup> Since pass-through trips have no origin or destination in Western Riverside County, new development within Western Riverside County cannot be considered responsible for mitigating the impacts of pass through trips. The impact of pass-through trips and the associated cost to mitigate the impact of pass through trips (and other inter-regional freeway trips) is addressed in the Riverside County Transportation Commission (RCTC) Western Riverside County Freeway Strategic Plan, Phase II – Detailed Evaluation and Impact Fee Nexus Determination, Final Report dated May 31, 2008.

subsequently endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, TUMF Policy Committee and the WRCOG Executive Committee.

The RSHA is illustrated in **Figure 4.1**. As stated previously, the RSHA represents those regional significant highway facilities that primarily serve inter-community trips in Western Riverside County and therefore also represents the extents of the network of highways and roadways that would be eligible for TUMF funded improvements.

Consistent with the declining rate of new development forecast for Western Riverside County post the Great Recession, the TUMF Network was reviewed as part of the 2016 Nexus Update to ensure facilities generally still met the previously described performance guidelines, and/or that the scope and magnitude of specific improvements to the TUMF Network were roughly proportional to the impacts needing to be mitigated. This review process resulted in the removal of various facilities from the TUMF Network, as well as various changes in the scope and magnitude of specific improvements to the TUMF Network are discussed in **Section 4.3** of this report.

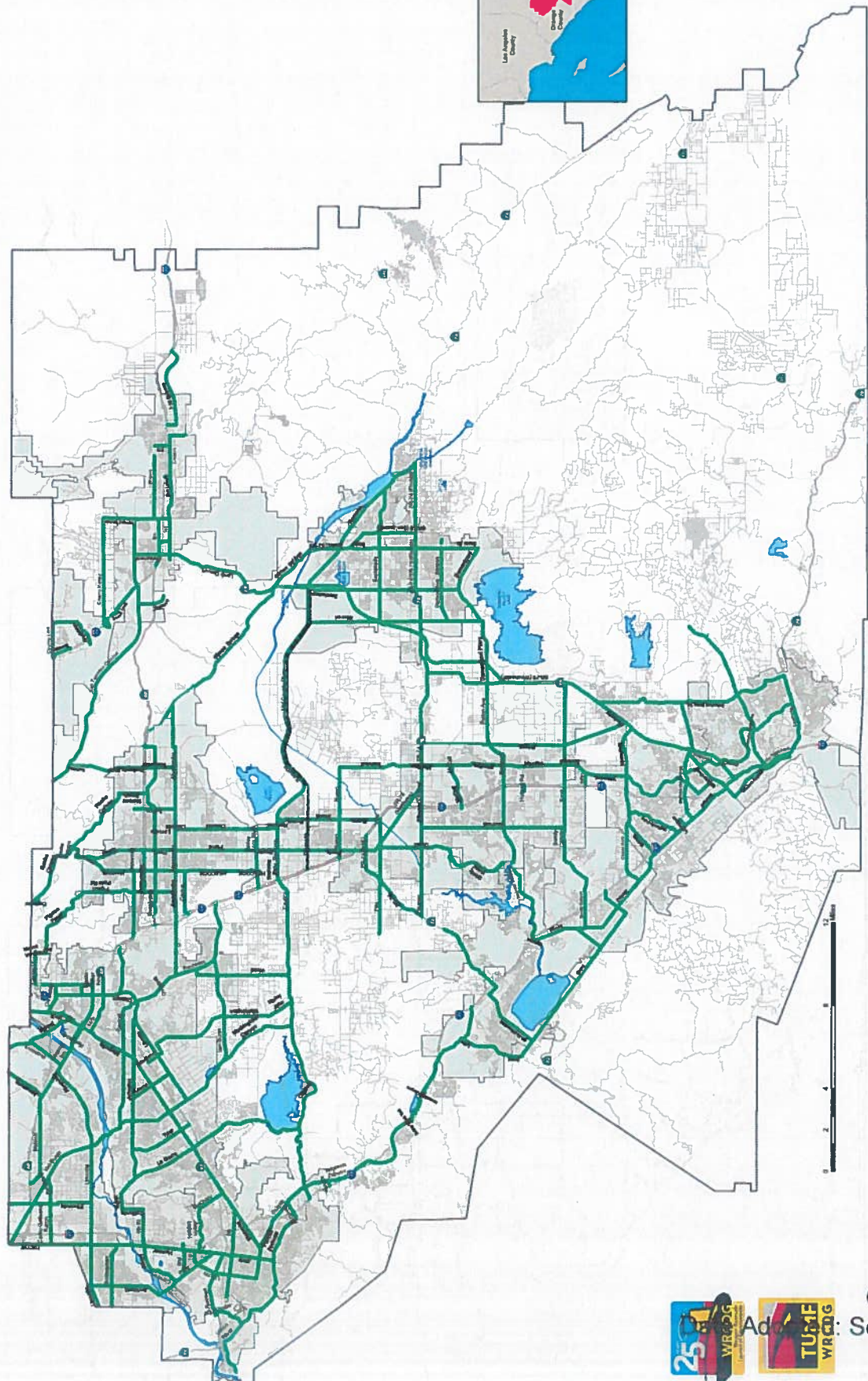
Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

# Regional System of Highways and Arterials - Western Riverside County

## Transportation Uniform Mitigation Fee Program | Figure 4.1

**Legend**

- TU-MF Network
- Mid County Primary
- Freeways
- Lakes & Rivers
- Streets & Roadside
- City Boundaries



Ordinance No. 925  
 Adopted: September 19, 2017

## 4.2 Backbone Network and Secondary Network

As indicated previously, the TUMF roadway network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance." Facilities of Regional Significance were identified as those that typically are proposed to have a minimum of six lanes at general plan build-out<sup>7</sup>, extend across and/or between multiple Area Planning Districts<sup>8</sup>, and are forecast to carry at least 25,000 vehicles per day in 2040. The Facilities of Regional Significance have been identified as the "backbone" highway network for Western Riverside County. A portion of the TUMF fee is specifically designated for improvement projects on the backbone system. The backbone network is illustrated in **Figure 4.2**.

Facilities of Zonal Significance (the "secondary" network) represent the balance of the RSHA for Western Riverside County. These facilities are typically within one zone and carry comparatively lesser traffic volumes than the backbone highway network, although they are considered significant for circulation within the respective zone. A portion of the TUMF is specifically designated for improvement projects on the secondary network within the zone in which it is collected. The WRCOG APD or zones are illustrated in **Figure 4.3**.

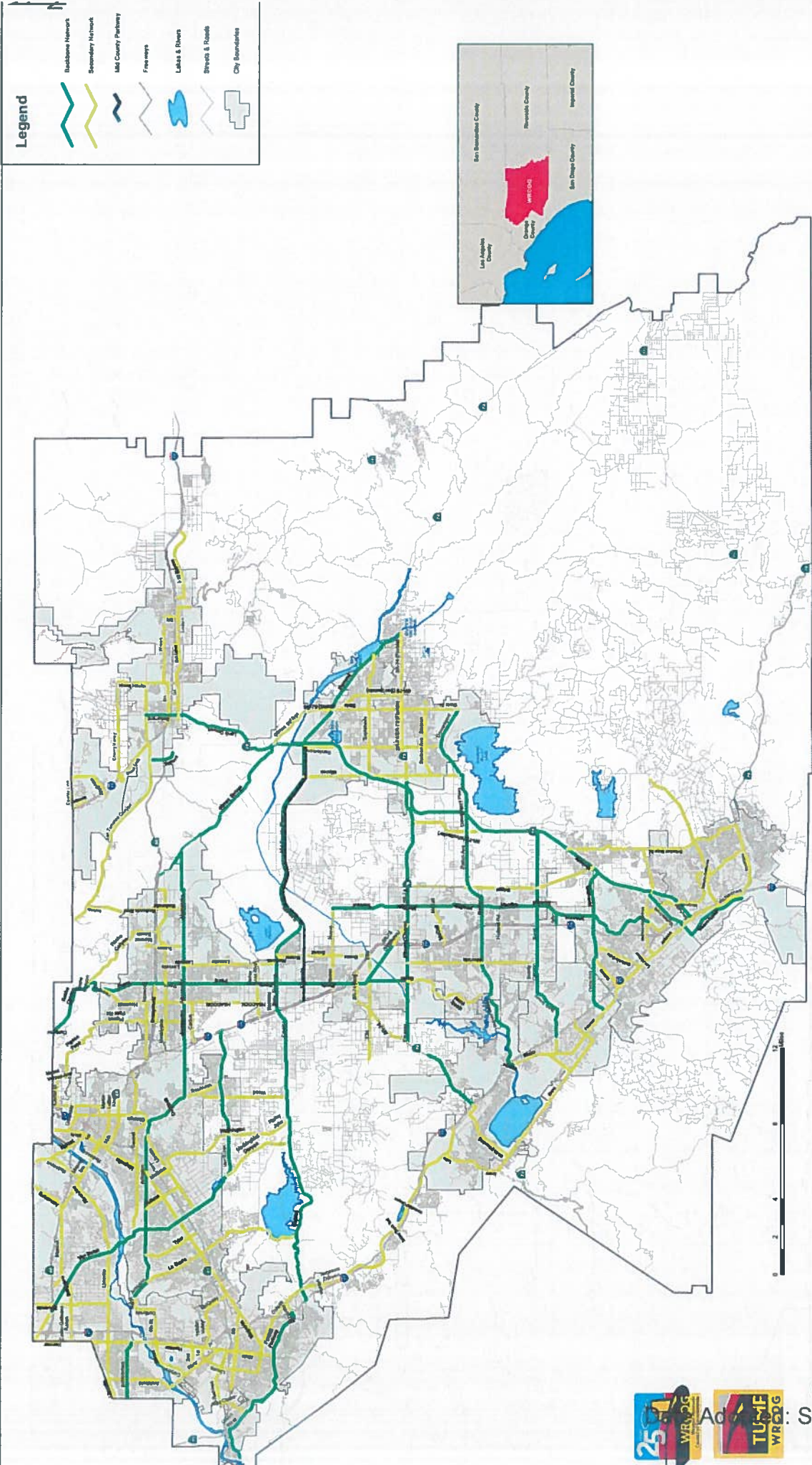
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<sup>7</sup> Although facilities were identified based on the minimum number of lanes anticipated at general plan buildout, in some cases it was determined that sufficient demand for all additional lanes facilities may not exist on some facilities until beyond the current timeframe of the TUMF Program (2040). As a result, only a portion of the additional lanes on these facilities have currently been identified for funding with TUMF revenues, reflecting the cumulative impact of new development through the current duration of the TUMF Program.

<sup>8</sup> Area Planning Districts (APD) are the five aggregations of communities used for regional planning functions within the WRCOG area. Area Planning Districts are interchangeably referred to as TUMF Zones.

# Backbone Network of Highways and Arterials - Western Riverside County

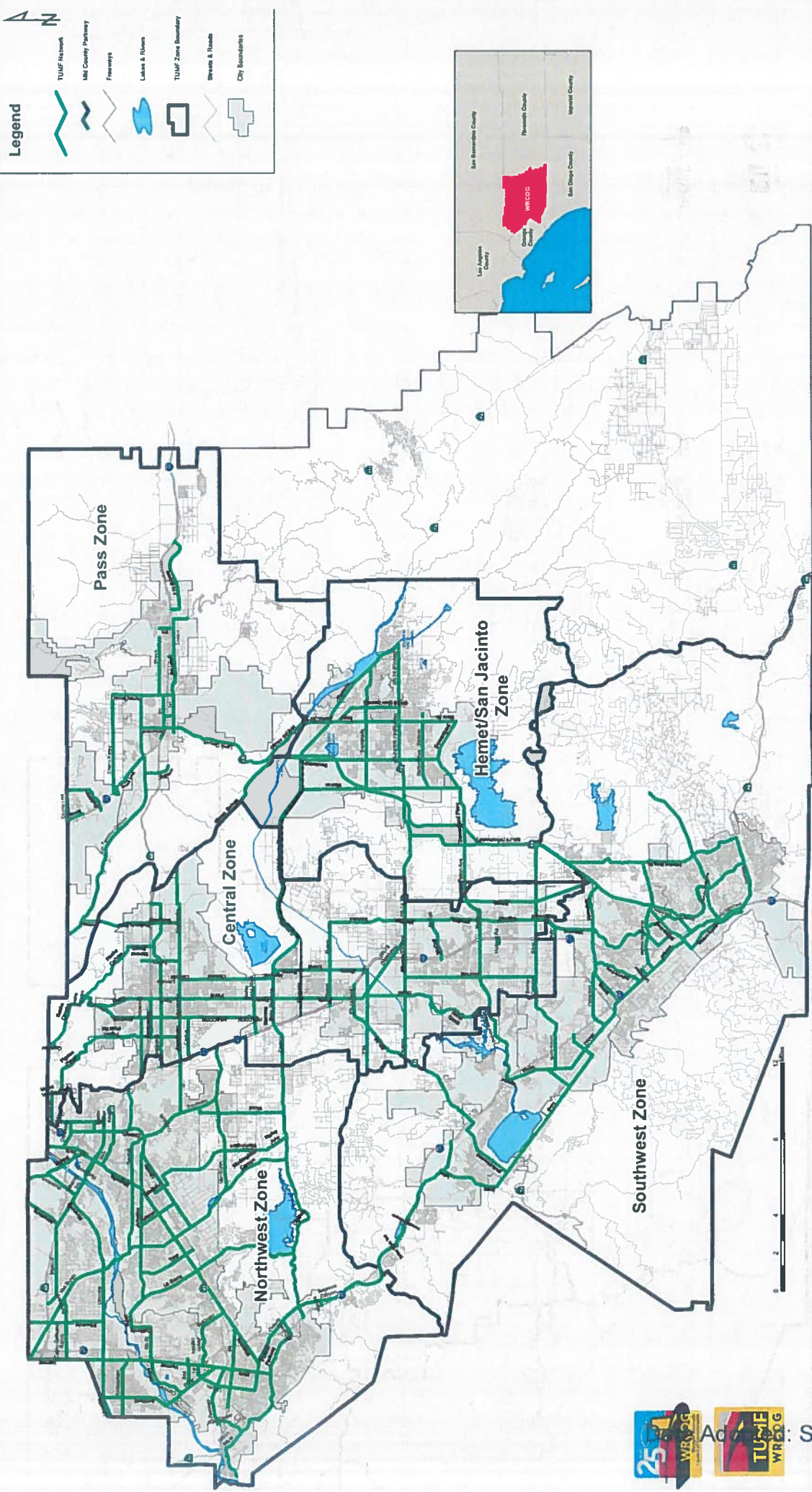
## Transportation Uniform Mitigation Fee Program | Figure 4.2



Ordinance No. 925  
 Adopted: September 19, 2017

# Western Riverside County Area Planning Districts (TUMF Zones)

## Transportation Uniform Mitigation Fee Program | Figure 4.3



Ordinance No. 925  
 September 19, 2017

### 4.3 Future Roadway Transportation Needs

For the purpose of calculating a "fair share" fee for new development, it is necessary to estimate the cost of improvements on the TUMF system that will be needed to mitigate the cumulative regional impacts of future transportation demands created by new development. Estimates of the cost to improve the network to mitigate the cumulative impacts of new development were originally developed based on unit costs prepared for the Coachella Valley Association of Governments (CVAG) Regional Arterial Cost Estimate (RACE)<sup>9</sup>, and the WRCOG Southwest District SATISFY 2020 Summary of Cost Estimates<sup>10</sup> (TKC/WRCOG 2000). The RACE cost estimates were developed based on a summary of actual construction costs for projects constructed in Riverside County in 1998.

The initial unit cost estimates for the TUMF (based on inflated RACE cost estimates) were reviewed in the context of the SATISFY 2020 Draft Cost Estimates and were consolidated to provide typical improvement costs for each eligible improvement type. The refinement of unit costs was completed to simplify the process of estimating the cost to improve the entire TUMF network. Based on RACE and SATISFY 2020, consolidated cost estimates included typical per mile or lump sum costs for each of the improvement types eligible under the TUMF Program. The resultant revised unit cost estimates were used as the basis for estimating the cost to complete the necessary improvements to the TUMF network to mitigate the cumulative regional transportation impacts of new development.

Variations in the consolidated cost estimates for specific improvement types were provided to reflect differences in topography and land use across the region. Unit costs for roadway construction were originally varied to account for variations in construction cost (and in particular, roadway excavation and embankment cost) associated with construction on level (code 1) rolling (code 2) and mountainous (code 3) terrain, respectively. Right-of-way acquisition costs which originally included consideration for land acquisition, documentation and legal fees, relocation and demolition costs, condemnation compensation requirements, utility relocation, and environmental mitigation costs were also varied to account for variations in right-of-way costs associated with urban (developed commercial/residential mixed uses – code 1), suburban (developed residential uses – code 2) and rural (undeveloped uses – code 3) land uses, respectively. Lump sum costs for interchange improvements were originally varied to account for variations in cost associated with new complex, new standard (or fully reconstructed), or major (or partially reconstructed) or minor (individual ramp improvements) interchange improvements.

As part of the 2016 TUMF Nexus Update, the original unit cost categories were revised to generate entirely new unit cost values based on the most recent available construction cost, labor cost and land acquisition cost values for comparable projects within

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

<sup>10</sup> TKC/Western Riverside Council of Governments, 2000, SATISFY 2020 Summary of Cost Estimates

Riverside County. The recalculation of the TUMF unit cost components was completed as part of the 2016 Nexus Update to reflect the effects of the ongoing recovery from the economic recession that has seen the costs of materials, labor and land acquisition in California rebound from relative historical lows. **Appendix F** provides a detailed outline of the assumptions and methodology leading to the revised TUMF unit cost assumptions developed as part of the 2016 Nexus Update. In addition, supplemental categories were added to the cost assumptions to better delineate the need to mitigate the cumulative multi-species habitat impacts of TUMF arterial highway improvements in accordance with the Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and to account for the costs associated with WRCOG administration of the TUMF Program.

Section 8.5.1 of the Riverside County Integrated Project (RCIP) MSHCP adopted by the Riverside County Board of Supervisors on June 17, 2003 states that "each new transportation project will contribute to Plan implementation. Historically, these projects have budgeted 3% - 5% of their construction costs to mitigate environmental impacts." This provision is reiterated in the MSHCP Final Mitigation Fee Nexus Report (David Taussig and Associates, Inc., July 1, 2003) section 5.3.1.2 which states that "over the next 25 years, regional infrastructure projects are expected to generate approximately \$250 million in funding for the MSHCP" based on mitigation at 5% of construction costs. To clearly demonstrate compliance with the provisions of the MSHCP, the TUMF Program will incorporate a cost element to account for the required MSHCP contribution to mitigate the multi-species habitat impacts of constructing TUMF projects. In accordance with the MSHCP Nexus Report, an amount equal to 5% of the construction cost for new TUMF network lanes, bridges and railroad grade separations will be specifically included as part of TUMF Program with revenues to be provided to the Western Riverside County Regional Conservation Authority (RCA) for the acquisition of land identified in the MSHCP. The relevant sections of the MSHCP document and the MSHCP Nexus Report are included in **Appendix F**.

**Table 4.1** summarizes the unit cost estimate assumptions used to develop the TUMF network cost estimate as part of the current Nexus Update. **Table 4.1** also includes a comparison of the original TUMF unit cost assumptions, and the 2009 Nexus Update unit cost assumptions. Cost estimates are provided in current year values as indicated.

To estimate the cost of improving the regional transportation system to provide for future traffic growth from new development, the transportation network characteristics and performance guidelines (outlined in **Section 4.1**) were initially used as a basis for determining the needed network improvements. The initial list of improvements needed to provide for the traffic generated by new development was then compared with local General Plan Circulation Elements to ensure that the TUMF network included planned arterial roadways of regional significance. A consolidated list of proposed improvements and the unit cost assumptions were then used to establish an initial estimate of the cost to improve the network to provide for future traffic growth associated with new development. This initial list of proposed improvements has since been revised and updated as part of each subsequent Nexus Update to reflect the changing levels of new development and the associated travel demand and transportation system impacts to be mitigated as part of the TUMF program.



As discussed in **Section 2.3**, the effects of the economic recession since the 2009 Nexus Update have included a reduction in the rate of forecasted growth in Western Riverside County. As indicated in **Table 2.4** and **Figure 2.4**, the anticipated rate of forecasted growth in Western Riverside County has been reduced overall by 32% for population, 29% for households and 30% for employment. This reduced rate of socioeconomic growth is reflected in a reduction in the forecast horizon year population, households and employment depicted in **Table 2.2** and **Figure 2.2**, with the 2040 forecasts used as the basis for the 2016 Nexus Update being reduced by 4% for population, 12% for households and 21% for employment compared to the 2035 horizon year forecasts used as the basis for the 2009 Nexus Update, despite the horizon year being extended out by 5 years in the most recent SCAG forecasts. This reduced rate of forecasted socioeconomic growth has a commensurate impact on the forecasted daily traffic in the region as demonstrated by the 2009 Nexus Update VMT compared to the 2016 Nexus Update VMT in **Table 4.2**. As shown in the table, the forecast daily traffic is reduced by about 7% in the year 2040 as the basis for the 2016 Nexus Update compared to the year 2035 as used for the 2009 Nexus Update. As a result of the reduced traffic growth in the region, it is anticipated that the cumulative regional impacts of new development on the arterial highway and transit systems in the region is also reduced necessitating a reduction in the projects identified on the TUMF Network to mitigate the impacts of new development.

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

Table 4.1 - Unit Costs for Arterial Highway and Street Construction

Component Type	Original Cost Assumptions as published October 18, 2002	Cost Assumptions per 2009 Nexus Update October 5, 2009	Cost Assumptions per 2016 Nexus Update	Description
Terrain 1	\$550,000	\$628,000	<b>\$692,000</b>	Construction cost per lane mile - level terrain
Terrain 2	\$850,000	\$761,000	<b>\$878,000</b>	Construction cost per lane mile - rolling terrain
Terrain 3	\$1,150,000	\$895,000	<b>\$1,064,000</b>	Construction cost per lane mile - mountainous terrain
Landuse 1	\$900,000	\$1,682,000	<b>\$2,509,000</b>	ROW cost factor per lane mile - urban areas
Landuse 2	\$420,000	\$803,000	<b>\$2,263,000</b>	ROW cost factor per lane mile - suburban areas
Landuse 3	\$240,000	\$237,000	<b>\$287,000</b>	ROW cost factor per lane mile - rural areas
Interchange 1	n/a	\$43,780,000	<b>\$50,032,000</b>	Complex new interchange/interchange modification cost
Interchange 2	\$20,000,000	\$22,280,000	<b>\$25,558,000</b>	New interchange/interchange modification total cost
Interchange 3	\$10,000,000	\$10,890,000	<b>\$12,343,000</b>	Major interchange improvement total cost
Bridge 1	\$2,000	\$2,880	<b>\$3,180</b>	Bridge total cost per lane per linear foot
RRXing 1	\$4,500,000	\$4,550,000	<b>\$6,376,000</b>	New Rail Grade Crossing per lane
RRXing 2	\$2,250,000	\$2,120,000	<b>\$2,733,000</b>	Existing Rail Grade Crossing per lane
Planning	10%	10%	<b>10%</b>	Planning, preliminary engineering and environmental assessment costs based on construction cost only
Engineering	25%	25%	<b>25%</b>	Project study report, design, permitting and construction oversight costs based on construction cost only
Contingency	10%	10%	<b>10%</b>	Contingency costs based on total segment cost
Administration		3%	<b>4%</b>	TUMF program administration based on total TUMF eligible network cost
MSHCP		5%	<b>5%</b>	TUMF component of MSHCP based on total TUMF eligible construction cost

Table 4.2 – Forecasted Daily Traffic in Western Riverside County

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

Source: Based on RivTAM 2012 network provided by Riverside County Transportation Department and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016; RivTAM provided by Iteris (2008)

A peer review process utilizing real world experience and perspectives from both the private and public sectors was critical in developing a realistic network of proposed improvements to mitigate the additional traffic resulting from future development in Western Riverside County. Representatives of private development firms and the BIA have continued to participate in the process of developing and updating the TUMF Program. This involvement has included active participation of private developer staff at various workshops conducted at critical milestone points in the process of completing the Nexus update, as well as a formal review of the TUMF Network and associated elements of the Nexus Study by the BIA and their hired consultant staff.

As part of the 2015 Nexus Update, the list of proposed improvements included in the initial Nexus Study and validated during the subsequent Nexus updates was reviewed for accuracy and, where necessary, amended to remove or modify projects that have changed in need to mitigate impacts based on changes in the patterns of growth and travel demand within the region. Projects completed since the adoption of the 2009 Nexus Update were also removed from the network to reflect the fact that mitigation at these locations is no longer required. The specific network changes were screened by the WRCOG Public Works Committee for consistency with TUMF network guidelines including travel demand and traffic performance, and were subsequently reviewed by representatives of the public and private sectors at a series of workshop meetings conducted between November 2014 and January 2015.

In response to the release of the 2015 Nexus Update draft study document, the TUMF Network was further reviewed by a consultant team hired by the BIA, with findings and recommendations provided in a letter dated August 8, 2015. A final review of the TUMF Network and associated improvements was conducted by WRCOG staff in cooperation with the Public Works Committee during the summer and fall of 2016 specifically in conjunction with the 2016 Nexus Update to include consideration of the revised travel forecasts based on the SCAG 2016 RTP/SCS demographic forecasts.

Based on the findings of the network screening, workshop meetings and other reviews, elements of specific projects were revised to reflect necessary network corrections and modifications to project assumptions. Matrices summarizing the disposition of the requests received as part of both the 2015 and 2016 TUMF Nexus Updates were developed and are included in **Appendix G**.

Eligible arterial highway and street improvement types to mitigate the cumulative regional transportation impacts of new development on Network facilities include:

1. Construction of additional Network roadway lanes;
2. Construction of new Network roadway segments;
3. Expansion of existing Network bridge structures;
4. Construction of new Network bridge structures;
5. Expansion of existing Network interchanges with freeways;
6. Construction of new Network interchanges with freeways;
7. Grade separation of existing Network at-grade railroad crossings;

All eligible improvement types provide additional capacity to Network facilities to accommodate future traffic growth generated by new development in Western Riverside County. Following the comprehensive update of the TUMF Program, the estimated total cost to improve the RSHA for Western Riverside County is \$3.45 billion with this cost including all arterial highway and street planning, engineering, design, right-of-way acquisition and capital construction costs, but not including transit, MSHCP or program administration costs that will be subsequently described. It should be noted that the full cost to improve the TUMF Network cannot be entirely attributed to new development and must be adjusted to account for the previous obligation of other funds to complete necessary improvements and unfunded existing needs. **Sections 4.5** and **4.6** describe the adjustments to the total TUMF Network improvement need to account for existing needs and obligated funds.

In addition to the arterial highway and street improvement costs indicated above, the TUMF Nexus Update included specific consideration for the TUMF Program obligation to the MSHCP program to mitigate the impact of TUMF network improvements on species and habitat within Western Riverside County. The TUMF obligation to MSHCP was calculated at a rate of 5% of the total construction (capital) cost of new lane segments, bridges and railroad grade separations on the TUMF Network. The total obligation to the MSHCP as indicated in the TUMF Network cost fee table is approximately \$45.4 million, although the total obligation specific to the TUMF program is reduced to account for MSHCP obligations associated with improvements addressing existing needs and therefore excluded from TUMF.

The TUMF 2016 Nexus Update similarly includes specific consideration of the costs associated with WRCOG administration of the TUMF Program. The average cost for WRCOG to administer the TUMF Program was calculated at a rate of 4% of the total eligible cost of new lane segments (including interchanges, bridges and railroad grade separations) on the TUMF Network and new transit services. Administration costs incurred by WRCOG include direct salary, fringe benefit and overhead costs for WRCOG staff assigned to administer the program and support participating jurisdictions, and costs for consultant, legal and auditing services to support the implementation of the TUMF program. The total cost for WRCOG administration of the TUMF Program as indicated in the TUMF Network cost fee table is approximately \$112.2 million.

The detailed TUMF network cost calculations are provided in **Section 4.7**, including each of the individual segments and cost components considered as part of the TUMF Program, and the maximum eligible TUMF share for each segment following adjustments for obligated funding and unfunded existing needs as described in subsequent sections.

**4.4 Public Transportation Component of the TUMF System**

In addition to the roadway network, public transportation plays a key role in serving future travel demand in the region. Public transportation serving inter-community trips is generally provided in the form of public bus transit services and in particular express bus

or other high frequency services between strategically located community transit centers. In Western Riverside County, these bus transit services are typically provided by RTA. Transit needs to serve future regional travel in Western Riverside County via bus transit include vehicle acquisitions, transit centers, express bus stop upgrades, maintenance facilities and other associated capital improvements to develop express bus or other high frequency inter-community transit bus services within the region. Metrolink commuter rail service improvements were not included in the TUMF Program as they typically serve longer inter-regional commute trips equivalent to freeway trips on the inter-regional highway system.

The network of regionally significant bus transit services represents those express bus and other high frequency transit bus services that primarily support inter-community trips in Western Riverside County and supplement the regional highway system and inter-regional commuter rail services. As a result, this portion of the bus transit system also represents the extents of the network of bus services that would be eligible for TUMF funded improvements.

The TUMF Bus Transit Network is the system of bus services that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. The Bus Transit Network for Western Riverside County was identified based on several transit network and performance guidelines as follows:

1. Bus transit routes (or corridors comprised of multiple overlapping routes) proposed to have a frequency of greater than three buses per direction during peak hours at ultimate build out.
2. Routes or corridors that serve multiple jurisdictions and/or provide connectivity between communities, both within and adjoining western Riverside County.
3. Routes or corridors with forecast weekday bus ridership in excess of 1,000 person trips per day by 2040.
4. Routes or corridors that are proposed to provide timed interconnections with at least four other routes or corridors at ultimate build out.
5. Routes or corridors that utilize the majority of travel along the TUMF RSHA.
6. Routes or corridors that provide direct access to areas of forecast population and employment growth, major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

Express bus routes and other high-frequency bus transit routes and corridors in Western Riverside County that generally satisfied the respective guidelines were identified by RTA based on service information developed as part of the RTA Comprehensive Operational Analysis completed in January 2015. The TUMF Bus Transit Network was subsequently endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, and the WRCOG Executive Committee as the basis for the transit component of the 2016 Nexus Update.

Updated cost estimates for improving the infrastructure serving public transportation, including construction of transit centers and transfer facilities, express bus stop upgrades, and capital improvements needed to develop express bus and other high

frequency bus transit service within the region were provided by RTA. The updated transit unit cost data provided by RTA are shown in **Table 4.3**.

**Table 4.3 - Unit Costs for Transit Capital Expenditures**

Component Type*	Cost Assumptions as published October 18, 2002	Cost Assumptions per 2009 Nexus Update October 5, 2009	Cost Assumptions per 2015 Nexus Update	Description
Transit Center 1			\$6,000,000	Relocation/expansion of existing Regional Transit Center with up to 14 bus bays and park and ride
Transit Center 2	\$6,000,000	\$5,655,000	\$9,000,000	New Regional Transit Center with up to 14 bus bays and park and ride
Transfer Facility			\$1,000,000	Multiple route transfer hub
O & M Facility			\$50,000,000	Regional Operations and Maintenance Facility
Bus Stop	\$10,000	\$27,000	\$40,000	Bus Stop Amenities Upgrade on TUMF Network
BRT Service Capital	\$540,000	\$550,000	\$60,000	BRT/Limited Stop Service Capital (per stop**)
Vehicle Fleet 1			\$155,000	Medium Sized Bus Contract Operated
Vehicle Fleet 2	\$325,125	\$550,000	\$585,000	Large Sized Bus Directly Operated
COA Study			\$950,000	Comprehensive Operational Analysis Study component of Nexus Study Update

\* Transit Cost Component Types were restructured as part of the 2015 Nexus Update in accordance with the RTA Comprehensive Operational Analysis (January 2015)

\*\* BRT Service Capital Cost Assumption was based on a per mile unit in 2009 Nexus Update. 2016 Nexus Update uses a per stop unit cost for BRT Service Capital

The estimated total cost for future RTA bus transit services to accommodate forecast transit demand is approximately \$153.1 million with this cost including all planning, engineering, design and capital improvement costs. Detailed transit component cost estimates are included in **Section 4.7**.

#### 4.5 Existing Obligated Funding

For some of the facilities identified in the TUMF network, existing obligated funding has previously been secured through traditional funding sources to complete necessary improvements, including most recently California Senate Bill (SB) 1 Transportation Funding approved by Governor Brown on April 28, 2017. Since funding has been obligated to provide for the completion of needed improvements to the TUMF system, the funded cost of these improvements will not be recaptured from future developments through the TUMF Program. As a result, the TUMF network cost was adjusted accordingly to reflect the availability of obligated funds.

To determine the availability of obligated funds, each jurisdiction in Western Riverside County (including the County of Riverside, the participating cities, and RCTC) was asked to review their current multi-year capital improvement programs to identify transportation projects on the TUMF system. A detailed table identifying the obligated funds for segments of the TUMF network is included in **Appendix H**. A total of \$303.5 million in obligated funding was identified for improvements to the TUMF system. The estimated TUMF network cost was subsequently reduced by this amount.

#### 4.6 Unfunded Existing Improvement Needs

A review of the existing traffic conditions on the TUMF network (as presented in **Table 3.1**) indicates that some segments of the roadways on the TUMF system currently experience congestion and operate at unacceptable levels of service. In addition, demand for inter-community transit service already exists and future utilization of proposed inter-community transit services will partially reflect this existing demand. The need to improve these portions of the system is generated by existing demand, rather than the cumulative regional impacts of future new development, so future new development cannot be assessed for the equivalent cost share of improvements providing for this existing need.

In the initial TUMF Nexus Study, the cost of existing improvement needs was estimated by identifying the roadway segments on the TUMF network that operate at LOS E or F according to the modeled 2000 base year volumes. The application of the LOS E threshold is consistent with national traffic analysis guidance that stipulates LOS D as the minimum acceptable LOS for arterial roadway facilities. The cost to improve these roadway segments with existing unacceptable LOS was calculated using the same method applied to estimate the overall system improvement cost. This method estimated the share of the particular roadway segment (including all associated ROW, interchange, structure and soft costs) that was experiencing unacceptable LOS, and reduced the estimated cost to reflect the relative share. The adjusted value reflected the maximum eligible under the TUMF Program to improve only those portions of the segment (and the relative share of associated improvement costs) that were not experiencing an existing need and were therefore considered to be exclusively addressing the cumulative impacts of new development.

By the application of this methodology, the initial TUMF Nexus Study did not account for the incremental cumulative impact of new development on those segments with an identified existing need. For this reason, the methodology to account for existing need was reviewed as part of the TUMF 2005 update to provide for the inclusion of incremental traffic growth on those segments with existing need.

As part of the 2016 Nexus Update, the methodology to account for existing need on arterial segments was further refined to utilize peak period traffic conditions as the basis for the calculation, rather than daily traffic conditions. Peak period performance measures typically reflect the highest level of demand for transportation facilities and therefore are typically utilized as the basis for project design making peak period a more appropriate basis for determining existing need (and future mitigation needs) as part of the TUMF program. The existing need methodology for the 2016 Nexus Update was also expanded to include spot improvements on the TUMF Network (including interchanges, bridges and railroad crossings). Due to limitations in previously available traffic forecast data, prior versions of the TUMF Nexus Study only determined existing need for arterial segments and did not explicitly include existing need for spot improvements.

To account for existing need in the TUMF Network as part of the 2016 Nexus Update, the cost for facilities identified as currently experiencing LOS E or F was adjusted. This was done by identifying the portion of any TUMF facility in the RivTAM 2012 Baseline scenario with a volume to capacity (v/c) ratio of greater than 0.9 (the threshold for LOS E), and extracting the share of the overall facility cost to improve that portion. This cost adjustment provides for the mitigation of incremental traffic growth on those TUMF segments with an existing high level of congestion. The following approach was applied to account for incremental traffic growth associated with new development as part of the existing need methodology:

1. Facilities with an existing need were identified by reviewing the RivTAM 2012 Baseline scenario assigned traffic on the 2015 existing network and delineating those facilities included on the TUMF Cost Fee Summary Table that have an average directional v/c exceeding 0.90.
  - a. Weighted directional v/c values were used to determine existing need for network segments, which was calculated by:
    - i. Determining the length for the portion of each segment (model link), and calculating the ratio of link length to the overall segment length
    - ii. Generating the average directional v/c for each link, for both directions in AM and PM periods, and multiplying by link/segment length ratio
    - iii. Determining the maximum peak-period peak-direction v/c for each link, representing the highest directional v/c in either AM or PM
    - iv. Calculating weighted average v/c for each TUMF segment, based on the sum of all weighted max v/c values of each link within a segment



- b. A similar method was used to determine existing need for spot improvements including interchanges, railroad crossings and bridges. However, no weighting was used in the calculation of existing need for spot improvements. For these facilities, the peak-period peak-direction v/c values (highest directional v/c in either AM or PM) were utilized in the existing need calculation. This was based on the individual link within a network segment where a bridge or railroad crossing is located, or on- and off-ramps in the case of interchanges.
2. Initial costs of addressing the existing need were calculated by estimating the share of a particular roadway segments "new lane" cost, or individual spot improvement cost (including all associated ROW and soft costs).
  3. Incremental growth in v/c was determined by comparing the average directional base year v/c for the TUMF facilities (delineated under step one) with the horizon year v/c for the corresponding segments and spot improvements calculated based on the RivTAM 2040 No-Build scenario assigned traffic on the 2012 existing network using the same methodology as the base year v/c.
  4. The proportion of the incremental growth attributable to new development was determined by dividing the result of step three with the total 2040 No-Build scenario v/c in excess of LOS E.
  5. For those segments experiencing a net increase in v/c over the base year, TUMF will 'discount' the cost of existing need improvements by the proportion of the incremental v/c growth through 2040 No-Build compared to the 2012 Baseline v/c (up to a maximum of 100%).

The unfunded cost of existing highway improvement needs (including the related MSHCP obligation) totals \$431.7 million. **Appendix H** includes a detailed breakdown of the existing highway improvement needs on the TUMF network, including the associated unfunded improvement cost estimate for each segment and spot improvement experiencing unacceptable LOS.

For transit service improvements, the cost to provide for existing demand was determined by multiplying the total transit component cost by the share of future transit trips representing existing demand. The cost of existing transit service improvement needs is \$60.5 million representing 39.5% of the TUMF transit component. **Appendix H** includes tables reflecting the calculation of the existing transit need share and the existing transit need cost.

#### 4.7 Maximum TUMF Eligible Cost

A total of \$303.5 million in obligated funding was identified for improvements to the TUMF system. Since these improvements are already funded with other available revenue sources, the funded portion of these projects cannot also be funded with TUMF revenues. Furthermore, the total cost of the unfunded existing improvement need is

\$492.2 million. These improvements are needed to mitigate existing transportation deficiencies and therefore their costs cannot be assigned to new development through the TUMF.

Based on the estimated costs described in **Sections 4.3** and **4.4**, the total value to complete the identified TUMF network and transit improvements, and administer the program is \$3.76 billion. Having accounted for obligated funds and unfunded existing needs as described in **Sections 4.5** and **4.6**, respectively, the estimated maximum eligible value of the TUMF Program is \$2.96 billion. The maximum eligible value of the TUMF Program includes approximately \$2.71 billion in eligible arterial highway and street related improvements and \$92.6 million in eligible transit related improvements. An additional \$43.3 million is also eligible as part of the TUMF Program to mitigate the impact of eligible TUMF related arterial highway and street projects on critical native species and wildlife habitat, while \$112.2 million is provided to cover the costs incurred by WRCOG to administer the TUMF Program.

**Figure 4.4** illustrates the various improvements to the RSHA included as part of the TUMF network cost calculation. **Table 4.4** summarizes the TUMF network cost calculations for each of the individual segments. This table also identifies the maximum eligible TUMF share for each segment having accounted for obligated funding and unfunded existing need. A detailed breakdown of the individual cost components and values for the various TUMF Network segments is included in **Appendix H. Table 4.5** outlines the detailed transit component cost estimates. It should be noted that the detailed cost tables (and fee levels) are subject to regular review and updating by WRCOG and therefore WRCOG should be contacted directly to obtain the most recently adopted version of these tables (and to confirm the corresponding fee level).

# Regional System of Highways and Arterials (RSHA)

Transportation Uniform Mitigation Fee Program | Figure 4.4

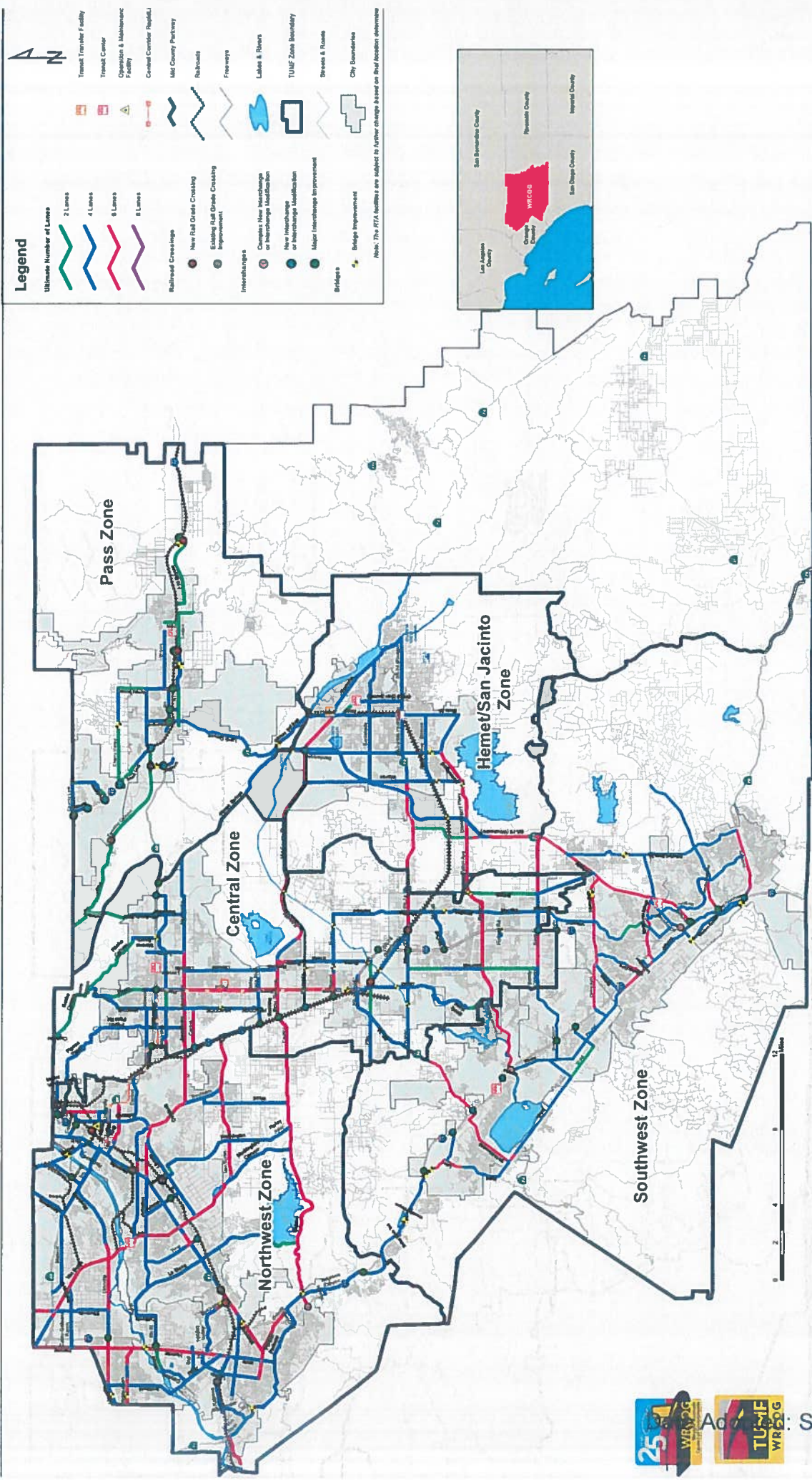


Table 4.4 - TUMF Network Cost Estimates

AREA	PLAN DISI	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Central	Menifee		Ethanac	Goetz	Murrieta	0.99	\$0	\$0
Central	Menifee		Ethanac	Murrieta	I-215	0.90	\$0	\$0
Central	Menifee		Ethanac	I-215	interchange	0.00	\$17,897,000	\$15,766,000
Central	Menifee		Ethanac	Sherman	Mathews	0.61	\$1,617,000	\$1,617,000
Central	Menifee		Ethanac	BNSF San Jacinto Branch	railroad crossing	0.00	\$36,980,000	\$33,018,000
Central	Menifee		Menifee	SR-74 (Pinacate)	Simpson	2.49	\$0	\$0
Central	Menifee		Menifee	Sall Creek	bridge	0.00	\$0	\$0
Central	Menifee		Menifee	Simpson	Aldergate	0.64	\$0	\$0
Central	Menifee		Menifee	Aldergate	Newport	0.98	\$0	\$0
Central	Menifee		Menifee	Newport	Holland	1.07	\$0	\$0
Central	Menifee		Menifee	Holland	Garbani	1.03	\$0	\$0
Central	Menifee		Menifee	Garbani	Scott	1.00	\$2,635,000	\$2,635,000
Central	Menifee		Menifee/Whitewood	Scott	Murrieta City Limit	0.53	\$0	\$0
Central	Menifee		Newport	Goetz	Murrieta	1.81	\$0	\$0
Central	Menifee		Newport	Murrieta	I-215	2.05	\$5,405,000	\$5,405,000
Central	Menifee		Newport	I-215	Menifee	0.95	\$0	\$0
Central	Menifee		Newport	Menifee	Lindenberger	0.77	\$0	\$0
Central	Menifee		Newport	Lindenberger	SR-79 (Winchester)	3.58	\$0	\$0
Central	Menifee		Scott	I-215	Briggs	2.04	\$0	\$0
Central	Menifee		Scott	I-215	interchange	0.00	\$37,060,000	\$37,060,000
Central	Menifee		Scott	Sunset	Murrieta	1.01	\$2,654,000	\$2,654,000
Central	Menifee		Scott	Murrieta	I-215	1.94	\$10,254,000	\$10,254,000
Central	Menifee		SR-74	Mathews	Briggs	1.89	\$4,994,000	\$4,994,000
Central	Moreno Valley		Alessandro	I-215	Peris	3.52	\$6,394,000	\$6,394,000
Central	Moreno Valley		Alessandro	Peris	Nason	2.00	\$22,632,000	\$22,632,000
Central	Moreno Valley		Alessandro	Nason	Moreno Beach	0.99	\$6,922,000	\$6,922,000
Central	Moreno Valley		Alessandro	Moreno Beach	Gilman Springs	4.13	\$10,902,000	\$10,902,000
Central	Moreno Valley		Gilman Springs	SR-60	Alessandro	1.67	\$4,411,000	\$3,724,000
Central	Moreno Valley		Gilman Springs	SR-60	interchange	0.00	\$17,897,000	\$17,897,000
Central	Moreno Valley		Peris	Reche Vista	Ironwood	2.09	\$0	\$0
Central	Moreno Valley		Peris	Ironwood	Sunnymead	0.52	\$0	\$0
Central	Moreno Valley		Peris	SR-60	interchange	0.00	\$17,897,000	\$0
Central	Moreno Valley		Peris	Sunnymead	Cactus	2.00	\$0	\$0
Central	Moreno Valley		Peris	Cactus	Harley Knox	3.50	\$0	\$0
Central	Moreno Valley		Reche Vista	Moreno Valley City Limit	Heacock	0.44	\$3,310,000	\$1,705,000
Central	Peris		111h/Case	Goetz	Peris	0.30	\$2,100,000	\$2,100,000
Central	Peris		Case	Goetz	I-215	2.36	\$16,486,000	\$13,538,000
Central	Peris		Case	San Jacinto River	bridge	0.00	\$1,126,000	\$495,000
Central	Peris		Ethanac	Keystone	Goetz	2.24	\$7,327,000	\$7,327,000
Central	Peris		Ethanac	San Jacinto River	bridge	0.00	\$7,378,000	\$7,378,000
Central	Peris		Ethanac	I-215	Sherman	0.35	\$2,435,000	\$1,945,000
Central	Peris		Goetz	Case	Ethanac	2.00	\$5,267,000	\$2,506,000
Central	Peris		Goetz	San Jacinto River	bridge	0.00	\$3,688,000	\$1,925,000
Central	Peris		Mid-County (Placentia)	I-215	Peris	0.87	\$13,127,000	\$12,627,000
Central	Peris		Mid-County (Placentia)	I-215	interchange	0.00	\$37,060,000	\$12,354,000
Central	Peris		Mid-County	Peris	Evans	1.57	\$32,902,000	\$32,902,000
Central	Peris		Mid-County	Peris Valley Storm Channel	bridge	0.00	\$8,299,000	\$8,299,000
Central	Peris		Peris	Harley Knox	Ramona	1.00	\$0	\$0
Central	Peris		Peris	Ramona	Citrus	2.49	\$6,578,000	\$6,578,000
Central	Peris		Peris	Citrus	Nuevo	0.50	\$0	\$0
Central	Peris		Peris	Nuevo	111h	1.75	\$12,206,000	\$9,034,000
Central	Peris		Peris	I-215 overcrossing	bridge	0.00	\$2,767,000	\$1,356,000
Central	Peris		Ramona	I-215	Peris	1.47	\$2,769,000	\$2,769,000
Central	Peris		Ramona	I-215	interchange	0.00	\$17,897,000	\$5,965,000
Central	Peris		Ramona	Peris	Evans	1.00	\$0	\$0
Central	Peris		Ramona	Evans	Mid-County (2,800 ft E of Rider)	2.62	\$0	\$0
Central	Peris		SR-74 (4th)	Ellis	I-215	2.29	\$0	\$0
Central	Unincorporated		Ethanac	SR-74	Keystone	1.07	\$5,646,000	\$5,646,000
Central	Unincorporated		Gilman Springs	Alessandro	Bridge	4.98	\$15,815,000	\$8,105,000
Central	Unincorporated		Menifee	Nuevo	SR-74 (Pinacate)	4.07	\$10,737,000	\$10,737,000
Central	Unincorporated		Mid-County	Evans	Ramona (2,800 ft E of Rider)	0.77	\$8,587,000	\$8,587,000
Central	Unincorporated		Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	Pico Avenue	0.44	\$1,161,000	\$1,161,000
Central	Unincorporated		Mid-County (Ramona)	Pico Avenue	Bridge	5.95	\$31,413,000	\$25,287,000
Central	Unincorporated		Mid-County (Ramona)	San Jacinto River	bridge	0.00	\$23,978,000	\$15,835,000
Central	Unincorporated		Reche Canyon	San Bernardino County	Reche Vista	3.35	\$12,457,000	\$9,429,000
Central	Unincorporated		Reche Vista	Reche Canyon	Moreno Valley City Limit	1.22	\$9,180,000	\$4,729,000
Central	Unincorporated		Scott	Briggs	SR-79 (Winchester)	3.04	\$16,042,000	\$0
Central	Unincorporated		SR-74	Ethanac	Ellis	2.68	\$0	\$0
Northwest	Corona		Cajalco	I-15	Temescal Canyon	0.66	\$2,306,000	\$2,306,000
Northwest	Corona		Cajalco	I-15	interchange	0.00	\$72,546,000	\$44,251,000
Northwest	Corona		Foothill	Paseo Grande	Lincoln	2.60	\$19,330,000	\$7,282,000
Northwest	Corona		Foothill	Wardlow Wash	bridge	0.00	\$5,534,000	\$0
Northwest	Corona		Foothill	Lincoln	California	2.81	\$0	\$0
Northwest	Corona		Foothill	California	I-15	0.89	\$6,207,000	\$4,304,000
Northwest	Corona		Green River	SR-91	Dominguez Ranch	0.52	\$3,624,000	\$1,000
Northwest	Corona		Green River	Dominguez Ranch	Palisades	0.56	\$4,214,000	\$1,639,000
Northwest	Corona		Green River	Palisades	Paseo Grande	2.01	\$0	\$0
Northwest	Eastvale		Schleisman	San Bernardino County	600' e/o Cucamonga Creek	0.65	\$2,271,000	\$2,271,000
Northwest	Eastvale		Schleisman	Cucamonga Creek	bridge	0.00	\$923,000	\$923,000
Northwest	Eastvale		Schleisman	600' e/o Cucamonga Creek	Harrison	0.87	\$0	\$0
Northwest	Eastvale		Schleisman	Harrison	Sumner	0.50	\$0	\$0
Northwest	Eastvale		Schleisman	Sumner	Scholar	0.50	\$3,493,000	\$3,493,000
Northwest	Eastvale		Schleisman	Scholar	A Street	0.31	\$0	\$0
Northwest	Eastvale		Schleisman	A Street	Hammer	0.27	\$0	\$0
Northwest	Jurupa Valley		Van Buren	SR-60	Bellevue	1.43	\$9,976,000	\$3,628,000
Northwest	Jurupa Valley		Van Buren	Bellevue	Santa Ana River	3.60	\$25,115,000	\$7,444,000

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA	PLAN	DISTRICT	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Riverside		Alessandro	Arlington	Traulwein	2.21	\$0	\$0
Northwest	Riverside		Arlington	North	Magnolia	5.92	\$7,031,000	\$7,031,000
Northwest	Riverside		Arlington	Magnolia	Alessandro	2.02	\$13,957,000	\$10,001,000
Northwest	Riverside		Van Buren	Santa Ana River	SR-91	3.44	\$7,456,000	\$7,456,000
Northwest	Riverside		Van Buren	SR-91	Mockingbird Canyon	3.10	\$20,845,000	\$10,847,000
Northwest	Riverside		Van Buren	Wood	Traulwein	0.43	\$0	\$0
Northwest	Riverside		Van Buren	Traulwein	Orange Terrace	1.27	\$3,470,000	\$3,470,000
Northwest	Unincorporated		Alessandro	Traulwein	Vista Grande	1.22	\$0	\$0
Northwest	Unincorporated		Alessandro	Vista Grande	I-215	1.26	\$0	\$0
Northwest	Unincorporated		Cajalco	El Sobrante	Harley John	0.76	\$4,806,000	\$3,465,000
Northwest	Unincorporated		Cajalco	Harley John	Harvil	5.79	\$80,889,000	\$66,905,000
Northwest	Unincorporated		Cajalco	Harvil	I-215	0.28	\$749,000	\$749,000
Northwest	Unincorporated		Cajalco	Temescal Canyon	La Sierra	3.21	\$23,864,000	\$23,864,000
Northwest	Unincorporated		Cajalco	Temescal Wash	bridge	0.00	\$3,229,000	\$3,229,000
Northwest	Unincorporated		Cajalco	La Sierra	El Sobrante	6.11	\$45,421,000	\$45,421,000
Northwest	Unincorporated		Van Buren	Mockingbird Canyon	Wood	4.41	\$30,785,000	\$28,309,000
Northwest	Unincorporated		Van Buren	Orange Terrace	I-215	1.89	\$7,637,000	\$7,637,000
Pass	Beaumont		Beaumont	Oak Valley (141h)	I-10	1.37	\$0	\$0
Pass	Beaumont		Paltrero	Oak Valley (San Timoteo Car	SR-60	0.72	\$1,615,000	\$1,615,000
Pass	Beaumont		Paltrero	SR-60	interchange	0.00	\$37,060,000	\$23,760,000
Pass	Beaumont		Paltrero	UP	railroad crossing	0.00	\$7,927,000	\$7,927,000
Pass	Beaumont		Paltrero	Noble Creek	bridge	0.00	\$2,306,000	\$2,306,000
Pass	Beaumont		Paltrero	SR-60	4th	0.45	\$2,376,000	\$2,376,000
Pass	Beaumont		SR-79 (Beaumont)	I-10	Mellow	0.80	\$0	\$0
Pass	Beaumont		SR-79 (Beaumont)	I-10	interchange	0.00	\$17,897,000	\$5,369,000
Pass	Unincorporated		SR-79 (Beaumont)	Mellow	California	0.38	\$0	\$0
Pass	Unincorporated		SR-79 (Lamb Canyon)	California	Gilman Springs	4.87	\$0	\$0
San Jacinto	Hemel		Domenigoni	Warren	Sanderson	1.77	\$4,674,000	\$4,674,000
San Jacinto	Hemel		Domenigoni	Sanderson	State	2.14	\$0	\$0
San Jacinto	Hemel		SR-74	Winchester	Warren	2.59	\$16,085,000	\$16,085,000
San Jacinto	San Jacinto		Mid-County (Ramona)	Warren	Sanderson	1.73	\$12,065,000	\$12,065,000
San Jacinto	San Jacinto		Mid-County (Ramona)	Sanderson/SR-79 (Hemel Byp	interchange	0.00	\$37,060,000	\$37,060,000
San Jacinto	San Jacinto		Ramona	Sanderson	State	2.39	\$0	\$0
San Jacinto	San Jacinto		Ramona	State	Main	2.66	\$0	\$0
San Jacinto	San Jacinto		Ramona	Main	Cedar	2.08	\$11,623,000	\$11,139,000
San Jacinto	San Jacinto		Ramona	Cedar	SR-74	1.10	\$0	\$0
San Jacinto	Unincorporated		SR-79 (Winchester)	Domenigoni	Warren	3.10	\$8,173,000	\$8,173,000
San Jacinto	Unincorporated		Domenigoni	San Diego Aqueduct	bridge	0.00	\$2,767,000	\$2,767,000
San Jacinto	Unincorporated		Bridge	Gilman Springs	Sanderson	2.95	\$7,782,000	\$7,782,000
San Jacinto	Unincorporated		Mid-County (Ramona)	Bridge	Warren	2.35	\$12,396,000	\$11,045,000
San Jacinto	Unincorporated		SR-74	Biggs	SR-79 (Winchester)	3.53	\$9,301,000	\$9,301,000
San Jacinto	Unincorporated		SR-79 (Hemel Bypass)	SR-74 (Florida)	Domenigoni	3.22	\$16,990,000	\$16,990,000
San Jacinto	Unincorporated		SR-79 (Hemel Bypass)	San Diego Aqueduct	bridge	0.00	\$5,534,000	\$5,534,000
San Jacinto	Unincorporated		SR-79 (Hemel Bypass)	Domenigoni	Winchester	1.50	\$7,914,000	\$7,914,000
San Jacinto	Unincorporated		SR-79 (San Jacinto Bypass)	Mid-County (Ramona)	SR-74 (Florida)	6.50	\$34,296,000	\$30,076,000
San Jacinto	Unincorporated		SR-79 (Sanderson)	Gilman Springs	Ramona	1.92	\$5,060,000	\$2,376,000
San Jacinto	Unincorporated		SR-79 (Sanderson)	San Jacinto River	bridge	0.00	\$12,910,000	\$6,100,000
San Jacinto	Unincorporated		SR-79 (Winchester)	Domenigoni	Keller	4.90	\$0	\$0
Southwest	Canyon Lake		Goelz	Railroad Canyon	Newport	0.50	\$0	\$0
Southwest	Canyon Lake		Railroad Canyon	Canyon Hills	Goelz	1.95	\$0	\$0
Southwest	Lake Elinore		Railroad Canyon	I-15	Canyon Hills	2.29	\$3,021,000	\$3,021,000
Southwest	Lake Elinore		Railroad Canyon	I-15	interchange	0.00	\$72,546,000	\$28,636,000
Southwest	Lake Elinore		SR-74	I-15	interchange	0.00	\$37,060,000	\$17,725,000
Southwest	Murieta		Clinton Keith	Copper Craft	Toulon	0.83	\$0	\$0
Southwest	Murieta		Clinton Keith	Toulon	I-215	0.83	\$2,187,000	\$2,187,000
Southwest	Murieta		Clinton Keith	I-215	Whitewood	0.75	\$0	\$0
Southwest	Murieta		French Valley (Date)	Murieta Hot Springs	Winchester Creek	0.24	\$3,352,000	\$3,352,000
Southwest	Murieta		French Valley (Date)	Winchester Creek	Margarita	0.61	\$0	\$0
Southwest	Murieta		Whitewood	Menifee City Limil	Keller	0.55	\$0	\$0
Southwest	Murieta		Whitewood	Keller	Clinton Keith	2.00	\$2,111,000	\$2,111,000
Southwest	Temecula		French Valley (Date)	Margarita	Ynez	0.91	\$0	\$0
Southwest	Temecula		French Valley (Date)	Ynez	Jefferson	0.73	\$10,199,000	\$10,199,000
Southwest	Temecula		French Valley (Date)	I-15	interchange	0.00	\$72,546,000	\$55,760,000
Southwest	Temecula		French Valley (Chery)	Jefferson	Diaz	0.56	\$5,711,000	\$5,711,000
Southwest	Temecula		French Valley (Chery)	Murieta Creek	bridge	0.00	\$7,746,000	\$7,746,000
Southwest	Temecula		Western Bypass (Diaz)	Chery	Rancho California	2.14	\$5,382,000	\$5,382,000
Southwest	Temecula		Western Bypass (Vincent Mor	Rancho California	SR-79 (Front)	1.48	\$21,961,000	\$21,961,000
Southwest	Temecula		Western Bypass (Vincent Mor	I-15	interchange	0.00	\$37,060,000	\$20,682,000
Southwest	Temecula		Western Bypass (Vincent Mor	Murieta Creek	bridge	0.00	\$5,534,000	\$5,534,000
Southwest	Temecula		SR-79 (Winchester)	Murieta Hot Springs	Jefferson	2.70	\$0	\$0
Southwest	Temecula		SR-79 (Winchester)	I-15	interchange	0.00	\$17,897,000	\$8,442,000
Southwest	Unincorporated		Benton	SR-79	Eastern Bypass	2.40	\$0	\$0
Southwest	Unincorporated		Clinton Keith	Whitewood	SR-79	2.54	\$20,104,000	\$3,604,000
Southwest	Unincorporated		Clinton Keith	Warm Springs Creek	bridge	0.00	\$33,200,000	\$27,052,000
Southwest	Unincorporated		SR-74	I-15	Ethanac	4.89	\$13,064,000	\$13,064,000
Southwest	Unincorporated		SR-79 (Winchester)	Keller	Thompson	2.47	\$17,220,000	\$17,220,000
Southwest	Unincorporated		SR-79 (Winchester)	Thompson	La Alba	1.81	\$12,652,000	\$12,652,000
Southwest	Unincorporated		SR-79 (Winchester)	La Alba	Hunter	0.50	\$3,514,000	\$2,771,000
Southwest	Unincorporated		SR-79 (Winchester)	Hunter	Murieta Hot Springs	1.14	\$513,000	\$513,000
Southwest	Wildomar		Bundy Canyon	I-15	Monte Vista	0.32	\$793,000	\$793,000
Southwest	Wildomar		Bundy Canyon	Monte Vista	Sunset	3.10	\$9,850,000	\$9,850,000
Southwest	Wildomar		Bundy Canyon	I-15	interchange	0.00	\$17,897,000	\$7,159,000
Southwest	Wildomar		Clinton Keith	Palomar	I-15	0.55	\$0	\$0
Southwest	Wildomar		Clinton Keith	I-15	Copper Craft	2.48	\$5,627,000	\$4,275,000
Subtotal						255.28	\$1,642,525,000	\$1,227,955,000

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA	PLAN	DISTRICT	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Central	Menifee	Briggs	Newport	Scott		3.05	\$0	\$0
Central	Menifee	Goetz	Juanita	Lesser Lane		2.61	\$6,884,000	\$6,593,000
Central	Menifee	Goetz	Newport	Juanita		1.36	\$0	\$0
Central	Menifee	Holland	Antelope	Haun		1.00	\$13,971,000	\$13,971,000
Central	Menifee	Holland	I-215 overcrossing	bridge		0.00	\$6,455,000	\$6,455,000
Central	Menifee	McCall	I-215	Aspel		1.23	\$0	\$0
Central	Menifee	McCall	I-215	interchange		0.00	\$17,897,000	\$16,930,000
Central	Menifee	McCall	Aspel	Menifee		0.95	\$2,517,000	\$2,517,000
Central	Menifee	Murrieta	Ethanac	McCall		1.95	\$0	\$0
Central	Menifee	Murrieta	McCall	Newport		2.03	\$0	\$0
Central	Menifee	Murrieta	Newport	Bundy Canyon		3.00	\$0	\$0
Central	Moreno Valley	Cactus	I-215	Heacock		1.81	\$2,022,000	\$0
Central	Moreno Valley	Cactus	I-215	interchange		0.00	\$37,060,000	\$37,060,000
Central	Moreno Valley	Day	Ironwood	SR-60		0.28	\$0	\$0
Central	Moreno Valley	Day	SR-60	interchange		0.00	\$17,897,000	\$17,897,000
Central	Moreno Valley	Day	SR-60	Eucalyptus		0.77	\$0	\$0
Central	Moreno Valley	Eucalyptus	I-215	Towngate		1.00	\$4,050,000	\$4,050,000
Central	Moreno Valley	Eucalyptus	Towngate	Frederick		0.67	\$0	\$0
Central	Moreno Valley	Eucalyptus	Frederick	Heacock		1.01	\$0	\$0
Central	Moreno Valley	Eucalyptus	Heacock	Kilching		1.01	\$0	\$0
Central	Moreno Valley	Eucalyptus	Kilching	Moreno Beach		2.42	\$339,000	\$0
Central	Moreno Valley	Eucalyptus	Moreno Beach	Theodore		2.28	\$16,882,000	\$16,882,000
Central	Moreno Valley	Frederick	SR-60	Alessandro		1.55	\$0	\$0
Central	Moreno Valley	Heacock	Cactus	San Michele		2.79	\$4,482,000	\$4,482,000
Central	Moreno Valley	Heacock	Reche Vista	Cactus		4.73	\$0	\$0
Central	Moreno Valley	Heacock	San Michele	Harley Knox		0.74	\$1,958,000	\$1,532,000
Central	Moreno Valley	Ironwood	SR-60	Day		1.33	\$2,695,000	\$2,695,000
Central	Moreno Valley	Ironwood	Day	Heacock		2.01	\$0	\$0
Central	Moreno Valley	Lasselle	Alessandro	John F Kennedy		1.00	\$0	\$0
Central	Moreno Valley	Lasselle	John F Kennedy	Oleander		3.14	\$0	\$0
Central	Moreno Valley	Moreno Beach	Reche Canyon	SR-60		1.37	\$9,548,000	\$9,548,000
Central	Moreno Valley	Moreno Beach	SR-60 overcrossing	bridge		0.00	\$2,306,000	\$2,306,000
Central	Moreno Valley	Nason	SR-60	Alessandro		1.51	\$0	\$0
Central	Moreno Valley	Pigeon Pass	Ironwood	SR-60		0.43	\$0	\$0
Central	Moreno Valley	Pigeon Pass/CETAP Corridor	Cantairini	Ironwood		3.23	\$0	\$0
Central	Moreno Valley	Reche Canyon	Moreno Valley City Limit	Locust		0.35	\$0	\$0
Central	Moreno Valley	Redlands	Locust	Alessandro		2.68	\$18,721,000	\$18,013,000
Central	Moreno Valley	Redlands	SR-60	interchange		0.00	\$37,060,000	\$37,060,000
Central	Moreno Valley	Theodore	SR-60	Eucalyptus		0.26	\$1,817,000	\$1,817,000
Central	Moreno Valley	Theodore	SR-60	interchange		0.00	\$37,060,000	\$19,096,000
Central	Perris	Evans	Oleander	Ramona		0.99	\$0	\$0
Central	Perris	Evans	Ramona	Morgan		0.59	\$1,562,000	\$1,562,000
Central	Perris	Evans	Morgan	Rider		0.49	\$0	\$0
Central	Perris	Evans	Rider	Placentia		0.58	\$0	\$0
Central	Perris	Evans	Placentia	Nuevo		1.50	\$1,347,000	\$1,347,000
Central	Perris	Evans	Nuevo	I-215		1.99	\$10,521,000	\$10,521,000
Central	Perris	Evans	San Jacinto River	bridge		0.00	\$7,378,000	\$7,378,000
Central	Perris	Goetz	Lesser	Ethanac		1.04	\$2,745,000	\$1,238,000
Central	Perris	Harley Knox	I-215	Indian		1.53	\$0	\$0
Central	Perris	Harley Knox	I-215	interchange		0.00	\$17,897,000	\$7,110,000
Central	Perris	Harley Knox	Indian	Perris		0.50	\$0	\$0
Central	Perris	Harley Knox	Perris	Redlands		0.50	\$0	\$0
Central	Perris	Nuevo	I-215	Murrieta		1.36	\$9,480,000	\$9,480,000
Central	Perris	Nuevo	I-215	interchange		0.00	\$17,897,000	\$17,897,000
Central	Perris	Nuevo	Murrieta	Dunlap		1.00	\$2,035,000	\$2,035,000
Central	Perris	Nuevo	Perris Valley Storm Channel	bridge		0.00	\$2,767,000	\$2,767,000
Central	Perris	SR-74 (Matthews)	I-215	Ethanac		1.25	\$0	\$0
Central	Perris	SR-74 (Matthews)	I-215	interchange		0.00	\$17,897,000	\$8,815,000
Central	Unincorporated	Briggs	SR-74 (Pinacate)	Simpson		2.50	\$6,596,000	\$6,596,000
Central	Unincorporated	Briggs	Simpson	Newport		1.53	\$0	\$0
Central	Unincorporated	Briggs	Salt Creek	Bridge		0.00	\$0	\$0
Central	Unincorporated	Center (Main)	I-215	MI Vemon		1.50	\$0	\$0
Central	Unincorporated	Center (Main)	I-215	interchange		0.00	\$17,897,000	\$17,897,000
Central	Unincorporated	Center (Main)	BNSF	railroad crossing		0.00	\$7,927,000	\$7,927,000
Central	Unincorporated	Ellis	Post	SR-74		2.65	\$6,989,000	\$6,989,000
Central	Unincorporated	Mount Vemon/CETAP Corridor	Center	Pigeon Pass		0.61	\$2,252,000	\$2,252,000
Central	Unincorporated	Nuevo	Dunlap	Menifee		2.00	\$5,273,000	\$5,273,000
Central	Unincorporated	Nuevo	San Jacinto River	bridge		0.00	\$3,688,000	\$3,688,000
Central	Unincorporated	Pigeon Pass/CETAP Corridor	Cantairini	Mount Vemon		3.38	\$25,146,000	\$25,146,000
Central	Unincorporated	Post	Santa Rosa Mine	Ellis		0.44	\$0	\$0
Central	Unincorporated	Reche Canyon	Reche Vista	Moreno Valley City Limit		3.20	\$0	\$0
Central	Unincorporated	Redlands	San Timoteo Canyon	Locust		2.60	\$0	\$0

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

Table 4.4 - TUMF Network Cost Estimates (continued)

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

Attachment: Ordinance No. 925 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE)

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA	PLAN	DISTRICT	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Riverside	14th	Market	Market	Marlin Luther King	0.89	\$0	\$0
Northwest	Riverside	1st	Market	Market	Main	0.08	\$0	\$0
Northwest	Riverside	3rd	SR-91	SR-91	I-215	1.34	\$0	\$0
Northwest	Riverside	3rd	BNSF	railroad crossing		0.00	\$36,980,000	\$36,980,000
Northwest	Riverside	Adams	Arlington	SR-91	SR-91	1.56	\$0	\$0
Northwest	Riverside	Adams	SR-91	SR-91	Lincoln	0.54	\$0	\$0
Northwest	Riverside	Adams	SR-91	interchange		0.00	\$17,897,000	\$17,897,000
Northwest	Riverside	Buena Vista	Santa Ana River	Redwood		0.30	\$0	\$0
Northwest	Riverside	Canyon Crest	Marlin Luther King	Central		0.95	\$0	\$0
Northwest	Riverside	Canyon Crest	Central	Country Club		0.59	\$0	\$0
Northwest	Riverside	Canyon Crest	Country Club	Via Vista		0.94	\$2,990,000	\$1,855,000
Northwest	Riverside	Canyon Crest	Via Vista	Alessandro		0.68	\$0	\$0
Northwest	Riverside	Central	Chicago	I-215/SR-60		2.15	\$0	\$0
Northwest	Riverside	Central	SR-91	Magnolia		0.76	\$0	\$0
Northwest	Riverside	Central	Alessandro	SR-91		2.05	\$0	\$0
Northwest	Riverside	Central	Van Buren	Magnolia		3.53	\$0	\$0
Northwest	Riverside	Chicago	Alessandro	Spruce		3.42	\$0	\$0
Northwest	Riverside	Chicago	Spruce	Columbia		0.75	\$0	\$0
Northwest	Riverside	Columbia	Main	Iowa		1.09	\$0	\$0
Northwest	Riverside	Columbia	I-215	interchange		0.00	\$17,897,000	\$17,897,000
Northwest	Riverside	Iowa	Center	3rd		2.25	\$13,815,000	\$13,815,000
Northwest	Riverside	Iowa	3rd	University		0.51	\$0	\$0
Northwest	Riverside	Iowa	University	Marlin Luther King		0.51	\$3,530,000	\$3,265,000
Northwest	Riverside	JFK	Trautwein	Wood		0.48	\$0	\$0
Northwest	Riverside	La Sierra	Arlington	SR-91		3.56	\$0	\$0
Northwest	Riverside	La Sierra	SR-91	Indiana		0.19	\$0	\$0
Northwest	Riverside	La Sierra	Indiana	Victoria		0.78	\$0	\$0
Northwest	Riverside	Lemon (NB One way)	Mission Inn	University		0.08	\$0	\$0
Northwest	Riverside	Lincoln	Van Buren	Jefferson		2.00	\$0	\$0
Northwest	Riverside	Lincoln	Jefferson	Washington		1.00	\$4,331,000	\$4,331,000
Northwest	Riverside	Lincoln	Washington	Victoria		1.43	\$8,193,000	\$8,193,000
Northwest	Riverside	Madison	SR-91	Victoria		0.86	\$0	\$0
Northwest	Riverside	Madison	BNSF	railroad crossing		0.00	\$15,851,000	\$15,851,000
Northwest	Riverside	Magnolia	BNSF Railroad	Tyler		2.70	\$0	\$0
Northwest	Riverside	Magnolia	BNSF	railroad crossing		0.00	\$15,851,000	\$15,851,000
Northwest	Riverside	Magnolia	Tyler	Harrison		0.65	\$0	\$0
Northwest	Riverside	Magnolia	Harrison	14th		5.98	\$0	\$0
Northwest	Riverside	Main	1st	San Bernardino County		2.19	\$0	\$0
Northwest	Riverside	Market	14th	Santa Ana River		2.03	\$0	\$0
Northwest	Riverside	Marlin Luther King	Marlin Luther King	I-215/SR-60		2.11	\$6,340,000	\$6,340,000
Northwest	Riverside	Mission Inn	Redwood	Lemon		0.79	\$0	\$0
Northwest	Riverside	Redwood (SB One way)	Mission Inn	University		0.08	\$0	\$0
Northwest	Riverside	Trautwein	Alessandro	Van Buren		2.19	\$0	\$0
Northwest	Riverside	Tyler	SR-91	Magnolia		0.43	\$0	\$0
Northwest	Riverside	Tyler	SR-91	interchange		0.00	\$37,060,000	\$3,089,000
Northwest	Riverside	Tyler	Magnolia	Hole		0.27	\$0	\$0
Northwest	Riverside	Tyler	Hole	Wells		1.06	\$0	\$0
Northwest	Riverside	Tyler	Wells	Arlington		1.35	\$9,443,000	\$9,443,000
Northwest	Riverside	University	Redwood	SR-91		0.86	\$0	\$0
Northwest	Riverside	University	SR-91	I-215/SR-60		2.01	\$0	\$0
Northwest	Riverside	Victoria	Lincoln	Arlington		0.16	\$0	\$0
Northwest	Riverside	Victoria	Madison	Washington		0.52	\$0	\$0
Northwest	Riverside	Washington	Victoria	Hermosa		2.05	\$14,352,000	\$14,352,000
Northwest	Riverside	Wood	JFK	Van Buren		0.70	\$923,000	\$923,000
Northwest	Riverside	Wood	Van Buren	Bergamont		0.11	\$0	\$0
Northwest	Riverside	Wood	Bergamont	Krameria		0.39	\$0	\$0
Northwest	Unincorporated	Cantu-Galleano Ranch	Hamner	Wineville		0.94	\$0	\$0
Northwest	Unincorporated	Dos Lagos (Weirick)	Temescal Canyon	I-15		0.21	\$0	\$0
Northwest	Unincorporated	El Cerrito	I-15	Ontario		0.56	\$0	\$0
Northwest	Unincorporated	El Sobranite	Mockingbird Canyon	Cajalco		1.05	\$3,337,000	\$3,226,000
Northwest	Unincorporated	Harley John	Washington	Scottsdale		0.12	\$0	\$0
Northwest	Unincorporated	Harley John	Scottsdale	Cajalco		1.19	\$3,134,000	\$3,134,000
Northwest	Unincorporated	La Sierra	Victoria	El Sobranite		2.22	\$0	\$0
Northwest	Unincorporated	La Sierra	El Sobranite	Cajalco		2.36	\$0	\$0
Northwest	Unincorporated	Mockingbird Canyon	Van Buren	El Sobranite		3.29	\$10,454,000	\$9,003,000
Northwest	Unincorporated	Temescal Canyon	Ontario	Tuscany		0.65	\$1,644,000	\$740,000
Northwest	Unincorporated	Temescal Canyon	Tuscany	Dos Lagos		0.91	\$0	\$0
Northwest	Unincorporated	Temescal Canyon	Dos Lagos	Leroy		1.10	\$3,507,000	\$3,507,000
Northwest	Unincorporated	Temescal Canyon	Leroy	Dawson Canyon		1.89	\$5,994,000	\$5,994,000
Northwest	Unincorporated	Temescal Canyon	Dawson Canyon	I-15		0.28	\$0	\$0
Northwest	Unincorporated	Temescal Canyon	I-15	interchange		0.00	\$17,897,000	\$17,897,000
Northwest	Unincorporated	Temescal Canyon	I-15	Park Canyon		3.41	\$12,661,000	\$12,661,000
Northwest	Unincorporated	Temescal Canyon	Park Canyon	Indian Truck Trail		2.55	\$8,094,000	\$8,094,000
Northwest	Unincorporated	Washington	Hermosa	Harley John		3.96	\$7,840,000	\$7,840,000
Northwest	Unincorporated	Wood	Krameria	Cajalco		2.99	\$7,880,000	\$7,880,000

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Table 4.4 - TUMF Network Cost Estimates (continued)

AREA	PLAN	DISTRICT	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Pass	Banning	8th	Wilson	I-10		0.54	\$0	\$0
Pass	Banning	Highland Springs	Wilson (8th)	Sun Lakes		0.76	\$2,661,000	\$2,661,000
Pass	Banning	Highland Springs	I-10	interchange		0.00	\$17,897,000	\$17,897,000
Pass	Banning	Highland Springs	Oak Valley (14th)	Wilson (8th)		0.73	\$5,128,000	\$5,128,000
Pass	Banning	Highland Springs	Cherry Valley	Oak Valley (14th)		1.53	\$0	\$0
Pass	Banning	I-10 Bypass South	I-10	Morongo Trail (Apache Trail)		3.29	\$22,952,000	\$22,952,000
Pass	Banning	I-10 Bypass South	I-10	interchange		0.00	\$17,897,000	\$17,897,000
Pass	Banning	I-10 Bypass South	San Gorgonio	bridge		0.00	\$2,767,000	\$2,767,000
Pass	Banning	I-10 Bypass South	UP	railroad crossing		0.00	\$18,490,000	\$18,490,000
Pass	Banning	Lincoln	Sunset	SR-243		2.01	\$0	\$0
Pass	Banning	Ramsey	I-10	8th		1.70	\$0	\$0
Pass	Banning	Ramsey	8th	Highland Springs		3.55	\$0	\$0
Pass	Banning	SR-243	I-10	Wesley		0.62	\$0	\$0
Pass	Banning	Sun Lakes	Highland Home	Sunset		1.00	\$13,971,000	\$13,971,000
Pass	Banning	Sun Lakes	Smith Creek	bridge		0.00	\$3,688,000	\$3,688,000
Pass	Banning	Sun Lakes	Highland Springs	Highland Home		1.33	\$0	\$0
Pass	Banning	Sunset	Ramsey	Lincoln		0.28	\$0	\$0
Pass	Banning	Sunset	I-10	interchange		0.00	\$17,897,000	\$17,897,000
Pass	Banning	Wilson	Highland Home	8th		2.51	\$0	\$0
Pass	Banning	Wilson	Highland Springs	Highland Home		1.01	\$0	\$0
Pass	Beaumont	1st	Viele	Pennsylvania		1.28	\$0	\$0
Pass	Beaumont	1st	Pennsylvania	Highland Springs		1.10	\$0	\$0
Pass	Beaumont	6th	I-10	Highland Springs		2.24	\$0	\$0
Pass	Beaumont	Desert Lawn	Champions	Oak Valley (STC)		0.99	\$912,000	\$912,000
Pass	Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania		1.13	\$0	\$0
Pass	Beaumont	Oak Valley (14th)	Pennsylvania	Oak View		1.40	\$0	\$0
Pass	Beaumont	Oak Valley (14th)	Oak View	I-10		0.65	\$2,270,000	\$2,270,000
Pass	Beaumont	Oak Valley (14th)	I-10	interchange		0.00	\$37,060,000	\$11,660,000
Pass	Beaumont	Oak Valley (STC)	Beaumont City Limits	Cherry Valley (J St / Central Over		3.46	\$0	\$0
Pass	Beaumont	Oak Valley (STC)	Cherry Valley (J St / Central	I-10		1.67	\$0	\$0
Pass	Beaumont	Pennsylvania	6th	1st		0.53	\$3,018,000	\$3,018,000
Pass	Beaumont	Pennsylvania	I-10	interchange		0.00	\$8,949,000	\$0
Pass	Calimesa	Bryant	County Line	Avenue L		0.38	\$0	\$0
Pass	Calimesa	Calimesa	County Line	I-10		0.80	\$0	\$0
Pass	Calimesa	Calimesa	I-10	interchange		0.00	\$37,060,000	\$37,060,000
Pass	Calimesa	Tukwet Canyon	Roberts	Palmer		0.50	\$0	\$0
Pass	Calimesa	County Line	Roberts	Bryant		1.86	\$6,497,000	\$6,497,000
Pass	Calimesa	County Line	I-10	interchange		0.00	\$17,897,000	\$17,897,000
Pass	Calimesa	Desert Lawn	Palmer	Champions		1.42	\$0	\$0
Pass	Calimesa	Singleton	Avenue L	Condit		1.86	\$11,834,000	\$11,834,000
Pass	Calimesa	Singleton	Condit	Roberts		0.85	\$0	\$0
Pass	Calimesa	Singleton	I-10	interchange		0.00	\$37,060,000	\$37,060,000
Pass	Unincorporated	Cherry Valley	Noble	Desert Lawn		3.40	\$0	\$0
Pass	Unincorporated	Cherry Valley	I-10	interchange		0.00	\$37,060,000	\$36,617,000
Pass	Unincorporated	Cherry Valley	San Timoteo Wash	bridge		0.00	\$0	\$0
Pass	Unincorporated	Live Oak Canyon	Oak Valley (STC)	San Bernardino County		2.81	\$0	\$0
Pass	Unincorporated	Oak Valley (STC)	San Bernardino County	Beaumont City Limits		5.65	\$0	\$0
Pass	Unincorporated	Oak Valley (STC)	UP	railroad crossing		0.00	\$18,490,000	\$18,490,000
Pass	Unincorporated	Cherry Valley	Bellflower	Noble		1.47	\$7,757,000	\$7,757,000
Pass	Unincorporated	Cherry Valley	Highland Springs	Bellflower		0.44	\$0	\$0
San Jacinto	Hemel	Sanderson	Acacia	Menlo		0.98	\$0	\$0
San Jacinto	Hemel	Sanderson	Domenigoni	Stetson		1.08	\$0	\$0
San Jacinto	Hemel	Sanderson	RR Crossing	Acacia		0.42	\$0	\$0
San Jacinto	Hemel	Sanderson	Stetson	RR Crossing		0.58	\$0	\$0
San Jacinto	Hemel	Sanderson	Menlo	Esplanade		1.00	\$0	\$0
San Jacinto	Hemel	SR-74 (Florida)	Warren	Cawston		1.02	\$0	\$0
San Jacinto	Hemel	SR-74 (Florida)	Columbia	Ramona		2.58	\$0	\$0
San Jacinto	Hemel	SR-74/SR-79 (Florida)	Cawston	Columbia		4.03	\$0	\$0
San Jacinto	Hemel	State	Domenigoni	Chambers		1.31	\$0	\$0
San Jacinto	Hemel	State	Chambers	Stetson		0.51	\$0	\$0
San Jacinto	Hemel	State	Florida	Esplanade		1.74	\$0	\$0
San Jacinto	Hemel	State	Stetson	Florida		1.25	\$9,377,000	\$9,377,000
San Jacinto	Hemel	Stetson	Stetson	State		2.52	\$0	\$0
San Jacinto	Hemel	Stetson	Warren	Cawston		1.00	\$2,635,000	\$2,635,000
San Jacinto	Hemel	Warren	Esplanade	Domenigoni		4.99	\$13,163,000	\$13,163,000
San Jacinto	Hemel	Warren	Salt Creek	bridge		0.00	\$2,767,000	\$2,490,000
San Jacinto	San Jacinto	Esplanade	Ramona	Mountain		0.20	\$2,794,000	\$2,794,000
San Jacinto	San Jacinto	Esplanade	Mounlain	State		2.55	\$0	\$0
San Jacinto	San Jacinto	Esplanade	State	Warren		3.53	\$9,320,000	\$9,320,000
San Jacinto	San Jacinto	Sanderson	Ramona	Esplanade		3.55	\$0	\$0
San Jacinto	San Jacinto	SR-79 (North Ramona)	State	San Jacinto		1.02	\$0	\$0
San Jacinto	San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th		0.25	\$1,722,000	\$1,722,000
San Jacinto	San Jacinto	SR-79 (San Jacinto)	7th	SR-74		2.25	\$0	\$0
San Jacinto	San Jacinto	State	Ramona	Esplanade		1.99	\$0	\$0
San Jacinto	San Jacinto	State	Gilman Springs	Quandt Ranch		0.76	\$2,007,000	\$1,138,000
San Jacinto	San Jacinto	State	San Jacinto River	bridge		0.00	\$4,611,000	\$3,162,000
San Jacinto	San Jacinto	State	Quandt Ranch	Ramona		0.70	\$0	\$0
San Jacinto	San Jacinto	Warren	Ramona	Esplanade		3.47	\$9,156,000	\$9,156,000
San Jacinto	Unincorporated	Gilman Springs	Sanderson	State		2.54	\$6,714,000	\$3,462,000
San Jacinto	Unincorporated	Gilman Springs	Massacre Canyon Wash	bridge		0.00	\$923,000	\$570,000
San Jacinto	Unincorporated	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni		3.23	\$0	\$0

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Table 4.4 - TUMF Network Cost Estimates (continued)

AREA	PLAN	DISTRICT	STREETNAME	SEGMENTFROM	SEGMENTTO	MILES	TOTAL COST	MAXIMUM TUMF SHARE
Southwest	Lake Elsinore		Corydon	Mission	Grand	1.53	\$2,019,000	\$2,019,000
Southwest	Lake Elsinore		Diamond	Mission	I-15	0.24	\$0	\$0
Southwest	Lake Elsinore		Franklin (Integral to Railroad	I-15	interchange	0.00	\$37,060,000	\$14,629,000
Southwest	Lake Elsinore		Grand	Lincoln	Toft	1.29	\$0	\$0
Southwest	Lake Elsinore		Grand	Toft	SR-74 (Riverside)	0.86	\$1,357,000	\$1,357,000
Southwest	Lake Elsinore		Lake	I-15	Lincoln	3.10	\$14,794,000	\$13,592,000
Southwest	Lake Elsinore		Lake	I-15	interchange	0.00	\$17,897,000	\$7,291,000
Southwest	Lake Elsinore		Lake	Temescal Wash	bridge	0.00	\$1,973,000	\$822,000
Southwest	Lake Elsinore		Mission	Railroad Canyon	Bundy Canyon	2.39	\$0	\$0
Southwest	Lake Elsinore		Nichols	I-15	Lake	1.80	\$3,324,000	\$3,324,000
Southwest	Lake Elsinore		Nichols	I-15	interchange	0.00	\$37,060,000	\$37,060,000
Southwest	Lake Elsinore		SR-74 (Collier/Riverside)	I-15	Lakeshore	2.10	\$29,357,000	\$28,315,000
Southwest	Lake Elsinore		SR-74 (Grand)	Riverside	SR-74 (Ortega)	0.64	\$8,892,000	\$7,495,000
Southwest	Lake Elsinore		SR-74 (Riverside)	Lakeshore	Grand	1.74	\$21,830,000	\$21,830,000
Southwest	Lake Elsinore		Temescal Canyon	I-15	Lake	1.21	\$3,846,000	\$3,846,000
Southwest	Lake Elsinore		Temescal Canyon	Temescal Wash	bridge	0.00	\$2,270,000	\$2,270,000
Southwest	Murietta		California Oaks	Jefferson	I-15	0.32	\$555,000	\$555,000
Southwest	Murietta		California Oaks	I-15	Jackson	0.50	\$0	\$0
Southwest	Murietta		California Oaks	Jackson	Clinton Keith	1.76	\$0	\$0
Southwest	Murietta		Jackson	Whitewood	Ynez	0.53	\$0	\$0
Southwest	Murietta		Jefferson	Palomar	Nutmeg	1.02	\$2,691,000	\$2,691,000
Southwest	Murietta		Jefferson	Nutmeg	Murietta Hot Springs	2.37	\$21,520,000	\$21,520,000
Southwest	Murietta		Jefferson	Murietta Hot Springs	Chery	2.26	\$0	\$0
Southwest	Murietta		Keller	I-215	Whitewood	0.75	\$1,571,000	\$1,571,000
Southwest	Murietta		Keller	I-215	interchange	0.00	\$17,897,000	\$17,897,000
Southwest	Murietta		Los Alamos	Jefferson	I-215	1.77	\$0	\$0
Southwest	Murietta		Murietta Hot Springs	Jefferson	I-215	1.11	\$0	\$0
Southwest	Murietta		Murietta Hot Springs	I-215	Margarita	1.48	\$0	\$0
Southwest	Murietta		Murietta Hot Springs	Margarita	SR-79 (Winchester)	1.01	\$2,660,000	\$2,660,000
Southwest	Murietta		Nutmeg	Jefferson	Clinton Keith	1.97	\$0	\$0
Southwest	Murietta		Whitewood	Clinton Keith	Los Alamos	2.01	\$0	\$0
Southwest	Murietta		Whitewood	Los Alamos	Murietta Hot Springs	1.93	\$0	\$0
Southwest	Murietta		Whitewood	Murietta Hot Springs	Murietta	0.80	\$8,066,000	\$8,066,000
Southwest	Murietta		Ynez	Jackson	SR-79 (Winchester)	1.22	\$0	\$0
Southwest	Temecula		Jefferson	Chery	Rancho California	2.29	\$0	\$0
Southwest	Temecula		Margarita	Murietta Hot Springs	SR-79 (Temecula Pkwy)	7.38	\$0	\$0
Southwest	Temecula		Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)	1.45	\$0	\$0
Southwest	Temecula		Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	1.32	\$0	\$0
Southwest	Temecula		Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	1.44	\$0	\$0
Southwest	Temecula		Rancho California	Jefferson	Margarita	1.89	\$6,824,000	\$6,824,000
Southwest	Temecula		Rancho California	I-15	interchange	0.00	\$17,897,000	\$12,009,000
Southwest	Temecula		Rancho California	Margarita	Butterfield Stage	1.96	\$0	\$0
Southwest	Temecula		Rancho California	Butterfield Stage	Glen Oaks	4.26	\$32,064,000	\$32,064,000
Southwest	Temecula		SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	0.64	\$1,692,000	\$1,576,000
Southwest	Temecula		SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	3.08	\$0	\$0
Southwest	Unincorporated		Briggs	Scott	SR-79 (Winchester)	3.39	\$8,950,000	\$8,950,000
Southwest	Unincorporated		Butterfield Stage	Murietta Hot Springs	Calle Chapos	0.82	\$0	\$0
Southwest	Unincorporated		Butterfield Stage	Calle Chapos	La Serena	0.70	\$0	\$0
Southwest	Unincorporated		Butterfield Stage	La Serena	Rancho California	0.90	\$2,860,000	2,860,000
Southwest	Unincorporated		Butterfield Stage	Rancho California	Pauba	0.85	\$0	\$0
Southwest	Unincorporated		Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	1.69	\$269,000	\$269,000
Southwest	Unincorporated		Butterfield Stage	SR-79 (Winchester)	Auld	2.28	\$7,245,000	\$7,245,000
Southwest	Unincorporated		Butterfield Stage	Auld	Murietta Hot Springs	2.23	\$14,172,000	\$14,172,000
Southwest	Unincorporated		Butterfield Stage	Tucalota Creek	bridge	0.00	\$3,688,000	\$3,688,000
Southwest	Unincorporated		Horsechief Canyon	Temescal Canyon	I-15	0.17	\$0	\$0
Southwest	Unincorporated		Indian Truck Trail	Temescal Canyon	I-15	0.18	\$0	\$0
Southwest	Unincorporated		Murietta Hot Springs	SR-79 (Winchester)	Pouray	1.75	\$0	\$0
Southwest	Unincorporated		Pala	Pechanga	San Diego County	1.38	\$0	\$0
Southwest	Unincorporated		Temescal Canyon	Horsechief Canyon Wash	bridge	0.00	\$2,214,000	\$2,214,000
Southwest	Unincorporated		Temescal Canyon	Indian Truck Trail	I-15	2.57	\$8,166,000	\$8,166,000
Southwest	Unincorporated		Temescal Canyon	Indian Wash	bridge	0.00	\$941,000	\$941,000
Southwest	Wildomar		Baxter	I-15	Palomar	0.37	\$974,000	\$921,000
Southwest	Wildomar		Baxter	I-15	interchange	0.00	\$17,897,000	\$7,159,000
Southwest	Wildomar		Bundy Canyon	Mission	I-15	0.94	\$6,537,000	\$6,537,000
Southwest	Wildomar		Central	Baxter	Palomar	0.74	\$5,143,000	\$5,143,000
Southwest	Wildomar		Central	Grand	Palomar	0.51	\$3,570,000	\$3,570,000
Southwest	Wildomar		Grand	Ortega	Corydon	4.96	\$34,648,000	\$25,011,000
Southwest	Wildomar		Grand	Corydon	Central	2.02	\$0	\$0
Southwest	Wildomar		Mission	Bundy Canyon	Palomar	0.84	\$0	\$0
Southwest	Wildomar		Palomar	Clinton Keith	Jefferson	0.74	\$1,941,000	\$1,691,000
Southwest	Wildomar		Palomar	Mission	Clinton Keith	2.79	\$7,358,000	\$7,358,000
<b>Subtotal</b>						<b>473.09</b>	<b>\$1,803,495,000</b>	<b>\$1,484,916,000</b>
<b>Totals</b>	<b>Network</b>					<b>728.37</b>	<b>\$ 3,446,020,000</b>	<b>\$ 2,712,871,000</b>
	<b>Transit</b>						<b>\$ 153,120,000</b>	<b>\$ 92,639,000</b>
	<b>Administration</b>						<b>\$ 112,220,400</b>	<b>\$ 112,220,400</b>
	<b>MSHCP</b>						<b>\$ 45,401,000</b>	<b>\$ 43,308,000</b>
	<b>Total</b>						<b>\$ 3,756,761,400</b>	<b>\$ 2,961,038,400</b>

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**Table 4.5 – TUMF Transit Cost Estimates**

AREA PLAN DIST	LEAD AGENCY	PROJECT NAME	LOCATION	UNITS (number/length in miles)	UNIT COST	TOTAL	MAXIMUM TUMF SHARE
Northwest	RTA	Riverside Mobility Hub at Vine Street	Riverside	1	\$6,000,000	\$6,000,000	\$3,630,000
Central	RTA	Moreno Valley Mobility Hub	Moreno Valley	1	\$9,000,000	\$9,000,000	\$5,445,000
Northwest	RTA	Jurupa Valley Mobility Hub	Jurupa Valley	1	\$9,000,000	\$9,000,000	\$5,445,000
Pass	RTA	Banning Mobility Hub	Banning	1	\$9,000,000	\$9,000,000	\$5,445,000
Southwest	RTA	Lake Elsinore/Canyon Lake Mobility Hb	Lake Elsinore	1	\$9,000,000	\$9,000,000	\$5,445,000
Southwest	RTA	Temecula/Murrieta Mobility Hub	Temecula	1	\$9,000,000	\$9,000,000	\$5,445,000
San Jacinto	RTA	Hemet Mobility Hub	Hemet	1	\$9,000,000	\$9,000,000	\$5,445,000
San Jacinto	RTA	San Jacinto Mobility Hub	San Jacinto	1	\$9,000,000	\$9,000,000	\$5,445,000
San Jacinto	RTA	Mt. San Jacinto College Mobility Hub	San Jacinto	1	\$1,000,000	\$1,000,000	\$605,000
Regional	RTA	Regional Operations and Maintenance Facility	Riverside	1	\$50,000,000	\$50,000,000	\$30,251,000
Regional	RTA	Annual Transit Enhancements Program	Various locations region wid	290	\$40,000	\$11,600,000	\$7,018,000
Central	RTA	Central Corridor RapidLink Implementation	UCR, Riverside to Perris	42	\$60,000	\$2,520,000	\$1,525,000
Regional	RTA	Vehicle Fleet Medium Buses	Various locations region wid	7	\$155,000	\$1,085,000	\$656,000
Regional	RTA	Vehicle Fleet Large Buses	Various locations region wid	29	\$585,000	\$16,965,000	\$10,264,000
Regional	RTA	Comprehensive Operational Analysis Study	Various locations region wid	1	\$950,000	\$950,000	\$575,000
<b>Total</b>						<b>\$153,120,000</b>	<b>\$92,639,000</b>

**4.8 TUMF Network Evaluation**

To assess the effectiveness of the proposed TUMF Network improvements to mitigate the cumulative regional impact of new development in Western Riverside County, the proposed network improvements were added to the 2015 existing network in RivTAM and the model was run with 2040 socioeconomic data to determine the relative impacts on horizon year traffic conditions. To quantify the impacts of the TUMF Network improvements, the various traffic measures of effectiveness described in **Section 3.1** for the 2012 Baseline and 2040 No-Build scenarios were again calculated for the 2040 TUMF Build scenario. The results for VMT, VHT, VHD, and total VMT experiencing unacceptable level of service (LOS E) were then compared to the results presented in **Table 3.1** for the no-build conditions. The 2040 TUMF Build comparison results are provided in **Table 4.6**. Plots of the Network Extents are attached in **Appendix H**.

As shown in **Table 4.6**, the 2040 VMT on arterial facilities experiencing LOS of E or worse will decrease with the addition of the TUMF Network improvements while the share of VMT on the regional arterial highway system experiencing daily LOS E or worse will be reduced to 38% (which is still above the level experienced in 2012). It should be noted that the total VMT on the arterial system **increases** as a result of freeway trips being diverted to the arterial system to benefit from the proposed TUMF improvements.

Despite a greater share of the total VMT in 2040, the arterial system is able to more efficiently accommodate the increased demand with the proposed TUMF improvements. Although VMT on the TUMF improved arterial system increases by approximately 9% in 2040 compared to the No Build condition, VHT on the arterial system decreases by approximately 11% indicating traffic is able to move more efficiently. Additionally, a notable benefit is observed on the freeway system with VMT and VHT being substantially reduced following TUMF Network improvements. By completing TUMF improvements, the total VHD experienced by all area motorists would be reduced by over one third from the levels that would be experienced under the 2040 No-Build scenario. These results highlight the overall effectiveness of the TUMF Program to mitigate the cumulative regional transportation impacts of new development commensurate with the level of impact being created.

**Table 4.6 – Regional Highway System Measures of Performance  
(2012 Baseline and 2040 No-Build Scenarios to 2040 TUMF Build Scenario)**

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

\* Based on RivTAM 2012 network provided by Riverside County Transportation Department and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016.

NOTES:

Volume is adjusted by PCE factor

VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)

VHT = vehicle hours of travel (the total combined time that all vehicles are traveling on the system)

VHD = vehicle hours of delay (the total combined time that all vehicles have been delayed on the system based on the difference between forecast travel time and free-flow (ideal) travel time)

LOS = level of service (based on forecast volume to capacity ratios).

LOS E or Worse was determined by V/C ratio that exceeds 0.9 thresholds as indicated in the Riverside County General Plan.

## 5.0 TUMF NEXUS ANALYSIS

The objective of this section is to evaluate and document the rational nexus (or reasonable relationship) between the proposed fee and the transportation system improvements it will be used to help fund. The analysis starts by documenting the correlation between future development and the need for transportation system improvements on the TUMF network to mitigate the cumulative regional impacts of this new development, followed by analysis of the nexus evaluation of the key components of the TUMF concept.

### 5.1 Future Development and the Need for Improvements

Previous sections of this report documented the projected residential and employment growth in Western Riverside County, the expected increases in traffic congestion and travel delay, and the identification of the transportation system improvements that will serve these future inter-community travel demands. The following points coalesce this information in a synopsis of how the future growth relates to the need for improvements to the TUMF system.

- Western Riverside County is expected to continue growing.  
Development in Western Riverside County is expected to continue at a robust rate of growth into the foreseeable future. Current projections estimate the population is projected to grow from a level of approximately 1.77 million in 2012 to a future level of about 2.43 million in 2040, while employment is projected to grow from a level of about 461,000 in 2012 to approximately 861,000 in 2040 (as shown in **Table 2.3**).
- Continuing growth will result in increasing congestion on arterial roadways.  
Traffic congestion and delay on arterial roadways are projected to increase dramatically in the future (as shown in **Table 3.1**). Without improvements to the transportation system, congestion levels will grow rapidly and travelers will experience unacceptable travel conditions with slow travel speeds and lengthy delays.
- The future arterial roadway congestion is directly attributable to future development in Western Riverside County.  
Traffic using arterial roadways within Western Riverside County is virtually all generated within or attracted to Western Riverside County, since longer-distance trips passing through the region typically use the freeway system, not arterial roadways. Therefore, the future recurring congestion problems on these roadways will be attributable to new trips that originate in, terminate in, or travel within Western Riverside County.
- Capacity improvements to the transportation system will be needed to alleviate the future congestion caused by new development.  
To maintain transportation service at or near its current levels of efficiency, capacity enhancements will need to be made to the arterial roadway system. These enhancements could include new or realigned roads, additional lanes on existing

roads, new or expanded bridges, new or upgraded freeway interchanges, or grade separation of at-grade rail crossings. The completion of improvements to the arterial roadway system would enhance regional mobility, and reduce the total peak period vehicles hours of travel (VHT) by approximately 13%, reduce peak period vehicle hours of delay (VHD) by approximately 34%, and reduce the share of traffic experiencing congestion in the peak periods by 16% (as shown in **Table 4.6**). The specific needs and timing of implementation will depend on the location and rate of future development, so the specific improvements to be funded by the TUMF and their priority of implementation will be determined during future project programming activities as improvement needs unfold and as TUMF funds become available.

- Roads on the TUMF network are the facilities that merit improvement through this fee program.

The criteria used to identify roads for the TUMF network (future number of lanes, future traffic volume, future congestion level, and roadway function linking communities and activity centers and serving public transportation) were selected to ensure that these are the roadways that will serve inter-community travel and will require future improvement to alleviate congestion.

- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.

Since a portion of the population does not own an automobile and depends on public transportation for mobility, the public transportation infrastructure and service will need to be enhanced and expanded to ensure continued mobility for this segment of the population. In addition, improvements to the public transportation system will be required to ensure that transit service can function as a viable option for future new Western Riverside County residents and employees who choose to avoid congestion by using public transportation.

For the reasons cited above, it can be readily concluded that there is a rational nexus between the future need for transportation improvements on the TUMF system and the future development upon which the proposed TUMF would be levied. The following sections evaluate the rational nexus in relation to the system components and the types of uses upon which the fee is assessed.

## 5.2 Application of Fee to System Components

As noted in **Section 3.2**, the TUMF concept includes splitting the fee revenues between the backbone system of arterials, the secondary system of arterials, and the public transportation system. This section evaluates the travel demands to determine the rational nexus between the future travel demands and the use of the fee to fund improvements to the future system components.

The split of fee revenues between the backbone and secondary highway networks is related to the proportion of highway vehicle trips that are relatively local (between

adjacent communities) and longer distance (between more distant communities but still within Western Riverside County). To estimate a rational fee split between the respective networks, the future combined AM and PM peak period travel forecast estimates were aggregated to a matrix of trips between zones to show the percentage of trips that remain within each zone in relation to the volume that travels to the other zones. This analysis was completed using the Year 2040 No-Build scenario trip tables from RivTAM.

The first step in the analysis was to create a correspondence table between the TAZs in the model and the five WRCOG TUMF zones (i.e. Northwest, Southwest, Central, Hemet/San Jacinto and Pass). The TAZs were then compressed into six districts (the five WRCOG zones and one for the rest of the SCAG region).

**Table 5.1** shows the estimated peak period vehicle trips within and between each of the zones. **Table 5.2** shows the percentage of peak period vehicle trips within and between the respective zones. **Appendix I** includes the detailed RivTAM outputs used to develop the regional trip distribution profile shown in **Table 5.1** and **5.2**.

**Table 5.1 - 2040 Peak Period Vehicle Trips By WRCOG Zone**

From \ To	Central	Hemet/San Jacinto	Northwest	Pass	Southwest	Outside WRCOG	TOTAL
Central	285,556	15,102	60,146	6,274	34,821	41,799	443,699
Hemet/San Jacinto	14,876	190,792	7,396	5,256	17,138	13,851	249,310
Northwest	64,066	8,082	742,299	6,569	25,648	211,686	1,058,350
Pass	6,721	5,563	6,536	103,901	1,791	32,830	157,341
Southwest	34,785	17,514	24,135	1,785	452,345	28,424	558,988
Outside WRCOG	43,352	14,690	212,699	33,337	29,242		333,320
<b>TOTAL</b>	<b>449,357</b>	<b>251,743</b>	<b>1,053,210</b>	<b>157,123</b>	<b>560,984</b>	<b>328,590</b>	<b>2,801,008</b>

Based on RivTAM Year 2040 No-Build scenario

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

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

Based on RivTAM Year 2040 No-Build scenario

**Table 5.3** summarizes the calculation of the split between the backbone and secondary highway networks as derived from the peak period trip values provided in **Table 5.1**. Peak period vehicle trips to and from areas outside Western Riverside County were subtracted from the calculation, on the presumption that most of their inter-regional travel would occur on the freeway system. Peak period trips between zones (regional) were assigned to the backbone network, since these trips are primarily served by the arterial roadways that provide connections between the zones. Peak period trips within zones (local) were split between the backbone network and the secondary network in proportion to their lane-miles, since roadways on both networks serve intra-zonal trips. The backbone network includes approximately 40.5% of the lane-miles on the future TUMF system, and the secondary network includes approximately 59.5% of the lane-miles.

The backbone network is therefore assigned all of the inter-zonal peak period trips plus 40.5% of the intra-zonal peak period trips. The secondary network is assigned 59.5% of the intra-zonal peak period trips and none of the inter-zonal peak period trips. The overall result is that 50.7% of the regional travel is assigned to the backbone network and 49.3% is assigned to the secondary network.

**Table 5.3 - Backbone-Secondary Network Share Calculation**

Calculation Value Description	Input Values	Backbone Value	Backbone Share	Secondary Value	Secondary Share
Total Western Riverside County Peak Period Vehicle Trips	2,801,008				
Less Internal/External Peak Period Vehicle Trips	-661,910				
<b>Total Peak Period Vehicle Trips Internal to Western Riverside County</b>	<b>2,139,098</b>				
Peak Period Vehicle Trips Between TUMF Zones	364,205				
Peak Period Vehicle Trips Within TUMF Zones	1,774,893				
TUMF Future Network Lane-Miles	3,151.1	1,277.7	40.5%	1,873.4	59.5%
Peak Period Vehicle Trips Between TUMF Zones	364,205	364,205	100.0%	0	0.0%
Peak Period Vehicle Trips Within TUMF Zones (as share of intra-zonal trips)	1,774,893	719,679	40.5%	1,055,214	59.5%
<b>Total Peak Period Vehicle Trips Assigned</b>	<b>2,139,098</b>	<b>1,083,884</b>	<b>50.7%</b>	<b>1,055,214</b>	<b>49.3%</b>

Based on RivTAM Year 2040 No-Build scenario; TUMF Nexus Study Exhibit H-2



### 5.3 Application of Fee to Residential and Non-Residential Developments

In order to establish the approximate proportionality of the future traffic impacts associated with new residential development and new non-residential development, the growth in peak period VMT between the 2012 Baseline and 2040 No-Build Scenarios from RivTAM were aggregated by trip purpose. RivTAM produces person trips (irrespective of mode choice) on the basis of five trip purposes: home-based-work (HBW), home-based-other (HBO), home-based-school (HBSC), work-based-other (WBO), and other-based-other (OBO).

NCHRP Report #187 Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide (Transportation Research Board, 1978) details operational travel estimation techniques that are universally used for the travel demand modeling. Chapter 2 of this report, which details trip generation estimation, states that "HBW (Home Based Work) and HBNW (Home Based Non Work) trips are generated at the households, whereas the NHB (Non-Home Based) trips are generated elsewhere." In accordance with NCHRP Report #187, growth in peak period VMT was aggregated into home-based growth in peak period VMT (combining the first three purposes: HBW, HBO, HBS) and non-home-based growth in peak period VMT (combining the last two purposes: WBO, OBO). The home-based growth in peak period VMT represent 71.0% of the total future growth in VMT in the peak periods, and the non-home-based growth in peak period VMT represent 29.0% of the total future growth in VMT in the peak period as shown in **Table 5.4**. **Appendix J** includes the RivTAM outputs used to develop the trip purpose summary in **Table 5.4**.

**Table 5.4 - Peak Period VMT Growth by Trip Purpose for Western Riverside County (2012 - 2040)**

VEHICLE TRIP PURPOSE	2012 BASELINE PEAK PERIOD VMT	2040 NO-BUILD PEAK PERIOD VMT	PEAK PERIOD VMT GROWTH	PEAK PERIOD VMT GROWTH SHARE
Home-Based-Work	5,849,895	8,331,921	2,482,026	52.9%
Home-Based-Other	2,214,102	2,932,929	718,827	15.3%
Home-Based-School (K-12)	413,303	542,911	129,608	2.8%
Work-Based-Other	945,539	1,583,034	637,496	13.6%
Other-Based-Other	1,772,020	2,493,667	721,647	15.4%
TOTAL	11,194,859	15,884,463	4,689,605	100.00%
<b>Home-Based Trips (Residential Uses)</b>			<b>3,330,462</b>	<b>71.0%</b>
<b>Non-Home-Based Trips (Non-Residential Uses)</b>			<b>1,359,143</b>	<b>29.0%</b>

Based on RivTAM Year 2012 Baseline Scenario, September 2016 and RivTAM Year 2040 No Build Scenario, September 2016

## 6.0 FAIR-SHARE FEE CALCULATION

The fee amounts, by type of development, that are justified to mitigate the cumulative regional impacts of new development on transportation facilities in Western Riverside County are quantified in this section. The total cost of improving the TUMF system is \$3.76 billion. Existing funding obligated for improvements to the TUMF system totals \$303.5 million while unfunded improvement needs generated by existing development represent \$492.2 million of the total cost. The balance of the unfunded TUMF system improvement needs is \$2.96 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCOG region, and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments (and indirectly on new residents and new employees to Western Riverside County), these transportation system users are assigned their "fair share" of the costs to address the cumulative impacts of additional traffic they will generate on the regional transportation system.

Of the \$2.96 billion in unfunded future improvement needs, 71.0% (\$2.10 billion) will be assigned to future new residential development and 29.0% (\$858.7 million) will be assigned to future new non-residential development.

### 6.1 Residential Fees

The portion of the unfunded future improvement cost allocable to new residential development through the TUMF is \$2.10 billion. Since this future transportation system improvement need is generated by new residential development anticipated through the Year 2040, the fee will be spread between the residential developments projected to be constructed between 2012 and 2040. The projected residential growth from year 2012 to 2040 is 250,082 households (or dwelling units) as is indicated in **Table 2.3**.

Different household types generate different numbers of trips. To reflect the difference in trip generation between lower density "single-family" dwelling units and higher density "multi-family" dwelling units, the TUMF was weighted based on the respective trip generation rates of these different dwelling unit types. For the purposes of the TUMF Program, single family dwelling units are those housing units with a density of less than 8 units per acre while multi-family units are those with a density of 8 or more units per acre. According to the SCAG 2016 RTP/SCS forecasts included in **Table 2.3** and **Appendix B**, single family dwelling units (including mobile homes) are forecast to constitute 69.2% of the growth in residential dwelling units in the region between 2012 and 2040.

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition (2012) show that, on average, single-family dwelling units generate 9.52 vehicle trips per dwelling unit per day, whereas apartments, condominiums and townhouses (considered to be representative of higher density multi-family dwelling units) generate a median of 6.20 vehicle trips per unit per day. The growth in dwelling units for single-family and multi-family, respectively, were multiplied by the corresponding trip generation rates to determine the weighted proportion of the

change in trips attributable to each use type as the basis for determining the per unit fee required to levy the necessary \$2.10 billion to mitigate the cumulative regional transportation impacts of future new residential development. **Table 6.1** summarizes the calculation of the fee for single-family and multi-family dwelling units. **Appendix K** includes worksheets detailing the calculation of the residential (and non-residential) TUMF for Western Riverside County.

**Table 6.1 - Fee Calculation for Residential Share**

Residential Sector	2012 Dwelling Units	2040 Dwelling Units	Dwelling Unit Change	Trip Generation Rate	Trip Change	Percentage of Trip Change	Fee/DU
Single-Family	366,588	539,631	173,043	9.52	1,647,369	77.5%	\$9,418
Multi-Family	158,561	235,600	77,039	6.20	477,642	22.5%	\$6,134
<b>Total</b>	<b>525,149</b>	<b>775,231</b>	<b>250,082</b>		<b>2,125,011</b>	<b>100.0%</b>	

Household data based on SCAG 2016 RTP/SCS and WSP, April 2016;  
 Trip Generation based on ITE Trip Generation (2012).

**6.2 Non-Residential Fees**

The portion of the unfunded future improvement cost allocable to new non-residential development through the TUMF is \$858.7 million. Estimates of employment by sector were obtained from the SCAG 2016 RTP/SCS socioeconomic data included in **Table 2.3** and **Appendix B**. From the 2040 employment forecast, the amount of employee growth in each sector was calculated. The employment figures were then translated into square footage of new development using typical ratios of square feet per employee derived from four sources including: Cordoba Corporation/Parsons Brinckerhoff Quade and Douglas (PBQD), Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties, August 20, 1990; Orange County Transportation Authority (OCTA), Orange County Subarea Model Guidelines Manual, June 2001; SCAG, Employment Density Study, October 31, 2001; and the County of Riverside, General Plan, As Amended December 15, 2015. Worksheets showing the development of the TUMF employee conversion factors and the application of the conversion factors to calculate the square footage of future new non-residential development in Western Riverside County are included in **Appendix L**.

To account for the differences in trip generation between various types of non-residential uses, the new non-residential development was weighted by trip generation rate for each sector. Typical trip generation rates per employee were obtained from the Institute of Transportation Engineers (ITE) Trip Generation – Ninth Edition (2012), and were weighted based on a calculated value of trips per employee as derived from the employee conversion factors and ITE typical trip generation rates per square foot of development, before being assigned to the non-residential categories as follows: Industrial – 3.8 trips per employee, Retail – 16.2 trips per employee, Service – 4.6 trips per

employee, and Government/Public – 12.0 trips per employee<sup>11</sup>. These rates were applied to the employment growth in each sector to determine the relative contribution of each sector to new trip-making, and the \$858.7 million was then allocated among the non-residential categories on the basis of the percentage of new trips added. This proportionate non-residential fee share by sector was then divided by the estimated square footage of future new development to obtain the rate per square foot for each type of use. The calculation of the non-residential fee by sector is shown in **Table 6.2**.

**Table 6.2 - Fee Calculation for Non-Residential Share**

Non-Residential Sector	Employment Change	Trip Generation Rate per Employee	Trip Change	Percentage of Trip Change	Change in Square Feet of Gross Floor Area	Fee/SF
Industrial	80,592	3.8	302,220	13.4%	64,710,138	\$1.77
Retail	35,841	16.2	580,624	25.7%	17,920,500	\$12.31
Service	274,720	4.6	1,263,712	55.9%	105,211,915	\$4.56
Government/Public	9,515	12.0	114,180	5.1%	2,696,349	\$16.08
<b>Total</b>	<b>400,668</b>		<b>2,260,736</b>	<b>100.0%</b>	<b>190,538,901</b>	

Employment Change data based on SCAG 2016 RTP/SCS; Trip Generation based on ITE (2012); Change in Square Feet conversion factor based on Cordoba (1990), OCTA (2001), SCAG (2001) and County of Riverside (2015).

<sup>11</sup> The median trip generation rate for 'Retail' and 'Service' was reduced to reflect the influence of pass-by trips using the weekday PM peak median pass-by trip rate for select uses as derived from the ITE Trip Generation Handbook (June 2004).

## 7.0 CONCLUSIONS

Based on the results of the Nexus Study evaluation, it can be seen that there is reasonable relationship between the cumulative regional transportation impacts of new land development projects in Western Riverside County and the need to mitigate these transportation impacts using funds levied through the ongoing TUMF Program. Factors that reflect this reasonable relationship include:

- Western Riverside County is expected to continue growing as a result of future new development.
- Continuing new growth will result in increasing congestion on arterial roadways.
- The future arterial roadway congestion is directly attributable to the cumulative regional transportation impacts of future development in Western Riverside County.
- Capacity improvements to the transportation system will be needed to mitigate the cumulative regional impacts of new development.
- Roads on the TUMF network are the facilities that merit improvement through this fee program.
- Improvements to the public transportation system will be needed to provide adequate mobility for transit-dependent travelers and to provide an alternative to automobile travel.

The Nexus Study evaluation has established a proportional "fair share" of the improvement cost attributable to new development based on the impacts of existing development and the availability of obligated funding through traditional sources. Furthermore, the Nexus Study evaluation has divided the fair share of the cost to mitigate the cumulative regional impacts of future new development in Western Riverside County in rough proportionality to the cumulative impacts of future residential and non-residential development in the region. The respective fee allocable to future new residential and non-residential development in Western Riverside County is summarized for differing use types in **Table 7.1**.

**Table 7.1 - Transportation Uniform Mitigation Fee for Western Riverside County**

Land Use Type	Units	Development Change	Fee Per Unit	Total Revenue (\$ million)
Single Family Residential	DU	173,043	\$9,418	\$1,629.8
Multi Family Residential	DU	77,039	\$6,134	\$472.5
Industrial	SF GFA	64,710,138	\$1.77	\$114.8
Retail	SF GFA	17,920,500	\$12.31	\$220.5
Service	SF GFA	105,211,915	\$4.56	\$480.0
Government/Public	SF GFA	2,696,349	\$16.08	\$43.4
<b>MAXIMUM TUMF VALUE</b>				<b>\$2,961.0</b>

## RESOLUTION NO. 2017-50

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

WHEREAS, the City of Moreno Valley ("City") is a member agency of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and seventeen cities located in Western Riverside County; and

WHEREAS, the member agencies of WRCOG recognized that there was insufficient funding to address the impacts of new development on the regional system of highways and arterials in Western Riverside County (the "Regional System"); and

WHEREAS, in order to address this shortfall, the member agencies formulated a plan whereby a transportation mitigation fee would be assessed on new development and would be used to fund the necessary improvements for the Regional System; and

WHEREAS, in furtherance of this plan, the WRCOG Executive Committee adopted the "Western Riverside County Transportation Uniform Fee Nexus Study", dated October 18, 2002 (the "2002 Nexus Study"); and

WHEREAS, based on the 2002 Nexus Study, the City adopted Ordinance 623 on March 11, 2003 (the "TUMF Ordinance") pursuant to California Government Code sections 66000 *et seq.* authorizing the City to impose the Transportation Uniform Mitigation Fee ("TUMF") upon new development; and

WHEREAS, the City adopted Ordinance 719 on May 09, 2006 amending Chapter 3.44 of Title 3 of the City of Moreno Valley Municipal Code; and

WHEREAS, based on the 2009 Nexus Study, the City adopted Ordinance No. 807 on January 12, 2010 and Ordinance No. 835 on January 10, 2012 amending Chapter 3.44 of Title 3 of the City of Moreno Valley Municipal Code; and

WHEREAS, WRCOG, with the assistance of TUMF Participating Jurisdictions, has prepared an updated nexus study entitled "Transportation Uniform Mitigation Fee Nexus Study: 2016 Update" ("2016 Nexus Study") pursuant to California Government Code sections 66000 *et seq.* (the Mitigation Fee Act), for the purpose of updating the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and TUMF Program and recommended TUMF Participating Jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program.

WHEREAS, consistent with its previous findings made in the adoption of Ordinance No. 623, the City Council has been informed and advised, and hereby finds, that if the capacity of the Regional System is not enlarged and unless development contributes to the cost of improving the Regional System, the result will be substantial traffic congestion in all parts of Western Riverside County, with unacceptable Levels of Service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare. Therefore, continuation of a TUMF Program is essential.

WHEREAS, the City Council finds and determines that there is a reasonable and rational relationship between the use of the TUMF and the type of development projects on which the fees are imposed because the fees will be used to construct the transportation improvements that are necessary for the safety, health and welfare of the residential and non-residential users of the development in which the TUMF will be levied.

WHEREAS, the City Council finds and determines that there is a reasonable and rational relationship between the need for the improvements to the Regional System and the type of development projects on which the TUMF is imposed because it will be necessary for the residential and non-residential users of such projects to have access to the Regional system. Such development will benefit from the Regional System improvements and the burden of such developments will be mitigated in part by payment of the TUMF.

WHEREAS, the City Council finds and determines that the cost estimates set forth in the new 2016 Nexus Study are reasonable cost estimates for constructing the Regional System improvements and the facilities that compromise the Regional System, and that the amount of the TUMF expected to be generated by new development will not exceed the total fair share cost to such development.

WHEREAS, the fees collected pursuant to TUMF Ordinance shall be used to help pay for the design, planning, construction of and real acquisition for the Regional System improvements and its facilities as identified in the 2016 Nexus Study. The need for the improvements and facilities is related to new development because such development results in additional traffic and creates the demand for the improvements.

WHEREAS, by notice duly given and published, the City Council set the time and place for a public hearing on the 2016 Nexus Study and the fees proposed thereunder and at least ten (10) days prior to this hearing, the City Council made the 2016 Nexus Study available to the public.

WHEREAS, at the time and place set for the hearing, the City Council duly considered data and information provided by the public relative to the cost of the improvements and facilities for which the fees are proposed and all other comments, whether written or oral, submitted prior to the conclusion of the hearing.

WHEREAS, the City Council finds that the 2016 Nexus Study proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements and facilities to the Regional system.

WHEREAS, Section 4.C. of the TUMF Ordinance authorizes periodic review and adjustment to the applicable TUMF in accordance with any adjustments made by the WRCOG Executive Committee; and

WHEREAS, the fees collected pursuant to this Resolution shall be used to finance the public facilities described or identified in the Nexus Study; and

WHEREAS, the levying of TUMF has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and it has been determined that the adoption of this ordinance is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, the City Council of City of Moreno Valley does resolve as follows:

SECTION 1. Findings. The recitals set forth above are hereby adopted as findings in support of this Resolution. In addition, the City Council re-adopts the findings contained in original Ordinance 623 in support of the adjusted TUMF contained herein.

SECTION 2. TUMF Schedule. In accordance with Section 4.C. of the TUMF Ordinance, there is hereby adopted the following fee schedule for the TUMF which replaces the existing TUMF fee schedule in its entirety as of November 1, 2017, provided that the fee for retail commercial projects shall go into effect upon the Effective Date set forth in Section 5, below:

A. There is hereby adopted the following TUMF schedule:

- (1) \$9,418.00 per single family residential unit (after June 30, 2020)
- (2) \$6,134.00 per multi-family residential unit
- (3) \$1.77 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.56 per square foot of a service commercial project
- (6) \$2.19 per square foot of a service Class A and B Office

B. For single-family residential and retail non-residential projects, the fees set forth in Section 2.A. shall be phased in as follows:

From November 1, 2017 to June 30, 2019, the fee schedule shall be as follows:

- (1) \$8,873.00 per single family residential unit
- (2) \$6,134.00 per multi-family residential unit
- (3) \$1.77 per square foot of an industrial project



- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.56 per square foot of a service commercial project
- (6) \$2.19 per square foot of a service Class A and B Office

From July 1, 2019 to June 30, 2020, the fee schedule shall be as follows:

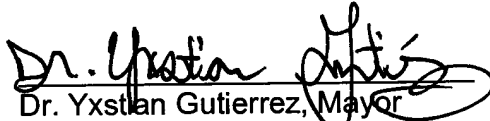
- (1) \$9,146.00 per single family residential unit
- (2) \$6,134.00 per multi-family residential unit
- (3) \$1.77 per square foot of an industrial project
- (4) \$7.50 per square foot of a retail commercial project
- (5) \$4.56 per square foot of a service commercial project
- (6) \$2.19 per square foot of a service Class A and B Office

SECTION 3. Adoption of 2016 Nexus Study. The City Council hereby adopts the 2016 Nexus Study and its findings. The 2016 Nexus Study is attached and incorporated herein as Exhibit "B."

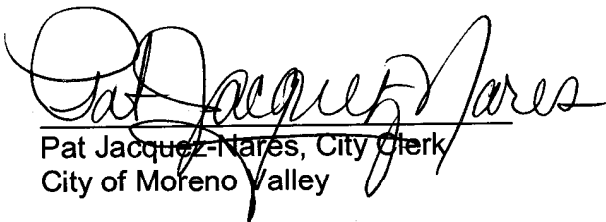
SECTION 4. CEQA Findings. The City Council hereby finds that in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines the adoption of this Resolution is exempt from CEQA pursuant to Section 15061(b)(3).

SECTION 5. Effective Date. This Resolution shall become on November 1, 2017.

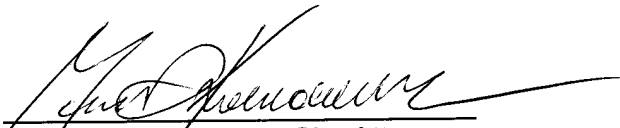
ADOPTED this 5<sup>th</sup> day of September 2017.

  
 Dr. Yxstlan Gutierrez, Mayor  
 City of Moreno Valley

ATTEST:

  
 Pat Jacquez-Nares, City Clerk  
 City of Moreno Valley

APPROVED AS TO FORM:

  
 Martin Koczanowicz, City Attorney  
 City of Moreno Valley

Attachment: Resolution No. 2017-50 (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE TRANSPORTATION UNIFORM MITIGATION



# Western Riverside Council of Governments Executive Committee

## Staff Report

**Subject:** Consideration of 2019 TUMF Construction Cost Index Adjustment

**Contact:** Chris Gray, Director of Transportation & Planning, [cgray@wrcog.us](mailto:cgray@wrcog.us), (951) 405-6710

**Date:** November 4, 2019

*The purpose of this item is to request that the Executive Committee consider a recommendation regarding the Construction Cost Index (CCI) adjustment to the TUMF schedule.*

### Requested Actions:

1. Approve the implementation of the adjusted TUMF CCI as of July 1, 2020, with the following fee amounts:
  - a. Single-Family: \$9,478 per dwelling unit
  - b. Multi-Family: \$6,389 per dwelling unit
  - c. Retail: \$7.50 per square foot
  - d. Service: \$4.75 per square foot
  - e. Industrial: \$1.81 per square foot
2. Approve the implementation of the adjusted TUMF CCI as of January 1, 2021, with the following fee amounts:
  - a. Single-Family: \$9,810 per dwelling unit
  - b. Multi-Family: \$6,389 per dwelling unit
  - c. Retail: \$7.50 per square foot
  - d. Service: \$4.75 per square foot
  - e. Industrial: \$1.81 per square foot

*WRCOG's Transportation Uniform Mitigation Fee (TUMF) Program is a regional fee program designed to provide transportation and transit infrastructure that mitigates the impact of new growth in Western Riverside County. Each of WRCOG's member jurisdictions and the March JPA participates in the Program through an adopted ordinance, collects fees from new development, and remits the fees to WRCOG. WRCOG, as administrator of the TUMF Program, allocates TUMF to the Riverside County Transportation Commission (RCTC), groupings of jurisdictions – referred to as TUMF Zones – based on the amounts of fees collected in these groups, the Western Riverside County Regional Conservation Authority (RCA) and the Riverside Transit Agency (RTA).*

### Background

Staff is required to bring annual Construction Cost Index (CCI) adjustment information through the WRCOG Committee structure for discussion and recommendation for final consideration by the Executive Committee. The CCI is an administrative element of the TUMF Program and is intended to keep the dollar value of the TUMF Program whole. In recent years, the Executive Committee has not approved a CCI adjustment to the TUMF.

### Proposed CCI Adjustment to the Existing TUMF

Since the adoption of the 2016 TUMF Nexus Study, construction, labor, and land costs have demonstrated an increasing trend. Factors contributing to a potential increase in the CCI include tariffs and the rebounding economy placing competition on transportation construction from other sectors for materials and labor. This is intended to demonstrate the rising costs of transportation improvements in the state, including a handful of interchange projects that are currently underway in the WRCOG subregion. Information provided by the Public Works Committee (PWC) indicates that project costs continue to escalate, forcing agencies to find additional funding for their transportation projects.

The table below documents the current TUMF fee schedule, the TUMF fee schedule included in the 2016 Nexus Study, and the proposed CCI adjustment. WRCOG is required, per the TUMF Administrative Plan, to present a proposed CCI adjustment for consideration by the Executive Committee each year after the approval of the Nexus Study.

Land Use Type	Units	2016 Nexus Study TUMF	Current TUMF	CCI Adjustment
Single-Family Residential	DU	\$ 9,418	\$ 9,146	\$ 9,810
Multi-Family Residential	DU	\$ 6,134	\$ 6,134	\$ 6,389
Retail	SF	\$ 12.31	\$ 7.50	\$ 13.01
Service	SF	\$ 4.56	\$ 4.56	\$ 4.75
Industrial	SF	\$ 1.77	\$ 1.77	\$ 1.81

Staff would note that during the 2016 Nexus Study update process the Executive Committee approved a reduction to the TUMF retail land use fee in response to comments from stakeholders regarding retail developments in Western Riverside County. The Fee Analysis Study completed by WRCOG in 2017, and updated in 2019, confirmed that, on average, the impact fee costs to develop a retail project is higher in Western Riverside County than in surrounding areas.

Additionally, as part of the adoption of the 2016 Nexus Study, the Executive Committee approved a two-year freeze, followed by a two-year phase-in, to the Single-Family residential fee. The first portion of the phase-in was implemented on July 1, 2019. Staff has reviewed the TUMF collections made since the 2016 Nexus Study fee schedule took effect and has estimated that approximately \$5 million in TUMF has not been collected as a result of the Single-Family residential freeze.

At its May 9, 2019, meeting, the PWC directed staff to develop options for implementation of an adopted CCI increase. At its June 13, 2019 meeting, the PWC recommended that the Executive Committee implement the CCI adjustment as noted below, which would maintain the retail fee reduction and phase-in the Single-Family residential fee increase. The Technical Advisory Committee (TAC) approved this option at its July 18, 2019 meeting.

Land Use Type	Units	2016 Nexus Study TUMF	Current TUMF	Interim Fee Increase (with CCI)	Final Fee Increase (with CCI)
Single-Family Residential	DU	\$ 9,418	\$ 9,146	\$ 9,478	\$ 9,810
Multi-Family Residential	DU	\$ 6,134	\$ 6,134	\$ 6,389	\$ 6,389
Retail	SF	\$ 12.31	\$ 7.50	\$ 7.50	\$ 7.50
Service	SF	\$ 4.56	\$ 4.56	\$ 4.75	\$ 4.75
Industrial	SF	\$ 1.77	\$ 1.77	\$ 1.81	\$ 1.81

Staff would note that the CCI adjustment to the TUMF results in an increase for transportation improvements that are included in the 2016 Nexus Study. The average increase per facility is approximately 5%, which means that available TUMF funding for each facility would increase by a commensurate amount.

**Implementation**

The current TUMF ordinance, which was adopted by WRCOG’s member agencies, has the following fee schedule in effect from now until July 1, 2020:

Land Use Type	Units	Current TUMF
Single-Family Residential	DU	\$ 9,146
Multi-Family Residential	DU	\$ 6,134
Retail	SF	\$ 7.50
Service	SF	\$ 4.56
Industrial	SF	\$ 1.77

Because of a previous action by the Executive Committee, the full fee increase for single-family homes was deferred until July 1, 2020. Because of that deferral, the following fee schedule will take effect on July 1, 2020 regardless of any action related to the CCI.

Land Use Type	Units	Current TUMF
Single-Family Residential	DU	\$ 9,418
Multi-Family Residential	DU	\$ 6,134
Retail	SF	\$ 7.50
Service	SF	\$ 4.56
Industrial	SF	\$ 1.77

If approved by the Executive Committee, WRCOG would work with each agency participating in the TUMF Program to adopt an updated TUMF Ordinance, which would have the following fee schedule:

Attachment: WRCOG November 4, 2019 Staff Report [Revision 1] (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE

Land Use Type	Units	July 1, 2020 TUMF (with CCI)	January 1, 2021 TUMF (with CCI)
Single-Family Residential	DU	\$ 9,478	\$ 9,810
Multi-Family Residential	DU	\$ 6,389	\$ 6,389
Retail	SF	\$ 7.50	\$ 7.50
Service	SF	\$ 4.75	\$ 4.75
Industrial	SF	\$ 1.81	\$ 1.81

Our experience historically is that it requires 3 to 6 months for various WRCOG agencies to adopt an updated fee schedule. Because of the time frame, WRCOG recommends that the initial CCI increase be scheduled to take effect on July 1, 2020. This period of time will allow ample time for WRCOG to notify its member agencies and developers in the subregion that the fee will be increasing.

The final fee increases for the Single-Family residential would occur on January 1, 2021. This recommendation is consistent with the direction of the PWC and TAC, in which both identified a need to phase-in the Single-Family residential increase. Implementing a CCI increase will generate additional revenues for the TUMF Program, resulting in approximately 5% additional revenue per year after the implementation of the CCI increase.

WRCOG reviewed each of these fee increases in terms of overall development costs, as identified in the updated Fee Comparison Study (April 2019). As shown in the table below, the fee increase will have a nominal increase in overall fees and development costs.

Land Use Type	Units	Percentage Increase in Fees (with CCI)	Percentage Increase in Development Costs (with CCI)
Single-Family Residential	DU	1%	0.07%
Multi-Family Residential	DU	1%	0.08%
Retail	SF	0%	0.00%
Service	SF	1%	0.06%
Industrial	SF	1%	0.03%

To illustrate the limited impact of the CCI adjustment, consider fees and costs associated with a Single-Family home. Based on the data collected by WRCOG and summarized in the 2019 Fee Comparison Study, a prototypical Single-Family home (2,700 square feet) pays approximately \$47,000 in all impact fees including traffic, water / sewer, park, school, and other city fees. That home, on average, would have a price of approximately \$561,000 based on the 2019 WRCOG Fee Comparison Study. A \$400 increase in TUMF fees would result in a 1% increase in all of the fees (\$400 / \$47,000) and an overall impact in the cost of a house of 0.07% (\$400 / \$561,000). Therefore, staff would note that this fee increase would have a nominal effect on overall fees, home prices, and affordability. Most importantly, this fee would only apply to new homes and not existing homes since fees are collected from developers during the construction process.

Staff acknowledges that there is wide-variety of housing products and home prices throughout the WRCOG subregion. To present how this fee increase might impact housing of various cost levels, the table below documents the anticipated increase in overall development costs with the implementation of the CCI adjustment. As noted in the table below, the increase is nominal regardless of the home price.

New Home Cost	Percentage Increase in Development Costs (with CCI)
\$300,000	0.13%
\$400,000	0.10%
\$500,000	0.08%
\$600,000	0.07%

**Prior Actions:**

- October 9, 2019: The Administration & Finance Committee recommended that the Executive Committee implement the TUMF CCI adjustment as identified below with a Single-Family residential phase-in and no increase to the retail fee.
- July 18, 2019: The Technical Advisory Committee recommended that the Executive Committee implement the CCI with the actions approved by the Executive Committee as part of the 2016 Nexus Study in July 2017 (maintain the retail reduction and continue the phase-in for Single-Family residential).
- June 13, 2019: The Public Works Committee recommended that the Executive Committee implement the CCI with the actions approved by the Executive Committee as part of the 2016 Nexus Study in July 2017 (maintain the retail reduction and continue the phase-in for Single-Family residential).
- May 16, 2019: The Technical Advisory Committee received and filed.
- May 9, 2019: The Public Works Committee received and filed.
- April 11, 2019: The Public Works Committee received and filed.

**Fiscal Impact:**

Adopting a CCI increase would increase revenues generated by the TUMF Program by approximately 5% in the 2020/2021 Fiscal Year.

**Attachments:**

1. October 9th Comment Letter from Building Industry Association.
2. WRCOG’s Response to BIA Comment Letter.

Attachment: WRCOG November 4, 2019 Staff Report [Revision 1] (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE

# Item 6.E

Consideration of 2019 TUMF  
Construction Cost Index Adjustment

## Attachment 1

October 9th Comment Letter from  
Building Industry Association

October 9, 2019

3390 University Ave. Suite 450  
Riverside, CA 92501  
Chair Bonnie Wright  
Admin and Finance Committee Members



**RE: Transportation Uniform Mitigation Fee Construction Cost Index Adjustment**

Dear Chair Wright and Admin and Finance Committee Members,

The Building Industry Association – Riverside Chapter (BIA-RC) is writing in reference to the proposed “Transportation Uniform Mitigation Fee Construction Cost Index Adjustment” scheduled to be heard at the October 9<sup>th</sup>, 2019 Western Riverside Council of Governments (WRCOG) Admin and Finance Committee. As the lead body in Riverside County, that is dedicated to protecting and advocating for the interests of the building industry, we submit the following comments.

1. The BIA-RC requests copies of the hybrid National Association of Realtors (NAR) and Cal-Trans tables and charts used to create the CCI Adjustment of 3.6% from current to first implementation on July 1, 2020 and a 3.5% increase from the first implementation to the second implementation on January 1, 2021, or a 7.2% increase overall (average of around 5% per year) from current rate to the second implementation.
2. The BIA-RC respectfully requests a written explanation as to the methodology used for the hybrid between the NAR and Cal-Trans tables arrived at the proposed CCI adjustment levels.
3. The BIA-RC requests the methodology used to determine the average cost of a new home to be \$561,000 in Western Riverside County. When The BIA-RC examined the average prices of new homes, except for a few cities, we find the average price of a new home to be several hundred thousand dollars below the \$561,000 estimate.

The BIA appreciates our working partnership with WRCOG. For any questions or clarification, please call 951-781-7310.

Thank you,

Damian Fussel  
Deputy Director of Governmental Affairs



# Item 6.E

Consideration of 2019 TUMF  
Construction Cost Index Adjustment

## Attachment 2

WRCOG's Response to BIA  
Comment Letter



## Western Riverside Council of Governments

County of Riverside • City of Banning • City of Beaumont • City of Calimesa • City of Canyon Lake • City of Corona • City of Eastvale • City of Hemet  
 City of Jurupa Valley • City of Lake Elsinore • City of Menifee • City of Moreno Valley • City of Murrieta • City of Norco • City of Perris • City of Riverside  
 City of San Jacinto • City of Temecula • City of Wildomar • Eastern Municipal Water District • Western Municipal Water District • Morongo Band of Mi  
 Indians • Riverside County Superintendent of Schools

October 22, 2019

Damian Fussel, Deputy Director of Governmental Affairs  
 Building Industry Association of Southern California  
 Riverside County Chapter  
 3891 11<sup>th</sup> Street  
 Riverside, CA 92501

**Subject: WRCOG's Response to BIA Letter Regarding Proposed TUMF Construction Cost Index Fee Increase**

Dear Mr. Fussel:

WRCOG is in receipt of your correspondence dated October 9, 2019, in which you requested several additional items regarding the proposed TUMF Construction Cost Index Fee Increase (CCI). Your letter posed three questions, for which WRCOG is providing responses to each below.

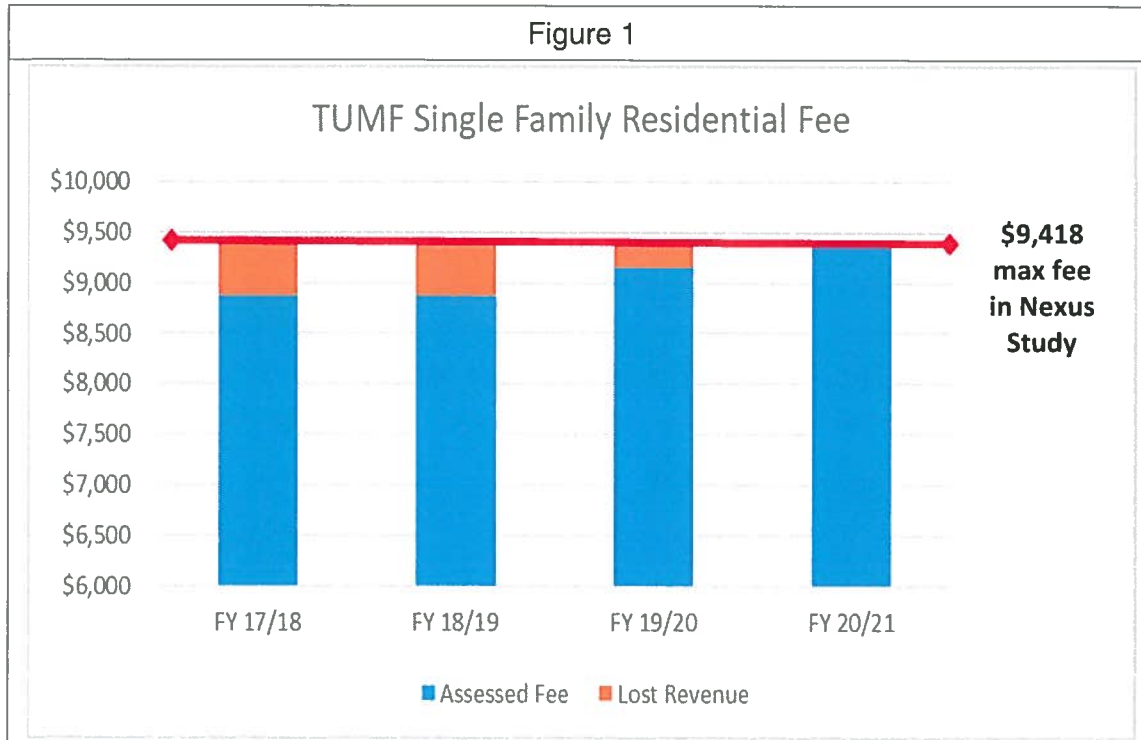
Question #1: The BIA-RC requests copies of the hybrid National Association of Realtors (NAR) and Caltrans tables and charts used to create the CCI adjustment of 3.6% from current to first implementation on July 1, 2020, and a 3.5% increase from the first implementation to the second implementation on January 1, 2021, or a 7.2% increase overall (average of approximately 5% per year) from current rate to the second implementation.

Response #1: Per the WRCOG Executive Committee, the TUMF CCI is calculated using two factors including the Engineering News Report (ENR) national CCI and the National Association of Realtors (NAR) median home price for Riverside and San Bernardino Counties. The actual calculations for each index are provided in Table 1 (attached) which includes the source of each data. This table also lists the percentage increase in each index (3.58% for the ENR CCI and 5.66% for the NAR). The CCI data from Caltrans is not used in this analysis but presented for informational purposes.

One point that staff would like to state is that the single-family fee is only increasing by 4% from its current level since the 2016 Nexus Study recommended a single-family fee of \$9,418 per unit. The Executive Committee deferred this increase for two years and then directed staff to implement 50% of the fee increase from the previous level of \$8,873. The current fee (\$9,146) was the interim fee increase, per the direction of the Executive Committee. The single-family fee is already scheduled to increase from \$9,146 to \$9,418 even if no action is taken on the CCI in July of 2020. Therefore, the CCI increase only results in a fee increase from \$9,418 to \$9,810 (4%).

Staff would also state that deferring the single-family fee increase has cost the TUMF Program approximately \$5 M since we have not been collecting the full amount allowed under the 2016 Nexus Study after its adoption. The change in single-family fees are shown on Figure 1 below.

Attachment: WRCOG November 4, 2019 Staff Report [Revision 1] (3923 : ADOPTION OF RESOLUTION AMENDING APPLICABLE



**Question #2:** The BIA-RC respectfully requests a written explanation as to the methodology used for the hybrid between the NAR and Caltrans tables arrived at the proposed CCI adjustment levels.

**Response #2:** As noted above, the CCI calculation uses only two factors, the ENR and the NAR. The ENR is applied to any construction costs calculated in the 2016 Nexus Study. The NAR is applied to any Right of way (ROW) costs in the 2016 Nexus Study.

To illustrate how this works in both instances, please consider the following examples:

**Example #1** – The 2016 Nexus Study included a line item for a one lane of roadway for one mile in level terrain. That cost was estimated to be \$692,000. The appropriate CCI to apply would be the ENR CCI, since this cost includes the actual cost of roadway construction itself. Applying a factor of 3.58% increases that line item to \$717,000. That line item cost is then applied to each facility with that designation, which is then input into the total construction cost of each facility. That total construction cost is then summed up for each facility in the Nexus Study.

**Example #2** – The 2016 Nexus Study included a line item for ROW that would be needed to add one mile of single lane roadway in a suburban area. This cost was estimated to be \$2,263,000 per lane mile. Applying the NAR factor of 5.66% increases the ROW cost to \$2,391,000 per lane mile. That line item is then applied to each roadway, which increases the total cost of each project. That total cost is then summed up for each facility in the Nexus Study.

As noted above, the Caltrans data is only provided for reference and not used in the analysis.

**Question #3:** The BIA-RC requests the methodology used to determine the average cost of a new home to be \$561,000 in Western Riverside County. When The BIA-RC examined the average

Damian Fussel  
 October 22, 2019  
 Page 3

prices of new homes, except for a few cities, the average price of a new home is several hundred thousand dollars below the \$561,000 estimate.

Response #3: The \$561,000 estimate is taken from WRCOG's Fee Comparison Study, which can be found at <http://www.wrcog.cog.ca.us/DocumentCenter/View/5901/Fee-Comparison-Analysis-2018?bidId=>. The data is derived from an analysis of prototypical development in Western Riverside County for Single-Family, Multi-Family, Retail, Office, and Industrial projects. For each type of development, WRCOG's consultant, Economic and Planning Systems (EPS), developed a detailed pro-forma based on recent projects and identified total development costs for each land use type. For single-family projects, that prototypical project is a 2,700 square foot, single-family, detached multi-story home on a 7,200 square foot acre lot. The average cost for that home was calculated to be \$561,000.

WRCOG does acknowledge that home prices within the subregion vary significantly with some communities having higher new home prices and others having lower prices. Recognizing this range of costs, WRCOG prepared an updated analysis which demonstrates the effect of the proposed \$400 fee increase on homes of varying costs across the region as shown in the following table:

New Home Cost	Percentage Increase in Housing Costs (with CCI)
\$300,000	0.13%
\$400,000	0.10%
\$500,000	0.08%
\$600,000	0.07%

As shown in the table above, the proposed TUMF increase of \$400 will increase home prices by 1/10 of 1% or a negligible amount. Therefore, WRCOG can conclude that this fee increase will have no significant effect on housing affordability.

WRCOG would be happy to meet with you and the rest of the BIA staff to discuss the proposed TUMF CCI increase. Please let us know if you have any questions or require additional information.

Sincerely,

Christopher Gray  
 Director of Transportation & Planning

Attachment: Table 1 – CCI Data

**Table 1  
WRCOG CCI Calculations**

**Engineering News Record Construction Cost Index (CCI)**

Source: BNP Media Engineering News Record - Construction Index History ([http://www.enr.com/economics/historical\\_indices/construction\\_cost\\_index\\_history?](http://www.enr.com/economics/historical_indices/construction_cost_index_history?))

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL
2009	8,549	8,533	8,534	8,528	8,574	8,578	8,566	8,564	8,586	8,596	8,592	8,641	8,570
2010	8,660	8,672	8,671	8,677	8,761	8,805	8,865	8,858	8,836	8,921	8,951	8,952	8,802
2011	8,938	8,998	9,011	9,027	9,035	9,053	9,080	9,088	9,116	9,147	9,173	9,172	9,070
2012	9,176	9,198	9,268	9,273	9,290	9,291	9,324	9,351	9,341	9,376	9,398	9,412	9,308
2013	9,437	9,453	9,456	9,484	9,516	9,542	9,552	9,545	9,552	9,689	9,666	9,668	9,547
2014	9,664	9,681	9,702	9,750	9,796	9,800	9,835	9,846	9,870	9,886	9,912	9,936	9,806
2015	9,972	9,962	9,972	9,992	9,979	10,039	10,037	10,039	10,065	10,128	10,092	10,135	10,034
2016	10,133	10,182	10,242	10,280	10,315	10,337	10,379	10,385	10,403	10,434	10,442	10,530	10,338
2017	10,532	10,281	10,277	10,678	10,692	10,703	10,789	10,826	10,823	10,817	10,870	10,873	10,737
2018	10,878	10,889	10,959	10,971	11,013	11,069	11,116	11,124	11,170	11,183	11,184	11,186	11,062

**CCI Percentage Change**

July 2017 to December 2018 3.68%

**National Association of Realtors (NAR) Median Sales Price of Existing Single Family Homes in the Riverside/San Bernardino Metropolitan Statistical Area**

Source: NAR Website - Metropolitan Area Existing-Home Prices and State Existing-Home Sales Quarterly Reports (<http://www.realtor.org/topics/metropolitan-median-area-prices-and-affordability>)

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	ANNUAL
2009	172.5	161.5	168.1	176.8	169.7
2010	180.5	190.2	182.9	177.6	179.3
2011	173.4	171.5	172.1	172.3	172.3
2012	174.3	183.0	193.9	209.3	189.3
2013	216.7	239.6	249.1	263.6	241.4
2014	266.4	274.6	275.4	277.7	273.9
2015	281.0	291.7	292.8	295.6	290.7
2016	297.9	315.5	319.0	317.7	313.5
2017	326.5	340.7	339.9	340.0	336.0
2018	350.0	360.0	362.5	360.0	360.0

**NAR Percentage Change**

2nd Qtr 17 to 4th Qtr 18 5.66%

Attachment: WRCOG November 4, 2019 Staff Report [Revision 1] (3923 : ADOPTION OF RESOLUTION



## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Michael L. Wolfe, P.E., Public Works Director/City Engineer

**AGENDA DATE:** March 3, 2020

**TITLE:** AUTHORIZATION TO INCREASE ANNUAL PURCHASE ORDERS WITH MCCAIN, INC. AND JTB SUPPLY COMPANY FOR TRAFFIC CONTROL EQUIPMENT

---

### **RECOMMENDED ACTION**

#### **Recommendations:**

1. Authorize a \$25,000 increase to the Fiscal Year (FY) 2019/20 annual Purchase Order with McCain, Inc. and JTB Supply Company for a total not to exceed \$75,000 each for the as-needed purchase of Traffic Control equipment.
2. Authorize staff to issue an annual purchase order of up to \$75,000 to McCain, Inc. and a purchase order of up to \$75,000 to JTB Supply Company for FY 2020/21.

### **SUMMARY**

This report recommends approval of a \$25,000 increase to the FY19/20 annual purchase order with McCain, Inc. and JTB Supply Company for a total not to exceed \$75,000 each. It also recommends approval to issue annual purchase orders to McCain, Inc. and JTB Supply Company up to \$75,000 each in FY 20/21. The annual purchase orders are for the procurement of traffic signal related equipment.

### **DISCUSSION**

For the current fiscal year, the City issued an annual purchase order to McCain, Inc. and JTB Supply Company for \$50,000 each. This amount is the approved signature authority for the City Manager pursuant to the City's Purchasing Policy. However, the need for traffic signal equipment has increased beyond the \$50,000, thereby exceeding the City Manager's signature authority. This increase is primarily due to an extraordinary number of damaged traffic signals as a result of traffic collisions. Procurement and

installation of critical traffic signal equipment without delay are key factors in ensuring reliable and safe 24-hours per day traffic signal operations. Based upon the current traffic signal maintenance trend, staff is anticipating the same funding need in FY 20/21.

Approval of the recommended actions would support Objective 4 of the *Momentum MoVal* Strategic Plan: “Manage and maximize Moreno Valley’s public infrastructure to ensure an excellent quality of life, develop and implement innovative, cost effective infrastructure maintenance programs, public facilities management strategies, and capital improvement programming and project delivery.”

## **ALTERNATIVES**

1. Approve and authorize the recommended actions as presented in this staff report. *Staff recommends this alternative as it allows for sufficient funding to procure equipment needed to maintain the City’s existing traffic signal infrastructure.*
2. Do not approve and authorize the recommended actions as presented in this staff report. *Staff does not recommend this alternative as it will preclude the procurement of equipment necessary to adequately maintain the City’s existing traffic signal infrastructure.*

## **FISCAL IMPACT**

Adequate funding is available for the recommended increases in the approved FY 2019/20 Transportation Engineering Traffic Signal Maintenance budget. Issuance of purchase orders in FY 2020/21 will be in accordance with available approved funding. There is no fiscal impact associated with the recommended actions as presented in this staff report.

## **NOTIFICATION**

Publication of agenda

## **PREPARATION OF STAFF REPORT**

Prepared By:  
Eric Lewis, P.E., T.E.  
City Traffic Engineer

Department Head Approval:  
Michael L. Wolfe, P.E.  
Public Works Director / City Engineer

## **CITY COUNCIL GOALS**

**Public Facilities and Capital Projects.** Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

**Positive Environment.** Create a positive environment for the development of Moreno Valley's future.

**CITY COUNCIL STRATEGIC PRIORITIES**

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

Objective 4.2: Develop and maintain a comprehensive Infrastructure Plan to invest in and deliver City infrastructure.

**ATTACHMENTS**

None

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/20/20 12:41 PM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 7:10 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:12 AM





## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Manuel A. Mancha, Community Development Director

**AGENDA DATE:** March 3, 2020

**TITLE:** ANNUAL PROGRESS REPORT AS REQUIRED BY GOVERNMENT CODE 65400

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### **RECOMMENDED ACTION**

#### **Recommendations: That the City Council:**

1. **CERTIFY** that this action on the General Plan Annual Progress Report is exempt under the general rule provision allowed in Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines.
2. **APPROVE** Resolution No. 2020-XX, approving the General Plan Annual Progress Report and directing staff to submit the report to the State Office of Planning and Research and the State Department of Housing and Community Development by April 1, 2020.

### **SUMMARY**

Government Code Section 65400 requires that cities submit an annual progress report on the status of their General Plan and progress on its implementation to the Governor's Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD). Prior to submittal to the state, the annual report must be presented to the City Council for review and acceptance.

### **BACKGROUND**

California State Law requires each city to adopt a comprehensive, long-term general plan for its physical development including consideration of any land located outside its boundaries, which bears a relationship to its planning activities. In essence, the City's General Plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan contains goals, objectives, policies and programs designed to provide decision makers with information and a basis for all land use related decisions.

The City of Moreno Valley incorporated on December 3, 1984. The City's first General Plan was adopted on September 8, 1988. The last comprehensive update of the General Plan was approved by the City Council on July 11, 2006. The last update of the Housing Element of the General Plan was approved by the City Council on February 11, 2014.

The existing General Plan incorporates all required elements as follows, with dates of the last respective Element update noted:

- Circulation Element (2006)
- Community Development Element (2006)
- Conservation Element (2006)
- Housing Element (2014)
- Parks, Recreation and Open Space Element (2006)
- Safety/Noise Element (2006)

## **ANNUAL REPORT CONTENTS**

The 2019 General Plan Annual Progress Report summarizes the City of Moreno Valley's progress towards implementing the goals, policies and programs of the City's 2006 General Plan. It covers the period of January 1, 2019 through December 31, 2019. The General Plan Annual Report includes a report of General Plan amendments approved by the Planning Commission and City Council in 2019. Three (3) General Plan Amendments were approved during this annual reporting period.

### **General Plan Amendments**

Three General Plan Amendments were approved during the reporting period. The first was within the Moreno Valley Ranch Specific Plan 193 and changed approximately 3 acres of from residential land use with a density range up to approximately 20 dwelling units to the acre (SP193 H) to Commercial (SP193 C).

A second General Plan Amendment changed approximately 6.78 acres designated Residential 5 (R5) land to Residential 10 (R10). Related applications were approved for an 80 unit affordable multiple family residential development.

An additional General Plan Amendment modified 35.5 acres of Commercial (C) designation of a property to Business Park (BP). Related applications were approved for a 767,886 square foot industrial logistics building.

### **Housing**

HCD requires the reporting of Housing Element implementation on specific State reporting forms, which were updated in January 2020. The method of reporting Housing Element implementation is established by HCD with the purpose of tracking overall housing production in a community, as well as, more specifically, a City's progress

towards meeting its Regional Housing Needs Allocation (RHNA). The City’s Housing Element Implementation Progress Report is included as Appendix A to the General Plan Annual Report (Attachment 1).

In summary, 522 new residential units were finalized in 2019, including 238 apartment units and 284 single-family residences. All 238 apartments fall into the Moderate Income Level Housing (>=8 units) category, and all of the single-family residences fall into the Above Moderate Income Level Housing (1-5 units) category. The City’s progress in meeting its Year 2014-2021 RHNA goals is summarized in the table below.

<b>Housing Unit Construction in Relation to RHNA</b>				
Income Level	2014-2021 RHNA (# units)	2018 Annual Report Remaining RHNA Need	New Units 2019	2019 Remaining RHNA Need
Very Low	1500	1500	0	1500
Low	993	993	0	993
Moderate	1112	855	238	647
Above-Moderate	2564	1482	284	1200
<b>Total</b>	<b>6,169</b>	<b>4,860</b>	<b>522</b>	<b>4,338</b>

In conclusion, the General Plan Annual Report prepared and presented to the City Council satisfies the State-mandated annual report on the implementation status of Moreno Valley’s General Plan. The actions, plans, programs, and projects documented in the Annual Report represent the City's commitment to achieving the goals and objectives set forth in the State required seven (7) mandated Elements.

The Planning Commission reviewed the proposed General Plan Annual Report on February 27, 2020.

**ENVIRONMENTAL**

The General Plan Annual Report qualifies for the general rule exemption in accordance with Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines.

**ALTERNATIVES**

1. Approve the General Plan Annual Report (PEN20-0007) and direct staff to submit the report to the State Office of Planning and Research (OPR) and State Department of Housing and Community Development (HCD) by April 1, 2020. Staff recommends this alternative.
2. Do not approve the General Plan Annual Report, do not submit the report to the State Office of Planning and Research (OPR) and State Department of Housing and Community Development (HCD), and provide alternate direction. Staff does

not recommend this alternative as it would put the City at risk of being out of compliance with State law.

### **FISCAL IMPACT**

There is no fiscal impact associated with the approval and recommendation of the General Plan Annual Report.

### **NOTIFICATION**

No public notification other than accomplished with routine posting of the meeting agenda is required for this City Council item.

### **PREPARATION OF STAFF REPORT**

Prepared By:  
Claudia Manrique  
Associate Planner

Department Head Approval:  
Manuel A. Mancha  
Community Development Director

Concurred By:  
Patty Nevins  
Planning Official

### **CITY COUNCIL GOALS**

**Community Image, Neighborhood Pride and Cleanliness.** Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

### **CITY COUNCIL STRATEGIC PRIORITIES**

1. **Economic Development**
2. **Public Safety**
3. **Library**
4. **Infrastructure**
5. **Beautification, Community Engagement, and Quality of Life**
6. **Youth Programs**

Objective 1.9: Ensure the City's General Plan articulates the vision for how Moreno Valley wants to evolve over time, and provides an orderly and predictable process through which this vision is developed and implemented, including new attention to economic development, sustainability, public health, and innovation.

**ATTACHMENTS**

- 1. Resolution 2020-
- 2. Exhibit A to Resolution 2020-

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/24/20 10:27 AM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 8:11 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:06 AM

**RESOLUTION NO. 2020-\_\_\_\_\_**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING THE GENERAL PLAN ANNUAL PROGRESS REPORT AND DIRECTING STAFF TO SUBMIT THE REPORT TO THE STATE OFFICE OF PLANNING AND RESEARCH AND STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT BY APRIL 1, 2020

**WHEREAS**, the State of California requires non-charter cities and counties to adopted a General Plan to provide guidance and direction for development activities; and,

**WHEREAS**, the City of Moreno Valley’s current General Plan was adopted on July 11, 2006; and,

**WHEREAS**, California Government Code section 65400 mandates that cities submit an Annual Progress Report on the status of the General Plan and its implementation to their legislative bodies, the State Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD); and,

**WHEREAS**, the Annual Progress Report is required to include: a) The state of the Plan and the progress of its implementation; b) the progress in meeting its share of regional housing needs; and, c) the degree to which the General Plan complies with the Guidelines established by OPR; and,

**WHEREAS**, the City has prepared its Annual Progress Report due April 1, 2020 to include major accomplishments, General Plan implementation, an evaluation of current General Plan goals, objectives, policies and programs, and a regional housing report, in accordance with the Guidelines adopted by OPR ;and

**WHEREAS**, the City is required to submit a Housing Element Annual Progress Report to the Department of Housing and Community Development (HCD) using forms prescribed by HCD; and

**WHEREAS**, the City’s Strategic Plan (Momentum MoVal), adopted on August 16, 2016, included Initiative 1.9.1 related to the preparation of a General Plan Annual Report to explain how land use decisions related to adopted goals, objectives, policies, and implementation measures and, as appropriate, to identify necessary course adjustments consistent with the Strategic Plan. This report is updated annually, and reflects the effort due to OPR and HCD by April 1, 2020; and,

**WHEREAS**, the City’s Strategic Plan (Momentum MoVal) also provides Initiative

1.9.2 including the formation of an ongoing working group of key City staff to research and evaluate the current General Plan adopted in 2006 as a prerequisite to completing a comprehensive update of the document; and,

**WHEREAS**, the City amended the General Plan in February 2014 to incorporate an updated Housing Element, and is currently moving forward with a comprehensive General Plan update which includes an update to the Housing Element; and

**WHEREAS**, the Annual Report includes vital General Plan and housing information from January 2019 to December 2019; and

**WHEREAS**, on February 27, 2020, the City Planning Commission reviewed the Annual Progress Report and has recommended approval by City Council; and

**WHEREAS**, on March 3, 2020, the City Council of the City of Moreno Valley reviewed and considered the Annual Progress Report in its entirety; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, BE IT HEREBY FOUND AND RESOLVED** by the City Council of the City of Moreno Valley as follows:

**SECTION 1.** That the City of Moreno Valley has completed the 2019 General Plan Annual Report as required by California Government Code Section 65400.

**SECTION 2.** That the General Plan Annual Progress Report provided herein, as Exhibit A, is consistent with the mandatory content requirements of the State Guidelines.

**SECTION 3. BE IT FURTHER RESOLVED** that the City Council **HEREBY**:

1. **CERTIFIES** that this action on the General Plan Annual Progress Report is exempt under the general rule provision allowed in Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines.
2. **APPROVES** Resolution No. 2020-\_\_\_\_\_, approving the General Plan Annual Progress Report and directing staff to submit the report to the State Office of Planning and Research and the State Department of Housing and Community Development by April 1, 2020.

Approved and adopted this 3rd day of March, 2020.

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

ATTEST:

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

APPROVED AS TO FORM:

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

Attachment: Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)



**RESOLUTION JURAT**

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

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2020-\_\_ was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 3rd day of March, 2020 by the following vote:

AYES:

NOES:

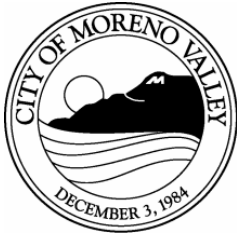
ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

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

(SEAL)



CITY OF MORENO VALLEY  
Community Development Department  
Planning Division

# GENERAL PLAN ANNUAL REPORT

JANUARY 1, 2019 – DECEMBER 31, 2019

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

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# ATTACHMENTS

1. (APPENDIX A) HOUSING PROGRAM STATUS REPORT
2. (APPENDIX B) GENERAL PLAN GOALS, OBJECTIVES, POLICIES AND PROGRAMS

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

# ACKNOWLEDGEMENTS

## CITY COUNCIL (Elected)

Dr. Yxstian A. Gutierrez, Mayor  
Victoria Baca, Mayor Pro-Tem  
Dr. Carla Thornton  
David Marquez  
Ulises Cabrera

**DISTRICT**  
CITYWIDE MAYOR  
1  
2  
3  
4

**TERM EXPIRES**  
November 2020  
November 2020  
November 2022  
November 2020  
November 2022

## PLANNING COMMISSION (Appointed)

Jeffrey D. Sims, Chairperson  
Ray L. Baker, Vice Chairperson  
Alvin DeJohnette  
Patricia Korzec  
Rafael Brugueras  
Robert Harris  
JoAnn Stephan

**TERM EXPIRES**  
March 31, 2023  
March 31, 2021  
March 31, 2021  
March 31, 2023  
March 31, 2023  
March 31, 2021  
March 31, 2021

## CITY MANAGER

Mike Lee, Interim

## ASSISTANT CITY MANAGER

Allen D. Brock

## COMMUNITY DEVELOPMENT DEPARTMENT

Patty Nevins, Acting Community Development Director

### Planning Division

Albert Armijo, Interim Planning Manager  
Ashley Aparicio, Administrative Assistant  
Chris Ormsby, AICP Senior Planner  
Claudia Manrique, Associate Planner  
Gabriel Diaz, Associate Planner  
Grace Espino-Salcedo, Permit Technician  
Jeffrey Bradshaw, Associate Planner  
Julia Descoteaux, Associate Planner  
Leticia Esquivel, Senior Permit Technician  
Sean P. Kelleher, Senior Planner  
Summer Looy, Permit Technician  
Vera Sanchez, Senior Administrative Assistant

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

# ANNUAL REPORT SUMMARY

## **BACKGROUND**

On December 3, 1984, the City of Moreno Valley was incorporated as a general law city led by a City Council-Manager form of government. Prior to incorporation, the City of Moreno Valley consisted of 42 square miles and a population of 49,702 people. As of December 2019, the City includes 51.56 square miles with a population of 210,639 people.

The City adopted its first General Plan in 1988. The General Plan was comprehensively amended and updated on July 11, 2006. The current General Plan recognizes the community's diverse population, distinct residential neighborhoods, neighborhood and regional commercial activities, industrial potential and recreational amenities.

This document constitutes an annual report to the Planning Commission and City Council as required by state law on the updates of programs and policies in the General Plan. The document includes major projects, General Plan amendments, a status report of goal objectives, policies and programs of the current General Plan, and a Housing Program Status Report. This Annual Report includes projects and information from January 1, 2019 through and up to December 31, 2019.

The following is a summary of the current adoption status of the different required elements of the General Plan:

- Circulation Element (2006)
- Community Development Element (2006)
- Conservation Element (2006)
- Housing Element (2014)
- Parks, Recreation and Open Space Element (2006)
- Safety and Noise Element (2006)

## **ANALYSIS**

### **Government Code Section 65400**

California Governments Code Section 65400 requires that prior to submittal to the Office of Planning & Research and Department of Housing and Community Development, the annual report be made to the legislative body of the submitting jurisdiction on the status of the General Plan and progress towards its implementation, including activity towards its share of regional housing needs. State law requires the following:

- A) A General Plan Annual Report shall be provided by April of each year to the City Council, the Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD); and

- B) A status of the General Plan and progress in its implementation shall be provided in the General Plan Annual Report; and
- C) Progress in meeting its share of the regional housing needs pursuant to Section 65584 of the Government Code shall be provided in the General Plan Annual Report.

### **Annual Review and Housing Program Summary Report**

Pursuant to State Law, the Annual Report and Review of the City of Moreno Valley General Plan reports the progress in implementing the General Plan to the City Council. The City of Moreno Valley's Annual Report includes the following items:

1. A list of Major Accomplishments from January 2019 through December 2019
2. A list of General Plan Amendments from January 2019 through December 2019
3. Appendix A - Housing Element Implementation Progress Report includes the City's progress made in meeting its share of regional housing needs pursuant to State Government Code Section 65584.
4. Appendix B – Moreno Valley General Plan Complete List of Goals and Policies, which provides a status report of the 2006 General Plan goals, policies, objectives and programs towards implementing the City's blueprint for land use development.

### **Moreno Valley General Plan – Goals, Objectives, Policies and Programs**

Appendix B evaluates the 2006 General Plan goals and policies in a comprehensive document providing the goal/policy number, a description of each goal and policy, a discussion on implementation status and the party responsible for carrying out each item.

- A goal is defined as a broad vision of what the community wants to achieve or provide to residents, landowners and business owners. It is a statement of a desired condition based on community values. Goals are general in nature and usually timeless.
- A policy is a specific statement that guides decision-making. It indicates a commitment of the City to a particular course of action. A policy is based on and assists to implement the goal.

The General Plan Annual Report also includes objectives leading up to the goal/policy as well as an update on existing programs.

### **General Plan Update**

The State Office of Planning and Research (OPR) recommends that cities update their General Plan every ten (10) years. The City of Moreno Valley last completed an update to its General Plan on July 11, 2006, and has begun work on a comprehensive General Plan

update (MoVal 2040), scheduled to be completed by May 2021. The General Plan update is an extensive process that includes various public meetings involving City staff, commissions, and the update will involve extensive community outreach throughout the process, and several public hearings before the Planning Commission and City Council.

Momentum MoVal, the City of Moreno Valley's Strategic Plan, represents the results of active engagement by Moreno Valley residents and the City Council in charting the community's course into the future. Adopted on August 16, 2016, the document provides a course of action for the City's next comprehensive General Plan update. This includes Objective 1.9 to "Ensure the City's General Plan articulates the vision of how Moreno Valley wants to evolve over time, and provides an orderly and predictable process through which this vision is developed and implemented, including new attention to economic development, sustainability, public health, and innovation."

Four (4) initiatives have been adopted with this effort to assist in preparing for and completing the comprehensive General Plan Update. This includes two (2) initiatives related to the completion of the General Plan Annual Report. Initiative 1.9.1 required the preparation of a General Plan Annual Report to the City Council before April 1, 2017 that explains how current land use decisions relate to adopted goals, policies and other implementation measures, and as appropriate, identifies necessary course adjustments consistent with the Strategic Plan. This effort was completed in March of 2017 and serves as the continued course of action to ensure that City actions are consistent with Government Code 65400. Initiative 1.9.2 called for the formation of a working group of key City staff to research and evaluate the General Plan adopted in 2006 as a prerequisite to initiating a comprehensive update of the General Plan. The working group held periodically meetings as warranted between October 2016 and December 2017. While the group did not meet during 2018 and 2019, meetings will reconvene in 2020 as part of the comprehensive General Plan update process.

Additional initiatives included in the City's Strategic Plan articulate a plan of action for completion of the comprehensive General Plan update. These include Initiative 1.9.3, which "includes consideration of incremental set aside of funding in the annual budget development in anticipation of future General Plan update and Initiative 1.9.4, which calls for "conducting the comprehensive update of the City's General Plan and supporting environmental document, including all mandatory elements (including the Housing Element (Cycle 6), which is due to the State on October 15, 2021). The comprehensive General Plan update (MoVal 2040) would also include an Economic Development Element, and other desired optional Elements as authorized by the City Council." This initiative has been implemented with funding set aside for the update, and a qualified consultant firm was selected to prepare the General Plan update as part of a competitive RFP process. The work on the update began in November 2019.

As of January 1, 2018, California's cities, counties, and charter cities are required to either adopt an Environmental Justice Element in their General Plan or integrate Environmental Justice policies and goals into the elements of their General Plan "upon the adoption or next revision of two or more elements concurrently." Gov. Code Sec. 65302(h)(2). Moreno Valley

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is moving ahead with preparation of an Environmental Justice Element as part of the comprehensive General plan update.

### **CONCLUSION**

The City of Moreno Valley General Plan continues to serve as an effective guide for orderly growth and development, preservation and conservation of open space and natural resources. The document also provides for the efficient expenditure of public funds.

As illustrated in the attachments provided with this document, completed public projects are in conformance with the City's General Plan goals, objectives, policies and programs for each representative element. The City of Moreno Valley's legislative bodies have used the 2006 General Plan as a primary source of long-range planning and policy direction. Future work activity that is consistent with these efforts will continue to guide future growth and preserve the quality of life within the community.



# MAJOR ACCOMPLISHMENTS

The City of Moreno Valley is committed to implementing the adopted General Plan, Development Code and Design Guidelines. The Development Code and Design Guidelines, combined with the adopted Landscape Guidelines, are major tools to implement the General Plan.

The purpose of this Annual Report is to highlight significant accomplishments and summarize ongoing General Plan projects that the City of Moreno Valley has been working on since January of 2019. Major accomplishments include key projects that demonstrate how the City of Moreno Valley is carrying out the policy and vision of the General Plan. This report is prepared in accordance with Section 65040.5 of the California Government Code.

## Major Accomplishments in 2019

Major development projects reviewed and approved in January 2019 through December 2019 are as follows:

- PEN18-0082 (Conditional Use Permit): Conditional Use Permit (CUP) for an 88 room (116 beds) skilled nursing facility located on the north side of Alessandro Boulevard, east of Kitching Street.
- PEN16-0066 (Plot Plan): Twenty (20) unit senior apartment complex located on the north side of Webster Avenue between Heacock Street and Indian Street.
- PEN18-0205 (Plot Plan): Approval of a 78 unit transitional residential care housing facility (Horizons at Moreno Valley), located on the south side of Box Springs Road, west of Day Street.
- PEN19-0047 (Plot Plan): Plot Plan for a new auto dealership in the Moreno Valley Auto Mall located at northeast corner of Moreno Beach Drive and Auto Mall Drive.
- PEN18-0080 (Tentative Tract Map 37462): Eight (8) single-family residential lots located along the north side of Bradshaw Circle, approximately 425 feet from the northeast corner of Moreno Beach Drive and Cactus Avenue.
- PEN18-0066 (Change of Zone), PEN18-0067 (Expanded Environmental Review), and PEN18-0065 (Tentative Parcel Map 37643): A Change of Zone from Residential Agriculture 2 (RA2) to Residential 5 (R5) and Tentative Parcel Map 37643 for 31 single-family residential lots. The project is located on the south side of Cottonwood Avenue at Lakeport Drive.

- 
- PEN18-0064 (Plot Plan): Eighteen (18) unit multi-family residential development located on the west side of Edgemont Street between Eucalyptus Avenue and Dracaea Avenue.
  - PEN18-0086 (Planned Unit Development): Twenty (20) unit multi-family complex located on the south side of Fir Avenue between Indian Street and Perris Boulevard.

# GENERAL PLAN IMPLEMENTATION

The General Plan and Development Code provide the City of Moreno Valley the tools necessary to guide the development of the City into the next century. Implementation of the General Plan includes key projects that demonstrate how the City of Moreno Valley is carrying out the policy and vision of the Plan.

## General Plan Implementation in 2019

The following General Plan related projects reviewed and approved in January 2019 through December 2019 are as follows:

- PEN18-0119 (General Plan Amendment), PEN18-0120 (Specific Plan Amendment), PEN18-0121 (Change of Zone), PEN18-0090 (Tentative Parcel Map 37514), and PEN18-0107 (Plot Plan):

The project included five applications. The General Plan Amendment changed the land use designations for a portion of the site from Residential 20 (R20) to Commercial (C). The Specific Plan Amendment and Change of Zone changed the zoning from High Density Residential (SP 193 H) to Medium High Density Residential (SP 193 MHR) and Commercial (SP 193 C). Tentative Parcel Map (TPM) 37514 will subdivide the approximately 19 acre site into three parcels. The related Plot Plan will develop a 112 unit multiple family apartment project on approximately 8.8 acres (Parcel #3). The project is located at the northeast corner of Lasselle Street and Krameria Avenue, within the Moreno Valley Ranch Specific Plan.

- PEN18-0191 (General Plan Amendment), PEN18-0192 (Change of Zone), PEN18-0193 (Expanded Environmental Review), and PEN18-0254 (Plot Plan): A General Plan Amendment was approved from Commercial (C) to Business Park (BP), Change of Zone from Community Commercial (CC) to Light Industrial (LI), and related Plot Plan for a 767,886 square foot industrial logistics building on 35.5 acres. The project is located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue.
- PEN19-0108 (General Plan Amendment), PEN19-0109 (Change of Zone), PEN19-0097 (Expanded Environmental Review), and PEN19-0110 (Plot Plan): A General Plan Amendment was approved from Residential 5 to Residential 10 and Public (P), Change of Zone from Residential 5 to Residential 10 and Public (P), and Plot Plan for an 80 unit affordable multiple family residential development on approximately 6.78 acres and a 1.59-acre site (Parcel 2) designated for public facilities, to be retained by the City. Twenty (20) of the units will be reserved for senior citizen households. The project is located at the northeast corner of Cottonwood Avenue and Indian Street.

Attachment A: 2019 Housing Element Annual Progress Report Table

SUMMARY		
Jurisdiction	City of Moreno Valley	
Reporting Year	2019	(January 1- December 31)

Permitted Units Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	238
Above Moderate		284
Total Units 44		522

Note: units serving extremely low-income households are included in the very low-income permitted units totals

Entitlement Summary	
Total Housing Applications Submitted:	39
Number of Proposed Units in All Applications Received:	1,406
Total Housing Units Approved:	1,073
Total Housing Units Disapproved:	0
Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

Jurisdiction	Moreno Valley	
Reporting Year	2019	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**

(CCR Title 25 §6202)

Note: "\*" indicates an optional field  
 Cells in grey contain auto-calculation formulas

Table A Housing Development Applications Submitted																			
Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project (Auto-calculated Can Be Overwritten)	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Notes*
Summary Row: Start Data Entry Below																			
								0	0	0	0	0	0	231	1175	1406	1073	0	0
	263132022	21704 DRACALA AVE, MORENO VALLEY, CA 92553	Custom Home	PEN19-0012	SFD	O	1/16/2019							1	1		0	No	Resubmittal Required
	263132031	13141 EDGE MOUNT ST, MORENO VALLEY, CA 92553	Custom Home	PEN19-0231	SFD	O	11/7/2019							1	1		0	No	In Review
	264053004	11070 SADDLE RIDGE RD, MORENO VALLEY, CA 92557	Plot Plan	PEN19-0111	ADU	O	5/8/2019							1	1	1	0	No	Approved
	264261033	22755 WILD GERANIUM LN, MORENO VALLEY, CA 92557	Plot Plan	PEN19-0208	ADU	O	10/1/2019							1	1	1	0	No	Approved
	291321005	13476 OAK DELL ST, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0092	ADU	O	4/10/2019							1	1	1	0	No	Approved
	291325003	22751 BAYWOOD DR, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0022	ADU	O	1/22/2019							1	1		0	No	In Review
	291403002	22640 KINROSS LN, MORENO VALLEY, CA 92557	Plot Plan	PEN19-0124	ADU	O	6/4/2019							1	1	1	0	No	Approved
	292291023	MORENO VALLEY	Custom Home	PEN19-0224	SFD	O	10/31/2019							1	1	1	0	No	Approved
	296126013	23686 SUNCREST AVE, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0242	ADU	O	11/26/2019							1	1		0	No	Resubmittal Required
	474120051	MORENO VALLEY	Custom Home	PEN19-0072	SFD	O	3/5/2019							1	1		0	No	Resubmittal Required
	474120054	Perris Blvd, MORENO VALLEY, CA 92553	Custom Home	PEN19-0070	SFD	O	2/27/2019							1	1	1	0	No	Approved
	474161035	Mathews Rd, Moreno Valley, CA 92557	Plot Plan	PEN19-0258	ADU	O	12/19/2019							1	1		0	No	In Review
	474161035	Mathews Rd, Moreno Valley, CA 92557	Custom Home	PEN19-0257	SFD	O	12/19/2019							1	1		0	No	In Review
	475160062	11608 INDIAN ST, MORENO VALLEY, CA 92557	Plot Plan	PEN19-0121	ADU	O	5/30/2019							1	1		0	No	Resubmittal Required
	478175003	28889 WILLIAMS AVE, MORENO VALLEY, CA 92555	Plot Plan	PEN19-0165	ADU	O	7/19/2019							1	1		0	No	Resubmittal Required
	479473015	25462 BAY AVE, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0158	ADU	O	7/9/2019							1	1		0	No	Approved
	482020015	24094 ATWOOD AVE, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0085	ADU	O	4/2/2019							1	1		0	No	Resubmittal Required
	482414016	14901 SILVERTREE RD, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0253	ADU	O	12/13/2019							1	1		0	No	In Review
	482442016	14212 BRANDT DR, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0113	ADU	O	5/14/2019							1	1	1	0	No	Approved
	484071014	14131 FLAMINGO BAY LN, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0186	ADU	O	8/16/2019							1	1	1	0	No	Approved
	484233003	14568 MAY LN, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0006	ADU	O	1/4/2019							1	1	1	0	No	Approved
	484241005	25197 DELPHINIUM AVE, MORENO VALLEY, CA 92553	Plot Plan	PEN19-0091	ADU	O	4/9/2019							1	1	1	0	No	Approved
	485101042	15343 SWARENS CT, MORENO VALLEY, CA 92551	Custom Home	PEN19-0256	SFD	O	12/18/2019							1	1		0	No	In Review
	486122004	25599 VISTA FAMOSO DR, MORENO VALLEY, CA 92551	Plot Plan	PEN19-0241	ADU	O	11/23/2019							1	1		0	No	In Review
	260500034	10292 PENGUIN CT, MORENO VALLEY, CA 92557	Plot Plan	PEN19-0194	SFD	O	8/28/2019							7	7	7	0	No	Approved

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by

Resolution 3893 (2020) 10/11/2020 10:00 AM

ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation  
(CSC File 20 2020)

How to read this column: See the legend on the next page.

Table A2: Annual Building Activity Report Summary, New Construction, Existing Permits and Completed Units. The table includes columns for Project Identifier, Unit Types, Affordability by Household Income, Affordability by Household Income - Building Permits, Affordability by Household Income - Certificates of Occupancy, and various funding and program categories. It contains a large number of rows detailing individual housing projects and their progress.

ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation  
ISC# 18-20018

Table with columns for Element ID, Element Name, Priority, and Status. Elements 1 through 330 are listed, with most showing a green status bar in the 'Status' column.

Table with columns for Element ID, Element Name, Priority, and Status. Elements 331 through 440 are listed, with most showing a green status bar in the 'Status' column.

ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation  
CSG Title 20 (2020)

Note: \*\* Indicates an updated field  
See also: https://data.ccsd.org/housing

Table with columns for ID, County, City, Element, Description, Status, etc. The table contains 400+ rows of data, with many cells highlighted in green. A small note at the top right of the table area says 'Note: \*\* indicates an updated field'.

Table with columns for ID, County, City, Element, Description, Status, etc. This is a continuation of the data from the previous table, showing a similar structure with multiple rows and columns.



ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation  
CSD No. 20 (2020)

Note: \* indicates an updated field  
See page 10 for additional information

Table with columns for Element ID, Name, Status, and various progress metrics. The table contains numerous rows, many of which are highlighted in green, indicating specific progress or completion status for various housing elements.



Jurisdiction	Moreno Valley	
Reporting Year	2019	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.  
 Please contact HCD if your data is different than the material supplied here

Table B													
Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2								3	4	
Income Level		RHNA Allocation by Income Level	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	1500											1500
	Non-Deed Restricted												
Low	Deed Restricted	993											993
	Non-Deed Restricted												
Moderate	Deed Restricted	1112					92	135	238			465	647
	Non-Deed Restricted												
Above Moderate		2564	93	103	119	341	424	284				1364	1200
Total RHNA		6169											
Total Units			93	103	119	433	559	522				1829	4340

Note: units serving extremely low-income households are included in the very low-income permitted units totals  
 Cells in grey contain auto-calculation formulas

Jurisdiction	Moreno Valley
Reporting Year	2019 (Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**

(CCR Title 25 §6202)

Note: "\*" indicates an optional field  
 Cells in grey contain auto-calculation formulas

Table C Sites Identified or Rezoned to Accommodate Shortfall Housing Need																	
Project Identifier				Date of Rezone	RHNA Shortfall by Household Income Category				Type of Shortfall	Sites Description							
1				2	3				4	5	6	7	8		9	10	11
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Date of Rezone	Very Low-Income	Low-income	Moderate-Income	Above Moderate-Income	Type of Shortfall	Parcel Size (Acres)	General Plan Designation	Zoning	Minimum Density Allowed	Maximum Density Allowed	Realistic Capacity	Vacant/Nonvacant	Description of Existing Uses
Summary Row: Start Data Entry Below																	

**Table D**

**Program Implementation Status pursuant to GC Section 65583**

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	Objective	Timeframe	Status of the Program Implementation
Action 1.1	<p>Review and update the General Plan periodically (if an update is needed) to ensure that growth trends are addressed.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	Ongoing 2014 – 2021	The City of Moreno Valley is currently working on a comprehensive General Plan Update due to be completed in May 2021. The effort is entitled "MoVal 2040".
Action 1.2	<p>Encourage variety of housing development through various Overlay zone alternatives (Senior Housing, Planned Development, Mixed Use) or with the density bonus incentives.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: Target 1 mixed-use project over the planning period.</i></p>	Ongoing 2014 – 2021	Ongoing
Action 1.3	<p>The Moreno Valley Housing Authority will utilize available funding, HOME, CDBG, etc. allocations to provide the following incentives which may be applied to an affordable housing project:                      1) Lease or purchase of City owned property at low rates; 2) Provision of off-site improvements.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: CDBG, HOME, General Fund</i></p>	Ongoing 2014 – 2021	Ongoing
Action 1.4	<p>Encourage a mixture of diverse housing types and densities in new developments, guided by specific plans</p>	Ongoing 2014 – 2021	Ongoing

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

	<p>and the Mixed Use Overlay District, around Sunnymead and Alessandro Boulevards and throughout the City. Focus development activity within the Village Specific Plan (SP 204) area to suitably zoned underutilized land and the potential for mixed-use projects exists for the development of affordable housing.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund, Moreno Valley Housing Authority</i>  <i>Objective: Target 1 mixed-use project over the planning period.</i></p>		
<p>Action 1.5</p>	<p>Support the use of innovative building techniques and construction materials for residential development, such as energy efficient buildings that utilize solar panels and sustainable building materials that are recyclable.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021 (latest grant funded through December 2014)</i>  <i>Potential Funding Source: General Fund, Grants</i>  <i>Objective: Using SC Edison grants to develop innovative development standards for energy conservation.</i></p>	<p>Ongoing 2014 – 2021</p>	<p>Ongoing</p> <p>Latest grant funded through December 2014.</p>
<p>Action 1.6</p>	<p>Work with Habitat for Humanity to utilize vacant Housing Authority owned infill lots for single-family development to provide housing for lower income families and individuals.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division, Business Support &amp; Neighborhood Programs Division and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: CDBG&amp; NSP 3 funds for acquisition of property to be rehabilitated and sold</i>  <i>Objective: Approval of 8 unit Tract Map and building 8 units in the planning period. Tentative Tract map for project</i></p>	<p>Ongoing 2014 – 2021</p>	<p>Approval of 8 unit Tract Map (TTR 36598) and building of all 8 single-family residences by Habitat for Humanity. TTR 36598 was approved at Planning Commission on December 12, 2013. The residences were all finalized and occupied in 2016.</p>

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

	<i>was approved at Planning Commission in on December 12, 2013. Building of units to begin in Fall 2014.</i>		
Action 1.7	<p>Continue to track affordable housing units City-wide. This includes monitoring the method by which units remain affordable to lower-income households (i.e. covenants, deed restrictions, loans, etc.).</p> <p>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division and Moreno Valley Housing Authority  Timeframe: Ongoing 2014-2021  Potential Funding Source: General Fund</p>	Ongoing 2014 – 2021	Support provided by the City of Moreno Valley Business Support & Neighborhood Programs Division and Moreno Valley Housing Authority, which is now part of the Financial & Management Services Department.
Action 1.8	<p>The Planning Division will utilize design, development, processing and streamlining incentives, such as reductions in parking requirements, and other standards, to encourage residential uses and to promote more intense residential development in the Mixed Use Districts Overlay and Residential 30 (R30) areas. Information on these financial and regulatory incentives will be made available on the City's website and in public places at City Hall.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division  Timeframe: Ongoing 2014-2021  Potential Funding Sources: General Fund, Tax Credits, HOME funds, CDBG, CHFA funds, HUD, Local Lenders  Objective: Promote development of one mixed use project for lower and moderate-income households</i></p>	Ongoing 2014 – 2021	Ongoing
Action 1.9	<p>Establish parking standards for senior and affordable housing developments that are located in proximity to transit stops.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division  Timeframe: Adopt by end of 2014  Potential Funding Source: General Fund  Objective: To promote high density housing near transportation opportunities. Promote development of</i></p>	Ongoing 2014 – 2021	<p>Ongoing</p> <p>Parking standards are reduced for senior/affordable projects.</p>

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

	<i>one senior and affordable housing development over the planning period.</i>		
Action 1.10	<p>To encourage the development of affordable residential and mixed-use projects, the City will offer incentives such as a reduction in development standards (i.e. lot size and parking requirements) and with assistance from the Moreno Valley Housing Authority, subsidize a portion of development costs to encourage lot consolidation and to promote more intense residential and mixed-use development on vacant and underutilized sites within the Village Specific Plan (SP 204) area. While the City is more than able to accommodate the remaining RHNA allocation for the planning period on sites larger than one acre, this program allows for the City to begin planning for the future by encouraging property owners to consolidate adjacent properties to develop larger projects.</p> <p><i>Responsible Agency: The City of Moreno Valley Planning Division and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	Ongoing 2014 – 2021	Ongoing

Action 2.1	<p>Utilize resources such as HOME funds, California Housing Finance Agency single-family and multiple-family programs, HUD Section 208/811 loans, and HOPE II and III Homeownership programs to stimulate private developer and non-profit entity efforts in the development and financing of housing for lower and moderate-income households.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: HOME funds, CDBG, CHFA funds, HUD, Local Lenders</i></p>	Ongoing 2014-2021	Ongoing
Action 2.2	<p>The Moreno Valley Housing Authority should facilitate discussions between developers and local banks to meet their</p>	Ongoing 2014-2021	Ongoing

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)



	<p>obligations pursuant to the California Community Reinvestment Act (CCRA) providing favorable financing to developers involved in projects designed to provide lower and moderate-income housing opportunities.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i> <i>Timeframe: Ongoing 2014-2021</i></p>		
Action 2.3	<p>Consider pursuing a program through the Moreno Valley Housing Authority, if funding is available, or through interested certified Community Housing Development Organization's (CHDO) and/or non-profit organizations, to purchase affordability covenants on existing multiple-family units, subject to restrictions that the affordability covenants would be in effect for not less than 30 years, and that at least 20 percent of the units would be affordable to extremely low- and very low-income households.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i> <i>Timeframe: Ongoing 2014-2021</i> <i>Potential Funding Source: Moreno Valley Housing Authority, CDBG, HOME, Bond Financing</i> <i>Objective: Target one project of a minimum of 40 units for extremely-low and very-low incomes.</i></p>	Ongoing 2014-2021	Ongoing
Action 2.4	<p>To comply with Senate Bill 2, the City has amended the Moreno Valley Industrial Area Plan (SP 208) to permit emergency shelters by right in the Industrial Support Area without a conditional use permit or other discretionary permit. The City will continue to monitor the inventory of sites appropriate to accommodate emergency shelters and will work with appropriate organizations to ensure the needs of the homeless population whenever possible.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i></p>	Ongoing 2014-2021	Ongoing

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

	<p><i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: General Fund, Emergency Shelter Grant Funds</i>  <i>Objective: Yearly review of inventory sites in the Moreno Valley Industrial Area Plan (SP 208)</i></p>		
Action 2.5	<p>The City will maintain a list of mortgage lenders participating in the California Housing Finance Agency (CHFA) program and refer the program to builders or corporations interested in developing housing in the City.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i></p>	Ongoing 2014-2021	<p>Ongoing</p> <p>List available from the Moreno Valley Housing Authority.</p>
Action 2.6	<p>Continue cooperation with the Riverside County Housing Authority to provide Section 8 rental assistance and work with property owners to encourage expansion of rental projects participating in the program.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority and Riverside County Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: Riverside County Housing Authority, HUD Section 8</i></p>	Ongoing 2014-2021	<p>Ongoing</p> <p>City continues to work with the Moreno Valley Housing Authority.</p>
Action 2.7	<p>Provide incentives for development of lower income housing through the density bonus program. Actively promote its use in conjunction with mixed-use projects in the Mixed Use Districts Overlay, for senior housing, and within multiple-family zones.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund, Tax Credits</i>  <i>Objective: Target 1 mixed-use project over the planning period.</i></p>	Ongoing 2014-2021	<p>Ongoing</p> <p>Density program is ongoing.</p>

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

<p>Action 2.8</p>	<p>Continue to support the City's effort of encouraging multiple-family developments with affordability covenants on units through offering development incentives. These incentives could include reduction in development standards, and expedited permit processing.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: CDBG, HOME funds, Bond Financing</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: Target 1 mixed-use project over the planning period.</i></p>	<p>Ongoing 2014-2021</p>	<p>Ongoing</p> <p>Development incentives are ongoing.</p>
<p>Action 2.9</p>	<p>Pursuant to Government Code Section 65583, the City of Moreno Valley is obligated to remove potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities. To address the needs of this population, the City amended the Zoning Code to adopt formal reasonable accommodation procedures. Reasonable accommodation provides a basis for residents with disabilities to request flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements from the local government to ensure equal access to housing opportunities. The City will provide information regarding the City's reasonable accommodation ordinance and make information on the program more widely available to residents.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: General Fund, HUD Section 202/811 funds</i></p>	<p>Ongoing 2014-2021</p>	<p>Ongoing</p>
<p>Action 2.10</p>	<p>Prioritize resources such as HOME funds, California Housing Finance Agency single-family and multiple-family programs, HUD Section</p>	<p>Ongoing 2014-2021</p>	<p>Ongoing</p>

Attachment: Exhibit A to Resolution 2020- [Revision 1] (3893 : Annual Progress Report as Required by Government Code 65400)

	<p>208/811 loans for the development of rental projects that provide units with two or three bedrooms.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: CHFA funds, HUD loans, HOPE funds, HOME funds</i>  <i>Objective: Promote the development of 20 rental units with two or three bedrooms</i></p>		
Action 2.11	<p>The City will adopt a density bonus ordinance in compliance with Government Code Section 65915.</p> <p><i>Responsible Agency: Planning Division</i>  <i>Timing: Adopt by end of 2014</i>  <i>Funding: General Fund</i>  <i>Objective: To promote the financial feasibility of development affordable to lower-income households utilizing density bonuses and incentives and concessions.</i></p>	Ongoing 2014-2021	Ongoing
Action 3.1	<p>The City shall expedite and prioritize development processing time of applications for new construction or rehabilitation of housing for lower and moderate-income households and seniors (Previously referred to as Program 8.16). Expedited permit processing would allow complete development applications to be reviewed at an accelerated rate by City Staff in order to ensure that permit processing times do not create a potential constraint on the development of affordable units by adding to the overall cost of the project.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	Ongoing 2014-2021	Ongoing  Expedited permit processing is available for new construction or rehabilitation.
Action 3.2	<p>To accommodate the needs of extremely low-income households and households with special needs</p>	Ongoing 2014-2021	Ongoing

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	<p>and comply with Senate Bill 2, the City amended Zoning Code Section 9.09.190 to include Single room occupancy (SRO) facilities. Residential 30 (R30), the Mixed Use District Overlay and Community Commercial (CC) allow Single Room Occupancy (SRO) housing as a permitted use without a conditional use permit or other discretionary permit. The City will continue to monitor the inventory of sites appropriate to accommodate single-room occupancy units and will work with the appropriate organizations to ensure the needs of extremely low-income residents are met.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: Yearly review of site inventory.</i></p>		
<p>Action 3.3</p>	<p>Continue to permit manufactured housing on permanent foundations in residential zones subject to compatibility criteria (manufactured housing is subject to the same design review criteria as custom or tract homes).</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing 2014-2021</i></p>	<p>Ongoing 2014-2021</p>	<p>Ongoing</p> <p>Continues to be allowed.</p>
<p>Action 3.4</p>	<p>In accordance with Government Code Section 65589.7 as revised in 2005, immediately following City Council adoption, the City must deliver a copy of the 2014-2021 Housing Element to all public agencies or private entities that provide water or sewer services to properties within the City of Moreno Valley.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: By March 1, 2014</i>  <i>Potential Funding Source: General Fund</i></p>	<p>Ongoing 2014-2021</p>	<p>Completed by March 1, 2014.</p>

<p>Action 3.5</p>	<p>Administer contract with fair housing agency (Previously referred to as Program 8.7). These services provide educating households on their rights and responsibilities and assist residents with fair housing issues.</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: To assist 2,500 households during the planning cycle of 2014-2021.</i></p>	<p>Ongoing</p> <p>Services are ongoing.</p> <p>Ongoing 2014-2021</p>	
<p>Action 3.6</p>	<p>Maintain Development Impact Fees (DIF) at a lower level for affordable units (Previously referred to as Program 8.15). The City offers 25% reduction in the Development Impact Fees (DIF) for affordable housing developments.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: 600 affordable units over the planning cycle.</i></p>	<p>Ongoing</p> <p>Ongoing 2014-2021</p>	
<p>Action 3.7</p>	<p>Defer Development Impact Fee for affordable units, until issuance of Certificate of Occupancy (Previously referred to as Program 8.14).</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: 600 affordable units over the planning cycle.</i></p>	<p>Ongoing</p> <p>Ongoing 2014-2021</p>	
<p>Action 3.8</p>	<p>Waive Traffic Uniform Mitigation Fee (TUMF) for affordable units (Previously referred to as Program 8.17).</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i></p>	<p>Ongoing</p> <p>Ongoing 2014-2021</p>	

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	<p><i>Timeframe: Ongoing</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: 600 affordable units over the planning cycle.</i></p>		
Action 3.9	<p>Apply for grant funds to upgrade water infrastructure in the Box Springs Municipal Water Company (BSMWC) service area (Previously referred to as Program 8.22).</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Business Support &amp; Neighborhood Programs Division</i></p> <p><i>Timeframe: Ongoing</i>  <i>Potential Funding Source: Grants</i>  <i>Objective: The City will continue to research grant opportunities.</i></p>	Ongoing 2014-2021	N/A

Action 4.1	<p>Continue to provide favorable home purchasing options to lower and moderate-income households, when funds are available, through the County of Riverside's First Time Homebuyers Down Payment Assistance Program and homeownership assistance with the County Mortgage Credit Certificate (MCC) program.</p> <p><i>Responsible Agency: County of Riverside Housing Authority and Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: County of Riverside Economic Development Department</i></p>	Ongoing 2014-2021	Ongoing
Action 4.2	<p>Continue to work with Habitat for Humanity in the development of single-family homes for lower income families.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: HOME Funds</i>  <i>Objective: Approval of 8 unit Tract Map and building 8 units in the</i></p>	Ongoing 2014-2021	<p>Ongoing</p> <p>SF homes built in 2014. Program remains in place, but no recent activity.</p>

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	<p><i>planning period. Tentative Tract map was approved at Planning Commission on December 12, 2013. Building of units to begin in Fall 2014.</i></p>		
Action 4.3	<p>The Moreno Valley Housing Authority shall provide support to the California Housing Finance Agency (CHFA) program, which supports construction of new owner-occupied units in conjunction with non-profit organizations and/or private developers through advertisement and referral to the program.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority Timeframe: Ongoing 2014-2021 Potential Funding Source: HOME Funds, CHFA Funds</i></p>	Ongoing 2014-2021	Ongoing
Action 4.4	<p>The City shall establish relationships with local lenders, developers and other constituencies such as realtors, and non-profit organizations through community outreach workshops that emphasize specific ideas, issues, and expectations for future development in Moreno Valley.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority Timeframe: Ongoing 2014-2021 Potential Funding Source: General Fund</i></p>	Ongoing 2014-2021	Ongoing
Action 4.5	<p>Provide funds for Homebuyer Assistance Program (HAP) silent seconds. Work with approved lenders that have HAP experience. The goal of the program is to provide homeownership for low and moderate income families (Previously referred to as Program 8.10).</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division Timeframe: 2014-2021 Potential Funding Source: CDBG funds Objective: Target of 15 units during the planning cycle of 2014-2021.</i></p>	Ongoing 2014-2021	Ongoing

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<p>Action 5.1</p>	<p>Maintain code compliance to ensure building safety and integrity of residential neighborhoods. Enforce the building code through issuance of a permit prior to construction, repair, addition to, or relocation of any residential structure.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Building Division</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	<p><i>Ongoing 2014-2021</i></p>	<p>Ongoing</p>
<p>Action 5.2</p>	<p>Monitor the substandard dwellings which cannot be economically repaired and remove when necessary and feasible.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: Target of 3 units during the planning period.</i></p>	<p><i>Ongoing 2014-2021</i></p>	<p>Ongoing</p>
<p>Action 5.3</p>	<p>Administer a program to provide grant funds for neighborhood beautification in targeted neighborhoods (Previously referred to as Program 8.3).</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: CDBG funds</i>  <i>Objective: Target of 3 units per year during the planning cycle of 2014-2021.</i></p>	<p><i>Ongoing 2014-2021</i></p>	<p>Ongoing</p>
<p>Action 5.4</p>	<p>Receive and approve applications for Mobile Home Grant Program (the goal of the program is to correct substandard living conditions for very low-income owner-occupants). Market program via City Links newsletter. Continue to distribute program material to mobile home parks (Previously referred to as Program 8.4).</p>	<p><i>Ongoing 2014-2021</i></p>	<p>Ongoing</p>

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	<p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division and Habitat for Humanity</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: CDBG funds</i>  <i>Objective: Target of 3 mobile homes per year during the planning cycle of 2014-2021.</i></p>		
Action 5.5	<p>Provide enhanced code compliance services in the CDBG target areas. Fund 5,000 hours of code enforcement in the CDBG target areas (Previously referred to as Program 8.5).</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division and Code and Neighborhood Services Division.</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: CDBG funds</i>  <i>Objective: Target is to fund 5,000 hours of code enforcement over the next planning cycle of 2014-2021.</i></p>	Ongoing 2014-2021	Ongoing
Action 5.6	<p>Conduct five (5) annual neighborhood clean-ups, improving the living environment of residents. Provide bins for trash disposal.</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division and Code and Neighborhood Services Division.</i>  <i>Timeframe: 2014-2021</i>  <i>Potential Funding Source: CDBG funds</i>  <i>Objective: Target of 5 clean ups per year during the planning cycle of 2014-2021.</i></p>	Ongoing 2014-2021	Ongoing
Action 6.1	<p>Encourage maximum utilization of Federal, State, and local government programs, such as the County of Riverside Home Weatherization Program and Western Riverside Council of Governments HERO</p>	Ongoing 2014-2021	

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	<p>program, and assist homeowners in providing energy conservation measures.</p> <p><i>Responsible Agency: Moreno Valley Housing Authority</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: County of Riverside</i></p>		
Action 6.2	<p>Maintain and distribute literature on energy conservation, including solar power, additional insulation, and subsidies available from utility companies, and encourage homeowners and landlords to incorporate these features into construction and remodeling projects.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	Ongoing 2014-2021	Ongoing  Moreno Valley Utilities (MVU)
Action 6.3	<p>Facilitate sustainable development in the City by enforcing the goals, policies, and implementation measures established in the proposed Sustainable Community section in the Conservation Element.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Building Division</i>  <i>Timeframe: Ongoing 2014-2021</i></p>	Ongoing 2014-2021	Ongoing
Action 6.4	<p>The City shall implement its local action plan for reduction of greenhouse gas emissions.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	Ongoing 2014-2021	Ongoing
Action 6.5	<p>Implement residential Solar Initiative Program to MV Utility customers (Previously referred to as Program 8.31). Literature for the public on energy saving programs offered by local utility companies are available in</p>	Ongoing 2014-2021	Ongoing

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	<p>City Hall offices and on the City's website.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Utilities</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i>  <i>Objective: The City will continue to encourage homeowners and landlords to incorporate energy conservation within construction and remodeling projects.</i></p>		
Action 6.6	<p>Market energy efficiency program for residents of MV Utility area (Previously referred to as Program 8.34). The City has energy efficiency information posted on its website and information regarding various programs is mailed out to MV Utility customers in their bills.</p> <p><i>Responsible Agency: City of Moreno Valley Planning Division and Moreno Valley Utilities</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	Ongoing 2014-2021	Ongoing
Action 7.1	<p>The City, in conjunction with the Riverside County Fair Housing Council, shall support efforts dedicated to working towards the elimination of the discrimination of housing by actively pursuing any complaints of housing discrimination within the City. Information detailing fair housing practices will be made available at City Hall and on the City's website. Additionally, the City will participate with the Riverside County Fair Housing Council to conduct workshops and seminars about landlord and tenant responsibilities and rights (Previously referred to as Program 8.7).</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division</i></p>	Ongoing 2014-2021	Ongoing

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	<p><i>and Riverside County Fair Housing Council</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: CDBG</i>  <i>Objective: To assist 2,500 households during the planning cycle of 2014-2021.</i></p>		
<p>Action 7.2</p>	<p>The housing needs of persons with developmental disabilities are typically not addressed by Title 24 Regulations, and requires in addition to basic affordability, slight modifications to existing units, and in some instances, a varying range of supportive housing facilities. To accommodate residents with developmental disabilities, the City will seek State and Federal monies, as funding becomes available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities. Moreno Valley will also provide regulatory incentives, such as expedited permit processing, and fee waivers and deferrals, to projects targeted for persons with developmental disabilities. To further facilitate the development of units to accommodate persons with developmental disabilities, the City shall reach out to developers of supportive housing to encourage development of projects targeted for special needs groups. Finally, as housing is developed or identified, Moreno Valley will work with the Inland Regional Center to implement an outreach program informing families within the City of housing and services available for persons with developmental disabilities. Information will be made available on the City's website.</p> <p><i>Responsible Agency: City of Moreno Valley Business Support &amp; Neighborhood Programs Division</i>  <i>Timeframe: Ongoing 2014-2021</i>  <i>Potential Funding Source: General Fund</i></p>	<p><i>Ongoing 2014-2021</i></p>	<p>Ongoing</p>

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Jurisdiction	Moreno Valley	
Reporting Period	2019	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

Note: "+" indicates an optional field  
 Cells in grey contain auto-calculation formulas

Table E										
Commercial Development Bonus Approved pursuant to GC Section 65915.7										
Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved	
1				2				3	4	
APN	Street Address	Project Name <sup>+</sup>	Local Jurisdiction Tracking ID <sup>+</sup>	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved	
Summary Row: Start Data Entry Below										
NA										

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Jurisdiction	Moreno Valley	
Reporting Period	2019	(Jan. 1 - Dec. 31)

## ANNUAL ELEMENT PROGRESS REPORT

### Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field  
 Cells in grey contain auto-calculation formulas

**Table F**

**Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)(2)**

This table is optional. Jurisdictions may list (for informational purposes only) units that do not count toward RHNA, but were substantially rehabilitated, acquired or preserved. To enter units in this table as progress toward RHNA, please contact HCD at APR@hcd.ca.gov. HCD will provide a password to unlock the grey fields. Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in Government Code section 65583.1(c)(2).

Activity Type	Units that Do Not Count Towards RHNA <sup>+</sup> Listed for Informational Purposes Only				Units that Count Towards RHNA <sup>+</sup> Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1 <sup>+</sup>
	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Total Units by Income									NA

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Jurisdiction	Moreno Valley	
Reporting Period	2019	(Jan. 1 - Dec. 31)

**NOTE:** This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.

Note: "+" indicates an optional field  
Cells in grey contain auto-calculation formulas

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
(CCR Title 25 §6202)

**Table G**

**Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of**

Project Identifier						
1						4
APN	Street Address	Project Name <sup>+</sup>	Local Jurisdiction Tracking ID <sup>+</sup>	Realistic Capacity Identified in the Housing Element	Entity to whom the site transferred	Intended Use for Site
Summary Row: Start Data Entry Below						
NA						

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# Moreno Valley General Plan

## Complete list of Goals and Policies

KEY	
Planning	Police
Land Development	Waste Coordinator
Special Districts	Transportation
Economic Development	Building
Parks / Community Services	Multiple Departments
Emergency Operations / Fire	

Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
<b>The City Structure Land Use Element Goals and Policies</b>			
<b>9.2 Community Development Element Goals, Objectives, Policies and Programs</b>			
<b>9.2.1 Community Development Element Goals</b>			
<b>Goal 2.1</b>	A pattern of land uses, which organizes future growth, minimizes conflicts between land uses, and which promotes the rational utilization of presently underdeveloped and undeveloped parcels.	Land use designations provided in the General Plan minimizes conflicts between land uses and allows for buffers between industrial, commercial and more sensitive residential land uses. In higher intensity Specific Plans such as the Industrial Area Plan (SP 208), buffers have been established between industrial land uses and existing more sensitive residential development. This is an ongoing goal of the City.	Planning
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party

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<b>Goal 2.2</b>	An organized, well-designed, high quality, and functional balance of urban and rural land uses that will meet the needs of a diverse population, and promote the optimum degree of health, safety, well-being, and beauty for all areas of the community, while maintaining a sound economic base.	The City of Moreno Valley strives to approve well-designed, high quality projects. There is a functional balance between urban and rural land uses that will meet the needs of the residents. For example, more rural land use designations are provided in the northern and eastern portions of the city, while urban land uses are provided in the western and southern portions. This practice allows for good sensible land use planning, while maintaining a sound economic base. This is an ongoing goal of the City.	Planning <b>A.11.b</b>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Goal 2.3</b>	Achieves an overall design statement that will establish a visually unique image throughout the City.	The City of Moreno Valley's General Plan provides for an overall design statement which establishes unique visual images throughout the City. The Municipal Code, which is consistent with the General Plan, establishes overall design guidelines and standards for residential, commercial and industrial development proposals, and reviews items such as, color, unity/diversity massing, and building proportion. This is an ongoing City goal.	Planning
<b>Goal 2.4</b>	A supply of housing in sufficient numbers suitable to meet the diverse needs of future residents and to support healthy economic development without creating an oversupply of any particular type of housing.	The downturn of the economy in 2007 limited new housing development in the City until recently. In the last year, new residential housing projects have been submitted and housing product has been very diverse. This includes such project types as smaller lot Planned Unit Developments for the senior or first time homeowner and multiple family housing such as apartments. This is an ongoing City goal.	Planning

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Goal/Policy	Description	Discussion on Implementation Status	Responsible	A.11.b
<b>Goal 2.5</b>	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.	A specific goal for the City is to maintain water supply, wastewater collection/treatment/disposal and solid waste collection capable of meeting the present and future needs of City residents. MVU prepares an annual Distribution System Plan, which forecasts the future electrical needs of MVU's service area. Capital improvement projects are then developed and prioritized to ensure that the system will meet the present and future needs of MVU customers. This is an ongoing goal.	Water Purveyors/Waste Coordinator /MVU	
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party	
<b>9.2.2 Community Development Element Objectives and Policies</b>				
<b>Objective 2.1</b>	Balance the provision of urban and rural lands within Moreno Valley by providing adequate land for present and future urban and economic development needs, while retaining the significant natural features and the rural character and lifestyle of the northeastern portion of the community.	The City of Moreno Valley continues to provide a balance of urban and rural land. The majority of the City is urbanized, with a continued emphasis of retaining natural features as well as the urban lifestyle with larger lots and larger animal keeping opportunities north of State Route 60 in the northeaster portion of the community. This is an ongoing City objective.	Planning	

<b>Objective 2.2</b>	Provide a wide range of residential opportunities and dwelling types to meet the demands of present and future residents of all socioeconomic groups.	The City has a very diverse residential mix, including a wide range of residential opportunities to meet the demand of all socioeconomic groups. As included in Moreno Valley's approved 2014 Housing Element, the City strives for affordable housing opportunities. The City allows opportunities for Planned Unit Developments (PUD's) that provide smaller lot housing for the senior and first time home buyer. Although the market has been slow for condominium development, apartment projects have recently picked up momentum . There are also continued opportunities for market rate single family home development, from tract maps that have been carried over from before the economic downturn. This is an ongoing City objective.	Planning <b>A.11.b</b>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			
2.2.1	In determining allowable density for residential parcels an "adjusted net acreage" shall be used. Adjusted net acres shall mean the land area that would remain after dedication of ultimate rights-of- ways for arterial streets, freeways and park dedications.	All allowable density of residential projects in the City are determined by calculating an adjusted net average of buildable area after infrastructure dedication for streets, utilities, parks etc. This is a continuing City policy.	Planning
2.2.2	The primary purpose of areas designated <b>Hillside Residential</b> is to balance the preservation of hillside areas with the development of view-oriented residential uses. a. Within the Hillside Residential category, appropriate	Section 9.03.040 B "Residential Site Development Standards" of the Municipal Code establishes standards for hillside residential development consistent with the goals, objectives and policies of the General Plan. Hillside residential development	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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	<p>residential uses include large lot residential uses. Lots smaller than one acre may only be permitted as clustered units to minimize grading, and other impacts on the environment, inclusive of the Multi-Species Habitat Conservation Plan.</p> <p>b. The maximum residential density within Hillside Residential areas shall be determined by the steepness of slopes within the project. The maximum allowable density shall not exceed one dwelling unit per acre on sloping hillside property and shall decrease with increasing slope gradient.</p> <p>c. Future development within Hillside Residential areas shall occur in such a manner as to maximize preservation of natural hillside contours, vegetation and other characteristics. Hillside area developments should minimize grading by following the natural contours as much as possible.</p> <p>d. Development within Hillside Residential areas shall</p>	<p>includes large lot residential uses, with the maximum allowable density not to exceed one dwelling unit per acre on sloping hillside property, including a decreasing density with an increasing slope gradient. Allowable development would preserve the preservation of natural hillsides. A slope analysis is the likely vehicle for development in hillside residential areas to determine the percentage of slope. <b>Goals, objectives and policies of hillside residential development will be further evaluated with the next comprehensive General Plan update.</b></p>	<p style="text-align: right;">A.11.b</p>
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
	<p>be evaluated to determine the precise boundaries of the area. If the Community Development Director determines that adequate slope information is not available, applicants requesting to develop within these areas shall complete a slope analysis for the proposed development site. Portions of the development that exceed an average slope of 10% shall adhere to the policies within the Hillside Residential category. Portions of the development where the slopes are less than 10% on average shall adhere</p>		

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2.2.3	<p>The primary purpose of areas designated <b>Rural Residential</b> is to provide for and protect rural lifestyles, as well as to protect natural resources and hillsides in the rural portions of the City.</p> <p>a. The maximum residential density within Rural Residential and areas shall be determined by the steepness of slopes within the individual project area. The maximum allowable density shall be 0.4 dwelling units per acre (an average lot size of 2.5 acres) on flat terrain and shall decrease with increasing slope gradient.</p> <p>b. Within the Rural Residential category, appropriate residential uses include large lot residential uses. Lots smaller than 2.5 acres may only be permitted as clustered units to minimize grading and other impacts on the environment, inclusive of the Multi-Species Habitat Conservation Plan.</p>	<p>Section 9.03.040 A "Residential Site Development Standards" of the Municipal Code establishes standards for rural residential development consistent with the goals, objectives and policies of the General Plan. This includes large lot residential development allowing a maximum density of 0.4 dwelling units per acre on flat terrain, with a decrease in density as the slope gradient increases. This is an ongoing policy.</p>	<p>Planning</p> <p><b>A.11.b</b></p>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.2.4	<p>The primary purpose of areas designated <b>Residential 1</b> is to provide for and protect rural lifestyles. The maximum allowable density for projects within the Residential 1 areas shall be 1.0 dwelling unit per acre.</p>	<p>Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes requirements for Residential 1 development consistent with the goals, objectives and policies of the General Plan.</p> <p>Development shall not exceed 1 dwelling unit per acre. This is an ongoing policy.</p>	<p>Planning</p>

2.2.5	The primary purpose of areas designated <b>Residential 2</b> is to provide for suburban lifestyles on residential lots larger than commonly available in suburban subdivisions and to provide a rural atmosphere. The maximum allowable density shall be 2.0 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for Residential 2 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 2 dwelling units per acre. This is an ongoing policy.	Planning <b>A.11.b</b>
2.2.6	The primary purpose of areas designated <b>Residential 3</b> is to provide a transition between rural and urban density development areas, and to provide for a suburban lifestyle on residential lots larger than those commonly found in suburban subdivisions. The maximum allowable density shall be 3.0 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for Residential 3 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 3 dwelling units per acre. This is an ongoing policy.	Planning
2.2.7	The primary purpose of areas designated Residential 5 is to provide for single-family detached housing on standard sized suburban lots. The maximum allowable density shall be 5.0 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for Residential 5 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 5 dwelling unit per acre. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.2.8	The primary purpose of areas designated <b>Residential 10</b> is to provide for a variety of residential products and to encourage innovation in housing types. Developments within Residential 10 areas are typically expected to provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. The maximum allowable density shall be 10.0 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for Residential 10 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 10 dwelling units per acre. This is an ongoing policy.	Planning

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2.2.9	The primary purpose of areas designated <b>Residential 15</b> is to provide a range of multi-family housing types for those not desiring dwellings on individual lots that include amenities such as common open space and recreational facilities. The maximum allowable density shall be 15.0 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for multiple- family Residential 15 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 15 dwelling unit per acre. This is an ongoing policy.	Planning <b>A.11.b</b>
2.2.10	The primary purpose of areas designated <b>Residential 20</b> is to provide a range of high density multi-family housing types. Developments within Residential 20 areas shall also provide amenities, such as common open spaces and recreational facilities. The maximum density shall be 20 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for high density residential 20 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 20 dwelling units per acre. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.2.11	The primary purpose of areas designated <b>Residential 30</b> is to provide a range of high density multi-family housing types in an urban setting. Developments within Residential 30 areas shall also provide amenities, such as common open spaces and recreational facilities. The maximum density shall be 30 dwelling units per acre.	Section 9.03.040 "Residential Site Development Standards" of the Municipal Code establishes standards for high density Residential 30 development consistent with the goals, objectives and policies of the General Plan. Development shall not exceed 30 dwelling unit per acre. This is an ongoing policy.	Planning
2.2.12	Densities in excess of the maximum allowable density for residential projects may be permitted pursuant to California density bonus law.	The City encourages the use of density bonus for affordable housing and senior housing opportunities. Development Code Section 9.03.050 "Density Bonus Program for Affordable Housing" provides provisions for density bonus and greater on-site project densities. This is an ongoing policy.	Planning

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2.2.13	Planned Unit Developments (PUD) shall be encouraged for residential construction in order to provide housing that is varied by type, design, form of ownership, and size. PUD's shall also provide opportunities to cluster units to protect significant environmental features and/or provide unique recreational facilities.	PUD's are encouraged to allow for more diverse designs, recreational opportunities and walkable residential communities. Section 9.03.060 "Planned Unit Developments of the Development Code provides for PUD's and clustering opportunities to avoid existing environmental constraints. This is an ongoing policy	Planning A.11.b
2.2.14	Discourage costly "leap-frog" development patterns by encouraging in-fill development wherever feasible, thereby reducing overall housing costs. Development within an area designated as SP 212-1 (Moreno Highlands) is not considered to be leapfrog development	Developing on infill properties is always encouraged by the City. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.2.15	Encourage a diversity of housing types, including conventional, factory built, mobile home, and multiple family dwelling units.	The City encourages a diverse housing mix for all residentially zoned property. This is an ongoing policy.	Planning
2.2.16	Encourage the use of innovative and cost effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.	The use of cost effective building materials, site design practices and energy/water conservation measures is encouraged through the Development and Building Codes. For example. The Landscape ordinance requires drought tolerant plant materials and waterwise irrigation practices . The Green Building Code requires conservations measures such as building material design and other energy requirements. This is an ongoing policy.	Planning
2.2.17	Affordable housing developments should be compatible in visual design with surrounding development.	All newly constructed affordable housing developments are compatible with both exterior design and surrounding development. This is an ongoing policy.	Planning

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2.2.18	Discourage nonresidential uses on local residential streets that generate traffic, noise or other characteristics that would adversely affect nearby residents.	Current zoning practices discourages and in many cases does not allow for impactful non- residential development to occur. The Municipal Code (Section 9.02.020 "Permitted Uses"), restricts non residential uses in residential zones that are contained to local residential streets. This is an ongoing policy.	Planning	A.11.b
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Objective 2.3</b>	Promote a sense of community and pride within residential areas through increased neighborhood interaction and enhanced project design.	A sense of community and pride is instilled in newly approved projects through good design and walkable communities. Increased neighborhood interaction is also encourage through such things as neighborhood watch and Pop teams established for multiple family residential development. This is an ongoing policy.	Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Policies:</b>				
2.3.1	Within individual residential projects, a variety of floor plans and elevations should be offered.	Pursuant to Section 9.16.130 (Table 9.16.130B) of the Code, all residential projects shall provide a variety of floor plans and elevations. This is an ongoing policy.	Planning	
2.3.2	Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.	Chapter 16 of the Municipal Code requires roofline variations, architectural projections and other embellishments such as four sided architecture. This is an ongoing policy.	Planning	

2.3.3	Discourage the development of single-family residences with a bulk (building mass) that is out of scale with the size of the parcels on which they are located.	The City understands that building massing is a very important issue to consider in residential elevations and when developing single-family residential communities. The design guidelines contained in Section 9.16.010 of the Municipal Code discourages building massing that is out of context with the existing neighborhood. This is an ongoing policy.	Planning A.11.b
2.3.4	Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.	Section 9.03.060 "Planned Unit Developments" of the Municipal Code encourages PUD's for greater innovation in housing development and conservation of natural resources and open space. Recreational facilities such as picnic areas, pocket parks, walking paths and gyms are commonplace among PUD developments. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.3.5	Ensure that all multiple family housing is well- designed, attractive and livable by: a. Ensuring all structures are architecturally compatible and include decorative architectural features and articulation in walls and roofs; b. Providing adequate parking, walkways, lighting, landscaping, amenities and open space areas; c. Providing private open space areas such as patios and balconies.	Pursuant to Chapter 16, Section 9.16.130 "Design Guidelines" of the Municipal Code, multiple-family residential projects shall be architecturally compatible with the existing neighborhood, provide parking, walkways and common open space areas such as picnic areas, pools, tot lots etc. This is an ongoing policy.	Planning

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<b>Objective 2.4</b>	Provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.	The City strives for commercial areas that provide functional vehicular circulation and safe pedestrian areas that are walkable internally between uses and externally to surrounding neighborhoods. This is an ongoing objective.	Planning <b>A.11.b</b>
<b>Policies:</b>			
2.4.1	The primary purpose of areas designated <b>Commercial</b> is to provide property for business purposes, including, but not limited to, retail stores, restaurants, banks, hotels, professional offices, personal services and repair services. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses. Commercial development intensity should not exceed a Floor Area Ratio of 1.00 and the average floor area ratio should be significantly less.	Zoning regulations for commercial uses are consistent with established General Plan land use. For example, the City's zoning map establishes Commercial zoning designations and the Municipal Code Permitted Uses Table (Section 9.02.020-1) provides for permitted uses allowed for each commercial zoning category. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.4.2	The commercial area located at the intersection of <b>Alessandro Boulevard and Redlands Boulevard</b> shall provide for commercial land uses that are compatible with the historical, small town nature of the original Moreno town site. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses.	The General Plan Land Use Map shows the site zoned as VC or Village Commercial, which is a unique zoning classification allowing for unique uses. Any development at this intersection has been and would need to be compatible with the historical, small town nature of the original site.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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2.4.3	The commercial area located on the <b>north side of State Route 60 at the intersection of Moreno Beach Drive</b> shall provide for the establishment of commercial land uses that serve the daily needs of the surrounding residential neighborhood and the traveling public. It is not intended to serve the needs of the region for goods, services, entertainment or recreation. The zoning regulations shall identify the particular uses and type of development permitted on each parcel, which could include office uses and compatible noncommercial uses.	Properties located north of State Route 60 at the intersection of Moreno Beach Drive are zoned CC or Community Commercial. The zoning established in the City's Land Use Map and Municipal Code identifies permitted uses allows for commercial/retail uses that both serve the needs of the surrounding residential neighborhood and the traveling public. The preferred alternative in the Highway 60 Corridor study suggested a town center concept which includes potential entertainment retail uses such as hotels and sit down restaurant. <b>This item shall be reviewed further during the next General Plan update.</b>	Planning <span style="float: right;">A.11.b</span>
2.4.4	An overlay district limiting land uses to those that are supportive and compatible with medical uses shall be established around the <b>Riverside County Regional Medical Center and the Moreno Valley Community Hospital</b> . The zoning regulations shall identify the particular uses and type of development permitted on each parcel.	Municipal Code standards under Section 9.07- 040 "Medical Use Overlay District (MUO)", provides the foundation to create and maintain diverse and supportive medical uses in the vicinity of the Riverside County Regional Medical Center (Riverside University Health Systems) and the Moreno Valley Community Hospital. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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2.4.5	The primary purpose of locations designated <b>Mixed- Use</b> on the Moreno Valley General Plan Land Use map is to provide for the establishment of commercial and office uses and/or residential developments of up to 20 dwelling units per acre. The zoning regulations shall identify the particular uses and type of development permitted on each parcel. Overall development intensity should not exceed a floor area ratio of 1.00.	The Mixed Use land use zone established in the General Plan provides for both commercial/office and higher density residential development opportunities. The permitted uses table (Municipal Code(Section 9.02.020-1) identifies types of uses and Residential Site Development Standards (Municipal Code Section 9.03.040-6) establishes floor area ratios. <b>The revised Mixed Use Overlay has established standards for denser residential development and allows density to rise from a maximum of 20 dwelling units per acre to a maximum of 40 dwelling units per acre. This item shall be further reviewed and adjusted accordingly with the next General Plan update.</b>	Planning <b>A.11.b</b>
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
2.4.6	The primary purpose of areas designated <b>Residential/Office</b> on the Moreno Valley General Plan Land Use map is to provide areas for the establishment of office-based working environments or residential developments of up to 15 dwelling units per acre. The zoning regulations shall identify the particular uses and type of residential development permitted on each parcel of land. Overall development intensity should not exceed a Floor Area Ratio of 1.00.	As established in Chapter 9,02, Section 9.02.020 of the Municipal Code, areas zoned Residential/Office provide office based working environments and allow for higher density multiple-family residential development. Zoning regulations identify particular uses, types of residential development and floor area ratio requirements. This is an ongoing policy.	Planning

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2.4.7	The primary purpose of areas designated <b>Office</b> is to provide for office uses, including, administrative, professional, legal, medical and financial offices. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include limited non-office uses that support and are compatible with office uses. Development intensity should not exceed a Floor Area Ratio of 2.00 and the average intensity should be significantly less.	The Municipal Code (Sections 9.02.020 and 9.04.010) establishes permitted uses and defines areas designated for office type uses. Current zoning regulations identifies development intensity. This is an ongoing policy.	Planning <b>A.11.b</b>
2.4.8	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.	Section 9.04.010 encourages concentration of commercial use for the convenience of the public and to secure a mutually beneficial relationship between commercial uses and the and public. Section 9.16.150 "Commercial Design Guidelines requires pedestrian pathways in parking areas and further incorporates pedestrian ways and plazas to provide visual interest and functionality. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.4.9	Require reciprocal parking and access agreements between individual parcels where practical.	Section 9.16.150 "Commercial Design Guidelines requires interspace access be provided between commercial centers reducing the number of drive approaches from the street and to encourage commercial/retail crossover. This is an ongoing policy.	Planning

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2.4.10	Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.	Internal roadways provide direct access to all structures visible from a parking area entrance. This would also be the norm for Specific Plans under Chapter 9.13. This is an ongoing policy.	Planning <b>A.11.b</b>
2.4.11	The commercial area located in the vicinity of the intersection of Gilman Springs Road and Jack Rabbit Trail shall provide those commercial support activities necessary and/or incidental to adjacent recreational uses and emphasize tourist-oriented activities and retail services. Recreation-oriented residential land use types may be appropriate to the extent that they are incidental to and complement the recreational character of the area. At such time as the area is annexed to the City, the zoning regulations shall identify the particular uses permitted on each parcel of land.	The General Plan Land Use Map provides a commercial land use designation for this area located in the City's Sphere of Influence. Based on the policy, land uses should be limited away from general commercial use, with an emphasis on more recreation or tourist oriented land uses. <b>This item shall be further reviewed and evaluated in the next comprehensive General Plan update.</b>	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Objective 2.5</b>	Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good access to the regional transportation system, accommodate the personal needs of workers and business visitors; and which meets the service needs of local businesses.	The Municipal Code provides for a mixture of industrial uses that provide a diverse economic base and opportunities for employment with access to regional transportation systems. For example, the recently approved World Logistics Center, situated in the southern and eastern portion of the City, takes advantage of easy access to the State Route 60 freeway.	Planning
<b>Policies:</b>			

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2.5.1	The primary purpose of areas designated <b>Business Park/Industrial</b> is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio of 1.00 and the average floor area ratio should be significantly less.	The Business park/Industrial land use category provides for a wide variety of industrial uses from warehousing, manufacturing and office/support uses. The Municipal Code Permitted Uses Table (Section 9.02.020-1) establishes permitted uses allowed for this land use category. This is an ongoing policy.	Planning <b>A.11.b</b>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.5.2	Locate manufacturing and industrial uses to avoid adverse impacts on surrounding land uses.	Industrial design guidelines provided in the Municipal Code Chapter 9.16 requires truck traffic to be channeled directly to truck routes and prohibits access to neighborhood streets. Manufacturing/industrial uses shall be screened and buffered from surrounding land uses. This is an ongoing policy.	Planning
2.5.3	Screen manufacturing and industrial uses where necessary to reduce glare, noise, dust, vibrations and unsightly views.	Municipal Code Sections 9.16.160 "Business Park/Industrial" and 9.05.050 'Good Neighbor Guidelines for Warehouse Distribution Facilities" require screening for manufacturing and industrial uses in view of rights of way. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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2.5.4	Design industrial developments to discourage access through residential areas.	Industrial development is designed to discourage access through residential zones. Industrial design guidelines provided in the Municipal Code Chapter 9.16 requires truck traffic to be channeled directly to truck routes and prohibits access to neighborhood streets. In addition, Section 9.05.050 "Good Neighbor Guidelines for Warehouse Distribution Facilities" eliminates diesel trucks from unnecessarily traversing through residential neighborhoods based on establish truck routes, parking restrictions and proper signage. An example includes the World Logistics Center project, a 41 million square foot industrial logistics hub in the southeastern portion of the City which has prevented access to Redlands Boulevard and the adjacent residential neighborhoods to the west by redesigning streets and preventing through access. This is an ongoing policy.	Planning A.11.b
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
Objective 2.6	Maintain an adequate inventory of lands for the conduct of public, quasi-public, and institutional activities, including protection of areas needed for future public, quasi-public, and institutional facilities.	This is an on-going policy. Seniors and other users are encouraged to use para transit services provided by the Riverside Transit Agency. This is consistent with Chapter 9.11.080 of the Municipal Code.	Land Dev./Administrative Services/Police/Fire/Planni
Policies:			

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2.6.1	The primary purpose of areas designated Public/Quasi- Public is to provide property for civic, cultural and public utility uses, including, but not limited to schools, libraries, fire stations, museums, and government offices. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio of 1.00 and the average Floor Area Ratio should be significantly less.	The Municipal Code (Sections 9.02.020 and 9.04.010) establishes permitted uses and defines areas designated for "Public" uses. The description in this policy is consistent with zoning requirements in the above sections. This is an ongoing policy	Land Dev./Admin Services/Police/Fire/Planning <b>A.11.b</b>
<b>Objective 2.7</b>	Encourage open space preservation through appropriate land use policies that recognize the valuable natural resources and areas required for protection of public safety that exist in the City.	Municipal Code Chapter 9.06, Section 9.06.010 establishes standards for open space districts. The intent is to require specific regulations to preserve certain life styles, significant geological or other unique features, and protect the public health safety and welfare. Municipal Code Section 9.02.020 establishes permitted uses for properties located in the district. This is an ongoing objective.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			
2.7.1	The primary purpose of areas designated <b>Open Space</b> , is to provide areas that are substantially unimproved, including, but not limited to areas for outdoor recreation, the preservation of natural resources, the grazing of livestock and the production of crops. Development intensity should not exceed a Floor Area Ratio of 0.10 and the average Floor Area Ratio should be significantly less.	The purpose of Open Space Districts is to provide primarily unimproved areas, while preserving natural and environmentally sensitive areas. Municipal Code Chapter 9.06, Section 9.06.010 establishes standards for open space districts. Municipal Code Section 9.02.020 establishes permitted uses for properties located in the district. This is an ongoing policy.	Planning

2.7.2	The primary purpose of areas designated <b>Floodplain</b> is to designate floodplain areas where permanent structures for human occupancy are prohibited to protect of the public health and safety. Development intensity should not exceed a Floor Area Ratio of 0.05.	Accomplished through site design consistent with Municipal Code Chapter 8.12.	Land Development <b>A.11.b</b>
<b>Objective 2.8</b>	The major purpose of specific plans is to encourage and promote the development of larger-scaled mixed- use developments for the purpose of providing adequate flexibility and innovation in residential building types, land use mixes, site design, and development concepts.	Some of the objectives of a specific plan are s to encourage and promote the development of larger scaled mixed use developments for purposes of providing flexibility and innovation in residential building types, land use mixes, site design and development concepts for areas at or exceeding 15 acres. Municipal Code Chapter 9.13, Sections 9.13.010 through 9.13.050 provide purpose and intent, applicability and specific plan requirements. This is an ongoing objective.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			

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2.8.1	<p>In order to provide superior design solutions, reduce adverse environmental impacts, preserve scenic values, and enhance the provision of open space and other amenities, transfers of residential densities permitted under the General Plan may be accomplished in accordance with the following:</p> <p>a. The transfer of residential densities may be accomplished only pursuant to approval of a planned unit development or hillside development.</p> <p>b. Up to one hundred percent (100%) of the density indicated on the General Plan Land Use map may be transferred within a single hillside development or planned unit development project. Densities may not be transferred from one project to another.</p> <p>c. The proposed transfer of densities shall be accomplished such that the project results in a superior use of land, increased sensitivity to the environment, and/or enhanced project amenities without an increased burden on public facilities and services.</p>	<p>Municipal Code chapter 9.03, Section 9.03.050 provides standards for density bonus and affordable housing opportunities. In addition, Chapter 9.03.060 "Planned Unit Developments", provide transfer of densities to preserve scenic areas, rock outcroppings and conservation of cultural or biological resources. Project amenities are enhanced by providing walkable communities that provide ample open space areas such as trails and parks. This is an ongoing policy.</p>	<p>Planning <b>A.11.b</b></p>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.8.2	<p>To the extent that development policies, land use standards, design guidelines, and other provisions of the adopted specific plans are, by their content, intended to address issues contained in the objectives, policies, and implementation programs of the Moreno Valley General Plan, and are inconsistent with the provisions of the General Plan, then the provisions of those specific plans shall be controlling; otherwise, all other provisions of the Moreno Valley General Plan shall remain in effect.</p>	<p>Specific Plans have been developed to be consistent with and to address issues contained in the Moreno Valley General Plan. All items not addressed in specific plans are directed to provisions in the Municipal Code (which is consistent with General Plan provisions). This is an ongoing policy.</p>	<p>Planning</p>

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<b>Objective 2.9</b>	Maintain City boundaries that are logical in terms of City service capabilities, economic development needs, social and economic interdependencies, citizen desires, and City costs and revenues.	Logical City boundaries have been maintained throughout the years with areas designated as spheres of influence for future expansion opportunities of the City. This is an ongoing objective.	Planning <b>A.11.b</b>
<b>Policies:</b>			
2.9.1	Support and encourage the annexation of unincorporated areas within the General Plan study area for which: a. Long-term benefits will be derived by the City; b. Adequate infrastructure and services have been or can be economically provided in accordance with current City standards; c. The proposed annexation will generate sufficient revenues to adequately pay for the provision of City services within a reasonable period of time.	Logical City areas of future annexation of unincorporated areas (northern and eastern portions) have been encouraged to produce long term benefits only if the necessary infrastructure is in place or is attainable, and if the annexation can generate sufficient revenues to pay for City services. These areas have been designated as spheres of influence. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Objective 2.10</b>	Ensure that all development within the City of Moreno Valley is of high quality, yields a pleasant living and working environment for existing and future residents, and attracts business as the result of consistent exemplary design.	It is an objective of the City of Moreno Valley to make sure that development is of the highest quality, provides a pleasant living and working environment for residents and from an economic development standpoint, attracts business based on high quality design. This is an ongoing objective.	Planning
<b>Policies:</b>			

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2.10.1	Encourage a design theme for each new development that is compatible with surrounding existing and planned developments.	Chapter 16, Section 9.16.130 "Design Guidelines" of the Municipal Code establishes design for different types of development. Consistent with this Chapter, design themes are encouraged for new development. The theme shall be compatible with surrounding development. This is an ongoing policy.	Planning A.11.b
2.10.2	Screen trash storage and loading areas, ground and roof mounted mechanical equipment and outdoor storage areas from public view as appropriate.	Chapter 16, Section 9.16.130 "Design Guidelines" of the Municipal Code establishes design for screening of trash/ storage areas, loading areas, roof mounted mechanical equipment and outdoor storage areas from public view. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.10.3	Require exterior elevations of buildings to have architectural treatments that enhance their appearance. a. A design theme, with compatible materials and styles should be evident within a development project; b. Secondary accent materials, colors and lighting should be used to highlight building features; c. Variations in roofline and setbacks (projections and recesses) should be used to break up the building mass. d. Industrial buildings shall include architectural treatments on visible facades that are aesthetically pleasing.	Chapter 16, Section 9.16.130 "Design Guidelines" of the Municipal Code establishes design for exterior building facades and architectural treatments for all development types to include such items as overall design materials, accent materials, rooflines and architectural treatments for industrial buildings. This is an ongoing policy.	Planning

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2.10.4	Landscaping and open spaces should be provided as an integral part of project design to enhance building design, public views, and interior spaces; provide buffers and transitions as needed; and facilitate energy and resource conservation.	Chapter 16, Section 9.16.130 "Design Guidelines" of the Municipal Code requires landscape buffers and open spaces to enhance public design, public views and interior spaces. Landscape in buffers and opens space also facilitates energy conservation. This is an ongoing policy.	Planning A.11.b
2.10.5	Development projects adjacent to freeways shall provide landscaped buffer strips along the ultimate freeway right-of-way.	Chapter 16, Section 9.16.130 "Design Guidelines" of the Municipal Code requires freeway adjacent developments to provide landscape buffers along freeway rights of ways. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.10.6	Buildings should be designed with a plan for adequate signage. Signs should be highly compatible with the building and site design relative to size, color, material, and placement.	Chapter 9.12 "Sign Regulations" of the Municipal Code establishes requirements for sign placement and design. For visibility and economic viability of the business, adequate signage is required for building and site design. This is an ongoing policy.	Planning
2.10.7	On-site lighting should not cause nuisance levels of light or glare on adjacent properties.	Chapter 9.08 "General Development Standards" Section 9.08.100 "Lighting" of the Municipal Code provides standards for lighting and limitations for light and glare. Recent modifications to the Code have provided for dark sky provisions with further limitations of light spillage onto adjacent properties. This is an ongoing policy.	Planning

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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.	Chapter 9.08, Section 9.08.100 "Lighting" of the Municipal Code provides lighting standards for visual identification. Lighting accents to the building through up lighting opportunities outline buildings and encourage use by pedestrians at night. This is an ongoing policy.	Planning A.11.b
2.10.9	Fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.	Both Chapters 9.08 Section 9.08.070 "Fences and Walls" and Chapter 9.16 "Design Guidelines" both require landscape elements, material changes and texture to deter graffiti to fences and walls This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.10.10	Minimize the use and visibility of reverse frontage walls along streets and freeways by such treatments as landscaping, berming, and "side-on" cul-de-sacs.	Due to the cost of establishing "Special Districts" to maintain reverse frontage landscape and irrigation, reverse frontage development has been discouraged. Therefore, the use of reverse frontage walls is minimal. Any necessary reverse frontage wall shall be decorative in nature and would include landscape and possible berming to break up the elevations. This is an ongoing policy.	Planning

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2.10.11	Screen and buffer nonresidential projects from adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.	Chapter 9.16 "Design Guidelines", Sections 9.16.150 and 9.16.160 and Chapter 9.08, Section 9.08.150 of the Municipal Code provides general screening and buffer requirements for non-residential properties to other sensitive properties. This would include such items as trash areas, loading areas, ground-mounted equipment, roof mounted equipment etc. This is an ongoing policy.	Planning A.11.b
2.10.12	Screen parking areas from streets to the extent consistent with surveillance needs (e.g. mounding, landscaping, low profile walls, and/or grade separations).	Both Landscape Guidelines (Parking Lots) approved by resolution in 2009 and Chapter 9.16 "Design Guidelines" for residential, commercial, industrial and office land uses include guidelines for screening of materials and equipment from streetscapes. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.10.13	Provide landscaping in automobile parking areas to reduce solar heat and glare.	Landscape Guidelines (Parking Lots) approved by resolution in 2009 specifically requires landscaping in automobile parking areas. This is an ongoing policy.	Planning
2.10.14	Preserve or relocate existing mature trees and vegetation where practical. Mature trees shall be replaced when they cannot be preserved or relocated.	Landscape Guidelines approved by resolution in 2009 specifically requires preservation of landscape and specifically trees. Mature trees not able to be preserved shall be replaced at a 3 to 1 ratio. This is an ongoing policy.	Planning

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2.10.15	Emphasize the "gateway status" of lands in the vicinity of the intersection of I-215 and State Route 60, at the intersection of Alessandro Boulevard and I-215, at the intersection of Perris Boulevard and State Route 60, and at State Route 60 and Gilman Springs Road. In the vicinity of those areas designated as having "gateway status", the City shall encourage community identification signing.	Although gateway status has been emphasized with a recent upgrade of community identification status, the City has not designated any specific areas along the I- 215 or State Route 60 gateway status <b>As there are no specific policies or Code requirements on this subject, it is recommended that the item be further reviewed during the comprehensive update of the General Plan.</b>	Planning <b>A.11.b</b>
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
<b>Objective 2.11</b>	Maintain a water system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including the provision of adequate fire flows.	This item is accomplished through will serve letters, environmental documentation, and fire flow letters.	Land Development/Planning/Fi
<b>Policies:</b>			
2.11.1	Permit new development only where and when adequate water services can be provided.	This item is accomplished through will serve letters and environmental documentation.	Land Development/Planni
<b>Objective 2.12</b>	Maintain a wastewater collection, treatment, and disposal system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses.	Wastewater collection and treatment is provided by Eastern Municipal Water District (EMWD) Western Municipal Water District (WMWD), and Edgemont Community Services District (ECSD)	Land Development
<b>Policies:</b>			
2.12.1	Prior to the approval of any new development application ensure that adequate septic or sewer service capacity exists or will be available in a timely manner.	Requirement for sewer unless septic allowed by Riverside County Department of Environmental Health. This is consistent with Municipal Code Chapter 9.14.	Land Development
<b>Objective 2.13</b>	Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.	Accomplished through design/construction consistent with Municipal Code Chapter 9.14.	Land Development
<b>Policies:</b>			
2.13.1	Limit the amount of development to that which can be adequately served by public services and facilities, based upon current information concerning the capability of public services and facilities.	Adequate public services are reviewed for each development proposal through California Environmental Quality Act guidelines.	Land Development/ Planni

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2.13.2	Unless otherwise approved by the City, public water, sewer, drainage and other backbone facilities needed for a project phase shall be constructed prior to or concurrent with initial development within that phase.	Accomplished through design/construction consistent with Municipal Code Chapter 9.14.	Land Develop	A.11.b
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
2.13.3	It shall be the ultimate responsibility of the sponsor of a development project to assure that all necessary infrastructure improvements (including system wide improvements) needed to support project development are available at the time that they are needed	Accomplished through design/construction consistent with Municipal Code Chapters 9.8 and 9.14.	Land Development	
2.13.4	Encourage installation of advanced technology infrastructure, including, but not limited to, infrastructure for high speed internet access and solar energy.	Land Development is not providing guidance on high speed internet access or involved with solar energy. Any involvement would be through the plan check process completed for utilities.	Land Development	
<b>Objective 2.14</b>	Establish and implement comprehensive solutions to the financing of public facilities that adequately distribute costs based on the level of benefit received and the timing of development.	This item is accomplished through implementation of DIF and TUMF programs consistent with Municipal Code Title 3.	Finance / Facilities / Land Development/SD/Capital Projects	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Policies:</b>				
2.14.1	Conduct periodic review of public facilities impact mitigation fees in accordance with state statutes to ensure that the charges are consistent with the costs of improvements. Utilize the service and mitigation standards contained in the Moreno Valley General Plan as the basis for determining improvement costs.	DIF program is periodically updated and the program is implemented consistent with Municipal Code Title 3.	Finance / Facilities / Land Development/Capital Projects	

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2.14.2	Promote the establishment of benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination with programmed capital improvements to eliminate existing public service and facility gaps, and to provide necessary facilities in advance of the impacts created by development.	CFD No. 2014-01 (Maintenance Services) was established on March 25, 2014. The District was formed to provide an alternative financing tool for the development community. It provides a mechanism to fund the operation and maintenance of street lighting services and maintenance of public landscaping. With next comprehensive General Plan update, it is recommend to change, "Promote the establishment of benefit assessment district, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination. . ." with "Promote the establishment of various special financing districts based on qualifications of project in combination. . ."	Special Distr A.11.b
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
2.14.3	Review development projects for their impacts on public services and facilities including, but not necessarily limited to, roadways, water, sewer, fire, police, parks, and libraries and require public services or facilities to be provided at the standards outlined in the Moreno Valley General Plan and the standards of applicable service agencies.	Water and sewer impacts/service is determined during entitlement and will serve letters from purveyor.	Public Works / Public Safety/Facilities/Parks
<b>Objective 2.15</b>	Ensure that all Moreno Valley residents have access to high-quality educational facilities, regardless of their socioeconomic status or location within the City.	This objective is being met with continual cooperation and dialog with the Moreno Valley Unified School District and the Van Verde Unified School District.	Administrative Services/Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			

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2.15.1	Encourage an ongoing open liaison with all school districts regarding proposed school design and siting to maximize access and minimize impacts to adjacent uses.	This will ensure that City Standards are conveyed, joint-use facilities are considered, safe routes to school are established, opportunity for parks are incorporated on adjacent property, and amenities are designed to minimize impacts to adjacent uses.	Parks/Plann <b>A.11.b</b>
<b>Objective 2.16</b>	Maintain local library facilities and reserves in accordance with the following minimum standards: 0.5 square feet of library space and 1.2 volumes per capita.	Libraries fall under Admin Services. While the space and volume goals are well within national standards (and even below) they are well beyond what we can hope to achieve with the funds that we have to dedicate to library services. the .5 sq. ft. standard would required over 100,000 sq. ft. of space for library services. We are currently at 14,000 sq. ft. of space, .06 sq. ft. of space per resident, and even with adding a satellite of 4,000 sq. ft. we would be at 18.000 sq. ft. total or .08 sq. ft. per resident. Additionally, our current collections is just over 82,000 volumes, the 1.2 standard would require 246,000 volumes.	Administrative Services/Pa
<b>Policies:</b>			
2.16.1	Encourage inter-library loan agreements with the County library system and those of surrounding cities to provide the widest possible variety of materials to library patrons.	Inter-library loan agreements are encouraged with the County library system to provide the widest range and variety of materials possible to residents.	Administrative Services/Pa
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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2.16.2	Provide for the expansion of library facilities as needed to keep pace with the growing population of Moreno Valley.	Due to budgetary issues, the expansion of library facilities has not kept up with the pace of the growing population of Moreno Valley. <b>This item can be revisited with the comprehensive update of the General Plan.</b>	Administrative Ser <b>A.11.b</b>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Objective 2.17</b>	Provide cultural facilities, including history (natural, cultural and children's) and art museums and performing arts facilities.	The City collaborates with a number of cultural facilities including the Vanguard Galley (Moreno Valley Cultural Arts Foundation) to provide residents with art expos; clothing, toy, and food drives; charity art auctions; poetry readings; live music and theater events. The Conference & Recreation Center is home to the Moreno Valley Master Chorale and the Moreno Valley Community Band. Both offer performances quarterly at no cost to the community. The March Field Park Community Center is home to day camp and pre-school programs year round and is soon to be re-painted. The City's Arts commission is planning a Community Mural that will utilize volunteers to design and paint a mural on the exterior of the building depicting youth and recreation activities. On- going	Parks/Administrative Service
<b>Policies:</b>			
2.17.1	Promote the development and construction of a civic/cultural center and museums.	Moreno Valley has constructed the Conference and Recreation Center, Cottonwood Banquet Room, and Towngate Community Center for use as civic/cultural centers. A museum is planned at March Field Park in the future. Events at these facilities are ongoing.	Parks / Administrative Services

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Goal/Policy	Description	Discussion on Implementation Status	Responsible <span style="float: right;">A.11.b</span>
<b>Objective</b> <b>2.18</b>	Promote social services programs that meet the special needs for childcare, the elderly, and the disabled.	The City offers child care, elderly, and disabled programs to the community through Community Service District funding and grants. Many of these programs are held at City buildings and schools. On-going	Parks / Administrative Services
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
<b>Policies:</b>			
2.18.1	Ensure that a full range of human service programs are available to meet the lifetime development needs of residents of all ages, including the special needs of seniors, families, children, disabled persons, and youth groups.	The City provides a range of activities to service residents of all ages. <b>Youth:</b> Sports – Flag Football, Pee-Wee and Jr Soccer and Baseball, Multi-Sport Clinics, Skateboarding, Golf and Foot golf, hiking Adult: Sports – Softball, Kickball, Arena Soccer, Soccer, Basketball, Skateboarding, Golf and Foot Golf, hiking, volleyball Life Enrichment Classes and Activities – acting, modeling, photography, writing, drawing, painting, dance, cheer, hula, martial arts, dog obedience, piano, guitar, CPR, Job Readiness Workshops, second languages, and aerobics <b>Special Needs:</b> Sunshine Social Club (physically challenged adults, professional development seminars, special transit (MoVan) <b>Seniors:</b> special transit (MoVan) , driving courses, free lunch, arts and crafts courses, fitness, bunco, billiards, guitar, special events, nutrition. All are ongoing programs.	Parks/Administrative Services



2.18.2	Encourage day care through zoning regulations by permitting such facilities in all compatible zoning classifications.	The City's Parks and Community Services Department locates their facilities within it's own facilities, which are properly zoned for such use.	Parks/Administrative Services / Community Development	<b>A.11.b</b>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
2.18.3	Work closely with local schools, private companies, churches, non-profit agencies, government social service agencies, and community groups to facilitate the provision of community services.	The City works with various groups to jointly provide a multitude of services to the community. Examples of these groups include: Moreno Valley and Val Verde Unified School Districts, Salvation Army, Family Services Association, Master Chorale, Cultural Arts Foundation, Riverside University Health Systems, UC Riverside, Cal Baptist College, Friends of the Senior Center. Ongoing	Parks/Administrative Services	
2.18.4	Encourage the development of senior citizens independent living and congregate care facilities in locations with convenient access to social, commercial, and medical services.	Development of senior citizen independent living and congregate care facilities are encouraged in locations convenient to social, commercial and medical services.	Administrative Services / Community Development	
2.18.5	Promote volunteer involvement in all public programs and within the community as a whole.	The City promotes volunteer involvement through several departments and programs within the City.	Parks/Administrative Services	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>9.2 Community Development Element Goals, Objectives Policies and Programs</b>				
<b>9.2.3 Community Development Element Programs</b>				

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2-1	Develop a community signing scheme for street corridors, public buildings and selected entrances to the community and its sub-communities.	This is completed in concert with the bi- annual City Capital Improvement Plan effort. It is implemented in conformance with existing policies and procedures for signing throughout the City, and when needed, new policies may be developed. Wayfinding signs have been installed at selected locations. Future Wayfinding signs will be installed as need arises. "Welcome to Moreno Valley" signs have been installed at selected entrance points to the City, with remaining signs to be installed as priorities and funds allow.	Planning/Public Works Projects <b>A.11.b</b>
2-2	Review and revise the Municipal Code to implement the goals, objectives and policies stated in the General Plan.	Periodically, the Municipal Code is revised and updated to reflect General Plan goals, objectives and policies. A General Plan annual report to review current General Plan standards is also completed and submitted to the Office of Planning and Research (OPR) each year. This is a policy that is reviewed annually with periodic updates throughout the year. This is an ongoing policy.	Planning
2-3	Conduct a detailed capital improvement program using the revised population projections and proposed land use characteristics of the General Plan.	A detailed capital improvement program is conducted annually by the Capital Projects Division of Public Works. This is an ongoing policy.	Public Works/Planning/Capital Projects
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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2-4	Periodically study the feasibility of extending the sphere of influence north of the city limits and annexing unincorporated areas along the city boundary.	Designated spheres of influence have been established east and north of the city limits. The City periodically studies the extension of the existing spheres of influence to the north, with the latest attempt at expansion studied with the City Council in 2016. This is an ongoing policy.	Planning A.11.b
2-5	Disseminate local childcare resource information and provide referral service to residents and businesses.	Childcare resource information is provided to residents and businesses in the City. Ongoing	Planning/Administrative Services
2-6	Encourage demand-response public transportation facilities, such as the mini-bus or dial-a-ride systems in order facilitate the transportation needs of the elderly and the disabled.	This is an on-going policy. Seniors and other users are encouraged to use para transit services provided by the Riverside Transit Agency. This is consistent with Chapter 9.11.080 of the Municipal Code.	Transportation/Planning
2-7	Provide City information identifying available social services and facilities in a broad range of formats.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Any projects funded with HOME or Housing Authority funding is provided on the City's website.	Housing/Administrative Services/Planning
2-8	Evaluate existing social programs under the City's purview, and determine if they adequately address the needs of the aged, the disabled, low-income families and persons in crisis situations.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Any projects funded with HOME or Housing Authority funding is provided at City's website.	Housing/Administrative Services/Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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2-9	Work with other jurisdictions to seek changes in state law to allow reasonable controls on the location of community care facilities, foster homes and sober living facilities.	The City strives to work with surrounding jurisdictions and jurisdictions in California regarding state law and controls on location of community care facilities, foster homes and sober living.	Planning/Admin Services <b>A.11.b</b>
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**The City Structure Economic Development Goals and Policies**

**9.3 9.3 Economic Development Element Goals, Objectives, Policies and Programs**

**9.3.1 Economic Development Element Goals**

	To be inserted after development of Economic Development Strategy.	<b>This item will be completed with the next comprehensive update to the General Plan.</b>	Economic Development
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**9.3.2 Economic Development Element Policies**

	To be inserted after development of Economic Development Strategy.	<b>This item will be completed with the next comprehensive update to the General Plan.</b>	Economic Development
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**9.3.3 Economic Development Element Programs**

	To be inserted after development of Economic Development Strategy.	<b>This item will be completed with the next comprehensive update to the General Plan.</b>	Economic Development
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**The City Structure Parks, Recreation and Open Space Element Goals and Policies**

**9.4 Parks, Recreation and Open Space Element Goals, Objectives, Policies and Programs**

**9.4.1 Parks, Recreation and Open Space Element Goals**

<b>Goal 4.1</b>	To enhance Moreno Valley as a desirable place in which to live, work, shop, and do business.	The City provides numerous amenities for residents including parks, sports facilities, cultural/community centers, restaurants, stores, entertainment, and medical facilities, to promote the desirability of the City. Ongoing.	Parks / Community Service <i>Economic Development</i>
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<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Goal 4.2</b>	To retain an open space system that will conserve natural resources, preserve scenic beauty, promote a healthful atmosphere, provide space for outdoor recreation, and protect the public safety.	The City promotes the preservation of it's natural resources and scenic beauty of open space, creating a healthy atmosphere for outdoor recreation and public safety, per MVMC Title 7. On-going.	Parks / Community Service <i>Planning</i>

**9.4.2 Parks, Recreation and Open Space Element Objectives and Policies**

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<b>Objective 4.1</b>	Retain agricultural open space as long as agricultural activities can be economically conducted, and are desired by agricultural interests, and provide for an orderly transition of agricultural lands to other urban and rural uses.	The City encourages agricultural open space land as long as the activities can be economically conducted and it is an objective to provide for orderly transition of agricultural uses to other urban/rural lands. Permitted uses Table 9.02.020 in the Municipal Code allows for agricultural and crop production in all land use zones Ongoing.	Planning <b>A.11.b</b>
<b>Policies:</b>			
4.1.1	Encourage grazing and crop production as a compatible part of a rural residential atmosphere.	Permitted uses Table 9.02.020 allows for agricultural and crop production in all land use zones. Ongoing.	Planning
<b>Objective 4.2</b>	Provide safe, affordable and accessible recreation facilities and programs to meet the current and future needs of Moreno Valley's various age and interest groups and promote the provision of private recreational facilities.	The City provides numerous safe, affordable, and accessible recreation facilities to meet the various needs or multiple age and interest groups. There are currently 4 community centers and 28 public parks that have recreation amenities. Ongoing.	Parks / Community Service
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
4.2.1	Neighborhood parks shall serve as the day-to-day recreational areas of the City, Neighborhood parks should be within a reasonable walking distance of the population served. Community parks may also serve day-to-day recreation needs. That portion of the community and/or regional facilities that provide similar amenities to those found in neighborhood parks shall also be considered as meeting this objective.	Neighborhood parks are designed and constructed to be located within a reasonable distance of the population they are intended to serve. Community parks are designed and constructed to include similar amenities as neighborhood parks to meet the objective of a neighborhood park. On-going.	Parks / Community Service

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4.2.2	Community parks shall provide opportunities for participation in sports and related athletic activities, water-oriented recreation and other special interest activities (e.g. golf, tennis, equestrian, etc.).	Community parks provide opportunities for a variety of athletic activities. Examples of these include: Cottonwood Golf Center, Moreno Valley Equestrian Center, March Field Skate Park, tennis courts at three sites, basketball courts at several sites, and splash pads in two parks. Ongoing.	Parks / Community Services A.11.b
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
4.2.3	Employ a multifaceted approach in the financing and acquisition, development and maintenance of parkland, including the financing of parklands through development fees, state and federal grant-in-aid programs, gifts and donations, and other sources.	Moreno Valley utilizes development impact fees, Quimby in lieu fees, Community Facilities and Services Districts, and various grants, to finance acquisition, development, and maintenance of parks and parkland. "Zone A was formed at City incorporation to provide a funding mechanism for parks and community services. Every parcel in the City contributes to Zone A. CFD No. 1 (Park Maintenance) was established on July 8, 2003. The District was formed to provide financing tool for the residential development community. It provides a mechanism to fund the operation and maintenance of parks constructed after district formation. All new residential development is conditioned to contribute to the District.  Willdan Financial has been engaged to evaluate possible amendment to CFD No. 1 or creation of a new CFD to provide for a tax rate layer for non-residential development "	Parks / Community Services
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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4.2.4	Encourage special events (tournaments, festivals, celebrations) that reflect the uniqueness of Moreno Valley and contribute to community identity, cohesiveness and stability.	Moreno Valley encourages and hosts several special events. Some are unique to the City, in order to bring together it's residents. Examples are: 4th of July Independence Parade and Family Fun Fest, Youth Fest, Springtastic Festival and Egg Hunt, Recreation Expo, Concerts/Movies in the Parks, Snow Day and Holiday Tree Lighting. Ongoing	Parks / Community Service A.11.b
4.2.5	Work in conjunction with private and public school districts and other public agencies to facilitate the public use of school grounds and facilities for recreational activities. The City shall also encourage the development of park sites adjacent to school facilities to maximize recreational opportunities in Moreno Valley.	The City has joint-use agreements with the school districts for use of recreation facilities. The City encourages new developments to construct parks next to schools to maximize recreational opportunities in the City. Ongoing.	Parks / Community Service
4.2.6	The City shall use cost effectiveness, demand and need for service and potential return on investment as criteria for the development and operation of future recreational facilities and programs.	The City Council sets activities/program fees. Typically, senior programs are no-cost and youth and adult fees are cost recovery. Sponsorships are utilized to off-set costs. Ongoing.	Parks / Community Service
4.2.7	The City level of service standard is 3 acres of developed parkland for every 1,000 new residents. Exceptions from this ratio may be made in exchange for extraordinary amenities of comparable economic value. Land not suitable for active recreation purposes may not be counted toward fulfilling parkland dedication requirements. P		Parks / Community Service
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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4.2.8	Encourage the development of recreational facilities within private developments, with appropriate mechanisms to ensure that such facilities are properly maintained and that they remain available to residents in perpetuity.	The Planning Division encourages development of recreational facilities within private developments, with facility maintenance provided through required Covenants, Conditions and Restrictions (CC&R's) and through a Homeowners Association.	Planning A.11.b
4.2.9	In conjunction with the school districts, civic organizations, and other private, civic-minded entities, encourage and participate in the provision of organized recreational activities for Moreno Valley residents of all ages.	The City has many programs that incorporate organized recreation activities for schools, civic organizations, and private civic-minded entities. These are designed to encourage participation in organized recreational activities for resident of all ages.	Parks / Community Service
4.2.10	Involve individuals and citizen groups reflecting a cross section of Moreno Valley citizens (including youth and adults) in the planning, design and maintenance of parks, recreation facilities and recreation programs.	The City has established a Park and Trail adoption system for individuals and groups to assist with the maintenance of parks and trails. City has several boards and commissions that assist with the planning and design of recreation facilities, parks, and trails. Ongoing	Parks / Community Service
4.2.11	Emphasize joint planning and cooperation with all public agencies as the preferred approach to meeting the parks and program needs of Moreno Valley citizens.	Moreno Valley jointly plans and cooperates with the local fire department, police department, and water district, in its approach to meet the needs of citizens. On-going	Parks / Community Service
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
4.2.12	Include multi-functional spaces and facilities in parks to facilitate cultural events.	Moreno Valley utilizes parks and the Conference and Recreation Center to facilitate cultural events such as: movies and concerts in the park; Artoberfest (art displays and performances); and various heritage related events.	Parks / Community Service

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4.2.13	Provide recreation programs and access to facilities at reasonable costs.	The City provides many recreation programs and access to facility access at a reasonable cost. A few examples are: the Cottonwood Golf Center, Conference and Recreation Center gym, and Tee-ball. Ongoing	Parks / Community Services <b>A.11.b</b>
4.2.14	Establish linear parks in agreement with public and private utilities, including the State of California along the California Aqueduct, for the use and maintenance of utility corridors and rights-of-way for recreational purposes.	The City currently has agreements with the State Department of Water Resources for use of land over the California Aqueduct pipeline and Edison for the Sunnymead Ranch Linear Park. Ongoing	Parks / Community Services
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
4.2.15	Work closely with Riverside County Parks Department in its open space program to ensure that trail systems within Moreno Valley effectively link open space components.	The City requires developers that are located on Riverside County boundaries to coordinate their trail plans with the County Parks. (On-going) "Zone A was formed at City incorporation to provide a funding mechanism for parks and community services. Every parcel in the City contributes to Zone A. CFD No. 1 (Park Maintenance) was established on July 8, 2003. The District was formed to provide financing tool for the residential development community. It provides a mechanism to fund the operation and maintenance of parks constructed after district formation. All new residential development is conditioned to contribute to the District.	Parks / Community Services

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4.2.16	Acquire land jointly with the local school districts for future school/park sites.	The City makes every effort to coordinate placing parks next to schools. An example of an undeveloped park next to a school is adjacent to March Middle School. Through a joint-use agreement the City had two lighted ball fields constructed on the school and will have a developer dedicated and construct a park adjacent to the school. On-going	Parks / Community Service A.11.b
4.2.17	Require new development to contribute to the park needs of the City.	New development is required to provide fully functioning parks or a in-lieu fee for future construction of parks.	Parks / Community Service
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
4.2.18	Provide lighted sports fields to increase availability and utilization of courts and playing field facilities.	Where funding allows, the City has added or revamped lighting of sport facilities. Added/revamped facilities include Lassalle Sports Park and Morrison Park. Ongoing	Parks / Community Service
<b>Objective 4.3</b>	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.	The City has a master plan of multi-use trails and non-motorized bike trails throughout the City. They are designed to connect to trails and adjacent agencies. The trail plan is reviewed with each development annexing the City, each development building in the City, and on a yearly basis. Ongoing	Parks / Community Service
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			
4.3.1	The City's network of multiuse trails, including regional trails, community trails, and local feeder trails, shall (1) be integrated with recreational, residential and commercial areas, schools and equestrian centers; (2) provide access to community resources and facilities, and (3) connect urban populations with passage to hillsides, ridgelines, and other scenic areas.	Per the Master Plan of Trails and the General Plan, trails are incorporated into parks, residential, commercial, and industrial developments. In many instances, trails provide access to facilities and other community resources. Trails are designed to connect to scenic areas. Ongoing	Parks / Community Service

4.3.2	The City shall establish an agreement with public and private utilities for the use and maintenance of utility corridors and rights-of-way for trail purposes.	The City has several agreements with both public and private utilities for the design, construction, and maintenance of trails. Examples of these include the California Department of Water Resources, The Gas Company, and Southern California Edison. Ongoing	Parks / Community Service	A.11.b
4.3.3	All new development approvals shall be contingent on trail right-of-way dedication and improvement in accordance with the Master Plan of Trails (Figure 4-5).	In adherence to the Master Plan of Trails, the City may require fee or easement dedication for trails. New developments that annex to the City may be required to provide similar amenities. On-going	Parks / Community Service	
4.3.4	In conjunction with all development review, the City shall consider multiuse trail access and traditional travel routes through the property.	Per the Master Plan of Trails and the General Plan, trails are incorporated into many developments adjacent to traditional travel routes (streets and sidewalks). On-going	Parks / Community Service	
4.3.5	In conjunction with the review and approval of nonresidential developments, the City should consider the use of multiuse trail amenities such as hitching posts, benches, rest areas, and drinking facilities.	In adherence to the Master Plan of Trails, the City may require trails and related amenities within nonresidential development.	Parks / Community Service	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
4.3.6	Wherever possible, development of residential areas conditioned for animal keeping on lots of ½ acre or larger, shall include a decomposed granite trail on one side of the street and traditional concrete sidewalk on the other.	Where applicable, feeder trails are conditioned for residential developments that allow animal keeping. The standard is to have a trail on one side of the street and a traditional sidewalk on the other. On-going	Parks / Community Service	
4.3.7	Trail design and construction should take into consideration the safety and convenience of all trail users as the primary concern.	User safety and convenience are the upmost concern in the planning and construction of multi-use trails. On-going	Parks / Community Service	

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4.3.8	The City should facilitate the development of a multiuse regional trail system.	The City has been working with the County of Riverside and Lake Perris State Park to coordinate trail systems. On-going	Parks / Community Services	A.11.b
4.3.9	Unless otherwise specified due to fire department requirements, access or as established by a specific plan, city trails along roadways shall be ten (10) feet wide and shall be constructed with decomposed granite or equal material and shall provide appropriate fencing or other devices where needed to delineate trails from vehicular rights-of-way.	Multi-use trails where located adjacent or near roadways are designed to have a minimum flat surface of ten (10) foot in width, with a 2% cross-slope. Trails are delineated from vehicular traffic by means of fencing and or shrubbery. Trail surfaces are stabilized granite with a minimum thickness of four (4) inches.	Parks / Community Services	
4.3.10	Where firefighting access is required, trails shall be 20' wide to meet the needs of the Fire Department and its equipment. Fire Department requirements shall be met in all conditions where access is required.	Where fire access and a trail is required, the minimum width of the trail shall be 20', to accommodate fire equipment and staging. On-going	Parks / Community Services	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
4.3.11	In unusual situations where legal or topographical barriers exist (e.g., excessive slope, the configuration of right-of-way, existing vegetation, etc.), the City shall have the discretion to amend the trail requirement as needed to accomplish the goals of this General Plan.	The City makes amendments to specific trail locations, based on various topographical barriers. This is done to create a trail system that can be utilized by the majority of citizens, without inconvenience to residents. On-going	Parks / Community Services	
4.3.12	Local feeder trails shall connect residential lots in property zoned for horse keeping to the community trail system.	Where appropriate zoning exists, the City requires developers to install Feeder Trails that connect residential lots to the City's Trail System. On-going	Parks / Community Services	
4.3.13	The City will encourage volunteer programs for the improvement of existing trails for the purpose of providing an integrated trail network that is safe, functional and readily accessible.	The City encourages volunteers for it's Adopt a Trail Program, to maintain safe, functional, and accessible trails. To date, individuals to civic organizations have become volunteers. This is an on-going program.	Parks / Community Services	

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4.3.14	Where feasible, use drainage courses, utility rights-of-way and other such opportunities to incorporate trail and open space elements in the design of major development projects.	The City evaluates developer projects to maximize the undeveloped space for use with trails, passive parks, and open space. Ongoing	Parks / Community Service	A.11.b
4.3.15	Utilize the Citizen's Advisory Board on Recreational Trails in making recommendations to City Council for the distribution of funds for the construction of new trails.	When funds are available, the Recreation Trails Board would be recommending body to City Council for distribution of funds to construct new trails. Ongoing	Parks / Community Service	
<b>9.4.3 Parks, Recreation and Open Space Element Programs</b>				
<b>Programs:</b>				
4-1	Develop a parks and recreation facilities master plan to implement the Parks and Recreation Element.	In 2012 the City developed a Parks Master Plan, to outline the current recreational facilities, as well to identify the deficiencies. The master plan is a living document, to be updated periodically. Page 56 of 127	Parks / Community Service	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
4-2	Develop policies and criteria for the establishment of trails and rest/picnic areas in natural open space areas.	The City has developed policies and criteria for the establishment of trails and rest stops in open space areas. Ongoing	Parks / Community Service	
4-3	Set policies and criteria for the establishment of greenbelt standards and design guidelines to allow flexibility in design of greenbelt/parks/open spaces areas within new development as long as non-auto circulation corridors (for equestrians, bicycles, pedestrians, etc.) are provided and the overall dedication requirement for greenbelt and park facilities is met.	The City has set policies and criteria for the design and construction of greenbelts, parks, and open space. Several provide for the use of equestrians, bicycles, and pedestrians. These uses have become dedication requirements. Reviews of standards and design are under review every one to two years.	Parks / Community Service	
4-4	Explore the feasibility of requiring new development to provide a percentage of the development in greenbelt area.	New developments are examined for possible greenbelts. Many of these developments are required to construct these greenbelts for the resident's use.	Parks / Community Service	

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4-5	Provide on-going opportunities for public involvement and input into the park planning process.	The public is involved in assessing the current and future needs of park amenities. Some of this is done through committees/boards/commissions and some it through community meetings. On-going	Parks / Community Services	A.11.b
4-6	Maintain advisory committees, such as the Parks and Recreation Advisory Committee, created by City Council in 1988, to serve in an advisory capacity on parks and recreation issues.	The City Parks and Community Services Departments maintains commissions/boards such as the Parks and Recreation Commission, Senior Advisory Board, Recreational Trails Board, various sports groups, and the Arts Commission.	Parks / Community Services	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
4-7	Work with coalitions of sports organizations to define mutually compatible facility needs and mechanisms for the development, construction, operation and maintenance of these facilities.	The City consistently meets with various sports groups to discuss facilities and their needs. The City utilizes this information to design and construct new facilities as well as modify existing facilities. Ongoing.	Parks / Community Services	
4-8	Investigate the feasibility of establishing a non-profit foundation to seek and receive donations from private sources for the support of Parks and Recreation programs and facilities.	The City's Library currently has a foundation for capital improvements. This foundation can be expanded upon to include various parks commissions/boards for specific programs. However, this must be approved by the IRS, so it does not jeopardize the City's tax exempt status. This program needs more investigation for additional uses. Ongoing.	Parks / Community Services	
4-9	Acquire land and develop neighborhood and community parks in the "Recommended Future Parkland Acquisition Areas" shown in Figure 4-4.	<b>Figure 4-4 was not provided in the 2006 General Plan. This item will need to be removed or updated with the next comprehensive General Plan update.</b>	Parks / Community Services	

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4-10	Prepare a comprehensive plan of trails that clearly defines the routing of city trails and is part of the General Plan.	During the last General Plan update a comprehensive master plan of trails was adopted, which defines locations for city trails.	Parks / Community Service Center	A.11.b
4-11	Develop policies and criteria for the establishment of multiuse trails and rest/picnic areas in natural open space areas.	The City has developed policies and criteria for the establishment of trails and rest stops in open space areas. On-going. <b>This is a duplicate of Policy 4.2, and shall be removed during the next comprehensive General Plan Update.</b>	Parks / Community Service Center	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
4-12	Periodically review the Master Plan of Trails to show existing and planned trails.	The Master Plan of Trails is periodically reviewed, adding newly constructed trails to the plan. Ongoing with yearly reviews.	Parks / Community Service Center	
4-13	Enact ordinances requiring developers to incorporate trail corridors into their development plans in accordance with the Master Plan of Trails.	Ordinance 359 (1992) provides for recreational facilities for trails per the Master Plan of Trails.	Parks / Community Service Center	
4-14	Develop standards for residential feeder trails to guide developers in locating and constructing trails and for the arrangement of on-going maintenance requirements of the trails.	The City has developed construction standards for residential feeder trails to guide developers in locating feeder trails, as well as requirement for the development to establish a funding mechanism to maintain these trails. <i>On-going program</i>	Parks / Community Service Center	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

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4-15	Establish a fee system for the equitable distribution of the cost of developing and maintaining trails citywide.	<p>The City has established a Community Facilities District to pay for the cost of developing and maintaining trails. (On-going program.) Zone A was formed at City incorporation to provide a funding mechanism for parks and community services. Every parcel in the City contributes to Zone A. CFD No. 1 (Park Maintenance) was established on July 8, 2003. The District was formed to provide financing tool for the residential development community. It provides a mechanism to fund the operation and maintenance of parks constructed after district formation. All new residential development is conditioned to contribute to the District.</p> <p>Willdan Financial has been engaged to evaluate possible amendment to CFD No. 1 or creation of a new CFD to provide for a tax rate layer for non-residential development</p>	Parks / Community Services <b>A.11.b</b>
4-16	Investigate the feasibility of creating a special district(s) for the purpose of acquiring and managing open space and trails.	Currently, the City has a special district to manage trails. However, it has been the responsibility of developer associations to acquire and maintain open space.	Parks / Community Services
4-17	Seek out and apply for grants sponsored by state and federal agencies, such as the Recreational Trails Program administered by the Federal Highways Administration and the State Department of Parks and Recreation	The City applies for several grants for trails, if the qualifications are met. On-going program page 60 of 127	Parks / Community Services
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>The City Structure Circulation Element Goals, Objectives, Policies, and Programs</b>			
<b>9.5 Circulation Element Goals, Objectives, Policies, and Programs</b>			

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9.5.1 Circulation Element Goals			
<b>Goal 5.1</b>	Develop a safe, efficient, environmentally and financially sound, integrated vehicular circulation system consistent with the City General Plan Circulation Element Map, Figure 9-1, which provides access to development and supports mobility requirements of the system's users.	This is an on-going goal. It is accomplished through provisions of Titles 9 and 12 of the Municipal Code.	Transportation
<b>Goal 5.2</b>	Maintain safe and adequate pedestrian, bicycle, and public transportation systems to provide alternatives to single occupant vehicular travel and to support planned land uses.	This is an on-going goal. It is accomplished through provisions of Titles 9 and 12 of the Municipal Code.	Transportation
9.5.2 Circulation Element Objectives and Goals			
<b>Objective 5.1</b>	Create a safe, efficient and neighborhood- friendly street system.	This is an on-going objective. It is accomplished in accordance with Titles 9 and 12 of the Municipal Code.	Transportation
<b>Policies:</b>			
5.1.1	Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.	This is an on-going policy. It is implemented in accordance with Title 9 of the Municipal Code.	Transportation
5.1.2	Plan the circulation system to reduce conflicts between vehicular, pedestrian and bicycle traffic.	This is an on-going policy. It is implemented in accordance with Titles 9 and 12 of the Municipal Code.	Transportation
5.1.3	Require adequate off-street parking for all developments.	This is an on-going policy. It is implemented in accordance with Chapter 9.11 of the Municipal Code.	Transportation
5.1.4	Driveway placement shall be designed for safety and to enhance circulation wherever possible.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation
5.1.5	Incorporate American Disability Act (ADA) and Title 24 requirements in roadway improvements as appropriate.	This is an on-going policy. It is implemented in accordance with Chapter 9 of the Municipal Code.	Transportation
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
5.1.6	Design new developments to provide opportunity for access and circulation to future adjacent developments.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation

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<b>Objective 5.2</b>	Implement access management policies.	This is an on-going objective. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	<b>A.11.b</b>
<b>Policies:</b>				
5.2.1	Locate residential units with access from local streets. Minimize direct residential access from collectors. Prohibit direct single-family driveway access on arterials and higher classification roadways.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.2.2	Feed short local streets into collectors.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.2.3	Encourage the incorporation of traffic calming design into local and collector streets to promote safe vehicle speeds.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 and Title 12 of the Municipal Code.	Transportation	
5.2.4	Design new subdivisions to minimize the disruptive impact of motor vehicles on local streets. Long, broad and linear streets should be avoided. Residential streets should be no wider than 40 feet, and should have an uninterrupted length of less than one half mile. Curvilinear streets and cul-de-sacs are preferred. Streets within the subdivision should be designed to facilitate access to residences and to discourage through traffic.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Objective 5.3</b>	Maintain Level of Service (LOS) "C" on roadway links, wherever possible, and LOS "D" in the vicinity of SR 60 and high employment centers. Figure 9-2 depicts the LOS standards that are applicable to all segments of the General Plan Circulation Element Map.	This is an on-going objective. It is implemented in accordance with Title 9 of the Municipal Code. <b>A complete review of the Circulation Element will be accomplished with the next General Plan update.</b>	Transportation	
<b>Policies:</b>				

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5.3.1	Obtain right-of-way and construct roadways in accordance with the designations shown on the General Plan Circulation Element Map and the City street improvement standards.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	A.11.b
5.3.2	Wherever feasible, promote the development of roadways in accordance with the City standard roadway cross-sections, as shown in Figure 9-3. Cross-sections range from two-lane undivided roadways to 8-lane divided facilities.	This is an on-going policy. It is implemented in accordance with Chapters 9.14.100 of the Municipal Code.	Transportation	
5.3.3	Create new roadway classifications to accommodate future traffic demand, including; Divided Major Arterial - Reduced Cross-Section, and Divided Arterial - 6-lane. These cross-sections are shown on Figure 9-3.	This is an on-going policy. It is implemented in accordance with Chapter 9.14.100 of the Municipal Code.	Transportation	
5.3.4	For planning purposes, utilize LOS standards shown on Table 5 - 1 to determine recommended roadway widths.	This is an on-going policy. It is implemented in accordance with Title 9 of the Municipal Code. <b>A complete review of the Circulation Element will be accomplished with the next General Plan update.</b>	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.3.5	Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts. For this purpose, require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.	This is an on-going policy. It is implemented in accordance with Title 3 of the Municipal Code.	Transportation	

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5.3.6	Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible mitigation measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate left-turn and right-turn lanes at intersections, or other improvements.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation <b>A.11.b</b>
5.3.7	Provide consideration to projects that have overriding regional or local benefits that would be desirable even though the LOS standards cannot be met. These projects would be required to analyze traffic impacts and mitigate such impacts to the extent that it is deemed feasible.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation
5.3.8	Pursue arterial improvements that link and/or cross the State route 60 (SR-60) Freeway, including an additional over-crossing at Graham Street.	This is an on-going policy. An additional over-crossing at Graham Street is shown as Initiative 4.6.4 of the City's Strategic Plan.	Transportation
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
5.3.9	Address additional widenings at arterials providing access to SR-60 at Day Street, Frederick Street/Pigeon Pass road and Perris Boulevard.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. <b>A complete review of the Circulation Element will be accomplished with the next General Plan update.</b>	Transportation
<b>Objective 5.4</b>	Maximize efficiency of the regional circulation system through close coordination with state and regional agencies and implementation of regional transportation policies.	This is an on-going objective. The City works closely with all state and regional agencies to enhance the efficiency of the regional circulation system.	Transportation
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			

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5.4.1	Coordinate with Caltrans and the Riverside County Transportation Commission (RCTC) to identify and protect ultimate rights-of-way, including those for freeways, regional arterial projects, transit, bikeways and interchange expansion.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. <b>A complete review of the Circulation Element will be accomplished with the next General Plan update.</b>	Transportation <b>A.11.b</b>
5.4.2	Coordinate with Caltrans and RCTC regarding the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations of the Inland Empire Regional ITS Architecture Project.	This is an on-going policy. It is implemented in accordance with the City's ITS Master Plan.	Transportation
5.4.3	Work with property owners, in cooperation with RCTC, to reserve rights-of-way for potential Community and Environmental Transportation Acceptability Process (CETAP) corridors through site design, dedication, and land acquisition, as appropriate.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. <b>A complete review of the Circulation Element will be accomplished with the next General Plan update.</b>	Transportation
5.4.4	The City Council will commit to establishing ongoing relationships with all agencies that play a role in the development of the City's transportation system. Council members who are appointed to these agencies as City representatives shall seek out leadership roles to maximize their effectiveness on behalf of the City. Council will strive to maintain continuity in their appointments of representatives to promote effective representation.	This is an on-going policy. The Administrative Codes for various regional agencies define the requirements for elected officials to be represented on their Executive Boards.	Transportation
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
5.4.5	Work with RCTC, WRCOG, and the TUMF Central Zone Committee to facilitate the expeditious construction of TUMF Network projects, especially projects that directly benefit Moreno Valley.	This is an on-going policy. The City has designated certain Public Works staff to represent Moreno Valley interests at various Technical Advisory meetings.	Transportation

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5.4.6	Cooperatively participate with SCAG, RCTC, and WRCOG in the planning for a transportation system that anticipates regional needs for the safe and efficient movement of goods and people.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. A complete review of the Circulation Element will be accomplished with the next General Plan update.	Transportation	A.11.b
5.4.7	Utilizing a combination of regional, state and federal funds, development impact fees, and other locally generated funds, provide needed improvements along SR 60 and the associated interchanges, including interchange and grade separation improvements.	This is an on-going policy. It is implemented in accordance with Chapters 3.44 and 9.11.080 of the Municipal Code.	Transportation	
5.4.8	Reserve rights-of-way to accomplish future improvements as specified in the Caltrans District 8 Route Concept Fact Sheet for SR-60. Specifically, SR- 60 shall be built to six general purpose lanes and two High Occupancy Vehicle (HOV) lanes through Moreno Valley. Additional auxiliary lanes may be required between interchanges. The need for auxiliary lanes will be determined from future studies.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. <b>A complete review of the Circulation Element will be accomplished with the next General Plan update.</b>	Transportation	
5.4.9	Lobby the State Legislature to keep triple trailer trucks off highways in developed areas of California.	This policy is out of date. Staff does not actively lobby against triple trailer trucks off highways.	Transportation	
<b>Objective 5.5</b>	Maximize efficiency of the local circulation system by using appropriate policies and standards to design, locate and size roadways.	This is an on-going objective primarily accomplished through provisions in Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Policies:</b>				
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.5.1	Space Collectors between higher classification roadways within development areas at appropriate one-quarter mile intervals.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.5.2	Provide dedicated left-turn lanes at all major intersections on minor arterials and higher classification roadways.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	

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5.5.3	Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	A.11.b
5.5.4	Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.5.5	Design streets and intersections in accordance with the Moreno Valley Municipal Code.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.5.6	Consider the overall safety, efficiency and capacity of street designs as more important than the location of on-street parking.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.5.7	For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.5.8	Whenever possible, require private and public land developments to provide on-site and off-site improvements necessary to mitigate any development- generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system. The City may require developers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	

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5.5.9	Design curves and grades to permit safe movement of vehicular traffic per applicable Caltrans and Moreno Valley standards.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	A.11.b
5.5.10	Provide adequate sight distances for safe vehicular movement at all intersections and driveways.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5.5.11	Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.	The National Pollutant Discharge Elimination System Best Management Practices are required for projects relating to the construction of roadways, to control runoff contamination from impacting water resources (ongoing).	Transportation	
<b>Objective 5.6</b>	Support development of a ground access system to March Inland Port in accordance with its development plan as a major cargo airport.	This is an on-going objective. The City works closely with the March Joint Powers Authority in implementing strategies / development in support of a major cargo airport.	Transportation	
<b>Policies:</b>				
5.6.1	Ensure that City arterials that provide access to and from March Inland Port are properly designed to accommodate projected traffic volumes, including truck traffic.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.6.2	Ensure that traffic routes to March Inland Port are planned to minimize impacts to City residential communities.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Objective 5.7</b>	Design roads to meet the needs of the residents of the community without detracting from the "rural" atmosphere in designated portions of Moreno Valley. (Designated "rural" areas include those encompassed by the Residential Agriculture 2, Residential 1, Rural Residential and Hillside Residential zoning districts. "Urban" areas encompass all other zoning districts.)	This is an on-going objective. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Policies:</b>				

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5.7.1	Pursue development of modified sidewalk standards for local and collector roads within low density areas to reflect the rural character of those areas.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	A.11.b
5.7.2	Provide sidewalks on arterials in designated low density areas that provide access to schools and bus stops.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Objective 5.8</b>	Encourage development of an efficient public transportation system for the entire community.	This is an on-going objective. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Policies:</b>				
5.8.1	Support the development of high-speed transit linkages, or express routes, that would benefit the citizens and employers of Moreno Valley.	This is an on-going policy. The City works closely with Riverside Transit Agency (RTA) in the implementation of Bus Rapid Transit routes as developed in the RTA Comprehensive Operational Analysis (COA).	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.8.2	Support the efforts of the March Joint Powers Authority in its pursuit of a Transit Center.	This is an on-going policy. The City works closely with Riverside Transit Agency (RTA) in the implementation of recommended improvements developed in the RTA Comprehensive Operational Analysis (COA).	Transportation	
5.8.3	Encourage public transportation opportunities that address the particular needs of transit dependent individuals in the City such as senior citizens, the disabled and low -income residents.	This is an on-going policy. The City works closely with Riverside Transit Agency (RTA) in the implementation of recommended improvements developed in the RTA Comprehensive Operational Analysis (COA).	Transportation	
5.8.4	Ensure that all new developments make adequate provision for bus stops and turnout areas for both public transit and school bus service.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	

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5.8.5	Continue on-going coordination with transit authorities toward the expansion of transit facilities into newly developed areas.	This is an on-going policy. The City works closely with Riverside Transit Agency (RTA) in the implementation of recommended improvements developed in the RTA Comprehensive Operational Analysis (COA).	Transportation	A.11.b
<b>Objective 5.9</b>	Support and encourage development of safe, efficient and aesthetic pedestrian facilities.	This is an on-going objective. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Policies:</b>				
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.9.1	Encourage walking as an alternative to single occupancy vehicle travel, and help ensure the safety of the pedestrian as follows: (a) All new developments shall provide sidewalks in conformance with the City's streets cross-section standards, and applicable policies for designated urban and rural areas. (b) The City shall actively pursue funding for the infill of sidewalks in developed areas. The highest priority shall be to provide sidewalks on designated school routes.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.100 of the Municipal Code.	Transportation	
5.9.2	Walkways shall be designed to minimize conflicts between vehicles and pedestrians.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.100 of the Municipal Code.	Transportation	
5.9.3	Where appropriate, provide amenities such as, but not limited to, enhanced paving, seating, and landscaping to enhance the pedestrian experience.	This is an on-going policy. New development is reviewed and conditioned to provide pedestrian friendly infrastructure in accordance with 9.11.100 of the Municipal Code.	Transportation	
5.9.4	Require the provision of convenient and safe pedestrian access to buildings from the public sidewalk.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.100 of the Municipal Code.	Transportation	

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<b>Objective 5.10</b>	Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution. The Moreno Bikeway Plan is shown in Figure 9-4.	This is an on-going objective. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan.	Transportation	<b>A.11.b</b>
<b>Policies:</b>				
5.10.1	Bikeways shall link residential neighborhood areas with parks, employment centers, civic and commercial areas, and schools.	This is an on-going policy. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan. age 72 of 127	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5.10.2	Integrate bikeways, consistent with the Bikeway Plan, with the circulation system and maintain Class II and III bikeways as part of the City's street system.	This is an on-going policy. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan.	Transportation	
5.10.3	Support bicycle safety programs, and active enforcement of laws relating to the safe operation of bicycles on City streets.	This is an on-going policy. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan.	Transportation	
5.10.4	Link local bikeways with existing and planned regional bikeways.	This is an on-going policy. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan.	Transportation	
<b>Objective 5.11</b>	Eliminate obstructions that impede safe movement of vehicles, bicyclists, and pedestrians.	This is an on-going objective. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan.	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Policies:</b>				

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5.11.1	Landscaping adjacent to City streets, sidewalks and bikeways shall be designed, installed and maintained so as not to physically or visually impede public use of these facilities. (a) The removal or relocation of mature trees, street trees and landscaping may be necessary to construct safe pedestrian, bicycle and street facilities. (b) New landscaping, especially street trees shall be planted in such a manner to avoid overhang into streets, obstruction of traffic control devices or sight distances, or creation of other safety hazards.	This is an on-going program. Transportation Engineering works closely with Special Districts to ensure existing and proposed landscaping does not interfere with traffic control devices or pose any problems for pedestrians and cyclists.	Transportation	A.11.b
5.11.2	Driveways shall be designed to avoid conflicts with pedestrian and bicycle travel.	This is an on-going policy. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Objective 5.12</b>	Promote efficient circulation planning for all school sites that will maximize pedestrian safety, and minimize traffic congestion and neighborhood impacts.	This is an on-going objective. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
<b>Policies:</b>				
5.12.1	Coordinate with school districts to identify suggested pedestrian routes within existing and new subdivisions for school children to walk to and from schools and/or bus stops.	This is an on-going policy. The city has a robust Safe Routes to School Program which provides for designated walking routes, and school age pedestrian education / encouragement outreach efforts.	Transportation	
<b>9.5.3 Circulation Element Programs</b>				
<b>Programs:</b>			Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5-1	Periodically review current traffic volumes, traffic collision data, and the pattern of urban development to coordinate, program, and as necessary revise the planning and prioritization of road improvements.	This is an on-going program. It is implemented in accordance with Title 12 of the Municipal Code.	Transportation	

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5-2	Periodically, reassess the goals, objectives and policies statements of the Circulation Element and propose amendments, as necessary.	This is an on-going program. <b>A comprehensive review of the Circulation Element will be performed with the next update of the General Plan.</b>	Transportation <b>A.11.b</b>
5-3	Develop a comprehensive strategy to ensure full funding of the circulation system. The strategy will include the DIF, TUMF, and other funding sources that may be available to the City. In addition, the creation of benefit assessment districts, and road and bridge fee districts may be considered where appropriate.	This is an on-going policy. It is implemented in accordance with Title 3 of the Municipal Code.	Transportation
5-4	Develop a multi-year transportation infrastructure improvement program that, to the extent feasible, phases the construction of new projects in advance of new development.	This is a bi-annual City Capital Improvement Plan effort. It is implemented in accordance with the City's bi-annual budget process.	Transportation
5-5	The above referenced program will prioritize circulation improvement projects to be funded from DIF, TUMF and other sources. Prioritization to consider the following factors: (a) Traffic safety; (b) Congestion relief; (c) Access to new development; (d) Equitable benefit.	This is a bi-annual City Capital Improvement Plan effort. It is implemented in accordance with the City's bi-annual budget process.	Transportation
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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5-6	<p>Conduct studies of specified arterial segments to determine if any additional improvements will be needed to maintain an acceptable LOS at General Plan build-out. Generally, these segments will be studied as new developments are proposed in their vicinity.</p> <p>Measures will be identified that are consistent with the Circulation Element designation of these roadway segments, such as additional turn lanes at intersections, signal optimization by coordination and enhanced phasing, and travel demand management measures.</p> <p>The study of specified arterial segments will be required to identify measures to maintain an acceptable LOS at General Plan build-out for at least one of the reasons discussed below:</p> <p>(a) Segments will need improvement, but their ultimate volumes slightly exceed design capabilities.</p> <p>(b) Segments will need improvements but require inter-jurisdictional coordination.</p> <p>(c) Segments would require significant encroachment on existing adjacent development if built-out to their Circulation Element designations.</p>	<p>This is an on-going program. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. The Circulation Element will undergo an extensive analysis with the next update of the General Plan.</p>	<p>Transportation <b>A.11.b</b></p>
5-7	<p>Establish traffic study guidelines to deal with development projects in a consistent manner. The traffic study guidelines shall include criteria for projects that propose changes in the approved General Plan land uses.</p>	<p>This is an on-going program. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code. <b>Traffic study guidelines will be modified with the next update of the General Plan to ensure compliance with SB 743.</b></p>	<p>Transportation</p>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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5-8	Develop access guidelines for arterials with commercial frontage to facilitate access to development and preservation of safe flow of traffic. A component of guidelines shall address shared access.	This is an on-going program. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation <b>A.11.b</b>
5-9	Collaborate with all adjacent jurisdictions to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross-jurisdictional boundary.	This is an on-going program. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation
5-10	Support regional projects that improve access to Moreno Valley. Examples of specific ongoing projects that should be supported include: (a) CETAP Cajalco alignment and extension to State Route 241 in Orange County; (b) CETAP Moreno Valley to San Bernardino alternative alignments including Reche Canyon Road / Reche Vista Road alignment and the Pigeon Pass Road to Pepper Avenue alignment; (c) TUMF Backbone Network projects to widen Alessandro Boulevard and Van Buren Boulevard; (d) Measure A projects to widen SR-60 through the Badlands, widen Interstate 215 (I-215) from Riverside interchange to Interstate 10, and extension of San Jacinto commuter rail line; (e) Construction of commuter rail stations in Highgrove, and at the intersection of Alessandro at I- 215; (f) Construction of HOV ramp connector from westbound SR-60 to south bound I-215; (g) Widen SR-60/I-215 from Moreno Valley interchange to Riverside interchange.	This is an on-going program. The City has designated certain Public Works staff to represent Moreno Valley interests at various Technical Advisory meetings.	Transportation
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
5-11	Work with RCTC, Caltrans, County of Riverside, adjacent jurisdictions and other affected agencies to plan and develop a multi-modal transportation system.	This is an on-going program. The City works closely with regional partners in the development of a circulation system that supports all modes of transportation.	Transportation

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5-12	Coordinate with Caltrans to redesign and reconstruct the SR-60 interchanges with Day Street, Perris Boulevard, Nason Street, Moreno Beach Drive, Redlands Boulevard, Theodore Street and Gilman Springs Road.	This is completed in concert with the bi- annual City Capital Improvement Plan effort. It is implemented in accordance with the City's bi-annual budget process and Riverside County's bi-annual Federal Transportation Improvement Plan (FTIP) process. Nason Street interchange is complete	Transportation	A.11.b
5-13	Implement Transportation demand management (TDM) strategies that reduce congestion in the peak travel hours. Examples include carpooling, telecommuting, and flexible work hours.	This is an on-going program. It is implemented in accordance with Chapter 9.11.080 of the Municipal Code.	Transportation	
5-14	Implement programs in support of the efforts of Riverside Transit Agency toward the expansion of the existing bus system within the City and the provision of future public transportation consistent with the Riverside County Transit Plan.	This is an on-going program. The City works closely with Riverside Transit Agency (RTA) in the implementation of recommended improvements developed in the RTA Comprehensive Operational Analysis (COA).	Transportation	
5-15	Work with Riverside County Transportation Commission and Riverside Transit Agency to implement the Transit Oasis system.	This program is out of date. The City worked with RTA when they developed their Comprehensive Operational Analysis which is their long range planning document.	Transportation	
5-16	Implement programs that mitigate on-street hazards for bicyclists.	This is an on-going program. Bicycle Infrastructure is developed in accordance with the adopted Bicycle Master Plan.	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
5-17	Pursue regional, state and federal grant opportunities to fund design and construction of the City bikeway system.	This is an on-going program. Bicycle Infrastructure funding opportunities are identified in the adopted Bicycle Master Plan.	Transportation	
5-18	Pursue grant funding that supports traffic safety at and in the vicinity of school facilities.	This is an on-going program. The City aggressively pursues all traffic safety related grant funding.	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

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5-19	Work with school districts and private schools to identify school site locations and designs that will minimize traffic impacts and promote traffic safety.	This is an on-going program. The city has a robust Safe Routes to School Program which provides for designated walking routes, and school age pedestrian education / encouragement outreach efforts.	Transportation	A.11.b
5-20	Work with school districts and private schools to identify suggested school routes and drop-off/pick-up plans for cars and buses.	This is an on-going program. The city has a robust Safe Routes to School Program which provides for designated walking routes, and school age pedestrian education / encouragement outreach efforts.	Transportation	
5-21	Work with school districts and private schools to develop and promote traffic safety education programs.	This is an on-going program. The city has a robust Safe Routes to School Program which provides for designated walking routes, and school age pedestrian education / encouragement outreach efforts.	Transportation	

**The City Structure Safety Element Goals, Objectives, Policies, and Programs**

**9.6 Safety Element Goals, Objectives, Policies, and Programs**

**9.6.1 Safety Element Goals**

<b>Goal 6.1</b>	To achieve acceptable levels of protection from natural and man-made hazards to life, health, and property	<ol style="list-style-type: none"> <li>1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS.</li> <li>2. The City contracts with Cal-Fire for fire protection and emergency services.</li> <li>3. the City's fire prevention and building safety divisions adopt and enforce the latest codes pertaining to structural, building construction and fire safety in the built environment.</li> </ol>	Fire / Police / Building / Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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<b>Goal 6.2</b>	To have emergency services which are adequate to meet minor emergency and major catastrophic situations.	1.The City contracts with Cal-Fire for fire protection and emergency services. The city has seven fire stations and access to a full complement of emergency services to respond to fires, medical emergencies, extrications, urban search and rescue, wild land fires, and swift water rescues. 2.Building and Safety Inspectors are trained through Cal OES and certified for the State of California in the Safety Assessment Program, for emergency assessment of all buildings and properties. 3. PD: The police department is almost fully staffed, and fully prepared to provide adequate services to meet emergency and catastrophic incident needs.	Fire / Police / B <b>A.11.b</b>
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**9.6.2 Safety Element Objectives and Goals**

<b>Objective 6.1</b>	Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and secondary effects.	All residential and commercial buildings and structures are built to the current 2016 California Building Codes part 1 &2, volume 1&2 for all seismic events.	Fire / Police / Building / Planning
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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6.1.1	Reduce fault rupture and liquefaction hazards through the identification and recognition of potentially hazardous conditions and areas as they relate to the San Jacinto fault zone and the high and very high liquefaction hazard zones. During the review of future development projects, the City shall require geologic studies and mitigation for fault rupture hazards in accordance with the Alquist-Priolo Special Study Zones Act. Additionally, future geotechnical studies shall contain calculations for seismic settlement on all alluvial sites identified as having high or very high liquefaction potential. Should the calculations show a potential for liquefaction, appropriate mitigation shall be identified and implemented.	1. All residential and commercial buildings and structures are built to the current 2016 California Building Codes part 1 &2, volume 1&2 for all seismic events . <b>Fire:</b> This is really a Building and Land Development thing. Fire should be removed.	Fire / Police / Building Planning <b>A.11.b</b>
6.1.2	Require all new developments, existing critical and essential facilities and structures to comply with the most recent Uniform Building Code seismic design standards.	All residential and commercial buildings and structures are built to the current 2016 California Building Codes part 1 &2, volume 1&2 for all seismic events . <b>Fire:</b> The City's building safety division adopts and enforces the latest California Building Code pertaining to structural and seismic safety in the built environment. This is an ongoing goal. See MVMC 8.20.	Fire / Police / Building
<b>Objective 6.2</b>	Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage, and to minimize nuisances due to flooding.	Currently being done consistent with Municipal Code capture 8.12 as well as Federal Emergency Management Agency (FEMA) requirements.	Land Development
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
Policies:			

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6.2.1	Permit only that development in 100-year floodplain that represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas.	This item is currently applied consistently with Municipal Code Chapter 8.12 as well as Federal Emergency Management Agency (FEMA) requirements.	Land Develop <b>A.11.b</b>
6.2.2	Storm drains and catch basins owned and operated by the City shall be inspected, cleaned and maintained pursuant to an approved clean out schedule.	M&O maintains storm drains compliant with NPDES requirements consistent with Muni Code Chapter 8.10.	Land Development/M&O
6.2.3	Maximize pervious areas in order to reduce increases in downstream runoff resulting from new development.	This is accomplished through the review/implementation of WQMPs and site design features consistent with Municipal Code Chapters 9.16, 9.17, et al.	Land Development /Planni
6.2.4	Design, construct and maintain street and storm drain flood control systems to accommodate 10 year and 100 year storm flows respectively.	Design of Street and storm drain flood control systems are accomplished through design review of improvement plans and studies consistent with Municipal Code Section 9.14.110. <b>Capital Projects:</b> This is completed in conjunction with Riverside County Flood Control and Water Conservation District's (RCFC&WCD) cooperation and funding. It is implemented in accordance with RCFC&WCD's annual Zone budget effort.	Land Development/M&O Capital Projects
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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6.2.5	The storm drain system shall conform to Riverside County Flood Control and Water Conservation District master drainage plans and the requirements of the Federal Emergency Management Agency.	This item is accomplished through design review of improvement plans and studies consistent with Muni Code Chapter 8.12. <b>Capital Projects:</b> This is completed in conjunction with Riverside County Flood Control and Water Conservation District's (RCFC&WCD) cooperation and funding. It is implemented in accordance with RCFC&WCD's annual Zone budget effort.	Land Development Projects <b>A.11.b</b>
<b>Objective 6.3</b>	Provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes.	Chapter 9.10, Section 9.10.140 "Noise and Sound" of the Municipal Code provides standards for commercial and industrial uses. Additionally, Title 11, Chapter 11.80 "Noise Regulation" provides requirements for construction noise and times construction and grading can occur. This is an ongoing objective for all development.	Planning
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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6.3.1	<p>The following uses shall require mitigation to reduce noise exposure where current or future exterior noise levels exceed 20 CNEL above the desired interior noise level:</p> <p>a. Single and multiple family residential buildings shall achieve an interior noise level of 45 CNEL or less. Such buildings shall include sound-insulating windows, walls, roofs and ventilation systems. Sound barriers shall also be installed (e.g. masonry walls or walls with berms) between single-family residences and major roadways.</p> <p>b. New libraries, hospitals and extended medical care facilities, places of worship and office uses shall be insulated to achieve interior noise levels of 50 CNEL or less.</p> <p>c. New schools shall be insulated to achieve interior noise levels of 45 CNEL or less.</p>	<p>Chapter 9.10, Section 9.10.140 "Noise and Sound" of the Municipal Code provides standards for commercial and industrial uses. Additionally, Title 11, Chapter 11.80 "Noise Regulation" provides regulations for construction noise and times construction and grading can occur. If CNEL levels are not met with the uses listed in this policy, mitigation measures for items such as installation shall be provided through the Noise Study and/or environmental document. This is an ongoing</p>	<p>Planning <b>A.11.b</b></p>
6.3.2	<p>Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL.</p>	<p>Title 11, Chapter 11.80 "Noise Regulation" provides requirements for residential uses noise and Section 9.07.060 of the Municipal Code provides standards consistent with the Air Installation Compatibility Zone (ACUZ) Use Overlay District. Land use and building restrictions are provided when exceeding noise levels or if development/use is not in compliance with ACUZ standards. This is an ongoing policy.</p>	<p>Planning</p>
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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6.3.3	Where the future noise environment is likely to exceed 70 CNEL due to overflights from the joint-use airport at March, new buildings containing uses that are not addressed under Policy 6.3.1 shall require insulation to achieve interior noise levels recommended in the March Air Reserve Base Air Installation Compatible Use Zone Report.	Section 9.07.060, referring to the Air Installation Compatibility Zone (ACUZ) Use Overlay District, provides land use and building restrictions when exceeding noise levels or not in compliance with ACUZ standards. This is an ongoing policy.	Planning	A.11.b
6.3.4	Encourage residential development heavily impacted by aircraft over flight noise, to transition to uses that are more noise compatible.	Section 9.07.060 as well as ACUZ and/or standards required by the Airport Land Use Commission encourage non-compatible land uses to transition to more compatible uses.	Planning	
6.3.5	Enforce the California Administrative Code, Title 24 noise insulation standards for new multi-family housing developments, motels and hotels.	Title 24 noise insulation standards for both new multi-family housing developments and hotels/motels are continually enforced through the California Administrative Code. This is an ongoing policy.	Planning	
6.3.6	Building shall be limited in areas of sensitive receptors.	Section 9.07.060 as well as ACUZ and/or Airport Land Use Commission regulations restricts or limits building within areas of sensitive receptors.	Planning	
<b>Objective 6.4</b>	Review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future surrounding land uses.	Potential Noise issues to surrounding land uses are reviewed through the project design review stage at the Project Review Staff Committee and through the California Environmental Quality Act (CEQA) standards. Mitigation measures for noise shall be provided in environmental documents to limit noise impacts. This is an ongoing City objective.	Planning	
<b>Policies:</b>				
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

6.4.1	Site, landscape and architectural design features shall be encouraged to mitigate noise impacts for new developments, with a preference for noise barriers that avoid freeway sound barrier walls.	Specific design features are incorporated into projects during design review to minimize noise impacts. This could include site design features such as the placement of loading areas away from residential sensitive receptors, dense landscape and decorative walls. This is an ongoing policy.	Planning A.11.b
<b>Objective 6.5</b>	Minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities.	Chapter 9.10, Section 9.10.120 "Performance Standards" of the Municipal Code requires all mechanical and electrical equipment associated with such items as vehicles, land use or construction etc. to screen and minimize potential noise in a manner that it does not disturb adjacent uses and activities. (Ongoing)	Planning
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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6.5.1	New commercial and industrial activities (including the placement of mechanical equipment) shall be evaluated and designed to mitigate noise impacts on adjacent uses	Chapter 9.16 "Design Guidelines", Sections 9.16.150 and 9.16.160 and Chapter 9.08, Section 9.08.150 of the Municipal Code provides general screening and buffer requirements for non-residential properties to other sensitive properties. This would include such items as trash areas, loading areas, ground-mounted equipment, roof mounted equipment etc. Chapter 9.10, Section 9.10.120 "performance Standards" of the Municipal Code requires all mechanical and electrical equipment associated with such items as vehicles, land use or construction etc. to screen and minimize potential noise in a manner that it does not disturb adjacent uses and activities. This is an ongoing policy.	Planning <b>A.11.b</b>
6.5.2	Construction activities shall be operated in a manner that limits noise impacts on surrounding uses.	Chapter 9.10, Section 9.10.140 "Noise and Sound" of the Municipal Code provides standards for commercial and industrial uses. Additionally, Title 11, Chapter 11.80 "Noise Regulation" provides regulations for construction noise and times construction and grading can occur. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Objective 6.6</b>	Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.	The General Plan Land Use Map and the City's zoning map have provided land uses and patterns that reduce vehicle trips and distances for essential services. The City's Climate Action Plan also has provided strategies to reduce vehicle miles traveled. This is an ongoing objective.	Planning
<b>Policies:</b>			

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6.6.1	Provide sites for new neighborhood commercial facilities within close proximity to the residential areas they serve.	The General Plan Land Use Map and the City's zoning map have provided land use designations and patterns that provide opportunities for residential areas to easily access neighborhood commercial areas (Ongoing)	Planning	A.11.b
6.6.2	Provide multi-family residential development sites in close proximity to neighborhood commercial centers in order to encourage pedestrian instead of vehicular travel.	Zoning Maps provided in the Municipal Code are consistent with the General Plan land use maps and have provided multiple-family zoning near or adjacent to where neighborhood commercial zoned property is located. This is an ongoing policy.	Planning	
6.6.3	Locate neighborhood parks in close proximity to the appropriate concentration of residents in order to encourage pedestrian and bicycle travel to local recreation areas.	Moreno Valley strives to locate neighborhood parks in close proximity to the development the park will serve. Examples of these are: Victoriano Park/School, El Potrero Park/School, Morrison Park, Westbluff Park, and Ridgecrest Park. Pedestrian and bicycle travel to the parks are encourage, as well as shopping areas around parks. On-going	Parks	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Objective 6.7</b>	Reduce mobile and stationary source air pollutant emissions.	Mobile and stationary source air pollution emissions are reviewed for most projects. For larger industrial projects, it is a primary objective to reduce air pollution sources. Air Quality is reviewed through the California Environmental Quality Act Guidelines and mitigation measures to reduce source are pollution emissions are a frequent occurrence. This is an ongoing City objective	Planning	
<b>Policies:</b>				

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6.7.1	Cooperate with regional efforts to establish and implement regional air quality strategies and tactics.	The City complies with standards within the California Air Resources Board (CARB) South Coast Air Quality Management District (SCAQMD) requirements and rules (i.e. Rule 403) regarding emissions and air quality strategies. Checks and balances are reviewed thoroughly in the appropriate project environmental document. This is an ongoing policy.	Planning	A.11.b
6.7.2	Encourage the financing and construction of park-and-ride facilities.	This is an on-going policy. The City works closely with Caltrans and RCTC in the development of Park and Ride Facilities.	Transportation	
6.7.3	Encourage express transit service from Moreno Valley to the greater metropolitan areas of Riverside, San Bernardino, Orange and Los Angeles Counties.	This is an on-going policy. The City works closely with Riverside Transit Agency (RTA) in the implementation of recommended improvements developed in the RTA Comprehensive Operational Analysis (COA).	Transportation	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
6.7.4	Locate heavy industrial and extraction facilities away from residential areas and sensitive receptors.	Chapter 9.05 provides Good Neighbor standards for the location of heavy industrial uses away from residential uses. Examples of established buffer areas in large industrial projects are within the World Logistics Specific Plan and the Industrial Area Plan (SP 208), each separating industrial uses from residential uses.	Planning	

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6.7.5	Require grading activities to comply with South Coast Air Quality Management District's Rule 403 regarding the control of fugitive dust.	All grading activities comply with the South Coast Air Quality Management Districts Rule 403. Conditions of approval on projects confirm control of fugitive dust by such measures as continual watering of the site and restriction of grading during higher wind events. This is an ongoing policy.	Planning	A.11.b
6.7.6	Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code.	All residential and commercial buildings and structures are built to the current 2016 California Energy and Green Codes for all new and remodeled and tenant improvement project.	Building	
<b>Objective 6.8</b>	As feasible given budget constraints, strive to maintain a police force with a ratio of one sworn officer for each 1,000 residents.	Fire should be removed from this item PD: The county continues to fill open positions and the new contract allows for two additional sworn officers.	Police / Fire	
<b>Policies:</b>				
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
6.8.1	Explore the most effective and economical means of providing responsive and adequate law enforcement protection in the future.	Fire should be removed from this item PD: Senior leadership continues to work toward improving community policing programs, reducing crime, improving service and reducing costs.	Police / Fire	

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<b>Objective 6.9</b>	Reduce the risk and fear of crime through physical planning strategies that maximize surveillance opportunities and minimize opportunities for crime found in the present and future built environment, and by creating and maintaining a high level of community awareness and support of crime prevention.	Fire should be removed from this item PD: Senior leadership continues to work toward improving community policing programs, reducing crime, improving service delivery, and improving the perception of safety in the city. New patrol tactics, team deployments, social media platforms, and crime analysis strategies are being used to maximize our efforts.	Police / Fire <b>A.11.b</b>
<b>Policies:</b>			
6.9.1	Promote the establishment of neighborhood and business watch programs to encourage community participation in the patrol of neighborhood areas, and increased awareness of any suspicious activity.	Fire should be removed from this item PD: Our Community Services Unit and Problem Oriented Policing Teams continues to work with neighborhood watch programs, businesses, and apartment managers to encourage community participation in the patrol of neighborhood areas, and increased awareness of any suspicious activity. A social media component is in the works to assist with these programs as well.	Police / Fire
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
6.9.2	Require well-lighted entrances, walkways and parking lots, street lighting in all commercial, industrial areas and multiple-family residential areas to facilitate nighttime surveillance and discourage crime.	Fire should be removed from this item PD: Crime Prevention through Environmental Design (CPTED) Concepts are provided to businesses and homeowners via an inspection process handled by the Department's Community Services Unit.	Police / Fire

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6.9.3	Incorporate "defensible space" concepts into the design of dwellings and nonresidential structures, including, but not limited to configuration of lots, buildings, fences, walls and other features that facilitate surveillance and reinforce a sense of territorial control.	Fire should be removed from this item PD: Crime Prevention through Environmental Design (CPTED) Concepts are provided to businesses and homeowners via an inspection process handled by the Department's Community Services Unit.	Police / Fire / Pl <b>A.11.b</b>
<b>Objective 6.10</b>	Protect life and property from the potential short- term and long-term deleterious effects of the necessary transportation, use, storage treatment and disposal and hazardous materials and waste within the City of Moreno Valley.	The Fire Prevention Division strives to inspect business occupancies who store, handle, use hazardous materials on an annual basis. The latest California Fire Code regulations pertaining to hazardous materials processes are enforced.	Fire
<b>Policies:</b>			
6.10.1	Require all land use applications and approvals to be consistent with the siting criteria and other applicable provisions of the adopted Hazardous Waste Management Plan, which is also incorporated into and as part of the General Plan.	The Hazardous Waste Management Plan.	Waste Coordinator
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
6.10.2	Manage the generation, collection, storage, processing, treatment, transport and disposal of hazardous waste in accordance with provisions of the City of Moreno Valley's adopted Hazardous Waste Management Plan, which is also incorporated into and as part of the General Plan.	The Hazardous Waste Management Plan. Host hazardous waste collection events; educate residents how to properly handle and dispose of hazardous waste; support Riverside County's efforts to provide residents and businesses with opportunities to dispose of hazardous waste properly. Work with Federal, State and County agencies to identify and regulate the use and disposal of toxic waste.	Waste Coordinator

<b>Objective 6.11</b>	Maintain an integrated emergency management program that is properly staffed, trained, and equipped for receiving emergency calls, providing initial response, providing for key support to major incidents.	1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS. 2. The City contracts with Cal-Fire for fire protection and emergency services.	Fire	<b>A.11.b</b>
<b>Policies:</b>				
6.11.1	Respond to any disaster situation in the City to provide necessary initial response and providing for key support to major incidents.	1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS. 2. The City contracts with Cal-Fire for fire protection and emergency services.	Emergency Operations / Fire	
6.11.2	Provide emergency first aid treatment when necessary. P	1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS. 2. The City contracts with Cal-Fire for fire protection and emergency services. age 94 of 127	Emergency Operations / Fire	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
6.11.3	Support the maintenance of a trauma center within the City.	The City contracts with Cal-Fire for fire protection and emergency services.	Emergency Operations / Fire	
6.11.4	Aggressively attack uncontrolled fires and hold losses to a minimum.	The City contracts with Cal-Fire for fire protection and emergency services.	Fire	
6.11.5	Minimize uncontrolled fires through support of weed abatement programs.	The Fire Prevention Division has a pro-active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.	Fire	
<b>Objective 6.12</b>				

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	Coordinate with Federal, State and County agencies and neighboring communities in developing a regional system to respond to emergencies and major catastrophes.	<ol style="list-style-type: none"> <li>1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS.</li> <li>2. The City contracts with Cal-Fire for fire protection and emergency services.</li> </ol>	Emergency Operat	A.11.b
<b>Policies:</b>				
6.12.1	Support mutual aid agreements and communication links with the County of Riverside and other local participating jurisdictions.	<ol style="list-style-type: none"> <li>1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS.</li> <li>2. The City contracts with Cal-Fire for fire protection and emergency services.</li> </ol>	Emergency Operations / Fi	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Objective 6.13</b>	Maintain fire prevention, fire-related law enforcement, and public education and information programs to prevent fires.	The Fire Prevention division conducts inspections on multi-family dwellings, schools, hospitals, and business occupancies and provides education to residents and business owners regarding fire code violations and other potential safety problems.	Emergency Operations / Fi	
<b>Policies:</b>				
6.13.1	Provide fire safety education to residents of appropriate age.	The Fire Prevention division conducts inspections on multi-family dwellings, schools, hospitals, and business occupancies and provides education to residents and business owners regarding fire code violations and other potential safety problems. The fire department participates in a number of public events throughout the year providing public education to our residents.	Fire	

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<b>Objective 6.14</b>	Maintain the capacity to respond rapidly to emergency situations.	<ol style="list-style-type: none"> <li>The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS.</li> <li>The City contracts with Cal-Fire for fire protection and emergency services.</li> </ol>	Fire <span style="float: right;">A.11.b</span>
<b>Policies:</b>			
6.14.1	Locate fire stations in accordance with the Fire Station Master Plan as shown in Figure 6-1. The exact location of each fire station may be modified based on availability of land and other factors.	Since the general plan was written, Station 58 was added off Moreno Beach and Auto Mall Dr. and Station 99 was added at Morrison and Cottonwood.	Fire
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
6.14.2	Relate the timing of fire station construction to the rise of service demand in surrounding areas.	1. Demand for service is continually monitored by Cal-Fire and recommendations are brought to the city.	Fire
<b>Objective 6.15</b>	Ensure that property in or adjacent to wildland areas is reasonably protected from wildland fire hazard, consistent with the maintenance of a viable natural ecology.	<ol style="list-style-type: none"> <li>The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.</li> <li>During development, the Fire Prevention division ensures that all Wildland Urban Interface developments meet the construction requirements of the California Fire and Building Codes.</li> </ol>	Fire
<b>Policies:</b>			

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6.15.1	Encourage programs to minimize the fire hazard, including but not limited to the prevention of fuel build-up where wildland areas are adjacent to urban development.	<p>1. The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.</p> <p>2. During development, the Fire Prevention division ensures that all Wildland Urban Interface developments meet the construction requirements of the California Fire and Building Codes.</p>	<p>Fire</p> <p><b>A.11.b</b></p>
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
6.15.2	Tailor fire prevention measures implemented in wildland areas to both the aesthetic and functional needs of the natural environment.	<p>1. The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.</p> <p>2. During development, the Fire Prevention division ensures that all Wildland Urban Interface developments meet the construction requirements of the California Fire and Building Codes.</p>	Fire
<b>Objective 6.16</b>	Ensure that uses within urbanized areas are planned and designed consistent with accepted safety.	<p>1. The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.</p> <p>2. During development, the Fire Prevention division ensures that all Wildland Urban Interface developments meet the construction requirements of the California Fire and Building Codes.</p>	Fire
<b>Policies:</b>			

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6.16.1	Ensure that ordinances, resolutions and policies relating to urban development are consistent with the requirements of acceptable fire safety, including requirements for smoke detectors, emergency water supply and automatic fire sprinkler systems.	1. The Fire Prevention division enforces the latest state adopted California Fire Code to ensure appropriate fire protection systems are installed. 2. Annual inspections are conducted as resources permit to ensure fire protection systems are properly maintained.	Fire	A.11.b
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
6.16.2	Encourage the systematic mitigation of existing fire hazards related to land urban development or patterns of urban development as they are identified and as resources permit.	The Fire Prevention division conducts annual inspections as resources permit to ensure fire protection systems are properly maintained, egress and ingress are provided for, and that other hazards are mitigated as required.	Fire	
6.16.3	Ensure that adequate emergency ingress and egress is provided for each development.	1. The Fire Prevention division reviews all new developments for sufficient ingress, egress, and water supply. 2. The Fire Prevention division conducts annual inspections as resources permit to ensure fire protection systems are properly maintained, egress and ingress are provided for, and that other hazards are mitigated as required.	Fire	
6.16.4	Within the safety zones (e.g. Air Crash Hazard Zones and Clear Zones) shown in Figure 6-5, residential uses shall not be permitted, and business uses shall be restricted to low intensity uses as defined in the March Air Reserve Base Air Installation Compatible Use Zone Report, as amended from time to time.	Residential uses are generally not permitted and businesses shall be restricted to low intensity uses within air crash hazard and clear zones. This use is monitored and regulated by March Air Reserve Base Air Installation Compatible Use Zones and the Airport Land Use Commission (ALUC), This is an ongoing policy.	Planning	

<b>Objective 6.17</b>	Provide non-emergency public services provided that such demands do not interfere with fire protection and other emergency services.	1. The City of Moreno Valley has a robust, pro- active emergency management program that incorporates all elements of NIMS.	Fire <span style="float: right;">A.11.b</span>
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**9.6.3 Safety Element Programs**

Programs:			
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
6-1	Request that public utility companies inspect their facilities and distribution networks to determine the potential impact of earthquake damage.	<p><b>MVU</b> routinely inspects all facilities and performs any necessary repairs.</p> <p>Fire: 1. The City of Moreno Valley has a robust, pro- active emergency management program that works closely with local hospitals, utilities and other critical infrastructure.</p>	Fire/MVU
6-2	Evaluate historic buildings relative to the need for mitigation of geologic hazards, while weighing their historical value against the potential hazard of their collapse.	All residential and commercial buildings and structures are built to the current 2016 California Building Codes for all renovations to historic buildings	Building
6-3	Reevaluate designated truck routes in terms of noise impact on existing land uses to determine if those established routes and the hours of their use should be adjusted to minimize exposure to truck noise.	This is an on-going program. It is accomplished through provisions of Title 12 of the Municipal Code. A comprehensive review of the designated truck routes will be performed with the General Plan update.	Transportation
6-4	Review existing ordinances to ensure that building and site design standards specifically address crime prevention utilizing defensible space criteria. Incorporate security standards into the Municipal Code.	No action has been taken in this area; however, the Department's Community Services Unit can begin working on this immediately.	Police/Planning
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party

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6-5	Seek state and federal grants to offset any required additions in law enforcement staffing and/or equipment.	Senior police leadership is constantly on the lookout for grant opportunities. Similarly, the Riverside County Sheriff's Department assists in this effort by applying for grants on the police department's behalf. All grant awards are sent to the city for approval before acceptance. The police department is currently utilizing several grants to fund equipment purchases and staff positions.	Police <span style="float: right;">A.11.b</span>
6-6	Update the Fire Protection Master Plan as conditions warrant.	1. Demand for service is continually monitored by Cal-Fire and recommendations are brought to the city.	Fire
6-7	Establish regulations for development along the urban- wildland interface.	<ol style="list-style-type: none"> <li>1. The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.</li> <li>2. During development, the Fire Prevention division ensures that all Wildland Urban Interface developments meet the construction requirements of the California Fire and Building Codes.</li> </ol>	Fire
6-8	Establish criteria for the design, maintenance, modification and replacement of fire facilities.	1. Demand for service is continually monitored by Cal-Fire and recommendations are brought to the city.	Fire
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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6-9	Establish criteria for weed abatement programs.	<p>1. The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.</p> <p>2. During development, the Fire Prevention division ensures that all Wildland Urban Interface developments meet the construction requirements of the California Fire and Building Codes.</p>	<p>Fire</p> <p><b>A.11.b</b></p>
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**The City Structure Conservation Element Goals, Objectives, Policies, and Programs**

**9.7 Conservation Element Goals, Objectives, Policies, and Programs**

**9.7.1 Conservation Element Goals**

<b>Goal 7.1</b>	To achieve the wise use of natural resources within the City of Moreno Valley, its sphere of influence and planning area.	The City continues to adhere to Goal 7.1, which includes conservation of natural resources within the city limits and is sphere of influence.	Planning
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**9.7.2 Conservation Element Objectives and Goals**

<b>Objective 7.1</b>	Minimize erosion problems resulting from development activities.	Accomplished through grading and erosion control plans consistent with Municipal Code Chapter 8.21.	Land Development
<b>Policies:</b>			
7.1.1	Require that grading plans include appropriate and feasible measures to minimize erosion, sedimentation, wind erosion and fugitive dust.	Grading plans are reviewed for these aspects consistent with Municipal Code Chapter 8.21.	Land Development
7.1.2	Circulation patterns within newly developing portions of Moreno Valley, particularly in hillside areas, should follow natural contours to minimize grading.	Circulation patterns are accomplished through review of site plans and tract maps consistent with Municipal Code Chapters 8.21 and 9.16	Land Development

<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
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<b>Objective 7.2</b>	Maintain surface water quality and the supply and quality of groundwater.	Surface water quality is achieved through the review and implementation of WQMPs consistent with Municipal Code Chapter 8.10.	Land Development	<b>A.11.b</b>
<b>Policies:</b>				
7.2.1	New development may use individual wells only where an adequate supply of good quality groundwater is available.	Well installation is governed by Riverside County Department of Environmental Health.	Land Development	
7.2.2	The City shall comply with the provisions of its permit(s) issued by the Regional Water Quality Control Board for the protection of water quality pursuant to the National Pollutant Discharge Elimination System.	This is an on-going policy, consistent with Municipal Code Chapter 8.10.	Land Development	
7.2.3	In concert with the water purveyor identify aquifer recharge areas and establish regulations to protect recharge areas and regulate new individual wells.	To date, this item is not required. Wells governed by Riverside County Department of Environmental Health. <b>This policy may need to be reviewed further with the next comprehensive General Plan update.</b>	Land Development	
<b>Objective 7.3</b>	Minimize the consumption of water through a combination of water conservation and reuse.	To date, this item is not required. Wells are governed by Riverside County Department of Environmental Health. <b>This policy may need to be reviewed further with the next comprehensive General Plan update.</b>	Land Development/Planning/Special Districts	
<b>Policies:</b>				
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

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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.	The City's Water Conservation Landscape Ordinance as approved in 2009 requires water conservation landscape and irrigation systems in all development review. City uses Public Works Department Landscape Design Guidelines, Planning Division Landscape Standards and Municipal Code Chapter 17, Title 9 when reviewing and approving landscape plans for public landscape. In 2016, non-functional turf (irrigated with potable water) was removed in all publically maintained medians and parkway and replaced with drought tolerant landscaping and water efficient irrigation. This is an ongoing policy.	Planning A.11.b
7.3.2	Encourage the use of reclaimed wastewater, stored rainwater, or other legally acceptable non-potable water supply for irrigation.	Land Development contributes to reuse through review/implementation of WQMPs consistent with Municipal Code Chapter 8.10.	Land Development/Plannin
<b>Objective 7.4</b>	Maintain, protect, and preserve biologically significant habitats where practical, including the San Jacinto Wildlife Area, riparian areas, habitats of rare and endangered species, and other areas of natural significance.	The Planning Division, through the provisions of the Western Riverside County Multi- species Habitat Conservation Plan. assures that biologically significant habitats are protected and preserved during site design review at the Project Review Staff Committee. This is an ongoing objective.	Planning
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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7.4.1	Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to provide adequate buffers to mitigate impacts to such areas.	Development or public rights of way proposed adjacent to significant habitats are protected and preserved during site design review and review at the Project Review Staff Committee. This is an ongoing policy.	Planning A.11.b
7.4.2	Limit the removal of natural vegetation in hillside areas when retaining natural habitat does not pose threats to public safety.	1. The Fire Prevention Division has a pro- active hazard abatement program in which all vacant parcels are inspected on an annual basis to ensure proper maintenance is being conducted by property owners.	Fire
7.4.3	Preserve natural drainage courses in their natural state and the natural hydrology, unless the protection of life and property necessitate improvement as concrete channels.	Accomplished through site design consistent with Municipal Code Chapters 8.12, 8.21, and 9.16.	Planning / Land Development
7.4.4	Incorporate significant rock formations into the design of hillside developments.	Natural rock formations are incorporated into design of hillside residential developments through Municipal Code standards included in Section 9.03.040 "Residential Site Development Standards" and Section 9.16.190 "Natural Open Space Standards". Section 9.03.060 "Planned Unit Developments" also incorporates the conservation of Cultural and Natural Resources. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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7.4.5	The City shall fulfill its obligations set forth within any agreement(s) and permit(s) that the City may enter into for the purpose of implementing the Western Riverside County Multi-species Habitat Conservation Plan.	This goal is satisfied through the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) approved on June 17, 2003, The MSHCP Plan was incorporated by the City of Moreno Valley and the City fulfills its obligations for implementing the Plan regarding agreements, permits, review of cell groups etc. This is an ongoing policy.	Planning <b>A.11.b</b>
<b>Objective 7.5</b>	Encourage efficient use of energy resources.	The City's adopted Climate Action Strategy provides strategies for efficient use of energy resources citywide. MVU regularly forecasts demand for energy and procures enough energy to meet demand. A portion of the energy is from renewable resources, such as wind and solar. This is an ongoing objective.	Planning/MVU
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			
7.5.1	Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand.	Building, site design and landscaping techniques that provide passive heating and cooling as well as energy reduction are achieved by following the current 2016 California Energy and Green Code for reference. MVU has established Energy Efficiency Programs for residential and commercial customers that provide rebates and incentives for the installation of energy saving projects, including window film and cool roof applications.	Building/Planning /MVU

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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.	<p><b>MVU:</b> In March 2016, MVU completed the installation of electric vehicle charging stations that are available to the public.</p> <p>Installation of additional electric vehicle charging stations at City Hall will begin in February 2017.</p> <p><b>Transportation:</b> This is an on-going policy. It is accomplished through implementation of the Bicycle Master Plan, continued development of the Safe Routes to School program, and support of the recommendations within RTA's Comprehensive Operational Analysis. Also Public Works uses fuel efficiency as a major factor in the acquisition of City vehicles.</p>	Transportation <b>A.11.b</b>
Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
7.5.3	Locate areas planned for commercial, industrial and multiple family density residential development within areas of high transit potential and access.	The General Plan Land Use Map and the City's zoning map have provided land use designations and patterns that provide opportunities for commercial, industrial and multiple-family residential development to locate within areas of high transit potential and access. New plans such as the Nason Corridor and Alessandro Corridor have provided additional opportunities for development near transit corridors. This is an ongoing policy.	Planning

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7.5.4	Encourage efficient energy usage in all city public buildings.	Efficient energy usage in all city public buildings is achieved by following the current 2016 California Energy and Green Code for reference. MVU works with Facilities to implement energy efficient measures in MVU- served city facilities. Examples include lighting retrofits at the Conference and Rec Center and the Animal Shelter. This is an ongoing policy.	Building/M	A.11.b
7.5.5	Encourage the use of solar power and other renewable energy systems.	The use of solar power and other renewable energy systems is achieved by following the current 2016 California Energy and Green Code and by goals included in the City's Climate Action Plan. MVU has a solar program for residential and commercial customers. To date, MVU customers have installed over 6 MW of solar.	Planning / Building	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Objective 7.6</b>	Identify and preserve Moreno Valley's unique historical and archaeological resources for future generations.	The City has identified historical and archeological resources for preservation purposes. This includes review of historic resources through project review under the California Environmental Quality Act (CEQA) and archeological resources through Native American Tribal entity review and general Archeological Studies through CEQA review. This is an ongoing objective of the City.	Planning / Building	
<b>Policies:</b>				
7.6.1	Historical, cultural and archaeological resources shall be located and preserved, or mitigated consistent with their intrinsic value.	Through environmental review and required technical studies, project conditions of approval and coordination with Native American Tribes,, mitigation measures are provided to conserve cultural resources that are uncovered during excavation and construction activities. This is an ongoing policy.	Planning	

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7.6.2	Implement appropriate mitigation measures to conserve cultural resources that are uncovered during excavation and construction activities.	Through environmental review and required technical studies, project conditions of approval and coordination with Native American Tribes, mitigation measures are provided to conserve cultural resources that are uncovered during excavation and construction activities. This is an ongoing policy.	Planning	A.11.b
7.6.3	Minimize damage to the integrity of historic structures when they are altered.	Altered structures are reviewed internally with Building and Planning staff and on an individual basis with the Environmental and Historical Preservation Board. This is an ongoing policy.	Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
7.6.4	Encourage restoration and adaptive reuse of historical buildings worthy of preservation.	Restoration and adaptive reuse to preserve historical buildings are reviewed internally with Building and Planning staff and on an individual basis with the Environmental and Historical Preservation Board. This is an ongoing policy.	Planning	
7.6.5	Encourage documentation of historic buildings when such buildings must be demolished.	When historic buildings must be demolished, they are first reviewed by the Environmental and Historical Preservation Board. Any documentation would occur through the Building and Safety Division.	Planning	

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<b>Objective 7.7</b>	Where practical, preserve significant visual features significant views and vistas.	Review of development projects through Project Staff Review strive to preserve visual features, significant views and vistas. The item is further reviewed through Appendix G, "Aesthetics" and "Cultural Resources" of the California Environmental Quality Act (CEQA Guidelines. This is an ongoing objective.	Planning <b>A.11.b</b>
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
7.7.1	Discourage development directly upon a prominent ridgeline.	Section 9.03.040 B "Residential Site Development Standards" of the Municipal Code establishes standards for hillside residential development consistent with the goals, objectives and policies of the General Plan. Allowable development would preserve natural hillsides and ridgelines. <b>Goals, objectives and policies of hillside residential development will be further evaluated with the next comprehensive General Plan update.</b>	Planning
7.7.2	Require new electrical and communication lines to be placed underground.	This item is accomplished through site design consistent with Municipal Code Section 9.14.130.	Land Development
7.7.3	Implement reasonable controls on the size, number and design of signs to minimize degradation of visual quality.	Sign regulations included in Chapter 9.12 "Sign Regulations" provides controls on size, number and design of signs. Sign programs for larger commercial and industrial sites also provide regulations that are consistent with the Municipal Code and General Plan policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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7.7.4	Gilman Springs Road, Moreno Beach Drive, and State Route 60 shall be designated as local scenic roads.	Caltrans manages the Scenic Highway Program in accordance with State Scenic Highway Guidelines and Sections 260 through 263 of the Streets and Highways Code. A county highway component was added to the Program in Section 154 of the Streets and Highways Code. Key criteria include memorable landscape, minimal intrusions, local support, and length not less than 1 mile.	Transportation/Planning <b>A.11.b</b>
7.7.5	Require development along scenic roadways to be visually attractive and to allow for scenic views of the surrounding mountains and Mystic Lake.	Development along scenic roadways and the allowance for scenic views of the surrounding mountains are achieved through environmental review and Appendix N "Aesthetics" of the California Environmental Quality Act Guidelines.	Building/Planning
7.7.6	Minimize the visibility of wireless communication facilities by the public. Encourage "stealth" designs and encourage new antennas to be located on existing poles, buildings and other structures.	Chapter 9.09, Section 9.09.040 "Communication facilities, antennas and satellite dishes includes standards to minimize the visibility of wireless communications and encourages stealth designs. Co-location of facilities are encouraged. This is an ongoing policy.	Planning
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Objective 7.8</b>	Maintain an adequate system of solid waste collection and disposal to meet existing and future needs.	Maintain an adequate system of solid waste collection and disposal to meet existing and future needs: Franchise agreement is in place, continued update/amendments as existing and future needs change and or emerge.	Waste Coordinator
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
<b>Policies:</b>			

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7.8.1	Encourage recycling projects by individuals, non-profit organizations, or corporations and local businesses, as well as programs sponsored through government agencies.	Encourage recycling projects by individuals, non-profit organizations, or corporations and local businesses, as well as programs sponsored through government agencies. The City of Moreno Valley actively encourages recycling projects and promotes participation in Keep Moreno Valley Clean and Beautiful (KMVCB); and educates groups regarding recyclable materials guidelines and goals. The City is involved in extensive outreach and education activities with respect to the three R's: reduce, reuse, recycle.	Waste Coordi <b>A.11.b</b>
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**9.7.3 Conservation Element Programs**

<b>Programs:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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7-1	Support regional solid waste disposal efforts by the County of Riverside.	<p><b>Capital Projects:</b> The City offers a number of waste reduction, recycling and community clean-up programs.</p> <p>There is a franchise agreement in place with a major solid waste/recycling (AB 939) hauler, for residential (curbside) and commercial (AB 341) materials, that has resulted in the attainment of significant diversion. The City in partnership with Riverside County hosts biannual hazardous and electronic waste collections and community outreach events. The City is implementing AB 1826, requiring businesses to recycle their organic waste. The City has implemented a used motor oil and filters recycling public education program, and promotes Riverside County’s free Backyard Composting Workshops, where residents can learn to properly compost green waste.</p>	<p>Waste Coordinator/M&amp;O/Capital Projects</p> <p><b>A.11.b</b></p>
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.	This item is accomplished through site design and coordination with Flood Control consistent with Municipal Code Chapter 8.12.	Land Development /Capital Projects
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.	A close working relationship is maintained with EMWD on all projects to review reclaimed water opportunities in the City	Land Development/Special Districts
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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7-4	Provide guidelines for preferred planting schemes and specific species to encourage aesthetically pleasing landscape statements that minimize water use.	Current Landscape Development Guidelines and Specifications in the Municipal Code provide preferred planting schemes and aesthetically pleasing landscape statements that minimize water use and require drought tolerant species. This is an ongoing policy.	Planning <span style="float: right;">A.11.b</span>
7-5	Develop incentives where appropriate, for the maintenance and sensitive rehabilitation of historic structures and properties.	Although historic structures and properties are reviewed and conserved, specific incentives have not been developed for maintenance and sensitive rehabilitation of historic structures. <b>This item shall be further reviewed and evaluated in the next comprehensive General Plan update.</b>	Planning
7-6	In areas where archaeological or paleontological resources are known or reasonably expected to exist, based upon the citywide survey conducted by the UCR Archaeological Research Unit, incorporate the recommendations and determinations of that report to reduce potential impacts to levels of insignificance.	Archeological and paleontological resources are reviewed through face to face meetings with Native American Tribes and review of studies that determine where resources lie. One such vehicle to review resources is the studies and reports provided by the UCR Archaeological Research Unit. The City incorporates the recommendations and determinations of these reports into the review of proposed development projects to reduce any noted impacts to levels of insignificance. This is an ongoing policy.	Planning

**The City Structure Housing Element Goals, Objectives, Policies, and Programs**

Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
<b>9.8 Housing Element Goals, Objectives, Policies, and Programs</b>			
<b>9.8.1 Housing Element Goals</b>			

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<b>Goal 8.1</b>	Improve and maintain decent, sanitary and affordable housing.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to monitor previously funded affordable units.	Housing/Plan	<b>A.11.b</b>
<b>Goal 8.2</b>	Improve and maintain decent, sanitary and affordable housing for very-low income households and seniors.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to monitor previously funded affordable units.	Housing/Planning	
<b>Goal 8.3</b>	Reduce substandard housing and health and safety violations.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to monitor previously funded affordable units.	Housing/Planning	
<b>Goal 8.4</b>	Assist in the revitalization of older neighborhoods.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.	Housing/Planning	
<b>Goal 8.5</b>	Improve and maintain decent and affordable rental housing.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to monitor previously funded affordable units.	Housing/Planning	
<b>Goal 8.6</b>	Assist very low, low and moderate-income first time buyers to purchase homes.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.	Housing/Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

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<b>Goal 8.7</b>	Add to the number of affordable rental units for very low and low-income households.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to seek new opportunities to develop new units.	Housing/Plan	<b>A.11.b</b>
<b>Goal 8.8</b>	Create affordable housing units for senior households.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to seek new opportunities to develop new units.	Housing/Planning	
<b>9.8.2 Housing Element Objectives and Policies</b>				
<b>Objective 8.1</b>	Rehabilitate a minimum of fifteen single- family homes under the Home Improvement Loan Program (HILP).	From the 2014-2021 Housing Element Update -The Home Improvement Loan Program is on hold pending identification of new funding source. The program was previously funded by Redevelopment Agency. <b>Housing:</b> The program has met its goal and is currently no longer active due to funding.	Housing/Planning	
<b>Objective 8.2</b>	Rehabilitate a minimum of fifteen single-family homes under the Homeowner Assistance for Minor Rehabilitation loan program (HAMR).	From the 2014-2021 Housing Element Update - The Homeowners Assistance for Minor Rehabilitation (HAMR) program is on hold pending identification of new funding source. The program was previously funded by the Redevelopment Agency. <b>Housing:</b> The program has met its goal and is currently no longer active due to funding.	Housing/Planning	
<b>Policies:</b>				
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

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8.2.1	Rehabilitate single-family homes to correct substandard conditions, improve handicap accessibility, and improve the aesthetics of older neighborhoods, thereby contributing to their preservation and revitalization.	<b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority is continuing to seek new opportunities to contribute to preservation of units.	Housing/Plan <b>A.11.b</b>
<b>Objective 8.3</b>	Rehabilitate a minimum of ninety mobile homes, for very low-income homeowners, in mobile home parks citywide, under the Mobile Home Grant Program.	From the 2014-2021 Housing Element Update - Policy/Program # 8.4 - Program is due to continue as the City converted to a contract program with Habitat for Humanity starting in FY 2013-14. - Housing may have additional information. <b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Through the City's CDBG funds, there continues to be multiple units addressed each year.	Housing/Planning
<b>Policies:</b>			
8.3.1	Correct substandard conditions in mobile home parks.	Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Through the City's CDBG funds, there continues to be multiple units addressed each year.	Housing/Planning

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Goal/Policy	Description	Discussion on Implementation Status	Responsible Party
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<b>Objective 8.4</b>	Obtain code compliance from a minimum of twenty- five very low and moderate-income property owners, citywide, with emphasis on focus neighborhoods.	From the 2014-2021 Housing Element Update - Policy/Program # 8.3 - Program description - Administer a program to provide grant funds for neighborhood beautification in targeted neighborhoods. <b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Code Compliance continues to seek compliance of the units.	Housing/Plan <b>A.11.b</b>
<b>Policies:</b>			
8.4.1	Enforce correction by property owners of identified housing and code violations in rental properties occupied by very low to moderate-income households.	From the 2014-2021 Housing Element Update - Policy/Program # 8.3 - New program funds included in FY 2013-14 CDBG allocation will allow continuation of the program. <b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Code Compliance continues to seek compliance of the units	Housing/Planning
<b>Objective 8.5</b>	Conduct five neighborhood clean-ups annually; provide related services to Community Development Block Grant (CDBG) areas in conjunction with other projects, and assist in clean-up of 360 housing units.	From the 2014-2021 Housing Element Update - Policy/Program # 8.6 -The program will continue with funds from future CDBG allocations.	Housing/Planning
<b>Policies:</b>			
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>

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8.5.1	Provide neighborhood improvement programs to CDBG target areas.	From the 2014-2021 Housing Element Update - Policy/Program # 8.5 - The program originally included both CDBG target areas and the Redevelopment Area. The program was revised after dissolution of the state's redevelopment agencies. Funding of the program in the CDBG target areas will continue in the 2014-2021 planning cycle. <b>Housing:</b> Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.	Housing/Plan	A.11.b
<b>Objective 8.6</b>	Assist 300 households citywide.	Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.	Housing/Planning	
<b>Policies:</b>				
8.6.1	Provide fair housing and landlord/tenant education services to very low to moderate-income households.	Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. Through the City's CDBG funding, the City continues to fund Fair Housing services.	Housing/Planning	
<b>Objective 8.7</b>	Rehabilitate fifty multi-family units, citywide, through utilization of the Rental Rehabilitation Program.	<b>The program has met its goal and is currently no longer active due to funding.</b>	Housing/Planning	
<b>Policies:</b>				
8.7.1	To eliminate substandard housing conditions for low- income renters, while enhancing the appearance of multi-family developments.	The City is currently working on establishing funding sources for this item. Ongoing.	Housing/Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	

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<b>Objective 8.8</b>	Assist households with down payment and closing costs.	From the 2014-2021 Housing Element Update - Policy/Program # 8.10 - Program description - Provide funds for Homebuyer Assistance Program (HAP) silent seconds. Work with approved lenders. <b>Housing: Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b>	Housing/Plan	<b>A.11.b</b>
<b>Policies:</b>				
8.8.1	Provide assistance to facilitate homeownership for very low to moderate-income households.	From the 2014-2021 Housing Element Update - Policy/Program # 8.10 - Program will continue (need update from Housing) Housing: Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.	Housing/Planning	
<b>Objective 8.9</b>	Create a minimum of 126 affordable rental units, citywide.	<b>Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b> The Housing Authority will continue to address new units as funding is available.	Housing/Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
<b>Policies:</b>				

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8.9.1	Facilitate the creation of affordable rental units.	From the 2014-2021 Housing Element Update - Policy/Program # 8.13 - Program 8.13 was deleted after dissolution of the state's redevelopment agencies. The City will continue to look for new funding source and other programs to promote the development of affordable units for larger families. Housing: Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.	Housing/Plan	A.11.b
<b>Objective 8.10</b>	Create a minimum of seventy senior units.	Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority will continue to address new units as funding is available.	Housing/Planning	
<b>Policies:</b>				
8.10.1	Create decent and affordable housing opportunities for low and very-low income seniors.	Following the dissolution of RDA, there are no currently active programs due to limited or no funding available. The Housing Authority will continue to address new units as funding is available.	Housing/Planning	
<b>9.8.3 Housing Element Programs</b>				
<b>Programs:</b>				
8-1	Utilize the Home Improvement Loan Program (HILP) that provides a 3% loan for up to \$15,000 deferred for 20 years. Available citywide for very low to lower income homeowners.	<b>The program has met its goal and is currently no longer active due to funding.</b>	Housing/Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
8-2	Utilize the Homeowner Assistance for Minor Rehabilitation (HAMR) loan program that provides a 3% to 5% loan for up to \$7,500 amortized over a 10- year term.	<b>The program has met its goal and is currently no longer active due to funding.</b>	Housing/Planning	

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8-3	Utilize the Mobile Home Grant Program that provides grants up to \$10,000 for owner-occupants of mobile homes.	CDBG Funding is still being used for this purpose.	Housing/Plan	A.11.b
8-4	Provide enhanced code compliance services and referrals to City housing rehabilitation programs.	When Redevelopment was dissolved several years ago any referrals ceased at that point due to lack of funding availability	Housing/Planning	
8-5	Utilize the City Neighborhood Clean-up Program to provide volunteers and equipment to neighborhoods for clean-up activities.	This program was administered by the Sustainability & intergovernmental Program Manager. The city has created an Annual Day of Volunteerism (5.1.2) that may replace this program.	Housing/Planning	
8-6	Contract with a fair housing agency to mediate between landlords and tenants and educate them on their rights and responsibilities.	Fair housing receives CDBG funding for these activities on an annual basis.	Housing/Planning	
8-7	Update the City's Analysis of Impediments to Fair Housing.	This item is no longer active due to funding loss. Funding sources are being looked at.	Housing/Planning	
8-8	Provide rehabilitation loans through the City's Rental Rehabilitation Program that offers 5% loans with the first year deferred and amortized over a 19-year period.	The program has met its goal and is currently no longer active due to funding.	Housing/Planning	
8-9	Through the Homebuyer Assistance Program, provide 30-year deferred silent second loans, with no interest, up to 20% or \$200,000 of the purchase price of resale homes.	The program has met its goal and is currently no longer active due to funding.	Housing/Planning	
	<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>
8-10	Work with local CHDO to construct and/or rehabilitate houses for very low-income households.	The City receives an allocation of HOME funds for CHDOs. This funding may only be used for this purpose.	Housing/Planning	

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8-11	Purchase HUD homes for resale to first time homebuyers.	<b>Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b> The Housing Authority will continue to address new units as funding is available.	Housing/Plan	<b>A.11.b</b>
8-12	Administer new construction home ownership program and youth job training.	<b>Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b> The Housing Authority will continue to address new units as funding is available.	Housing/Planning	
8-13	Work with housing developers by providing Agency assistance to write-down the costs of units via loans.	<b>Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b> The Housing Authority will continue to address new units as funding is available.	Housing/Planning	
8-14	Provide financial assistance for the development of affordable rental units for larger families.	<b>Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b> The Housing Authority will continue to address new units as funding is available.	Housing/Planning	
8-15	Revise General Plan.	The General Plan will need to be revised to add the R30 land use. This will be provided with the next comprehensive General Plan update.	Housing/Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
8-16	Continue to implement permit streamlining.	Permit streamlining is ongoing in support of affordable housing projects within the Housing Element.	Housing/Planning	

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8-17	Develop standards for mobile home parks and mobile home subdivisions.	If not governed or following under state regulations, Mobile home parks and subdivisions are addressed in the Municipal Code regarding use (Section 9.02.020-1 - Conditional Use Permit in residential zones) and standards (Section 9.08.110 "Manufactured Home Requirements").	Housing/Plan	<b>A.11.b</b>
8-18	Review parking standards for multi-family 3 and 4 bedroom units, including covered parking requirements to determine if reductions are appropriate.	The Municipal Code addresses density bonus, affordable housing and senior housing projects through reductions/modifications to standards.	Housing/Planning	
8-19	Review second unit regulations to determine if expansion is merited to additional districts.	This item is ongoing to meet new state regulations and will remain in compliance with State law requirements.	Housing/Planning	
8-20	Continue to pay the development fees for projects, on a case-by-case basis, that have received State or Federal funds, such as Section 202 and Tax Credits.	All uses, including Section 202 projects , continue to pay development impact fees on a case by case basis (ongoing).	Housing/Planning	
8-21	Utilize Redevelopment Agency funds, where appropriate and necessary, to facilitate infrastructure for affordable projects.	<b>Following the dissolution of RDA, there are no currently active programs due to limited or no funding available.</b>	Housing/Planning	
8-22	Propose general plan changes for rezoning areas in the city to housing uses or mixed uses that include housing.	The Municipal Code was updated in 2014 to include provisions for mixed use projects	Housing/Planning	
<b>Goal/Policy</b>	<b>Description</b>	<b>Discussion on Implementation Status</b>	<b>Responsible Party</b>	
8-23	Facilitate the construction of a sixty-nine unit multi- family senior complex.	We are currently pursuing a senior development opportunity on Housing Authority property.	Housing/Planning	

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## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Abdul Ahmad, Fire Chief

**AGENDA DATE:** March 3, 2020

**TITLE:** RESCIND RESOLUTION NO. 2016-67 AND ADOPT RESOLUTION NO. 2020-XX DESIGNATING AND AUTHORIZING CERTAIN CITY OFFICIALS TO EXECUTE APPLICATIONS AND DOCUMENTS FOR THE PURPOSE OF OBTAINING FEDERAL FINANCIAL ASSISTANCE PROVIDED BY THE FEDERAL DEPARTMENT OF HOMELAND SECURITY AND SUB-GRANTED THROUGH THE STATE OF CALIFORNIA

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### **RECOMMENDED ACTION**

**Recommendation:**

1. Adopt Resolution No. 2020-XX, a Resolution of the City Council of the City of Moreno Valley, California, Rescinding Resolution No. 2016-67 and Designating and Authorizing Certain City Officials to Execute Applications and Documents for the Purposes of Obtaining Federal Financial Assistance Provided by the Federal Department of Homeland Security and Sub-granted through the State of California.

### **SUMMARY**

This report recommends City Council adopt the proposed Resolution, which will rescind Resolution No. 2016-67 as well as designate and authorize certain City officials to execute applications and documents for the purposes of obtaining federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.

### **DISCUSSION**

To apply for and receive federal financial assistance provided by the federal Department of Homeland Security (DHS) and sub-granted through the State of California, the City of Moreno Valley is required to designate certain City officials who are authorized to execute all pertinent grant applications and related documents. This authority must be renewed every year. DHS has previously awarded the City of Moreno Valley's Emergency Operations Division with grant allocations in past years, sub-granted through the State of California.

On September 20, 2016, the City of Moreno Valley City Council adopted Resolution No. 2016-67 which rescinded a previous resolution authorizing officials and designated and authorized updated City officials.

This report will rescind the previous resolution and designate and authorize certain City officials to execute all grant applications and related documents necessary for the purpose of obtaining federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.

### **ALTERNATIVES**

1. Adopt the proposed Resolution, rescinding Resolution No. 2016-67 and replace with Resolution No. 2020-XX, designating and authorizing certain City officials to execute grant applications and related documents for the purposes of obtaining federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California. *Staff recommends this alternative as it will continue to allow the City to apply for grant money and federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.*
2. Decline to adopt the proposed Resolution, rescinding Resolution No. 2016-67 and replace with Resolution No. 2020-XX, designating and authorizing certain City officials to execute grant applications and related documents for the purposes of obtaining federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California. *Staff does not recommend this alternative as the City would no longer be eligible to apply for or receive federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.*

### **FISCAL IMPACT**

Without a new Resolution, the City would not be eligible to apply for or receive federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.

## **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.

**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.

## **ATTACHMENTS**

Attachment 1 – Proposed Resolution NO. 2020-XX

## **PREPARATION OF STAFF REPORT**

Prepared By:  
Zuzzette Bricker  
Office of Emergency Management Program Manager

Department Head Approval:  
Abdul R. Ahmad  
Fire Chief

Concurred By:  
Felicia London  
Public Safety Contractor Administrator

## **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.

## **CITY COUNCIL STRATEGIC PRIORITIES**

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

## **ATTACHMENTS**

1. Resolution 2020-XX\_Designate and Authorize City Officials 01.15.2020

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/25/20 1:43 PM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 7:00 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:18 AM



## RESOLUTION NO. 2020-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, RESCINDING RESOLUTION NO. 2016-67 AND DESIGNATING AND AUTHORIZING CERTAIN CITY OFFICIALS TO EXECUTE APPLICATIONS AND DOCUMENTS FOR THE PURPOSES OF OBTAINING FEDERAL FINANCIAL ASSISTANCE PROVIDED BY THE FEDERAL DEPARTMENT OF HOMELAND SECURITY AND SUB-GRANTED THROUGH THE STATE OF CALIFORNIA.

WHEREAS, the City Council of the City of Moreno Valley heretofore adopted Resolution NO. 2016-67 designating and authorizing certain City officials to execute said applications and documents; and

WHEREAS, the California Governor's Office of Emergency Services has required that the Moreno Valley City Council update Resolution No. 2014-44 in order to be eligible to apply for and receive federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.

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

1. That the City Manager, Assistant City Manager, Public Works Director/City Engineer, or Fire Chief is hereby authorized to execute for and on behalf of the City of Moreno Valley, a local government established under the laws of the State of California, applications and other related documents for the purpose of obtaining federal financial assistance provided by the federal Department of Homeland Security and sub-granted through the State of California.

2. Severability

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

3. Repeal of Conflicting Provisions.

That all the provisions heretofore adopted by the City or the City Council that are in conflict with the provisions of this Resolution are hereby repealed.

1  
Resolution No. 2020-XX  
Date Adopted: \_\_\_\_\_, 2020

4. Effective Date.

That this Resolution shall take effect upon its adoption.

5. Certification.

That the City Clerk shall certify to the passage of this resolution and enter it into the book of original resolutions.

APPROVED AND ADOPTED this \_\_\_ day of \_\_\_\_\_, 2020.

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

ATTEST:

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

APPROVED AS TO FORM:

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

Resolution No. 2020-XX<sup>2</sup>  
Date Adopted: \_\_\_\_\_, 2020

Attachment: Resolution 2020-XX Designate and Authorize City Officials 01.15.2020 [Revision 1] (3897 : ADOPT RESOLUTION NO. 2020-XX

**RESOLUTION JURAT**

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

I, Patricia Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2020-XX 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 \_\_\_\_\_, 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

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

(SEAL)

Resolution No. 2020-XX<sup>3</sup>  
Date Adopted: \_\_\_\_\_, 2020

Attachment: Resolution 2020-XX Designate and Authorize City Officials 01.15.2020 [Revision 1] (3897 : ADOPT RESOLUTION NO. 2020-XX



## Report to City Council

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**TO:** Mayor and City Council

**FROM:** Abdul Ahmad, Fire Chief

**AGENDA DATE:** March 3, 2020

**TITLE:** ACCEPTANCE OF THE FY2019/2020 EMERGENCY MANAGEMENT PERFORMANCE GRANT PROGRAM (EMPG) GRANT AWARD

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### **RECOMMENDED ACTION**

#### **Recommendation:**

1. Accept the Fiscal Year 2019/2020 Emergency Management Performance Grant Program (EMPG) grant award of \$42,084 from the Riverside County Emergency Management Department.
2. Authorize a budget adjustment of \$42,084 to the Emergency Management Grant Fund (2503) revenue and expenditure accounts.

### **SUMMARY**

This report recommends acceptance of the FY2019/2020 Emergency Management Performance Grant Program (EMPG) grant award in the amount of \$42,084. Funds will be utilized to support Emergency Management related activities.

### **DISCUSSION**

The purpose of the EMPG is to sustain and improve comprehensive emergency management programs at the state, tribal and local levels from all man-made and natural disasters through the prevention, mitigation, response, and recovery of all hazard events. An all hazards approach to emergency response, including the development of a comprehensive program of planning, training, and exercises, means that there can be an effective and consistent response to disasters and emergencies regardless of the cause. Additionally, it involves building long-term strategic partnerships within the emergency management community.

This grant is authorized by the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* (42 U.S.C. 5121 et seq.) and provides a system of emergency preparedness for the protection of life and property in the United States from hazards. The EMPG grant program provides reimbursement of up to 50 percent of allowable costs, with the City providing the other 50 percent match. The City’s match requirement is typically met each year when City Council adopts the budget and allocates funding for the Office of Emergency Management Program Manager.

The Riverside County Emergency Management Department (EMD), on behalf of all jurisdictions in Riverside County, applies for this grant on an annual basis. Riverside County EMD then distributes the grant funding to eligible agencies throughout the Operational Area. This year, the grant funds will be utilized to renew the City’s Emergency Alert and Warning Notification System, commonly referred to as “Alert MoVal”. This system provides timely notification to the public on actions they can take to aid themselves and their family, greatly enhancing the safety of the residents in Moreno Valley and potentially reducing the number of injuries, deaths, and loss of property due to a disaster or catastrophic event. Funds will also aid in the upgrade of communications systems for our Amateur Radio team and provide for the preparedness efforts for our Community Members and First Responders.

**ALTERNATIVES**

1. Accept the FY2019/2020 Emergency Management Performance Grant Program (EMPG) award. *This alternative will allow the City to receive Emergency Management Grant funding which will allow the Office of Emergency Management to better prepare City staff to operate efficiently during a disaster.*
2. Do not accept the FY2019/2020 Emergency Management Performance Grant Program (EMPG) award. *This alternative will prohibit the City from receiving Emergency Management Grant funding which will hinder the City’s ability to operate efficiently during a disaster.*

**FISCAL IMPACT**

The Office of Emergency Management is requesting City Council to approve the acceptance of the FY2019/2020 EMPG grant award. Funding for this grant award, if approved, will be allocated as follows:

Description	Fund	GL Account No.	Type (Rev/Exp)	FY 19/20 Budget	FY 19/20 Proposed Amendment	FY 19/20 Amended Budget
EMPG Grant	2503	40-47-74105-485000	Rev	\$0	\$42,084	\$42,084
Grant Expenditures	2503	40-47-74105-625010	Exp	\$0	\$42,084	\$42,084

**PREPARATION OF STAFF REPORT**

Prepared By:  
Zuzzette Bricker  
Office of Emergency Management Program Manager

Department Head Approval:  
Abdul R Ahmad  
Fire Chief

Concurred By:  
Felicia London  
Public Safety Contracts Administrator

**CITY COUNCIL GOALS**

None

**CITY COUNCIL STRATEGIC PRIORITIES**

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

**ATTACHMENTS**

- 1. EMPG FY19 Award Letter

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/25/20 1:41 PM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 6:57 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 9:21 AM



Bruce Barton, Director  
Emergency Management Department

1/10/20

City of Moreno Valley  
Abdul Ahmad  
Zuzzette Bricker

RE: FY19 Emergency Management Performance Grant Program (EMPG) Award - \$42,084  
Grant # 2019-0003 CFDA#: 97.042

The California Office of Emergency Services (CalOES) has approved Riverside County's FY19 Emergency Management Performance Grant Program (EMPG) application and has authorized the commencement of reimbursement requests. The performance period of this grant is **July 1, 2019 (for personnel) January 10, 2020 (for equipment) – December 31, 2020**. All final reimbursement requests are due no later than **January 10, 2021**.

Please remember that changes to your grant will require the approval of the OA prior to incurring any costs. All modifications, EHP's, sole source procurement, EOC and construction requests require additional approvals from CalOES through the OA prior to incurring any costs. Some of your projects may require these additional approvals. Grant funds must be used to supplement existing funds, not replace funds that have been appropriated for the same purpose. Your Agency must not make or permit any award at any tier, to any party that is debarred. You must obtain documentation of eligibility prior to making any agreement/payment with a vendor funded by EMPG funds. It is your Agency's responsibility to obtain all additional approvals prior to expending the funds. Your Agency will also be responsible for providing all necessary documentation for reimbursements. If you are purchasing maintenance agreements, upgrades, service fees, etc. for your equipment or continuation of a service it is your responsibility to provide proof that these costs follow the guidelines of the grant.

Your Agency's Financial Workbook is being provided to you via email along with a copy of this letter. **Please complete the facesheet on your workbook and please have the Grant Assurances read, signed and dated by your authorized agent in blue ink and return both to me. Reimbursements will not be processed without these.** Keep in mind that this grant has a **dollar-for-dollar match** requirement.

By accepting this award it will be understood that you are agreeing to conform to the requirements of the grant as put forth in the FY19 EMPG Grant Assurances, the State Supplemental Guidance, the Federal Guidance, the Federal Single Audit Act of 1984 and amendment of 1996, and the Robert T. Stafford Disaster Relief and Emergency Assistance Act as amended.

As always, please feel free to contact me with any questions you may have. I look forward to working with you and appreciate your cooperation and support.

Regards,

*Joe Barron*

Joe Barron, Administrative Services Analyst I  
Riverside County EMD  
951-358-7112



## Report to City Council

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**TO:** Mayor and City Council  
 Mayor and City Council Acting in its Capacity as President and Members of the Board of Directors of the Moreno Valley Community Services District (CSD)  
 Mayor and City Council Acting in its Capacity as Chairman and Commissioners of the Moreno Valley Housing Authority (HA)  
 Mayor and City Council Acting in its Capacity as Members of the Moreno Valley Successor Agency

**FROM:** Marshall Eyerman, Chief Financial Officer  
 Mike Lee, Interim City Manager

**AGENDA DATE:** March 3, 2020

**TITLE:** FISCAL YEAR 2019/20 MID-YEAR BUDGET REVIEW AND APPROVAL OF THE FISCAL YEAR 2019/20 MID-YEAR BUDGET AMENDMENTS

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### **RECOMMENDED ACTION**

#### **Recommendations: That the City Council:**

1. Receive and file the Fiscal Year 2019/20 Mid-Year Budget Review. (Attachment 1)
2. Adopt Resolution No. 2020-XX. A resolution of the City Council of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Years 2019/20 – 2020/21.
3. Approve the amendments to the City Position Summary.
4. Authorize the City Manager to update the Job Class Specifications as needed.

#### **Recommendation: That the CSD:**



1. Adopt Resolution No. CSD 2020-XX. A resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Years 2019/20 – 2020/21.

**Recommendation: That the HA:**

1. Adopt Resolution No. HA 2020-XX. A resolution of the Moreno Valley Housing Authority of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Year 2019/20.

**Recommendations: That the City Council as Successor Agency:**

1. Adopt Resolution No. Successor Agency 2020-XX. A Resolution of the City Council of the City of Moreno Valley, California, Serving as Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley, California, adopting the revised operating and capital budget for Fiscal Year 2019/20.

**SUMMARY**

This report provides the Mid-Year Budget Report which updates the Mayor and City Council regarding current year financial trends and provides the Fiscal Year (FY) 2019/20 Mid-Year Budget Review through December 31, 2019. This report also requests the approval of recommended amendments to FY 2019/20 and FY 2020/21 revenues and expenditures.

**DISCUSSION**

On May 7, 2019, the City Council adopted the Two-Year Operating Budget for Fiscal Years 2019/20 – 2020/21. The budget included all component units of the City, including the General Fund, Community Services District, Housing Authority and Successor Agency. During the two-year budget period, the City Council will be updated the City's financial condition through the process of Quarterly Budget Reviews. This ongoing process ensures a forum to review expenditure and revenue changes from the estimates made in the budget document. Additionally, any significant changes in projected revenue or unanticipated expenditures that may occur will be presented to the City Council.

This report provides the FY 2019/20 Mid-Year Review for the first six months, July thru December. The Mid-Year Budget Review will focus primarily on the City's General Fund. This review will also present six months operational results from other key funds.

The City Council's direction of "Maintain a Balanced General Fund Budget" serves as a foundation for the fiscal status of City operations. Ongoing funding is directed to sustain ongoing operational expenses; one-time funding is directed toward one-time expenditures. This report identifies the budget adjustments as recommended by the City Manager.

**FISCAL YEAR 2019/20 MID-YEAR REVIEW:**

This Mid-Year Report updates the Mayor and City Council regarding current year financial trends and provides the opportunity for the City Council to review the recommended actions as they relate to revenues and expenditures.

### General Fund Revenue Update

Revenue receipts do not follow an even schedule. Although 50% of the fiscal year has elapsed, based on historic trends revenues are estimated to be at approximately 29% of the budgeted amount. Actual revenues received are currently 31% of budget. As the FY 2019/20 revenue estimates were developed prior to the adoption of the budget on May 7, 2019, the revenue estimates may require adjustments based on the current projected actuals. Although there will be variances in some of the amounts budgeted, the total is expected to remain within 1% of the amended budget for the year. It should be noted that the lag in timing of revenue receipts helps illustrate the need for an operating cash reserve throughout the fiscal year.

### General Fund Expenditure Update

Although not all expenditures follow a straight-line spending pattern, operating expenditures should track close to within 50% of budget for the year at the end of the first six months. As of December 31, 2019, total General Fund expenditures were at 42%. This pace is within expectations for most activities in the General Fund.

## **FISCAL YEAR 2019/20 BUDGET ADJUSTMENTS**

The FY 2019/20 General Fund revenue budget, as amended, totals approximately \$115 million. Based on economic activity and revenue collections through December 2019, staff is recommending Mid-Year budget increase of \$208,736 to approximately \$115.2 million. The recommended increase includes a projected increase in building permit fees.

The FY 2019/20 General Fund expenditures budget as currently amended, and excluding one-time expenditures from fund balance, totals approximately \$115 million. The recommended Mid-Year budget changes increase expenditures by \$208,736 to \$115.2 million. The recommended increase includes an increase in our software maintenance subscription. *The fund continues to be structurally balanced, without the use of fund balance for ongoing operations.* The specific budget adjustments for the General Fund are summarized below and presented in Exhibit A attached to the City Council Resolutions recommended for approval.

Fund	Type (Rev/Exp)	FY 2019/20 Amended Budget	Proposed Adjustments (\$)	Proposed Adjustments (%)	FY 2019/20 Amended Budget
General Fund	Rev	\$115,010,737	\$208,736	<1%	\$115,219,473
General Fund	Exp	\$115,006,760	\$208,736	<1%	\$115,215,496
Net Total (1)		\$3,977	\$0		\$3,977

(1) Excludes the one-time costs for the Fire Truck replacement, which shall be paid from Fund Balance.

### Summaries of Major Fund Changes for FY 2019/20

The following provides a summary of some of the proposed budget adjustments to other major funds. A complete list of all changes are identified in Exhibit A to the Resolutions.

#### Gas Tax (Fund 2000)

Revenue increase of \$271,718 based on the League of California Cities revenue projections.

#### Electric (Fund 6010)

Expenditures are increasing by \$693,000 based on expected renewable energy procurement plan.

#### Technology Services Asset Fund, Facilities Asset Fund and Facilities Replacement Reserve (Funds 7220 and 7320)

Decreasing expense by \$150,000 due to depreciation adjustment.

#### City Position Summary Action

The City Position Summary as amended by the City Council serves as an important internal control tool for City Council to establish authorized positions for the City while enabling staff to manage within the authorized and funded positions. The City Position Summary addresses career authorized positions and does not include temporary positions. As a result of operational changes, some positions are being requested to be adjusted based on current and projected demands for those positions and services. Staff recommends the following updates to the City Position Summary:

Department / Position Title		Adjustment
	Chief Financial Officer	FT (1)
	Assistant City Manager (Administration)/ Chief Financial Officer	FT 1
	Human Resources Director	FT (1)
	Human Resources Division Manager	FT 1
	Management Analyst (EDD)	FT (1)
	Deputy City Manager	FT 1
	Management Aide (FMS)	FT (1)
	Deputy Finance Director	FT 1
<b>Total Adjustment Position Count</b>		-
<b>FY 2019/20 Requested Budget Amendment</b>		\$ -

**ALTERNATIVES**

1. Approve Recommended Actions as set forth in this staff report, including the approval of the budget adjustments, as presented in Exhibit A. The approval of these items will allow ongoing activities to be carried out in the current fiscal year and the City is able to modify budgets and operations as necessary through this quarterly review, while retaining a structurally balanced General Fund budget. *Staff recommends this alternative.*
2. Do not approve proposed Recommended Actions as set forth in this staff report, including the resolutions adopting the budget adjustments to the FY 2019/20 and FY 2020/21 budgets, as presented in Exhibit A. *Staff does not recommend this alternative.*

**FISCAL IMPACT**

The City’s Operating and Capital Budgets provide the funding and expenditure plan for all funds. As such, they serve as the City’s financial plan for the fiscal year. The fiscal impacts for the proposed budget amendments are identified in Exhibit A to the City Resolution.

**NOTIFICATION**

Publication of the agenda.

**PREPARATION OF STAFF REPORT**

Prepared By:  
Stephanie Cuff  
Management Analyst

Department Head Approval:  
Marshall Eyerman  
Chief Financial Officer/City Treasurer

Concurred By:  
 Brian Mohan  
 Financial Resources Division Manager

Approved by:  
 Mike Lee  
 Interim City Manager

## **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.

## **CITY COUNCIL STRATEGIC PRIORITIES**

1. **Economic Development**
2. **Public Safety**
3. **Library**
4. **Infrastructure**
5. **Beautification, Community Engagement, and Quality of Life**
6. **Youth Programs**

Objective 1.1: Proactively attract high-quality businesses.

Objective 1.2: Market all the opportunities for quality industrial development in Moreno Valley by promoting all high-profile industrial and business projects that set the City apart from others.

Objective 1.6: Establish Moreno Valley as the worldwide model in logistics development.

Objective 6.2: Improve health, wellness and fitness for Moreno Valley youth through recreation and sports programs.

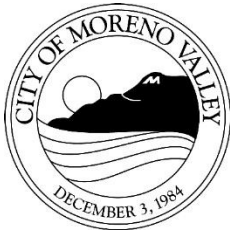
## **ATTACHMENTS**

1. Mid-Year Financial Summary Report FY1920
2. City Resolution 2020-XX
3. CSD Resolution 2020-XX
4. Housing Resolution 2020-XX
5. Successor Agency Resolution 2020-XX

- 6. Exhibit A - Proposed Amendments
- 7. City Position Summary FY 1920

**APPROVALS**

Budget Officer Approval	<u>✓ Approved</u>	2/26/20 11:22 AM
City Attorney Approval	<u>✓ Approved</u>	2/26/20 11:18 AM
City Manager Approval	<u>✓ Approved</u>	2/26/20 5:42 PM



# City of Moreno Valley

## Fiscal Year 2019/20

### Mid-Year Financial Summary

**TO:** Mayor and City Council

**FROM:** Marshall Eyerman, Chief Financial Officer/City Treasurer

**DATE:** March 3, 2019

#### INTRODUCTION

On May 7, 2019, the City Council adopted the Two-Year Operating Budget for Fiscal Years (FY) 2019/20 – 2020/21. During the two-year budget period, the City Council will be kept apprised of the City's financial condition through the process of First Quarter, Mid-Year Budget and Third Quarter Reviews. This ongoing process ensures a forum to look at expenditure and revenue deviations from the estimates made in the budget document. Additionally, any significant changes in projected revenue or unanticipated expenditures that may occur will be shared with the City Council.

This report provides a review of the unaudited financial results at the Mid-Year of FY 2019/20 (July 2019 – December 2019, 50% of the fiscal year).

#### CITYWIDE OPERATING EXPENDITURE SUMMARY

The following table contains a summary of the adopted budget, amended budget and the Mid-Year expenditures. The totals represent each major fund type and component unit of the City.

**Table 1. Citywide Operating Expenditures**

	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
<b>Fund/Component Unit</b>				
General Fund	\$ 112,921,104	\$ 116,481,760	\$ 48,803,145	41.9%
Community Services District (CSD)	21,441,802	22,113,437	8,867,277	40.1%
Successor Agency	5,089,728	5,089,728	1,350,441	26.5%
Housing Fund	250,000	250,000	96,586	38.6%
Special Revenue Funds	59,938,214	82,885,630	20,915,232	25.2%
Capital Projects Funds	5,407,512	22,590,450	5,998,235	26.6%
Electric Utility Funds	36,191,318	48,704,412	19,658,587	40.4%
Internal Service Funds	12,847,625	15,547,521	6,980,211	44.9%
Debt Service Funds	4,332,843	4,332,853	2,675,331	61.7%
<b>Total</b>	<b>\$ 258,420,146</b>	<b>\$ 317,995,791</b>	<b>\$ 115,345,044</b>	<b>36.3%</b>

Actions taken by the City Council subsequent to the May 7, 2019 adoption of the two-year budget and included in the Amended Budget are:

- Throughout the fiscal year there are also budget amendments to reflect the acceptance of grants and adjustments to contractual services and material/supplies. The individual amendments are reviewed as part of separate City Council agenda items.
- The majority of this Mid-Year update will focus on the General Fund, as it supports all basic services provided to City residents. Highlights for other key component funds will be discussed at a summary level as well.



## GENERAL FUND OPERATING

Table 2. General Fund Operations

	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
<b>Revenues:</b>				
Taxes:				
Property Tax	\$ 16,101,900	\$ 16,101,900	\$ 4,968,276	30.9%
Property Tax in-lieu	20,730,000	20,730,000	-	0.0%
Utility Users Tax	16,000,000	16,000,000	6,775,512	42.3%
Sales Tax	20,988,000	20,988,000	7,198,155	34.3%
Other Taxes	13,330,000	13,330,000	3,790,262	28.4%
Licenses & Permits	5,127,536	5,127,536	2,334,474	45.5%
Intergovernmental	313,000	336,480	199,543	59.3%
Charges for Services	12,771,480	13,040,021	6,720,198	51.5%
Use of Money & Property	4,945,806	4,945,806	1,576,924	31.9%
Fines & Forfeitures	599,500	599,500	200,285	33.4%
Miscellaneous	165,000	165,000	176,137	106.7%
<b>Total Revenues</b>	<b>\$ 111,072,222</b>	<b>\$ 111,364,243</b>	<b>\$ 33,939,766</b>	<b>30.5%</b>
<b>Expenditures:</b>				
Personnel Services	\$ 24,372,055	\$ 24,279,255	\$ 11,745,963	48.4%
Contractual Services	74,718,236	75,707,345	29,924,031	39.5%
Material & Supplies	3,044,358	5,749,154	1,540,570	26.8%
Fixed Charges	5,933,338	5,933,338	2,815,594	47.5%
Fixed Assets	50,000	5,878	-	0.0%
<b>Total Expenditures</b>	<b>\$ 108,117,987</b>	<b>\$ 111,674,970</b>	<b>\$ 46,026,158</b>	<b>41.2%</b>
<i>Excess (Deficiency) of Revenues</i>				
<i>Over (Under) Expenditures</i>	\$ 2,954,235	\$ (310,727)	\$ (12,086,392)	
<b>Transfers:</b>				
Transfers In	\$ 1,857,812	\$ 3,621,494	\$ 1,149,444	31.7%
Transfers Out	4,803,117	4,806,790	2,776,987	57.8%
<b>Net Transfers</b>	<b>\$ (2,945,305)</b>	<b>\$ (1,185,296)</b>	<b>\$ (1,627,543)</b>	
Total Revenues & Transfers In	\$ 112,930,034	\$ 114,985,737	\$ 35,089,210	30.5%
Total Expenditures & Transfers Out	112,921,104	116,481,760	48,803,145	41.9%
<b>Net Change of Fund Balance</b>	<b>\$ 8,930</b>	<b>\$ (1,496,023)</b>	<b>\$ (13,713,935)</b>	

## General Fund Operating Revenues

The General Fund is comprised of several revenue types. However, the main sources include property tax, utility users tax, and sales tax. Each of these is affected by different economic activity cycles and pressures.

**Table 3. General Fund Operating Revenues**

	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
<b>Revenues:</b>				
Taxes:				
Property Tax	\$ 16,101,900	\$ 16,101,900	\$ 4,968,276	30.9%
Property Tax in-lieu	20,730,000	20,730,000	-	0.0%
Utility Users Tax	16,000,000	16,000,000	6,775,512	42.3%
Sales Tax	20,988,000	20,988,000	7,198,155	34.3%
Other Taxes	13,330,000	13,330,000	3,790,262	28.4%
Licenses & Permits	5,127,536	5,127,536	2,334,474	45.5%
Intergovernmental	313,000	336,480	199,543	59.3%
Charges for Services	12,771,480	13,040,021	6,720,198	51.5%
Use of Money & Property	4,945,806	4,945,806	1,576,924	31.9%
Fines & Forfeitures	599,500	599,500	200,285	33.4%
Miscellaneous	165,000	165,000	176,137	106.7%
<b>Total Revenues</b>	<b>\$ 111,072,222</b>	<b>\$ 111,364,243</b>	<b>\$ 33,939,766</b>	<b>30.5%</b>

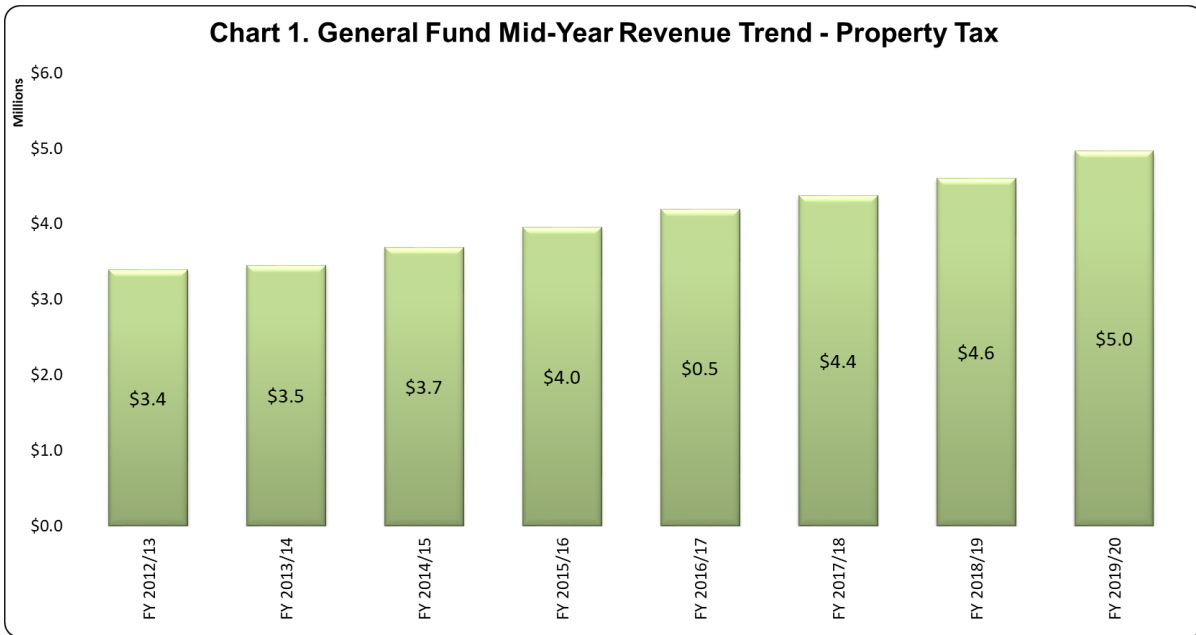
### Property Taxes/Property Taxes In-Lieu

Property taxes were budgeted to increase by 7% from the FY 2018/19 Amended Budget. The annual schedule of property tax payments from the County of Riverside will provide payments to the City based on the following estimated schedule:

#### Secured Property Tax Payment Dates

Settlement 1	January
Settlement 2	May
Settlement 3	August
Teeter Settlement	October

Based on historical averages of actual receipts, the City is estimated to receive up to 14% of the budgeted property tax revenue through Mid-Year. The City has currently received 14% through Mid-Year. Property taxes will continue to be monitored as property valuations may adjust through the year based on property sales and assessment appeals filed with the County.

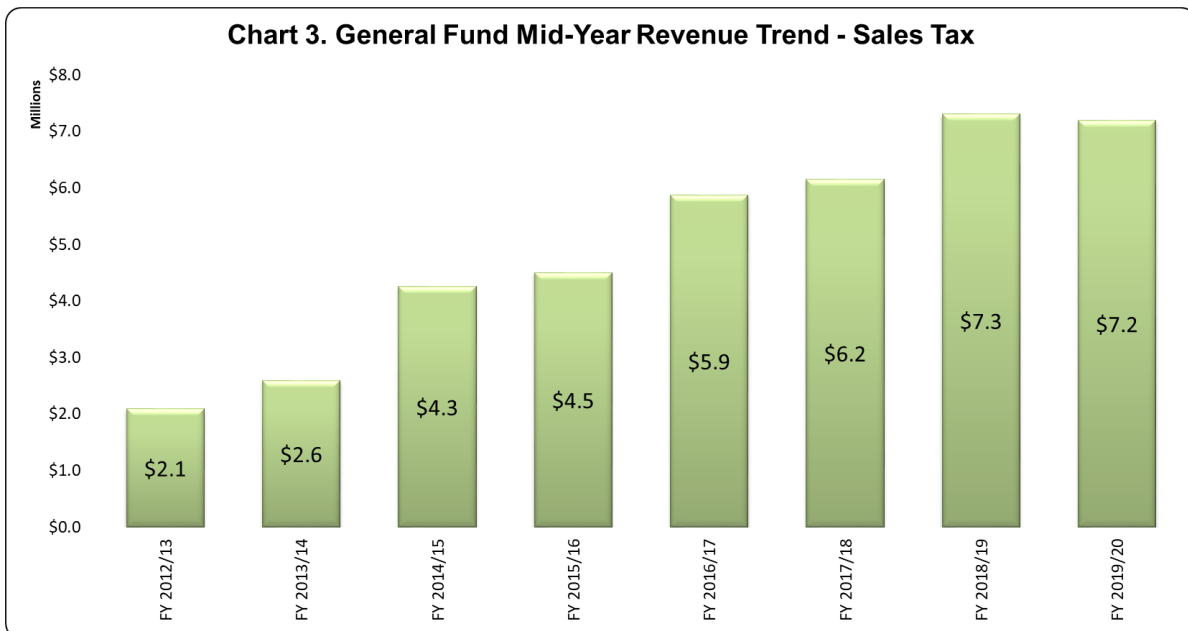


Note: Fys 2014/15, 2017/18 and 2019/20 did not receive any property tax revenues in the Mid-Year.

**Sales Taxes**

Sales taxes were budgeted to increase by 5% from the FY 2018/19 Amended Budget. Sales tax receipts will need to be continually monitored through the year to determine if current trends begin to plateau or begin to decrease.

Based on historical averages of actual receipts, the City is estimated to receive 26% of the budgeted sales tax revenue through Mid-Year. The City has currently received 34% through Mid-Year.

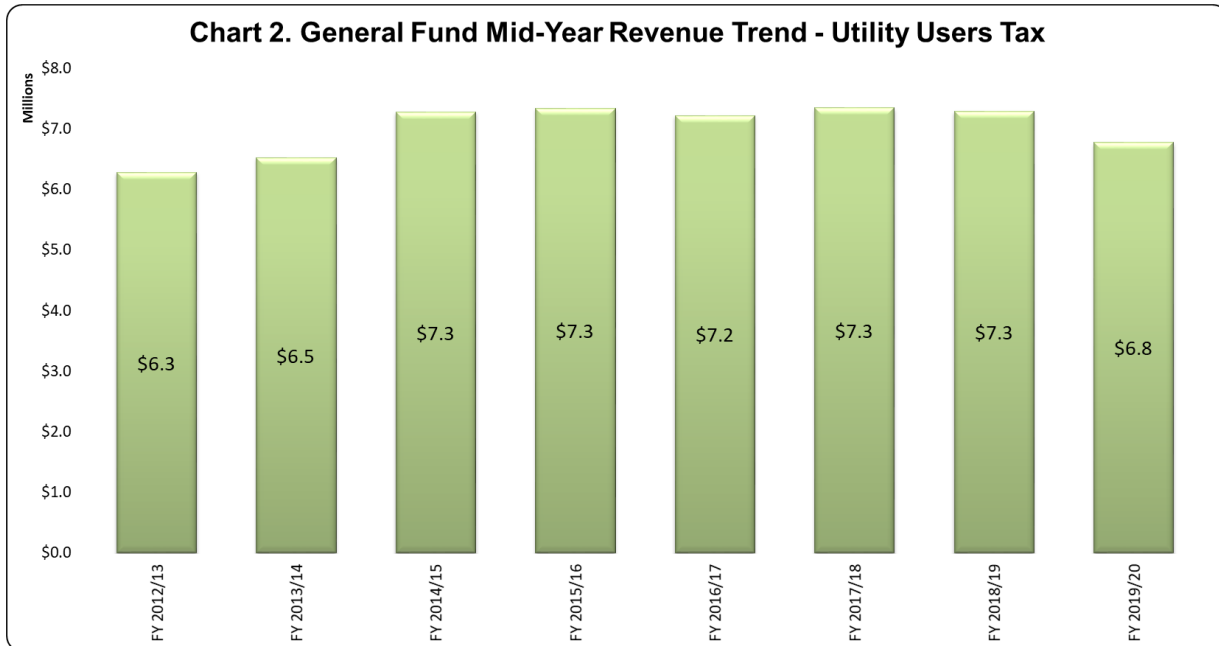


Note: For FY 2017/18, the reversal of revenues accrued to the prior fiscal year in accordance with the Government Accounting Standards Board (GASB) did not occur until the second quarter.

**Utility Users Tax**

Utility Users taxes were budgeted to decrease less than 1% from the FY 2018/19 Amended Budget. This projection is primarily due to competitive forces within the communications markets. Both the wireless and wired markets experienced downturns year over year. Based on our discussions with utility tax experts, there are a couple of causes for this trend. First is competition and bundling practices within the market as more small players continue to join the market. Second is the migration of customers from contract plans to prepaid plans.

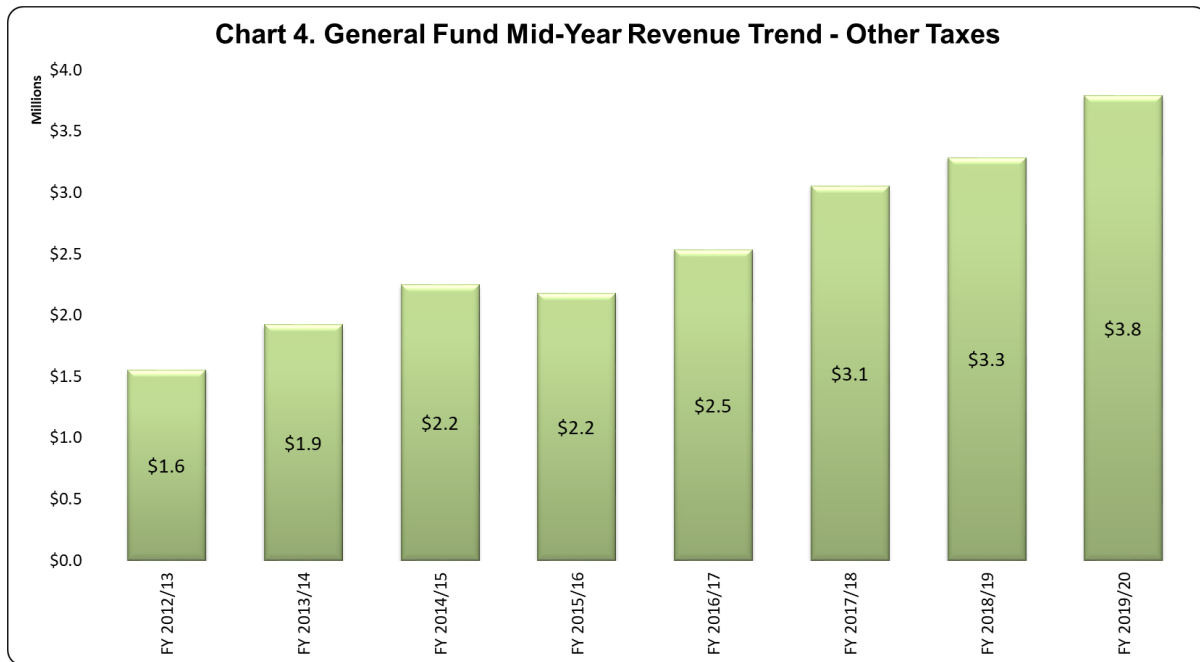
Based on historical averages of actual receipts, the City is estimated to receive 44% of the budgeted utility users tax revenue through Mid-Year. The City has currently received 42% through Mid-Year.



**Other Taxes**

Other taxes are primarily composed of Business Gross Receipts, Transient Occupancy Tax, Documentary Transfer Tax, and Franchise Fees. Collectively, other taxes were budgeted to increase 6% from the FY 2018/19 Amended Budget.

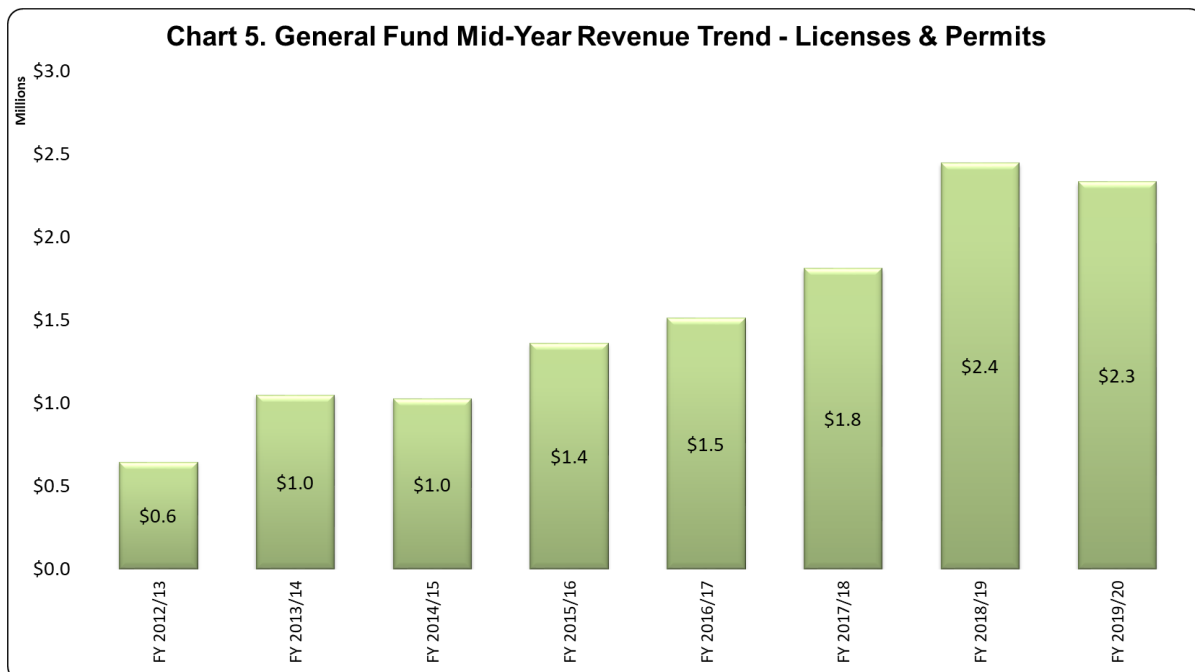
Based on historical averages of actual receipts, the City is estimated to receive 25% of the budgeted Other Taxes revenue through Mid-Year. The City has currently received 28% through Mid-Year.



**Licenses & Permits**

Licenses & Permits are primarily composed of Business and Animal Licenses, along with Building, Electrical, Mechanical, Plumbing and other permits. Collectively, Licenses & Permits were budgeted to increase by 9% from the FY 2018/19 Amended Budget. This increase reflects increases due to Commercial Cannabis Business Permits. This budget will be monitored for a possible future increase.

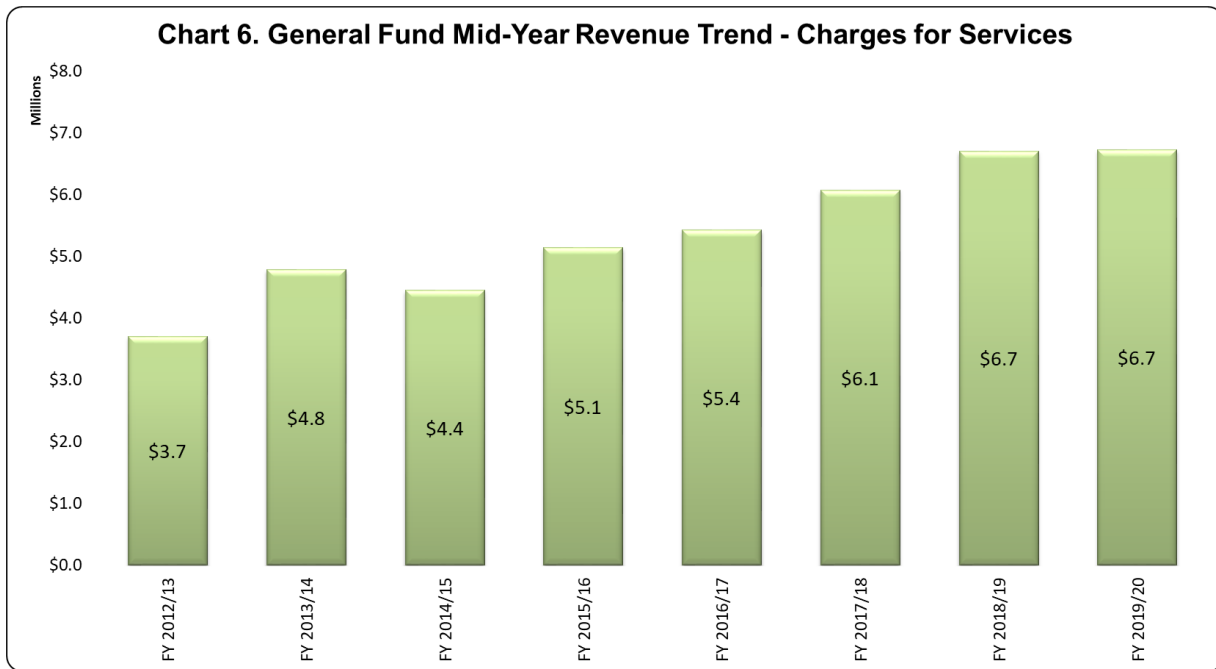
Based on historical averages of actual receipts, the City is estimated to receive 54% of the budgeted Licenses & Permits revenue through Mid-Year. The City has currently received 46% through Mid-Year. The collection rate is related primarily to the recent building and business license permit activities.



**Charges for Services**

Charges for Services are primarily composed of Plan Check Fees, Inspection Fees, Administrative Charges to other funds, and Parking Control Fines. Collectively, Charges for Services were conservatively budgeted to decrease by 3% from the FY 2018/19 Amended Budget.

Based on historical averages of actual receipts, the City is estimated to receive 49% of the budgeted Charges for Services revenue through Mid-Year. The City has currently received 52% through Mid-Year.



**Use of Money and Property**

Investment income continues to remain low due to extremely low rates of return for fixed income investments, but has increased over the last year due to actions taken by the Federal Open Market Committee (FOMC). The investments achieved a Yield to Maturity (YTM) for December 2019 of 2.12%. In addition, the City maintained funds in the State Local Agency Investment Fund Pool (LAIF) with a YTM of 2.04%. In the past four months, the FOMC have decreased the federal funds target rate by 75 basis points to 1.5% - 1.75%. This is a very low rate of return compared to historical experience, but is indicative of how investment income is performing everywhere, which is the reason the City utilizes the active management approach.

**General Fund Expenditures**

Expenditures are being spent in-line with prior year expenditures. Each Department's activities will be monitored throughout the year as they may be impacted by different operational activities and project timelines.

Table 4. General Fund Expenditures

Department	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
City Council	\$ 1,018,424	\$ 1,156,399	\$ 451,620	39.1%
City Clerk	720,072	720,072	280,102	38.9%
City Manager	1,962,633	2,012,633	988,622	49.1%
City Attorney	1,049,324	1,049,324	476,715	45.4%
Community Development	10,304,411	10,429,411	4,485,383	43.0%
Economic Development	2,378,885	2,378,885	990,952	41.7%
Financial & Management Services	11,415,727	11,712,804	4,415,306	37.7%
Human Resources	1,512,487	1,512,487	646,881	42.8%
Public Works	8,659,994	10,298,160	4,184,269	40.6%
Non-Departmental	5,878,117	5,806,790	4,233,287	72.9%
<b>Non-Public Safety Subtotal</b>	<b>\$ 44,900,074</b>	<b>\$ 47,076,965</b>	<b>\$ 21,153,138</b>	<b>44.9%</b>
<b>Public Safety</b>				
Police	\$ 44,920,102	\$ 45,053,455	\$ 16,775,474	37.2%
Fire	23,100,928	24,351,340	10,874,533	44.7%
<b>Public Safety Subtotal</b>	<b>\$ 68,021,030</b>	<b>\$ 69,404,795</b>	<b>\$ 27,650,007</b>	<b>39.8%</b>
<b>Total</b>	<b>\$ 112,921,104</b>	<b>\$ 116,481,760</b>	<b>\$ 48,803,145</b>	

## OTHER KEY FUNDS

The following summaries describe other major funds in the City.

**Moreno Valley Community Services District**

The Moreno Valley Community Services District (CSD) was formed by the voters in 1984 to collect fees and certain taxes to provide an array of services including parks, recreation and community services, streetlights, landscaping and ongoing maintenance. The CSD provides these services through separate “zones” that define the services that are provided.

For certain zones, the primary revenue source used to provide services to properties is parcel fees or taxes levied on properties via their annual tax bill. Proposition 218, passed by California voters in November 1996, and has posed a serious challenge to managing the future operation of the CSD zones. Prop. 218 requires any revenue increase to be addressed through a voting process by affected property owners. For a period following the initial implementation of Prop. 218, the CSD was successful in receiving approval for some new or increased revenues. There were also revenue increases due to the growth of developed parcels within the zones. However, due to cost increases that exceed any offsetting increases in the revenues over the past years, and the recent economic downturn slowing new parcel growth, property owners have been resistant to efforts to fully fund service levels.

**Table 5. CSD Operations**

	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
<b>Revenues:</b>				
Taxes:				
Property Tax	\$ 5,359,370	\$ 5,359,370	\$ 1,681,069	31.4%
Other Taxes	6,719,200	6,724,724	65,174	1.0%
Charges for Services	5,371,479	5,603,784	607,175	10.8%
Use of Money & Property	1,009,729	1,031,788	508,059	49.2%
Fines & Forfeitures	30,000	30,000	6,597	22.0%
Miscellaneous	18,010	42,710	49,187	115.2%
Transfers In	1,971,927	1,978,278	995,473	50.3%
<b>Total Revenues</b>	<b>\$ 20,479,715</b>	<b>\$ 20,770,654</b>	<b>\$ 3,912,734</b>	<b>18.8%</b>
<b>Expenditures:</b>				
Library Services Fund (5010)	\$ 2,453,182	\$ 2,509,699	\$ 1,153,308	46.0%
Zone A Parks Fund (5011)	10,061,021	10,164,512	4,582,718	45.1%
LMD 2014-01 Residential Street Lighting Fund (5012)	1,468,459	1,468,459	765,489	52.1%
Zone C Arterial Street Lighting Fund (5110)	850,324	850,324	342,119	40.2%
Zone D Standard Landscaping Fund (5111)	1,318,995	1,720,543	350,303	20.4%
Zone E Extensive Landscaping Fund (5013)	313,691	329,086	94,632	28.8%
5014 LMD 2014-02	2,806,060	2,810,512	847,366	30.1%
Zone M Median Fund (5112)	439,412	542,728	85,330	15.7%
CFD No. 1 (5113)	1,661,762	1,648,622	626,456	38.0%
Zone S (5114)	68,896	68,952	19,556	28.4%
<b>Total Expenditures</b>	<b>\$ 21,441,802</b>	<b>\$ 22,113,437</b>	<b>\$ 8,867,277</b>	<b>40.1%</b>
<b>Net Change or Adopted Use of Fund Balance</b>	<b>\$ (962,087)</b>	<b>\$ (1,342,783)</b>	<b>\$ (4,954,543)</b>	



## Community Services District Zone A – Parks & Community Services

The largest Zone within the CSD is Zone A. It accounts for the administration and maintenance of the Parks & Community Services facilities and programs. Funding sources for these services come from a combination of property taxes, fees for service and smaller amounts from other City funds.

**Table 6. CSD Zone A Operations**

	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
<b>Revenues:</b>				
Taxes:				
Property Tax	\$ 2,812,910	\$ 2,812,910	\$ 865,463	30.8%
Other Taxes	4,977,000	4,977,000	59,541	1.2%
Charges for Services	1,148,683	1,156,483	524,088	45.3%
Use of Money & Property	925,659	947,718	458,800	48.4%
Miscellaneous	18,000	42,700	48,052	112.5%
Transfers In	528,237	540,915	276,798	51.2%
<b>Total Revenues</b>	<b>\$ 10,410,489</b>	<b>\$ 10,477,726</b>	<b>\$ 2,232,742</b>	<b>21.3%</b>
<b>Expenditures:</b>				
35010 Parks & Comm Svcs - Admin	\$ 716,422	\$ 716,422	\$ 317,489	44.3%
35210 Park Maintenance - General	3,826,779	3,820,509	1,632,028	42.7%
35211 Contract Park Maintenance	465,744	465,744	149,827	32.2%
35212 Park Ranger Program	349,828	359,238	176,297	49.1%
35213 Golf Course Program	474,059	474,059	252,233	53.2%
35214 Parks Projects	217,978	217,978	63,048	28.9%
35310 Senior Program	574,045	575,045	274,251	47.7%
35311 Community Services	484,124	484,124	228,784	47.3%
35312 Community Events	277,678	292,478	172,259	58.9%
35313 Conf & Rec Cntr	416,926	464,426	223,698	48.2%
35314 Conf & Rec Cntr - Banquet	374,311	377,925	165,131	43.7%
35315 Recreation Programs	1,176,088	1,179,788	571,138	48.4%
35317 July 4th Celebration	111,990	111,990	58,473	52.2%
35318 Sports Programs	565,899	591,925	260,483	44.0%
35319 Towngate Community Center	29,150	29,150	9,235	31.7%
95011 Non-Dept Zone A Parks	-	3,711	28,342	763.7%
<b>Total Expenditures</b>	<b>\$ 10,061,021</b>	<b>\$ 10,164,512</b>	<b>\$ 4,582,718</b>	<b>45.1%</b>
<b>Net Change or Adopted Use of Fund Balance</b>	<b>\$ 349,468</b>	<b>\$ 313,214</b>	<b>\$ (2,349,976)</b>	

## Electric Utility

The Moreno Valley Utility (MVU) manages the operation, maintenance and business planning of the City's electric utility. MVU's basic purpose is to purchase and distribute electricity to customers in newly developed areas of the City. The City began serving new customers in February 2004, and now serves more than 6,770 customers. As it reaches fiscal and operational maturity, MVU will continue to be a key component of the City's economic development strategy. The City Council has established special tiered rates for electric utility customers based upon factors such as the number of jobs created.

The main revenue source for this fund is derived from charges for services. The customer base includes residential, commercial and industrial customers. The growth in customer base will continue to provide for the ability to create rate stabilization and replacement reserve funding.

**Table 7. MVU Operations**

	FY 2019/20 Adopted Budget	FY 2019/20 Amended Budget	Actuals as of 12/31/19 (unaudited)	% of Amended Budget
<b>Revenues:</b>				
Taxes:				
Charges for Services	\$ 34,221,040	\$ 34,221,040	\$ 18,475,853	54.0%
Use of Money & Property	156,000	156,000	188,087	120.6%
Miscellaneous	150,000	150,000	783,562	522.4%
<b>Total Revenues</b>	<b>\$ 34,527,040</b>	<b>\$ 34,527,040</b>	<b>\$ 19,447,501</b>	<b>56.3%</b>
<b>Expenditures:</b>				
45510 Electric Utility - General	\$ 25,248,274	\$ 26,559,422	\$ 12,870,008	48.5%
45511 Public Purpose Program	1,694,007	2,174,325	643,742	29.6%
45512 SCE Served Street Lights	800,000	800,000	381,070	47.6%
80005 CIP - Electric Utility	4,115,000	14,826,905	2,723,885	18.4%
96010 Non-Dept Electric	0	9,674	18,170	187.8%
96030 Non-Dept 2005 Lease Revenue Bonds	2,049,081	2,049,081	991,275	48.4%
96021 Non-Dept 2016 Tax LRB of 07 Tax	848,900	848,900	426,238	50.2%
96031 Non-Dept 2013 Refunding 05 LRB	29,106	29,106	165,523	568.7%
96032 Non-Dept 2014 Refunding 2005 LRB	119,227	119,276	59,828	50.2%
96040 Non-Dept 2015 Taxable LRB	453,751	453,751	435,541	96.0%
96050 Non-Dept 2018 Streetlight Fin	833,972	833,972	591,532	70.9%
96060 Non-Dept 2019 Taxable LRB	0	0	351,778	0.0%
<b>Total Expenditures</b>	<b>\$ 36,191,318</b>	<b>\$ 48,704,412</b>	<b>\$ 19,658,587</b>	<b>40.4%</b>
<b>Net Change or Adopted Use of Fund Balance</b>	<b>\$ (1,664,278)</b>	<b>\$ (14,177,372)</b>	<b>\$ (211,085)</b>	

MVU's revenues and expenses will fluctuate annually based on energy demands.

## SUMMARY

The City of Moreno Valley is experiencing certain levels of growth and continues to maintain a structurally balanced Budget without the use of reserves.

Although the City has experienced positive results in some areas through FY 2018/19 and through the Mid-Year of FY 2019/20, the City should look toward the future with constrained optimism as we proceed through the fiscal year.

As positive fund balances begin to grow, we will bring back to the City Council for discussion options to address the other challenges and unfunded liabilities.

## RESOLUTION NO. 2020-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING THE REVISED OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2019/20 AND FISCAL YEAR 2020/21

WHEREAS, the City Council approved the Operating and Capital Budgets for the City for Fiscal Year 2019/20 and 2020/21, a copy of which, as may have been amended by the City Council, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the City Council approves amendments to the budgets throughout the fiscal year and such prior amendments are reflected within the current amended budget and further ratified as part of the adoption of the quarterly budget amendments; and

WHEREAS, the City Manager has heretofore submitted to the City Council proposed amendments to the Operating and Capital Budgets for the City for Fiscal Year 2019/20 and 2020/21, a copy of which, as may have been amended by the City Council, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain estimates of the services, activities and projects comprising the budget, and contains expenditure requirements and the resources available to the City; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain the estimates of uses of fund balance as required to stabilize the delivery of City services during periods of operational deficits; and

WHEREAS, the City Council has made such revisions to the proposed amended Operating and Capital Budgets as so desired; and

WHEREAS, the amended Operating and Capital Budgets, as herein approved, will enable the City Council to make adequate financial plans and will ensure that City officers can administer their respective functions in accordance with such plans.

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

1. The proposed amendments to the Operating and Capital Budgets, as Exhibit A to this Resolution and as on file in the Office of the City Clerk, and as may have been amended by the City Council, are hereby approved and adopted as the annual Operating and Capital Budgets of the City of Moreno Valley for Fiscal Year 2019/20 and 2020/21.

1  
Resolution No. 2020-XX  
Date Adopted: March 3, 2020

- 2. The Proposed Amendments to City Position Summary included within the staff report and contained in the City Position Summary attached as Attachment 5 and on file in the Office of the City Clerk, and as may have been amended by the City Council, is hereby adopted as part of the Approved City Position Summary of the City of Moreno Valley for Fiscal Year 2019/20.
- 3. The amounts of proposed expenditures, which include the uses of fund balance specified in the approved budget, are hereby appropriated for the various budget programs and units for said fiscal year.
- 4. Within fifteen (15) days after the adoption of this Resolution, the City Clerk shall certify to the adoption hereof and, as so certified, cause a copy to be posted in at least three (3) public places within the City.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon its adoption.

APPROVED AND ADOPTED this 3rd day of March, 2020.

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

ATTEST:

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

APPROVED AS TO FORM:

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

2  
Resolution No. 2020-XX  
Date Adopted: March 3, 2020

Attachment: City Resolution 2020-XX [Revision 1] (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

**RESOLUTION JURAT**

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

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2020-XX was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 3<sup>rd</sup> day of March, 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

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

(SEAL)

Resolution No. 2020-XX<sup>3</sup>  
Date Adopted: March 3, 2020

Attachment: City Resolution 2020-XX [Revision 1] (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

## RESOLUTION NO. CSD 2020-XX

A RESOLUTION OF THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING THE REVISED OPERATING AND CAPITAL BUDGETS FOR FISCAL YEAR 2019/20 ANF FISCAL YEAR 2020/21

WHEREAS, the CSD Board approved the Operating and Capital Budgets for the City for Fiscal Year 2019/20 and 2020/21, a copy of which, as may have been amended by the CSD Board, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the CSD Board approves amendments to the budgets throughout the fiscal year and such prior amendments are reflected within the current amended budget and further ratified as part of the adoption of the quarterly budget amendments; and

WHEREAS, the City Manager has heretofore submitted to the President and Board Members of the Moreno Valley Community Services District proposed amendments to the Operating and Capital Budgets for the District for Fiscal Year 2019/20 and 2020/21, a copy of which, as may have been amended by the District's Board of Directors, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain estimates of the services, activities and projects comprising the budget, and contain expenditure requirements and the resources available to the Community Services District; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain the estimates of uses of fund balance as required to stabilize the delivery of CSD services during periods of operational deficits; and

WHEREAS, the President and Board of Directors have made such revisions to the proposed amended Operating and Capital Budgets as so desired; and

WHEREAS, the amended Operating and Capital Budgets, as herein approved, will enable the Community Services District to make adequate financial plans and will ensure that District officers can administer their respective functions in accordance with such plans.

NOW, THEREFORE, THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1  
Resolution No. CSD 2020-XX  
Date Adopted: March 3, 2020

1. The proposed amendments to the Operating and Capital Budgets, as Exhibit A to this Resolution and as on file in the Office of the City Clerk, and as may have been amended by the Community Services District’s Board of Directors, is hereby approved and adopted as the annual Operating and Capital Budgets of the Moreno Valley Community Services District for the Fiscal Year 2019/20 and 2020/21.
2. The amounts of proposed expenditures, which include the uses of fund balance specified in the approved budget, are hereby appropriated for the various budget programs and units for said fiscal year.
3. Within fifteen (15) days after the adoption of this Resolution, the City Clerk shall certify to the adoption hereof and, as so certified, cause a copy to be posted in at least three (3) public places within the City.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon its adoption.

APPROVED AND ADOPTED this 3<sup>rd</sup> day of March, 2020.

\_\_\_\_\_  
 Mayor of the City of Moreno Valley,  
 Acting in the capacity of President of the  
 Moreno Valley Community Services District

ATTEST:

\_\_\_\_\_  
 City Clerk, acting in the capacity of  
 Secretary of the Moreno Valley  
 Community Services District

APPROVED AS TO FORM:

\_\_\_\_\_  
 City Attorney, acting in the capacity  
 of General Counsel of the Moreno  
 Valley Community Services District

Attachment: CSD Resolution 2020-XX (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)



**RESOLUTION JURAT**

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

I, Pat Jacquez-Nares, Secretary of the Moreno Valley Community Services District, Moreno Valley, California do hereby certify that Resolution No. CSD 2020-XX was duly and regularly adopted by the Board of Directors of the Moreno Valley Community Services District at a regular meeting held on the 3rd day of March, 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Board members, Vice-President and President)

\_\_\_\_\_  
SECRETARY

(SEAL)

Attachment: CSD Resolution 2020-XX (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

Resolution No. CSD 2020-XX  
Date Adopted: March 3, 2020

RESOLUTION NO. HA 2020-XX  
 A RESOLUTION OF THE HOUSING AUTHORITY OF THE  
 CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING  
 THE REVISED OPERATING AND CAPITAL BUDGETS  
 FOR FISCAL YEAR 2019/20

WHEREAS, the Housing Authority approved the Operating and Capital Budgets for the City for Fiscal Year 2019/20, a copy of which, as may have been amended by the Housing Authority, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the Housing Authority approves amendments to the budgets throughout the fiscal year and such prior amendments are reflected within the current amended budget and further ratified as part of the adoption of the quarterly budget amendments; and

WHEREAS, the City Manager has heretofore submitted to the Housing Authority proposed amendments to the Operating and Capital Budgets for the District for Fiscal Year 2019/20, a copy of which, as may have been amended by the Housing Authority, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain estimates of the services, activities and projects comprising the budget, and contain expenditure requirements and the resources available to the Housing Authority; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain the estimates of uses of fund balance as required to stabilize the delivery of Housing Authority services during periods of operational deficits; and

WHEREAS, the Housing Authority have made such revisions to the proposed amended Operating and Capital Budgets as so desired; and

WHEREAS, the amended Operating and Capital Budgets, as herein approved, will enable the Housing Authority to make adequate financial plans and will ensure that District officers can administer their respective functions in accordance with such plans.

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

1. The proposed amendments to the Operating and Capital Budgets, as Exhibit A to this Resolution and as on file in the Office of the City Clerk, and as may have been amended by the Housing Authority, is hereby approved and adopted as the annual Operating and Capital Budgets of the Moreno Valley Housing Authority for the Fiscal Year 2019/20.

1  
 Resolution No. HA 2020-XX  
 Date Adopted: March 3, 2020

- 2. The amounts of proposed expenditures, which include the uses of fund balance specified in the approved budget, are hereby appropriated for the various budget programs and units for said fiscal year.
- 3. Within fifteen (15) days after the adoption of this Resolution, the City Clerk shall certify to the adoption hereof and, as so certified, cause a copy to be posted in at least three (3) public places within the City.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon its adoption.

APPROVED AND ADOPTED this 3<sup>rd</sup> day of March, 2020.

\_\_\_\_\_  
 Mayor of the City of Moreno Valley,  
 Acting in the capacity of Chairman of the  
 Housing Authority

ATTEST:

\_\_\_\_\_  
 City Clerk, acting in the capacity of  
 Secretary of the Housing Authority

APPROVED AS TO FORM:

\_\_\_\_\_  
 City Attorney, acting in the capacity of  
 General Counsel of the Housing Authority

Attachment: Housing Resolution 2020-XX (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

**RESOLUTION JURAT**

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

I, Pat Jacquez-Nares, Secretary of the Housing Authority, Moreno Valley, California do hereby certify that Resolution No. HA 2020-XX was duly and regularly adopted by the Commissioners of the Housing Authority at a regular meeting held on the 3<sup>rd</sup> day of March, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Commissioners, Vice Chairperson and Chairperson)

\_\_\_\_\_  
SECRETARY

(SEAL)

RESOLUTION NO. SUCCESSOR AGENCY 2020-XX  
 A RESOLUTION OF THE SUCCESSOR AGENCY TO THE  
 COMMUNITY REDEVELOPMENT AGENCY OF THE CITY  
 OF MORENO VALLEY, CALIFORNIA, ADOPTING THE  
 REVISED OPERATING AND CAPITAL BUDGETS FOR  
 FISCAL YEAR 2019/20

WHEREAS, the Mayor and City Council of the City of Moreno Valley as Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley approved the Operating and Capital Budgets for the City for Fiscal Year 2019/20, a copy of which, as may have been amended by the Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the Mayor and City Council of the City of Moreno Valley as Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley approves amendments to the budgets throughout the fiscal year and such prior amendments are reflected within the current amended budget and further ratified as part of the adoption of the quarterly budget amendments; and

WHEREAS, the City Manager has heretofore submitted to the Mayor and City Council of the City of Moreno Valley as Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley proposed amendments to the Operating and Capital Budgets for the Agency for Fiscal Year 2019/20, a copy of which, as may have been amended by the Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley, is on file in the Office of the City Clerk and is available for public inspection; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain estimates of the services, activities and projects comprising the budget, and contain expenditure requirements and the resources available to the Successor Agency; and

WHEREAS, the said proposed amendments to the Operating and Capital Budgets contain the estimates of uses of fund balance as required to stabilize the delivery of Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley services during periods of operational deficits; and

WHEREAS, the Mayor and City Council have made such revisions to the proposed amended Operating and Capital Budgets as so desired; and

WHEREAS, the amended Operating and Capital Budgets, as herein approved, will enable the Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley to make adequate financial plans and will ensure that City officers can administer their respective functions in accordance with such plans.

1  
 Resolution No. Successor Agency 2020-XX  
 Date Adopted: March 3, 2020

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

1. The proposed amendments to the Operating and Capital Budgets, as Exhibit A to this Resolution and as on file in the Office of the City Clerk, and as may have been amended by the Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley, is hereby approved and adopted as the annual Operating and Capital Budgets of the Moreno Valley Successor Agency to the Community Redevelopment Agency of the City of Moreno Valley for Fiscal Year 2019/20.
2. The amounts of proposed expenditures, which include the uses of fund balance specified in the approved budget, are hereby appropriated for the various budget programs and units for said fiscal year.
3. Within fifteen (15) days after the adoption of this Resolution, the City Clerk shall certify to the adoption hereof and, as so certified, cause a copy to be posted in at least three (3) public places within the City.

BE IT FURTHER RESOLVED that this Resolution shall take effect immediately upon its adoption.

APPROVED AND ADOPTED this 3<sup>rd</sup> day of March 3, 2020

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

ATTEST:

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

APPROVED AS TO FORM:

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

Attachment: Successor Agency Resolution 2020-XX (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

**RESOLUTION JURAT**

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

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California do hereby certify that Resolution No. Successor Agency 2020-XX was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting held on the 3<sup>rd</sup> day of March, 2020, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

\_\_\_\_\_  
SECRETARY

(SEAL)

Resolution No. Successor Agency 2020-XX <sup>3</sup>  
Date Adopted: March 3, 2020

**CITY OF MORENO VALLEY  
GENERAL FUND  
FY 2019/20 Proposed Amendments**

Department	Fund	Account Description	General Ledger Account	Project	Fiscal Year 2019/20 Amended Budget	Proposed Amendment	Revised Budget	Description - Proposed Adjustment
Community Development	1010	Building Permits	1010-20-28-20310-425000		\$ 2,600,000	\$ 250,000	\$ 2,850,000	Adjusting budget for expected revenue.
Financial & Management Services	1010	Other Misc. Revenue	1010-30-34-45310-589900		-	7,336	7,336	Solid Waste & Recycling program.
Fire	1010	Property Tax - Redevelopment Redistribution	1010-40-45-30110-401065		743,600	1,400	\$ 745,000	Adjusting budget based on historical trends.
Police	1010	Police Fees	1010-60-65-40010-500300		200,000	(50,000)	\$ 150,000	Based on historical trends decreasing budget.
<b>REVENUE TOTAL</b>					<b>\$ 3,543,600</b>	<b>\$ 208,736</b>	<b>\$ 3,752,336</b>	

Department	Fund	Account Description	General Ledger Account	Project	Fiscal Year 2019/20 Amended Budget	Proposed Amendment	Revised Budget	Description - Proposed Adjustment
City Council	1010	Salaries-Temporary	1010-10-01-10015-611310		\$ -	\$ 60,000	\$ 60,000	Budgeting for expected temporary staff expenses.
Community Development	1010	Nuisance Abatement	1010-20-26-20110-625015		-	163,000	163,000	Budgeting for projected Homeless cleanup and other Code activity.
Financial & Management Services	1010	Marketing Svcs - Advertising	1010-30-34-45310-620610		3,000	7,336	10,336	Solid Waste & Recycling program.
Financial & Management Services	1010	Software Maint/Support/License	1010-30-39-25410-625010		928,323	200,000	1,128,323	Adjustment to Software Maintenance/Support/Licenses for Accela ACP (SimpliCITY) & ACA subscriptions.
Financial & Management Services	1010	Professional Svcs - Legal Svcs	1010-14-10-14010-620230		50,000	50,000	100,000	Adjusting budget for expected expenses.
Human Resources	1010	Professional Svcs - Other	1010-18-21-18020-620299		104,400	12,000	116,400	Allocating budget for safety program update.
Police	1010	Agency Svcs - Cnty	1010-60-65-40010-620320		476,144	(23,253)	452,891	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-66-40110-620320		27,621,708	(152,972)	27,468,736	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-66-40111-620320		422,534	(20,635)	401,899	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-67-40210-620320		6,510,385	(35,238)	6,475,147	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-67-40220-620320		1,021,801	(9,901)	1,011,900	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-68-40310-620320		606,875	(29,639)	577,236	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-68-40312-620320		2,237,741	(9,285)	2,228,456	This budget adjustment is due to the updated projected law enforcement contract rate.
Police	1010	Agency Svcs - Cnty	1010-60-69-40410-620320		4,111,838	(2,677)	4,109,161	This budget adjustment is due to the updated projected law enforcement contract rate.
<b>EXPENSES TOTAL</b>					<b>\$ 44,094,749</b>	<b>\$ 208,736</b>	<b>\$ 44,303,485</b>	

Attachment: Exhibit A - Proposed Amendments [Revision 2] (3886 : FY19/20 MID-YEAR BUDGET REVIEW



**CITY OF MORENO VALLEY  
NON - GENERAL FUND  
FY 2019/20 Proposed Amendments**

Department	Fund	Account Description	General Ledger Account	Fiscal Year 2019/20 Amended Budget	Proposed Amendment	Revised Budget	Description - Proposed Adjustment
Financial & Management Services	2908	Transfers in - from FACILITY CONST FUND	2908-99-95-92908-803000	\$ 250,199	\$ 1,850,000	\$ 2,100,199	Return to Fund Balance.
Financial & Management Services	3008	Transfers in - from FACILITY CONST FUND	3008-99-99-93008-803000	299,737	176,852	476,589	Return to Fund Balance.
Financial & Management Services	7330	Transfers in - from FACILITY CONST FUND	7330-99-99-97330-803000	1,649,806	168,351	1,818,157	Return to Fund Balance.
Financial & Management Services	7320	Transfers in - within categ FACILITIES REPLACEMENT RESERVE	7320-99-99-97320-827330	882,803	134,197	1,017,000	Depreciation Expense Adjustment.
Financial & Management Services	2506	Transfers in - from HOUSING AUTHORITY	2506-99-99-92506-808884	-	263,000	263,000	Adjusting budget for expected expenses.
Financial & Management Services	2506	Fed Grant - Revenue (Contra-Repaid Funds)	2506-99-99-92506-485099	-	(263,000)	(263,000)	Adjusting budget for expected expenses. Repayment : RHDC Allies #795.
Financial & Management Services	7510	Transssfer in - From TECHNOLOGY SERVCIES ASSET FUND	7510-99-97-88130-807220	-	(20,000)	(20,000)	True-up of transfers.
Public Works	2000	State Gas Tax 2107	2000-99-99-92000-408000	1,506,056	(76,732)	1,429,324	Adjust fund based on updated revenue projections.
Public Works	2000	State Gas Tax 2106	2000-99-99-92000-408020	716,600	(6,161)	710,439	Adjust fund based on updated revenue projections.
Public Works	2000	State Gas Tax 2105	2000-99-99-92000-408030	1,153,113	(11,689)	1,141,424	Adjust fund based on updated revenue projections.
Public Works	2000	State Gas Tax 2103	2000-99-99-92000-408040	1,788,271	(58,845)	1,729,426	Adjust fund based on updated revenue projections.
Public Works	2000	State Gas Tax - Loan Repay	2000-99-99-92000-408050	234,144	28	234,172	Adjust fund based on updated revenue projections.
Public Works	2000	State Gas Tax - RMRA	2000-99-99-92000-408060	3,412,358	425,117	3,837,475	Adjust fund based on updated revenue projections.
Public Works	2301	Fed Reimb-Capital	2301-99-99-92301-482020	27,290,634	105,000	27,395,634	True-up of project budget.
Public Works	2000	Transfers in - from EQUIP REPLACEMENT (FURN & EQUIP)	2000-99-99-92000-807510	-	18,000	18,000	Equipment replacement.
Public Works	4105	Special Taxes	4105-99-99-94105-404000	102,220	7,328	109,548	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
Public Works	4105	Transfers In - From SUCCESSOR AGENCY ADMIN FUND	4105-99-99-94105-804800	281,036	(3,848)	277,188	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
Public Works	4106	Transfers In - From SUCCESSOR AGENCY ADMIN FUND	4106-99-99-94106-804800	1,202,696	(27,501)	1,175,195	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
Public Works	4108	Special Taxes	4108-99-99-94108-404000	422,110	(6,678)	415,432	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
Public Works	4114	Special Taxes	4114-99-99-94114-404000	192,290	6,248	198,538	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
<b>REVENUE TOTAL</b>				<b>\$ 41,384,073</b>	<b>\$ 2,679,667</b>	<b>\$ 44,063,740</b>	
Financial & Management Services	3000	Transfers to DIF - LIBRARY	3000-99-99-93000-902908	\$ 250,199	\$ 1,850,000	\$ 2,100,199	Return to Fund Balance.
Financial & Management Services	3000	Transfers to CAPITAL PROJECTS REIMBURSEMENT	3000-99-99-93000-903008	299,737	176,852	476,589	Return to Fund Balance.
Financial & Management Services	3000	Transfer to FACILITIES REPLACEMENT RESERVE	3000-99-99-93000-907330	1,649,806	168,351	1,818,157	Return to Fund Balance.
Financial & Management Services	7220	Depreciation	7220-99-99-97220-694110	800,000	(300,000)	500,000	Depreciation Expense Adjustment.
Financial & Management Services	7320	Depreciation	7320-99-99-97320-694110	367,000	150,000	517,000	Depreciation Expense Adjustment.
Financial & Management Services	7330	Transfers to - within cat FACILITIES MAINTENANCE ASSET FUND	7330-99-99-97330-927320	882,803	134,197	1,017,000	Depreciation Expense Adjustment.
Financial & Management Services	8884	Transfers to HOME (FEDERAL) FUND	8884-99-99-98884-902506	-	263,000	263,000	Adjusting budget for expected expenses.
Financial & Management Services	6011	Improvements Other than Bldg	6011-30-80-45510-660610	819,797	104,100	923,897	Annex 1 parking lot installation.
Financial & Management Services	6011	Amortization - Utility Distribution System	6011-99-99-96011-694112	-	177,000	177,000	Allocating budget for amortization payment.
Financial & Management Services	6010	Maint & Repair - Streetlights	6010-30-80-45512-620950	-	75,000	75,000	Streetlight maintenance.
Financial & Management Services	6010	Renewable Energy	6010-30-80-45510-710148	900,241	693,000	1,593,241	Adjusting budget per Renewable Energy Procurement plan.
Financial & Management Services	7220	Transfers to EQUIPMENT REPLACEMENT RESERVE	7220-99-99-97220-907510	-	(20,000)	(20,000)	True-up of transfers.
Fire	2503	Salaries-Regular	2503-40-47-74106-611110	-	38,031	38,031	Establishing budget for SHSP grant. Funds to be reimbursed.
Parks & Community Services	5011	Oper Mtrls - Recreation	5011-50-58-35318-630312	18,800	12,000	30,800	Adjusting sports budget.
Parks & Community Services	5011	Contractual Svcs - Other	5011-50-58-35313-625099	73,600	21,000	94,600	Adjusting budget for expected expenses.
Public Works	2000	CIP Other	2000-70-77-80001-720199	7,665,551	544,739	8,210,290	True-up of project budget.
Public Works	2301	CIP Other	2301-70-77-80004-720199	-	105,000	105,000	True-up of project budget.
Public Works	7510	Transfers to GAS TAX FUND	7510-99-97-88120-902000	-	18,000	18,000	Equipment replacement.
Public Works	2000	Mach-Equip-Repl - Furn & Equip	2000-70-78-45311-660320	-	18,000	18,000	Equipment replacement.
Public Works	4800	Transfers to TOWNGATE IMPR SPCL TAX	4800-99-99-94800-904105	281,036	(3,848)	277,188	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
Public Works	4800	Transfers to 2007 TOWNGATE SPCL TAX	4800-99-99-94800-904106	1,202,696	(27,501)	1,175,195	Adjusted to match FY 2019/20 Special Tax Requirement for each bonded district.
<b>EXPENSES TOTAL</b>				<b>\$ 15,211,266</b>	<b>\$ 4,196,921</b>	<b>\$ 19,408,187</b>	

Attachment: Exhibit A - Proposed Amendments [Revision 2] (3886 : FY19/20 MID-YEAR BUDGET REVIEW

**CITY OF MORENO VALLEY  
GENERAL FUND  
FY 2020/21 Proposed Amendments**

Department	Fund	Account Description	General Ledger Account	Project	Fiscal Year 2020/21 Amended Budget	Proposed Amendment	Revised Budget	Description - Proposed Adjustment
Fire	1010	Annual Fire Inspection Fees	1010-40-46-30210-520010		\$ 442,900	\$ (20,900)	\$ 422,000	Adjusting budget based on historical trends.
Financial & Management Services	1010	Cannabis Business Tax	1010-30-37-25420-405020		2,200,000	(10,733)	2,189,267	Adjusting budget for expected revenues.
<b>REVENUE TOTAL</b>					<b>\$ 2,642,900</b>	<b>\$ (31,633)</b>	<b>\$ 2,611,267</b>	
City Council	1010	Salaries-Temporary	1010-10-01-10010-611310		\$ -	\$ 60,000	\$ 60,000	Budgeting for expected temporary staff expenses.
Financial & Management Services	1010	Software Maint/Support/License	1010-30-39-25410-625010		1,032,029	210,000	1,242,029	Adjustment to Software Maintenance/Support/Licenses for Accela ACP (SimpliCITY) & ACA subscriptions.
Human Resources	1010	Professional Svcs - Other	1010-18-21-18020-620299		104,400	13,000	117,400	Allocating budget for safety program update.
Police	1010	Agency Svcs - Cnty	1010-60-67-40210-620320		7,278,191	(100,238)	7,177,953	Adjusting budget for delay in cannabis compliance needed.
Police	1010	Agency Svcs - Cnty	1010-60-69-40410-620320		5,542,076	(212,677)	5,329,399	Adjusting budget for delay in cannabis compliance needed.
<b>EXPENSES TOTAL</b>					<b>\$ 13,956,696</b>	<b>\$ (29,915)</b>	<b>\$ 13,926,781</b>	

**CITY OF MORENO VALLEY  
NON-GENERAL FUND  
FY 2020/21 Proposed Amendments**

Department	Fund	Account Description	General Ledger Account	Project	Fiscal Year 2020/21 Amended Budget	Proposed Amendment	Revised Budget	Description - Proposed Adjustment
City Attorney	2013	Civil Penalties	2013-14-10-14011-440070		\$ 5,000	\$ (5,000)	\$ -	Budget projection revision.
<b>REVENUE TOTAL</b>					<b>\$ 5,000</b>	<b>\$ (5,000)</b>	<b>\$ -</b>	
City Attorney	2013	Nuisance Abatement	2013-14-10-14011-625015		\$ 29,878	\$ (29,878)	\$ -	Budget projection revision.
Financial & Management Services	7220	Depreciation	7220-99-99-97220-694110		800,000	(300,000)	500,000	Depreciation Expense Adjustment.
Financial & Management Services	7320	Depreciation	7320-99-99-97320-694110		367,000	150,000	517,000	Depreciation Expense Adjustment.
Financial & Management Services	6010	Salaries-Regular	6010-30-80-45510-611110		883,070	12,192	895,262	As a result of operational changes the Management Analyst is being updated to a Senior Management Analyst.
Parks & Community Services	5011	Oper Mtrls - Recreation	5011-50-58-35318-630312		16,800	12,000	28,800	Adjusting sports budget.
Parks & Community Services	5011	Contractual Svcs - Other	5011-50-58-35313-625099		77,300	28,000	105,300	Adjusting budget for expected expenses.
<b>EXPENSES TOTAL</b>					<b>\$ 2,174,048</b>	<b>\$ (127,686)</b>	<b>\$ 2,046,362</b>	

Attachment: Exhibit A - Proposed Amendments [Revision 2] (3886 : FY19/20 MID-YEAR BUDGET REVIEW

City of Moreno Valley  
 FY 2019/20 - 2020/21  
 City Position Summary

Position Title	FY	FY	FY	FY	FY	FY	FY	FY	FY
	2014/15 No.	2015/16 No.	2016/17 No.	2017/18 No.	2018/19 No.	2019/20 Adj.	2019/20 No.	2020/21 Adj.	2020/21 No.
Accountant I	2	1	1	1	1	-	1	-	1
Accountant II	1	1	1	1	1	-	1	-	1
Accounting Asst	3	3	3	3	3	-	3	-	3
Accounting Technician	3	2	2	2	2	-	2	-	2
Accounts Payable Supervisor	1	1	1	1	1	-	1	-	1
Administrative Asst	7	7	8	8	8	-	8	-	8
Administrative Services Dir	1	1	1	-	-	-	-	-	-
After School Prog Coordinator	-	-	-	-	-	-	-	-	-
After School Prog Specialist	-	-	-	-	-	-	-	-	-
After School Prog Supervisor	-	-	-	-	-	-	-	-	-
Animal Care Technician	4	5	5	5	5	-	5	-	5
Animal Care Technician Supervisor	-	-	-	1	1	-	1	-	1
Animal Control Officer	7	7	7	7	7	-	7	-	7
Animal Rescue Coordinator	-	1	1	1	1	-	1	-	1
Animal Services Asst	2	4	4	4	4	-	4	-	4
Animal Svcs Dispatcher	2	1	1	1	1	-	1	-	1
Animal Svcs Division Manager	1	1	1	1	1	-	1	-	1
Animal Svcs Field Supervisor	1	1	1	1	1	-	1	-	1
Animal Svcs License Inspector	1	1	1	1	1	-	1	-	1
Animal Svcs Office Supervisor	1	1	1	1	1	-	1	-	1
Applications & DB Admin	2	2	1	1	1	-	1	-	1
Applications Analyst	2	2	1	1	1	-	1	-	1
Assistant City Attorney	-	1	1	1	1	-	1	-	1
Assistant City Clerk	-	-	-	-	-	-	-	-	-
Assoc Environmental Engineer	1	1	1	-	-	-	-	-	-
Associate Engineer	5	4	4	4	4	-	4	-	4
Associate Planner	4	4	4	4	4	-	4	-	4
Asst Buyer	2	2	2	2	2	-	2	-	2
Asst City Manager	1	1	1	1	1	-	1	-	1
Asst Crossing Guard Spvr	1	1	1	1	1	-	1	-	1
Asst Network Administrator	2	2	1	1	1	-	1	-	1
Asst to the City Manager	1	-	-	-	-	-	-	-	-
Asst. Applications Analyst	-	-	-	-	-	-	-	-	-
Assistant City Manager (Administration)/Chief Financial Officer	-	-	-	-	-	1	1	-	1
Banquet Facility Rep	1	1	1	1	1	-	1	-	1
Budget Officer	-	-	-	-	-	-	-	-	-
Building & Neighborhood Services Div Mgr	1	-	-	-	-	-	-	-	-
Building Safety Supervisor	-	1	1	1	1	-	1	-	1
Building Div Mgr / Official	-	-	-	-	-	-	-	-	-
Building Inspector I I	4	4	4	4	4	-	4	-	4
Business License Liaison	-	1	1	1	1	-	1	-	1
Bus. Support & Neigh Prog Admin	-	-	-	-	-	-	-	-	-
Cable TV Producer	2	4	2	2	2	-	2	-	2
Capital Projects Division Manager	-	-	1	1	1	-	1	-	1
Chief Financial Officer/City Treasurer	1	1	1	1	1	(1)	-	-	-
Child Care Asst	4	4	4	4	4	-	4	-	4
Child Care Instructor I I	4	4	4	4	4	-	4	-	4
Child Care Program Manager	1	1	1	1	1	-	1	-	1
Child Care Site Supervisor	4	4	4	4	4	-	4	-	4
City Attorney	1	1	1	1	1	-	1	-	1
City Clerk	1	1	1	1	1	-	1	-	1
City Manager	1	1	1	1	1	-	1	-	1
Code & Neigh Svcs Division Manager	-	-	-	1	1	-	1	-	1
Code & Neigh Svcs Official	-	-	-	-	-	-	-	-	-
Code Compliance Field Sup.	1	1	1	-	-	-	-	-	-
Code Compliance Officer I/I I	6	6	6	6	6	-	6	-	6
Code Supervisor	-	-	-	-	-	-	-	-	-
Comm & Economic Dev Director	-	-	-	-	-	-	-	-	-
Community Dev Director	1	1	1	1	1	-	1	-	1
Community Services Coordinator	-	-	3	3	4	-	4	-	4
Community Svcs Supervisor	1	1	1	1	1	-	1	-	1
Construction Inspector	5	5	5	5	2	-	2	-	2

City of Moreno Valley  
 FY 2019/20 - 2020/21  
 City Position Summary

Position Title	FY	FY	FY	FY	FY	FY	FY	FY	FY
	2014/15 No.	2015/16 No.	2016/17 No.	2017/18 No.	2018/19 No.	2019/20 Adj.	2019/20 No.	2020/21 Adj.	2020/21 No.
Construction Inspector Supervisor	-	-	-	-	1	-	1	-	1
Crossing Guard	35	35	35	35	35	-	35	-	35
Crossing Guard Supervisor	1	1	1	1	1	-	1	-	1
Customer Service Asst	-	-	-	-	-	-	-	-	-
Dep PW Dir /Asst City Engineer	1	1	-	-	-	-	-	-	-
Deputy City Attorney I	-	-	1	1	1	-	1	-	1
Deputy City Attorney III	1	-	-	-	-	-	-	-	-
Deputy City Clerk	1	1	1	1	1	-	1	-	1
Deputy City Manager	-	-	-	-	-	1	1	-	1
Deputy Finance Director	-	-	-	-	-	1	1	-	1
Dep. Comm & Economic Dev Director	-	-	-	-	-	-	-	-	-
Development Svcs Coordinator	-	-	-	-	-	-	-	-	-
Economic Dev Director	1	1	1	1	1	-	1	-	1
Economic Dev Division Mgr	-	1	1	1	2	-	2	-	2
Electric Utility Chief Engineer	-	-	-	-	1	-	1	-	1
Electric Utility Division Mgr	1	1	1	1	1	-	1	-	1
Electric Utility Program Coord	1	1	1	1	1	-	1	-	1
Emerg Mgmt & Vol Svc Prog Spec	1	1	1	1	1	-	1	-	1
Emerg Mgmt & Vol Svcs Prog Mgr	1	1	1	1	1	-	1	-	1
Engineering Division Manager/Assistant City Engineer	1	1	1	1	1	-	1	-	1
Engineering Technician II	1	1	1	1	1	-	1	-	1
Enterprise Systems Admin	2	2	1	1	1	-	1	-	1
Environmental Analyst	1	1	1	-	-	-	-	-	-
Equipment Operator	4	4	4	4	4	-	4	-	4
Exec Asst to Mayor / City Council	1	1	1	1	1	-	1	-	1
Exec. Assistant to the City Manager	-	-	-	-	-	-	-	-	-
Executive Asst I	9	9	9	9	8	-	8	-	8
Executive Asst II	1	1	1	1	1	-	1	-	1
Facilities Maint Mechanic	1	1	1	1	1	-	1	-	1
Facilities Maint Worker	2	3	3	3	3	-	3	-	3
Facilities Maintenance Spvr	-	-	1	1	-	-	-	-	-
Financial Analyst	-	1	1	-	-	-	-	-	-
Financial Operations Div Mgr	1	1	1	1	1	-	1	-	1
Financial Resources Div Mgr	1	1	1	1	1	-	1	-	1
Fire Inspector I	2	-	-	-	-	-	-	-	-
Fire Inspector II	1	-	-	-	-	-	-	-	-
Fire Marshall	-	-	-	-	-	-	-	-	-
Fire Safety Specialist	1	-	-	-	-	-	-	-	-
Fleet Supervisor	-	1	1	1	-	-	-	-	-
Fleet & Facilities Maintenance Supervisor	-	-	-	-	1	-	1	-	1
GIS Administrator	-	-	-	-	-	-	-	-	-
GIS Specialist	2	2	1	1	1	-	1	-	1
GIS Technician	2	2	1	1	1	-	1	-	1
Housing Program Coordinator	1	-	-	-	-	-	-	-	-
Housing Program Specialist	-	-	-	-	-	-	-	-	-
Human Resources Analyst	1	1	1	1	1	-	1	-	1
Human Resources Director	-	-	-	1	1	(1)	-	-	-
Human Resources Division Manager	-	-	-	-	-	1	1	-	1
Human Resources Technician	-	-	-	-	-	-	-	-	-
Info Technology Technician	4	4	2	2	2	-	2	-	2
Landscape Development Coord	-	-	-	-	-	-	-	-	-
Landscape Irrigation Tech	1	1	1	-	-	-	-	-	-
Landscape Svcs Inspector	2	2	2	2	2	-	2	-	2
Landscape Svcs Supervisor	1	1	1	1	1	-	1	-	1
Lead Animal Care Technician	1	1	1	-	-	-	-	-	-
Lead Facilities Maint Worker	1	1	1	1	1	-	1	-	1
Lead Maintenance Worker	3	4	4	4	4	-	4	-	4
Lead Parks Maint Worker	5	6	6	6	6	-	6	-	6
Lead Traffic Sign/Marking Tech	2	2	2	2	2	-	2	-	2
Lead Vehicle / Equip Tech	1	-	-	-	-	1	1	-	1
Legal Secretary	1	-	-	-	-	-	-	-	-
Lib Serv Div Mgr	-	-	-	-	-	-	-	-	-

Attachment: City Position Summary FY 1920 (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

City of Moreno Valley  
 FY 2019/20 - 2020/21  
 City Position Summary

Position Title	FY 2014/15 No.	FY 2015/16 No.	FY 2016/17 No.	FY 2017/18 No.	FY 2018/19 No.	FY 2019/20 Adj.	FY 2019/20 No.	FY 2020/21 Adj.	FY 2020/21 No.
Librarian	-	-	-	-	-	-	-	-	-
Library Asst	-	-	-	-	-	-	-	-	-
Library Circulation Supervisor	-	-	-	-	-	-	-	-	-
Maint & Operations Div Mgr	1	1	1	1	1	-	1	-	1
Maintenance Worker I	-	-	-	-	-	-	-	-	-
Maintenance Worker II	-	-	-	1	1	-	1	-	1
Maintenance Worker I/II	18	18	18	17	17	-	17	-	17
Management Aide	1	2	2	1	2	2	4	-	4
Management Analyst	11	9	8	13	14	(1)	13	-	13
Management Asst	5	5	5	5	6	-	6	-	6
Media & Communications Division Manager	-	-	-	1	1	-	1	-	1
Media & Production Supervisor	1	2	1	-	-	-	-	-	-
Network Administrator	2	2	1	1	1	-	1	-	1
Office Asst	-	-	-	-	-	-	-	-	-
Paralegal	-	1	1	1	1	-	1	-	1
Park Ranger	3	3	3	3	3	-	3	-	3
Parking Control Officer	2	2	2	2	2	-	2	-	2
Parks & Community Services Deputy Director	-	-	-	1	1	-	1	-	1
Parks & Community Services Director	1	1	1	1	1	-	1	-	1
Parks & Community Services Division Manager	1	1	1	-	-	-	-	-	-
Parks Maintenance Division Manager	-	-	-	-	-	-	-	-	-
Parks Maint Supervisor	2	2	2	2	2	-	2	-	2
Parks Maint Worker	13	12	12	12	12	-	12	-	12
Parks Projects Coordinator	1	1	1	1	1	-	1	-	1
Payroll Supervisor	1	1	1	1	1	-	1	-	1
Permit Technician	5	5	5	5	5	-	5	-	5
Planning Commissioner	7	7	7	7	7	-	7	-	7
Planning Div Mgr / Official	1	1	1	1	1	-	1	-	1
Principal Accountant	1	1	1	1	1	-	1	-	1
Principal Planner	-	-	-	-	-	1	1	-	1
Public Information/Intergovernmental Relations Officer	-	1	1	1	1	-	1	-	1
Public Safety Contract Administrator	-	-	-	1	1	-	1	-	1
Purch & Facilities Div Mgr	1	1	1	1	1	-	1	-	1
PW Director / City Engineer	1	1	1	1	1	-	1	-	1
Recreation Program Coord	1	2	-	-	-	-	-	-	-
Recreation Program Leader	7	7	7	7	7	-	7	-	7
Recreation Supervisor	1	-	-	-	-	-	-	-	-
Recycling Specialist	1	2	1	1	1	-	1	-	1
Resource Analyst	-	-	-	-	-	-	-	-	-
Risk Division Manager	-	-	-	-	-	-	-	-	-
Security Guard	2	2	2	2	2	-	2	-	2
Spec Dist Budg & Accting Spvr	-	-	-	-	-	-	-	-	-
Spec Districts Div Mgr	1	1	1	1	1	-	1	-	1
Special Districts Prog Mgr	1	-	-	-	-	-	-	-	-
Sr Accountant	1	2	2	3	3	-	3	-	3
Sr Administrative Asst	17	17	17	17	17	(2)	15	-	15
Sr Applications Analyst	2	2	1	1	1	-	1	-	1
Sr Citizens Center Coord	1	1	-	-	-	-	-	-	-
Sr Code Compliance Officer	-	-	-	2	2	-	2	-	2
Sr Construction Inspector	-	-	-	-	2	-	2	-	2
Sr Customer Service Asst	3	3	3	3	3	-	3	-	3
Sr Deputy City Clerk	-	-	-	-	1	-	1	-	1
Sr Electrical Engineer	1	1	1	1	1	-	1	-	1
Sr Engineer, P.E.	9	7	6	5	5	-	5	-	5
Sr Engineering Technician	1	1	1	1	1	-	1	-	1
Sr Equipment Operator	1	1	1	1	1	-	1	-	1
Sr Financial Analyst	1	-	-	-	-	-	-	-	-
Sr GIS Analyst	2	2	1	1	1	-	1	-	1
Sr Graphics Designer	1	2	1	1	1	-	1	-	1
Sr Human Resources Analyst	1	1	1	1	1	-	1	-	1
Sr IT Technician	-	-	-	-	-	-	-	-	-
Sr Landscape Svcs Inspector	-	-	-	-	-	-	-	-	-

Attachment: City Position Summary FY 1920 (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)

City of Moreno Valley  
 FY 2019/20 - 2020/21  
 City Position Summary

Position Title	FY	FY	FY	FY	FY	FY	FY	FY	FY
	2014/15 No.	2015/16 No.	2016/17 No.	2017/18 No.	2018/19 No.	2019/20 Adj.	2019/20 No.	2020/21 Adj.	2020/21 No.
Sr Management Analyst	3	4	5	4	3	-	3	-	3
Sr Office Asst	3	3	3	2	2	-	2	-	2
Sr Park Ranger	-	-	-	-	-	-	-	-	-
Sr Parking Control Officer	1	1	1	1	1	-	1	-	1
Sr Parks Maint Technician	2	2	2	2	2	-	2	-	2
Sr Payroll Technician	1	1	1	1	1	-	1	-	1
Sr Permit Technician	2	2	2	2	2	-	2	-	2
Sr Planner	2	2	2	2	2	(1)	1	-	1
Sr Recreation Program Leader	2	2	2	2	2	-	2	-	2
Sr Telecomm Technician	2	2	1	1	1	-	1	-	1
Sr Traffic Engineer	1	-	-	-	-	-	-	-	-
Sr Traffic Signal Technician	1	1	1	1	1	-	1	-	1
Storekeeper	1	1	1	1	1	-	1	-	1
Storm Water Prog Mgr	1	1	1	-	-	-	-	-	-
Strategic Initiatives Manager	-	-	-	1	1	-	1	-	1
Street Maintenance Supervisor	2	2	2	2	2	-	2	-	2
Sustainability & Intergovernmental Prog Mgr	1	-	-	-	-	-	-	-	-
Technology Services Div Mgr	2	2	1	-	-	-	-	-	-
Telecomm Engineer / Admin	2	2	1	1	1	-	1	-	1
Telecomm Technician	2	2	1	1	1	-	1	-	1
Traffic Operations Supervisor	1	1	1	1	1	-	1	-	1
Traffic Sign / Marking Tech I	1	1	1	1	1	-	1	-	1
Traffic Sign/Marking Tech II	2	2	2	2	2	-	2	-	2
Traffic Signal Technician	2	2	2	2	2	-	2	-	2
Trans Div Mgr / City Traf Engr	1	1	1	1	1	-	1	-	1
Treasury Operations Div Mgr	1	1	1	1	1	-	1	-	1
Tree Trimmer	1	-	-	-	-	-	-	-	-
Vehicle / Equipment Technician	3	3	3	3	4	(1)	3	-	3
<b>Total</b>	<b>375</b>	<b>374</b>	<b>356</b>	<b>356</b>	<b>361</b>	<b>1</b>	<b>362</b>	<b>-</b>	<b>362</b>

Attachment: City Position Summary FY 1920 (3886 : FY19/20 MID-YEAR BUDGET REVIEW & APPROVAL OF BUDGET AMENDMENTS)